

TEKNO



INTRODUCTION



Thank you for purchasing the Tekno RC NB48 1/8th 4WD Nitro Competition Buggy. The NB48 represents the state-of-the-art in 1/8th nitro buggy technology. We hope you have as much fun driving your new vehicle as we did developing it. We are always working on new projects, so please check our website (www.teknorc.com) regularly for the latest news, parts, and kits. Thanks again.

Additional equipment and parts needed:

- 2/3 channel surface radio transmitter and receiver
- High torque steering and brake servo
- RX battery, switch harness
- .21 nitro engine, tuned pipe, manifold, and glow plug
- Fuel bottle, fuel, 1/8th buggy starter box, and glow ignitor
- 1/8th scale buggy tires, wheels & CA glue
- Paint for body

Tools needed:

- Hex drivers (1.5mm, 2.0mm, 2.5mm)
- Nut drivers (5.0mm, 5.5mm, 7.0mm)
- Hobby knife
- Needle-nose pliers, screwdrivers
- 4mm turnbuckle wrench
- 4mm arm reamer
- Lexan body scissors & reamer

Disclaimer: Tekno RC is not responsible or liable for any property or personal damage, loss, or injury incurred as a result of using this product. This kit is meant for use by persons 14 years of age or older and in the strict confines of a legally permitted RC track or facility.

Warnings:

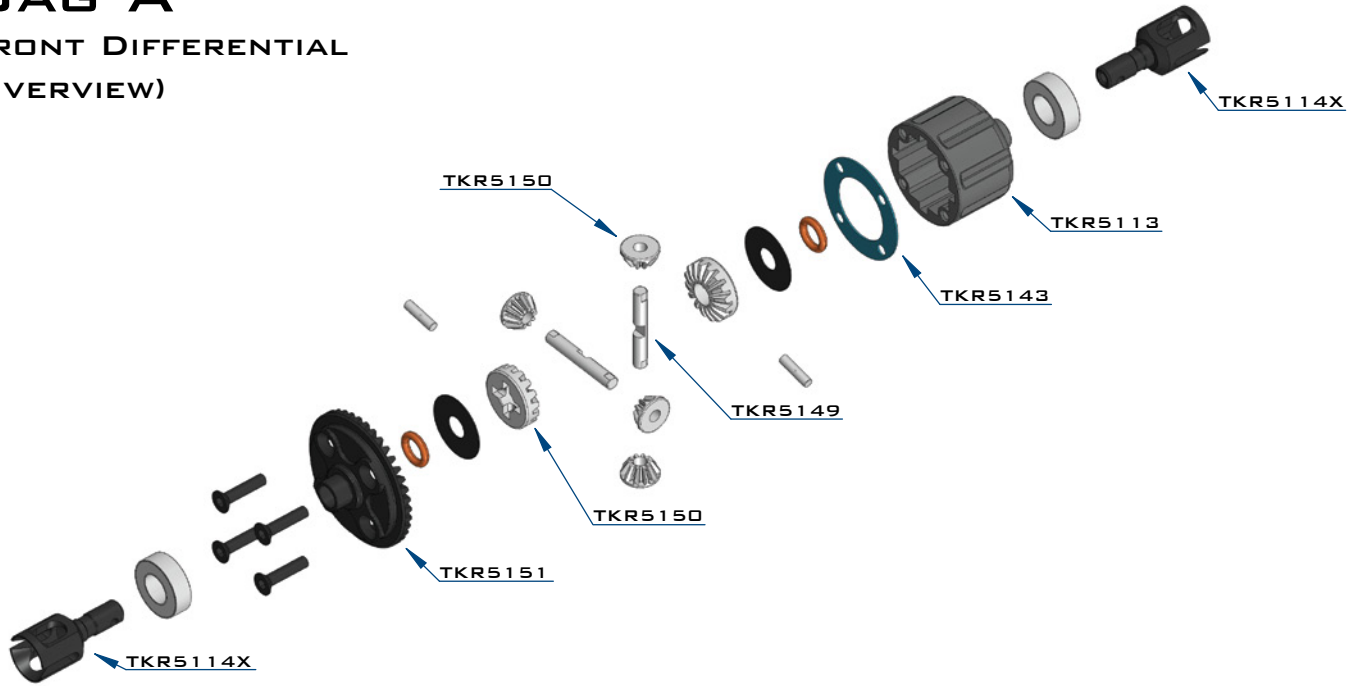
Always double-check that your radio gear is working properly before operating vehicle. Never operate the vehicle indoors (unless the RC track is an indoor facility). Use caution while operating vehicle so as not to collide with people who may be turn mashing or who might otherwise not be aware that a fast moving RC vehicle is in the vicinity.

Warranty:

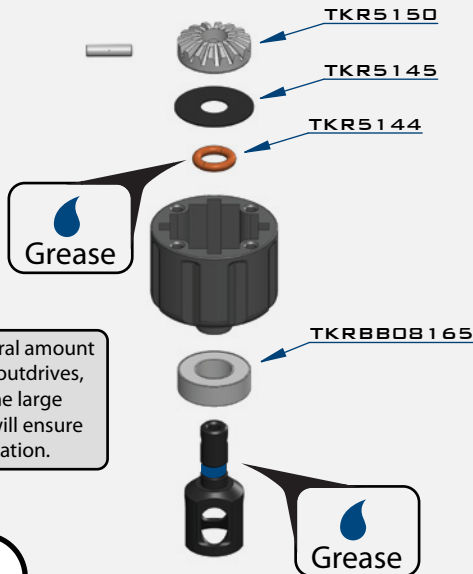
We warrant that the parts included in this kit are free from defects. If you find a defective part in your kit, please contact us at info@teknorc.com and we will help you to resolve the issue. We do not warranty parts that may be broken during operation of the vehicle or otherwise. Refer to the end of this instruction manual for a listing of spare/replacement and option parts. All spare parts and other info are available on our website (www.teknorc.com) and through our network of domestic and international dealers and distributors.

BAG A

FRONT DIFFERENTIAL (OVERVIEW)

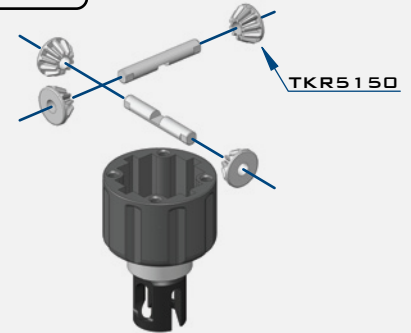


STEP A-1



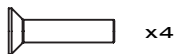
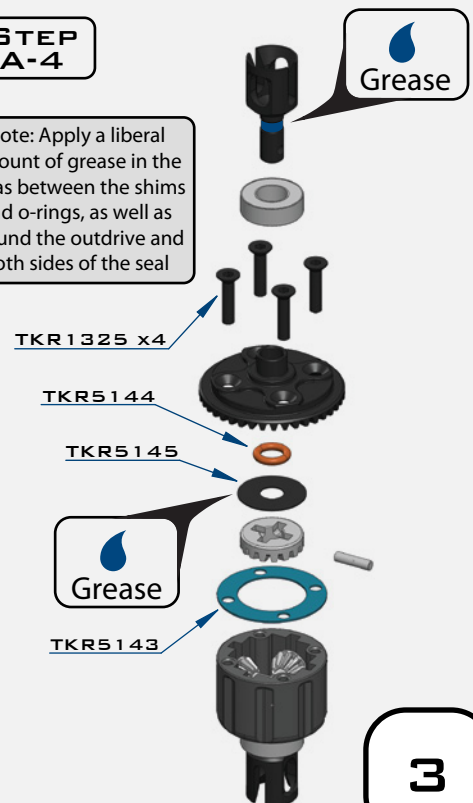
Note: Apply a liberal amount of grease to the outdrives, o-rings, and the large diff shims. This will ensure smooth operation.

STEP A-2



STEP A-4

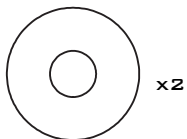
Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal.



TKR1325
M3X14MM FLAT HEAD SCREW



TKR5144
DIFFERENTIAL O-RINGS



TKR5145
DIFFERENTIAL SHIMS (6X17MM)



TKRBB08165
BALL BEARING(8X16X5MM)

STEP A-3

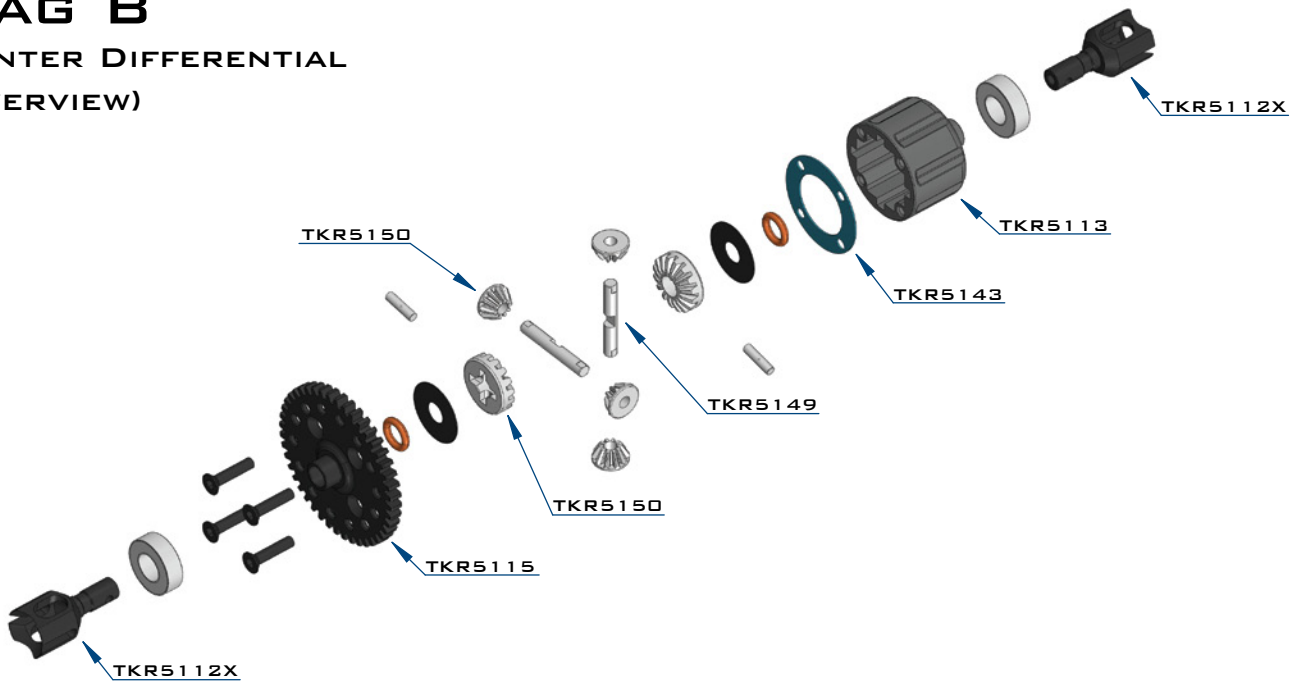


Fill with 7000 wt oil to
1mm below full

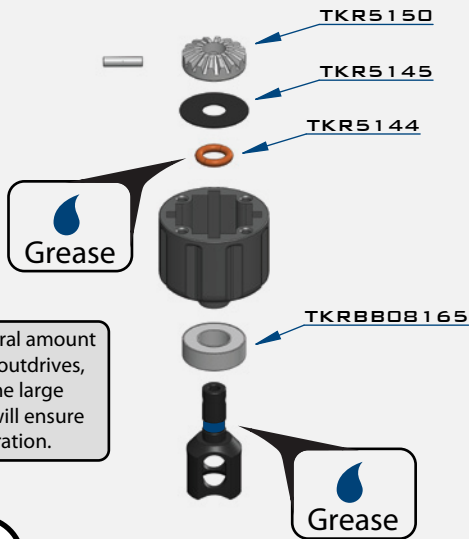
BAG B

CENTER DIFFERENTIAL

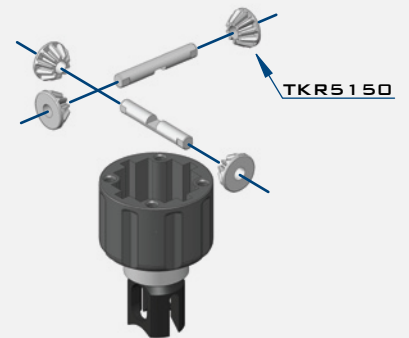
(OVERVIEW)



STEP B-1

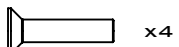
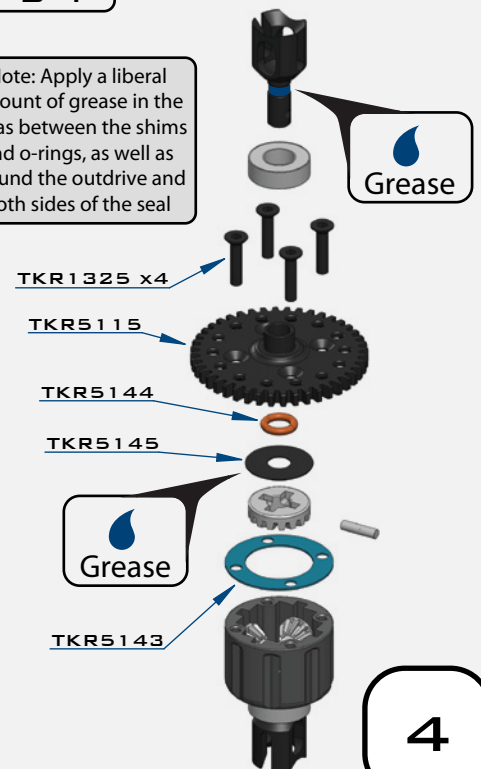


STEP B-2



STEP B-4

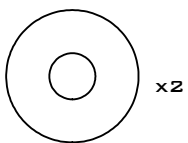
Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal



TKR1325
M3X14MM FLAT HEAD SCREW



TKR5144
DIFFERENTIAL O-RINGS



TKR5145
DIFFERENTIAL SHIMS (6X17MM)



TKRBB08165
BALL BEARING(8X16X5MM)

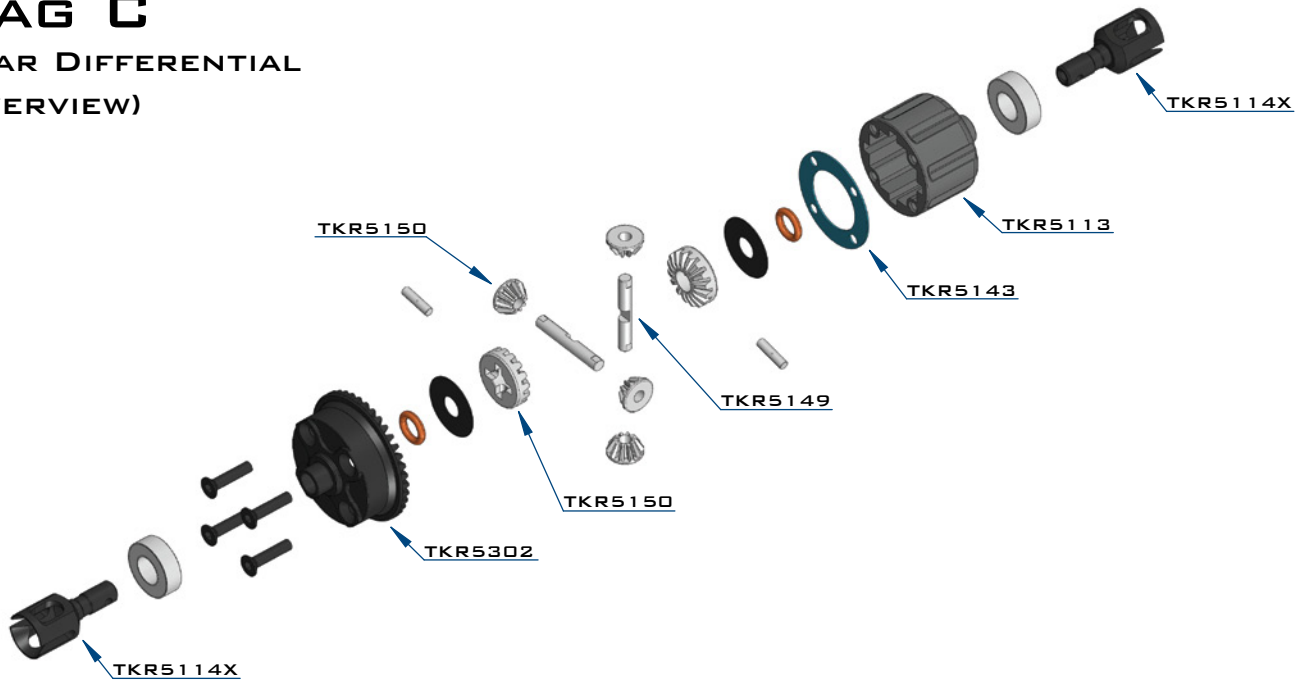
STEP B-3



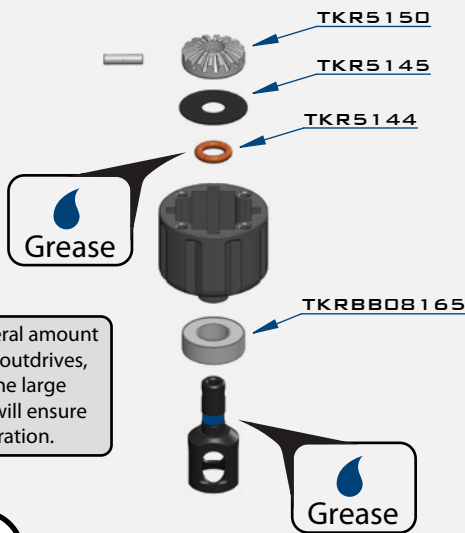
Fill with 7000 wt to 1mm below full

BAG C

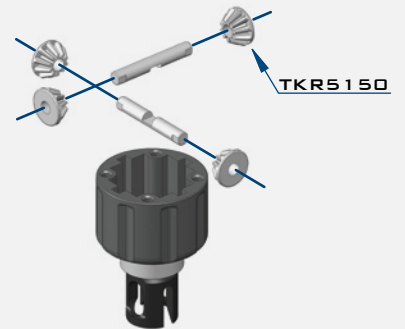
REAR DIFFERENTIAL (OVERVIEW)



STEP C-1

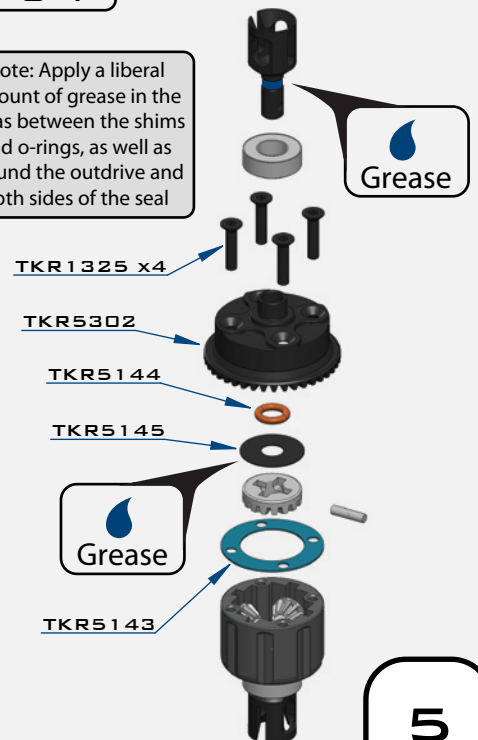


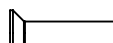
STEP C-2



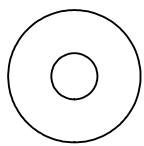
STEP C-4

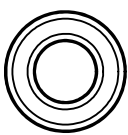
Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal



 x4
TKR1325
M3X14MM FLAT HEAD SCREW

 x2
TKR5144
DIFFERENTIAL O-RINGS

 x2
TKR5145
DIFFERENTIAL SHIMS (6X17MM)

 x2
TKRBB08165
BALL BEARING(8X16X5MM)

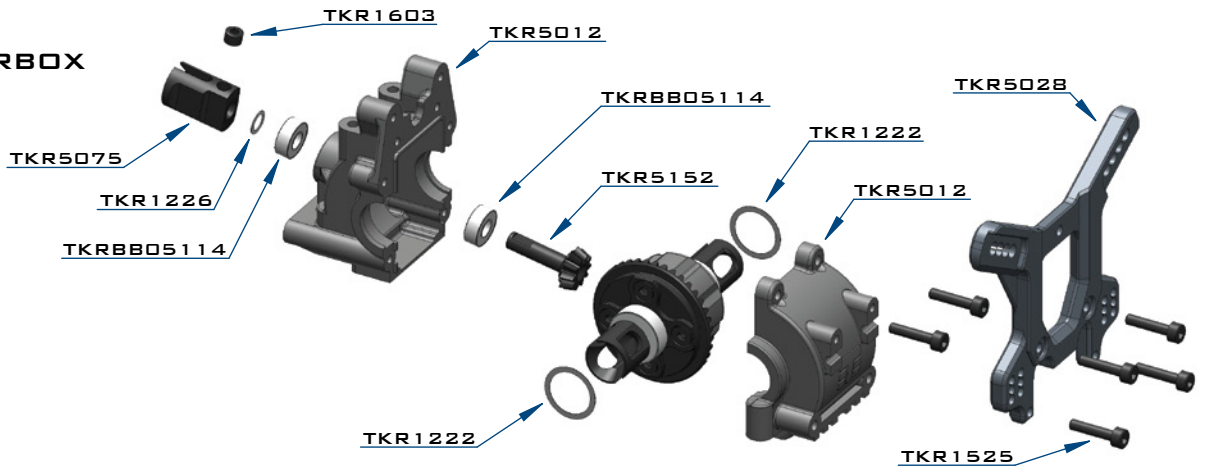
STEP C-3



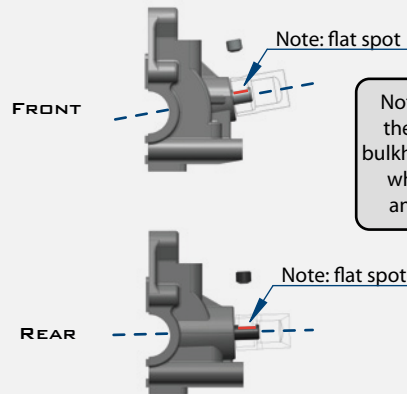
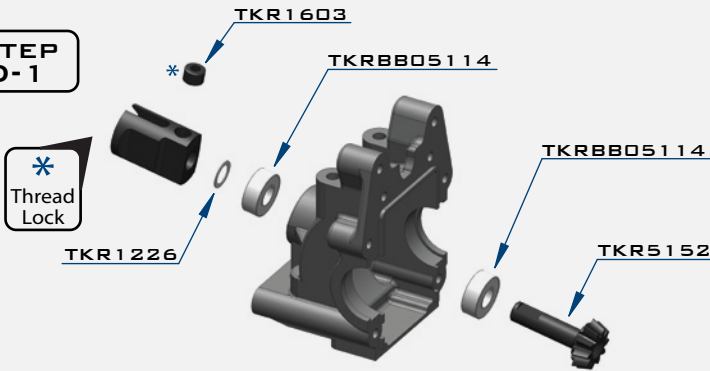
Fill with 5000 wt to 1mm below full

BAG D

FRONT GEARBOX (OVERVIEW)

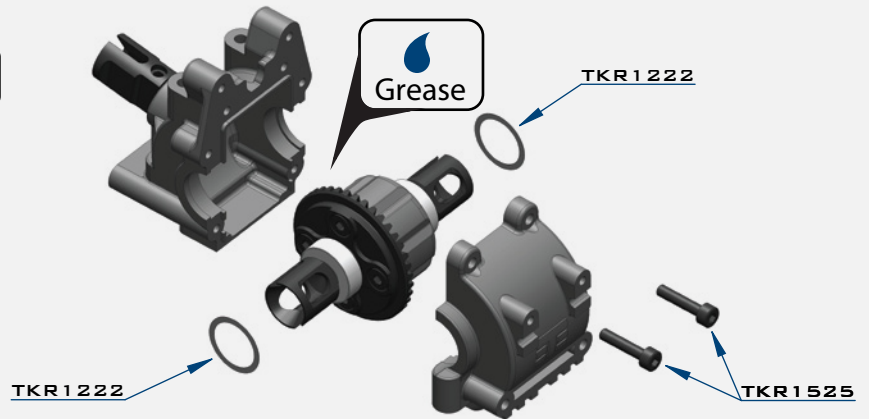


STEP D-1

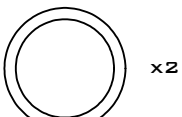
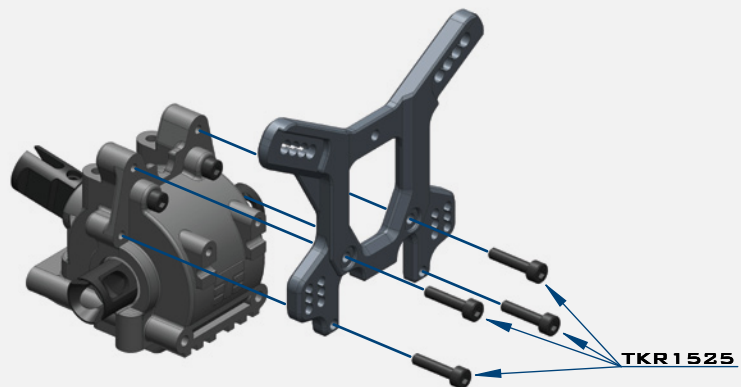


Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.

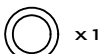
STEP D-2



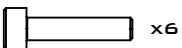
STEP D-3



TKR1222
13X16X0.1MM DIFF SHIM



TKR1226
5X7X0.2MM SHIM



TKR1525
M3X14MM CAP HEAD SCREW



TKR1603
M5X4MM SET SCREW



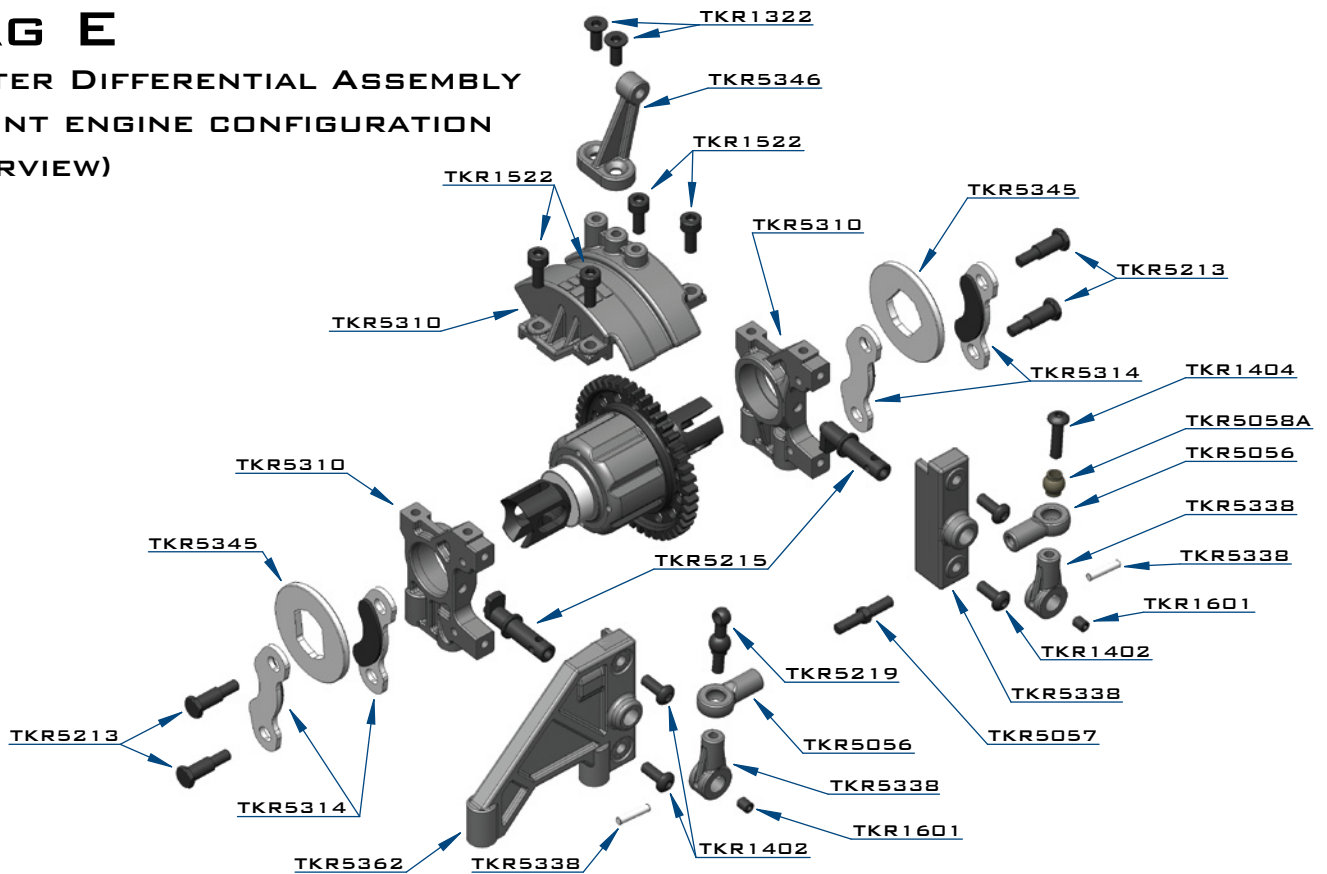
TKRBB05114
BALL BEARING (5X11X4)

BAG E

CENTER DIFFERENTIAL ASSEMBLY

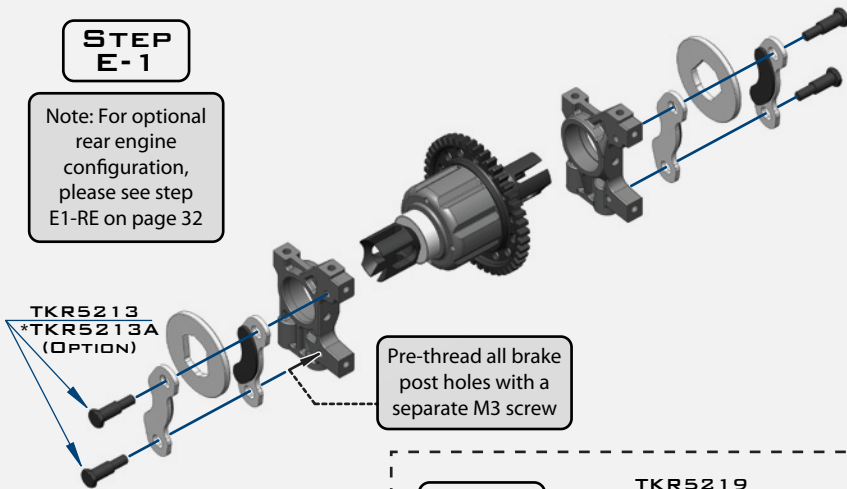
*FRONT ENGINE CONFIGURATION

(OVERVIEW)



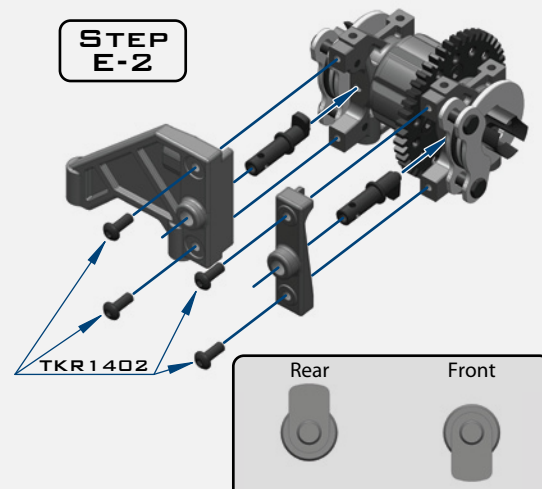
STEP E-1

Note: For optional rear engine configuration, please see step E1-RE on page 32



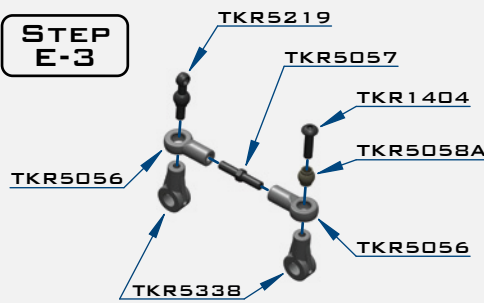
Pre-thread all brake post holes with a separate M3 screw

STEP E-2



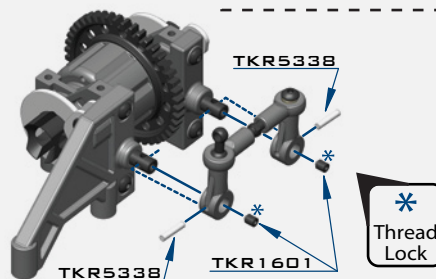
Note: Orientation of the brake cams TKR5215. The rear cam should be pointing up & the front cam should be pointing down.

STEP E-3



(longer link)
more rear bias
(shorter link)
more front bias

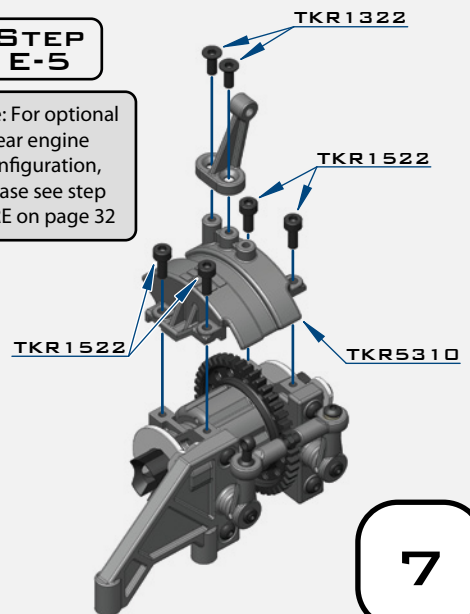
STEP E-4









* Thread Lock

STEP E-5

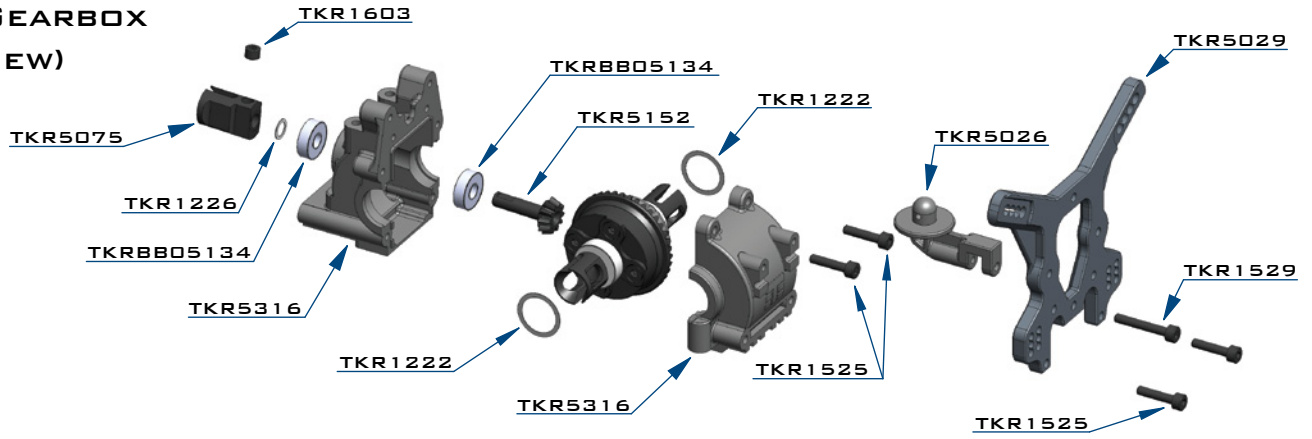
Note: For optional rear engine configuration, please see step E5-RE on page 32



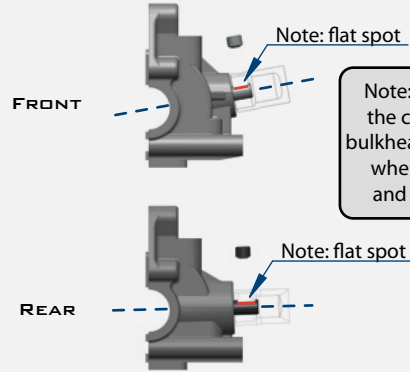
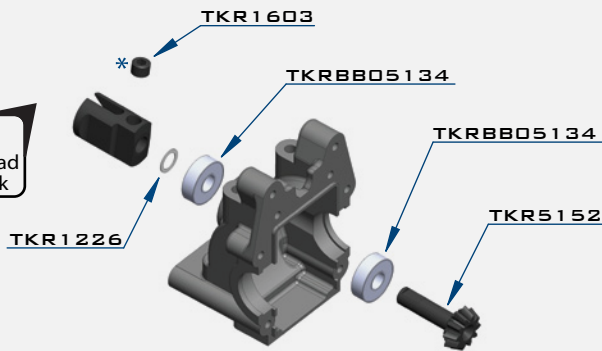
-  x2
TKR1322
M3X8MM FLAT HEAD SCREW
-  x4
TKR1402
M3X8MM BUTTON HEAD SCREW
-  x1
TKR1404
M3X12MM BUTTON HEAD SCREW
-  x4
TKR1522
M3X8MM CAP HEAD SCREW
-  x2
TKR1601
M3X4MM SET SCREW
-  x1
TKR5058A
PIVOT BALL M3X5.8MM
NO FLANGE

BAG F

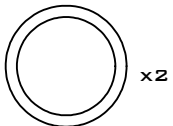
REAR GEARBOX (OVERVIEW)



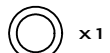
STEP F-1



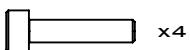
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.



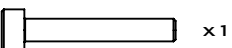
TKR1222
13x16x0.1MM DIFF SHIM



TKR1226
5x7x0.2MM SHIM



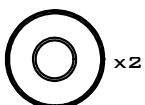
TKR1525
M3x14MM CAP HEAD SCREW



TKR1529
M3x20MM CAP HEAD SCREW

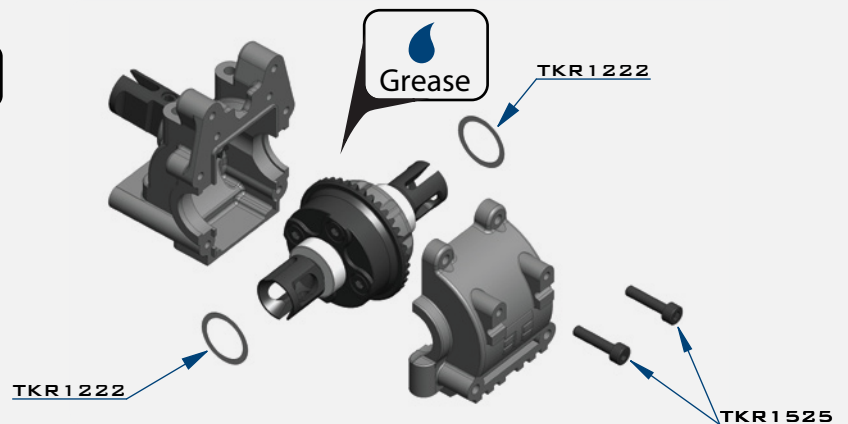


TKR1603
M5x4MM SET SCREW

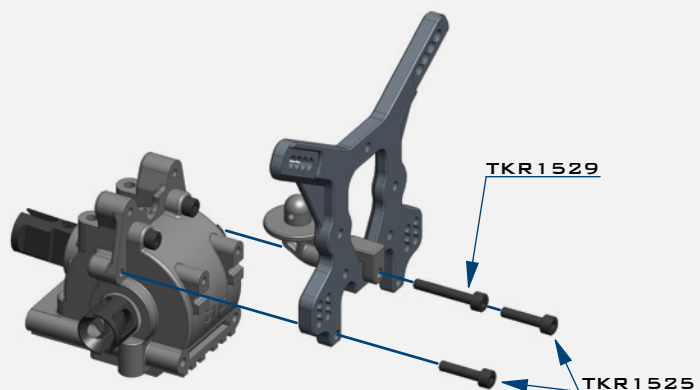


TKRBB05134
BALL BEARING (5x13x4)

STEP F-2



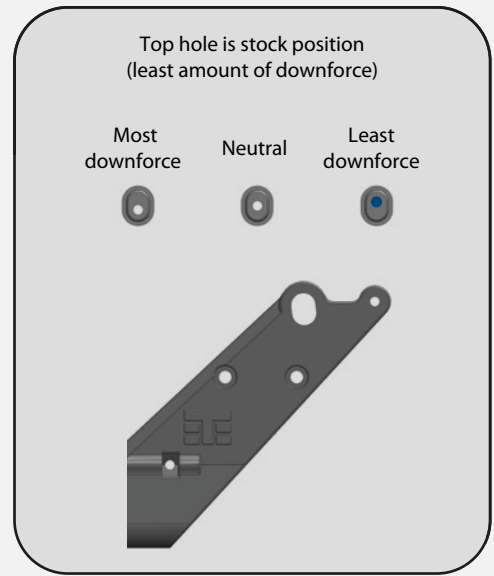
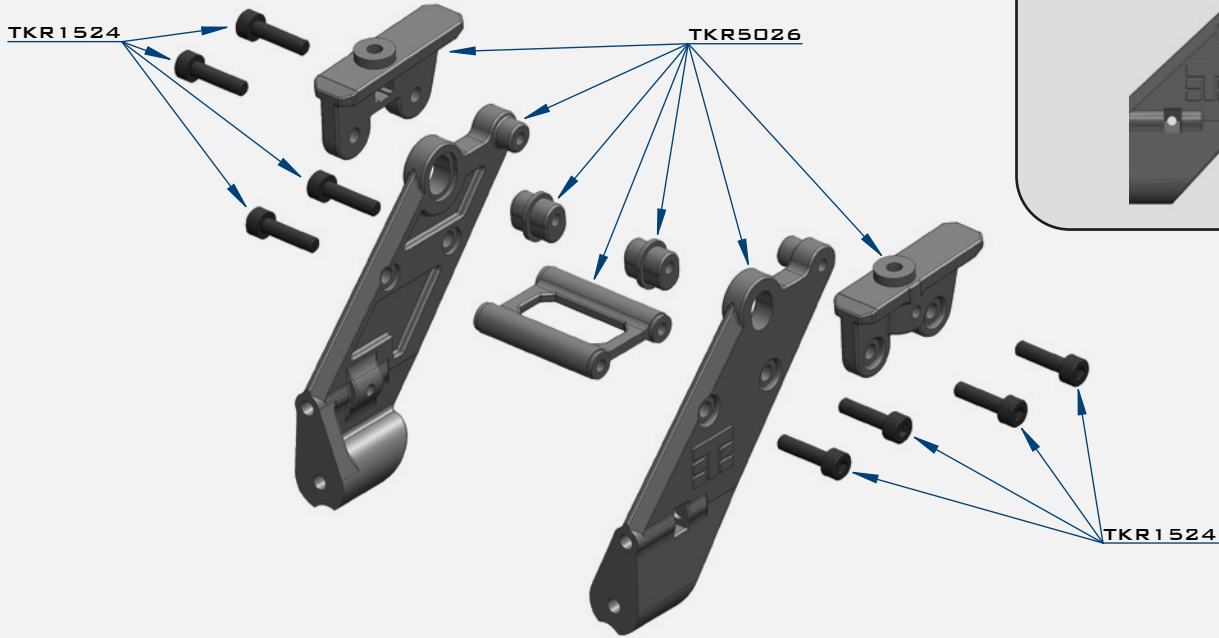
STEP F-3



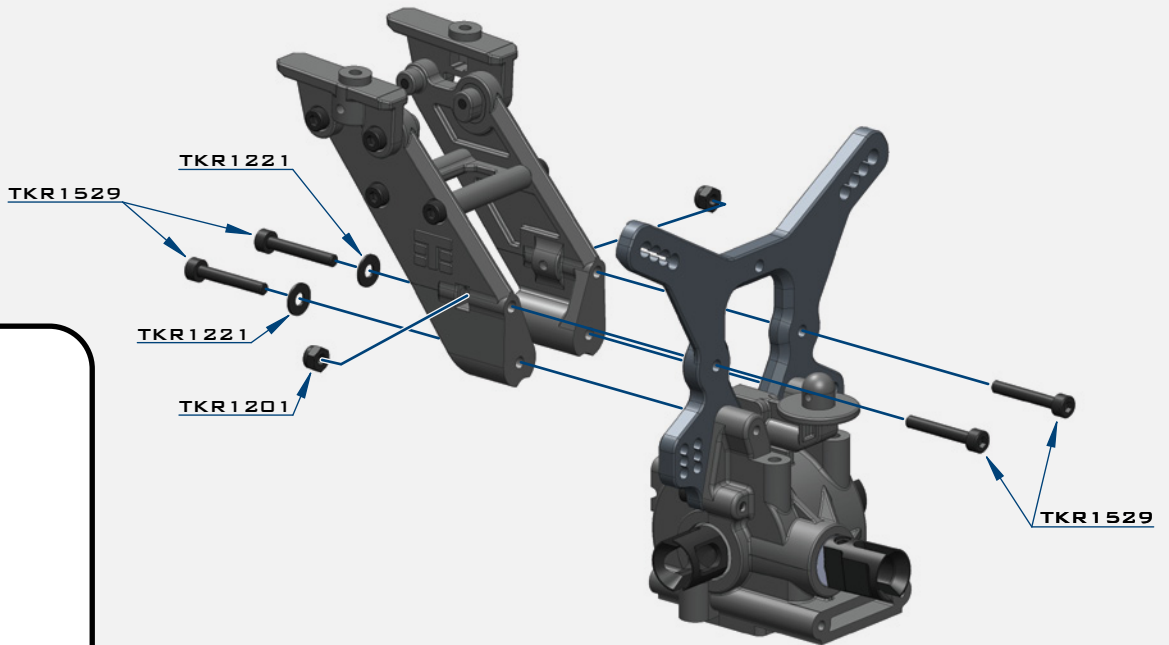
BAG G

WING MOUNT

STEP G-1



STEP G-2



x2
TKR1201
M3 LOCK NUT BLACK

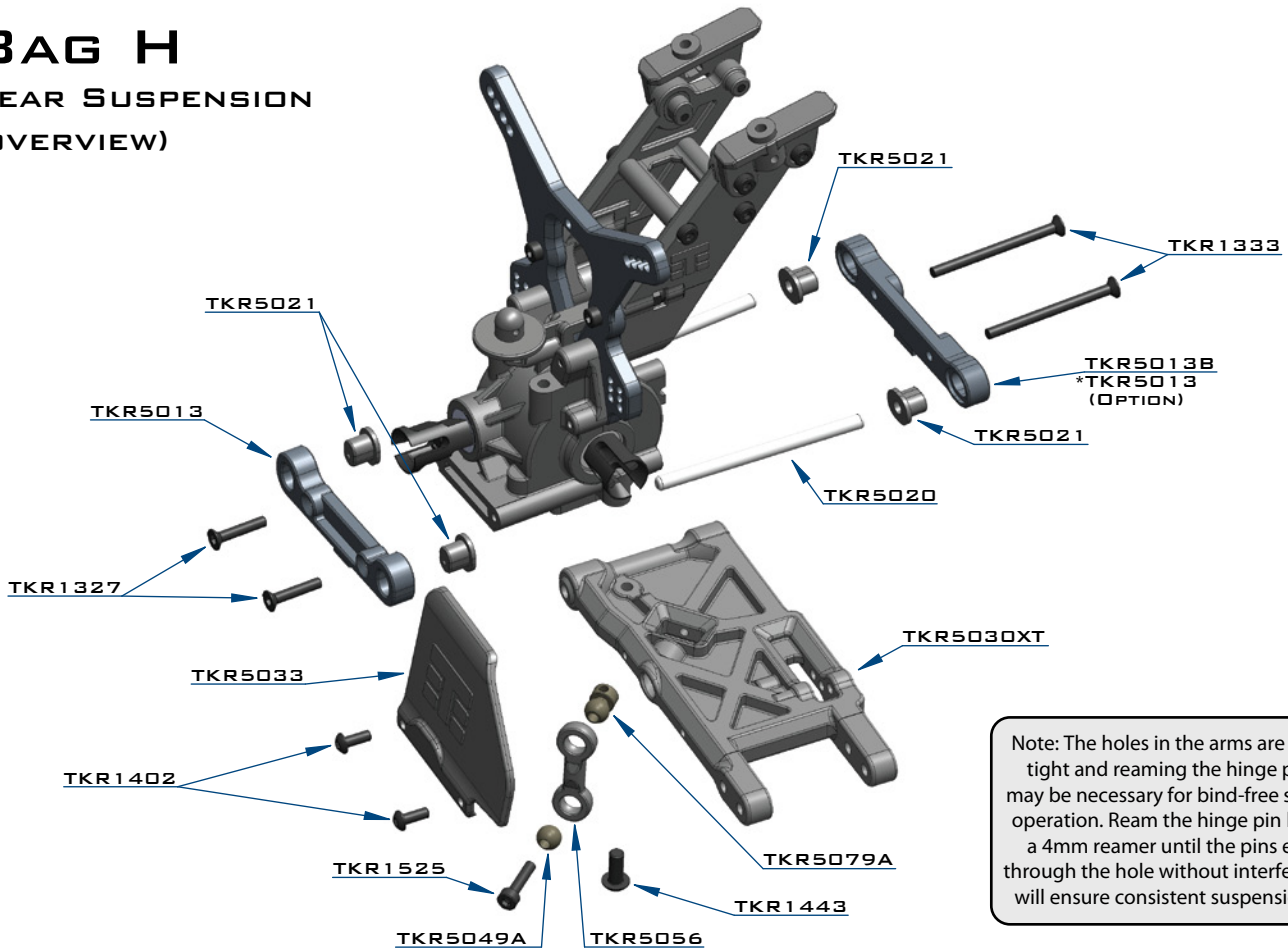
x2
TKR1221
M3X8MM WASHER

x8
TKR1524
M3X12MM CAP HEAD SCREW

x4
TKR1529
M3X20MM CAP HEAD SCREW

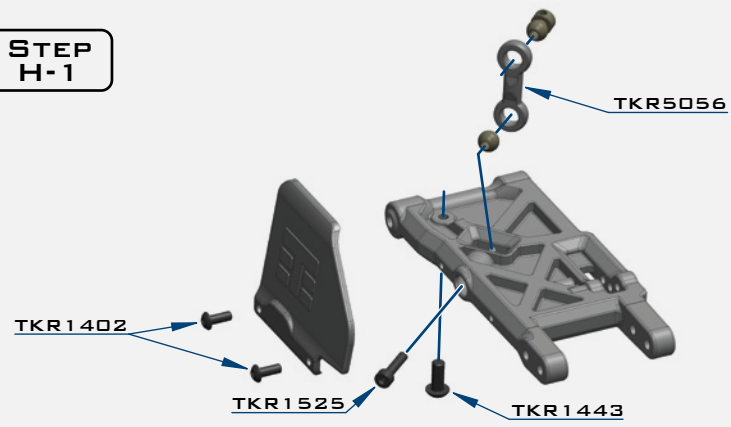
BAG H

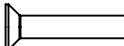
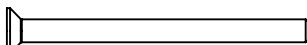

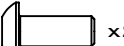
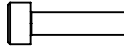


REAR SUSPENSION (OVERVIEW)



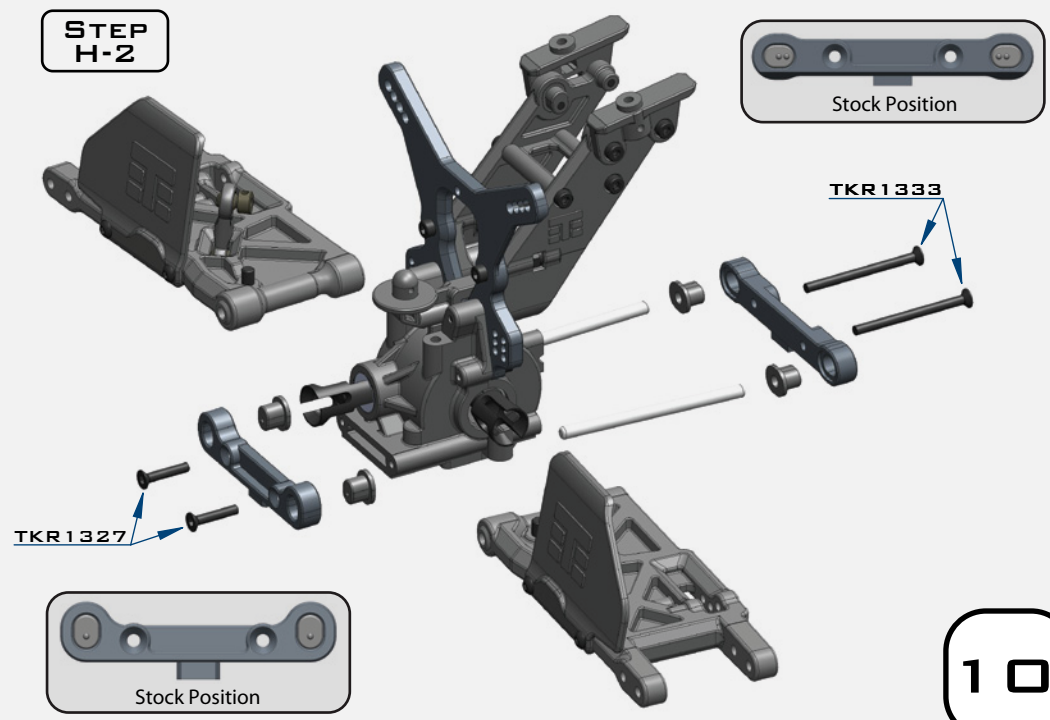
Note: The holes in the arms are purposely tight and reaming the hinge pin holes may be necessary for bind-free suspension operation. Ream the hinge pin holes with a 4mm reamer until the pins easily fall through the hole without interference. This will ensure consistent suspension action.

STEP H-1



-  x2
TKR1327
M3X16MM FLAT HEAD SCREW
-  x2
TKR1333
M3X40MM FLAT HEAD SCREW
-  x4
TKR1402
M3X8MM BUTTON HEAD SCREW
-  x2
TKR1443
M4X10MM BUTTON HEAD SCREW
-  x2
TKR1525
M3X14MM CAP HEAD SCREW
-  x2
TKR5049A
PIVOT BALL SWAY BAR
-  x2
TKR5079A
STABILIZER BALL

STEP H-2



BAG H

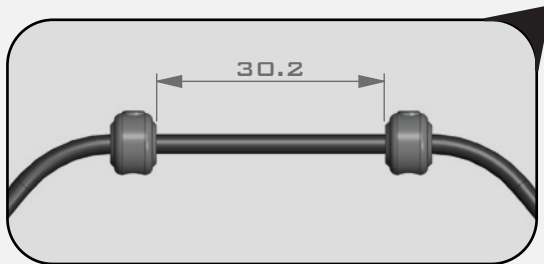
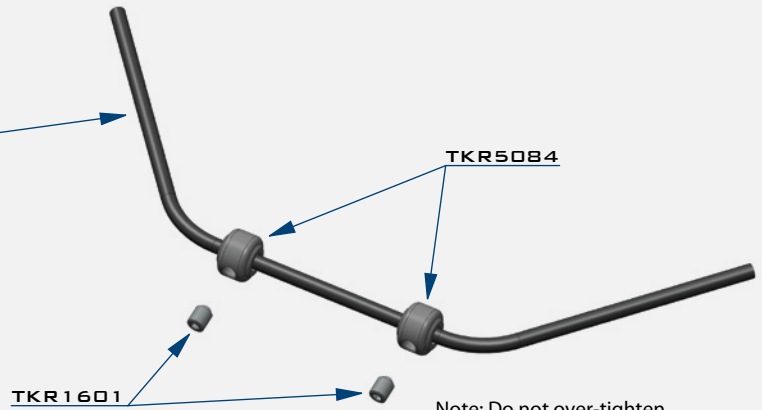
REAR SWAY BAR

STEP H-3

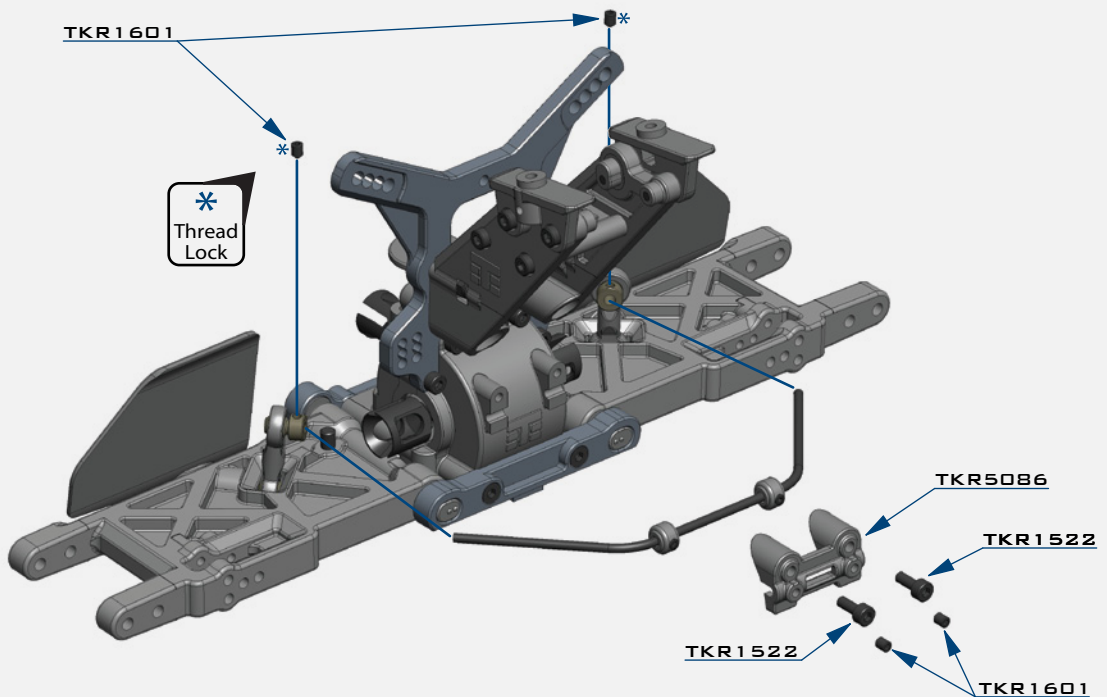
TKR5084 - 2.6MM

(OPTION)

- *TKR5080 - 2.2MM
- *TKR5081 - 2.3MM
- *TKR5082 - 2.4MM
- *TKR5083 - 2.5MM
- *TKR5085 - 2.8MM
- *TKR5087 - 3.0MM



STEP H-4



Loosen the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.



TKR1522
M3x8MM CAP HEAD SCREW



TKR1601
M3x4MM SET SCREW

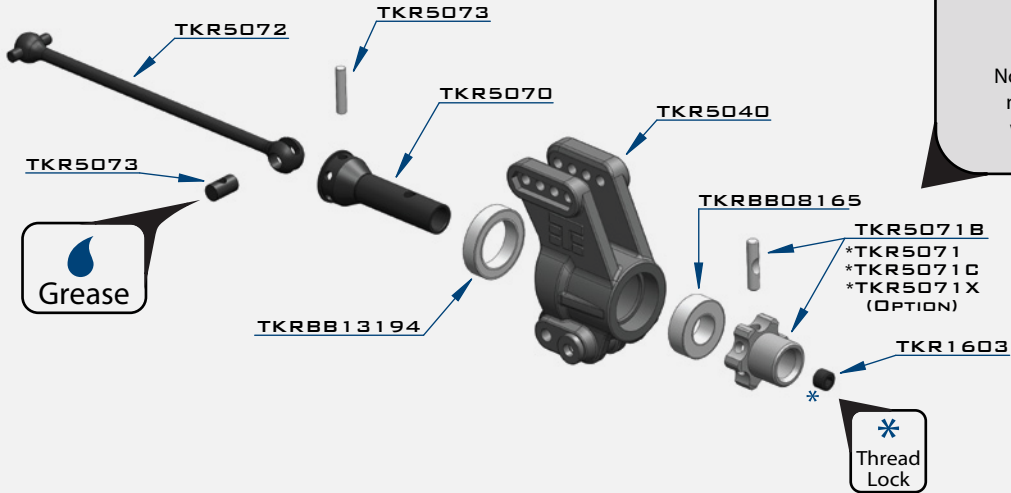


Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as picture above.

BAG I

REAR HUB/CVA ASSEMBLY

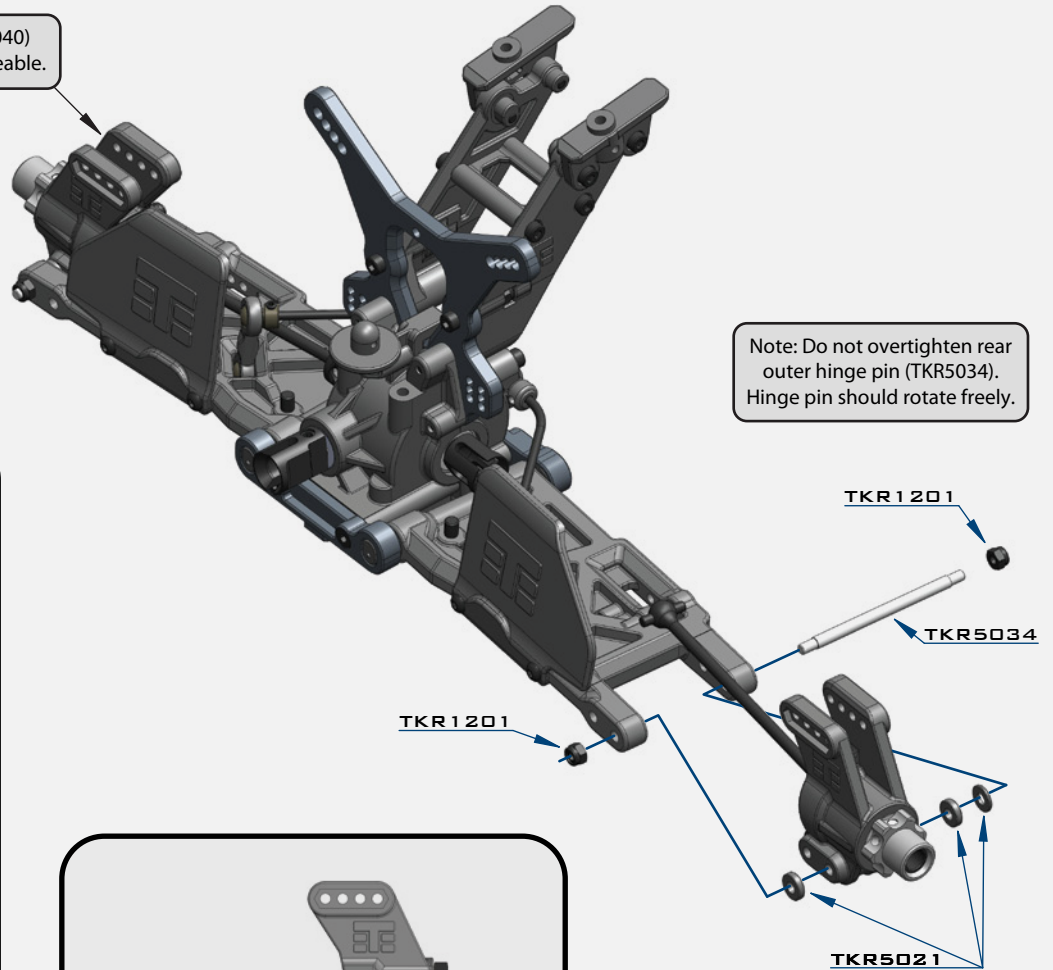
STEP 1-1



Note: notch on pin needs to line up with set screw.

Note: Rear hubs (TKR5040) are left/right interchangeable.

STEP 1-2



Note: Do not overtighten rear outer hinge pin (TKR5034). Hinge pin should rotate freely.

x4
TKR1201
M3 LOCKNUT BLACK

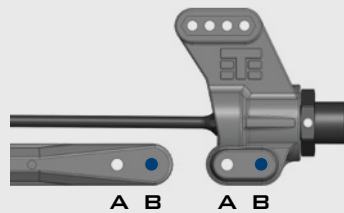
x2
TKR1603
M5X4MM SET SCREW

x2
TKR5071X
M3X16.8MM PIN

x2
TKR5073
CV JOINT PIN

x2
TKRBB08165
BALL BEARING (8X16X5)

x2
TKRBB13194
BALL BEARING (13X19X4)



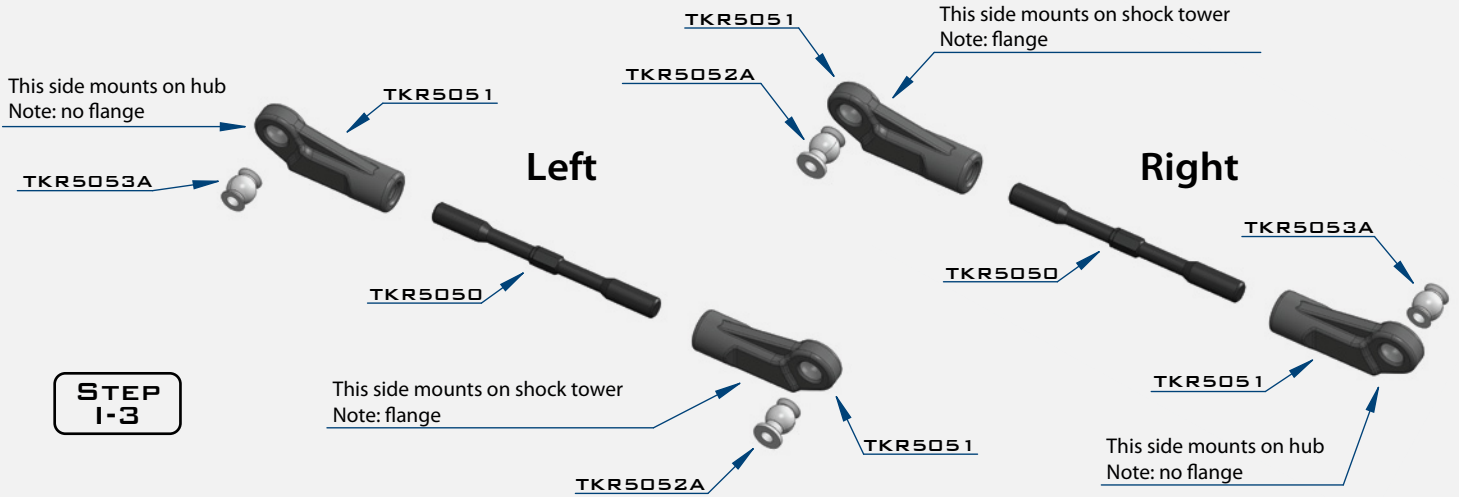
Hole "B" is the stock position

- *Only use hole A in the arm with hole A in the hub
- *Only use hole B in the arm with hole B in the hub

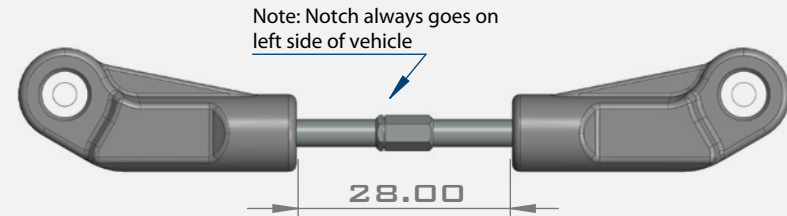
The outside hole offers greater stability and is recommended for bumpy open tracks. Inside hole offers greater amount of steering and is recommended for flat technical tracks.

BAG I

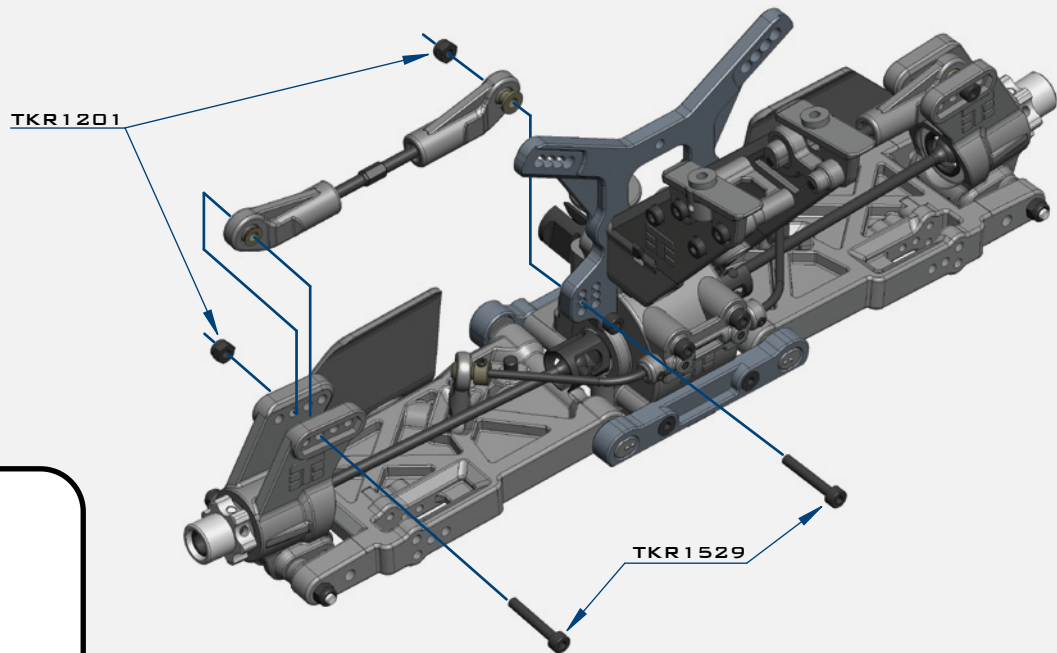
REAR CAMBER LINKS



STEP
I-3



STEP
I-4

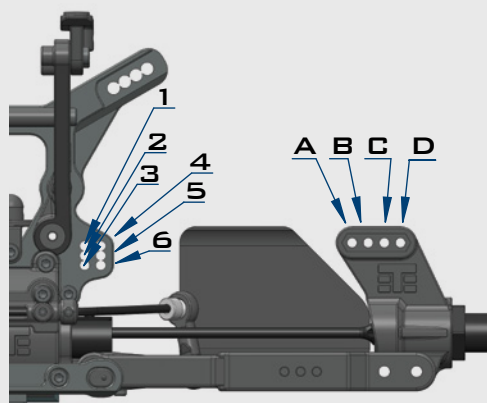


x4
TKR1201
M3 LOCKNUT BLACK

x4
TKR1529
M3X20MM CAP HEAD SCREW

x2
TKR5052A
PIVOT BALL M3X6.8MM

x2
TKR5053A
PIVOT BALL M3X6.8MM
NO FLANGE



Stock position is 5/ C

BAG J

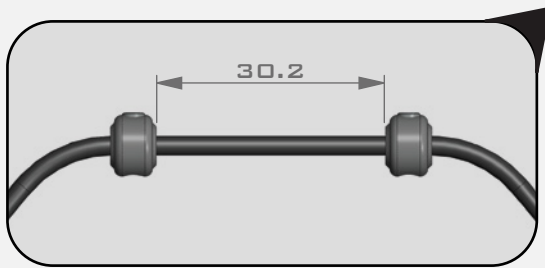
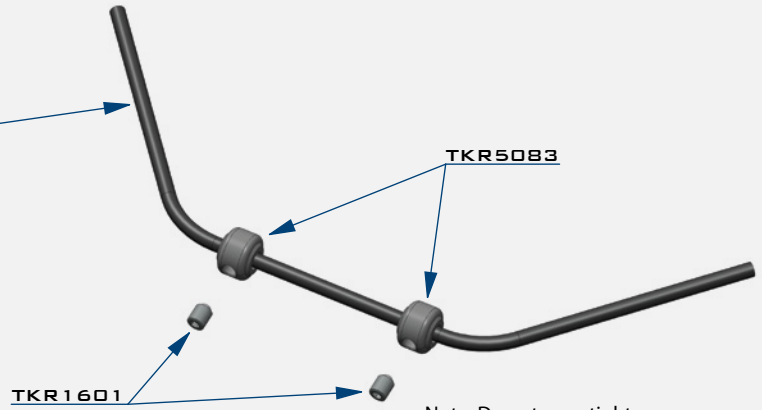
FRONT SWAY BAR

STEP J-3

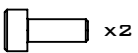
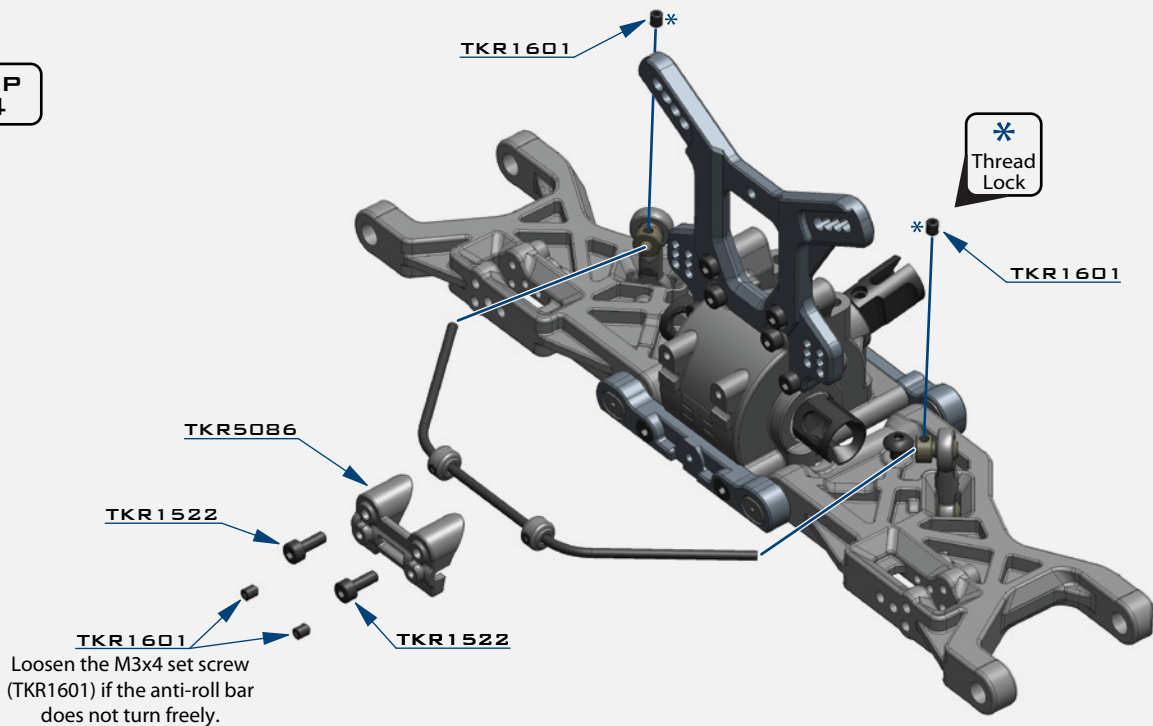
TKR5083 - 2.5MM

(OPTION)

- *TKR5080 - 2.2MM
- *TKR5081 - 2.3MM
- *TKR5082 - 2.4MM
- *TKR5084 - 2.6MM
- *TKR5085 - 2.8MM
- *TKR5087 - 3.0MM



STEP J-4



x2

TKR1522
M3x8MM CAP HEAD SCREW



x6

TKR1601
M3x4MM SET SCREW

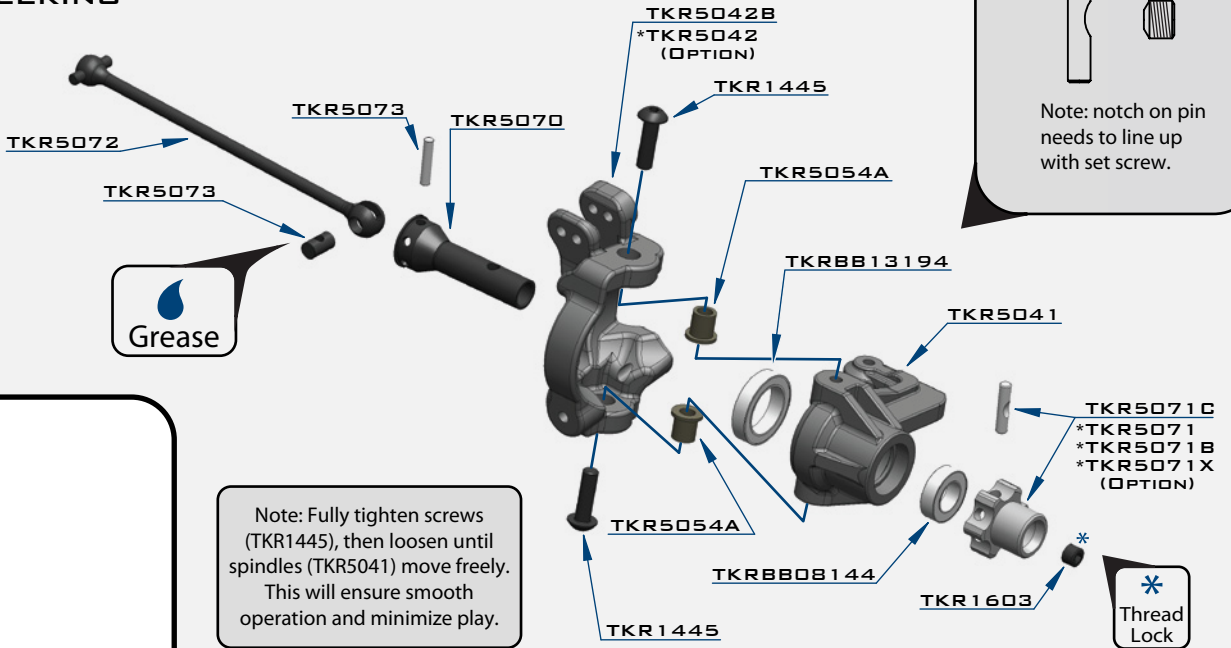


Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as picture above.

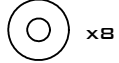
BAG K

FRONT STEERING

STEP K-1



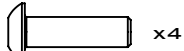
Note: Fully tighten screws (TKR1445), then loosen until spindles (TKR5041) move freely. This will ensure smooth operation and minimize play.



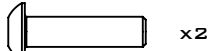
x8
TKR1221
M3x8MM WASHER



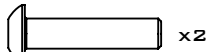
x2
TKR1401
M3x6MM BUTTON HEAD SCREW



x4
TKR1445
M4x14MM BUTTON HEAD SCREW



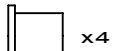
x2
TKR1447
M4x16MM BUTTON HEAD SCREW



x2
TKR1448
M4x18MM BUTTON HEAD SCREW



x2
TKR1603
M5x4MM SET SCREW



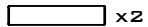
x4
TKR5054A
SPINDLE PIN SLEEVE



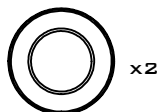
x4
TKR5055A
SUSPENSION PIN SLEEVE FRONT



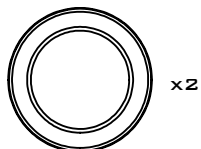
x2
TKR5071
M3x16.8MM PIN



x2
TKR5073
CV JOINT PIN

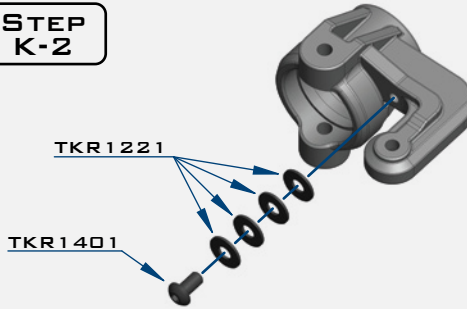


x2
TKRBB08144



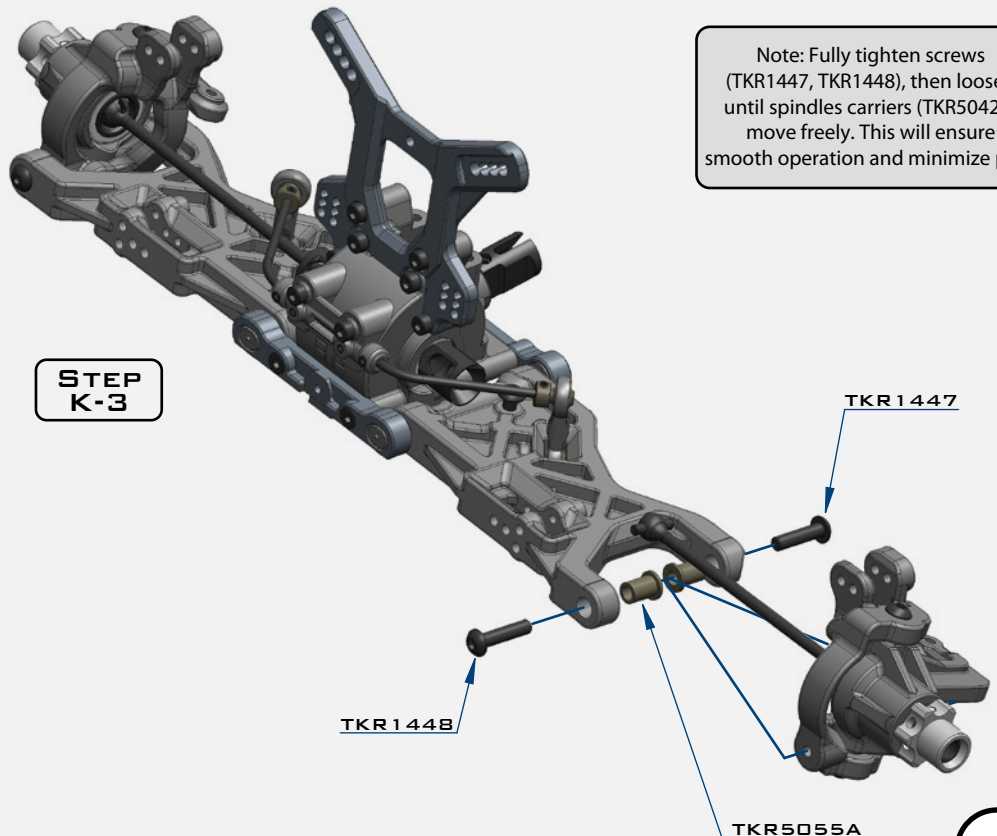
x2
TKRBB13194

STEP K-2



Note: The steering stops provide adjustable travel limiters that you can adjust to your driving style. For very tight tracks you may want to experiment with less limiting washers (more steering travel). However, with too much steering travel the rear end can lose traction more easily coming out of corners. After months of testing on different track surfaces, 4 washers is the most consistent setting.

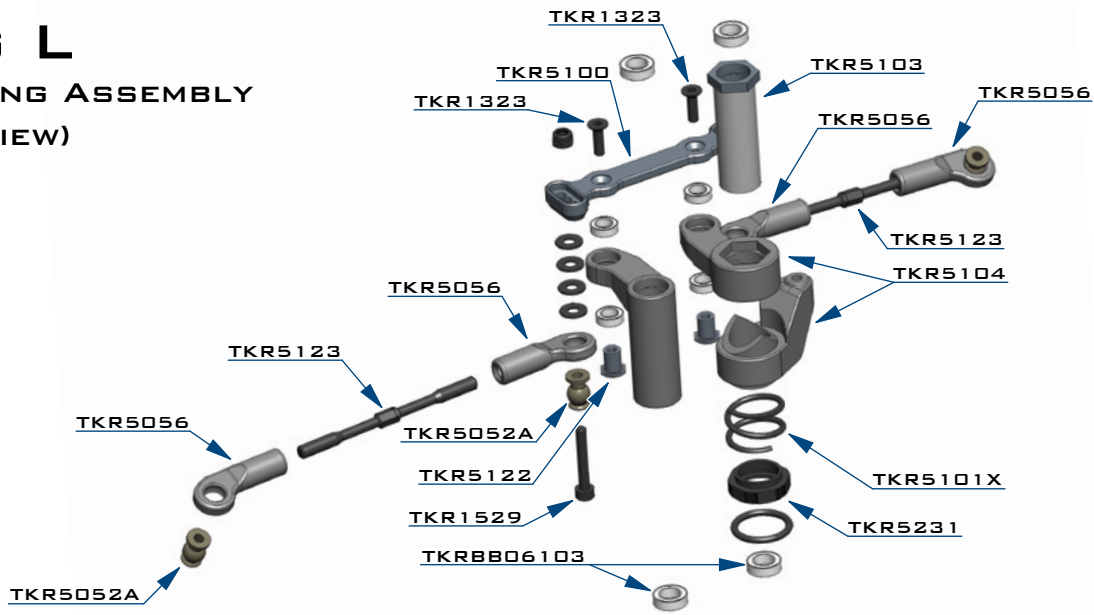
STEP K-3



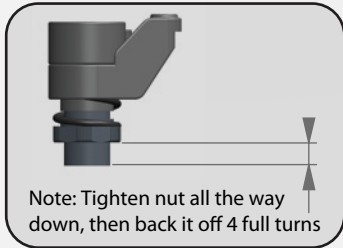
Note: Fully tighten screws (TKR1447, TKR1448), then loosen until spindles carriers (TKR5042B) move freely. This will ensure smooth operation and minimize play.

BAG L

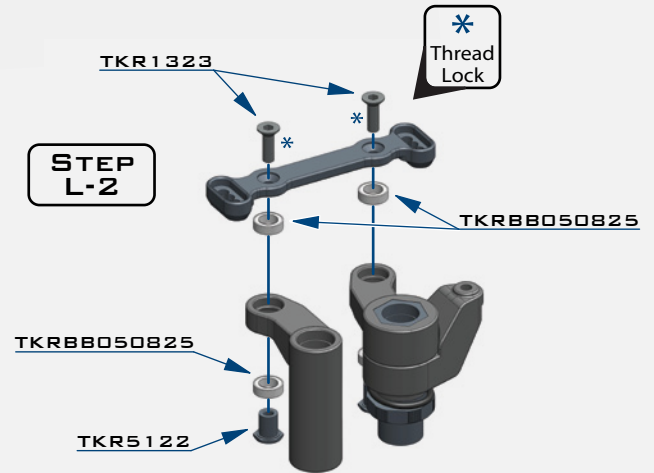
STEERING ASSEMBLY (OVERVIEW)



STEP L-1



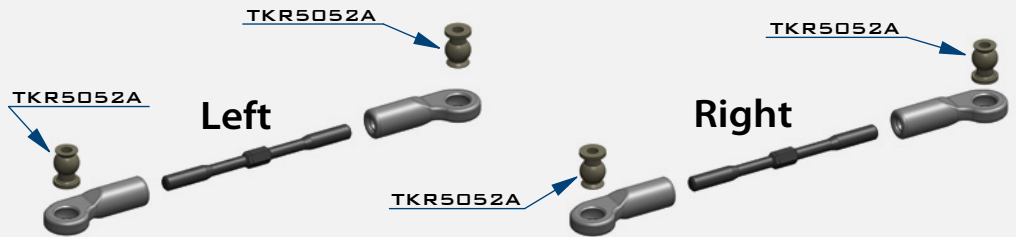
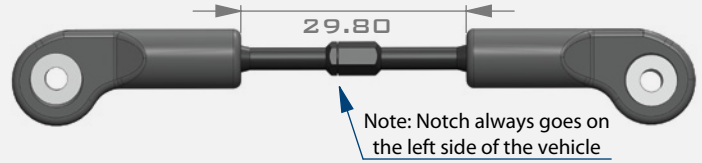
STEP L-2



Note: Apply a small drop of oil for easy o-ring installation.

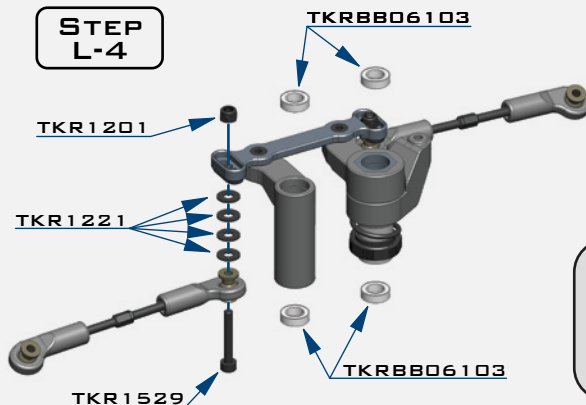


STEP L-3



Please note pivot ball orientation

STEP L-4



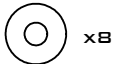
Note: Stock bumpsteer setting is 4 washers between Ackermann plate and pivot ball.

4 x TKR1221

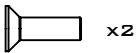
Stock Position
(in center hole)



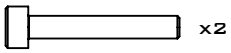
x2
TKR1201
M3 LOCK NUT BLACK



x8
TKR1221
M3x8MM WASHER



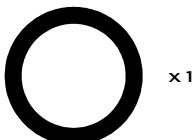
x2
TKR1323
M3x10MM FLAT HEAD SCREW



x2
TKR1529
M3x20MM CAP HEAD SCREW



x4
TKR5052A
PIVOT BALL M3x6.8MM



x1
TKR5231
O-RING 16x12x2



x4
TKRBB050825
BALL BEARING (5x8x2.5)

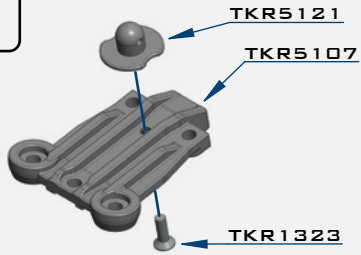


x4
TKRBB06103
BALL BEARING (6x10x3)

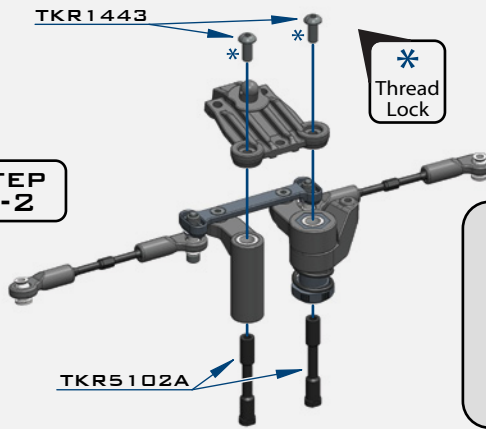
BAG M

FRONT END ASSEMBLY

STEP M-1



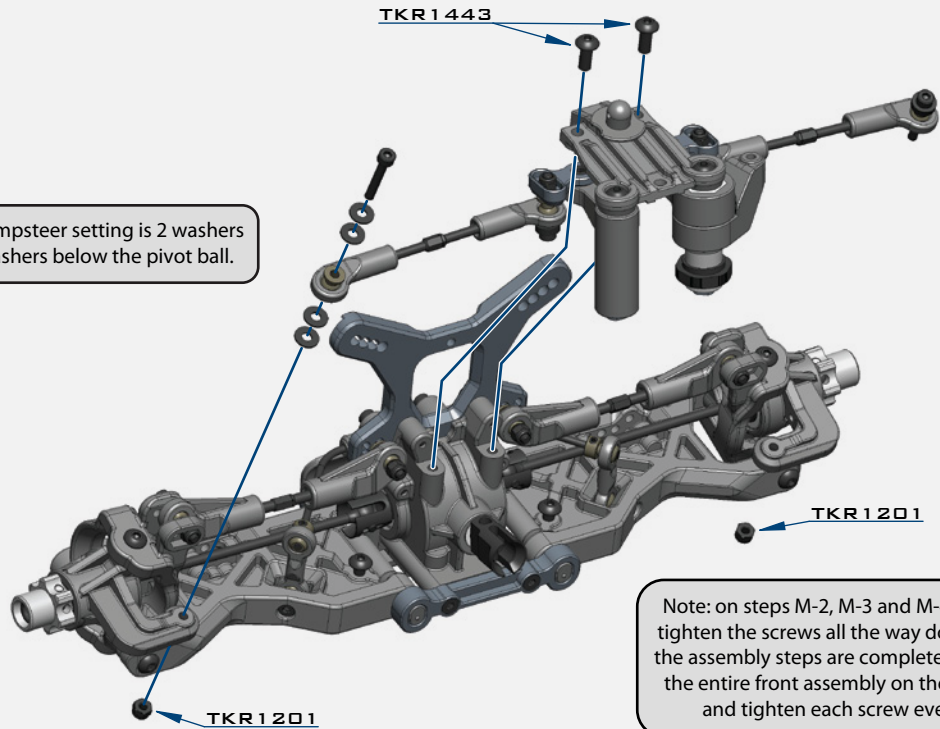
STEP M-2



Note Step M-2:
Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.

STEP M-3

Note: Initial bumpsteer setting is 2 washers above and 2 washers below the pivot ball.



Note: on steps M-2, M-3 and M-4 Do not tighten the screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.



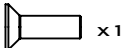
x2

TKR1201
M3 LOCK NUT BLACK



x8

TKR1221
M3X8MM WASHER



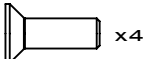
x1

TKR1323
M3X10MM FLAT HEAD SCREW



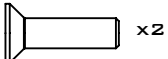
x2

TKR1343
M4X10MM FLAT HEAD SCREW



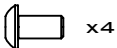
x4

TKR1344
M4X12MM FLAT HEAD SCREW



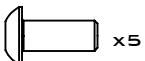
x2

TKR1346
M4X15MM FLAT HEAD SCREW



x4

TKR1401
M3X6MM BUTTON HEAD SCREW



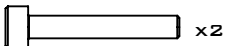
x5

TKR1443
M4X10MM BUTTON HEAD SCREW



x1

TKR1522
M3X8MM CAP HEAD SCREW



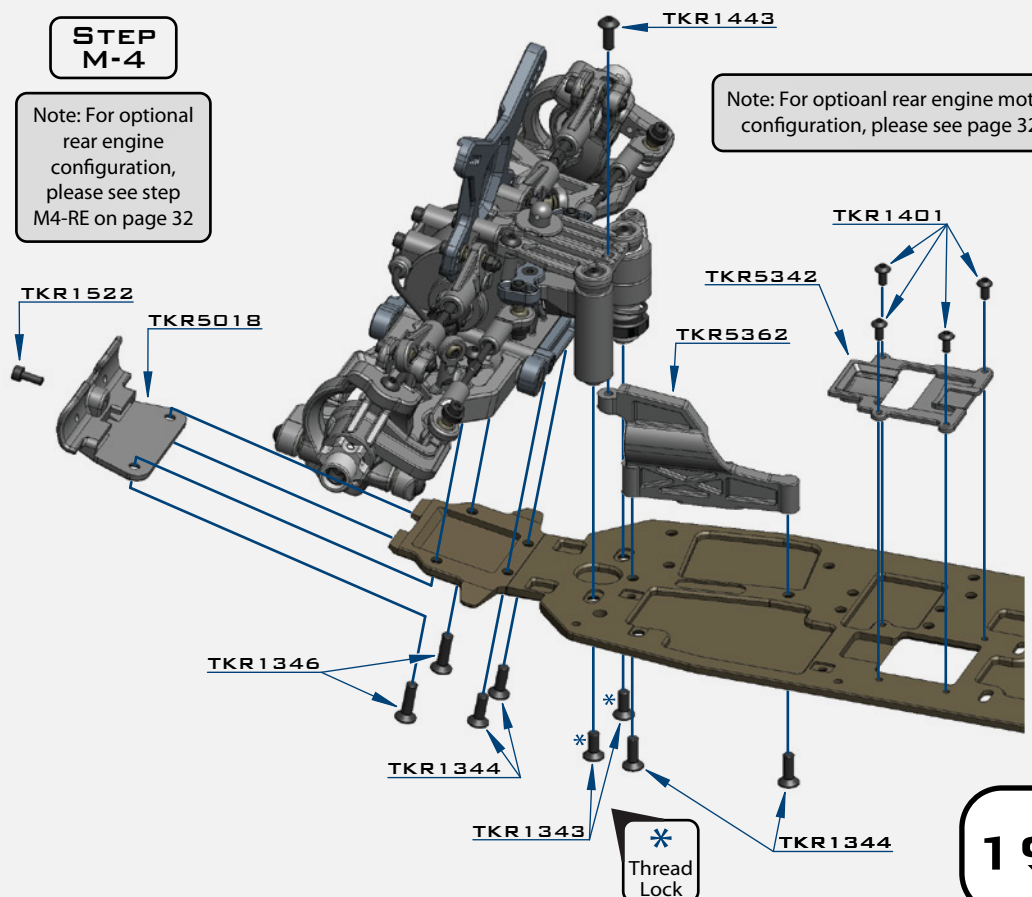
x2

TKR1529
M3X20MM CAP HEAD SCREW

STEP M-4

Note: For optional rear engine configuration, please see step M4-RE on page 32

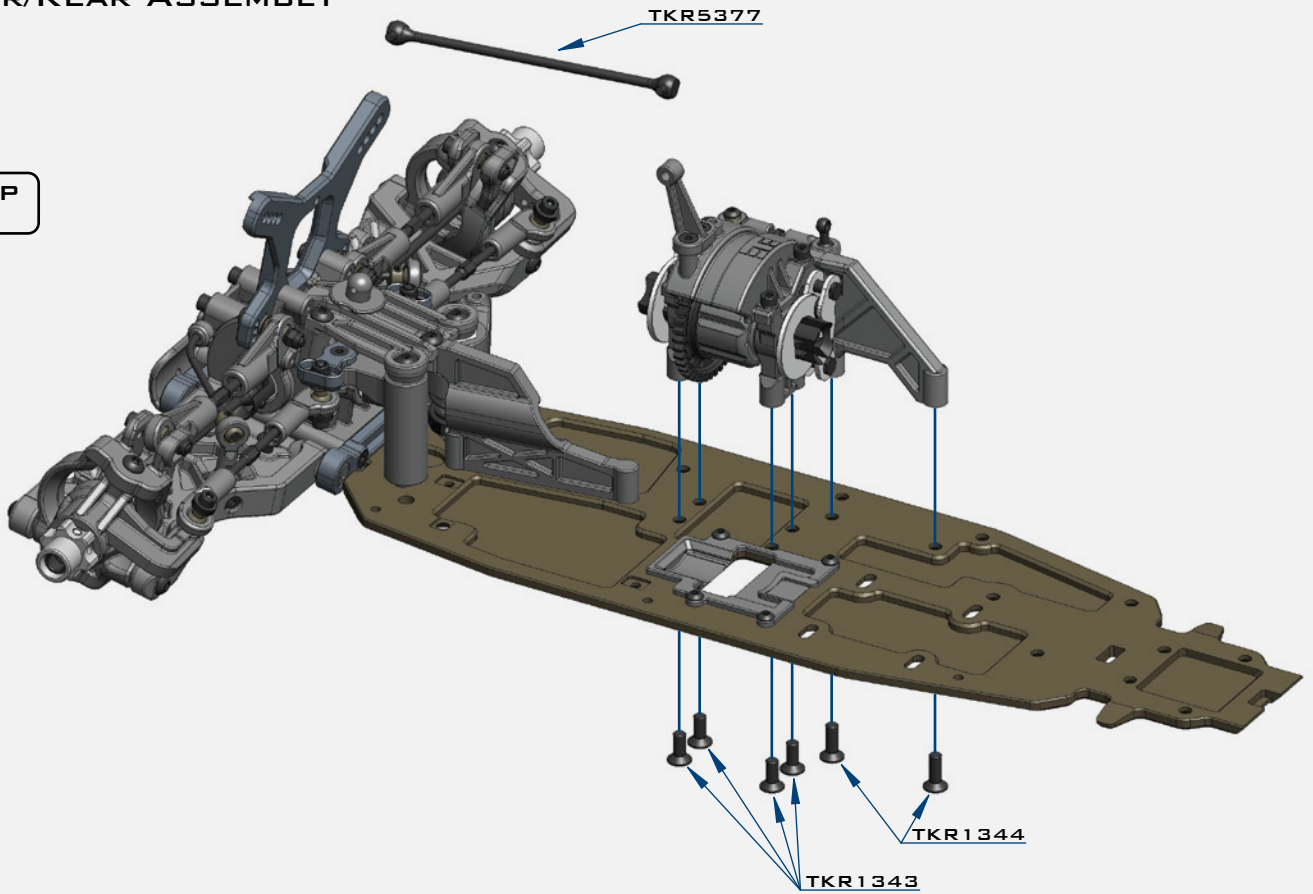
Note: For optional rear engine motor configuration, please see page 32



BAG N

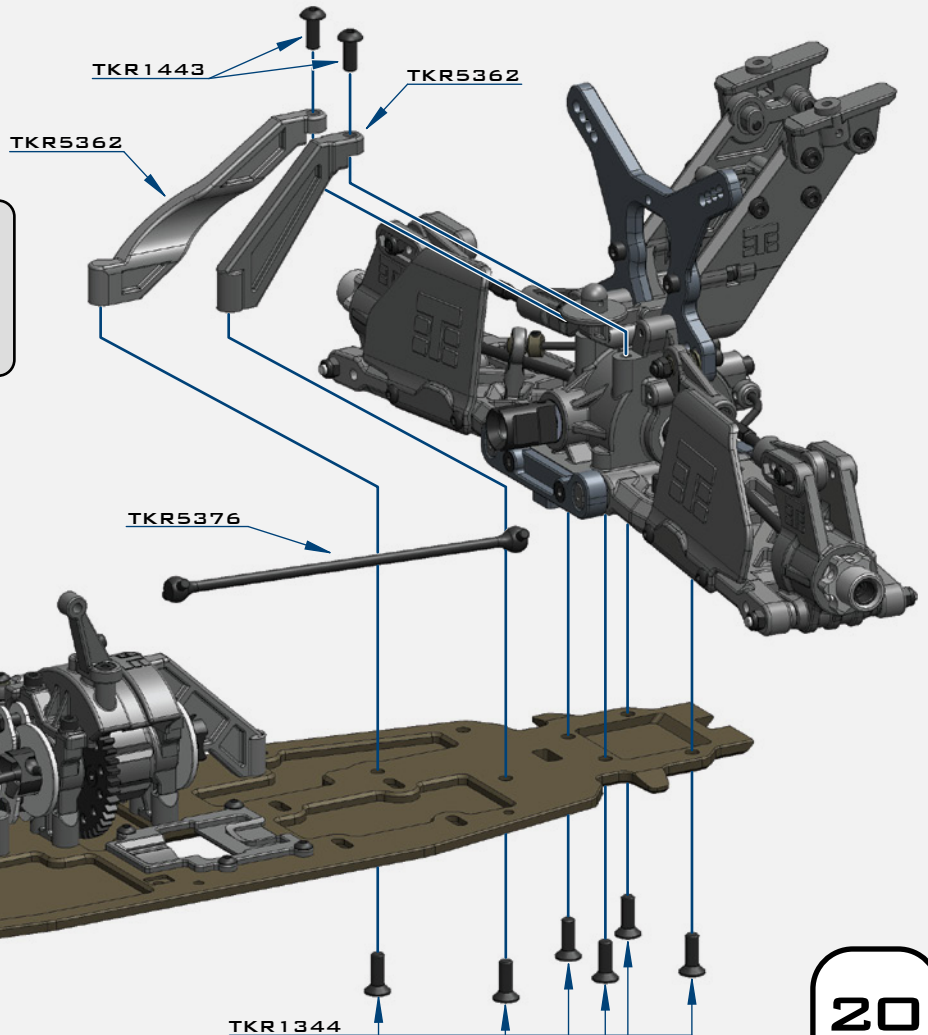
CENTER/REAR ASSEMBLY

STEP
N-1



STEP
N-2

Note: Two rear chassis braces are included in the kit. The longer brace is the stock brace. The shorter brace is optional. The longer brace will provide less flex. Adding the short brace will further stiffen the chassis. Running only the short brace will provide the most flex.



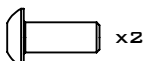
x4

TKR1343
M4x10MM FLAT HEAD SCREW



x8

TKR1344
M4x12MM FLAT HEAD SCREW



x2

TKR1443
M4x10MM BUTTON HEAD SCREW

SHOCK FILLING INSTRUCTIONS

FOR BOTH FRONT AND REAR SHOCKS

The following steps and information will provide you with the proper way to fill and bleed your Tekno RC NB48 shocks.

After thorough testing, we've found it's easiest to complete steps 1 through 3 on each shock before moving onto step 4. By the time you've finished step 3 on the last shock the first one should be ready for step 4.

Step 1. Extend the shock shaft all the way down. Fill the shock with oil until the body is approximately 90% full.

Step 2. Slowly pump the shock shaft up and down about 3-5 times to release air bubbles from underneath the piston.

Step 3. Let the shock rest vertically with the shock shaft fully extended for five minutes or until all of the air bubbles have released.

Step 4. Push the shaft in so that ~20mm of shaft is between the bottom of the cartridge and the top of the rod end. Make sure that you match the rebound amount between the left and right shocks. The vented cap design doesn't provide much rebound. We've found that running the least amount of (0%) rebound in both the front and rear shocks gives the most consistent overall performance.

Step 5. Next you will top off the shock with oil. Fill to just a hair below full, level with the top of the shock body, but not doming over the top. If you do overfill the shock, it won't hurt performance, it will just spill out.

Step 6. In this step you will be placing the bladder inside the shock cap. Slowly screw the shock cap onto the shock body while holding the shock vertically. Continue screwing slowly until oil begins to bleed out of the bleeder hole. At this point, rotate the shock over about 50-60 degrees with the bleeder hole pointing up. Continue to screw the cap on and bleed the shock until the cap is tight. Wipe off excess oil. A good hand tightening is all that is needed, but feel free to use tools to make them tighter if you wish.

Note: It's very important to consider ambient temperature when selecting shock oil viscosity. We recommend #500 cst for the front suspension and #400 cst for the rear suspension for 70-80°F (21-26°C) outside temperature. You may need to go up or down 50-100cst in shock oil for each 10°F (5°C) of temperature change (lower temperature -> lower viscosity). The oils in the kits are a great starting point. We suggest starting with the kit oils and moving up or down depending on the track conditions and ambient temperature. You can build the shocks in any manner you prefer, but we've found this way provides the best handling and more consistent shocks. They will also last longer between rebuilds.

Use part #'s TKR6008 (shock bushings and cartridge guides) and TKR6009 (o-ring pack) to rebuild your shocks regularly.

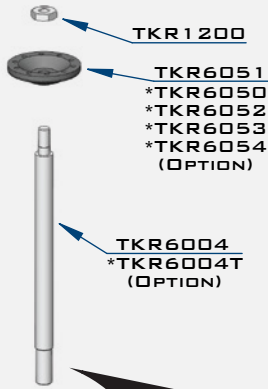
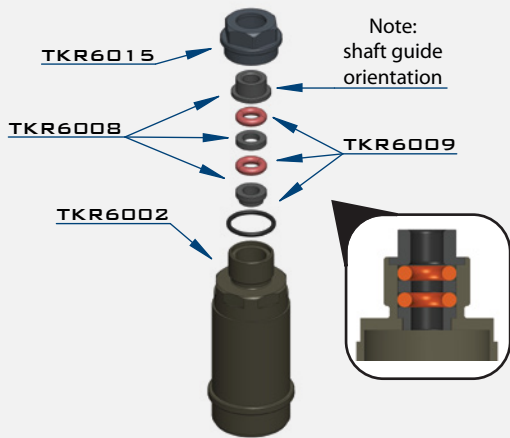
We also offer a line of optional CNC shock pistons (TKR6050 -> TKR6054).

The included pistons are TKR6051 (8x1.3mm holes).

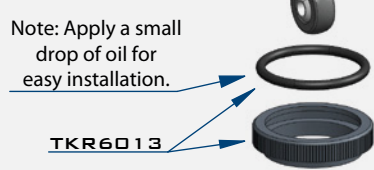
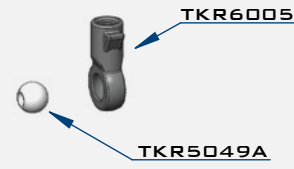
BAG 0

FRONT SHOCK ASSEMBLY

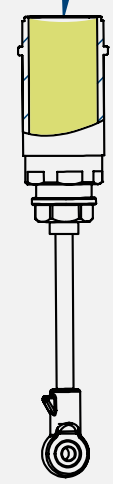
STEP 0-1



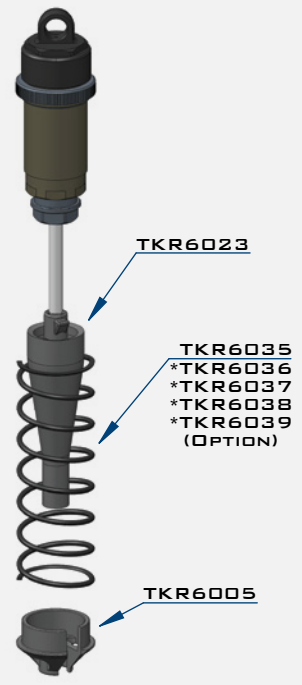
Note: front shocks use shorter shock bodies - TKR6002, shorter shock shafts - TKR6004, shorter springs - TKR6035 and shorter shock boots - TKR6023



Fill oil level just below the top of the shock body.
Use #500 Oil Front

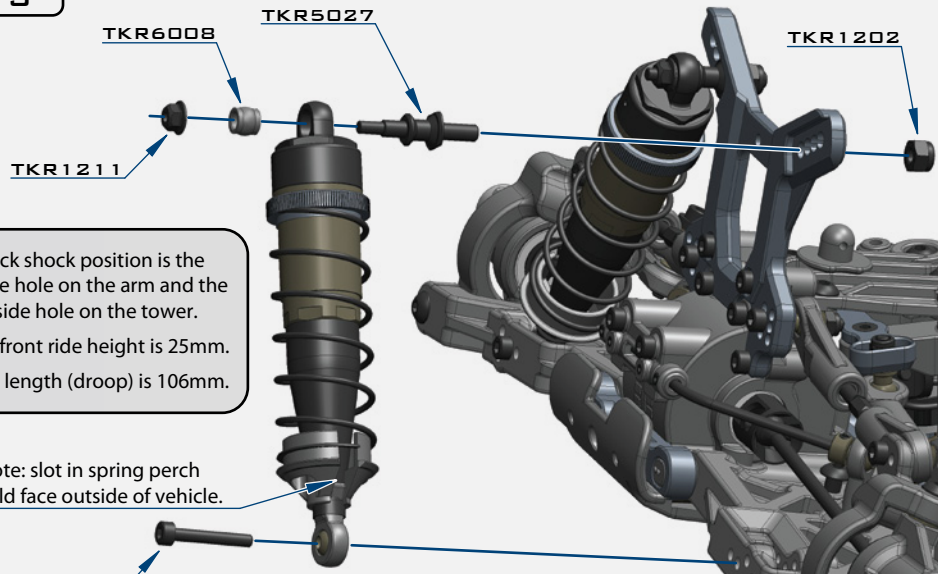


STEP 0-2






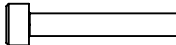

Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

STEP 0-3



Stock shock position is the middle hole on the arm and the inside hole on the tower.
Stock front ride height is 25mm.
Shock length (droop) is 106mm.

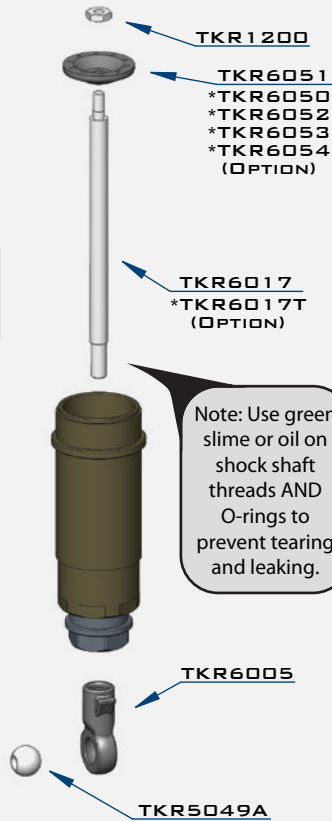
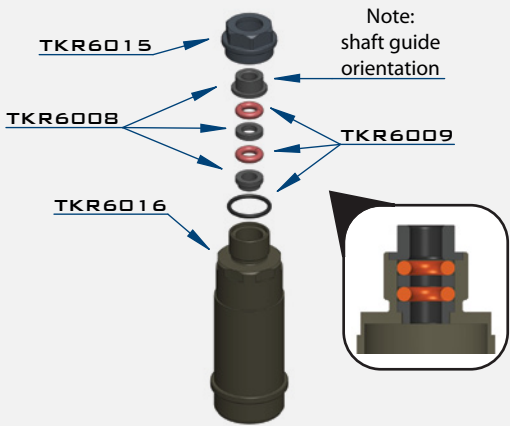
TKR1529

-  x2
TKR1200
HEX 4035 - M2.5
-  x2
TKR1202
M4 LOCK NUT BLACK
-  x2
TKR1211
M3 LOCK NUT FLANGE BLACK
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x2
TKR5027
SHOCK STAND OFF

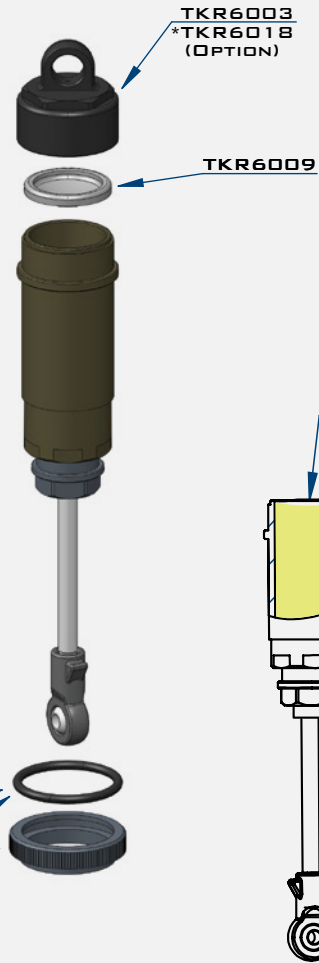
BAG P

REAR SHOCK ASSEMBLY

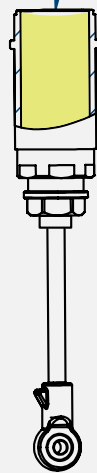
STEP P-1



Note: rear shocks use longer shock bodies - TKR6016, longer shock shafts - TKR6017, longer springs - TKR6034 and longer shock boots - TKR6023

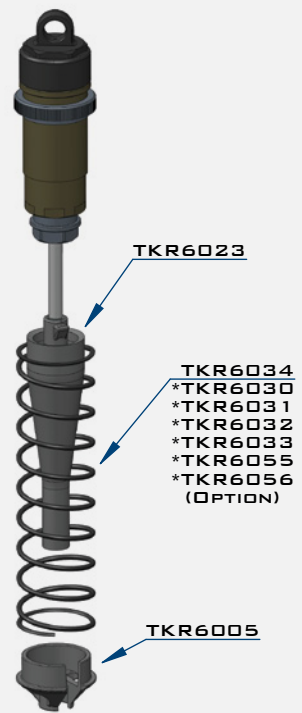


Fill oil level just below the top of the shock body
Use #400 Oil Rear

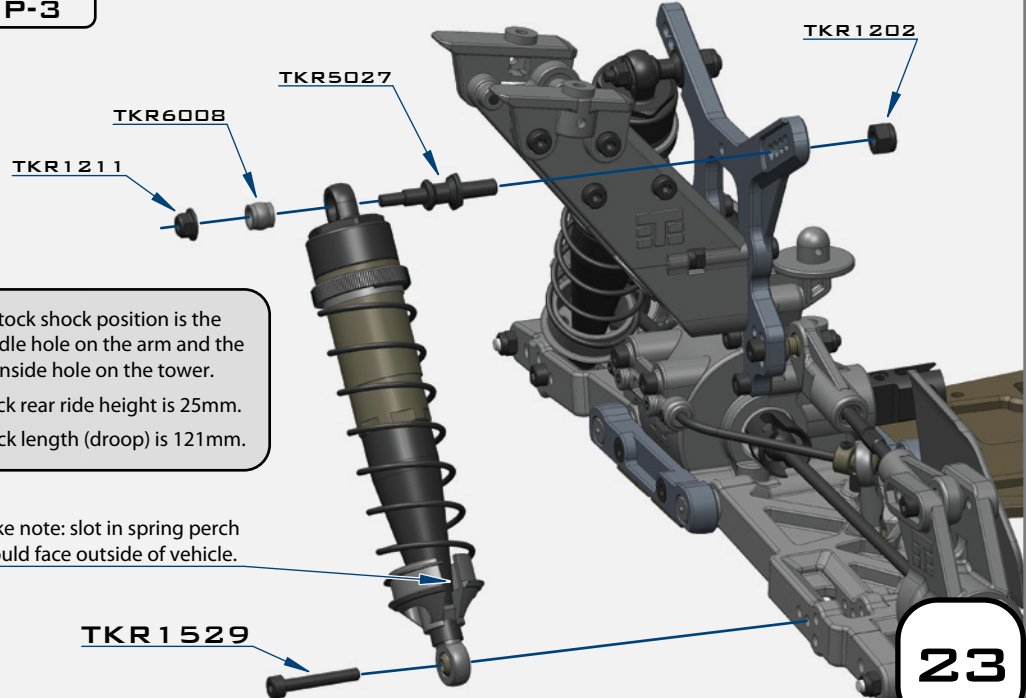


Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

STEP P-2



STEP P-3



Stock shock position is the middle hole on the arm and the inside hole on the tower.
Stock rear ride height is 25mm.
Shock length (droop) is 121mm.

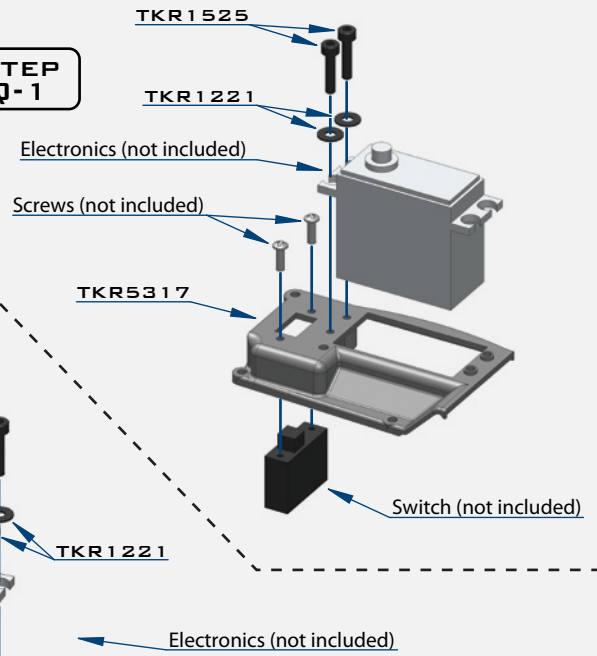
Make note: slot in spring perch should face outside of vehicle.

- x2
TKR1200
HEX 4035 - M2.5
- x2
TKR1202
M4 LOCK NUT BLACK
- x2
TKR1211
M3 LOCK NUT FLANGE BLACK
- x2
TKR1529
M3x20MM CAP HEAD SCREW
- x2
TKR5027
SHOCK STAND OFF

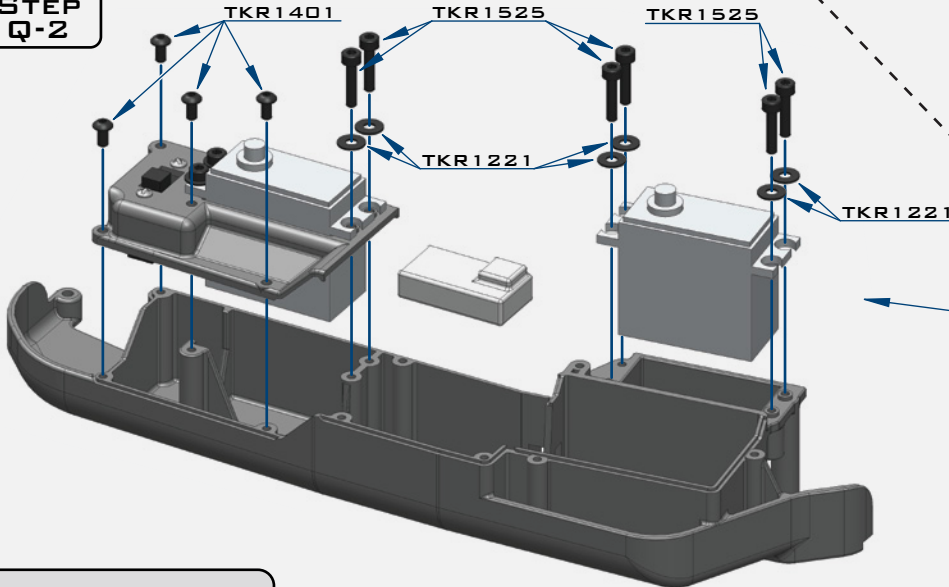
BAG Q

RX TRAY MUD GUARD

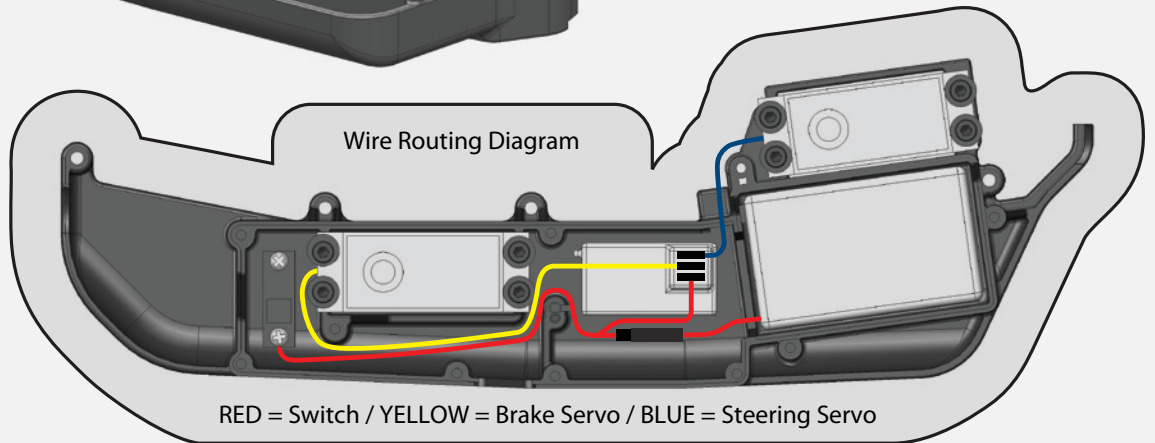
STEP Q-1



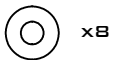
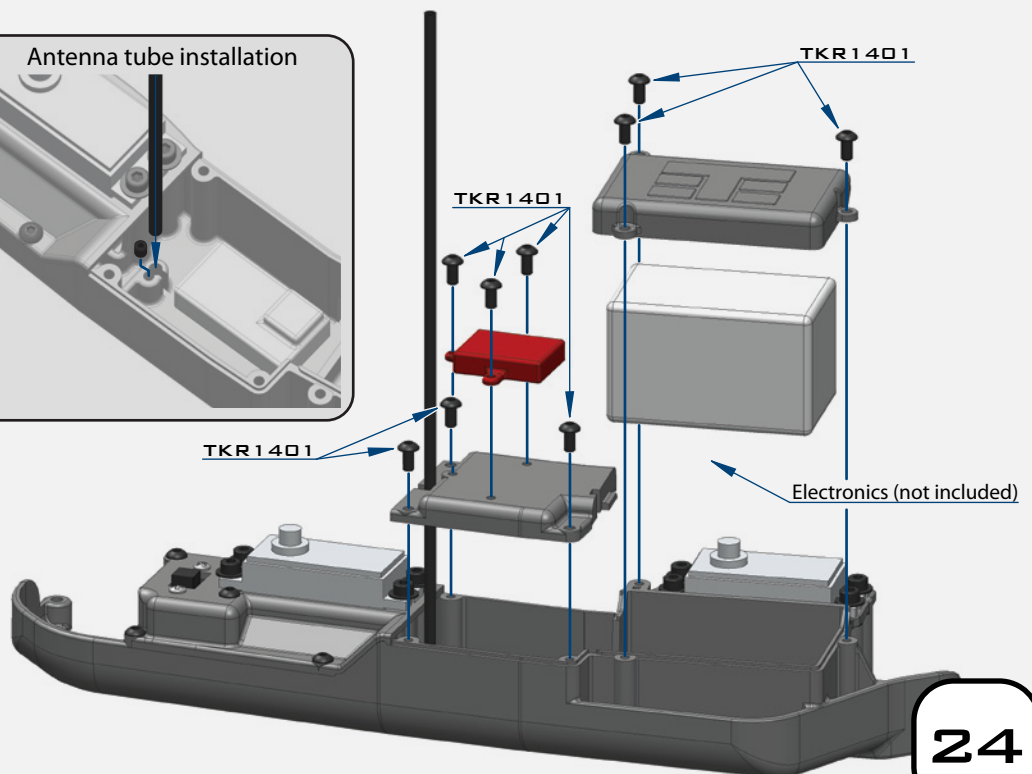
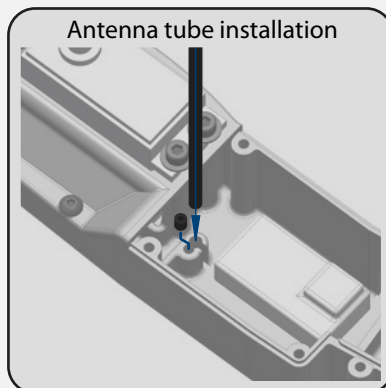
STEP Q-2



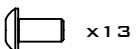
Note: We recommend using a piece of thin foam or other type of padding under the battery to reduce shock. Likewise, we suggest either using a couple layers of 2-sided tape under the receiver or simply use another piece of foam and let the receiver 'float' in the box. The servo wires will help keep the receiver in place and provide shock protection.



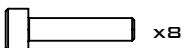
STEP Q-3



TKR1221
M3X8MM WASHER



TKR1401
M3X6MM BUTTON HEAD SCREW



TKR1525
M3X14MM CAP HEAD SCREW

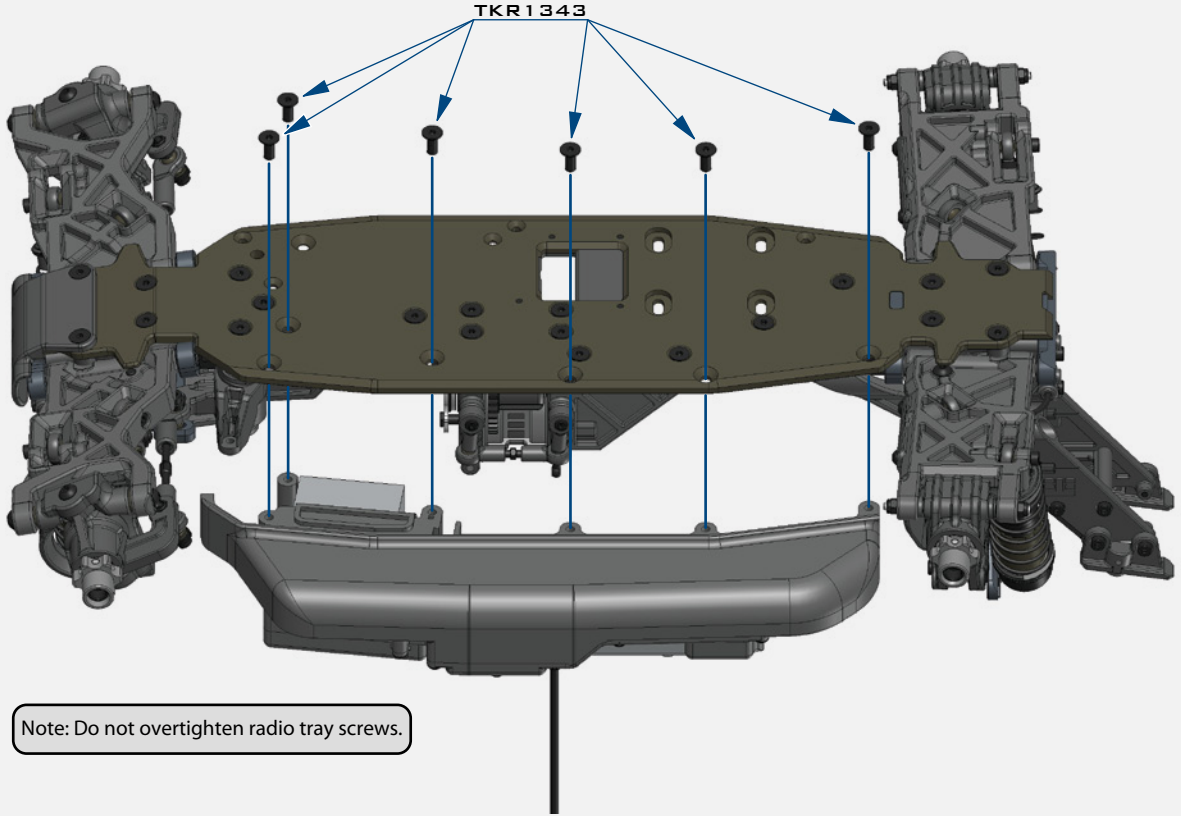


TKR1601
M3X4MM SET SCREW

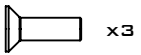
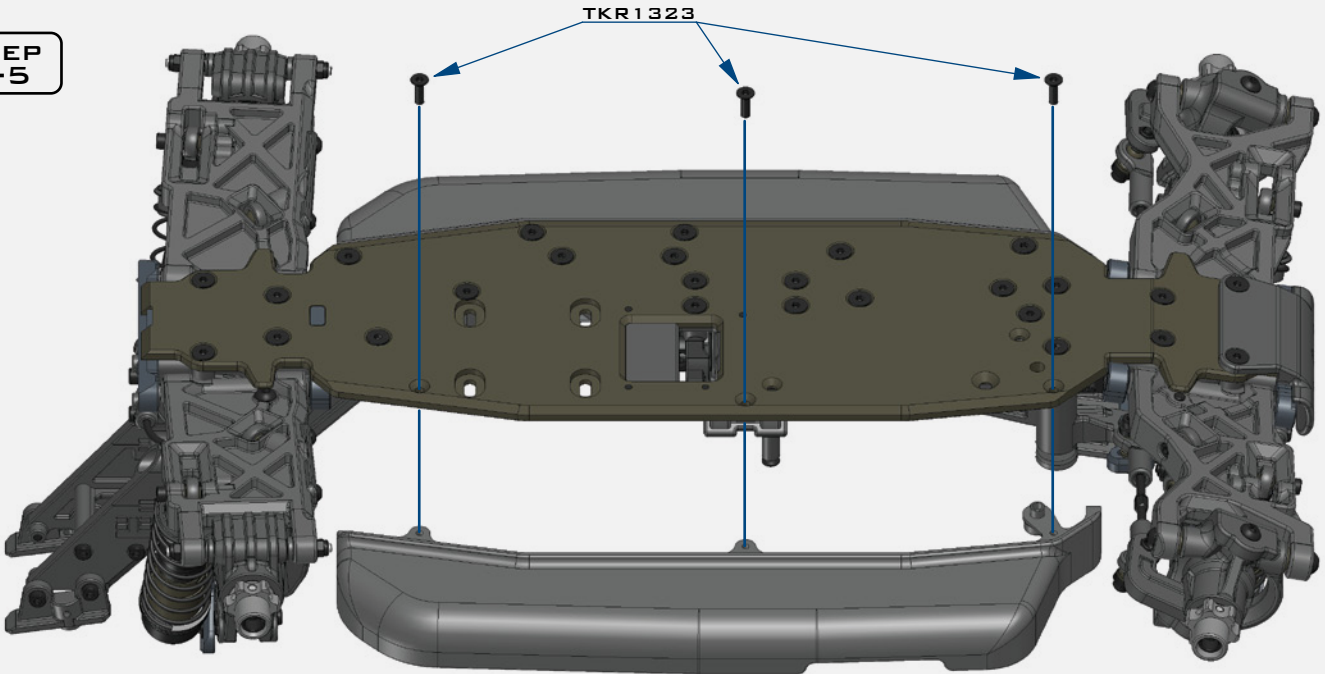
BAG Q

MUD GUARD INSTALLATION

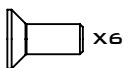
STEP
Q-4



STEP
Q-5



TKR1323
M3X10MM FLAT HEAD SCREW

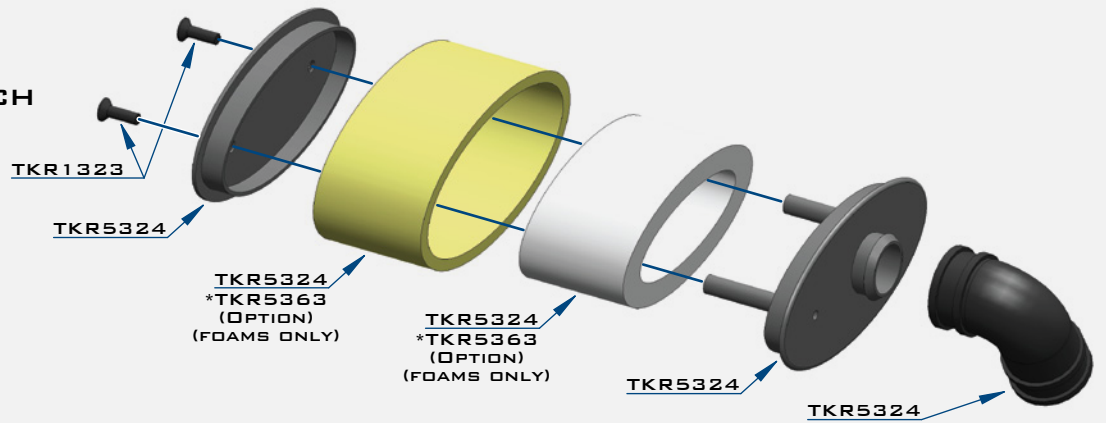


TKR1343
M4X10MM FLAT HEAD SCREW

BAG R

AIR FILTER / CLUTCH

STEP R-1

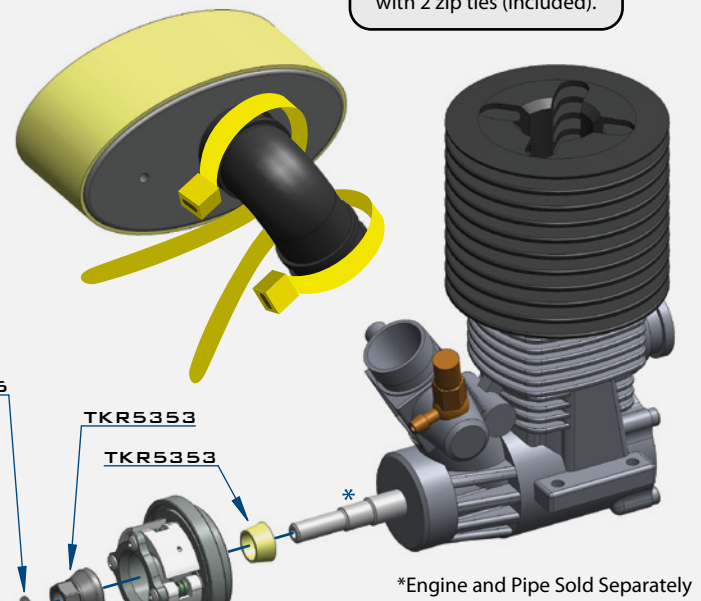
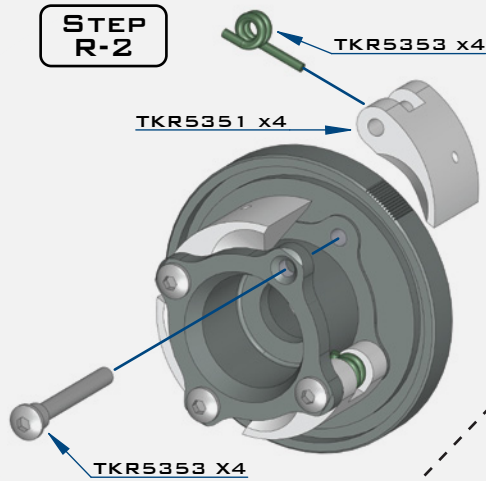


Note: Your kit contains 3 sets of clutch springs. 0.9mm (green), 1.0mm (gold), and 1.1mm (red) springs are included. The stock setting is to use (2x) 0.9mm springs on opposing shoes and then use (2x) 1.0mm springs on the other shoes. If the track is very high bite you can use (2x) 1.0mm springs and (2x) 1.1mm springs for more 'pop'. However, we strongly recommend trying the stock setting first and adjusting from there.

STEP R-3

Note: Secure air filter hose with 2 zip ties (included).






STEP R-2



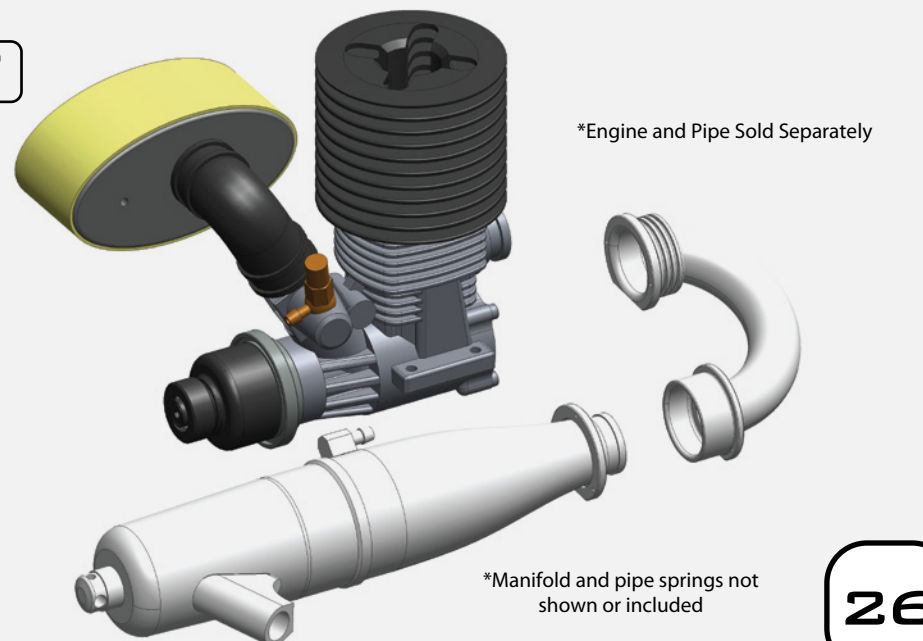
*Engine and Pipe Sold Separately

Note: Properly shimming the clutch bell is critical. The clutch bell must not rub on the flywheel. Depending on your particular engine, you may need to use a few of the 5x7x.2mm shims (TKR1226) to properly space the clutch bell. The clutch bell must also move freely when the end washer and screw are fastened. There is no 'one size fits all' for the number and order of clutch bell shims that need to be used. In rare cases, the clutch bell may be too long. Simply put the clutch bell flat on a sheet of 200 grit sand paper (teeth side up) and sand about .2mm off the bottom. This should only take a minute and it will ensure that your clutch is working properly.

* Thread Lock

-  x4
TKR1226
5x7x0.2MM SHIM
-  x3
TKR1323
M3x10MM FLAT HEAD SCREW
-  x4
TKR5353
CLUTCH PIN
-  x1
TKRBB05115
BALL BEARING (5x11x5)
-  x1
TKRBB05134
BALL BEARING (5x13x4)

STEP R-4



*Engine and Pipe Sold Separately

*Manifold and pipe springs not shown or included

BAG S

ENGINE / PIPE INSTALLATION

STEP S-1

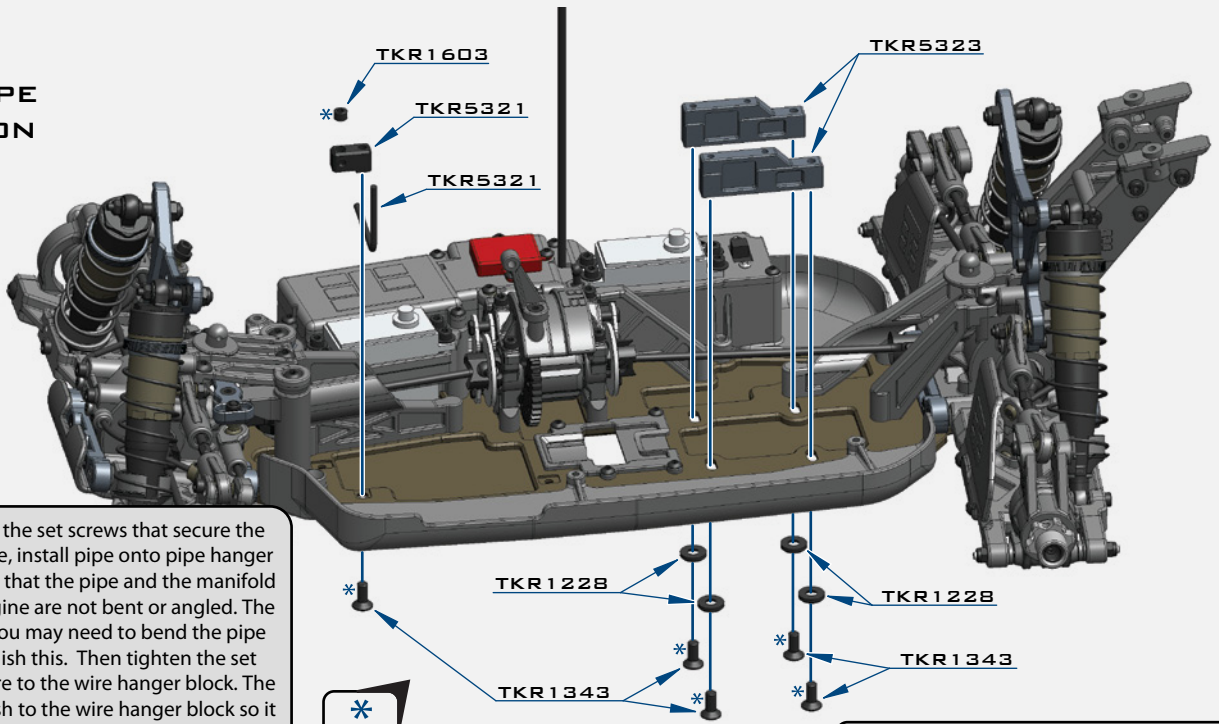
Note: For optional rear engine configuration, please see step S1-RE on page 32

VERY IMPORTANT - With the set screws that secure the pipe hanger wire set loose, install pipe onto pipe hanger wire. Adjust the wire such that the pipe and the manifold connections from the engine are not bent or angled. The pipe must fit naturally. You may need to bend the pipe hanger wire to accomplish this. Then tighten the set screw that secures the wire to the wire hanger block. The wire must then be cut flush to the wire hanger block so it will not interfere with the fuel tank. If the wire is not flush with the block, you may risk puncturing your fuel tank.

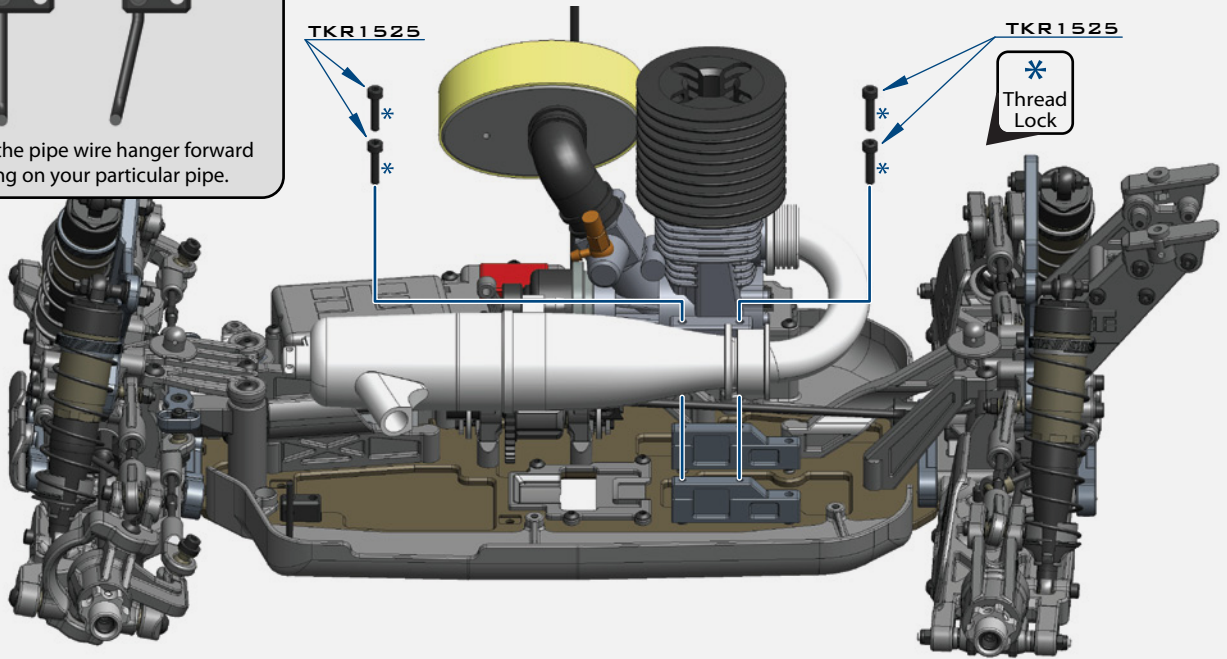


*You may need to bend the pipe wire hanger forward or backward depending on your particular pipe.

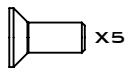
STEP S-2



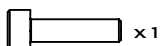
Note: For optional rear engine motor configuration, please see step S1-RE on page 32



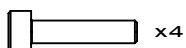
STEP S-3



x5
TKR1343
M4X10MM FLAT HEAD SCREW



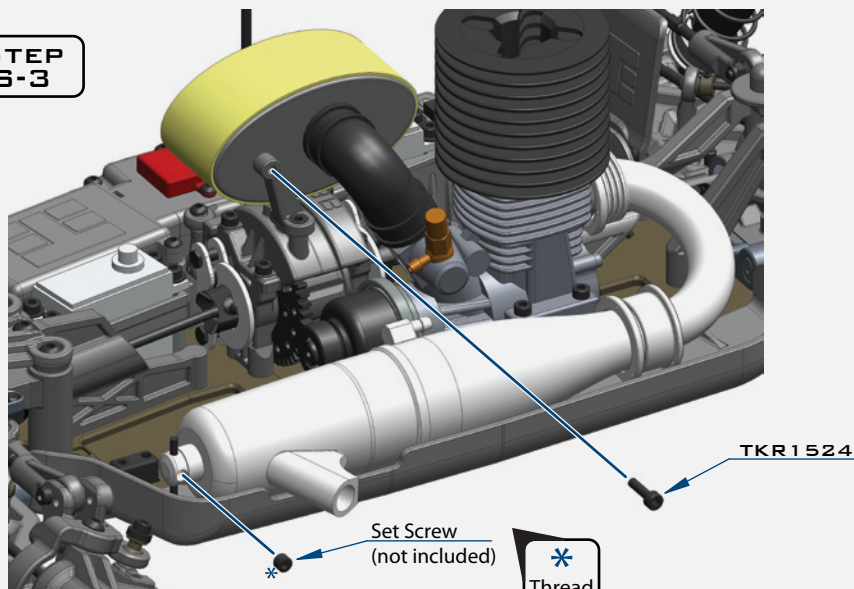
x1
TKR1524
M3X12MM CAP HEAD SCREW



x4
TKR1525
M3X14MM CAP HEAD SCREW



x1
TKR1603
M5X4MM SET SCREW



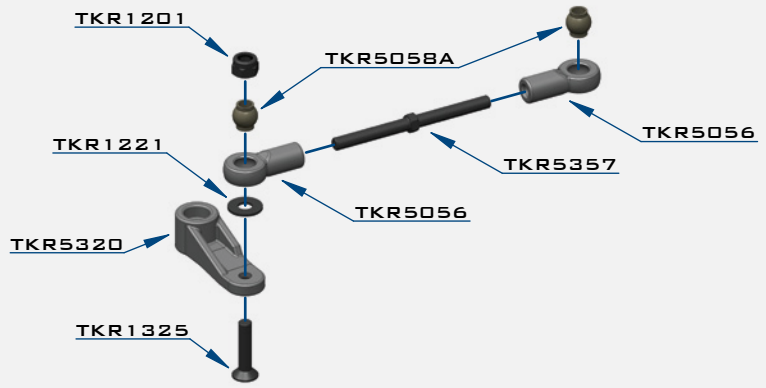
Set Screw
(not included)



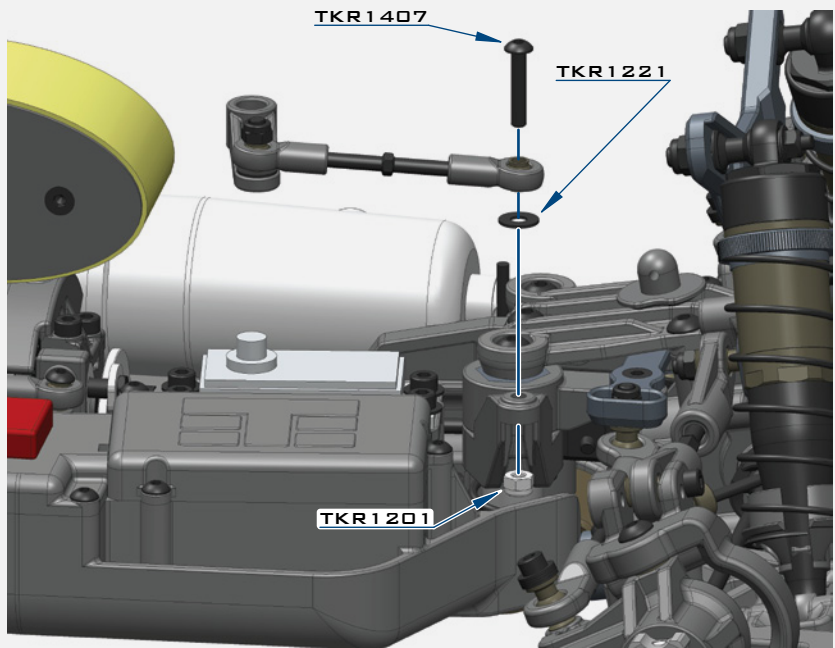
BAG T

STEERING LINKAGE

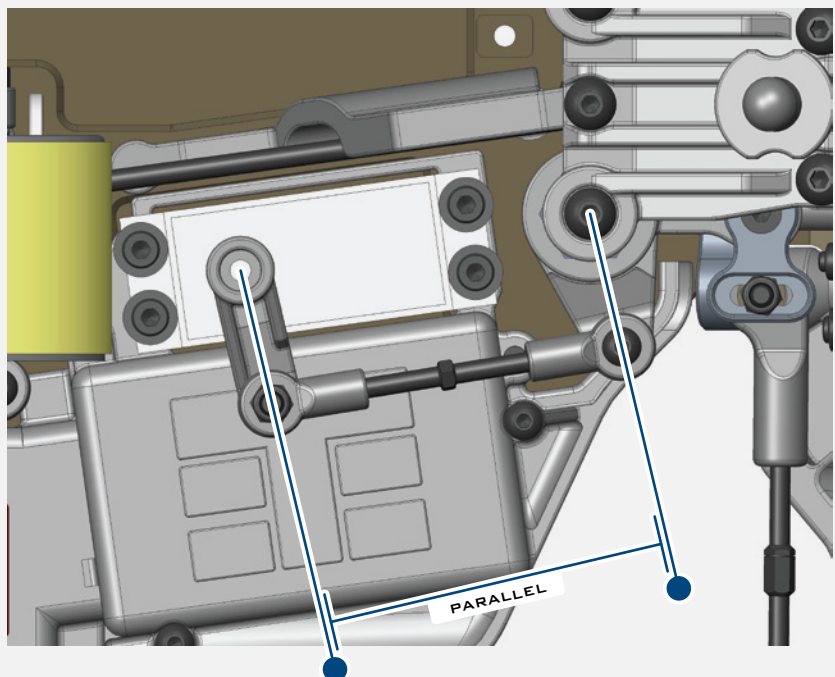
**STEP
T-1**



**STEP
T-2**



**STEP
T-3**



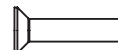
x2

TKR1201
M3 LOCK NUT BLACK



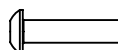
x2

TKR1221
M3X8MM WASHER



x1

TKR1325
M3X14MM FLAT HEAD SCREW



x1

TKR1407
M3X16MM BUTTON HEAD SCREW



x2

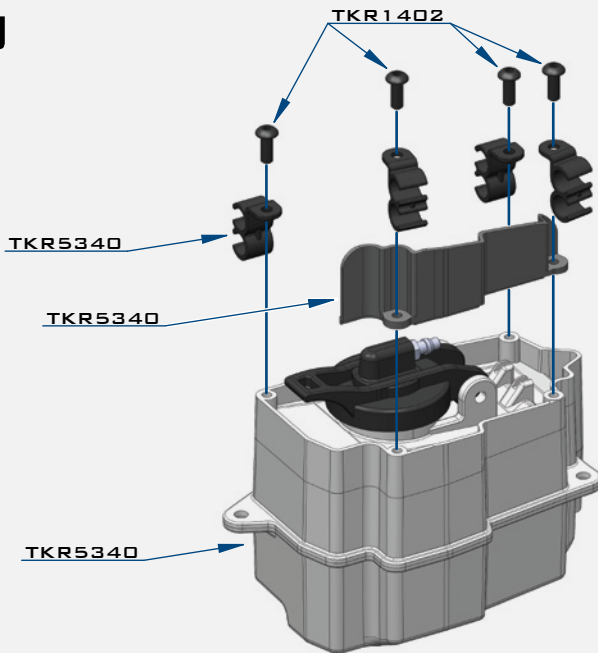
TKR5058A
PIVOT BALL M3X5.8MM
NO FLANGE

Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.

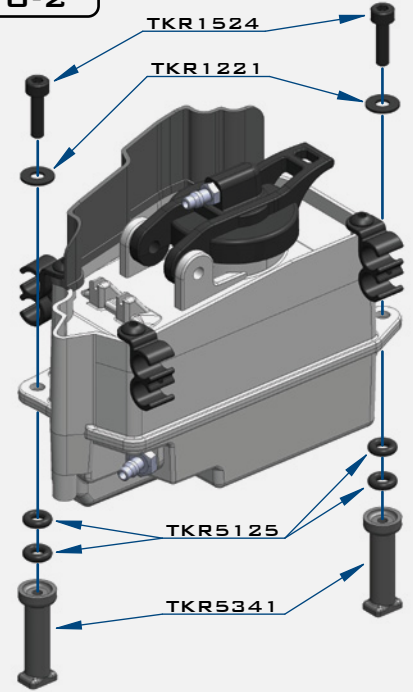
BAG U

FUEL TANK

STEP U-1

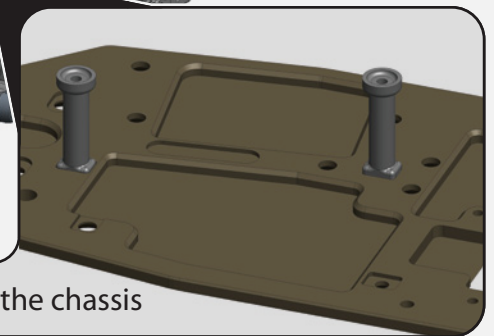
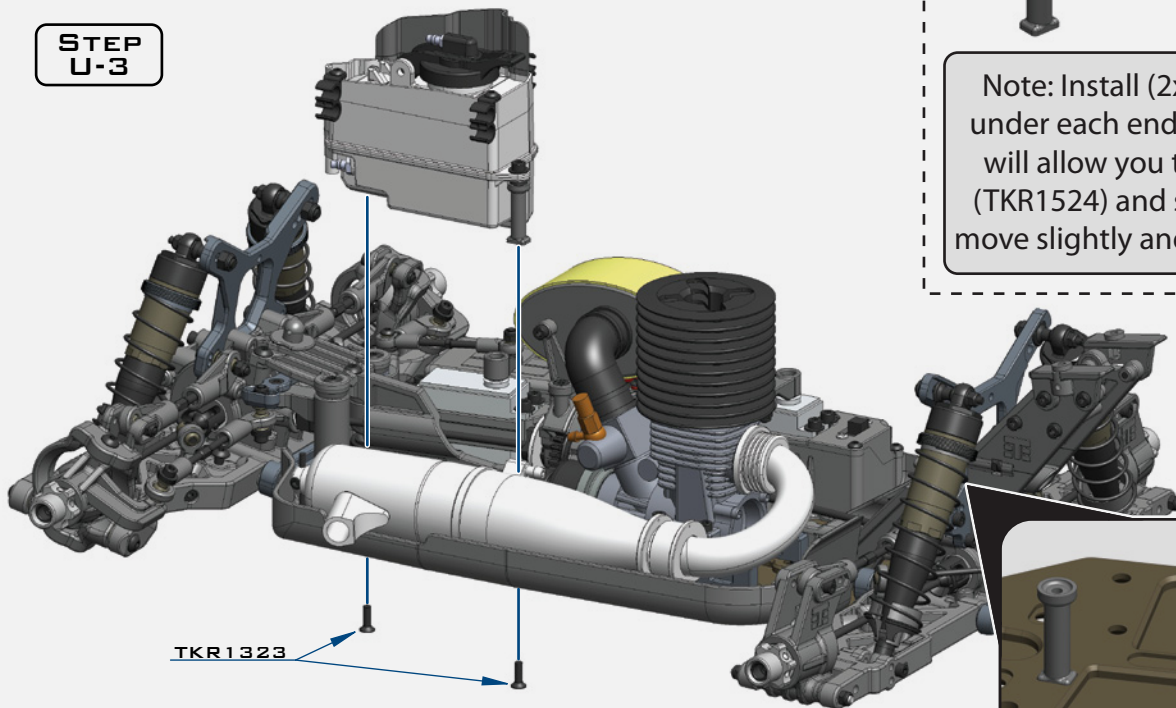


STEP U-2





Note: Install (2x) o-rings (TKR5125) under each end of the fuel tank. This will allow you to tighten the screw (TKR1524) and still allow the tank to move slightly and absorb shock better.

STEP U-3

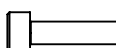


*Align the fuel tank posts to the cutouts in the chassis

 x2
TKR1221
M3x8MM WASHER

 x2
TKR1323
M3x10MM FLAT HEAD SCREW

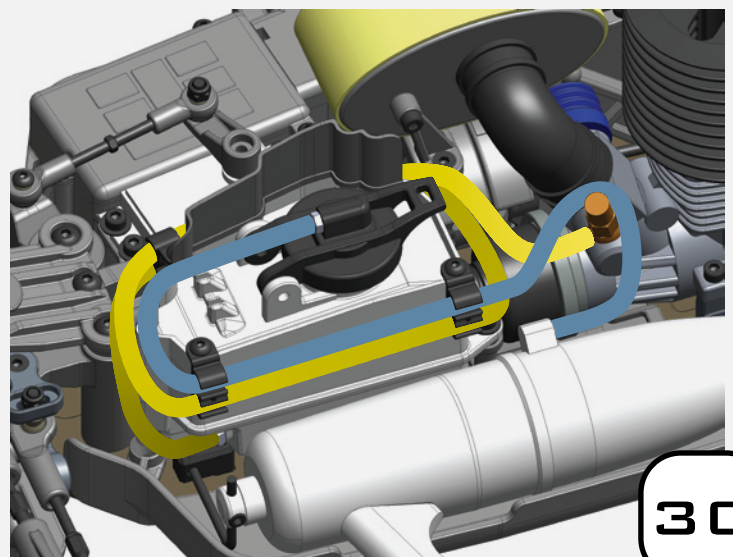
 x4
TKR1402
M3x8MM BUTTON HEAD SCREW

 x2
TKR1524
M3x12MM CAP HEAD SCREW

 x4
TKR5125
O-RING 3x7MM

STEP U-4

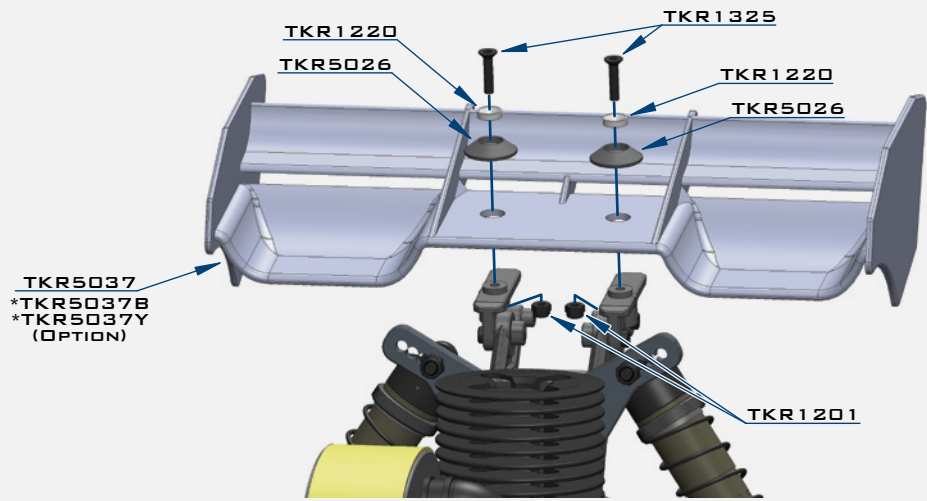
Note: Fuel tubing wraps around the tank 1 1/2 times from the pick up nipple (yellow line). Pressure line is shown in blue.



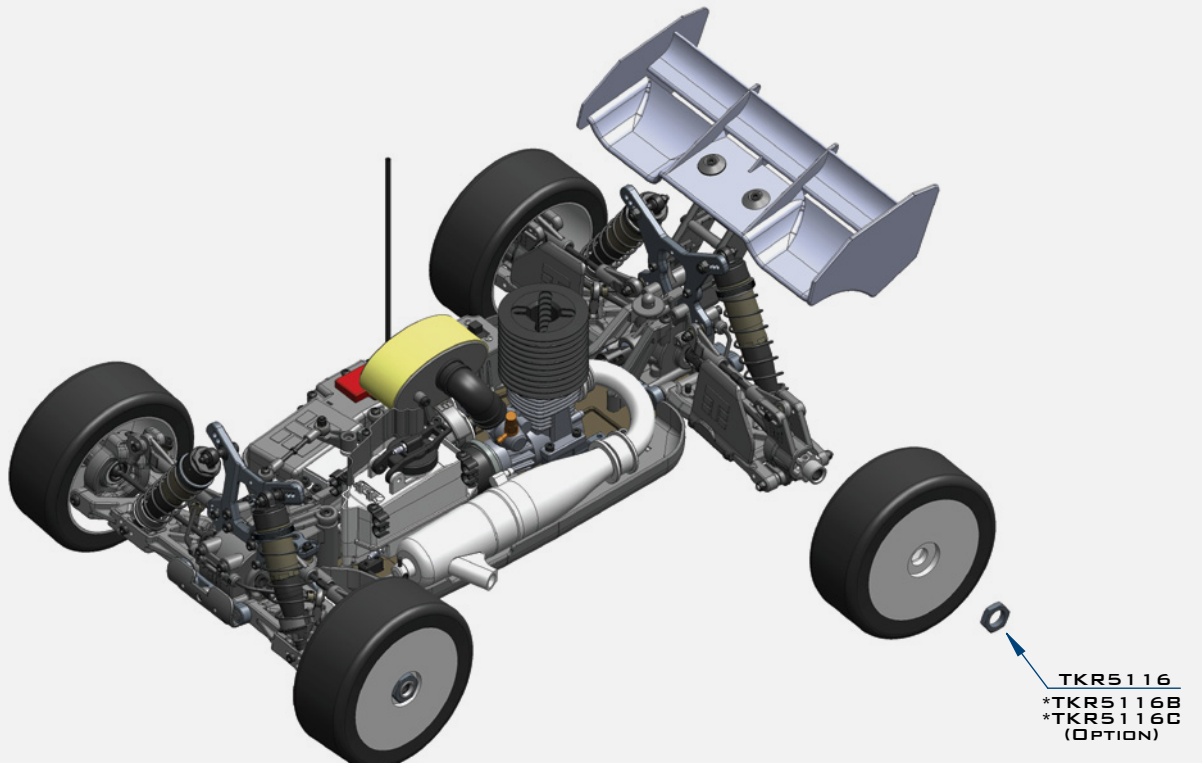
BAG V

WING AND BODY

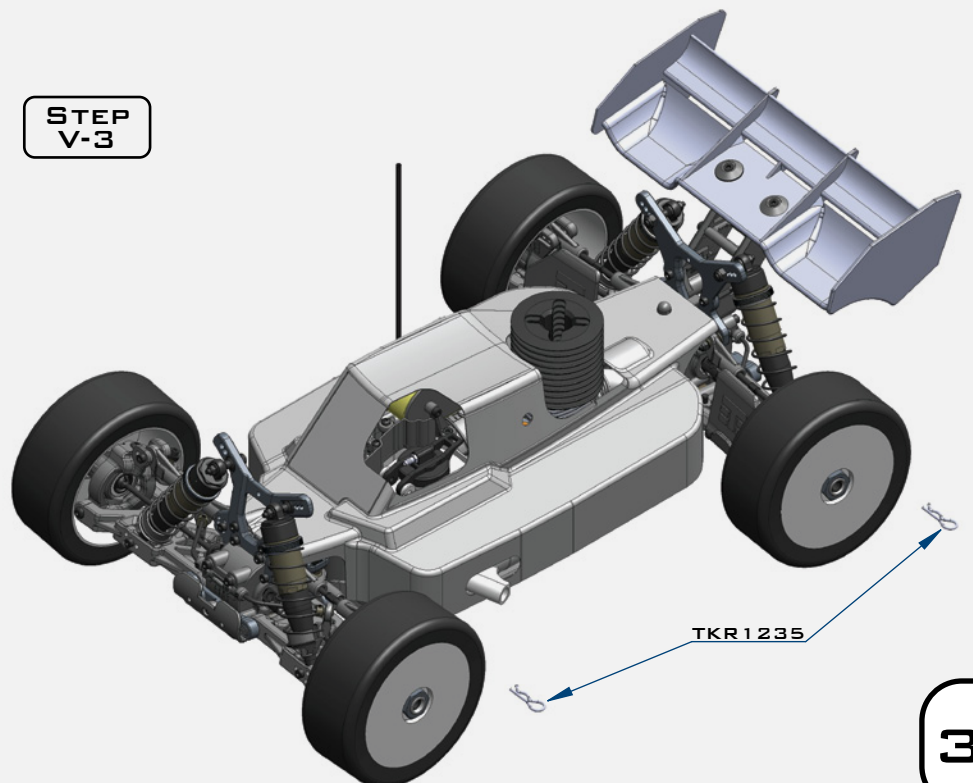
STEP
V-1



STEP
V-2



STEP
V-3



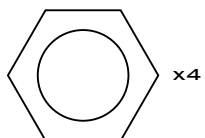
x2
TKR1201
M3 LOCK NUT BLACK



x2
TKR1325
M3X14MM FLAT HEAD SCREW



x2
TKR1235
BODY CLIP



x4
TKR5116
WHEEL NUT

REAR ENGINE OPTIONAL CONFIGURATION

STEP E1-RE

Note: Center differential orientation.
Gear is towards the rear of the vehicle for rear engine configuration.

Pre-thread all brake post holes with a separate M3 screw

TKR5213
*TKR5213A
(OPTION)

TKR5213
*TKR5213A
(OPTION)

STEP E5-RE

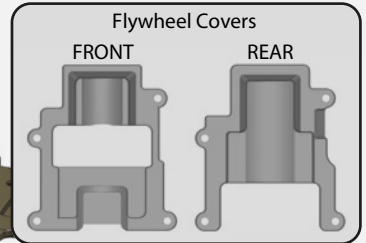
TKR1322

*Note: The air filter hanger orientation has changed

STEP M4-RE

TKR5342
REAR
flywheel cover

TKR1401



STEP S1-RE

TKR1603

TKR5321

TKR5321

TKR5323

TKR1228

TKR1228

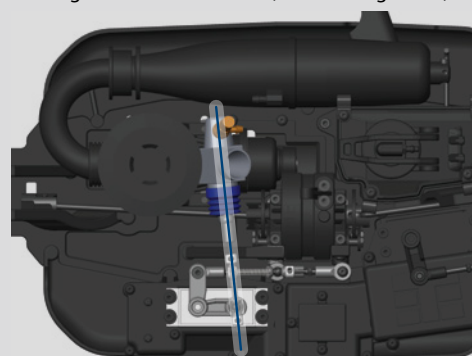
TKR1343

TKR1343

*
Thread
Lock

Note: The orientation of the engine mounts (TKR5323) and the exhaust pipe hanger (TKR5321) have changed to accommodate the rear engine configuration.

Note: Throttle linkage rod and carburetor angle should be colinear (form a straight line).



TKR5300 Spare Parts List




TKR5300 - NB48 4WD Nitro 1/8th Scale Competition Buggy Kit
 TKR5301 - Chassis (7075, 4mm, hard anodized, lightened, NB48)
 TKR5302 - Differential Ring Gear (40t, rear, CNC, NB48)
 TKR5310 - Center Differential Mount (NB48, NT48)
 TKR5314 - Brake Pad Set (4pcs, NB48, NT48)
 TKR5316 - Rear GearBox (offset, rear, NB48, NT48)
 TKR5317 - Radio Tray and Mud Guard Set (left/right side, NB48, NT48)
 TKR5319 - Radio Tray Covers (NB48, NT48)
 TKR5320 - Servo Horns (steering, throttle, NB48, NT48)
 TKR5321 - Exhaust Wire Mount Set (CNC, NB48, NT48)
 TKR5323 - Engine Mounts (CNC, NB48, NT48)
 TKR5324 - Air Filter Set (hose, filter, housing, NB48, NT48)
 TKR5331 - Throttle Pivot Ball Assembly (CNC, NB48, NT48)
 TKR5336 - Throttle, Brake Linkage (NB48, NT48)
 TKR5338 - Brake Levers, Brake Cam Stays (w/ pins)
 TKR5340 - Fuel Tank (w/ clunk, NB48)
 TKR5341 - Fuel Tank Post and Air Filter Hanger Set (NB48, NT48)
 TKR5342 - Flywheel Cover Set (NB48, NT48)
 TKR5345 - Brake Disc Set (steel, NB48, NT48, 2pcs)
 TKR5350 - Flywheel (4-shoe)
 TKR5351 - Clutch Shoes (7075, 4pcs, NB48, NT48)
 TKR5353 - Clutch Springs and Hardware Set (NB48, NT48)
 TKR5357 - Steering Servo Turnbuckle (NB48, NT48)
 TKR5362 - Chassis Brace Set (NB48, NT48)
 TKR5363 - Air Filter Foams (inner, outer, pre-oiled, 3pcs each, NB48, NT48)
 TKR5376 - Driveshaft (center, rear, steel, NB48)
 TKR5376A - Driveshaft (center, rear, aluminum, NB48)
 TKR5377 - Driveshaft (center, front, steel, NB48, NT48)
 TKR5377A - Driveshaft (center, front, alminum, NB48, NT48)
 TKR5383 - Body (NB48, w/ window mask)
 TKR5385 - Decal Sheet (NB48)
 TKR4214 - Clutch Bell (14t, NB48)
 TKR4215 - Clutch Bell (15t, NB48)
 TKR5012 - Gearbox (front)
 TKR5013 - Adjustable Hinge Pin Braces (rear, 7075 CNC, gun metal ano)
 TKR5013B - Adjustable Hinge Pin Brace (+1.5 deg, rear, 7075 CNC, gun metal ano)
 TKR5017 - Adjustable Hinge Pin Braces (front, 7075 CNC, gun metal ano)
 TKR5018 - Front Bumper
 TKR5020 - Hinge Pins (inner, front/rear)
 TKR5021 - Hinge Pin Inserts, Wheelbase Shims (complete set)
 TKR5026 - Wing Mount, Body Mount Set
 TKR5027 - Shock Standoffs (2pcs)
 TKR5028 - Shock Tower (front, 7075 NC, gun metal ano)
 TKR5029 - Shock Tower (rear, 7075 NC, gun metal ano)
 TKR5030XT - Suspension Arms (rear, 2pcs)
 TKR5033 - Rear Arm Mud Guards
 TKR5034 - Hinge Pins (outer, rear)
 TKR5036XT - Suspension Arms (front, 2pcs)
 TKR5037 - Wing (white)
 TKR5037B - Wing (black)
 TKR5037Y - Wing (yellow)
 TKR5040 - Rear Hubs (2pcs)
 TKR5041 - Spindles (left and right)
 TKR5042 - Spindle Carriers (left and right)
 TKR5049A - Pivot Balls (6.8mm, no flng, sway bar, shck ends, almmn, 4pcs)
 TKR5050 - Turnbuckle (camber link, front/rear, 2pcs)
 TKR5051 - Rod Ends (6.8mm, camber links, 8pcs)
 TKR5052A - Pivot Balls (6.8mm, inside camber, strng links, aluminum, 4pcs)
 TKR5053A - Pivot Balls (6.8mm, flanged, outside camber, aluminum, 4pcs)
 TKR5054A - Spindle Bushings (4pcs, aluminum, hard ano)
 TKR5055A - Arm Bushings (4pcs, aluminum, hard ano)
 TKR5056 - Rod Ends (5.8mm, brake/steering/sway bar linkage, 8pcs)
 TKR5058A - Pivot Balls (5.8mm, no flange, brake/strng link, aluminum, 4pcs)
 TKR5070 - Stub Axles (hardened steel, 2pcs)
 TKR5071 - Wheel Hubs (17mm, aluminum, black ano, w/pins, 2pcs)
 TKR5071X - Wheel Hubs (17mm, aluminum, lightened, gun metal ano, w/pins, 2pcs)
 TKR5071B - Wheel Hubs (17mm, alum, ltnd, gun metal ano, 1mm off, w/pins, 2pcs)
 TKR5071C - Wheel Hubs (17mm, alum, ltnd, gun metal ano, 2mm off, w/pins, 2pcs)
 TKR5072 - Driveshafts (f/r, hardened steel, 2pcs)
 TKR5073 - CV Rebuild kit (f/r, for 2 axles)
 TKR5075 - Diff Coupler (f/r, hardened steel)
 TKR5079A - Stabilizer Balls (6.8mm, sway bars, aluminum, 4pcs)
 TKR5080 - Sway Bar (f/r, 2.2mm)
 TKR5081 - Sway Bar (f/r, 2.3mm)
 TKR5082 - Sway Bar (f/r, 2.4mm)
 TKR5083 - Sway Bar (f/r, 2.5mm)
 TKR5084 - Sway Bar (f/r, 2.6mm)
 TKR5085 - Sway Bar (f/r, 2.8mm)
 TKR5086 - Sway Bar Mounts
 TKR5087 - Sway Bar (f/r, 3.0mm)
 TKR5100 - Ackerman Plate (aluminum, gun metal ano)
 TKR101X - Servo Saver Spring (HD, EB48, SCT410, NB48)
 TKR5102A - Steering Posts (aluminum, gun metal ano)
 TKR5103 - Servo Saver Post (aluminum, gun metal ano)
 TKR5104 - Steering Bell Cranks
 TKR5107 - Steering Top Plate, Center Diff Top Plate, Center Diff Rear Support
 TKR5116 - Wheel Nuts (17mm, serrated, gun metal ano, M12x1.0, 4pcs)
 TKR5122 - Steering Rack Bushings (aluminum, gun metal ano, 2pcs)
 TKR5123 - Turnbuckle (steering links, 2pcs)
 TKR5125 - O-Ring (ESC tray, 3pcs)
 TKR5126 - Antenna tube (universal, w/ caps, 5pcs)
 TKR5231 - Servo Saver Nut and Spring

TKR5112X - Differential Outdrives (center, lightened)
 TKR5113 - Differential Case (f/c/r)
 TKR5114X - Differential Outdrives (f/r, lightened)
 TKR5115 - Spur Gear (44t, hardened steel, lightened)
 TKR5149 - Differential Cross Pins (6pcs)
 TKR5150 - Differential Gear Set (internal gears only)
 TKR5151 - Differential Ring Gear (40t, straight cut)
 TKR5152 - Diff Pinion (10T, CNC, straight cut)
 TKR5143 - Differential Seals (3pcs)
 TKR5144 - Differential O-Rings (6pcs)
 TKR5145 - Differential Shims (6x17mm, 6pcs)
 TKR5148 - Complete Front Differential
 TKR5389 - Complete Rear Differential
 TKR5390 - Complete Center Differential
 TKR5213 - Brake Posts (4pcs)
 TKR5213A - Brake Posts (aluminum, 4pcs)
 TKR5215 - Brake Cams (steel, 2pcs)
 TKR5219 - Brake Linkage Ball Lever (steel)
 TKR5057 - Turnbuckle (brake bias adjustment)
 TKR6002 - Shock Body (front, aluminum, hard ano, 2pcs)
 TKR6003 - Shock Caps (aluminum, black ano, 2pcs)
 TKR6003B - Shock Caps (non-vented top, 2pcs)
 TKR6004 - Shock Shafts (front, steel, 2pcs)
 TKR6004T - Shock Shafts w/ TiNi coating (front, steel, 2pcs)
 TKR6005 - Shock Rod Ends and Spring Perches (6.8mm, shock ends, 4pcs)
 TKR6008 - Shock Shaft Guide, Piston, and Bushing Set (for 2 shocks)
 TKR6009 - Shock O-Ring and Bladder Set (for 2 shocks)
 TKR6009B - Shock O-Ring Set (16pcs, for 2 shocks)
 TKR6009C - Shock Bladder Set (firm, 4pcs)
 TKR6013 - Shock Adjustment Nuts (aluminum, gun metal ano, 2pcs)
 TKR6015 - Shock Cartridge Caps (aluminum, gun metal ano, 2pcs)
 TKR6016 - Shock Body (rear, aluminum, hard ano, 2pcs)
 TKR6017 - Shock Shafts (rear, steel, 2pcs)
 TKR6017T - Shock Shafts w/ TiNi coating (rear, steel, 2pcs)
 TKR6018 - Shock Cap and Spring Adjuster Set (composite, for 2 shocks)
 TKR6021 - Shock Set (front, complete)
 TKR6022 - Shock Set (rear, complete)
 TKR6023 - Shock Boot Set (2 front, 2 rear)
 TKR6030 - Shock Spring Set (rear, 1.4 x 11.0T, 85mm)
 TKR6031 - Shock Spring Set (rear, 1.4 x 10.5T, 85mm)
 TKR6032 - Shock Spring Set (rear, 1.4 x 10.0T, 85mm)
 TKR6033 - Shock Spring Set (rear, 1.4 x 9.5T, 85mm)
 TKR6034 - Shock Spring Set (rear, 1.4 x 9.0T, 85mm)
 TKR6035 - Shock Spring Set (front, 1.5 x 9.0T, 70mm)
 TKR6036 - Shock Spring Set (front, 1.5 x 8.5T, 70mm)
 TKR6037 - Shock Spring Set (front, 1.5 x 8.0T, 70mm)
 TKR6038 - Shock Spring Set (front, 1.5 x 7.5T, 70mm)
 TKR6039 - Shock Spring Set (front, 1.5 x 7.0T, 70mm)
 TKR6055 - Shock Spring Set (rear, 1.4 x 8.5t, 80mm)
 TKR6056 - Shock Spring Set (rear, 1.4 x 8.0t, 80mm)
 TKR6050 - Shock Pistons (CNC, conical, 10x1.1mm)
 TKR6051 - Shock Pistons (CNC, conical, 8x1.3mm)
 TKR6052 - Shock Pistons (CNC, conical, 10x1.2mm)
 TKR6053 - Shock Pistons (CNC, conical, 8x1.4mm)
 TKR6054 - Shock Pistons (CNC, conical, 10x1.3mm)
 TKRBB050825 - Ball Bearing (5x8x2.5mm, 4pcs)
 TKRBB05114 - Ball Bearing (5x11x4, 4pcs)
 TKRBB05115 - Ball Bearing (5x11x5, 4pcs)
 TKRBB05134 - Ball Bearing (5x13x4, 4pcs)
 TKRBB06103 - Ball Bearing (6x10x3, 4pcs)
 TKRBB08144 - Ball Bearing (8x14x4, 4pcs)
 TKRBB08165 - Ball Bearing (8x16x5, 4pcs)
 TKRBB13194 - Ball Bearing (13x19x4, 4pcs)
 TKR1200 - M2.5 Locknuts (zinc finish, 10pcs)
 TKR1201 - M3 Locknuts (black, 10pcs)
 TKR1202 - M4 Locknuts (black, 10pcs)
 TKR1211 - M3 Locknuts (flanged, black, 10pcs)
 TKR1221 - M3x8mm Washer (black, 10pcs)
 TKR1222 - 13x16x.1mm Diff Shims (10pcs)
 TKR1235 - Body Clips (10pcs)
 TKR1227 - M4x9mm Washer (zinc finish, 10pcs)
 TKR1322 - M3x8mm Flat Head Screws (black, 10pcs)
 TKR1323 - M3x10mm Flat Head Screws (black, 10pcs)
 TKR1325 - M3x14mm Flat Head Screws (black, 10pcs)
 TKR1327 - M3x16mm Flat Head Screws (black, 10pcs)
 TKR1328 - M3x18mm Flat Head Screws (black, 10pcs)
 TKR1333 - M3x40mm Flat Head Screws (black, 10pcs)
 TKR1341 - M4x6mm Flat Head Screws (black, 10pcs)
 TKR1343 - M4x10mm Flat Head Screws (black, 10pcs)
 TKR1346 - M4x15mm Flat Head Screws (black, 10pcs)
 TKR1401 - M3x6mm Button Head Screws (black, 10pcs)
 TKR1402 - M3x8mm Button Head Screws (black, 10pcs)
 TKR1407 - M3x16mm Button Head Screws (black, 10pcs)
 TKR1443 - M4x10mm Button Head Screws (black, 10pcs)
 TKR1445 - M4x14mm Button Head Screws (black, 10pcs)
 TKR1447 - M4x16mm Button Head Screws (black, 10pcs)
 TKR1448 - M4x18mm Button Head Screws (black, 10pcs)
 TKR1522 - M3x8mm Cap Head Screws (black, 10pcs)
 TKR1524 - M3x12mm Cap Head Screws (black, 10pcs)
 TKR1525 - M3x14mm Cap Head Screws (black, 10pcs)
 TKR1529 - M3x20mm Cap Head Screws (black, 10pcs)
 TKR1601 - M3x4mm Set Screws (black, 10pcs)
 TKR1603 - M5x4mm Set Screws (black, 10pcs)

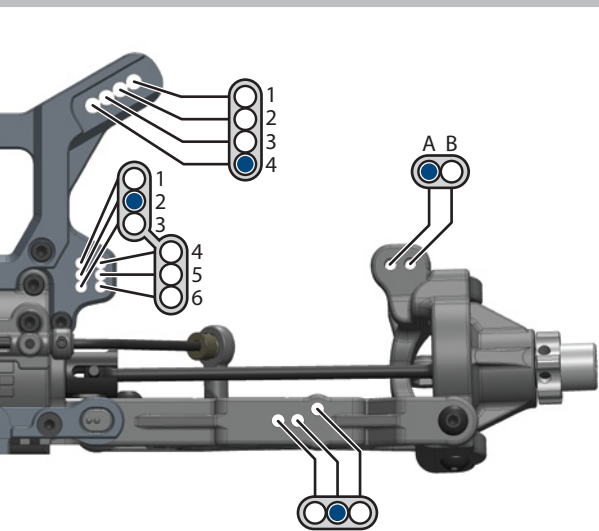
Name: **Kit Set-up** Date: _____ Event/Track: _____

Track Conditions: Outdoor Indoor Wet Dry High Bite Low Bite Rough
 Smooth Hard Packed Loose/Loamy Blue Groove

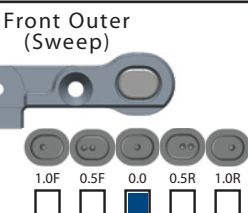
Bumpsteer/Ackerman/Servo Saver/Steering Stop:

 <p># washers <input checked="" type="checkbox"/> 4 over <input type="checkbox"/> 0 under</p> <p>ballstud <input type="checkbox"/> <input checked="" type="checkbox"/></p>	 <p># washers <input type="checkbox"/> 2 over <input checked="" type="checkbox"/> 2 under</p> <p>ballstud <input checked="" type="checkbox"/> <input type="checkbox"/></p>	 <p><input type="checkbox"/> front <input checked="" type="checkbox"/> middle <input type="checkbox"/> rear</p>
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Front End:

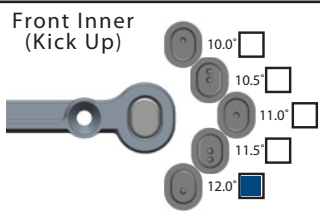


Front Outer (Sweep)



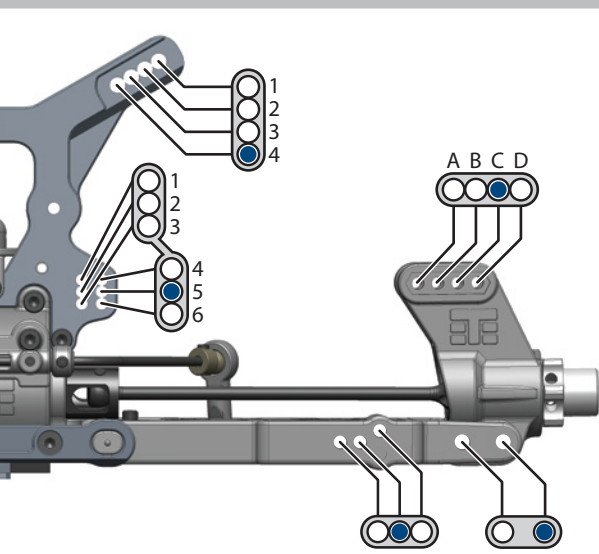
1.0F 0.5F 0.0 0.5R 1.0R

Front Inner (Kick Up)

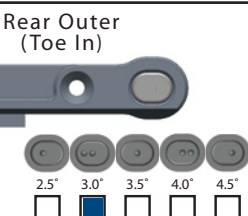


10.0° 10.5° 11.0° 11.5° 12.0°

Rear End:

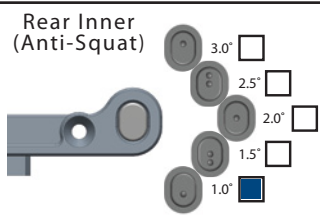


Rear Outer (Toe In)



2.5° 3.0° 3.5° 4.0° 4.5°

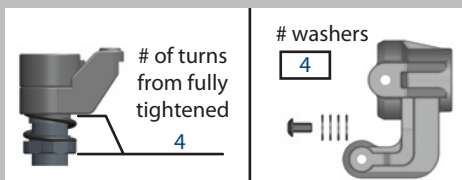
Rear Inner (Anti-Squat)



3.0° 2.5° 2.0° 1.5° 1.0°

of turns from fully tightened: **4**

washers: **4**



Suspension:

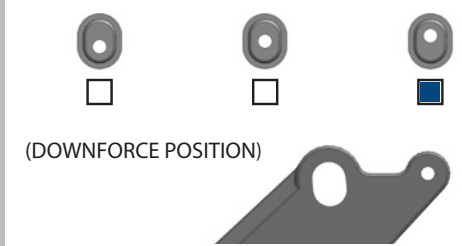
	FRONT	REAR
RIDE HEIGHT:	25mm	25mm
TOE (in/out):	1 deg out	3 deg in
CAMBER:	1.5 deg	1.5 deg
CASTER:	15 Deg°	
SHOCK LENGTH (DROOP):	106	127
SWAY BAR:	2.5mm	2.6mm

NOTES:

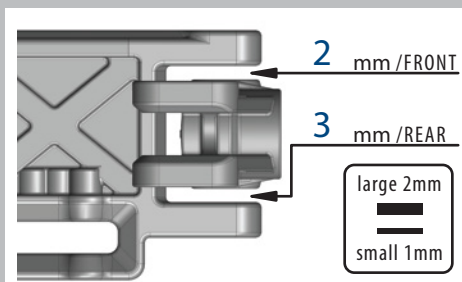
Body/Wing:

BODY:	stock
WING:	stock

(DOWNFORCE POSITION)



Wheelbase:



2 mm / FRONT
 3 mm / REAR

large 2mm
 small 1mm

Notes:

Shocks:

	FRONT	REAR
STD/EMUL/VENT:	Vented	Vented
PISTON:	8x1.3	8x1.3
OIL:	500	400
BLADDER:	stock	stock
REBOUND:	10 %	10 %
SPRING:	Pink	Red

NOTES:

Tires / Wheels:

	FRONT	REAR
BRAND:		
TREAD:		
COMPOUND:		
INSERT:		
WHEEL:		

NOTES:

Differential Oil:

FRONT	CENTER	REAR
7	7	5

NOTES:

Equipment:

ENGINE:	
PIPE:	
PLUG:	
FUEL:	
RX BATT:	
SERVOS:	steering / throttle/brake

Drivetrain:

CLUTCH/SPUR:	15 / 44 (teeth)
CLUTCH SHOES:	stock 7075 alum
CLUTCH SPRINGS:	2x 0.9mm, 2x 1.0mm
ENGINE POSITION:	Front <input checked="" type="checkbox"/> Rear <input type="checkbox"/>
BRAKE BIAS:	front 40 % rear 60 %

Chassis Braces:

Center Rear Left Rear Right

Name: _____ Date: _____ Event/Track: _____

Track Conditions: Outdoor Indoor Wet Dry High Bite Low Bite Rough
 Smooth Hard Packed Loose/Loamy Blue Groove

Bumpsteer/Ackerman/Servo Saver/Steering Stop:

<p># washers <input type="checkbox"/> over <input type="checkbox"/> under ballstud <input type="checkbox"/> <input type="checkbox"/></p>	<p># washers <input type="checkbox"/> over <input type="checkbox"/> under ballstud <input type="checkbox"/> <input type="checkbox"/></p>	<p><input type="checkbox"/> front <input type="checkbox"/> middle <input type="checkbox"/> rear</p>
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Front End:

Front Outer (Sweep)

1.0F 0.5F 0.0 0.5R 1.0R

Front Inner (Kick Up)

12.0° 11.5° 11.0° 10.5° 10.0°

Rear End:

Rear Outer (Toe In)

2.5° 3.0° 3.5° 4.0° 4.5°

Rear Inner (Anti-Squat)

3.0° 2.5° 2.0° 1.5° 1.0°

of turns from fully tightened
 # washers

Suspension:

	FRONT	REAR
RIDE HEIGHT:		
TOE (in/out):		
CAMBER:		
CASTER:		Deg°
SHOCK LENGTH (DROOP):		
SWAY BAR:		

NOTES:

Body/Wing:

BODY:	
WING:	

(DOWNFORCE POSITION)

Wheelbase:

mm /FRONT
 mm /REAR
 large 2mm
 small 1mm

Notes:

	FRONT	REAR
STD/EMUL/VENT:		
PISTON:		
OIL:		
BLADDER:		
REBOUND:	%	%
SPRING:		

NOTES:

Tires / Wheels:

	FRONT	REAR
BRAND:		
TREAD:		
COMPOUND:		
INSERT:		
WHEEL:		

NOTES:

Differential Oil:

	FRONT	CENTER	REAR

NOTES:

Equipment:

ENGINE:	
PIPE:	
PLUG:	
FUEL:	
RX BATT:	
SERVOS:	steering / throttle/brake

Drivetrain:

CLUTCH/SPUR:		(teeth)
CLUTCH SHOES:		
CLUTCH SPRINGS:		
ENGINE POSITION:	Front <input type="checkbox"/>	Rear <input type="checkbox"/>
BRAKE BIAS:	front %	rear %

Chassis Braces:

Center Rear Left Rear Right

TEKNO 

 NB-48

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