Thank you for purchasing the Tekno RC ET48.3 1/8th Scale Electric Competition Truggy Kit. The ET48.3 represents a continued evolution in the 1/8th scale electric class. Since the original ET48 was released in 2014, we have continued to focus on refining and improving the vehicle to provide superior performance and value to our customers. We are always working on new projects, so please check our website (www.teknorc.com) regularly for the latest news, parts, and kits. Thanks again.

**Additional equipment and parts needed:**
- 2/3 channel radio transmitter and receiver
- 1/8th scale ESC and motor
- High torque steering servo (300 oz/in torque minimum)
- 4-6s LiPo battery
- 1/8th scale truggy tires, wheels & CA glue
- Paint for Body
- MOD1 Pinion (TKR4171->TKR4190)

**Tools needed:**
- Hex drivers 1.5mm (TKR1104), 2.0mm (TKR1105), 2.5mm (TKR1106)
- Nut drivers 5.0mm (TKR1107, 5.5mm (TKR1108), 7.0mm (TKR1109)
- 17mm Wheel Wrench (TKR1116)
- Pivot Ball and Shock Multi-tool (TKR1115, for shock assembly)
- 4mm and 5mm turnbuckle wrench (TKR1103)
- Hobby knife
- Needle-nose pliers
- 4mm arm reamer
- Lexan Body Scissors

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

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

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

Apply grease to the groove in the outdrive.

Fill with 10,000 wt oil to 1mm below full. DO NOT OVER FILL.
Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

Repeat for rear diff.

Fill FRONT with 10,000 wt oil to 1mm below full.

DO NOT OVER FILL.

Repeat for rear diff.

Apply grease to the groove in the outdrive.

Repeat for rear diff.

Apply grease to the groove in the outdrive.

Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

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

Note: The front and rear of the car use different inner bulkheads. The front is angled whereas the rear is offset and only slightly angled.
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.
**Bag E**
Low Profile Wing Mount

**Step E-1**

TKR1524

TKR1524

TKR1524

TKR1524

TKR5181

**Step E-2**

TKR1221

TKR1221

TKR1221

TKR1221

TKR1201

TKR1201

TKR1201

TKR1529

TKR1529

TKR1529

TKR1529

TKR1529

**Settings**

**Position Settings**

1 - Rearward Low
2 - Forward Low
3 - Rearward High
4 - Forward High

Note: Stock position setting is # 3, Rearward High

**Downforce Settings**

Note: Stock downforce setting is 4°

(downforce angles)

**Materials**

- **x2** TKR1201 M3 Lock Nut Black
- **x2** TKR1221 M3x8mm Washer
- **x6** TKR1524 M3x12mm Cap Head Screw
- **x4** TKR1529 M3x20mm Cap Head Screw
Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

Note: Do not over-tighten TKR1601 if the anti-roll bar does not turn freely.

Note: With these stock center dot settings, Anti-Squat = 2° / Rear Toe = 3°

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.
Changes to the wheelbase have a dramatic effect on handling, since it shifts the distribution of weight over the rear wheels. This adjusts traction. By shortening the wheelbase at the rear, you are placing more weight over the rear wheels.

Changes to the wheelbase also change the amount of sweep the rear driveshaft will have. More driveshaft sweep creates an effect similar to anti-squat, where the rear end gets pushed upwards on throttle. This helps reduce chassis slap when landing jumps on throttle.
**Bag G**

**Rear Camber Links**

**Step G-3**

- TKR5053A
  - This side mounts on hub
  - Note: no flange

**Left**

- TKR5187
- TKR5052A
  - This side mounts on shock tower
  - Note: flange

**Right**

- TKR5187
- TKR5053A
  - This side mounts on hub
  - Note: flange

**Step G-4**

- TKR1201
- TKR1529
  - Note: notch always goes on left side of vehicle

**Materials**

- **x4**
  - TKR1201
    - M3 Locknut Black
- **x4**
  - TKR1529
    - M3x20mm Cap Head Screw
- **x2**
  - TKR5052A
    - Pivot Ball M3x6.8mm
- **x2**
  - TKR5053A
    - Pivot Ball M3x6.8mm No Flange

**Stock position is 6/8**
Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

Note: Do not over-tighten

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

Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

Note: With these stock settings, Kick Up = 8.5° / Arm Sweep = 0°
For reference, with center dot inserts in both braces, Kick Up = 10° / Arm Sweep = 0°
Bag I
Front Spindle / CVA Assembly

**Step 1-1**

- TKR5472
- TKR5073
- TKR5070
- TKR5054A
- TKR1445
- TKR5073
- TKR5193
- TKRBB13194
- TKR8808165
- TKR1601
- TKR1603

**Step 1-2**

- TKR1221
- M3x8mm Washer
- x2
- TKR1401
- M3x6mm Button Head Screw
- x4
- TKR1447
- M4x14mm Button Head Screw
- x4
- TKR1601
- M3x4mm Set Screw
- x8
- TKR1603
- M5x4mm Set Screw
- x2
- TKR5054A
- Spindle Pin Sleeve
- x4
- TKR5055A
- Suspension Pin Sleeve
- x4
- TKR5071
- M3x16.8mm Pin
- x2
- TKR5073
- CV Joint Pin
- x2
- TKRBB08165
- Ball Bearing (8x16x5)
- x2
- TKRBB13194
- Ball Bearing (13x19x4)

**Step 1-3**

- TKR1447
- TKR5055A
- TKR1601

Note: The steering stops provide adjustable travel limiters that you can adjust to your driving style. For very tight tracks you may want to experiment with less limiting washers (more steering travel). However, with too much steering travel the rear end can lose traction more easily coming out of corners. After months of testing on different track surfaces, 1 washer is the best starting point.

Note: The TKR1601 set screws are meant to keep the TKR1445 screws from coming loose. After installing TKR1445 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1445 screws. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR1445 or you will damage the screws and the parts.

Note: The TKR1601 set screws are meant to keep the TKR1447 screws from coming loose. After installing TKR1447 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1447 screws. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR1447 or you will damage the screws and the parts.

Note: notch on pin needs to line up with set screw.
Bag 1
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

No Flange

A

B

63.00

TKR5187

TKR5052A

TKR5053A

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

Note: Notch always goes on left side of vehicle

Bag I
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

Note: Notch always goes on left side of vehicle

Bag I
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

Note: Notch always goes on left side of vehicle

Bag I
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

Note: Notch always goes on left side of vehicle

Bag I
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

Note: Notch always goes on left side of vehicle

Bag I
Front Camber Links

Step I-4
TKR1529
M3 Lock Nut Black

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR1201
M3x20mm Cap Head Screw

TKR5187
This side mounts on hub
Note: no flange

TKR5052A
This side mounts on shock tower
Note: flange

TKR5053A
This side mounts on hub
Note: no flange

Step I-5
Note: Notch always goes on left side of vehicle

TKR1529
M3x20mm Cap Head Screw

TKR1201

TKR1201

TKR1201

Stock position is 4/8

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

TKR5187
TKR5451
TKR5052A
TKR5053A

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: no flange

Note: Notch always goes on left side of vehicle
**Bag J**

**Steering Assembly** (overview)

**STEP J-1**

- **Note:** Tighten nut all the way down, then back it off 3 full turns.

**STEP J-2**

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

**STEP J-3**

- **Left**
- **Right**

**STEP J-4**

- **Note:** Notch always goes on the left side of the vehicle.

- **Note:** Stock bumpsteer setting is 4 washers over the steering ball link.

- **Stock Position** (is REAR hole)

---

**Components:**

- **TKR1201**
- **M3 Lock Nut Black**
- **x2**

- **TKR1221**
- **M3x8mm Washer**
- **x8**

- **TKR1323**
- **M3x10mm Flat Head Screw**
- **x2**

- **TKR1529**
- **M3x20mm Cap Head Screw**
- **x2**

- **TKR5052A**
- **Pivot Ball M3x6.8mm**
- **x4**

- **TKR5231**
- **O-ring 16x12x2**
- **x1**

- **TKR88050825**
- **Ball Bearing (5x8x2.5)**
- **x4**

- **TKR8806103**
- **Ball Bearing (6x10x3)**
- **x4**

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**14**
**Step K-1**

Note: Step K-1:
Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.

**Step K-2**

Note: Initial bumpsteer setting is four washers below the steering ball link.

**Step K-3**

Note: On steps K-2 and K-3, do not tighten the screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.
**Bag L**  
Center/Rear Assembly

**Step L-1**
- **TKR5107**
- **TKR5263**

**Step L-2**
- **TKR5260**
- **TKR5263**  
  *TKR5262 (option)*

**Step L-3**
- **TKR5191**
- **TKR5062**
- **TKR5402**
- **TKR1344 x5**
- **TKR1343 x5**

**Step L-4**
- **TKR5362**
- **TKR5676**  
  *TKR5676A (option)*

**Pieces Required**
- **TKR1343**  
  M4x10mm Flat Head Screw  
  x5
- **TKR1344**  
  M4x12mm Flat Head Screw  
  x8
- **TKR1443**  
  M4x10mm Button Head Screw  
  x2
- **TKR1522**  
  M3x8mm Cap Head Screw  
  x2
- **TKR1524**  
  M3x12mm Cap Head Screw  
  x4
Shock Filling Instructions
For both front and rear shocks

The following steps and information will provide you with the best way to fill and bleed your shocks. After thorough testing, we've found it's easiest to complete steps 1 through 3 on each shock before moving onto step 4. By the time you've finished step 3 on the last shock the first one will be ready for step 4.

Standard or Vented Cap Build:
Step 1: Extend the shock shaft all the way down. Fill the shock with oil until the it is about 90% full.
Step 2: Slowly pump the shock shaft up and down 3-5 times to release air bubbles from underneath the piston.
Step 3: Let the shock rest vertically with the shock shaft fully extended for five minutes or until all the air bubbles have released.
Step 4: Next you will top off the shock with oil, to about 1-2mm below the top edge.
(If you do overfill the shock, it won’t hurt performance, it will just spill out and make a little bit of a mess. If you underfill the shock, it will cause air to be trapped inside.)
Step 5: Place the bladder INSIDE the shock cap and put a few drops of oil on the bladder.
Step 6: Put a paper towel down below the build to catch drips and have another ready to wipe off excess oil. Place the cap on the shock and screw down about half way. Lay the shock over about 45 degrees with the bleeder hole facing up.
  - Step 6A: (Standard non-vented “Stock”) Push the shaft in for the amount of rebound desired.
  - Step 6B: (Vented) Push the shaft in until about 15mm of shaft is showing.
    • Make sure that you match the rebound amount between the left and right shocks.
    • Oil should be oozing out of the bleeder hole.
Step 7: Hold the cap firmly in place with the bleeder hole facing up and turn the shock body until hand tight. The shock will continue to ooze oil.
Step 8: Fully tighten down each shock with shock tools until cap is secure and wipe excess oil away.

Emulsion Build:
Prep your shock caps TKR6018 (optional for ET48) accordingly by drilling out the large angled bleeder hole in the top of the cap. Place the larger thin o-ring around the base of the threads where the shock cap screws on (see diagram on the next page). This seal is crucial to the build.
Follow steps 1-4 above.
Step 5: Rebound is more of a natural side effect of an emulsion shock. It’s not something that can be set accurately because you run the risk of hydrolocking the shock if you do not push the shaft all the way in when you bleed it. For now leave the shaft fully extended.
Step 6: Fill the shock up, over filling just slightly without spilling to create a small dome of oil.
Step 7: Place a little bit of oil in the shock cap and quickly put the shock cap on the shock body. Tighten the cap all the way down. Very slowly push the shaft in. Oil will start to bleed out of the top of the cap. While wiping away excess oil, continue to slowly push the shaft in ALL THE WAY. If no oil comes out when the shaft is fully inserted, you will need to start over at step 6.
Step 8: Install the TKR1341 M4x6mm flat head screw and TKR5125 black o-ring to seal the cap (see diagram). Tighten until o-ring is fully seated.
**Bag M**

**Front Shock Assembly**

- **Note:** Shaft guide orientation

- **Step M-1**
  - TKR6015
  - TKR6008
  - TKR6009
  - TKR6016
  - TKR6140
  - TKR1529
  - TKR1202

- **Note:** Conical side up

- **TKR1200**
  - (Conical)
  - TKR6051
  - (Tapered)
  - TKR6159
  - (Option)
  - TKR6063
  - TKR6064
  - TKR6065

- **Note:** Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

- **TKR6144**
  - Note: Shock boots must be installed before attaching rod end.

- **Note:** Shaft guide orientation

- **TKR6091**
  - TKR6092
  - TKR6093
  - (Option)

- **Note:** Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

- **TKR1202**
  - M3 Lock Nut Flange Black

- **Note:** Tighten TKR1211 lock nut all the way down, then back off 1/4 turn. Use thread lock!

- **TKR1529**
  - M3x20mm Cap Head Screw

- **Step M-2**
  - TKR6091
  - TKR6092
  - TKR6093
  - (Option)

- **Note:** Front shocks use shorter shock bodies - TKR6016, shorter shock shafts - TKR6017, shorter springs - TKR6091, and shorter shock boots - TKR6144

- **TKR6140**
  - TKR6144
  - Note: Shock boots must be installed before attaching rod end.

- **TKR6140**
  - Note: Make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003B) to ensure a proper seal. Tools may be required.

- **TKR6007**
  - TKR6027
  - TKR1202

- **Note:** Stock shock position is outside hole on the arm and 2nd from outside hole on the tower

- **Stock front ride height 37mm**

- **Shock length (droop) 122mm**

- ** TKR1211**
  - Thread Lock

- **TKR1529**
  - M3x20mm Cap Head Screw

- **TKR1605**
  - M2.5 Lock Nut Zinc

- **TKR1211**
  - M3 Lock Nut Flange Black

- **TKR1529**
  - M3x10mm Set Screw

- **TKR049A**
  - TKR5049A

- **TKR6013**

- **TKR6009**

- **TKR6007**

- **TKR6008**

- **TKR6009**

- **TKR6016**

- **TKR6027**

- **TKR6003B**

- **TKR6003**

- **TKR6018**

- **TKR6050**

- **TKR6051**

- **TKR6052**

- **TKR6053**

- **TKR6054**

- **TKR6063**

- **TKR6064**

- **TKR6065**

- **TKR6090**

- **TKR6091**

- **TKR6092**

- **TKR6093**

- **(Option)**

- **TKR6144**

- **Note:** Fill oil level just below the top of the shock body. Use #650wt oil FRONT

- **650**

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

- **TKR6140**

- **TKR6144**

- **Note:** Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

- **TKR6007**

- **TKR6027**

- **TKR1202**

- **TKR1211**

- **TKR1529**

- **TKR6003B**

- **TKR6003**

- **TKR6009**

- **TKR6018**

- **TKR6050**

- **TKR6051**

- **TKR6052**

- **TKR6053**

- **TKR6054**

- **TKR6063**

- **TKR6064**

- **TKR6065**

- **(Option)**

- **TKR6144**

- **Note:** Stock shock position is outside hole on the arm and 2nd from outside hole on the tower

- **Stock front ride height 37mm**

- **Shock length (droop) 122mm**

- **TKR6007**

- **TKR6027**

- **TKR1202**

- **TKR1211**

- **TKR1529**

- **TKR6003B**

- **TKR6003**

- **TKR6009**

- **TKR6018**

- **TKR6050**

- **TKR6051**

- **TKR6052**

- **TKR6053**

- **TKR6054**

- **TKR6063**

- **TKR6064**

- **TKR6065**

- **(Option)**
Bag N Rear Shock Assembly

**Step N-1**
- Note: Shaft guide orientation
- Note: Conical side up
- Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.
- Note: Rear shocks use longer shock bodies - TKR6060, longer shock shafts - TKR6061, longer springs - TKR6081 and longer shock boots - TKR6145

**Step N-2**
- Note: Fill oil level just below the top of the shock body. Use #600wt oil REAR
- Note: Make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003B) to ensure a proper seal. Tools may be required.

**Step N-3**
- Note: Tighten TKR1211 lock nut all the way down, then back off 1/4 turn. Use thread lock!
- Stock shock position is outside hole on the arm and 2nd from outside hole on the tower
- Stock rear ride height 40mm
- Shock length (droop) 136mm
- Note: Slot in spring perch should face outside of vehicle.
Step 0-1

Steering servo (not included)

Note: we recommend using a servo with at least 300 oz/in torque.

Step 0-2

ESC (not included)

double sided tape

Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.

Step 0-3

RX (not included)

Note: Install ESC tray on the mudguard (do not overtighten).

Step 0-4

Transponder (not included)

Note: Feed the servo wire underneath the esc tray in between the mounting screws on the mud guard, then feed both ESC and servo wires into the RX box as shown. Install wire retainers (TKR5065) to secure them properly.

TKR5060C (Option)

Note: we recommend using a servo with at least 300 oz/in torque.
Battery Strap Installation:
1. Fit straps loosely
2. Position on chassis
3. Proceed to step P-2

Motor (not included)

Note: Install MOD1 pinion (TKR4171-4190) at this step. Adjust gear mesh and tighten screws (TKR1346) well. *Use thread lock.
**Step P-6**

TKR5058A x2

**Step P-7**

TKR5230

TKR1201

TKR1221

TKR1325

TKR1407

*TKR5251B
*TKR5252B
*TUR5253B
(Option)

**Step P-8**

TKR1201 x2

TKR1221 x2

TKR1325 x1

TKR1407 x1

TKR5058A x2

TKR5230 x1

Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
Note: It may be necessary to cut holes in the body for ventilation.