

XRAY E08

LUXURY
OFF-ROAD
TRUCK



ULTIMATE
VEHICLE
CONCEPT

DEVELOPED
DESIGNED BY
STYLED BY

INSTRUCTION MANUAL

XRAY

INTRODUCTION

The XRAY XB808 is a modern, high-competition premium luxury racing 1/8 nitro buggy that is the epitome of high-performance and fine distinctive design. Your XB808 offers highest performance, responsive handling, and traditionally exceptional XRAY quality, engineering, and design. The superb craftsmanship and attention to detail are clearly evident everywhere on the XRAY XB808.

XB808 was designed around a no compromise platform; the attention to detail creates a low maintenance, extra long life nitro buggy. The ultra-low center of gravity (CG) and optimized weight balance makes set-up, driving, and maintenance easy and quick.

CUSTOMER SUPPORT

We have made every effort to make these instructions as easy to understand as possible. However, if you have any difficulties, problems, or questions, please do not hesitate to contact the XRAY support team at info@teamxray.com. Also, please visit our Web site at www.teamxray.com to find the latest updates, set-up information, option parts, and many other goodies. We pride ourselves on taking excellent care of our customers.

You can join thousands of XRAY fans and enthusiasts in our online community at:

www.teamxray.com

The XRAY XB808 was created by blending highest-quality materials and excellent design. On high-speed flat tracks or bumpy tracks, whether driving for fun or racing to win, the XB808 delivers outstanding performance, speed, and precision handling.

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XRAY Europe

K Výstavišku 6992
91101 Trenčín
Slovakia, EUROPE
Phone: +421-32-7401100
Fax: +421-32-7401109
Email: info@teamxray.com

XRAY USA

RCAmerica, 167 Turtle Creek Boulevard Suite C
Dallas, Texas 75207
USA
Phone: (800) 519-7221 * (214) 744-2400
Fax: (214) 744-2401
Email: xray@rcamerica.com

Failure to follow these instructions will be considered as abuse and/or neglect.

SAFETY PRECAUTIONS

WARNING: This product contains a chemical known to the state of California to cause cancer and birth defects or other reproductive harm.

CAUTION: CANCER HAZARD

Wash thoroughly after using. **DO NOT** use product while eating, drinking or using tobacco products. May cause chronic effects to gastrointestinal tract, CNS, kidneys, and blood. **MAY CAUSE BIRTH DEFECTS.**

When building, using and/or operating this model always wear protective glasses and gloves.

Take appropriate safety precautions prior to operating this model. You are responsible for this model's assembly and safe operation! Please read the instruction manual before building and operating this model and follow all safety precautions. Always keep the instruction manual at hand for quick reference, even after completing the assembly. Use only genuine and original authentic XRAY parts for maximum performance. Using any third party parts on this model will void warranty immediately.

Improper operation may cause personal and/or property damage. XRAY and its distributors have no control over damage resulting from shipping, improper construction, or improper usage. XRAY assumes and accepts no responsibility for personal and/or property damages resulting from the use of improper building materials, equipment and operations. By purchasing any item produced by XRAY, the buyer expressly warrants that he/she is in compliance with all applicable federal, state and local laws and regulation regarding the purchase, ownership and use of the item. The buyer expressly agrees to indemnify and hold harmless XRAY for all claims resulting directly or indirectly from the purchase, ownership or use of the product. By the act of assembling or operating this product, the user accepts all resulting liability. If the buyer is not prepared to accept this liability, then he/she should return this kit in new, unassembled, and unused condition to the place of purchase.

IMPORTANT NOTES - GENERAL

- This product is not suitable for children under 16 years of age without the direct supervision of a responsible and knowledgeable adult.
- Carefully read all manufacturers warnings and cautions for any parts used in the construction and use of your model.
- Assemble this kit only in places away from the reach of very small children.
- First-time builders and users should seek advice from people who have building experience in order to assemble the model correctly and to allow the model to reach its performance potential.
- Exercise care when using tools and sharp instruments.
- Take care when building, as some parts may have sharp edges.
- Keep small parts out of reach of small children. Children must not be allowed to put any parts in their mouth, or pull vinyl bag over their head.
- Read and follow instructions supplied with paints and/or cement, if used (not included in kit).
- Immediately after using your model, do NOT touch equipment on the model such as the motor and speed controller, because they generate high temperatures. You may seriously burn yourself seriously touching them.
- Follow the operating instructions for the radio equipment at all times.
- Do not put fingers or any objects inside rotating and moving parts, as this may cause damage or serious injury as your finger, hair, clothes, etc. may get caught.
- Be sure that your operating frequency is clear before turning on or running your model, and never share the same frequency with somebody else at the same time. Ensure that others are aware of the operating frequency you are using and when you are using it.
- Use a transmitter designed for ground use with RC cars. Make sure that no one else is using the same frequency as yours in your operating area. Using the same frequency at the same time, whether it is driving, flying or sailing, can cause loss of control of the RC model, resulting in a serious accident.
- Always turn on your transmitter before you turn on the receiver in the car. Always turn off the receiver before turning your transmitter off.
- Keep the wheels of the model off the ground when checking the operation of the radio equipment.
- Disconnect the battery pack before storing your model.
- When learning to operate your model, go to an area that has no obstacles that can damage your model if your model suffers a collision.
- Remove any sand, mud, dirt, grass or water before putting your model away.
- If the model behaves strangely, immediately stop the model, check and clear the problem.
- To prevent any serious personal injury and/or damage to property, be responsible when operating all remote controlled models.
- The model car is not intended for use on public places and roads or areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
- Because the model car is controlled by radio, it is subject to radio interference from many sources that are beyond your control. Since radio interference can cause momentary loss of control, always allow a safety margin in all directions around the model in order to prevent collisions.
- Do not use your model:
 - Near real cars, animals, or people that are unaware that an RC car is being driven.
 - In places where children and people gather
 - In residential districts and parks
 - In limited indoor spaces
 - In wet conditions
 - In the street
 - In areas where loud noises can disturb others, such as hospitals and residential areas.
 - At night or anytime your line of sight to the model may be obstructed or impaired in any way.

To prevent any serious personal injury and/or damage to property, please be responsible when operating all remote controlled models.

IMPORTANT NOTES - NITRO ENGINES

- Always test the brakes and the throttle before starting your engine to avoid losing control of the model.
- Make sure the air filter is clean and oiled.
- Never run your engine without an air filter. Your engine can be seriously damaged if dirt and debris get inside the engine.
- For proper engine break-in, please refer to the manual that came with the engine.
- Do not run near open flames or smoke while running your model or while handling fuel.
- Some parts will be hot after operation. Do not touch the exhaust or the engine until they have cooled. These parts may reach 275°F during operation!

IMPORTANT NOTES - ELECTRICAL

- Insulate any exposed electrical wiring (using heat shrink tubing or electrical tape) to prevent dangerous short circuits. Take maximum care in wiring, connecting and insulating cables. Make sure cables are always connected securely. Check connectors for if they become loose. And if so, reconnect them securely. Never use R/C models with damaged wires. A damaged wire is extremely dangerous, and can cause short-circuits resulting in fire. Please have wires repaired at your local hobby shop.
- Low battery power will result in loss of control. Loss of control can occur due to a weak battery in either the transmitter or the receiver. Weak running battery may also result in an out of control car if your car's receiver power is supplied by the running battery. Stop operation immediately if the car starts to slow down.
- When not using RC model, always disconnect and remove battery.
- Do not disassemble battery or cut battery cables. If the running battery short-circuits, approximately 300W of electricity can be discharged, leading to fire or burns. Never disassemble battery or cut battery cables.
- Use a recommended charger for the receiver and transmitter batteries and follow

IMPORTANT NOTES - NITRO FUEL

- Handle fuel only outdoors. Never handle nitro fuel indoors, or mix nitro fuel in a place where ventilation is bad.
- Only use nitro fuel for R/C models. Do not use gasoline or kerosene in R/C models as it may cause a fire or explosion, and ruin your engine.
- Nitro fuel is highly inflammable, explosive, and poisonous. Never use fuel indoors or in places with open fires and sources of heat.
- Always keep the fuel container cap tightly shut.
- Always read the warning label on the fuel container for safety information.
- Nitro-powered model engines emit poisonous vapors and gasses. These vapors irritate eyes and can be highly dangerous to your health. We recommend wearing rubber or vinyl gloves to avoid direct contact with nitro fuel.
- Nitro fuel for RC model cars is made of the combination of the methyl alcohol,

R/C & BUILDING TIPS

- Make sure all fasteners are properly tightened. Check them periodically.
- Make sure that chassis screws do not protrude from the chassis.
- For the best performance, it is very important that great care is taken to ensure the free movement of all parts.
- Clean all ball-bearings so they move very easily and freely.
- Tap or pre-thread the plastic parts when threading screws.
- Self-tapping screws cut threads into the parts when being tightened. Do not use excessive force when tightening the self-tapping screws because you may strip out the thread in the plastic. We recommended you stop tightening a screw when you feel some resistance.

WARRANTY

XRAY guarantees this model kit to be free from defects in both material and workmanship within 30 days of purchase. The total monetary value under warranty will in no case exceed the cost of the original kit purchased. This warranty does not cover any components damaged by use or modification or as a result of wear. Part or parts missing from this kit must be reported within 30 days of purchase. No part or parts will be sent under warranty without proof of purchase. Should you find a defective or missing part, contact the local distributor. Service and customer support will be provided through local hobby store where you have purchased the kit, therefore make sure to purchase any XRAY products at your local hobby store. This model racing car is considered to be a high-performance racing vehicle. As such this vehicle will be used in an extreme range of conditions and situations, all which may cause premature wear or failure of any component. XRAY has no control over usage of vehicles once they leave the dealer, therefore XRAY can only offer warranty against all manufacturer's defects in materials, workmanship, and assembly at point of sale and before use. No warranties are expressed or implied that cover damage caused by what is considered normal use, or cover or imply how long any model cars' components or electronic components will last before requiring replacement.

Due to the high performance level of this model car you will need to periodically maintain and replace consumable components. Any and all warranty coverage will not cover replacement of any part or component damaged by neglect, abuse, or improper or unreasonable use. This includes but is not limited to damage from crashing, chemical and/or water damage, excessive moisture, improper or no

QUALITY CERTIFICATE

XRAY MODEL RACING CARS uses only the highest quality materials, the best compounds for molded parts and the most sophisticated manufacturing processes of TQM (Total Quality Management). We guarantee that all parts of a newly-purchased kit are manufactured with the highest regard to quality. However, due to the many factors inherent in model racecar competition, we cannot guarantee any parts once

- the instructions correctly. Over-charging, incorrect charging, or using inferior chargers can cause the batteries to become dangerously hot. Recharge battery when necessary. Continual recharging may damage battery and, in the worst case, could build up heat leading to fire. If battery becomes extremely hot during recharging, please ask your local hobby shop for check and/or repair and/or replacement.
- Regularly check the charger for potential hazards such as damage to the cable, plug, casing or other defects. Ensure that any damage is rectified before using the charger again. Modifying the charger may cause short-circuit or overcharging leading to a serious accident. Therefore do not modify the charger.
- Always unplug charger when recharging is finished.
- Do not recharge battery while battery is still warm. After use, battery retains heat. Wait until it cools down before charging.
- Do not allow any metal part to short circuit the receiver batteries or other electrical/electronic device on the model.
- Immediately stop running if your RC model gets wet as may cause short circuit.
- Please dispose of batteries responsibly. Never put batteries into fire.

- castor or synthetic oil, nitro methane etc. The flammability and volatility of these elements is very high, so be very careful during handling and storage of nitro fuel.
- Keep nitro fuel away from open flame, sources of heat, direct sunlight, high temperatures, or near batteries.
- Store fuel in a cool, dry, dark, well-ventilated place, away from heating devices, open flames, direct sunlight, or batteries. Keep nitro fuel away from children.
- Do not leave the fuel in the carburetor or fuel tank when the model is not in use. There is danger that the fuel may leak out.
- Wipe up any spilled fuel with a cloth.
- Be aware of spilled or leaking fuel. Fuel leaks can cause fires or explosions.
- Do not dispose of fuel or empty fuel containers in a fire. There is danger of explosion.

- Ask your local hobby shop for any advice.

Please support your local hobby shop. We at XRAY Model Racing Cars support all local hobby dealers. Therefore we ask you, if at all possible, to purchase XRAY products at your hobby dealer and give them your support like we do. If you have difficulty finding XRAY products, please check out www.teamxray.com to get advice, or contact us via email at info@teamxray.com, or contact the XRAY distributor in your country.

maintenance, or user modifications which compromise the integrity of components. Warranty will not cover components that are considered consumable on RC vehicles. XRAY does not pay nor refund shipping on any component sent to XRAY or its distributors for warranty. XRAY reserves the right to make the final determination of the warranty status of any component or part.

Limitations of Liability

XRAY makes no other warranties expressed or implied. XRAY shall not be liable for any loss, injury or damages, whether direct, indirect, special, incidental, or consequential, arising from the use, misuse, or abuse of this product and/or any product or accessory required to operate this product. In no case shall XRAY's liability exceed the monetary value of this product.

Take adequate safety precautions prior to operating this model. You are responsible for this model's assembly and safe operation.

Disregard of the any of the above cautions may lead to accidents, personal injury, or property damage. XRAY MODEL RACING CARS assumes no responsibility for any injury, damage, or misuse of this product during assembly or operation, nor any additions that may arise from the use of this product. All rights reserved.

you start racing the car. Products which have been worn out, abused, neglected or improperly operated will not be covered under warranty. We wish you enjoyment of this high-quality and high-performance RC car and wish you best success on the track!

In line with our policy of continuous product development, the exact specifications of the kit may vary. In the unlikely event of any problems with your new kit, you should contact the model shop where you purchased it, quoting the part number. We do reserve all rights to change any specification without prior notice. All rights reserved.

SYMBOLS USED

Part bags used 	Assemble in the specified order 	Assemble left and right sides the same way 	Assemble front and rear the same way 	Pay attention here 	Assemble as many times as specified (here twice) 	Apply instant glue 	Apply oil 	Apply grease 	Apply threadlock
Cut off shaded portion 	Use special tool 	Cut off remaining material 	Time 	Use cleaner 	Tighten screw gently 	Ensure smooth non-binding movement 	Use pliers 	Follow tip here 	Follow Set-Up Book

TOOLS REQUIRED

Philips 5.0mm (HUDY #165049) Allen 1.5 / 2.0 / 2.5mm (HUDY #111549/#112049/#112549) ARM REAMER 3mm/4mm (HUDY #107633/#107634) Socket 5.0 / 5.5mm (HUDY #170058/#170059) 	17mm Wheel Nut Tool (HUDY #107570) 	Flywheel Tool (HUDY #182010) 	Cross wrench (HUDY #107581)
Side Cutters 	Hobby Knife 	Needle Nose Pliers 	Scissors
			Body Reamer (HUDY #107600)

TOOLS & EQUIPMENT INCLUDED

Silicone Shock Oil 	Silicone Diff Oil 	Air Filter Oil 	Special Tool for all turnbuckles, nuts 	Graphite Grease (HUDY #106210)
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EQUIPMENT REQUIRED

Transmitter Receiver 	.21 Engine 	Manifold 	Starter Box & Battery Pack 	Glow Plug Igniter 	Battery Charger
Steering and Throttle Servos 	Exhaust 				
Receiver Pack 	Threadlock 	Transmitter Batteries 	CA Glue 	Fuel 	Lexan Paint

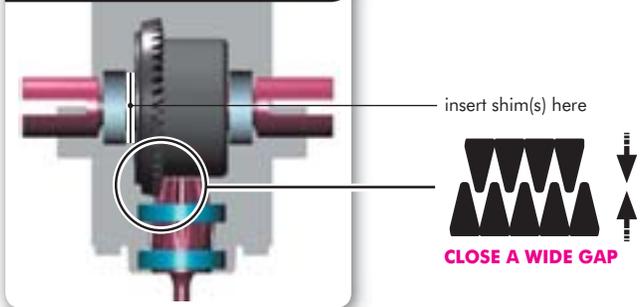
808 TECH TIPS

TIP FRONT & REAR DIFF GEAR MESH ADJUSTMENT

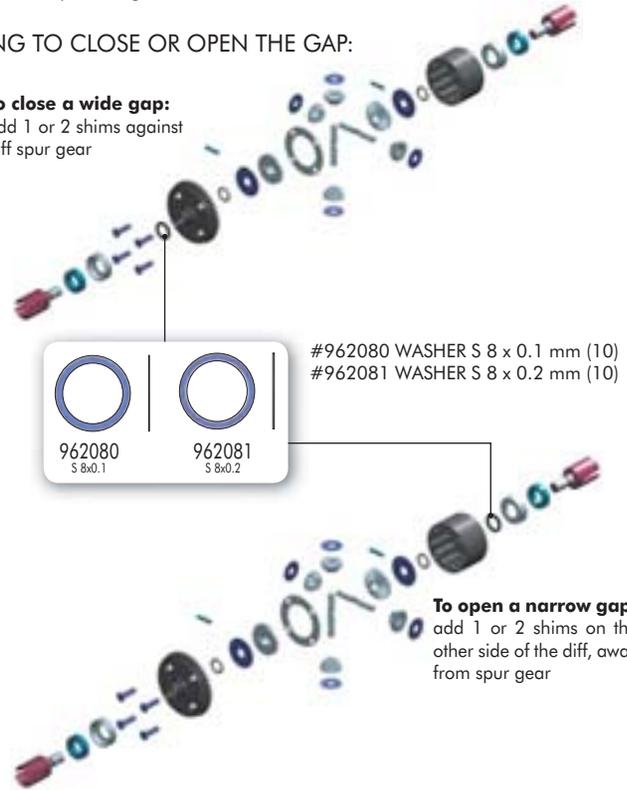
Before filling in the differentials with oil we suggest first to check the gear mesh as below. If there is too much or too little diff side play, this may create non-optimal gear mesh between the diff gear and the pinion drive gear. This is easily resolved by inserting 1 or 2 of the included thin shims behind a diff outdrive ball-bearing, depending on how much play there is.

THE LOCATION OF THE SHIM(S) DEPENDS ON WHETHER YOU ARE TRYING TO CLOSE OR OPEN THE GAP:

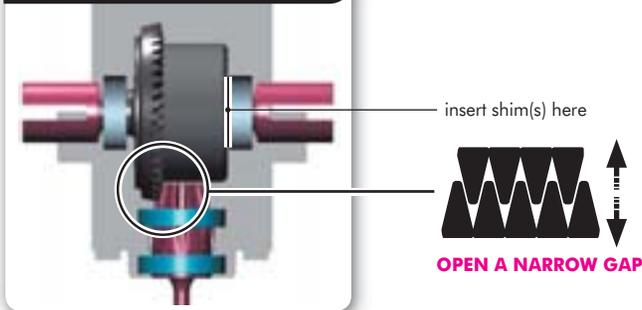
TO CLOSE A WIDE GAP



To close a wide gap:
add 1 or 2 shims against diff spur gear



TO OPEN A NARROW GAP



To open a narrow gap:
add 1 or 2 shims on the other side of the diff, away from spur gear

TIP DRIVE SHAFT PINS SERVICING

To enjoy the longest possible lifespan of the drive shafts and diff outdrives, it is extremely important to properly service the drive shaft pins. Inspect the pins after every 3 hours of runtime. If the pins show any wear, replace them with new pins.



Do not use drive shafts when the pins are worn.

Press out the worn pins.

Press in new pins and regularly inspect for wear.



For easy and comfortable drive pin replacements use #106000 HUDY Drive Pin Replacement Tool.



To replace the worn pins use only the premium HUDY drive pins #106050.

TIP GRAPHITE PARTS PROTECTION

Follow this tech tip to protect the graphite parts.

Protect all XB808 Graphite Parts:

- Front shock tower
- Rear shock tower
- Steering plate
- Radio plate

Fine sandpaper

Use fine sandpaper to sand smooth the edges of all graphite parts.



Apply CA glue to all edges of the graphite parts.



TIP INSTALLING PIVOT BALLS INTO COMPOSITE BALL-JOINTS



Place the pivot ball on the ball joint and use a screw to tighten it to an engine mount or some other part.



Tighten screw until pivot ball is tight against block.



Lift ball joint until it snaps into place over pivot ball. Ball joint should move freely.

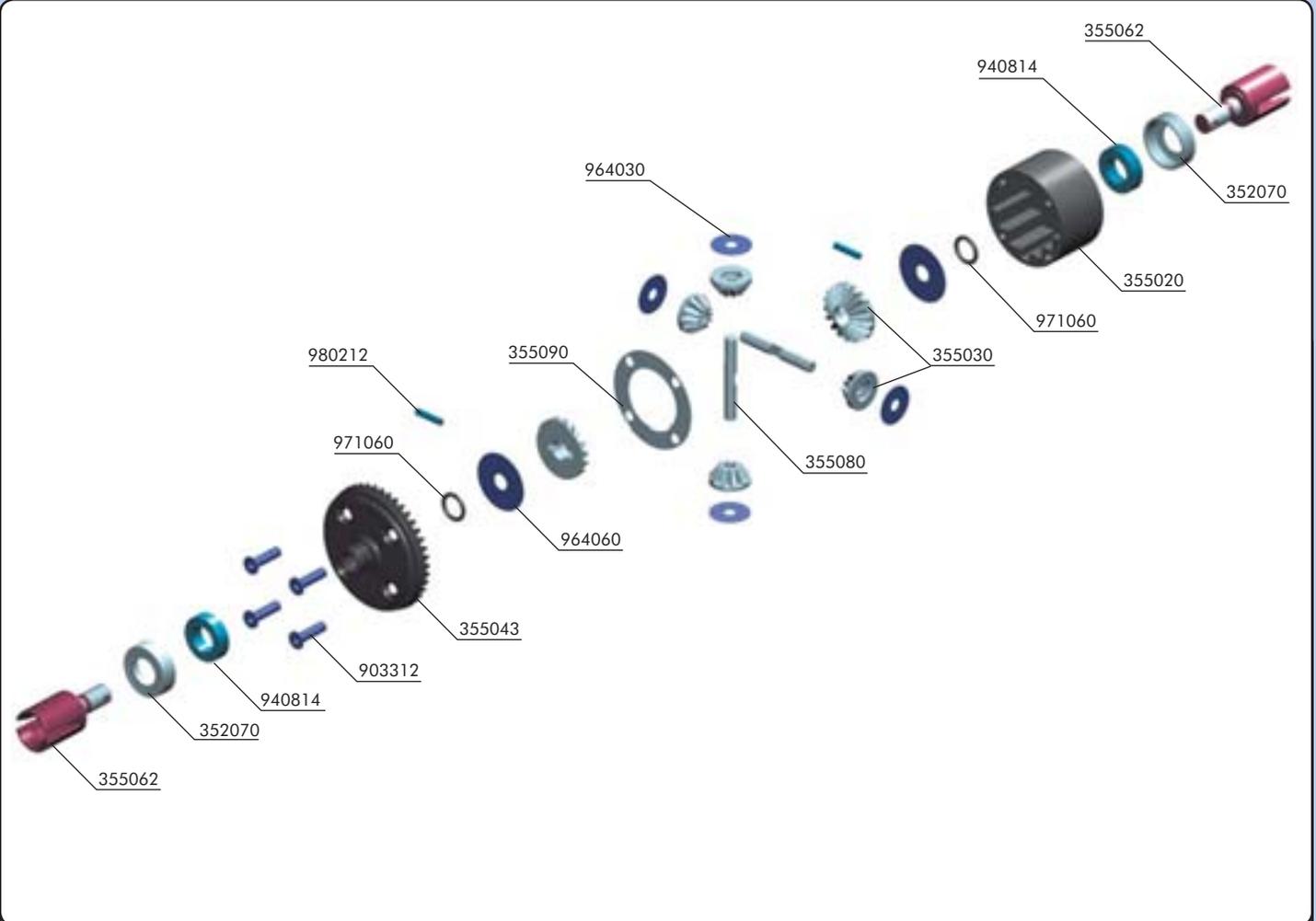


The finished joint.



Loosen and remove screw.

1. FRONT & REAR DIFFERENTIALS



BAGS



- | | | | |
|---------|---|---------|---|
| 35 2070 | XB808 COMPOSITE BEARING HUB FOR DIFF (4) | 35 5090 | DIFF GASKET (4) |
| 35 5001 | XB808 FRONT/REAR DIFFERENTIAL - SET | 90 3312 | HEX SCREW SFH M3x12 (10) |
| 35 5020 | DIFFERENTIAL CASE | 94 0814 | HIGH-SPEED BALL-BEARING 8x14x4 BLUE COVERED (8) |
| 35 5030 | STEEL DIFF BEVEL & SATELLITE GEARS (2+4) | 96 4030 | WASHER S 3.5x12x0.2 (10) |
| 35 5043 | FRONT/REAR DIFF LARGE BEVEL GEAR 43T - HUDY STEEL | 96 4060 | WASHER S 6x18x0.2 (10) |
| 35 5062 | XB808 FRONT/REAR DIFF OUTDRIVE ADAPTER (2) HUDY SPRING STEEL™ | 97 1060 | SILICONE O-RING 6x1.5 (10) |
| 35 5080 | DIFF PIN (2) | 98 0212 | PIN 2x11.6 (10) |



940814
BB 8x14x4



964060
S 6x18x0.2



971060
O 6x1.5



980212
P 2x11.6

2x **F=R**

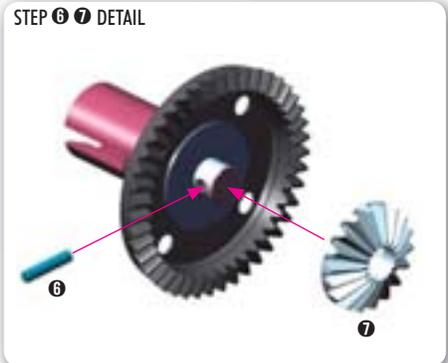
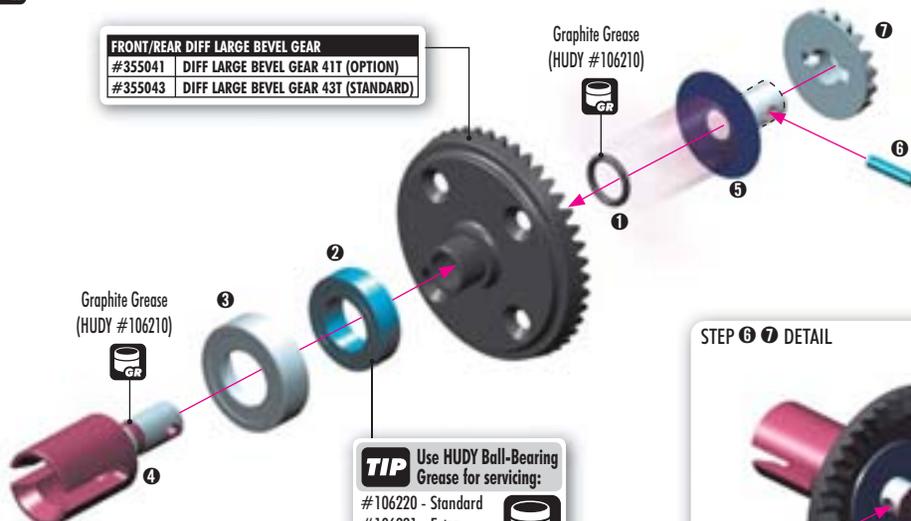
FRONT/REAR DIFF LARGE BEVEL GEAR
#355041 DIFF LARGE BEVEL GEAR 41T (OPTION)
#355043 DIFF LARGE BEVEL GEAR 43T (STANDARD)

Graphite Grease
(HUDY #106210)

Graphite Grease
(HUDY #106210)

TIP Use HUDY Ball-Bearing Grease for servicing:
#106220 - Standard
#106221 - Extra
#106222 - Premium

STEP 6 7 DETAIL



FRONT & REAR DIFFERENTIALS



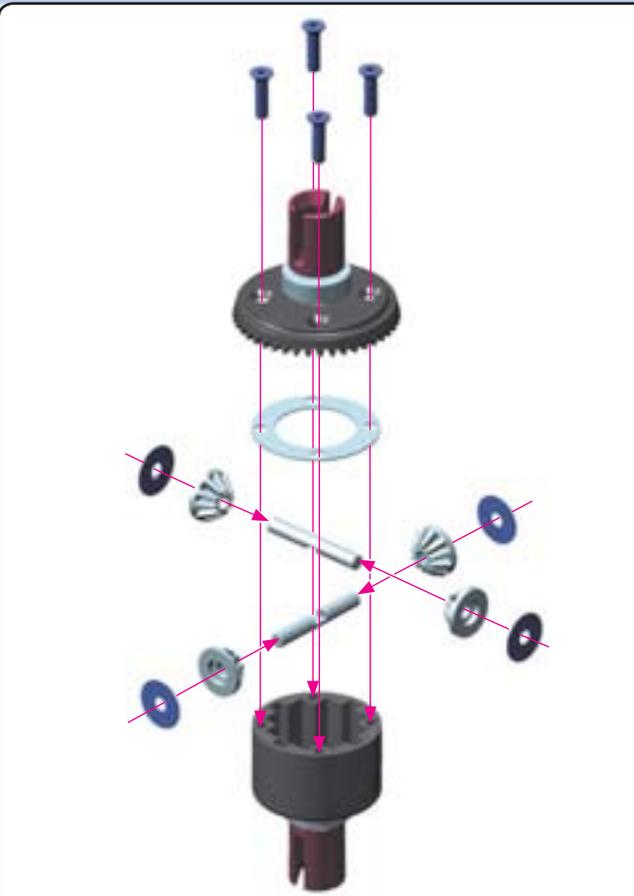
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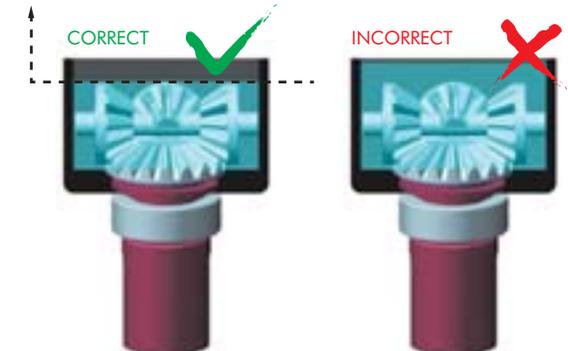
STEP 6 DETAIL



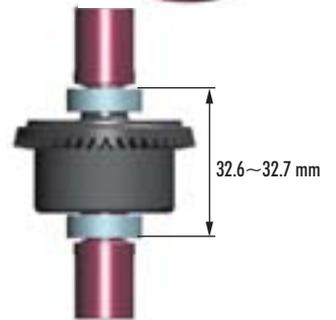
VERY IMPORTANT!

Use these silicone oils included in the kit for initial settings:
 Front diff: 5000cSt / Rear diff: 2000cSt

OIL Fill the differentials with oil just above the satellite gears.



After assembly the differentials should have a length of 32.6~32.7 mm measured from the ends of the installed ball-bearings. If differentials are longer, retighten the 4 screws holding the crown gears.



Front diff:

Silicone oil 5000cSt
 Fill just above the satellite gears.



Rear diff:

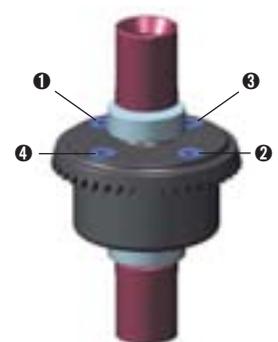
Silicone oil 2000cSt
 Fill just above the satellite gears.



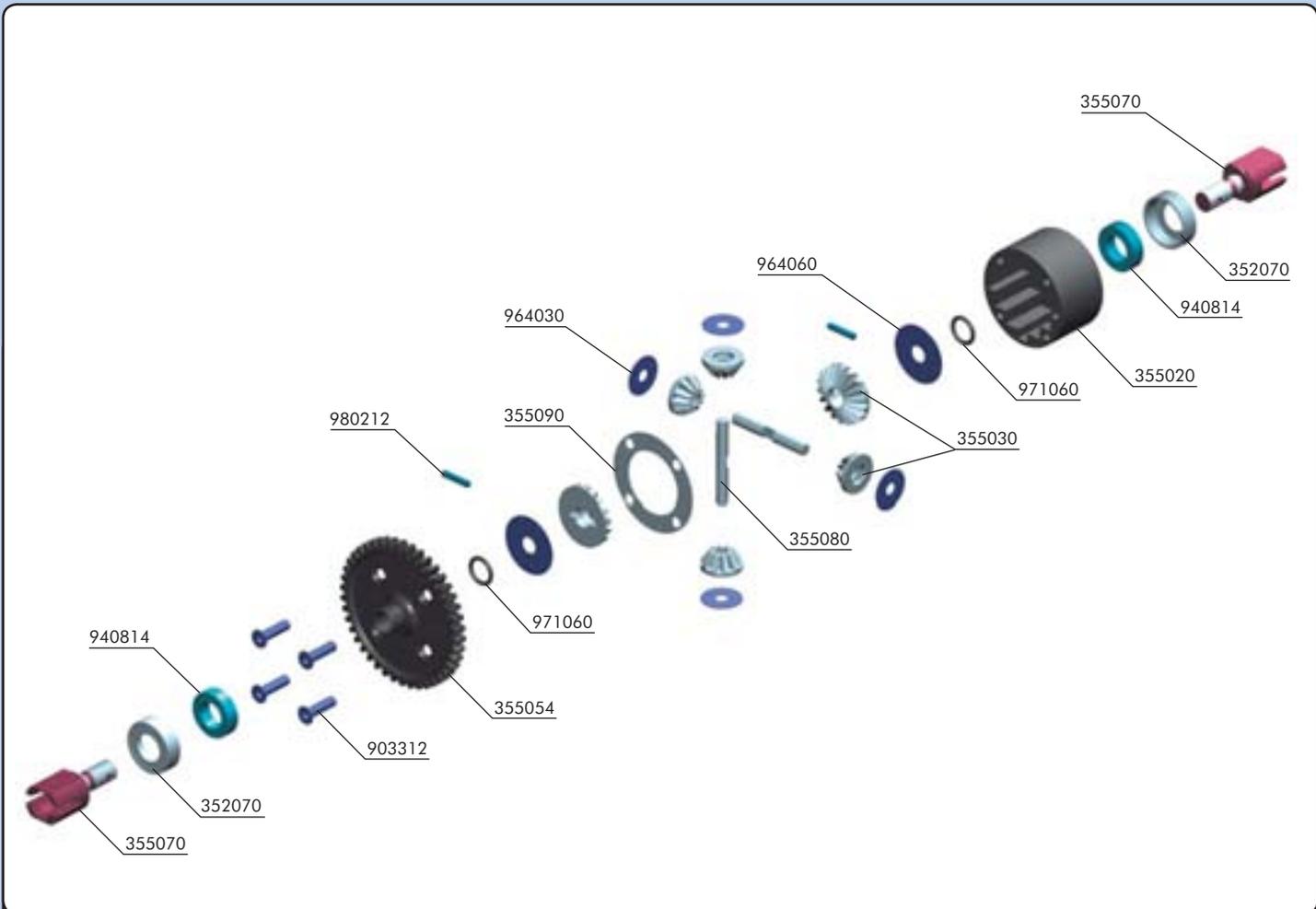
Tighten the screws equally



Finish tightening in this order



CENTER DIFFERENTIAL



BAG



35 2070	XB808 COMPOSITE BEARING HUB FOR DIFF (4)	90 3312	HEX SCREW SFH M3x12 (10)
35 5011	XB808 CENTRAL DIFFERENTIAL - SET	94 0814	HIGH-SPEED BALL-BEARING 8x14x4 BLUE COVERED (2)
35 5020	DIFFERENTIAL CASE	96 4030	WASHER S 3.5x12x0.2 (10)
35 5030	STEEL DIFF BEVEL & SATELLITE GEARS (2+4)	96 4060	WASHER S 6x18x0.2 (10)
35 5054	CENTER DIFF SPUR GEAR 42T	97 1060	SILICONE O-RING 6x1.5 (10)
35 5070	CENTER DIFF OUTDRIVE ADAPTER (2) - HUDY STEEL	98 0212	PIN 2x11.6 (10)
35 5080	DIFF PIN (2)		
35 5090	DIFF GASKET (4)		



940814
BB 8x14x4



964060
S 6x18x0.2

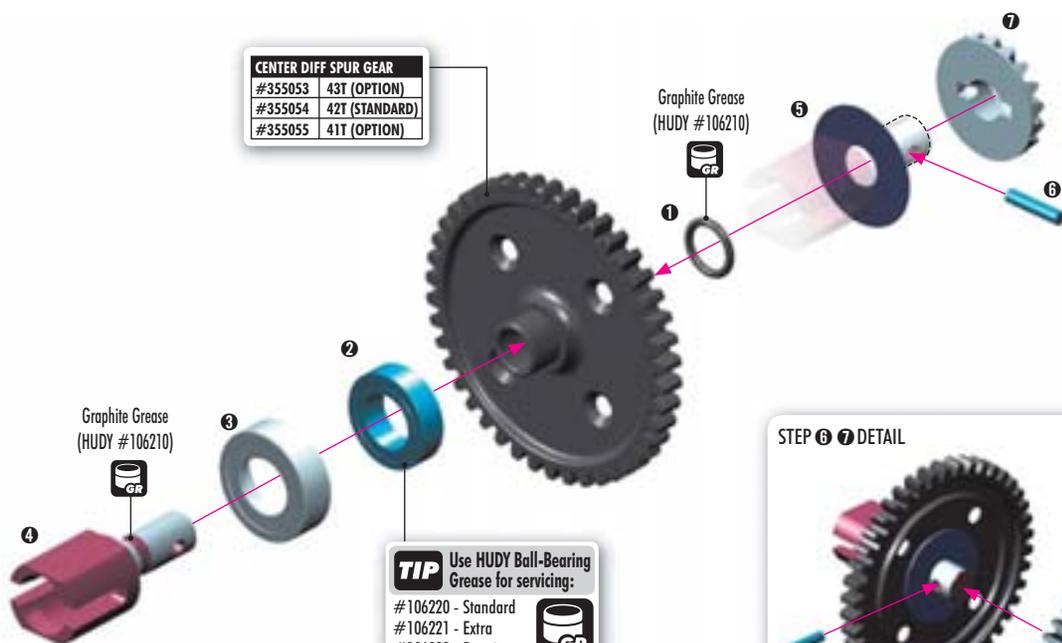


971060
O 6x1.5



980212
P 2x11.6

CENTER DIFF SPUR GEAR	
#355053	43T (OPTION)
#355054	42T (STANDARD)
#355055	41T (OPTION)

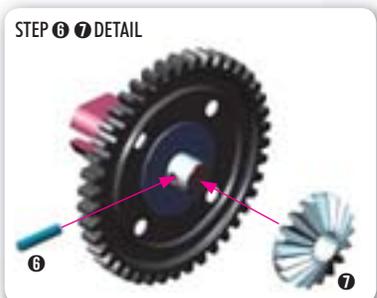


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STEP 6 7 DETAIL



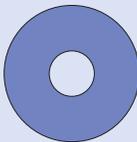
CENTER DIFFERENTIAL



940814
BB 8x14x4



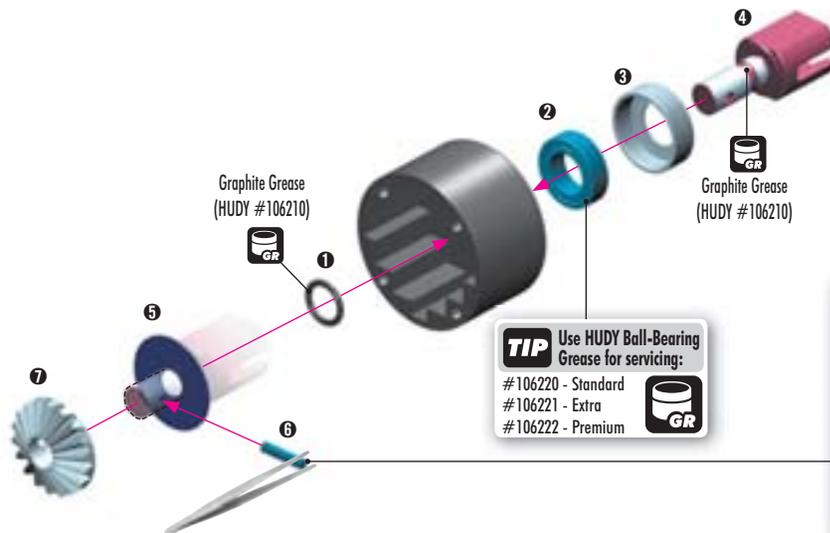
964060
S 6x18x0.2



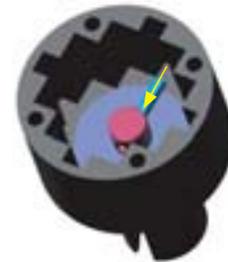
971060
O 6x1.5



980212
P 2x11.6



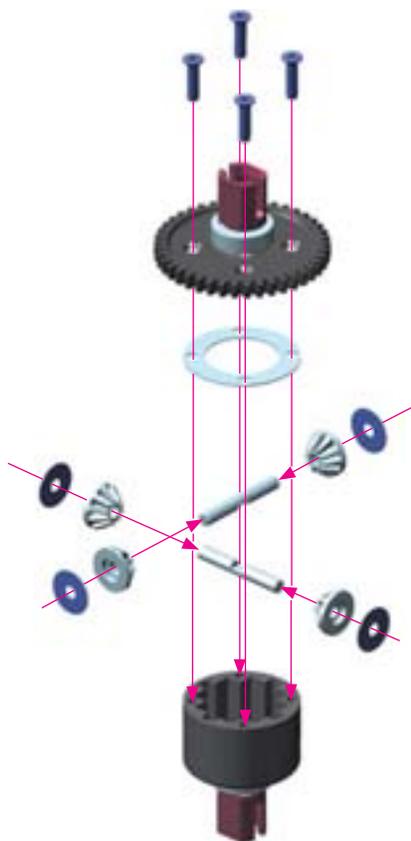
STEP 6 DETAIL



903312
SFH M3x12



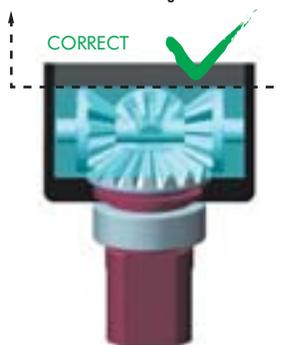
964030
S 3.5x12x0.2



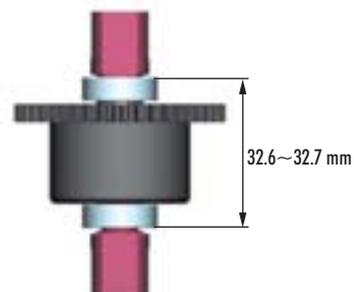
VERY IMPORTANT!

Use the following silicone oil included in the kit for initial setting:
Center diff: 7000cSt

Fill the differentials with oil just above the satellite gears.



After assembly the differential should have a length of 32.6–32.7 mm measured from the ends of the installed ball-bearings. If differential is longer, retighten the 4 screws holding the spur gear.



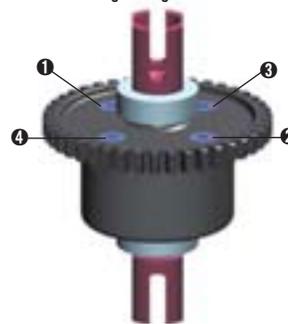
Center diff:
Silicone oil 7000cSt
Fill just above the satellite gears.



Tighten the screws equally



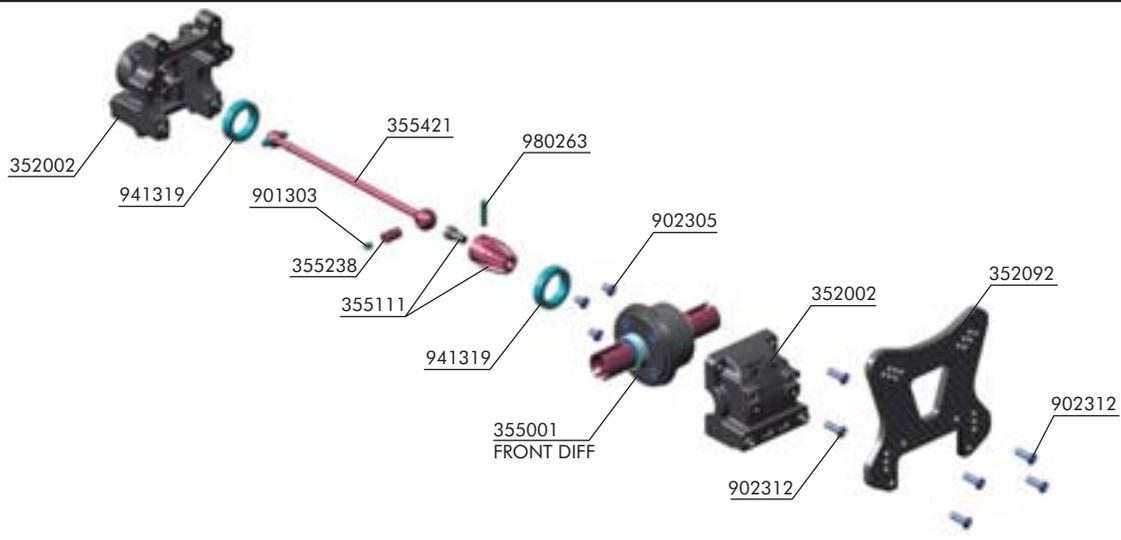
Finish tightening in this order



SET-UP
BOOK

GEAR DIFF

2. FRONT TRANSMISSION



BAG

02

35 2002 XB808 DIFF BULKHEAD BLOCK SET FRONT/REAR
 35 2092 XB808 GRAPHITE FRONT SHOCK TOWER - CNC MACHINED 4 MM
 35 5111 XB808 PINION GEAR 10T
 35 5238 XB808 CVD DRIVE SHAFT COUPLING HUDY SPRING STEEL™
 35 5421 XB808 FRONT CENTRAL CVD DRIVE SHAFT - HUDY SPRING STEEL™

90 1303 HEX SCREW SB M3x3 (10)
 90 2305 HEX SCREW SH M3x5 (10)
 90 2312 HEX SCREW SH M3x12 (10)
 94 1319 HIGH-SPEED BALL-BEARING 13x19x4 RUBBER SEALED (2)
 98 0263 PIN 2.5x13 (10)



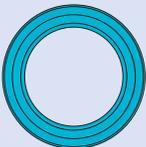
901303
SB M3x3



902305
SH M3x5



902312
SH M3x12



941319
BB 13x19x4



980263
P 2.5x13

1 step

DETAIL
FRONT

STEP 1 DETAIL

TIP Replace this pin when wear is present

TIP Follow the TECH TIP on page 5 for drive shaft pin servicing

TIP Use HUDY Ball-Bearing Grease for servicing:
 #106220 - Standard
 #106221 - Extra
 #106222 - Premium

Graphite Grease (HUDY #106210)

STEP 2 DETAIL
Use 1.5mm Allen wrench

2 step

Graphite Grease (HUDY #106210)

1 Tighten screws fully. Make sure the bearing seats properly in the bulkhead.

2 Loosen all 3 screws VERY SLIGHTLY (approximately 1/12 of a turn). Pinion must turn freely.

DETAIL

3 step

DETAIL

Cut on both front and rear bulkhead blocks

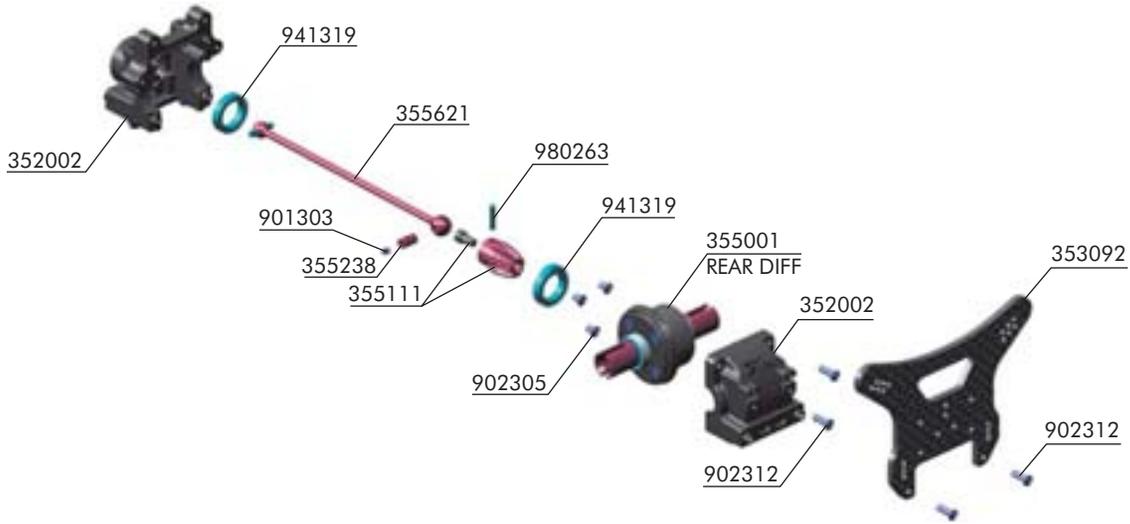
! FRONT DIFF 5000 cSt

Graphite Grease (HUDY #106210)

4 step

TIP Follow the TECH TIP on page 5 to protect graphite parts

REAR TRANSMISSION



BAG

02

35 2002 XB808 DIFF BULKHEAD BLOCK SET FRONT/REAR
 35 3092 XB808 GRAPHITE REAR SHOCK TOWER - CNC MACHINED 3.5 MM
 35 5111 XB808 PINION GEAR 10T
 35 5238 XB808 CVD DRIVE SHAFT COUPLING - HUDY SPRING STEEL™
 35 5621 XB808 REAR CENTRAL CVD DRIVE SHAFT - HUDY SPRING STEEL™

90 1303 HEX SCREW SB M3x3 (10)
 90 2305 HEX SCREW SH M3x5 (10)
 90 2312 HEX SCREW SH M3x12 (10)
 94 1319 HIGH-SPEED BALL-BEARING 13x19x4 RUBBER SEALED (2)
 98 0263 PIN 2.5x13 (10)



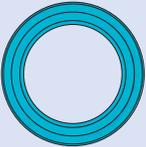
901303
SB 3x3



902305
SH 3x5



902312
SH 3x12



941319
BB 13x19x4



980263
P 2.5x13

1 step

TIP Follow the TECH TIP on page 5 for drive shaft pin servicing

TIP Replace this pin when wear is present

TIP Use HUDY Ball-Bearing Grease for servicing:
 #106220 - Standard
 #106221 - Extra
 #106222 - Premium

Graphite Grease (HUDY #106210)

STEP 1 DETAIL

STEP 6 DETAIL
Use 1.5mm Allen wrench

2 step

Graphite Grease (HUDY #106210)

1 Tighten screws fully. Make sure the bearing seats properly in the bulkhead.

2 Loosen all 3 screws VERY SLIGHTLY (approximately 1/12 of a turn). Pinion must turn freely.

3 step

DETAIL

Cut on both front and rear bulkhead blocks

REAR DIFF 2000 cSt

Graphite Grease (HUDY #106210)

3x12

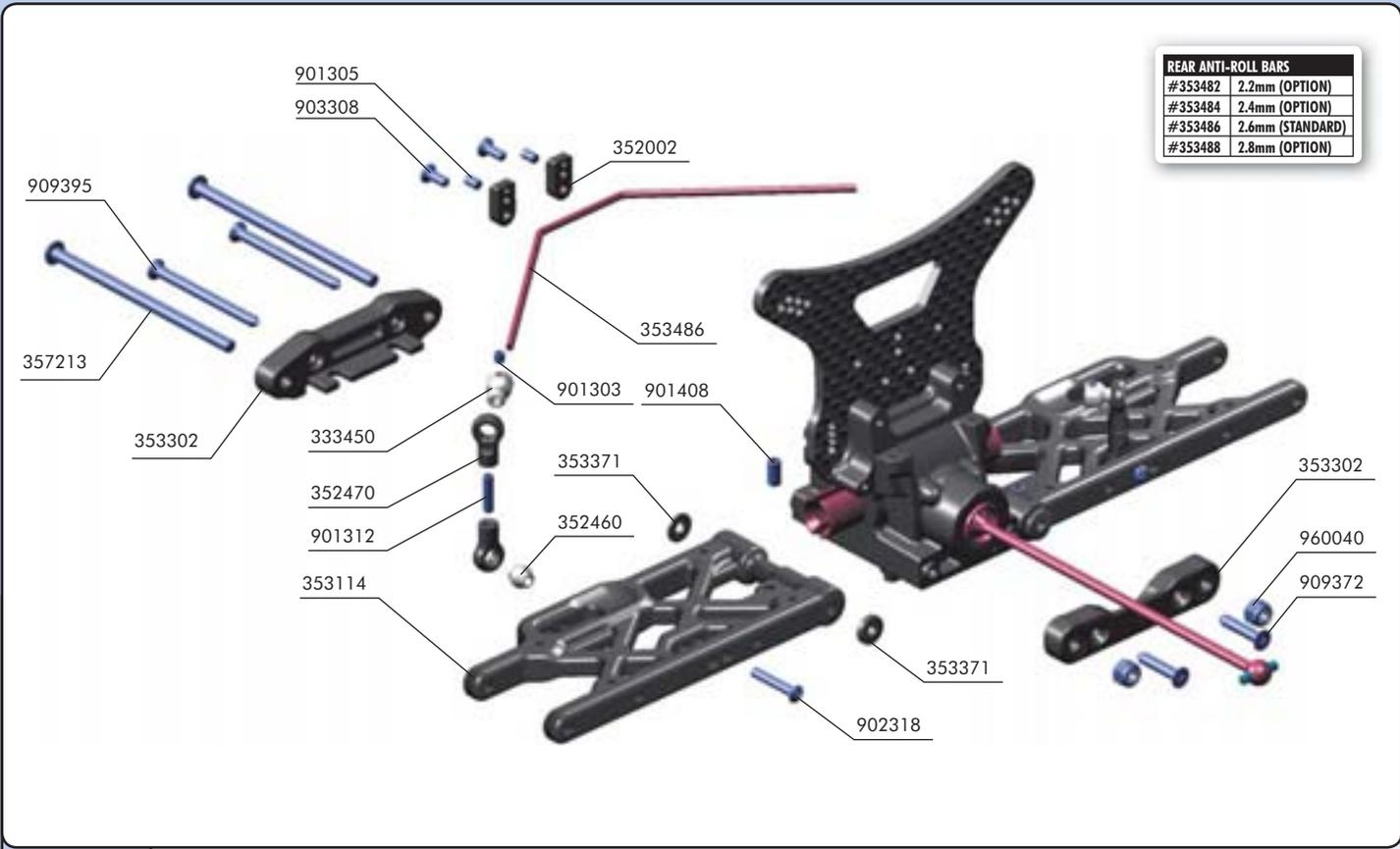
4 step

TIP Follow the TECH TIP on page 5 to protect graphite parts

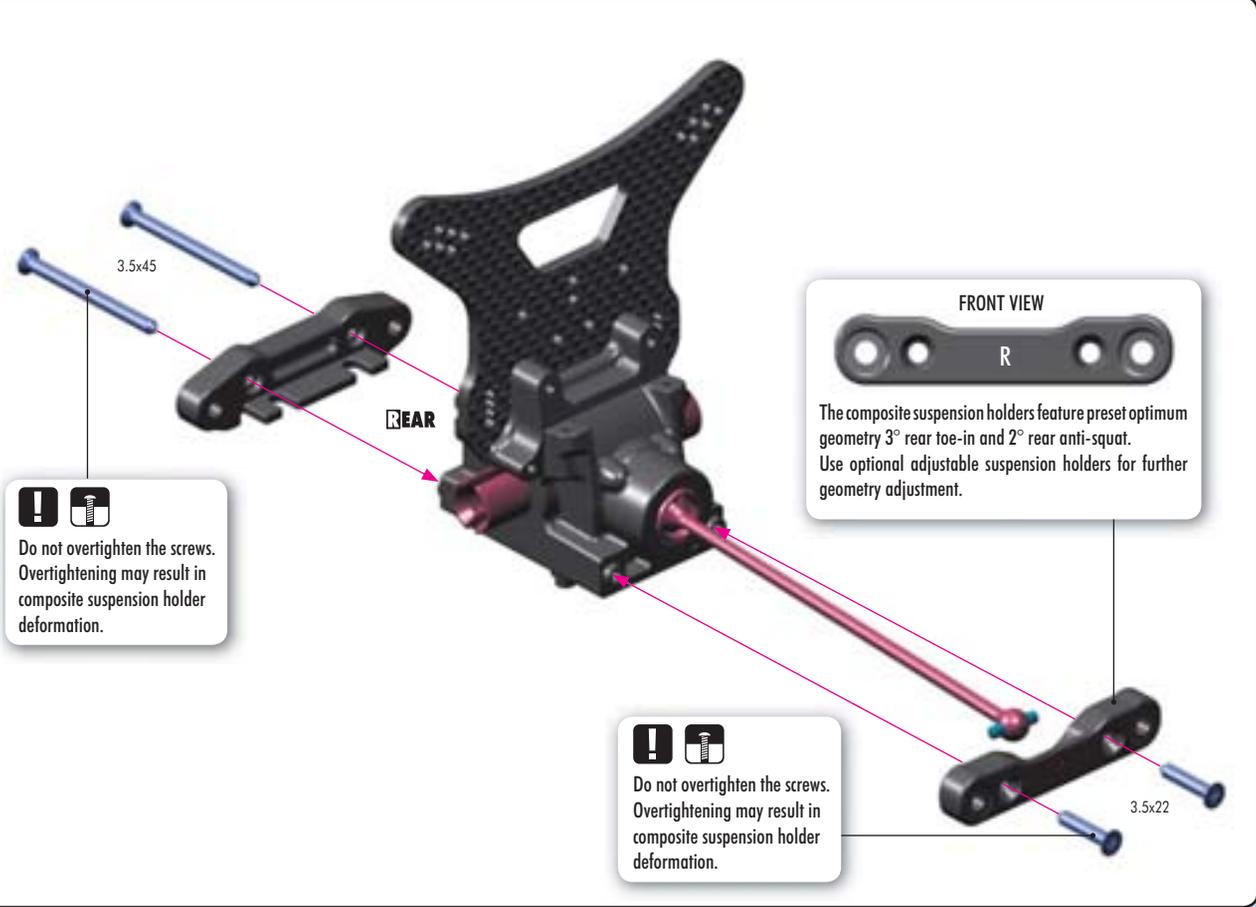
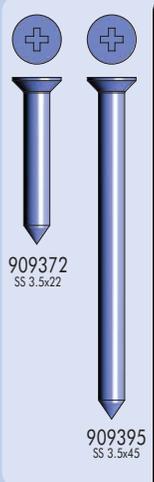
3x12

3. REAR SUSPENSION

REAR ANTI-ROLL BARS	
#353482	2.2mm (OPTION)
#353484	2.4mm (OPTION)
#353486	2.6mm (STANDARD)
#353488	2.8mm (OPTION)



- | | | | |
|---------|--|---------|-------------------------------|
| 33 3450 | ANTI-ROLL BAR BALL JOINT 5.8 MM (2) | 90 1303 | HEX SCREW SB M3x3 (10) |
| 35 2002 | XB808 DIFF BULKHEAD BLOCK SET FRONT/REAR | 90 1305 | HEX SCREW SB M3x5 (10) |
| 35 2460 | PIVOT BALL 5.8 (10) | 90 1312 | HEX SCREW SB M3x12 (10) |
| 35 2470 | BALL JOINT 5.8 (8) | 90 1408 | HEX SCREW SB M4x8 (10) |
| 35 3114 | XB808 COMPOSITE REAR LOWER SUSPENSION ARM | 90 2318 | HEX SCREW SH M3x18 (10) |
| 35 3302 | XB808 COMPOSITE REAR LOWER SUSP. HOLDERS SET | 90 3308 | HEX SCREW SFH M3x8 (10) |
| 35 3371 | XB808 SET OF COMPOSITE LOWER ARM SHIMS | 90 9372 | SCREW PHILLIPS SS 3.5x22 (10) |
| 35 3486 | XB808 REAR ANTI-ROLL BAR 2.6MM | 90 9395 | SCREW PHILLIPS SS 3.5x45 (10) |
| 35 7213 | XB808 LOWER INNER PIVOT PIN SCREW 4MM (2) | 96 0040 | NUT M4 (10) |



FRONT VIEW
R

The composite suspension holders feature preset optimum geometry 3° rear toe-in and 2° rear anti-squat. Use optional adjustable suspension holders for further geometry adjustment.

! **!**
Do not overtighten the screws. Overtightening may result in composite suspension holder deformation.

! **!**
Do not overtighten the screws. Overtightening may result in composite suspension holder deformation.

SET-UP BOOK
TOE-IN
ANTI-SQUAT
ROLL CENTER

REAR SUSPENSION

- 901408 SB M4x8
- 960040 N M4



! Do not overtighten the self-locking nut. Overtightening may result in suspension binding.

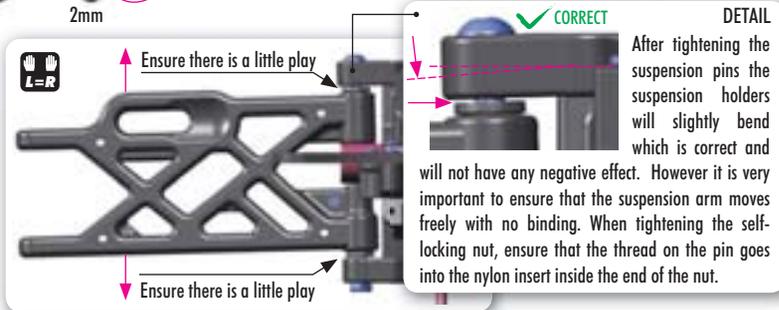
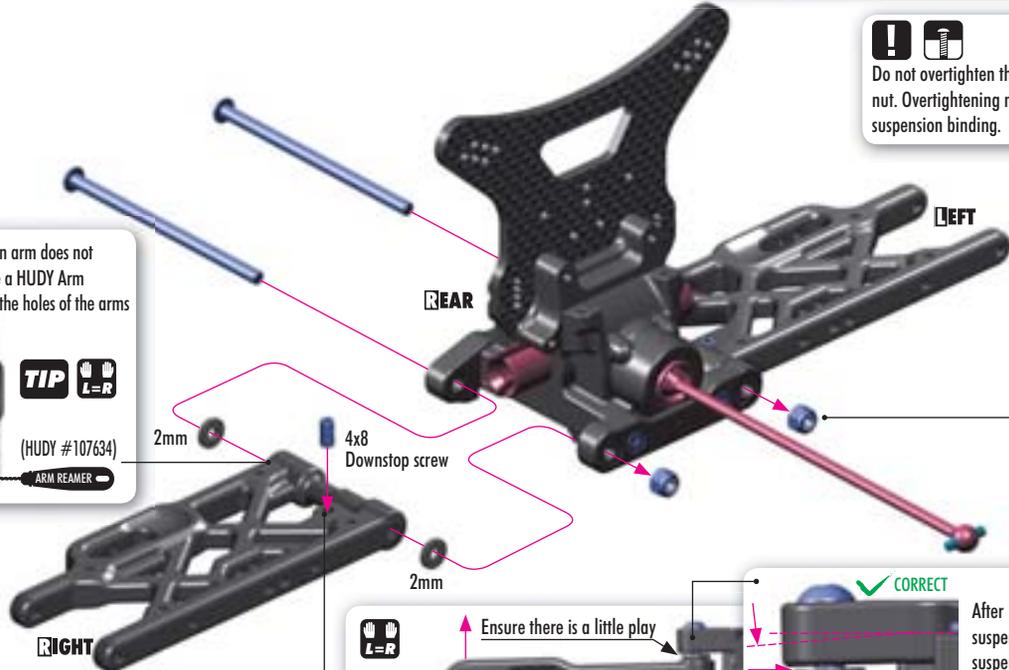
If the suspension arm does not move freely use a HUDY Arm Reamer to size the holes of the arms



TIP L=R

(HUDY #107634)

ARM REAMER



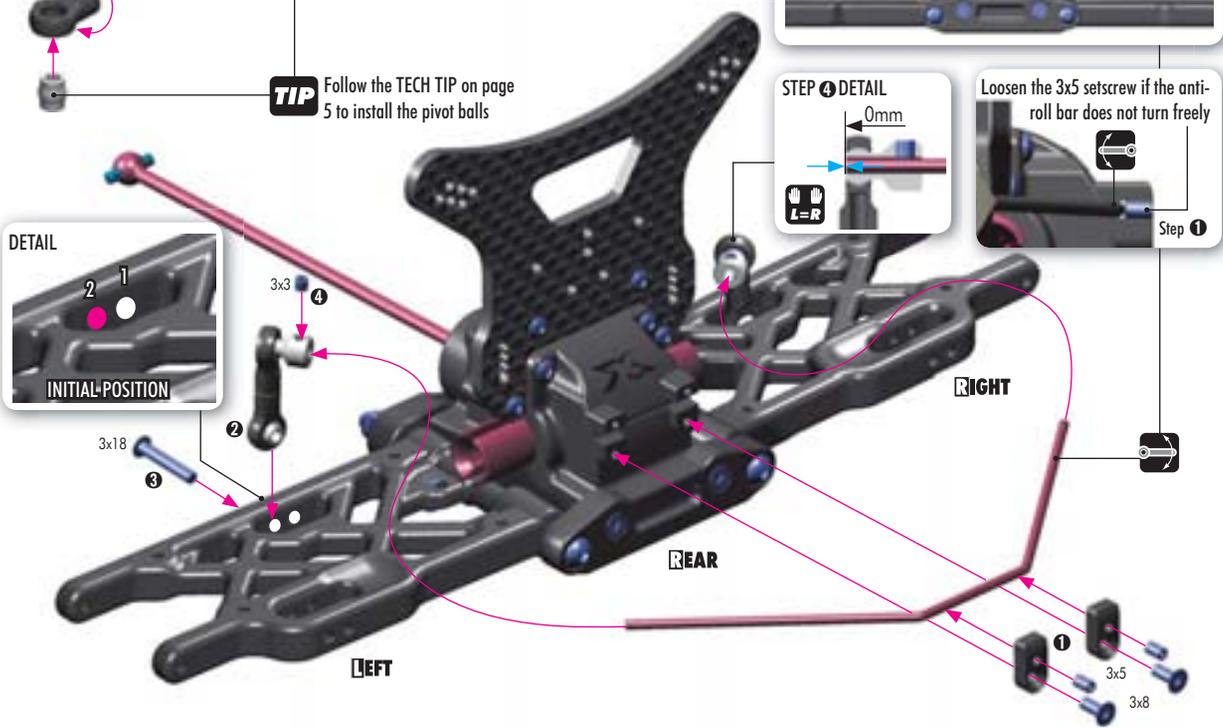
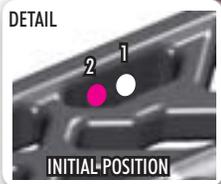
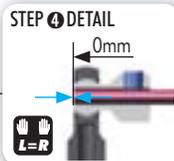
DETAIL
After tightening the suspension pins the suspension holders will slightly bend which is correct and will not have any negative effect. However it is very important to ensure that the suspension arm moves freely with no binding. When tightening the self-locking nut, ensure that the thread on the pin goes into the nylon insert inside the end of the nut.

SET-UP BOOK
DOWNSTOP WHEELBASE

- 901303 SB M3x3
- 901305 SB M3x5
- 901312 SB M3x12
- 902318 SH M3x18
- 903308 SFH M3x8

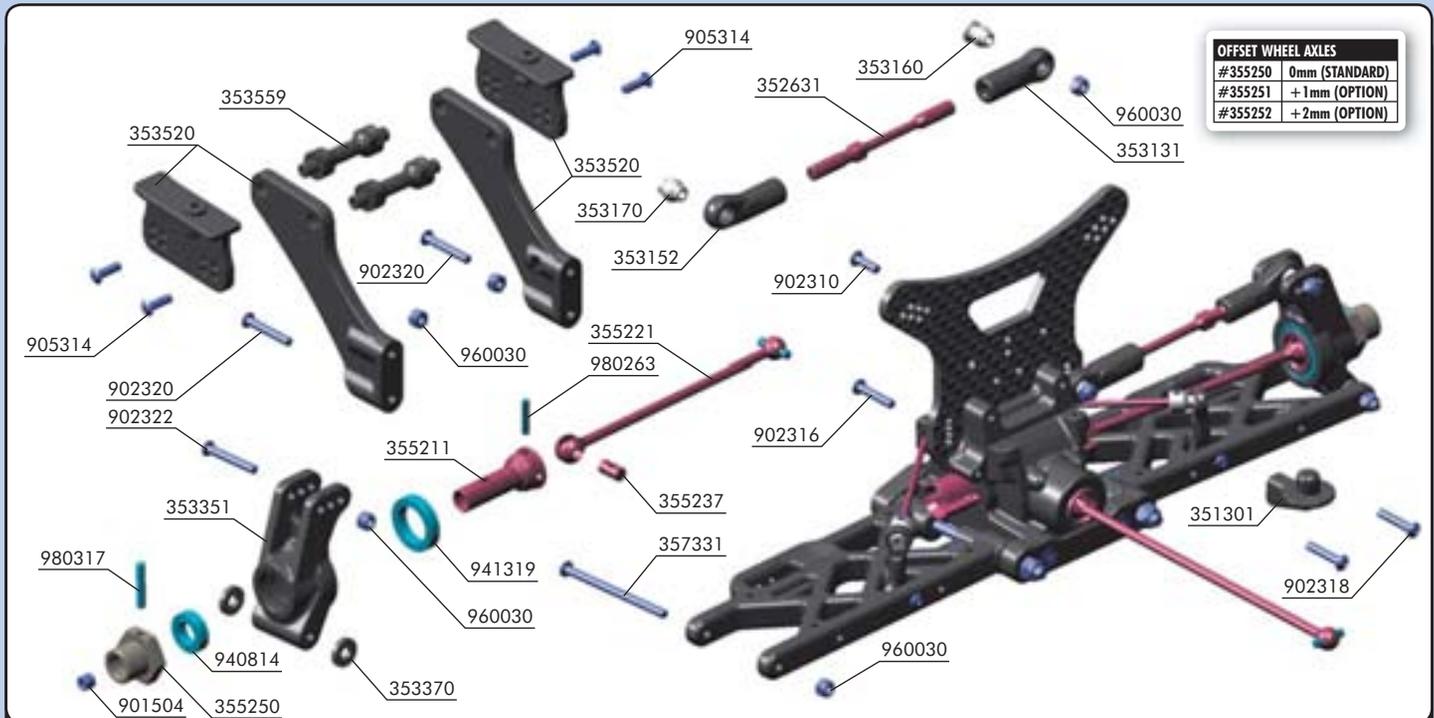


TIP Follow the TECH TIP on page 5 to install the pivot balls



SET-UP BOOK
ANTI-ROLL BAR

4. REAR SUSPENSION

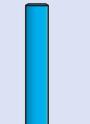
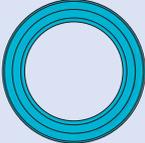


OFFSET WHEEL AXLES	
#355250	0mm (STANDARD)
#355251	+1mm (OPTION)
#355252	+2mm (OPTION)

BAG

04

- | | | | |
|---------|--|---------|--|
| 35 1301 | XB808 BODY POSTS | 35 7331 | XB808 REAR LOWER OUTER PIVOT PIN SCREW 3MM (2) |
| 35 2631 | ADJ. TURNBUCKLE M5 L/R 64 MM - HUDY SPRING STEEL (2) | 90 1504 | HEX SCREW SB M5x4 (10) |
| 35 3131 | XB808 REAR UPPER INNER CAMBER LINK BALL JOINT (2) | 90 2310 | HEX SCREW SH M3x10 (10) |
| 35 3152 | XB808 REAR UPPER OUTER CAMBER LINK BALL JOINT (2) | 90 2316 | HEX SCREW SH M3x16 (10) |
| 35 3160 | MOUNTING BALL 6.8 (4) | 90 2318 | HEX SCREW SH M3x18 (10) |
| 35 3170 | PIVOT BALL 6.8 (4) | 90 2320 | HEX SCREW SH M3x20 (10) |
| 35 3351 | XB808 COMPOSITE REAR HUB CARRIER | 90 2322 | HEX SCREW SH M3x22 (10) |
| 35 3370 | XB808 SET OF COMPOSITE REAR HUB CARRIER SHIMS | 90 5314 | SCREW PHILLIPS 3.0x14 (10) |
| 35 3520 | REAR WING POSTS | 94 0814 | HIGH-SPEED BALL-BEARING 8x14x4 BLUE COVERED (2) |
| 35 3559 | COMPOSITE REAR WING MOUNT BRACE (2) | 94 1319 | HIGH-SPEED BALL-BEARING 13x19x4 BLUE COVERED (2) |
| 35 5211 | XB808 CVD DRIVE AXLE - HUDY SPRING STEEL™ | 96 0030 | NUT M3 (10) |
| 35 5221 | XB808 CVD UNIVERSAL DRIVE SHAFT - HUDY SPRING STEEL™ | 98 0263 | PIN 2.5x13 (10) |
| 35 5237 | XB808 CVD DRIVE SHAFT COUPLING - HUDY SPRING STEEL™ | 98 0317 | PIN 3x17 (10) |
| 35 5250 | ALU WHEEL AXLE - HARD COATED (2) | | |

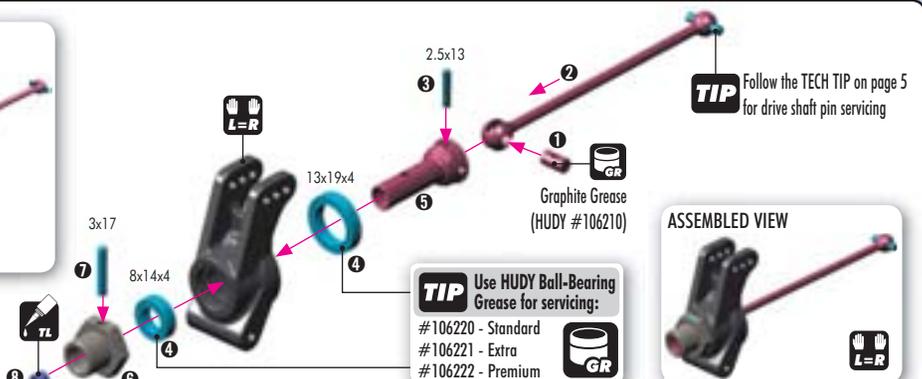


SET-UP BOOK

TRACK WIDTH WHEELBASE



TIP To tighten the setscrew you can also use HUDY 17mm Wheel Nut Tool #107570



TIP Follow the TECH TIP on page 5 for drive shaft pin servicing

Graphite Grease (HUDY #106210)

TIP Use HUDY Ball-Bearing Grease for servicing:
 #106220 - Standard
 #106221 - Extra
 #106222 - Premium

ASSEMBLED VIEW



TIP Ensure that the rear upright moves freely. If it does not move freely, use sandpaper to thin both wheelbase adjustment shims.



Check for free movement

Shims for wheelbase adjustment



2mm 2mm

Do not overtighten the self-locking nut. Overtightening may result in suspension binding.

TIP If the rear upright does not move freely, use a HUDY Arm Reamer to resize the hole. (HUDY #107633)

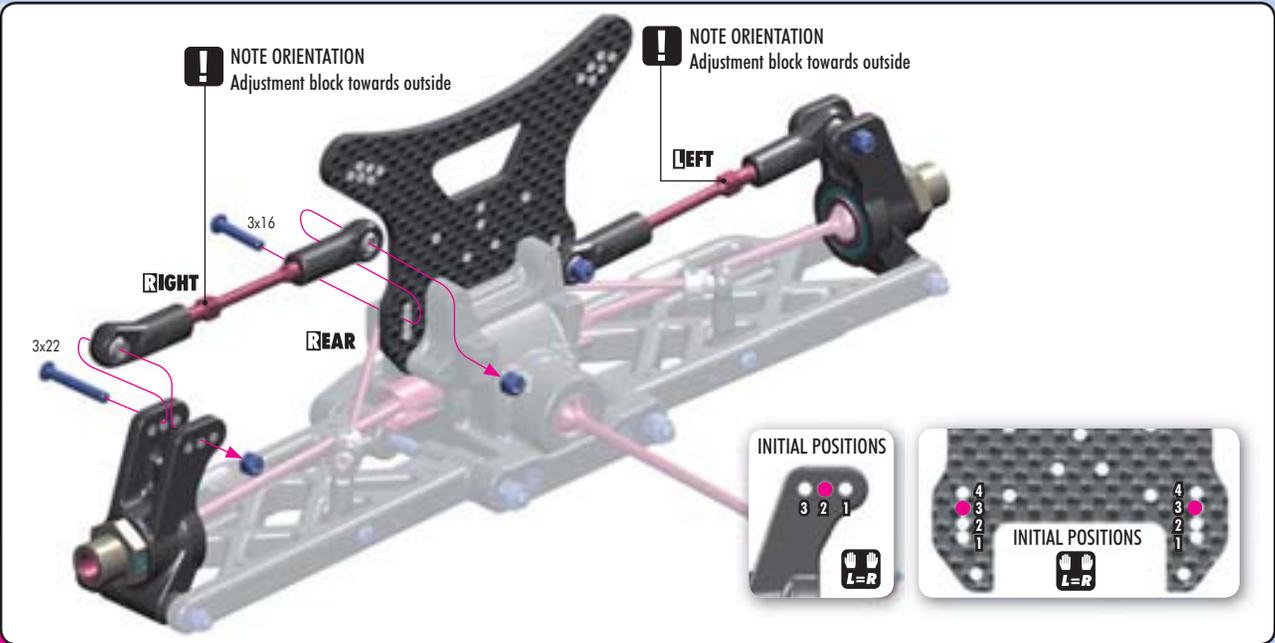
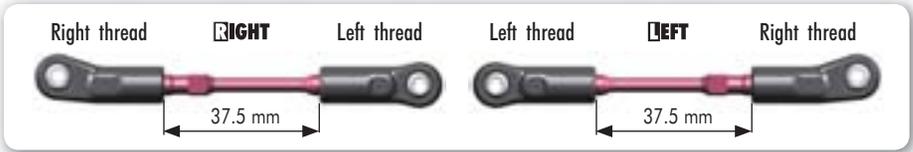
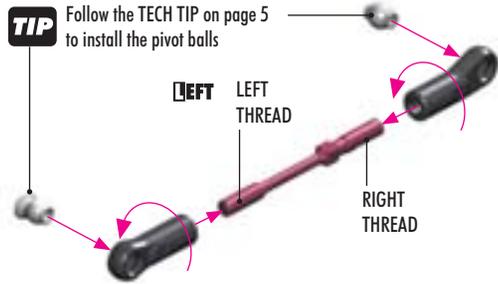
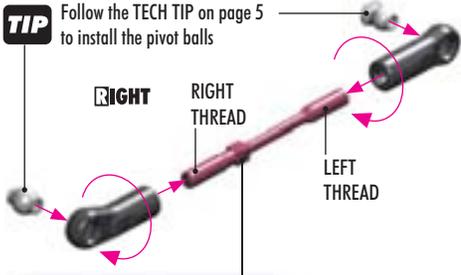
ARM REAMER

FRONT

REAR SUSPENSION

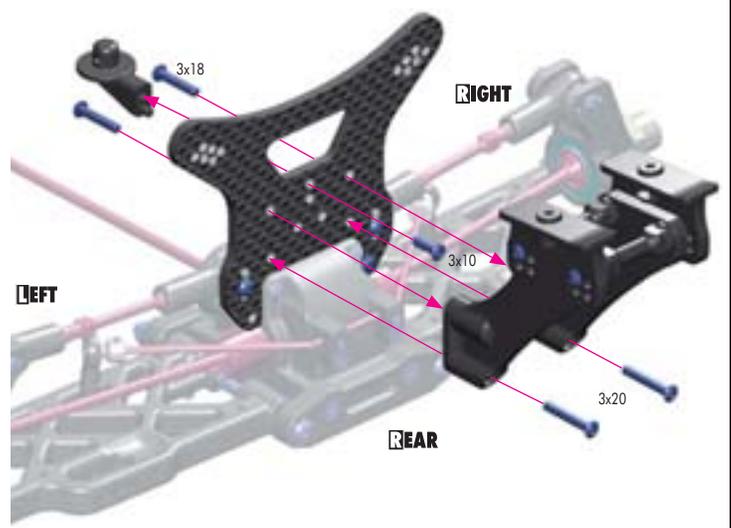
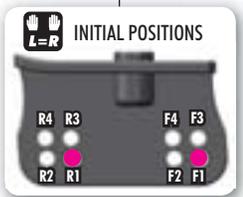
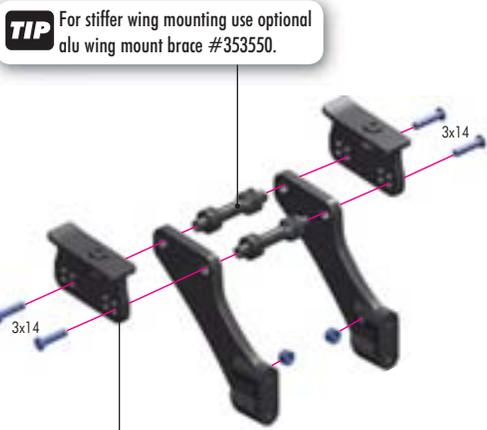
SET-UP BOOK

CAMBER



SET-UP BOOK

ROLL CENTER

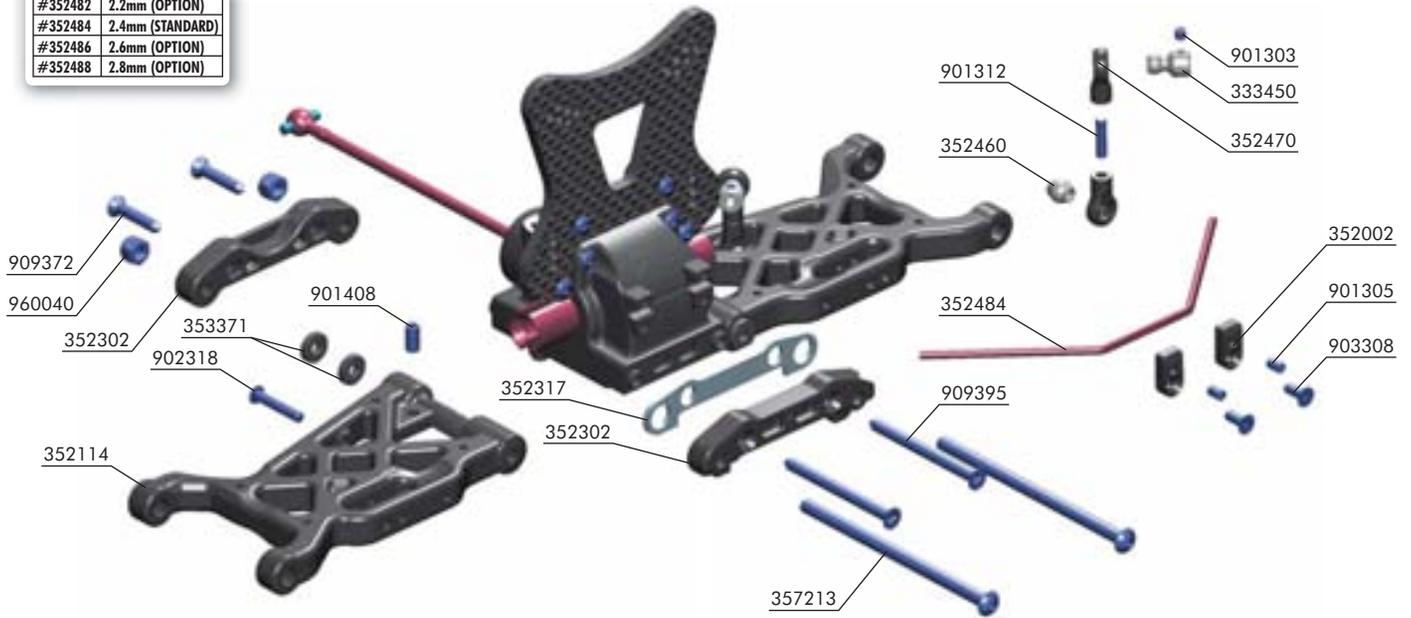


SET-UP BOOK

WING ANGLE

5. FRONT SUSPENSION

FRONT ANTI-ROLL BARS	
#352480	2.0mm (OPTION)
#352482	2.2mm (OPTION)
#352484	2.4mm (STANDARD)
#352486	2.6mm (OPTION)
#352488	2.8mm (OPTION)

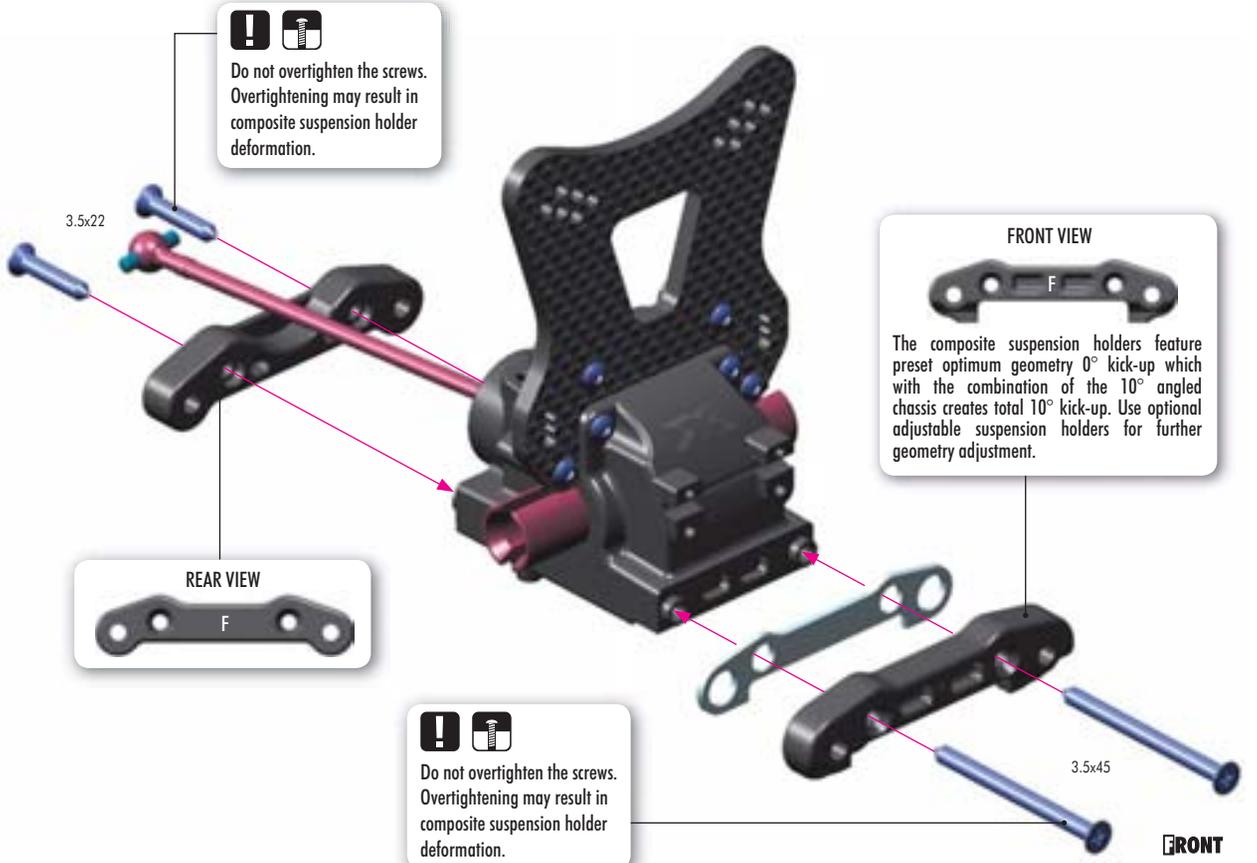


BAG

05

- 33 3450 ANTI-ROLL BAR BALL JOINT 5.8 MM (2)
- 35 2002 XB808 DIFF BULKHEAD BLOCK SET FRONT/REAR
- 35 2114 XB808 COMPOSITE FRONT LOWER SUSPENSION ARM
- 35 2302 XB808 COMPOSITE FRONT LOWER SUSP HOLDERS SET
- 35 2317 XB808 STEEL SUSP. HOLDER - FRONT - LASER CUT
- 35 2460 PIVOT BALL 5.8 (10)
- 35 2470 BALL JOINT 5.8 (8)
- 35 2484 XB808 FRONT ANTI-ROLL BAR 2.4MM
- 35 3371 XB808 SET OF COMPOSITE LOWER ARM SHIMS
- 35 7213 XB808 LOWER INNER PIVOT PIN SCREW 4MM (2)

- 90 1303 HEX SCREW SB M3x3 (10)
- 90 1305 HEX SCREW SB M3x5 (10)
- 90 1312 HEX SCREW SB M3x12 (10)
- 90 1408 HEX SCREW SB M4x8 (10)
- 90 2318 HEX SCREW SH M3x18 (10)
- 90 3308 HEX SCREW SFH M3x8 (10)
- 90 9372 SCREW PHILLIPS SS 3.5x22 (10)
- 90 9395 SCREW PHILLIPS SS 3.5x45 (10)
- 96 0040 NUT M4 (10)



SET-UP BOOK

KICK-UP
ROLL CENTER

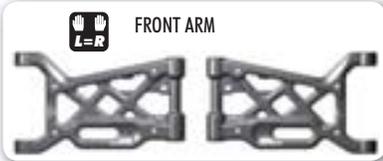
FRONT SUSPENSION



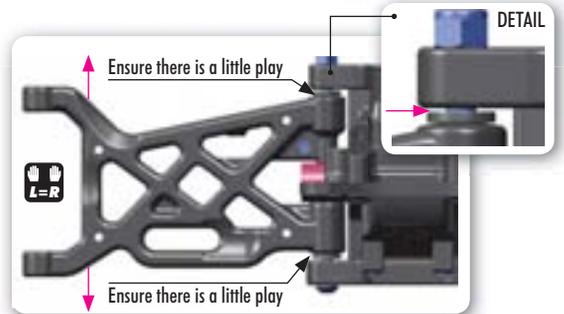
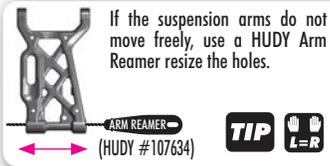
901408
SB M4x8



960040
N M4



Do not overtighten the self-locking nut. Overtightening may result in suspension binding.



SET-UP BOOK

DOWNSTOP
WHEELBASE



901303
SB M3x3



901305
SB M3x5



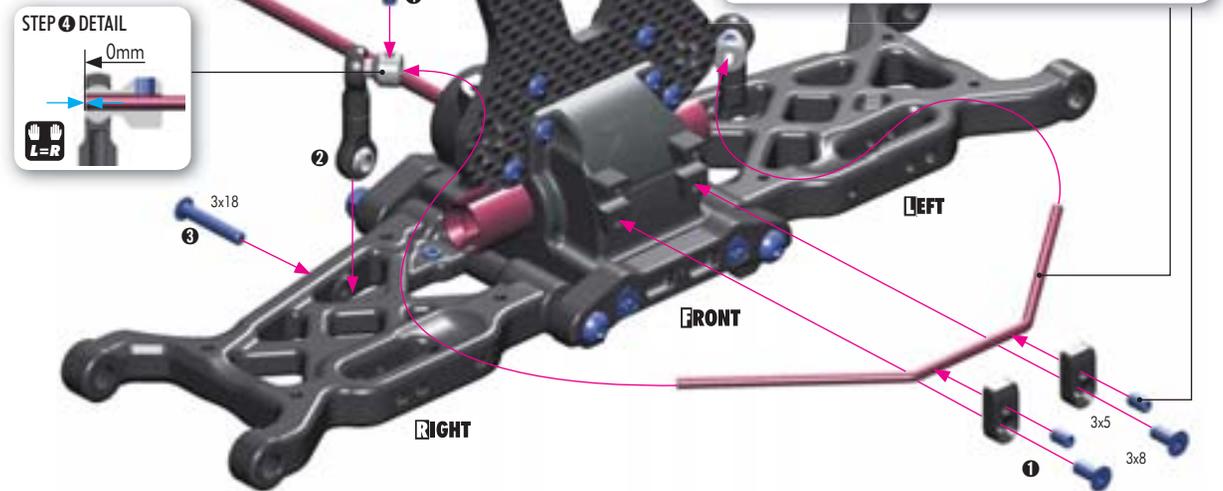
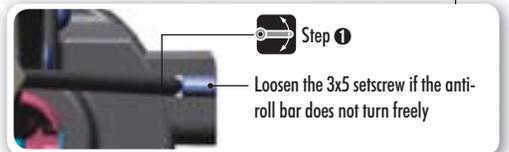
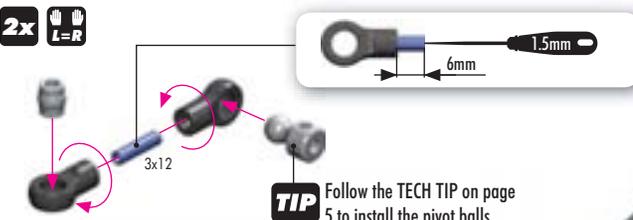
901312
SB M3x12



902318
SH M3x18



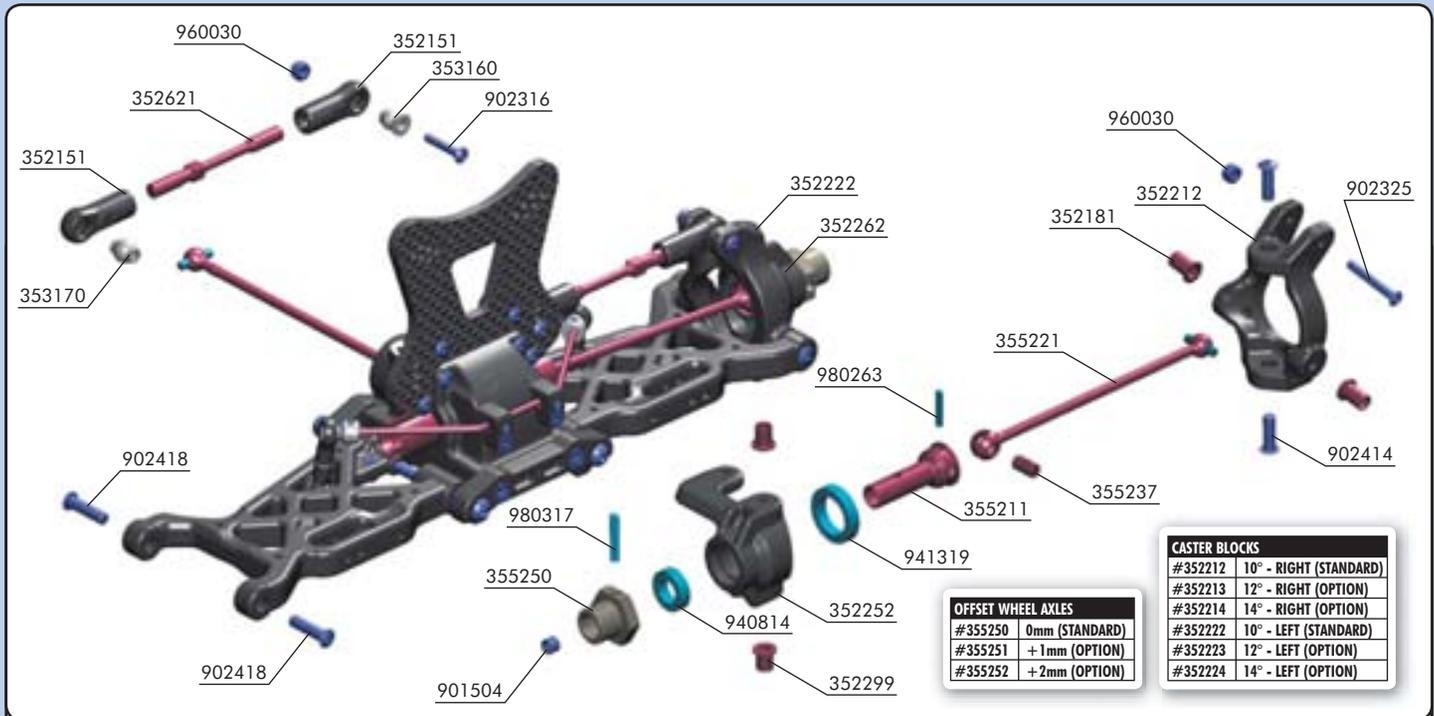
903308
SFH M3x8



SET-UP BOOK

ANTI-ROLL BAR

6. FRONT SUSPENSION



CASTER BLOCKS	
#352212	10° - RIGHT (STANDARD)
#352213	12° - RIGHT (OPTION)
#352214	14° - RIGHT (OPTION)
#352222	10° - LEFT (STANDARD)
#352223	12° - LEFT (OPTION)
#352224	14° - LEFT (OPTION)

OFFSET WHEEL AXLES	
#355250	0mm (STANDARD)
#355251	+1mm (OPTION)
#355252	+2mm (OPTION)

BAG
06

- | | | | |
|---------|--|---------|--|
| 35 2151 | XB808 FRONT UPPER ARM BALL JOINT (2) | 35 5250 | ALU WHEEL AXLE - HARD COATED (2) |
| 35 2181 | XB808 STEEL ARM BUSHING (2) | 90 1504 | HEX SCREW SB M5x4 (10) |
| 35 2212 | XB808 COMPOSITE CASTER BLOCK 10° RIGHT | 90 2316 | HEX SCREW SH M3x16 (10) |
| 35 2222 | XB808 COMPOSITE CASTER BLOCK 10° LEFT | 90 2325 | HEX SCREW SH M3x25 (10) |
| 35 2252 | XB808 COMPOSITE STEERING BLOCK RIGHT | 90 2414 | HEX SCREW SH M4x14 (10) |
| 35 2262 | XB808 COMPOSITE STEERING BLOCK LEFT | 90 2418 | HEX SCREW SH M4x18 (10) |
| 35 2299 | XB808 STEEL STEERING BUSHING (2) | 94 0814 | HIGH-SPEED BALL-BEARING 8x14x4 BLUE COVERED (2) |
| 35 2621 | ADJ. TURNBUCKLE M5 L/R 58 MM - HUDY SPRING STEEL (2) | 94 1319 | HIGH-SPEED BALL-BEARING 13x19x4 BLUE COVERED (2) |
| 35 3160 | MOUNTING BALL 6.8 (4) | 96 0030 | NUT M3 (10) |
| 35 3170 | PIVOT BALL 6.8 (4) | 98 0263 | PIN 2.5x13 (10) |
| 35 5211 | XB808 CVD DRIVE AXLE - HUDY SPRING STEEL™ | 98 0317 | PIN 3x17 (10) |
| 35 5221 | XB808 CVD UNIVERSAL DRIVE SHAFT - HUDY SPRING STEEL™ | | |
| 35 5237 | XB808 CVD DRIVE SHAFT COUPLING - HUDY SPRING STEEL™ | | |

901504
SB M5x4

980263
P 2.5x13

941319
BB 13x19x4

940814
BB 8x14x4

902414
SH M4x14

980317
P 3x17

SET-UP BOOK
CASTER TRACK WIDTH

2x **TIP** To tighten the setscrew you can also use HUDY 17mm Wheel Nut Tool #107570

TIP Use HUDY Ball-Bearing Grease for servicing:
#106220 - Standard
#106221 - Extra
#106222 - Premium

TIP Follow the TECH TIP on page 5 for drive shaft pin servicing

DO NOT OVERTIGHTEN

DO NOT OVERTIGHTEN

The standard caster block features 10° caster angle and together with the 10° angle of the chassis creates a total 20° caster.

ASSEMBLED VIEW

Marked "L" LEFT

Marked "R"

Marked "R"

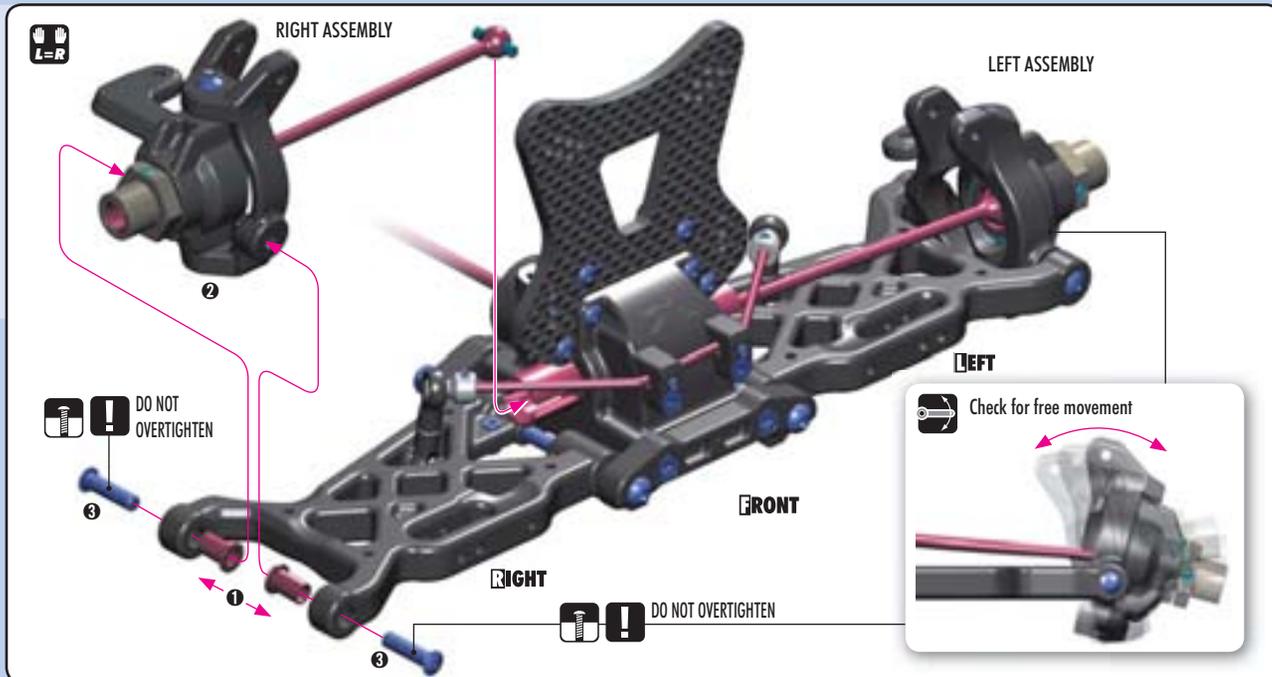
Marked "R"

Check for free movement

FRONT SUSPENSION



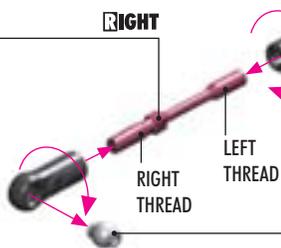
902418
SH M4x18



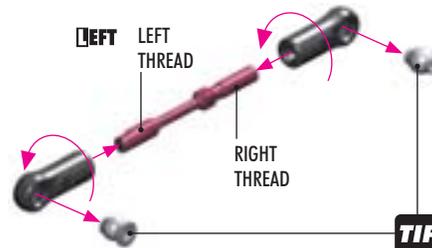
DETAIL



Use tools to tighten as shown



Follow the TECH TIP on page 5 to install the pivot balls



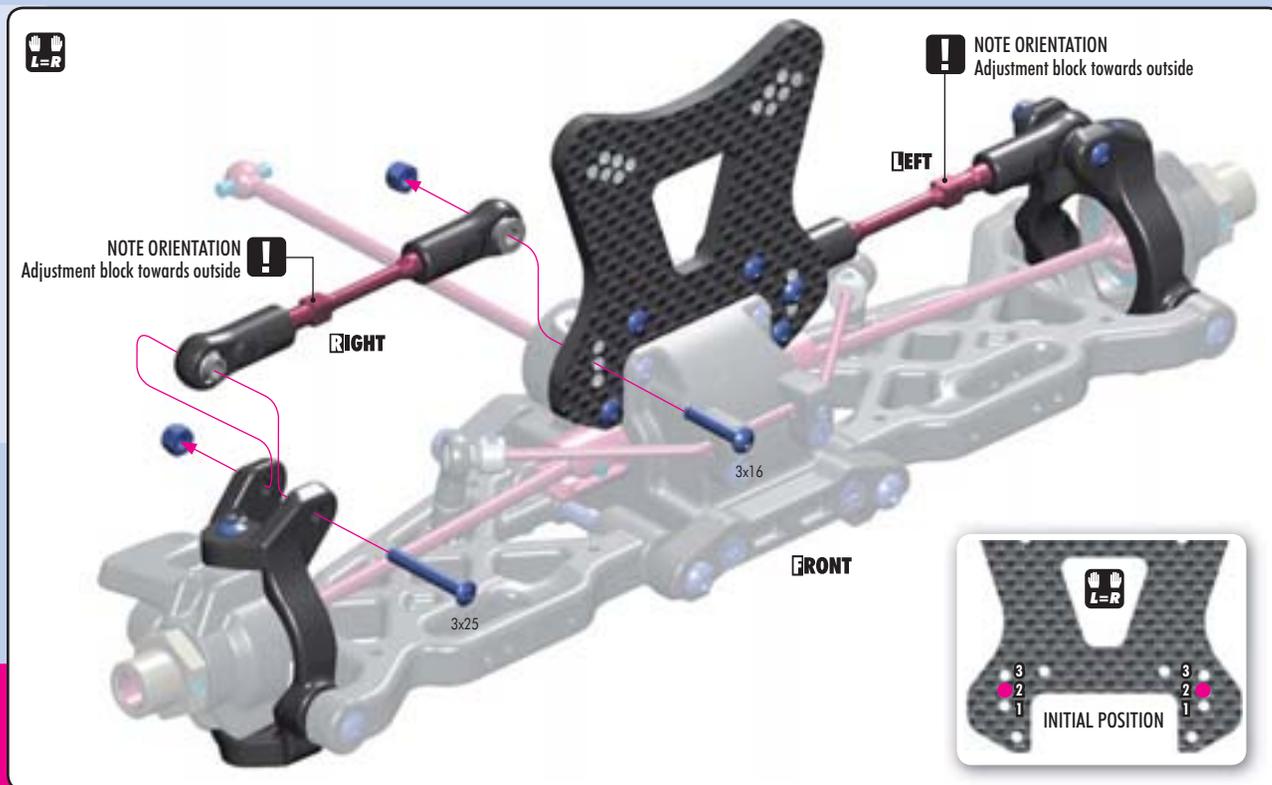
Follow the TECH TIP on page 5 to install the pivot balls



902316
SFH M3x16

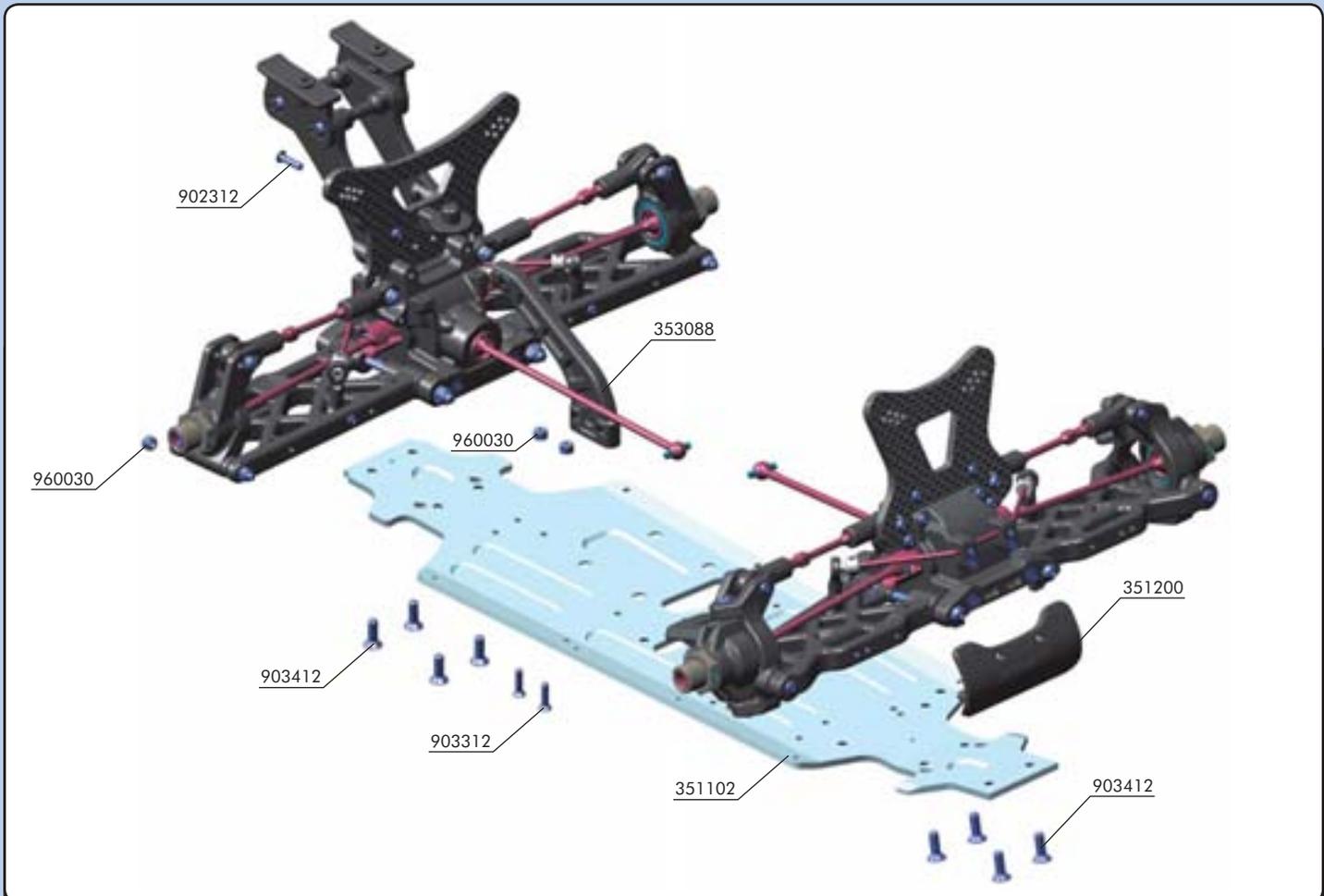
902325
SH M3x25

960030
N M3



SET-UP BOOK
CAMBER
ROLL CENTER

FRONT & REAR ASSEMBLY



BAG

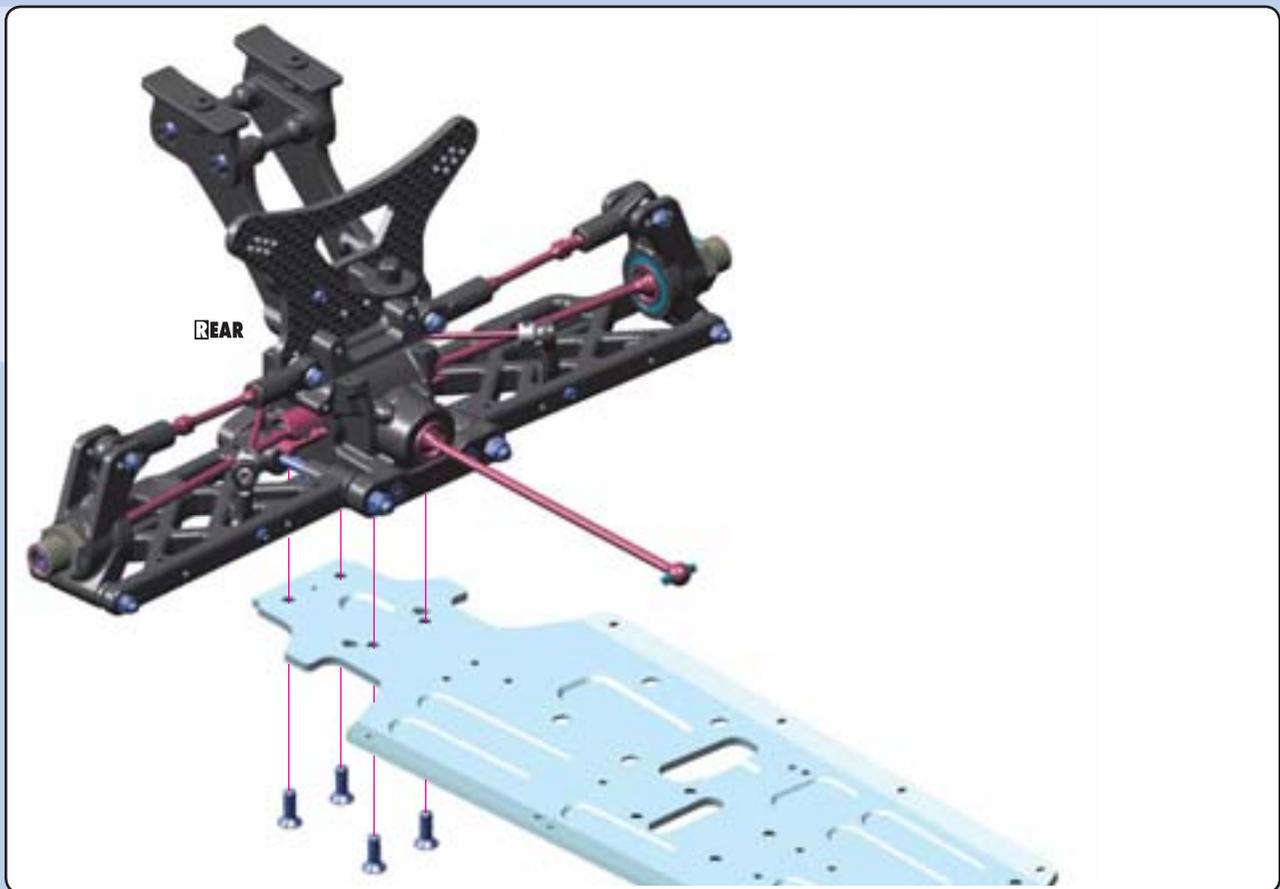
06

35 1102 XB808 ALU CHASSIS - HARDCOATED SWISS 7075 T6 (3MM)
 35 1200 FRONT & REAR BUMPER - V2
 35 3088 XB808 COMPOSITE REAR BRACE

90 2312 HEX SCREW SH M3x12 (10)
 90 3312 HEX SCREW SFH M3x12 (10)
 90 3412 HEX SCREW SFH M4x12 (10)
 96 0030 NUT M3 (10)



903412
 SFH M4x12



FRONT & REAR ASSEMBLY



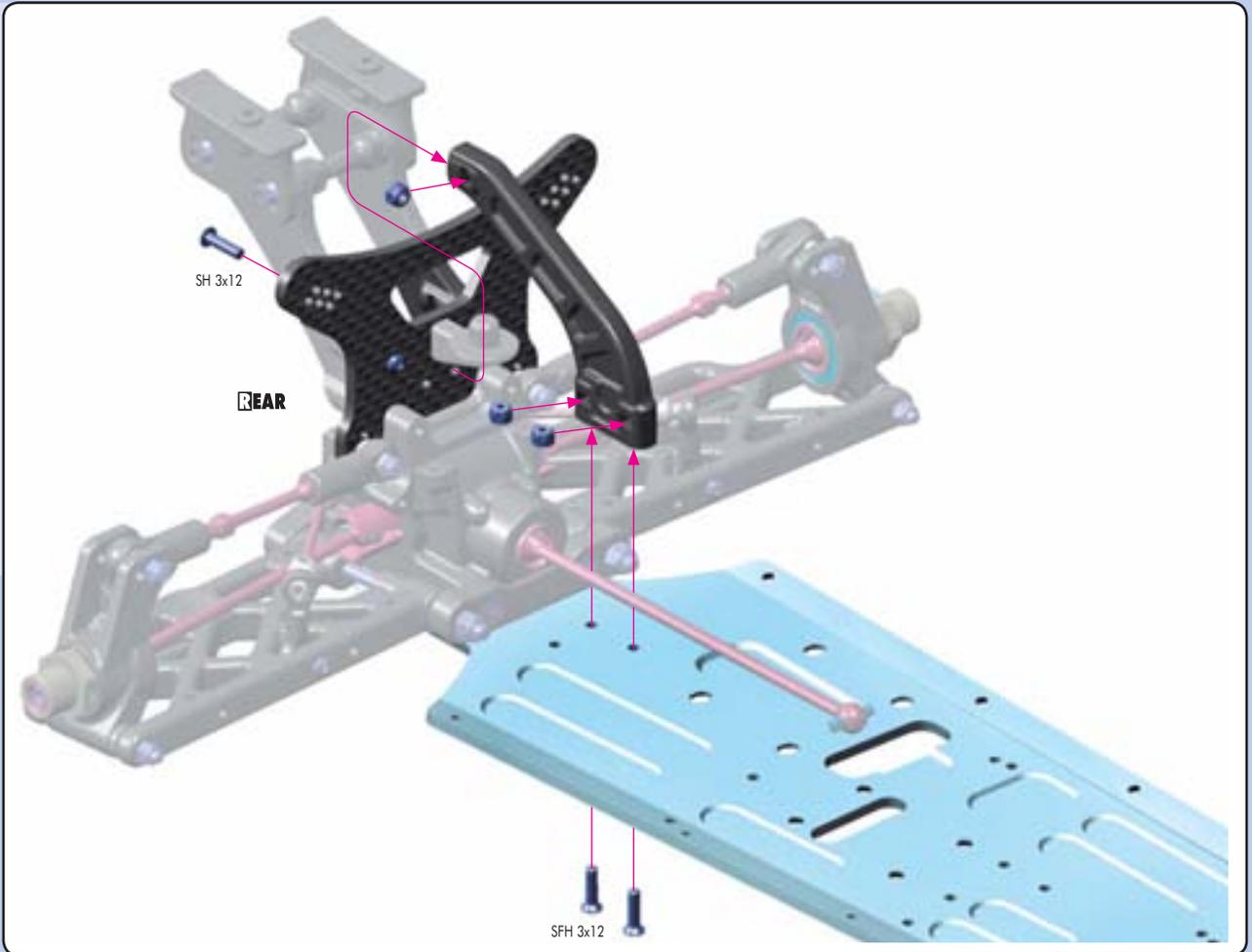
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SH M3x12



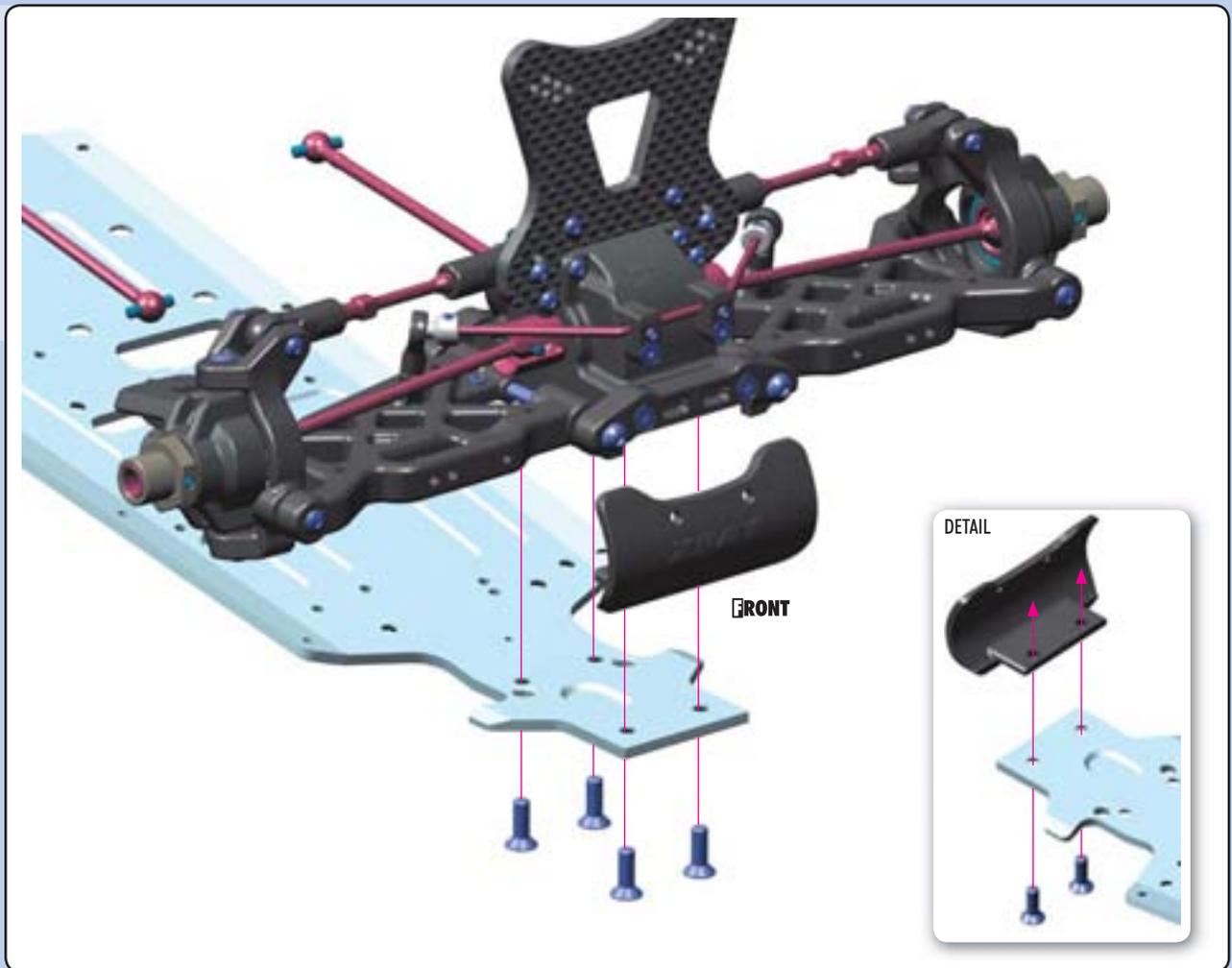
903312
SFH M3x12



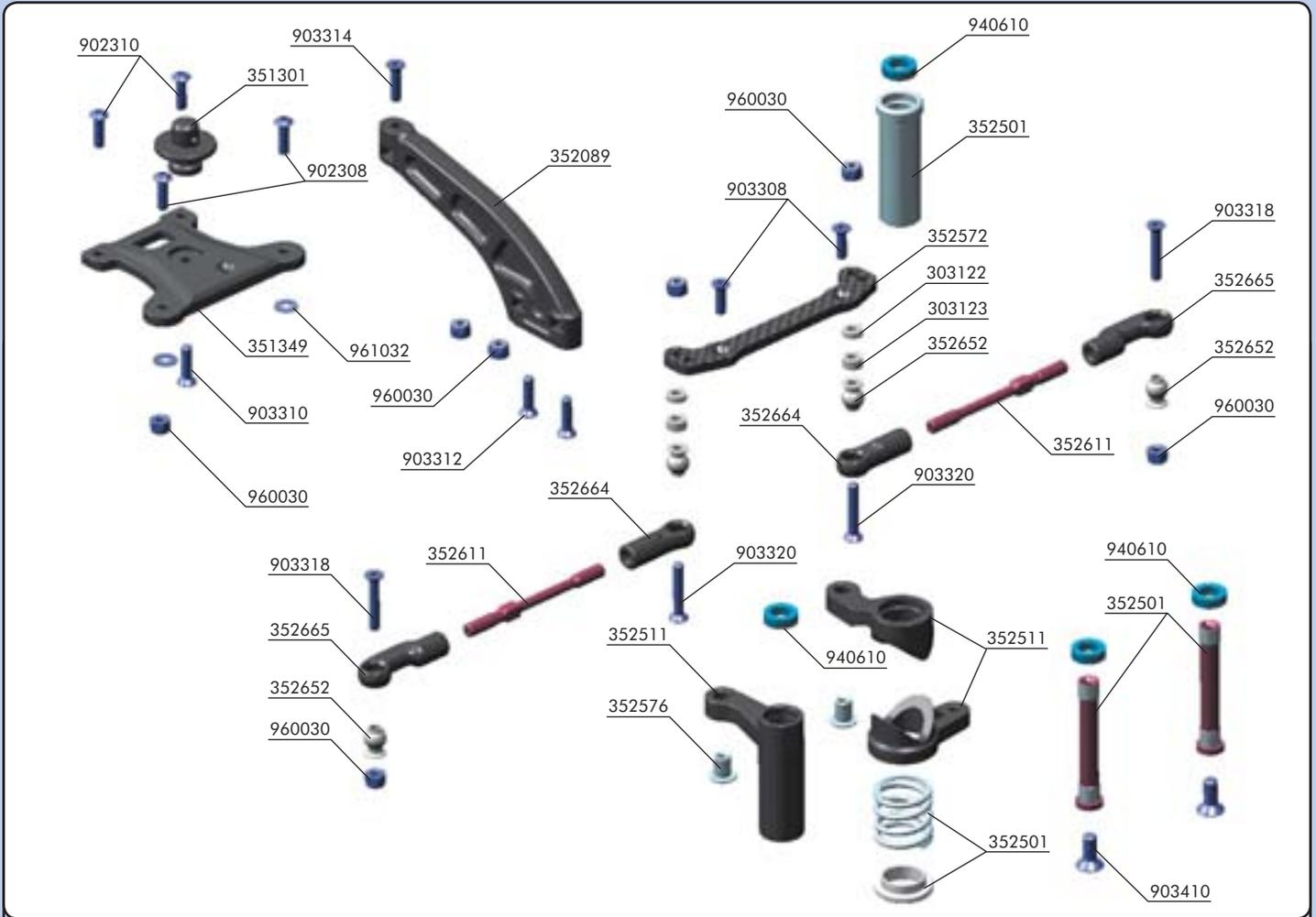
960030
N M3



903412
SFH M4x12



7. STEERING



BAG

07

30 3122	ALU SHIM 3x6x1.0MM (10)	90 2308	HEX SCREW SH M3x8 (10)
30 3123	ALU SHIM 3x6x2.0MM (10)	90 2310	HEX SCREW SH M3x10 (10)
35 1301	XB808 BODY POSTS	90 3308	HEX SCREW SFH M3x8 (10)
35 1349	XB808 COMPOSITE UPPER PLATE	90 3310	HEX SCREW SFH M3x10 (10)
35 2089	COMPOSITE FRONT BRACE - V2	90 3312	HEX SCREW SFH M3x12 (10)
35 2501	XB808 SERVO SAVER COMPLETE SET	90 3314	HEX SCREW SFH M3x14 (10)
35 2511	XB808 COMPOSITE SERVO SAVER	90 3318	HEX SCREW SFH M3x18 (10)
35 2572	XB808 GRAPHITE STEERING PLATE	90 3320	HEX SCREW SFH M3x20 (10)
35 2576	XB808 STEERING PLATE BUSHING (2)	90 3410	HEX SCREW SFH M4x10 (10)
35 2611	ADJ. TURNBUCKLE M4 L/R 51 MM - HUDY SPRING STEEL (2)	94 0610	HIGH-SPEED BALL-BEARING 6x10x3 BLUE COVERED (2)
35 2652	XB808 BALL STUD 6.8MM (4)	96 0030	NUT M3 (10)
35 2664	XB808 COMPOSITE STEERING BALL JOINT 6.8MM (2)	96 1032	WASHER S 3.2 (10)
35 2665	XB808 COMPOSITE RELIEF STEERING BALL JOINT 6.8MM (2)		



903308
SFH M3x8



940610
BB 6x10x3

1 step

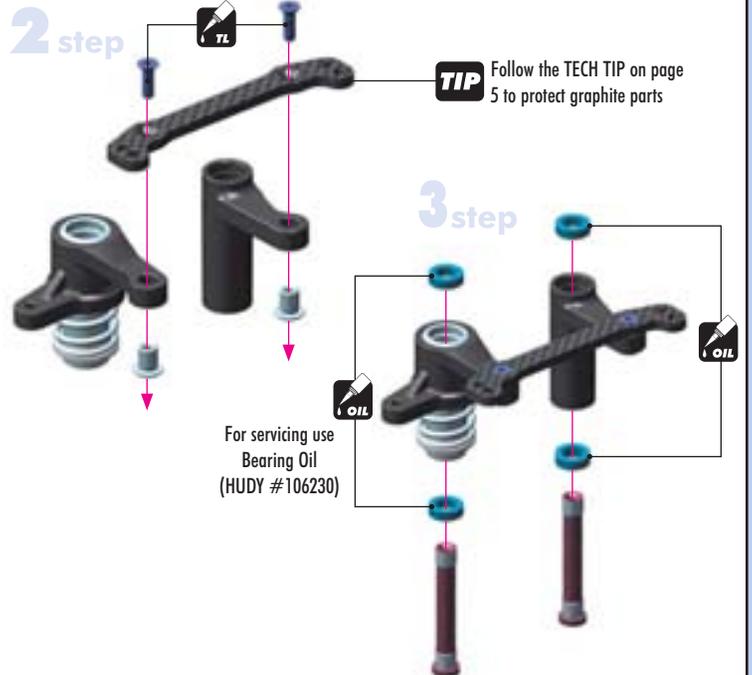


5~6mm
INITIAL PRELOAD SETTING



CLEANER

2 step



TIP Follow the TECH TIP on page 5 to protect graphite parts

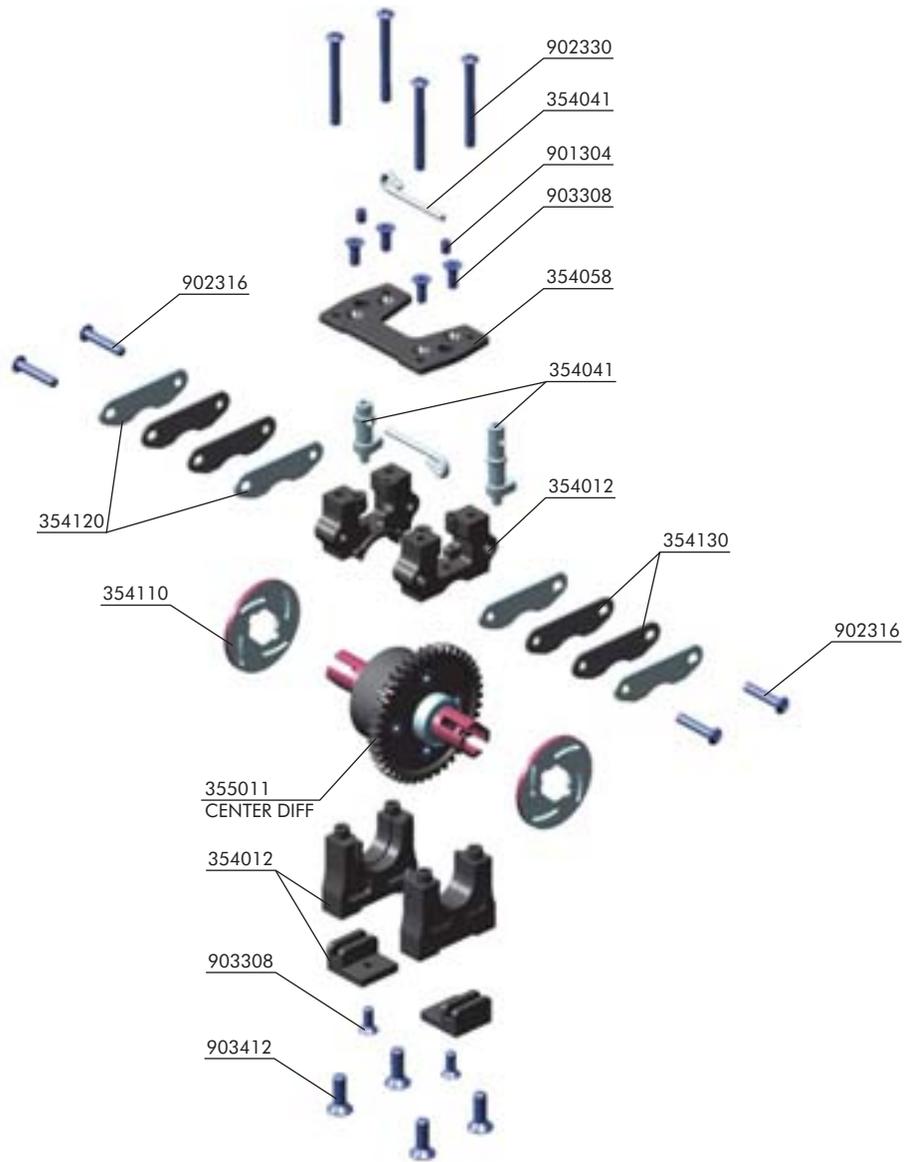
3 step

For servicing use
Bearing Oil
(HUDY #106230)

SET-UP BOOK

SERVO SAVER

8. CENTER DIFF & BRAKE



BAG

08

35 4012 XB808 CENTER DIFF MOUNTING PLATE SET
 35 4041 XB808 ALU BRAKE CAM POST & ROD (2+2) HARD COATED
 35 4058 XB808 COMPOSITE CENTER DIFF MOUNTING PLATE
 35 4110 VENTILATED BRAKE DISK - LASER CUT - PRECISION-GROUND
 35 4120 STEEL BRAKE PAD - LASER CUT (4)
 35 4130 BRAKE PAD FERODO (4)

90 1304 HEX SCREW SB M3x4 (10)
 90 2316 HEX SCREW SH M3x16 (10)
 90 2330 HEX SCREW SH M3x30 (10)
 90 3308 HEX SCREW SFH M3x8 (10)
 90 3412 HEX SCREW SFH M4x12 (10)



902316
SH M3x16

2x Steel pad

2x Fibre pad (Ferodo)

TIP Roughen steel plates with sandpaper before gluing fibre pads

2x Fibre pads together

TOP ROUND HOLE

NOTE ORIENTATION

BOTTOM OVAL HOLE

2x Fibre pad (Ferodo)

2x Steel pad

2x Hex screw

NOTE ORIENTATION

NOTE ORIENTATION

NOTE ORIENTATION

OVAL HOLE

DETAIL

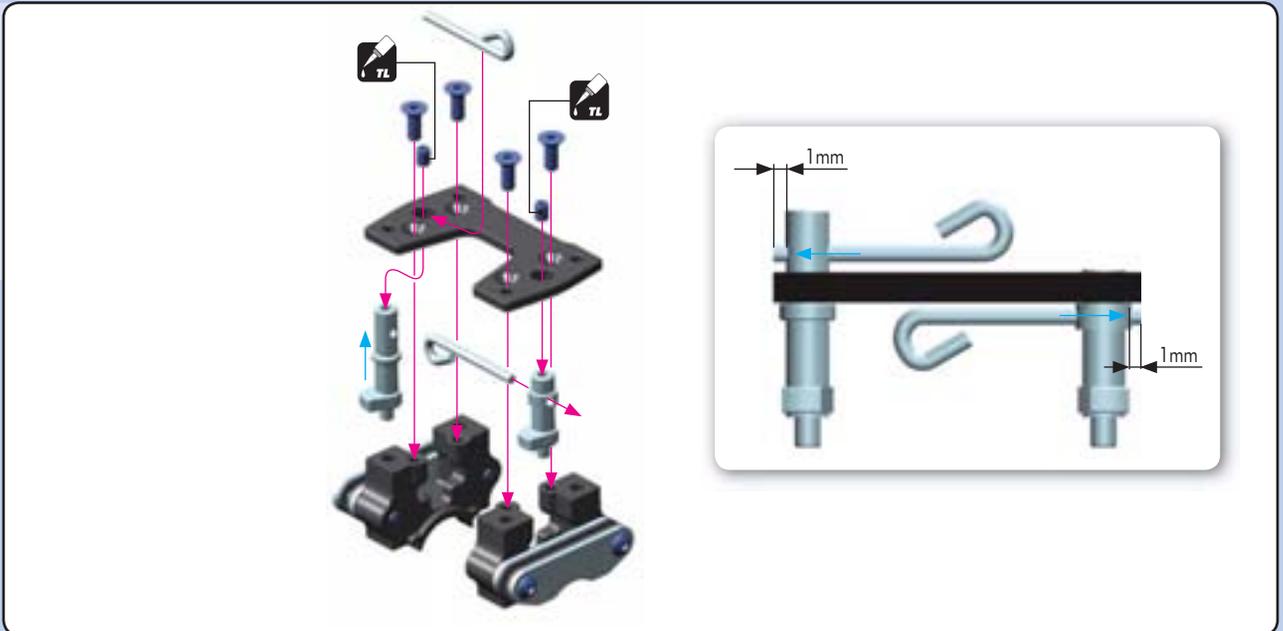
Temporarily insert brake disk between pads to set correct gap

0.5 mm

CENTER DIFF & BRAKE

901304
SB M3x4

903308
SFH M3x8

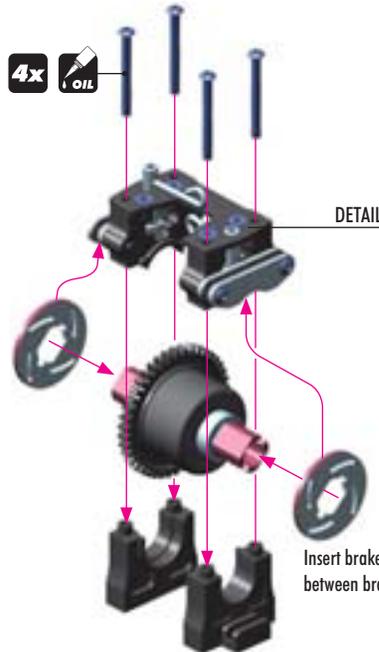


903308
SFH M3x8



902330
SH M3x30

! NOTE ORIENTATION
OF ALL PARTS



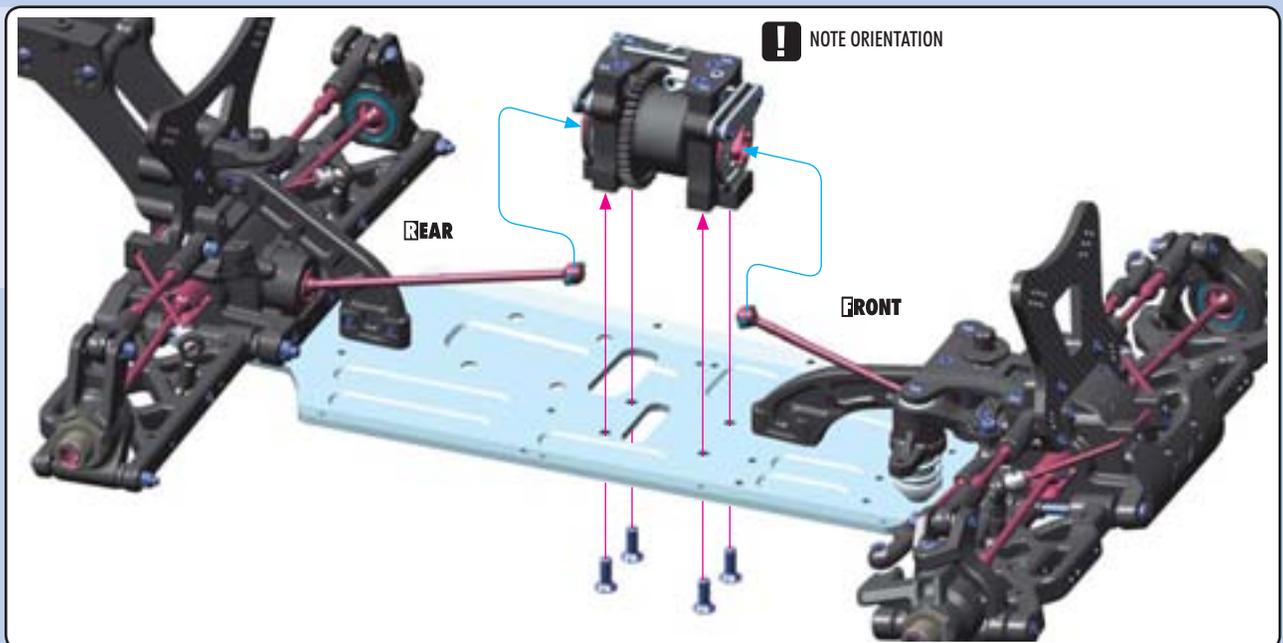
DETAIL

Before inserting 3x30 long screws, loosen the four flat-head screws in the upper plate by 1/2 turn. Tighten all screws after assembly.

Insert brake disk
between brake pads



903412
SFH M4x12

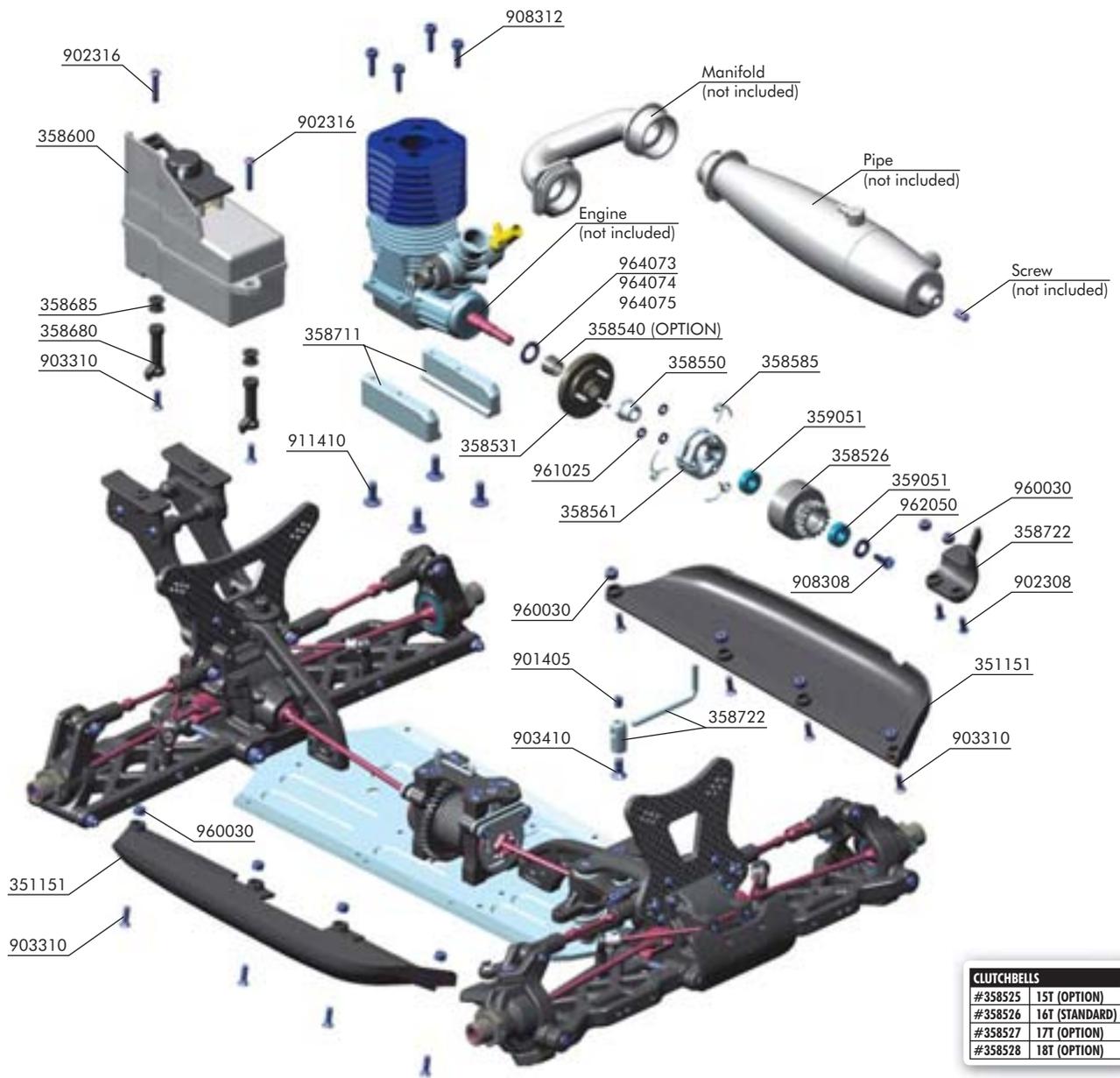


! NOTE ORIENTATION

REAR

FRONT

9. FUEL TANK & ENGINE

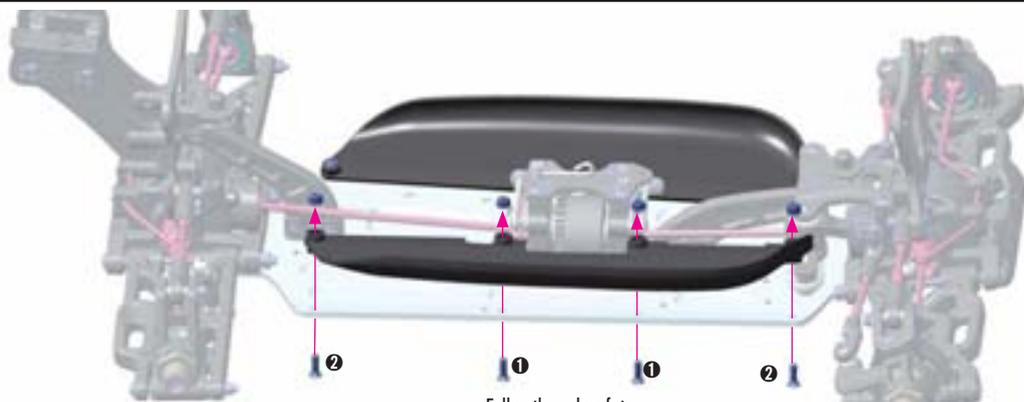


BAG



- 35 1151 XB808 CHASSIS SIDE GUARDS L+R
- 35 8526 XB808 CLUTCH BELL 16T WITH OVERSIZED 5x12x4MM BALL-BEARINGS
- 35 8531 FLYWHEEL
- 35 8540 FLYWHEEL COLLAR (OPTION)
- 35 8550 FLYWHEEL NUT - HUDY SPRING STEEL™
- 35 8561 ALU CLUTCH SHOES - LIGHT 1.71g - CNC MACHINED (3)
- 35 8585 CLUTCH SPRINGS - HARD (3)
- 35 8600 FUEL TANK 120CC - SET
- 35 8680 FUEL TANK MOUNTING POST (2)
- 35 8685 FUEL TANK MOUNTING GROMMET (4)
- 35 8711 XB808 ALU ENGINE MOUNT - CNC MACHINED (L+R)
- 35 8722 EXHAUST WIRE MOUNT SET - LONG
- 35 9051 XB808 CLUTCH BELL BALL-BEARING 5x12x4 (2)

- 90 1405 HEX SCREW SB M4x5 (10)
- 90 2308 HEX SCREW SH M3x8 (10)
- 90 2316 HEX SCREW SH M3x16 (10)
- 90 3310 HEX SCREW SFH M3x10 (10)
- 90 3410 HEX SCREW SFH M4x10 (10)
- 90 8308 HEX SCREW (CAP HEAD) 3x8 (10)
- 90 8312 HEX SCREW (CAP HEAD) 3x12 (10)
- 91 1410 HEX SCREW FLANGED SH M4x10 (10)
- 96 0030 NUT M3 (10)
- 96 1025 WASHER S 2.5 (10)
- 96 2050 WASHER S 5x10x1.0 (10)
- 96 4073 WASHER S 7x10x0.2 (10)
- 96 4074 WASHER S 7x10x0.3 (10)
- 96 4075 WASHER S 7x10x0.5 (10)



Follow the order of steps

908308
SCH M3x8

908312
SCH M3x12

359051
BB 5x12x4

961025
S 2.5

962050
S 5x10x1

964073
S 7x10x0.2

964074
S 7x10x0.3

964075
S 7x10x0.5

4x TL

3x12

Use the cone included with your engine, or use optional XRAY cone #358540

NOTE ORIENTATION

7x10x0.2 / 0.3 / 0.5
Use appropriate shims to achieve proper clutchbell endplay

11~11.2 mm

2.5

IMPORTANT
Not using these shims may cause that the flywheel pins will press out after some time.

TIP
Tighten the clutch nut using HUDY tool #107581

TIP
Hold the flywheel using HUDY Flywheel Tool #182010

Although the XB808 clutch bearings are oversized and have a longer lifespan than regular-sized ball-bearings, the bearings must still be regularly serviced and replaced when worn out.

Note the orientation of the clutch shoes. The short side of spring must be in the groove of the flywheel nut.

5x10

3x8

911410
SHF M4x10

Adjust engine position to achieve proper gear mesh

EXTREMELY IMPORTANT

It is very important that your XB808 has properly-adjusted gear mesh. Adjust the gear mesh so there is adequate (or slightly larger) space between the spur gear and clutchbell teeth. Adjust the gear mesh by sliding the engine mounts in the slots of the chassis. You should be able to rock one gear back and forth slightly while holding the other one firmly. Be sure to check the gear mesh all the way around the spur gear. Tighten the screws once the engine alignment and gear mesh are correct, and then re-check the gear mesh to ensure the engine mounts did not move.

ANGLED ENGINE POSITION ✓ **CORRECT**

Please note that the engine is not parallel with the chassis centerline, so that the clutchbell engages the spur gear at a slight angle. This is correct and will not have any effect on handling, performance, or lifespan of any parts.

901405
SB M4x5

960030
N M3

902308
SH M3x8

902316
SH M3x16

903310
SFH M3x10

903410
SFH M4x10

3x16

DETAIL

4x5

3x8

4x10

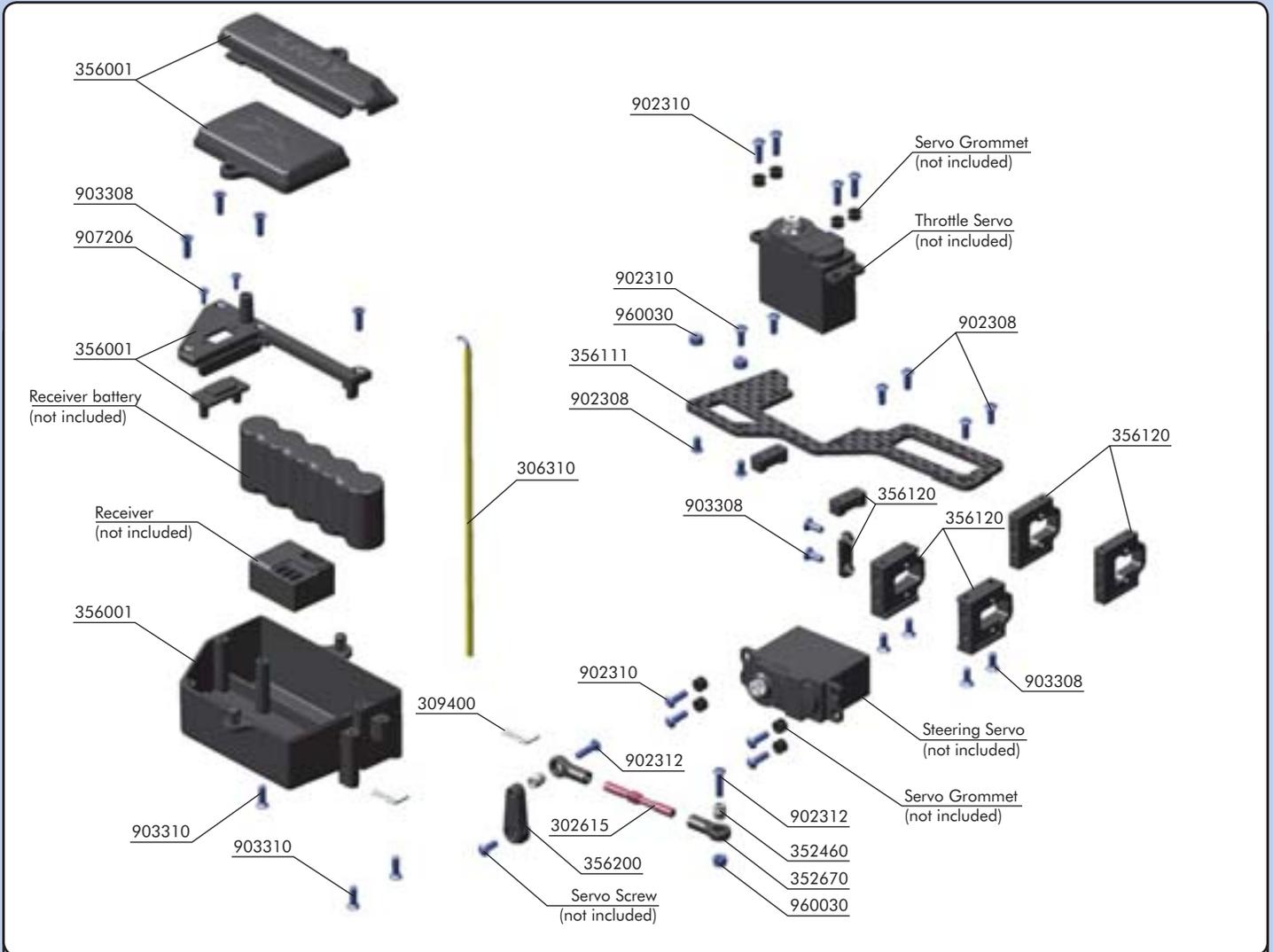
3x10

CUT AWAY FOR MUFFLER OUTLET

Make 3mm holes as appropriate to mount muffler support/protector. Use HUDY Body Reamer #107600

DETAIL

10. RADIO CASE



BAG

10

30 2615 ADJ. TURNBUCKLE M3 L/R 30 MM - SPRING STEEL (2)
30 6310 ANTENNA TUBE (2)
30 9400 BODY CLIP (8)
35 2460 PIVOT BALL 5.8 (10)
35 2670 SERVO BALL JOINT 5.8MM (4)
35 6001 XB808 RADIO CASE SET
35 6050 BATTERY CABLE WITH SWITCH (OPTION)
35 6111 XB808 GRAPHITE RADIO PLATE
35 6120 STEERING SERVO MOUNT - SET

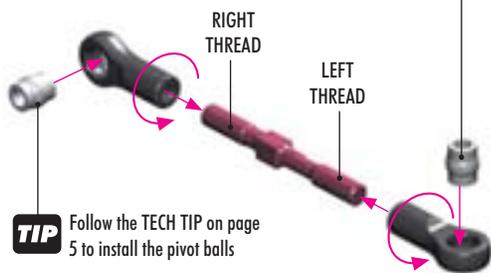
35 6200 BRAKE/THROTTLE ARMS & STEERING SERVO ARMS - SET
38 9135 CONNECTING CABLE RECEIVER/BATT. PACK (OPTION)
90 2308 HEX SCREW SH M3x8 (10)
90 2310 HEX SCREW SH M3x10 (10)
90 2312 HEX SCREW SH M3x12 (10)
90 3308 HEX SCREW SFH M3x8 (10)
90 3310 HEX SCREW SFH M3x10 (10)
90 7206 SCREW PHILLIPS 2x6 (10)
96 0030 NUT M3 (10)



902312
SH M3x12

1 step

Follow the TECH TIP on page 5 to install the pivot balls **TIP**



Ball-joints must be 90° to each other



2 step



USE APPROPRIATE SERVO ARM:

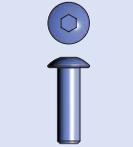
K - KO Propo, JR, Sanwa, Multiplex
H - Hitec
F - Futaba



902308
SH M3x8



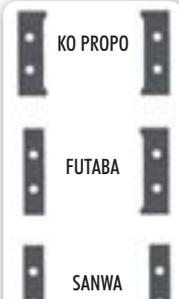
903308
SFH M3x8



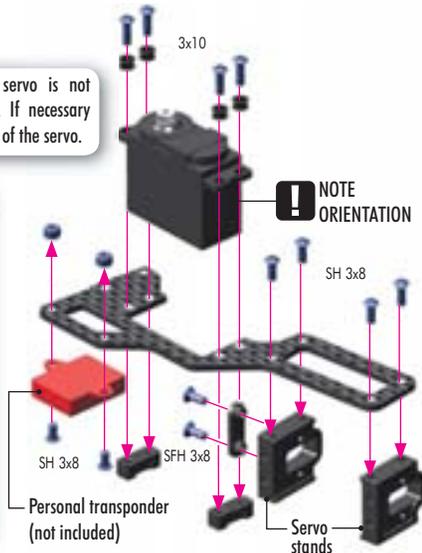
902310
SH M3x10

1 step

! Ensure the throttle servo is not touching the chassis. If necessary use shims to alter the height of the servo.



Use appropriate servo stands



! NOTE ORIENTATION

2 step

Follow the TECH TIP on page 5 to protect graphite parts

TIP

Route steering servo lead behind the personal transponder

Servo screw



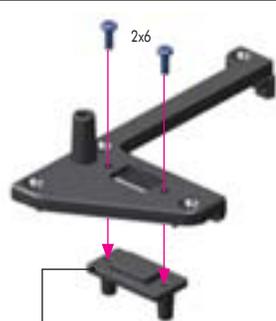
! NOTE ORIENTATION



903308
SFH M3x8



907206
SP M2x6



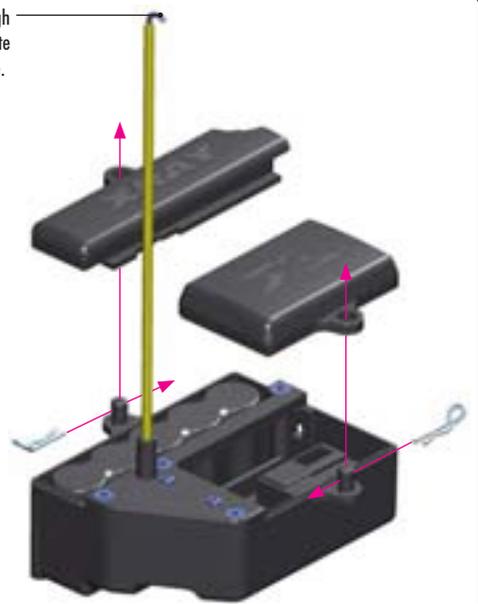
Route receiver wire through mounting hole in top plate and through antenna tube.

TIP

#356050 Option switch

Use foam to cushion the inside of the radio case so the receiver and battery cannot vibrate or move.

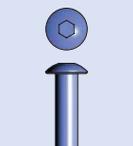
Route servo leads through this gap. Seal gap with silicone after leads are all routed and plugged into receiver.



903308
SFH M3x8



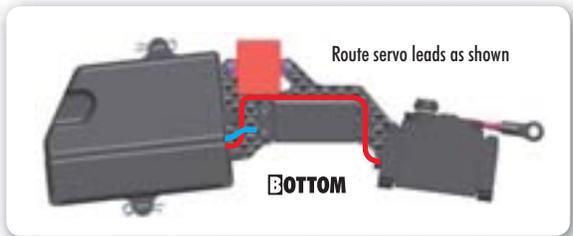
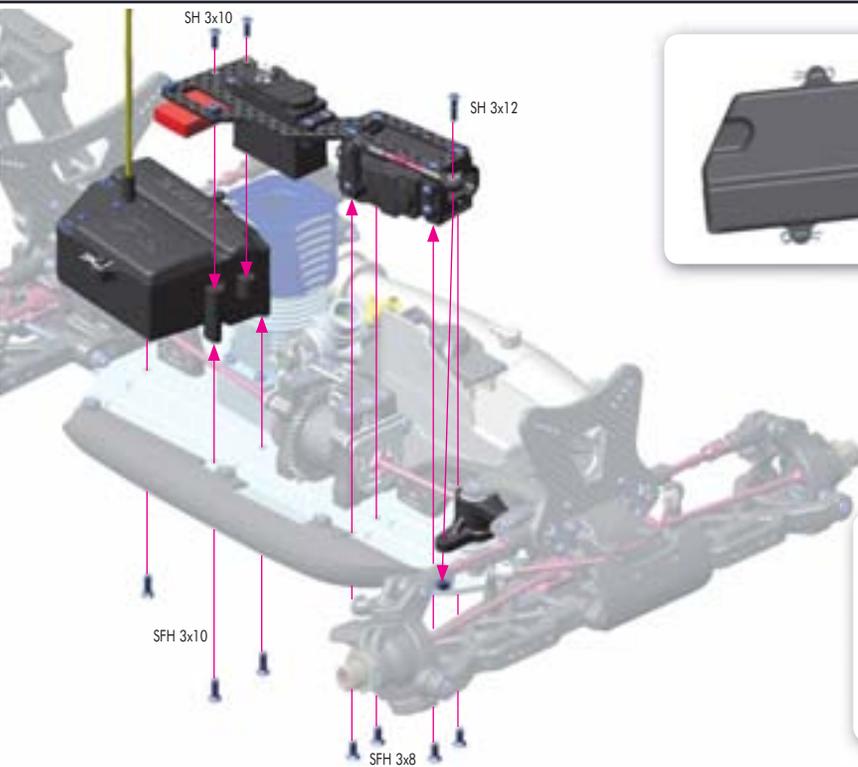
903310
SFH M3x10



902310
SH M3x10

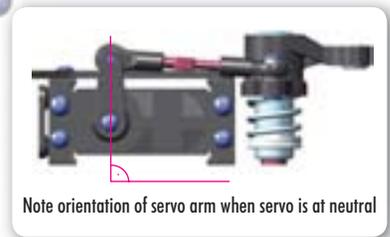


960030
N M3



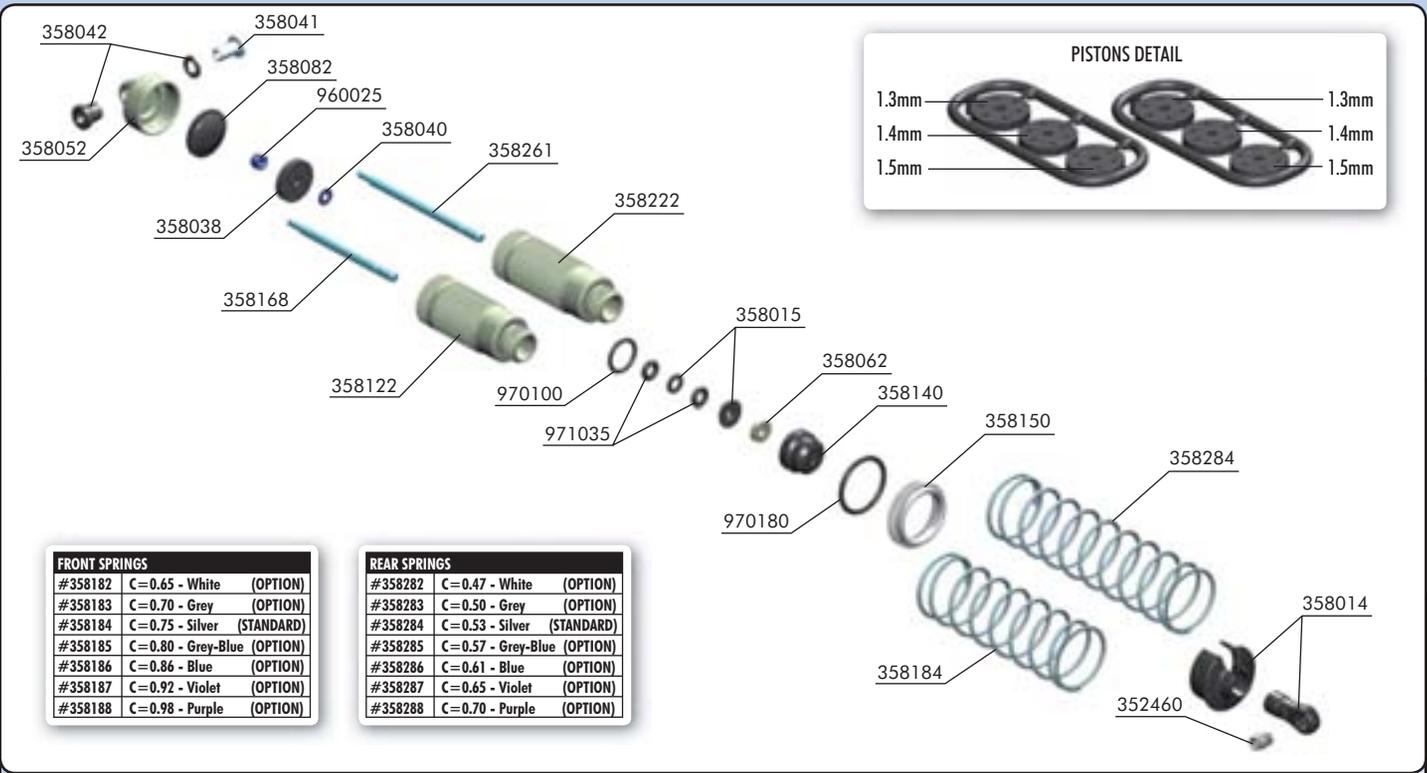
Route servo leads as shown

BOTTOM



Note orientation of servo arm when servo is at neutral

11. SHOCK ABSORBERS



FRONT SPRINGS	
#358182	C=0.65 - White (OPTION)
#358183	C=0.70 - Grey (OPTION)
#358184	C=0.75 - Silver (STANDARD)
#358185	C=0.80 - Grey-Blue (OPTION)
#358186	C=0.86 - Blue (OPTION)
#358187	C=0.92 - Violet (OPTION)
#358188	C=0.98 - Purple (OPTION)

REAR SPRINGS	
#358282	C=0.47 - White (OPTION)
#358283	C=0.50 - Grey (OPTION)
#358284	C=0.53 - Silver (STANDARD)
#358285	C=0.57 - Grey-Blue (OPTION)
#358286	C=0.61 - Blue (OPTION)
#358287	C=0.65 - Violet (OPTION)
#358288	C=0.70 - Purple (OPTION)

BAGS



- 35 2460 PIVOT BALL 5.8 (10)
- 35 8014 XB808 COMPOSITE SHOCK PARTS
- 35 8015 XB808 COMPOSITE SET OF SHIMS FOR SHOCKS 1 & 2.5 MM
- 35 8038 XB808 COMPOSITE SHOCK 6-HOLE PISTON SET
- 35 8040 HARDENED SHOCK SHIMS (4)
- 35 8041 XB808 STEEL SHOCK BUSHING (2)
- 35 8042 XB808 COMPOSITE SHOCK BUSHING & SHIM (2+2)
- 35 8052 XB808 ALU SHOCK CAP NUT - HARD COATED (2)
- 35 8062 XB808 FELT SHIM FOR ALU SHOCK NUT (4)
- 35 8082 XB808 SHOCK RUBBER MEMBRANE (4)
- 35 8122 XB808 ALU FRONT SHOCK BODY - HARD COATED (2)

- 35 8140 XB808 ALU SHOCK BODY NUT (2)
- 35 8150 XB808 ALU SHOCK BODY ADJ. NUT (2)
- 35 8168 XB808/XT8 FRONT SHOCK SHAFT (2)
- 35 8184 XRAY XB808 FRONT SPRING SET C=0.75 - SILVER (2)
- 35 8222 XB808 ALU REAR SHOCK BODY - HARD COATED (2)
- 38 8261 XB808 REAR SHOCK SHAFT (2)
- 38 8284 XRAY XB808 REAR SPRING SET C=0.53 - SILVER (2)
- 96 0025 NUT M2.5 (10)
- 97 0100 O-RING 10 x 1.5 (10)
- 97 0180 O-RING 18 x 1.8 (10)
- 97 1035 SILICONE O-RING 3.5x2 (10)



960025
N M2.5



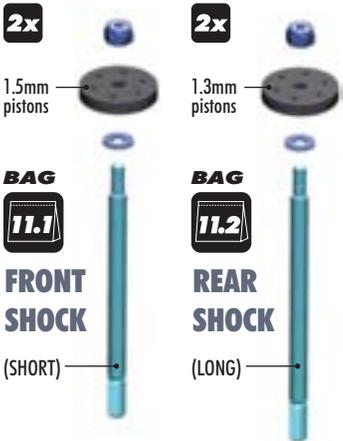
358040
S 2.5x6x0.5



971035
O 3.5x2



970100
O 10x1.5



TIGHTEN GENTLY

The self-locking nut is gently tightened. The piston remains undistorted and fits inside the shock body perfectly, ensuring smooth movement of the piston.



DO NOT OVERTIGHTEN

The self-locking nut is overtightened, causing distortion of the piston. This will negatively affect the free movement of the piston in the shock body.

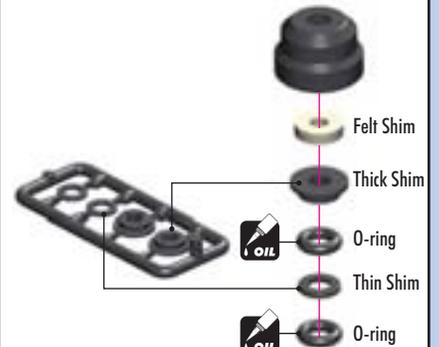


Grip the shock rod at top of exposed threads with side cutting pliers. Be careful not to damage the shock rod.

2x FRONT SHOCKS (SHORT)

2x REAR SHOCKS (LONG)

There are two different thickness shims, use them as shown. Use the same procedure when building both front and rear shocks.



DETAIL



SET-UP BOOK
SHOCK DAMPING

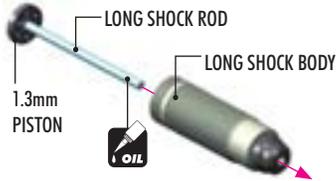


970180
O 18x1.8

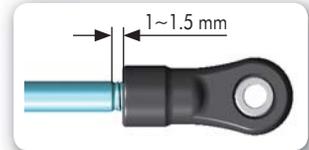
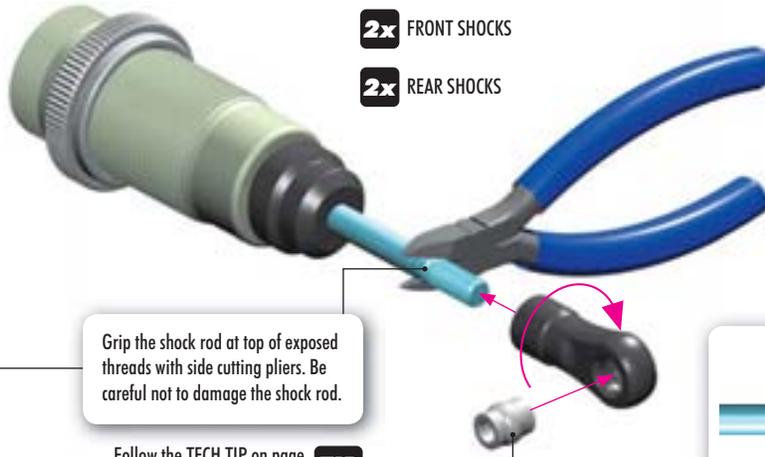
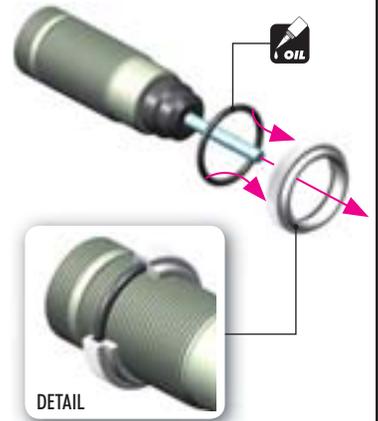
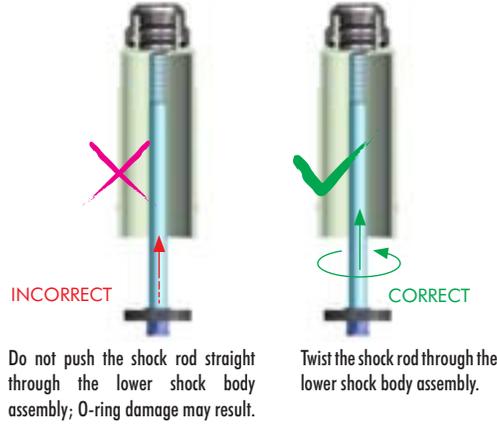
2x FRONT SHOCKS



2x REAR SHOCKS



EXTREMELY IMPORTANT



DEFAULT SHOCK REBOUND SETTING 0% (LOW REBOUND)

Follow the steps below to set the shock rebound to the default setting of 0%.

2x FRONT (SHORT)

Oil 600cSt

2x REAR (LONG)

Oil 350cSt



1 Extend the shock shaft completely. Fill the shock body with the shock oil. For the FRONT shocks (short) use 600cSt oil. For the REAR shocks (long) use 350cSt oil.



2 Move the shock shaft up and down a few times to release the air bubbles trapped beneath the piston.



3 Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.



4 Install the shock membrane into the groove in the upper shock cap.



5 Gently place the shock cap assembly onto the filled shock body. Excess oil will spill from the shock. Screw the shock cap onto the body by only a few turns.



6 Gently push the shock shaft completely into the shock body. Excess oil will flow through the hole in the shock cap.



7 Keep the shock shaft pushed in the shock body and tighten the shock cap completely. The rebound will be at approximately 0%.

SHOCK ABSORBERS

2x REAR SHOCKS

2x FRONT SHOCKS

LONG REAR SHOCKS

SHORT FRONT SHOCKS

LONG SPRING

SHORT SPRING

REAR SHOCK PRELOAD
9mm

FRONT SHOCK PRELOAD
11mm

IMPORTANT! Both rear shocks must be the same overall length.

IMPORTANT! Both front shocks must be the same overall length.

SET-UP BOOK
SPRING RATE SELECTION

TIP ALTERNATE SHOCK REBOUND SETTING (50% AND 100%)

The default shock rebound setting is 0% (as described on page 31). Alternatively, you may set the shock rebound setting to 50% or 100% as described below. Remove the shock springs before performing shock rebound adjustment.

SETTING THE SHOCK REBOUND TO 50% (MEDIUM REBOUND)

REMOVE SHOCK CAP

1 Extend the shock shaft completely and remove the shock cap.

2 Fill the shock body with shock oil up to the top. Make sure to use same viscosity shock oil as is in the shock.

3 Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.

4 Gently place the shock cap assembly onto the filled shock body. Excess oil will spill from the shock.

5 Push the shock shaft 50% into the shock body. Excess oil will bleed through the hole in the shock cap.

6 Push the shock shaft 50% into the shock body. Excess oil will bleed through the hole in the shock cap.

7 Keep the shock shaft pushed 50% into the shock body and tighten the shock cap completely. The rebound will be at approximately 50%.

SETTING THE SHOCK REBOUND TO 100% (HIGH REBOUND)

REMOVE SHOCK CAP

1 Extend the shock shaft completely and remove the shock cap.

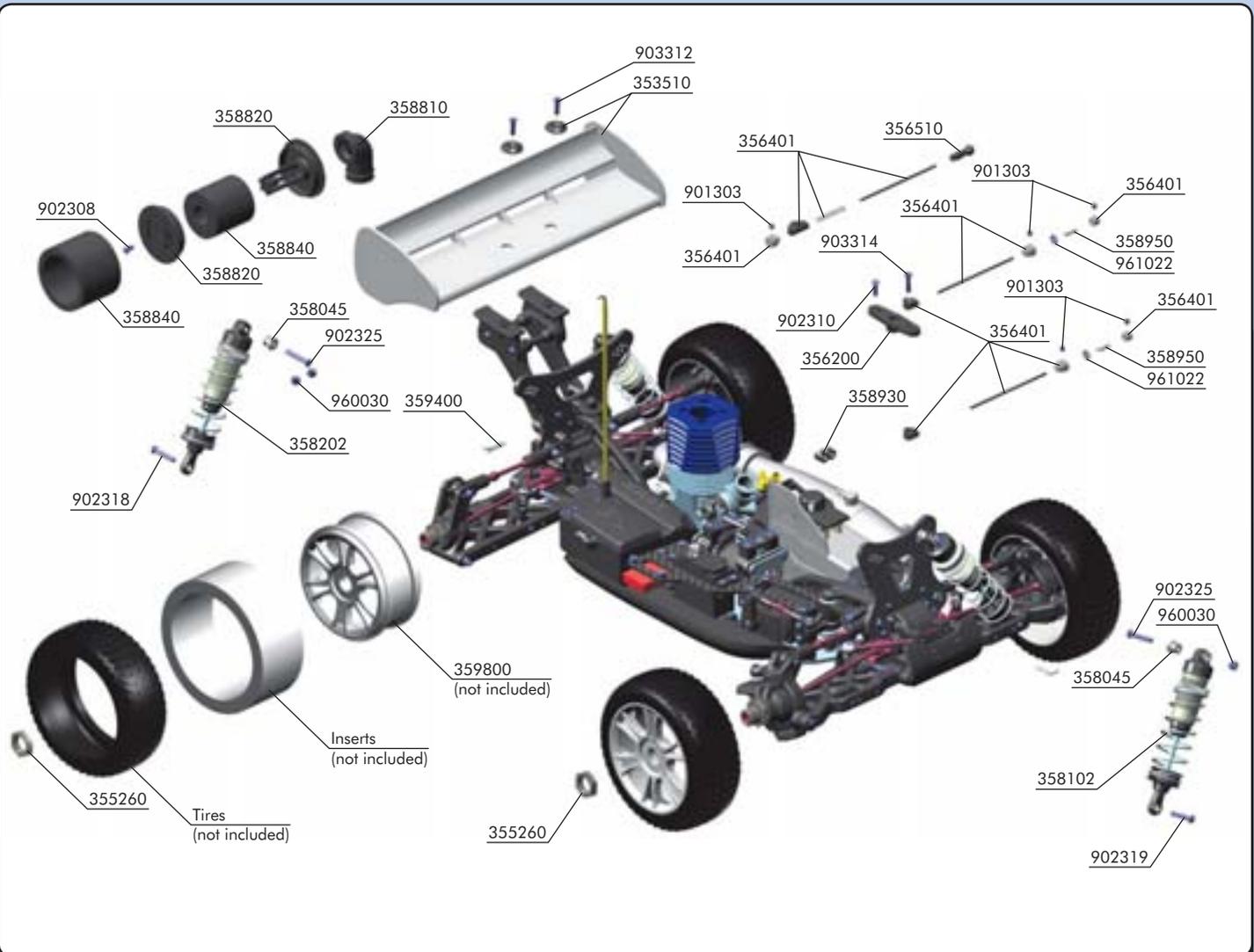
2 Fill the shock body with shock oil up to the top. Make sure to use same viscosity shock oil as is in the shock.

3 Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.

4 Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.

5 Gently place the shock cap assembly onto the filled shock body. Keep the shock shaft extended 100% from the shock body and tighten the shock cap completely. The rebound will be at approximately 100%.

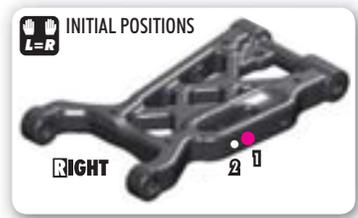
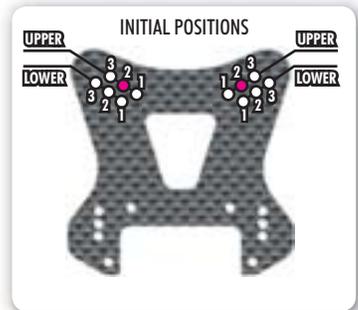
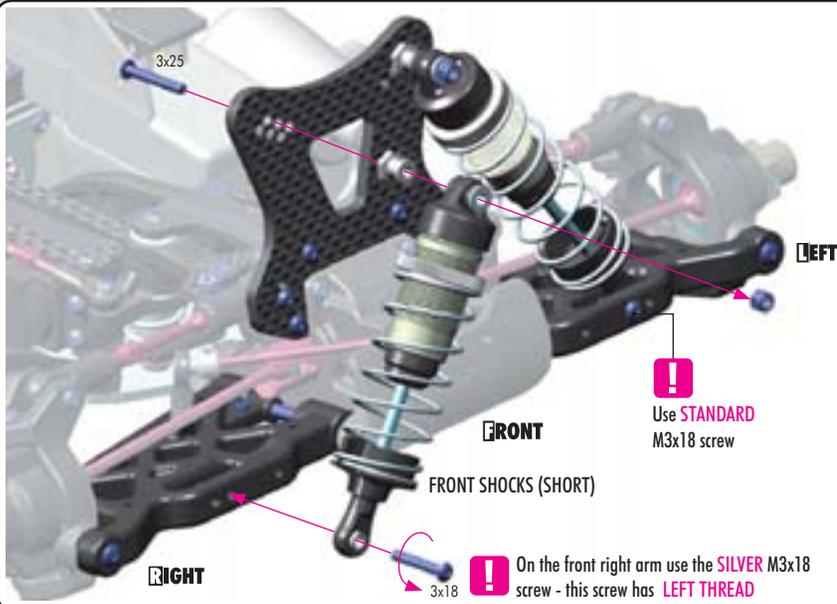
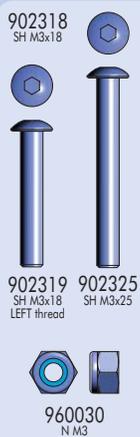
12. FINAL ASSEMBLY



BAG

12

35 3510	REAR WING	35 9703	XRAY XB808 BODY FOR 1/8 OFF ROAD BUGGY
35 5260	WHEEL NUT - HARD COATED (2)	35 9800	WHEELS STARBURST - WHITE (4) (OPTION)
35 6200	BRAKE/THROTTLE ARMS & SERVO ARMS - SET	90 1303	HEX SCREW SB M3x3 (10)
35 6401	XB808 BRAKE/THROTTLE SYSTEM - SET	90 2308	HEX SCREW SH M3x8 (10)
35 6510	CLOSED BALL JOINT 3.9 (4)	90 2310	HEX SCREW SH M3x10 (10)
35 8045	SHOCK PIVOT BALL WITH HEX (2)	90 2318	HEX SCREW SH M3x18 (10)
35 8102	XB808 FRONT SHOCK ABSORBERS COMPLETE SET (2)	90 2319	HEX SCREW SH M3x18 - LEFT THREAD (10)
35 8202	XB808 REAR SHOCK ABSORBERS COMPLETE SET (2)	90 2325	HEX SCREW SH M3x25 (10)
35 8810	AIR FILTER ELBOW	90 3312	HEX SCREW SFH M3x12 (10)
35 8820	AIR FILTER BODY & CAP	90 3314	HEX SCREW SFH M3x14 (10)
35 8840	AIR FILTER FOAM & OIL	96 0030	NUT M3 (10)
35 8930	FUEL FILTER MOUNT & TUBING HOLDERS	96 1022	WASHER S 2.2 (10)
35 8950	SILICONE TUBING 1M (2.4 x 5.5MM)		
35 9400	BODY CLIP (10)		



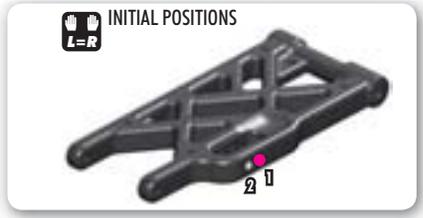
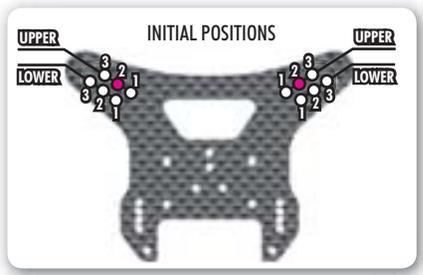
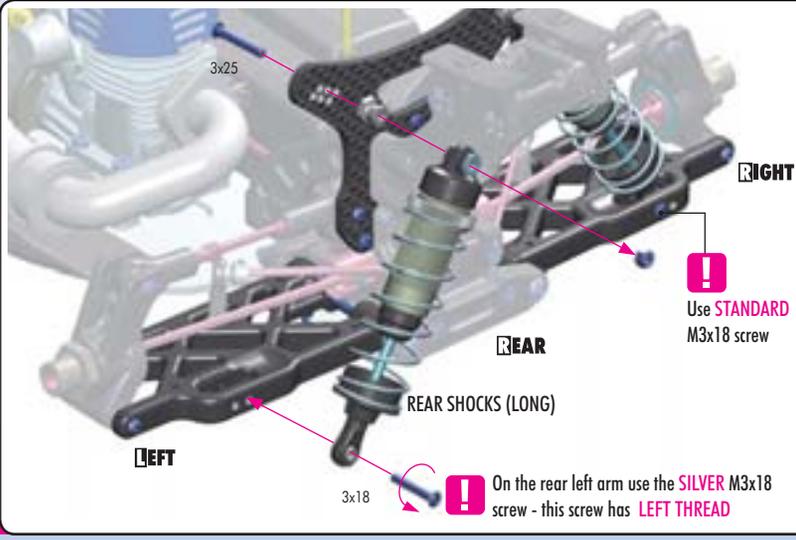
SET-UP BOOK

FRONT SHOCK

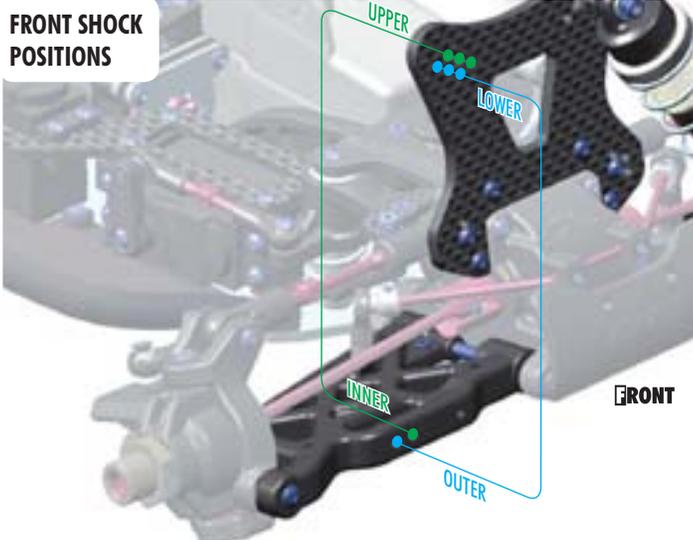
FINAL ASSEMBLY

- 902318 M3x18
- 902319 SH M3x18 LEFT thread
- 902325 SH M3x25
- 960030 N M3

SET-UP BOOK
REAR SHOCK

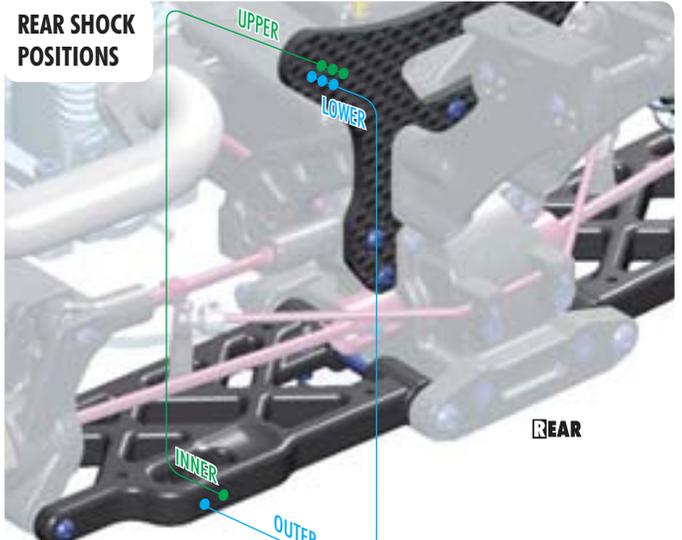


FRONT SHOCK POSITIONS



Always use UPPER shock position on front shocktower in combination with INNER hole on suspension arm. Always use LOWER shock position on front shocktower in combination with OUTER hole on suspension arm.

REAR SHOCK POSITIONS

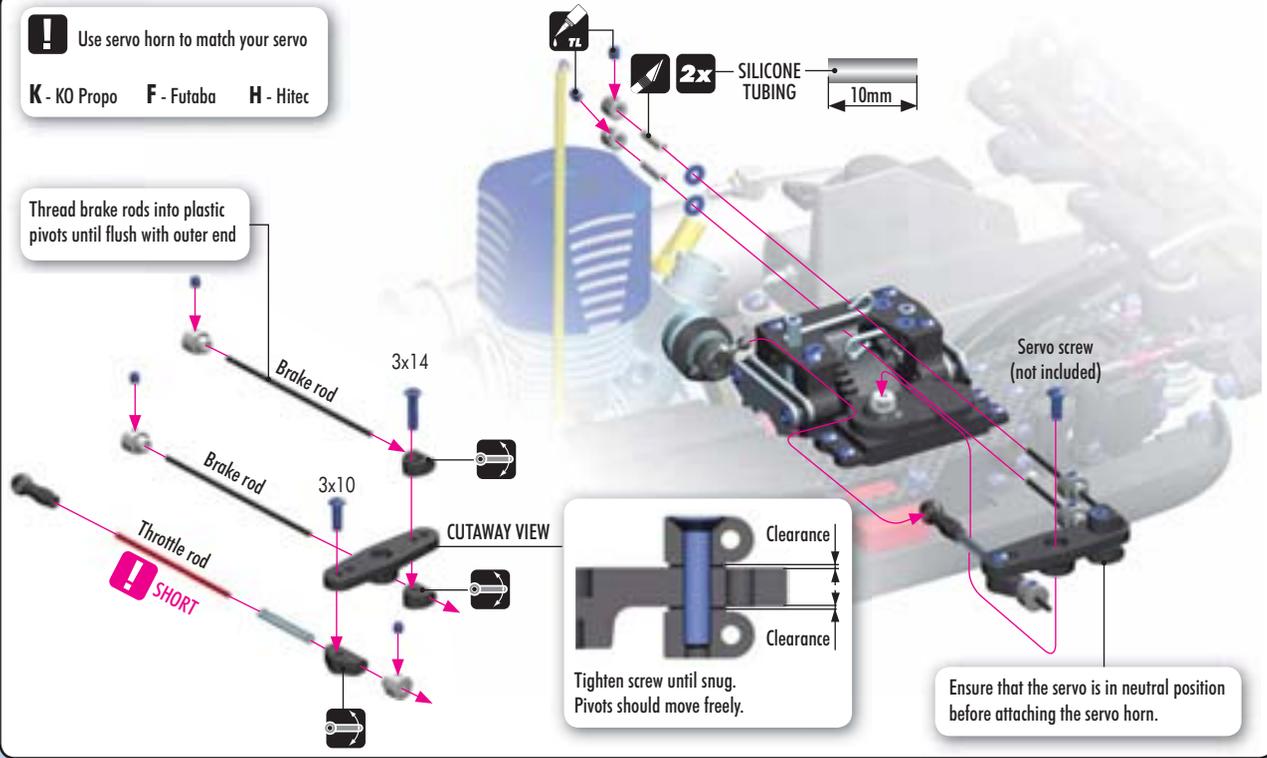


Always use UPPER shock position on rear shocktower in combination with INNER hole on suspension arm. Always use LOWER shock position on rear shocktower in combination with OUTER hole on suspension arm.

- 901303 SB M3x3
- 902310 SH M3x10
- 903314 SFH M3x1.4
- 961022 S 2.2

Use servo horn to match your servo
K - KO Propo F - Futaba H - Hitec

Thread brake rods into plastic pivots until flush with outer end



Tighten screw until snug. Pivots should move freely.

Ensure that the servo is in neutral position before attaching the servo horn.



903312
SFH M3x12



960030
N M3

XRAY REAR WING	
#353510	White (STANDARD)
#353515	Black (OPTION)
#353516	Orange(OPTION)
#353518	Pink (OPTION)
#353519	Yellow (OPTION)

XRAY STARBURST WHEELS	
#359800	White (OPTION)
#359806	Orange (OPTION)
#359808	Pink (OPTION)
#359809	Yellow (OPTION)

DETAIL



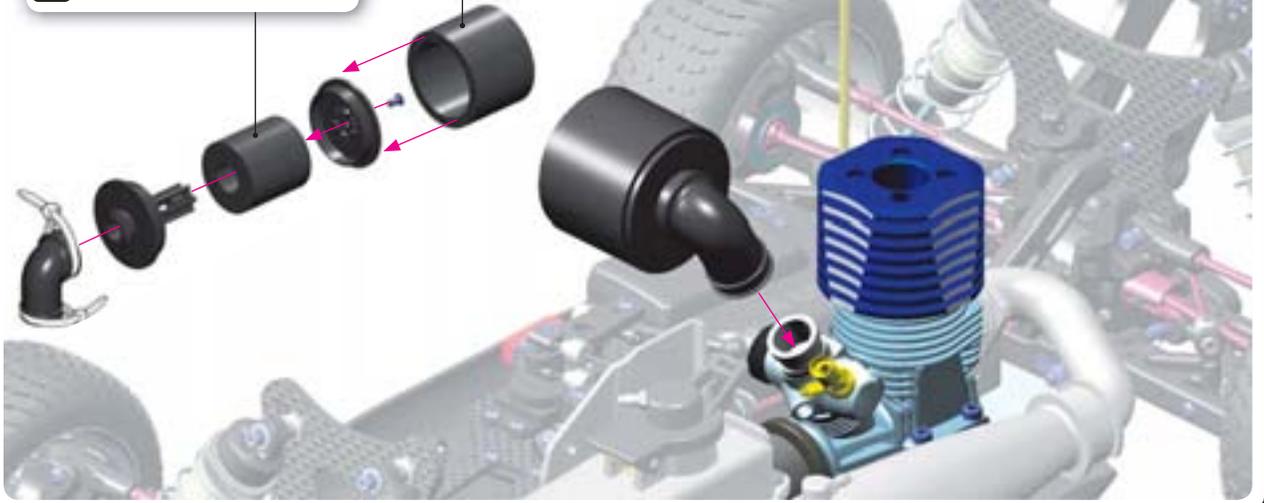
TIP 4x

To tighten the setscrew you can also use HUDY 17mm Wheel Nut Tool #107570



902308
SH M3x8

OIL Apply air filter oil and follow the engine instructions to service the air filter.

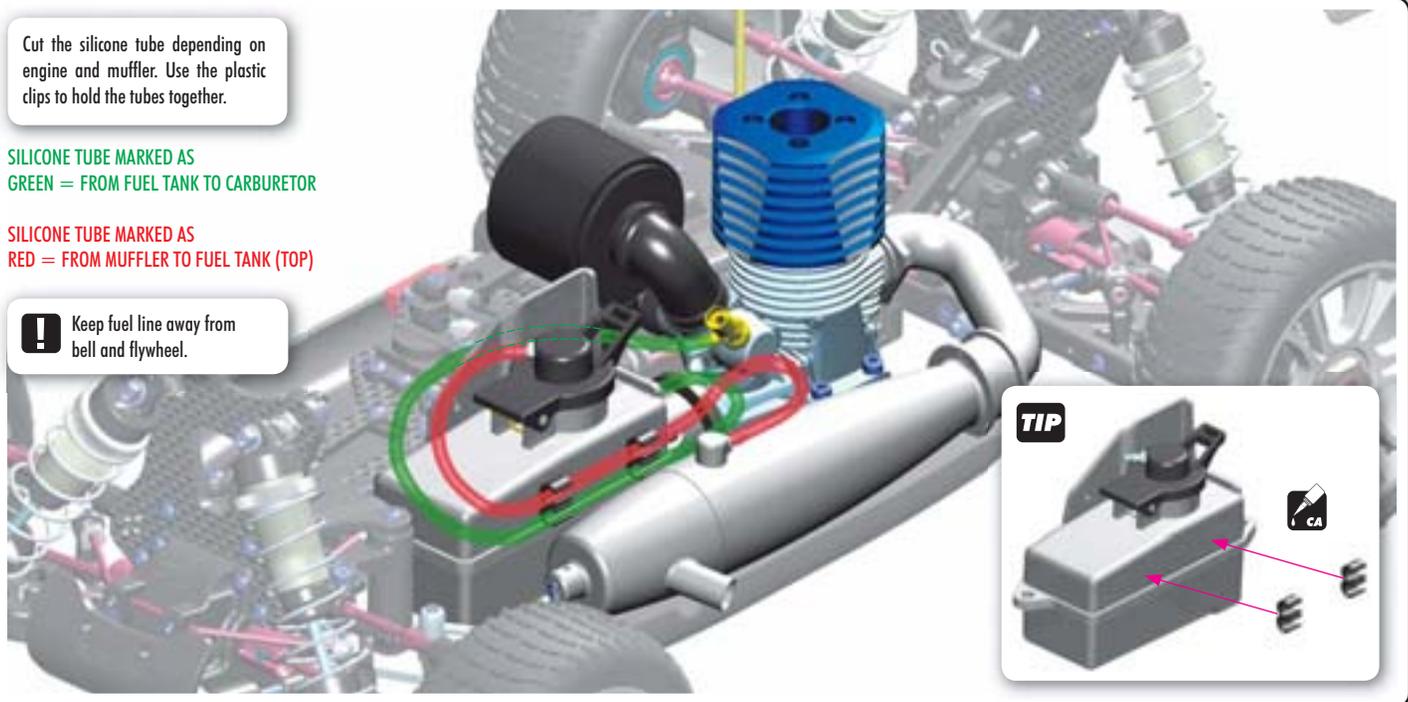


Cut the silicone tube depending on engine and muffler. Use the plastic clips to hold the tubes together.

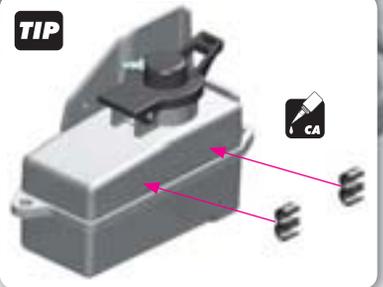
SILICONE TUBE MARKED AS GREEN = FROM FUEL TANK TO CARBURETOR

SILICONE TUBE MARKED AS RED = FROM MUFFLER TO FUEL TANK (TOP)

! Keep fuel line away from bell and flywheel.

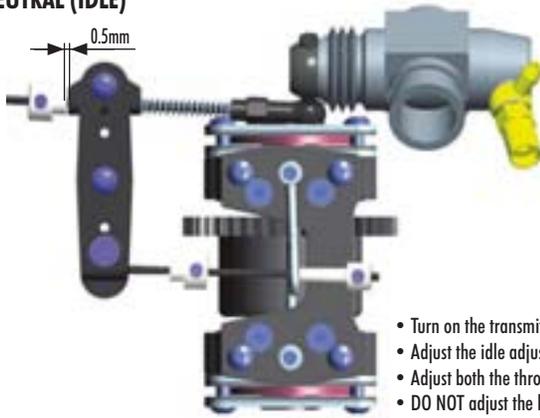


TIP

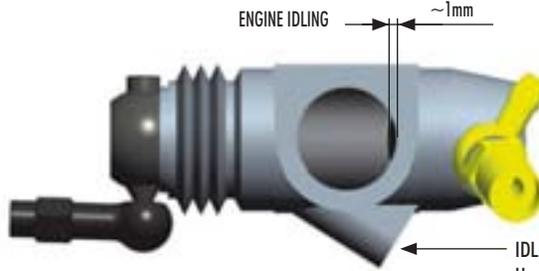


THROTTLE LINKAGE ADJUSTMENT

NEUTRAL (IDLE)



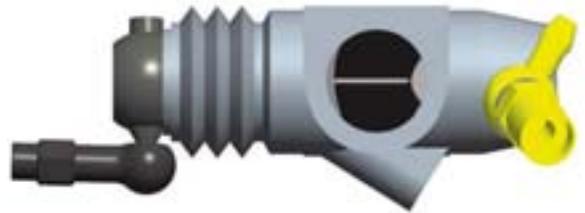
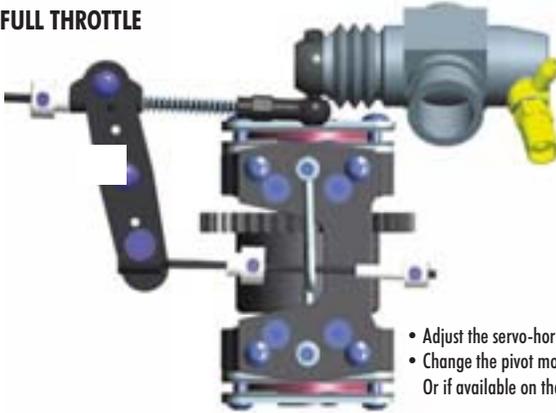
ADJUST INDIVIDUAL LINKAGES SEPARATELY TO AVOID INTERFERING WITH THE OPERATION OF THE OTHERS



IDLING ADJUSTMENT SCREW.
Use to adjust the idle setting of the carburetor. Do not allow carburetor to close to less than 1mm.

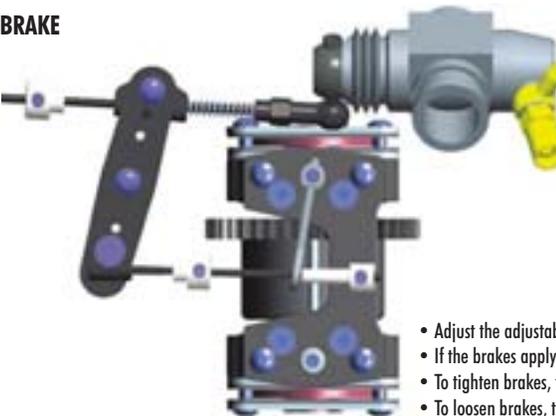
- Turn on the transmitter and receiver and set the engine control servo trim to the neutral position.
- Adjust the idle adjustment screw on the carburetor to open approx. 1mm.
- Adjust both the throttle linkage and brake linkages accordingly.
- DO NOT adjust the linkage with the engine running.

FULL THROTTLE

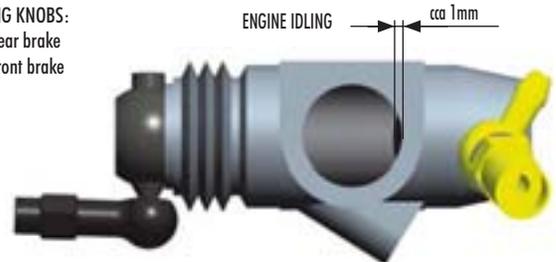


- Adjust the servo-horn mounting position for the carburetor to open fully.
- Change the pivot mounting position on the servo horn in case the carburetor is not opening fully or if it is opening excessively. Or if available on the transmitter, adjust the throttle high end point.

BRAKE



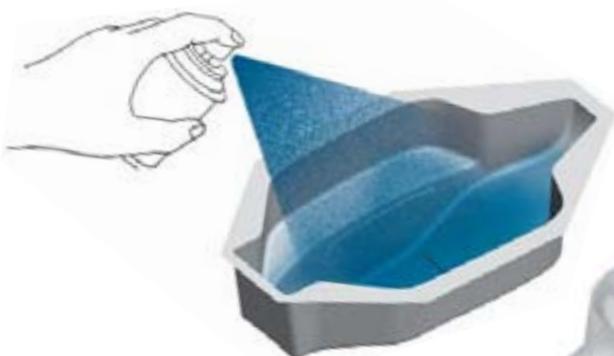
BRAKE ADJUSTING KNOBS:
Upper linkage - rear brake
Lower linkage - front brake



- Adjust the adjustable collars so the brakes work smoothly.
- If the brakes apply too much or not enough, adjust the adjustable collars accordingly. Or if available on the transmitter, adjust the brake endpoint.
- To tighten brakes, turn collar to thread brake rod INTO pivot.
- To loosen brakes, turn collar to thread brake rod OUT of pivot.

- 1 Before cutting and making holes on the body, put the unpainted body on the chassis to confirm the mounting position and location for holes and cutouts.
- 2 Before painting, wash the inside of the body with mild detergent, and then rinse and dry thoroughly.
- 3 Mask all windows.
- 4 Apply paint masks as appropriate.

- 5 Paint the body using paints formulated for polycarbonate bodies.
- 6 When the paint is dry, remove the masking.
- 7 Carefully cut out the body using appropriate scissors or cutting tools.
- 8 When you have finished cutting, peel off the external protective films.



Body Reamer (HUDY #107600)



Ensure to make this rear body mount hole oval so in the case of chassis flex after a big jump the body mount will not tear up the hole.

ENGINE OPERATION

PREPARING TO OPERATE THE ENGINE

- Never modify the engine or muffler.
- Confirm the position of needle and idling before running. Be sure to run a new engine smoothly.
- Make sure the air filter is clean and oiled.
- Never run your engine without an air filter. Your engine can be seriously damaged if dirt and debris get inside the engine.
- For proper engine break-in, please refer to the manual that came with the engine.
- The engine may not start or run properly if the air filter is dirty, or choked with sand and dust.
- If the fuel pipe is choked or deteriorates, the engine may not start, and there is danger that fuel will leak out.

STARTING AND RUNNING THE ENGINE

Be sure to observe the following starting process. Failure to do so may cause the model car to start suddenly, which may lead to damage or unexpected accidents.

1. Make sure the transmitter and receiver batteries are fully charged.
2. Make sure that your transmitter and receiver are both on the same frequency. If you have a transmitter with multiple model memory, make sure you have selected the proper profile for your car.
3. Put the car on the starter box and keep the tires from touching the ground.
4. Turn on the transmitter.
5. Turn on the receiver in the car.
6. Make sure the steering servo and engine servos work normally and adjust them correctly.
7. Put fuel in the fuel tank, and close the cap securely.
8. Apply the glow igniter to the engine glowplug.
9. Push the model car onto the starter box to start the engine. (If the engine is new, follow the instruction manual and be sure to break in the new engine properly).
10. When the engine has started, remove the glow igniter.
11. Follow your engine break-in procedure and tune the engine as appropriate.

STOPPING THE ENGINE

Before you stop the engine, try to make sure the engine is at idle first. There are several ways to stop the engine:

- Use a rag to cover the exhaust tip. Be careful! The exhaust is extremely hot so use a thick rag and gloves.
- Pinch the fuel tubing to stop the flow of fuel to the carb. Be careful, this can make the motor run lean which can damage the motor.
- Put your hand over the air filter, or squeeze the air filter element to block the airflow.
- Press an object (such as a screwdriver handle or shoe) against the rotating flywheel to stop its rotation. Be very careful, and do not stick your hand or fingers near the rotating flywheel.

FINISHING OPERATIONS

1. Stop the engine.
2. Turn off the receiver in the car.
3. Turn off the transmitter.

MAINTENANCE AFTER RUNNING

Take proper care of your car after running to keep it performing well, and take notice of any damage and wear.

1. Do not leave fuel in the tank.
2. Go outside to drain any residual fuel from the exhaust pipe.
3. Clean the car and remove all sand, mud, and other debris.
4. Use after-run oil in your engine after you have finished running for the day.

SHOCK MAINTENANCE

The most important maintenance task for keeping consistent shock performance is refilling and bleeding them correctly. If built correctly, it will not be necessary to re-build them often. Replacing warped/hard rubber bladders and o-rings, scarred piston rods, or shaved/split/loose composite upper and lower ball joints are also important.

- For club racing, it is recommended to check the shocks for air inside before each race and only re-fill and bleed them if necessary. Before each race day, make sure you take the spring off of each shock, hold it up to your ear, and quickly compress the shock rod fully into the body while listening for any air making a "whistling" or "squishy" sound as it passes through the piston holes. If you hear any air, refill and bleed your shocks. For high-competition racing, it is recommended that the shocks be re-filled and bled before a large event.
- If building or pairing new shocks, always make sure they are the same length using a shock length measuring tool and adjust the lower ball joints as needed.
- If installing new rubber bladders, carefully trim the thin excess rubber from the edges of their lips. Curved body scissors work the best.
- Regularly inspect the amount of dirt on the felt protector in the shocks (if present) and regularly replace with a new one.
- During regular shock operation, oil naturally gets on the shock shaft and drop-by-drop slightly gets out of the shock body. Shocks should be inspected regularly after each race, and oil replaced as required.

BEARING MAINTENANCE

Ball-bearings in an off-road car or truggy must be properly maintained for smooth operation and long lifespan.

Typically, the ball-bearings included in new cars are greased for highest lifespan and as such the drivetrain may not seem to be as free as with lightly-oiled ball-bearings. However, when the car is run the ball-bearings will become more free and the drivetrain will become very efficient.

There are several types of bearings discussed here: bearings which already come greased from the factory, bearings which must be lubricated using the HUDY Bearing Grease, and then there are also bearings in the steering system which need to be lubricated with HUDY Bearing Oil.

The following procedures are recommended to clean all of the bearings in your off-road car or truggy. For high-competition racing, we recommended doing this every 3-4 weeks, or before a major race.

1. Remove the seals on both sides of the bearing (if present). If the seals bend a little and you can see a kink, carefully flatten the kink out by hand.
2. Spray the seals with motor cleaner and blow dry with compressed air.
3. Spray the bearing on both sides with motor cleaner.
4. Spin the bearing while it is still wet to dislodge any particles with the cleaner.
5. Spray the bearing on both sides again.
6. Blow both sides of the bearing dry with compressed air to make sure particles come out.
7. Hold the inner part of the bearing with my left thumb/forefinger and spin it to make sure it spins free without any abnormal vibrations or sounds.
8. Place one drop of bearing oil into each side of the bearing.
9. Replace both seals at the same time by lining them up on each side of the bearing and lightly pressing them in all the way around the bearings circumference with your thumb and forefinger. Do not press too hard or use any type of tool, such as a wrench tip, to push the blue seals in as they will push in too far, bend and cause drag.

If you spin test the bearing after you have re-oiled and sealed it, it will not spin freely for an extended period of time. The lightest of oils may allow it to spin for 1-2 seconds. This is normal and once you have mounted the bearings in the car again, the drive train will spin freely.

Make sure you use a motor cleaner that does not leave a residue after it dries as this may cause drag and wear in the bearings.

CLUTCH BEARINGS

To prolong the lifespan of the clutch bearings, they must be regularly cleaned and lubricated (preferably after each run) using a high-quality grease such as HUDY Bearing Grease. However, after some time the clutch bearings must be replaced with new ones.

RECOMMENDED PRODUCTS

- Use HUDY Bearing Grease to regularly lubricate grease-bearing ball-bearings.
- Use HUDY Bearing Oil to lubricate the bearings of the steering system.
- Use HUDY Bearing Grease to regularly lubricate the clutch bearings.

HUDY #106220



HUDY #106222



HUDY #106221



HUDY #106230



SUSPENSION & DRIVETRAIN MAINTENANCE

- Check suspension for free movement during building and operation, and especially after running and if you have crashed the car. If the suspension does not move freely, use the appropriate HUDY Arm Reamer to clean and resize the holes of the suspension arms.
- Regularly check the drive shaft pins (both side and center) and if they show any wear must be immediately replaced by new pins. If the car is run with worn pins, excessive wear on the diff outdrives will result. The 106000 HUDY Drive Pin Replacement Tool (for 3mm Pins) is a compact, rugged multi-use tool set for replacing 3mm drive pins in drive shafts. Use the HUDY replacement drive shaft pins 3x14 (#106050).
- Regularly inspect and replace the connecting pins which connect the center drive shafts with the pinion gear, and also the pins that connect the wheel drive shafts with wheel axles. Use HUDY Graphite Grease to lubricate the drive shaft connecting joints and the diff gears.
- Pivot balls and ball-joints will naturally wear for some time and will generate play. If there is too much play the pivot balls and ball joints need to be replaced.
- If the car is run in wet conditions, apply WD-40® on all drivetrain parts before the run. After the run, clean and dry the parts again.

HUDY #106210



HUDY SPRING STEEL™

The HUDY Spring Steel™ used in the car is the strongest and most durable steel material on the RC market. While items made from HUDY Spring Steel™ are still subject to wear, the lifespan is considerably longer than any other material. As parts made from HUDY Spring Steel™ wear, the brown color will after some time "go down" but it will not affect the strength of the material. The brown color is only a surface treatment and if the brown color will wear the durability of the part will be still strong.

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
ENGINE DOES NOT START	<ul style="list-style-type: none"> • Fuel tank is empty or carburetor is not primed • Bad glowplug or dead glowdriver battery • Fuel lines, fuel filter, air cleaner, or muffler is clogged • Engine is flooded due to over-priming • Carburetor is not adjusted properly • Throttle servo linkage not adjusted properly 	<ul style="list-style-type: none"> • Fill fuel tank with fuel and prime • Replace glowplug or recharge/replace glowdriver battery • Clean or replace clogged part(s) • Remove glowplug, turn car over to discharge fuel from cylinder. Test glowplug and replace if defective • Set idle and main/slow needle adjusting screw to standard starting position • Move throttle servo to neutral position and re-adjust linkage(s)
ENGINE STARTS BUT THEN STALLS	<ul style="list-style-type: none"> • Fuel tank is empty • Fuel lines, fuel filter, air cleaner, or muffler is clogged • Carburetor is not adjusted properly • Engine has overheated 	<ul style="list-style-type: none"> • Fill fuel tank with fuel • Clean or replace clogged part(s) • Re-adjust idle and main/slow needle adjusting screw • Allow engine to thoroughly cool down and open main needle adjusting screw 30° turn richer (CCW)
BAD REACTION AND RESPONSE FROM ENGINE	<ul style="list-style-type: none"> • Carburetor is not adjusted properly • Fuel lines, fuel filter, air cleaner, or muffler is clogged • Low fuel pressure from muffler 	<ul style="list-style-type: none"> • Re-adjust main/slow needle adjusting screw • Clean or replace clogged part(s) • Properly install pressure line between muffler and fuel tank
CAR IS HARD TO CONTROL	<ul style="list-style-type: none"> • Weak transmitter and/or receiver batteries • Low reception from radio antennas • Servo linkages not adjusted properly 	<ul style="list-style-type: none"> • Recharge or replace batteries • Fully extend transmitter and receiver antennas • Move servo to neutral then re-adjust linkage(s)
STEERING DOES NOT WORK PROPERLY	<ul style="list-style-type: none"> • Weak transmitter and/or receiver batteries • Bent linkages or driveshafts • Loose steering components • Drivetrain damage 	<ul style="list-style-type: none"> • Recharge or replace batteries • Check tightness of steering components and tighten if necessary • Replace damaged parts
HANDLING PROBLEMS	<ul style="list-style-type: none"> • Shocks are not working properly • Suspension is binding • Improper tires 	<ul style="list-style-type: none"> • Rebuild the shocks and replace worn or broken parts • Make sure suspension moves freely. Replace worn or broken parts • Use different tires
STEERING FEELS SLUGGISH OR VAGUE	<ul style="list-style-type: none"> • Suspension is binding • Damaged steering servo 	<ul style="list-style-type: none"> • Make sure suspension moves freely, and replace worn or broken parts • Check the steering servo for damage and wear, and replace/repair if necessary
THE CAR DOES NOT DRIVE STRAIGHT	<ul style="list-style-type: none"> • Suspension is binding • Steering trim is off-center • Wheels are loose • Damaged steering servo 	<ul style="list-style-type: none"> • Make sure suspension moves freely, and replace worn or broken parts • Adjust steering trim until car drives straight • Check the make sure the wheel nuts are properly tightened • Check the steering servo for damage and wear, and replace/repair if necessary



www.teamxray.com

XRAY EUROPE

XRAY, K VÝSTAVISKU 6992, 91101 TRENCIN, SLOVAKIA, EUROPE
PHONE: +421-32-740 11 00, FAX: +421-32-740 11 09, info@teamxray.com

XRAY USA

RC AMERICA, 167 TURTLE CREEK BLVD. SUITE C, .DALLAS, 752 07 TEXAS, USA
PHONE: 214-744-2400, FAX: 214-744-2401, xray@rcamerica.com

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