Thank you for purchasing the Tekno RC NT48.3 1/8th 4WD Nitro Competition Truggy. The NT48.3 represents the state-of-the-art in 1/8th nitro truggy technology. We hope you have as much fun driving your new vehicle as we did developing it. We are always working on new projects, so please check our website (www.teknorc.com) regularly for the latest news, parts, and kits. Thanks again.

**Additional equipment and parts needed:**
- 2/3 channel surface radio transmitter and receiver
- High torque steering and brake servo (at least 300 oz/in)
- RX battery, switch harness
- .21 nitro engine, tuned pipe, manifold, and glow plug
- Fuel bottle, fuel, 1/8th starter box, and glow ignitor
- 1/8th scale truggy tires, wheels & CA glue
- Paint for body

**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.
**Bag B**

**Center Differential (Overview)**

- **Step B-1**
  - Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

- **Step B-2**
  - Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

- **Step B-3**
  - Apply grease to the groove in the outdrive.

- **Step B-4**
  - Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal.

**Parts List**

- **TKR1325**
  - M3x14mm Flat Head Screw (x4)

- **TKR5144**
  - Differential O-rings (x2)

- **TKR5145B**
  - Differential Shims (6x17mm) (x2)

- **TKRBB08165**
  - Ball Bearing (8x16x5mm) (x2)

- **TKR5119**
  - *TKR5415B (Option) (x2)

- **TKR5143**
  - *TKR5149A (Option) (x2)

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

- **Diff Oil**
  - Fill with 10,000 wt oil to 1mm below full.
  - DO NOT OVER FILL.
**Bag C**

Rear Differential (overview)

**Step C-1**

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

**Step C-2**

- Apply grease to the groove in the outdrive.

**Step C-3**

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

**Step C-4**

- Fill with 5000 wt oil to 1mm below full. DO NOT OVER FILL.
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**  
**Center Differential Assembly**  
*(overview)*

**Step E-1**  
Pre-thread all brake post holes with a separate M3 screw  
**Note:** Use CA glue to attach risers to diff support bottoms

**Step E-2**  
**Note:** Tighten brake posts (TKR5213A) all the way down, then back off 1/2 TURN. You may need to adjust this gap after the brake parts have broken in.

**Step E-3**  
**Note:** Orientation of the brake cams TKR5215B. The rear cam should be pointing up & the front cam should be pointing down.

**Step E-4**  
**Note:** Brake lever alignment

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**Parts List**

- **TKR1322**  
  M3x8mm Flat Head Screw  
  x2

- **TKR1402**  
  M3x8mm Button Head Screw  
  x4

- **TKR1522**  
  M3x8mm Cap Head Screw  
  x4

- **TKR1601**  
  M3x4mm Set Screw  
  x2

**Note:** 1mm and 2mm shims are included with your kit. NO SHIM will be used with 46t (stock) spur. 1mm should be used with 48t spur.
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.
Step G-1

TKR1524
TKR1524
TKR5181

Step G-2

TKR1529
TKR1221
TKR1221
TKR1201
TKR1201

Bag G
Low Profile Wing Mount

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

(downforce angles)

Note: Stock downforce setting is 4°

X2
TKR1201
M3 Lock Nut Black

X2
TKR1221
M3x8mm Washer

X6
TKR1524
M3x12mm Cap Head Screw

X4
TKR1529
M3x20mm Cap Head Screw
**Bag H**

**Rear End**

**Step H-1**

- Stock Position
- TKR1601
- Note: Do not over-tighten

**Step H-2**

- TKR5086
- Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

**Step H-3**

- TKR5079A
- Note: Loosen the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.

**Components**

- TKR1238: M4x10mm Drop Head Screw (x2)
- TKR1327: M3x16mm Flat Head Screw (x2)
- TKR1333: M3x40mm Flat Head Screw (x2)
- TKR1522: M3x8mm Cap Head Screw (x2)
- TKR1529: M3x20mm Cap Head Screw (x2)
- TKR1601: M3x4mm Set Screw (x6)
- TKR5049A: Pivot Ball Sway Bar (x2)
- TKR5079A: Stabilizer Ball (x2)

**Note:** Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

**Anti-Squat = 2° / Rear Toe = 3°**
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 1**

**Rear Camber Links**

**Step 1-3**

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

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

**Left**

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

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

**Right**

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

**Step 1-4**

- TKR1201
- TKR1529

**Stock position is 6/8**

- TKR1201
  - M3 Locknut Black
  - x4

- TKR1529
  - M3x20mm Cap Head Screw
  - x4

- TKR5052A
  - Pivot Ball M3x6.8mm
  - x2

- TKR5053A
  - Pivot Ball M3x6.8mm
  - No Flange
  - x2
**Step J-1**

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

**Note:** Do not over-tighten

**Step J-2**

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

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

**Step J-3**

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

*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 K
Front Spindle / CVA Assembly

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

Step K-1

TKR1221
M3x8mm Washer
x8

TKR1401
M3x6mm Button Head Screw
x2

TKR1445
M4x14mm Button Head Screw
x4

TKR1447
M4x16mm 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)
x2

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.

Step K-2

TKR1401
M3x6mm Button Head Screw
x2

TKR1221
M3x8mm Washer
x8

Grease

Note: The steering stops provide adjustable travel limiters to control overall steering throw. For all but the tightest tracks, at least 1 washers should be used. With too much steering travel the rear end will lose traction coming out of corners and the vehicle will be very hard to drive. After months of testing on different track surfaces, 4 washers is the stock setting. IF THE REAR END OF YOUR VEHICLE IS LOOSE, USE MORE WASHERS.

Step K-3

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: The steering stops provide adjustable travel limiters to control overall steering throw. For all but the tightest tracks, at least 1 washers should be used. With too much steering travel the rear end will lose traction coming out of corners and the vehicle will be very hard to drive. After months of testing on different track surfaces, 4 washers is the stock setting. IF THE REAR END OF YOUR VEHICLE IS LOOSE, USE MORE WASHERS.
**Bag K**

**Front Camber Links**

- **TKR1529**
  - M3 Lock Nut Black
  - x4
- **TKR5052A**
  - Pivot Ball M3x6.8mm
  - No Flange
  - x2

**Step K-4**

- TKR5053A
  - This side mounts on hub
  - Note: no flange
- TKR5187
  - Left
- TKR5451
  - Right

**Step K-5**

- Note: Notch always goes on left side of vehicle
- Stock position is 4/8

**TKR5187**

- This side mounts on shock tower
  - Note: flange

**TKR5052A**

- This side mounts on shock tower
  - Note: flange

**TKR5053A**

- This side mounts on hub
  - Note: no flange

**TKR5053A**

- Right

**TKR5052A**

- This side mounts on shock tower
  - Note: flange

**TKR5053A**

- This side mounts on hub
  - Note: no flange
**Bag L**

**Steering Assembly (Overview)**

**Step L-1**
- Note: Tighten nut all the way down, then back it off 3 full turns.
- Apply a small drop of oil for easy o-ring installation.

**Step L-2**
- Note: Stock bumpsteer setting is 4 washers over the steering ball link.

**Step L-3**
- Note: Notch always goes on the left side of the vehicle.

**Step L-4**
- Stock Position (is REAR hole)

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**List of Parts**

- TKR1201 M3 Lock Nut Black
- TKR1221 M3x8mm Washer
- TKR1323 M3x10mm Flat Head Screw
- TKR1529 M3x20mm Cap Head Screw
- TKR5052A Pivot Ball M3x6.8mm
- TKR5231 O-ring 16x12x2
- TKRBB050825 Ball Bearing (5x8x2.5)
- TKRBB06103 Ball Bearing (6x10x3)
**Bag M**

**Front End Assembly**

**Step M-1**

TKR1443

TKR1443

TKR5102A

TKR1443

TKR5166

**Step M-2**

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

TKR1522

TKR1529

TKR1221

TKR1201

TKR1344

TKR1343

TKR1343

**Step M-3**

Note: On steps M-2 and M-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.

TKR1522

TKR1443

TKR1522

TKR5166

TKR1443

TKR1443

TKR1529

TKR1344

TKR1343

TKR1343

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

**Notes:**

1. Initial bumpsteer setting is four washers below the steering ball link.
2. On steps M-2 and M-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.

**Parts List:**

- **x2** TKR1201 M3 Lock Nut Black
- **x8** TKR1221 M3x8mm Washer
- **x2** TKR1343 M4x10mm Flat Head Screw
- **x6** TKR1344 M4x12mm Flat Head Screw
- **x5** TKR1443 M4x10mm Button Head Screw
- **x1** TKR1522 M3x8mm Cap Head Screw
- **x2** TKR1529 M3x20mm Cap Head Screw
Note: Two rear chassis braces are included in the kit. The longer brace is the stock brace. The short brace is optional. The longer brace will provide less flex. Adding the short brace will further stiffen the chassis. Running only the short brace will provide the most flex.
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 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 NT48) 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.
Note: Slot in spring perch should face outside of vehicle.

**Step 0-1**

Note: Conical side up

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

**Step 0-2**

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

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

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

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

Fill oil level just below the top of the shock body. Use #650wt oil

**Step 0-3**

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

Note: Slot in spring perch should face outside of vehicle.

**Notes**

- 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
**Bag P**

**Rear Shock Assembly**

**Step P-1**

- **TKR6020**
  - **(Conical)**
  - **(Tapered)**
  - **TKR6025**
  - **TKR6052**
  - **TKR6053**
  - **TKR6054**
  - **TKR6063**
  - **TKR6064**
  - **TKR6065**
  - **TKR6061**
  - **TKR6061T** (Option)

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

**Step P-2**

- **TKR6145**
  - **Note:** Shock boots must be installed before attaching rod end.

**Note:** Rear shocks use longer shock bodies - TKR6060, longer shock shafts - TKR6061, longer springs - TKR6081 and longer shock boots - TKR6145.

**Step P-3**

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

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

**Fill oil level just below the top of the shock body. Use #600wt oil REAR.**

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

Likewise, we suggest either using a couple layers of 2-sided tape under the receiver or simply use another piece of foam and let the receiver 'float' in the box. The servo wires will help keep the receiver in place and provide shock protection.

RED = Switch / YELLOW = Brake Servo / BLUE = Steering Servo

Antenna tube installation
**Bag Q**

**Mud Guard Installation**

**Step Q-4**

TKR1343

Note: Do not overtighten radio tray screws.

**Step Q-5**

TKR1323

Note: Do not overtighten mud guard screws.
Bag R
Air Filter / Clutch

**Step R-1**

TKR1323
TKR5324
TKR5324
TKR5324
TKR5363 (Optional)
TKR5363 (Optional)

**Step R-2**

TKR5353 x4
TKR5351 x4
TKR1226
TKR5353
TKR5353
TKRBB05134
TKR1226
TKR1226
TKR8B05134
TKR4213
TKR5353

**Step R-3**

TKR5353 x4
TKR5351 x4
TKR1323
TKR5353
TKR5353
TKRBB05104
TKRBB05104
TKRBB05134
TKRBB05134

**Step R-4**

TKR1226
5x7x0.2mm Shim
x4
TKR1323
3x10mm Flat Head Screw
x3
TKR5353
Clutch Pin
x4
TKRB8B05104
Ball Bearing (5x10x4)
x1
TKRB8B05134
Ball Bearing (5x13x4)
x1

**Note:** Your kit contains 3 sets of clutch springs. 0.9mm (green), 1.0mm (gold), and 1.1mm (red) springs are included. The stock setting is to use (2x) 1.0mm springs on opposing shoes and then use (2x) 1.1mm springs on the other shoes. If the track is very high bite you can use (4x) 1.1mm springs for more ‘pop’. However, we strongly recommend trying the stock setting first and adjusting from there.

**Note:** Properly shimming the clutch bell is critical. The clutch bell must not rub on the flywheel. Depending on your particular engine, you may need to use a few of the 5x7x2mm shims (TKR1226) to properly space the clutch bell. The clutch bell must also move freely when the end washer and screw are fastened. There is no ‘one size fits all’ for the number and order of clutch bell shims that need to be used. In rare cases, the clutch bell may be too long. Simply put the clutch bell flat on a sheet of 200 grit sand paper (teeth side up) and sand about .2mm off the bottom. This should only take a minute and it will ensure that your clutch is working properly.

**Note:** Engine and pipe sold separately

**Engine and pipe sold separately**

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

**Engine and pipe sold separately**

**Manifold and pipe springs not shown or included**
**Step S-1**

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

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

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**Step S-2**

**Step S-3**

**TKR1228**
M4 Countersunk Washer  
X4

**TKR1343**
M4x10mm Flat Head Screw  
X5

**TKR1524**
M3x12mm Cap Head Screw  
X1

**TKR1525**
M3x14mm Cap Head Screw  
X4

**TKR1603**
M5x4mm Set Screw  
X1

Set Screw (not included)
Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
**Bag T**

**Brake Linkage**

**Step T-4**

**Before**

Note: This rod has small threaded section.

**After**

Note: Set collars up to appear close to this diagram.

**Step T-5**

**Before**

**After**

Note: Set collars up to appear close to this diagram.

Note: TKR5336B should spin freely.

**Step T-6**

**Before**

**After**

Note: Leave 2mm space.

**Step T-7**

Note: Rotate CW for more front brake.

**Step T-8**

Note: Rotate CCW for more rear brake.

**Step T-9**

**Notes:**

- Align the carburetor so it forms a straight line to the servo linkage, with the servo in the neutral position.
- Attach all linkages before setting brake bias.
- All collars should be snug against the springs without being compressed.
- Turn on radio equipment for final adjustment of collars, total brake force, F/R brake bias, and throttle EPA.
- Brakes should be fully disengaged and the carburetor should be fully closed at neutral position.

**Parts List:**

- TKR1201 M3 Lock Nut Black x1
- TKR1221 M3x8mm Washer x1
- TKR1325 M3x14mm Flat Head Screw x1
- TKR1609 M3x3mm Set Screw x7
- TKRBB050825 Ball Bearing (5x8x2.5) x2
Bag U
Fuel Tank

Step U-1

TKR5440B

Step U-2

TKR1524

TKR1221

TKR5341

Step U-3

TKR1323

Step U-4

TKR1221
M3x8mm Washer

x2

TKR1323
M3x10mm Flat Head Screw

x2

TKR1401
M3x6mm Button Head Screw

x4

TKR1524
M3x12mm Cap Head Screw

x2

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

Note: Image depicts typical fuel tube routing used on our truggy. Pick up line is shown in yellow. Pressure line is shown in blue.
Bag V
Wing and Body

Step V-1

- TKR5037
- TKR5037B
- TKR5037Y (Option)
- TKR1325
- TKR1220
- TKR5181

Step V-2

- TKR5037
- TKR5037B
- TKR5037Y (Option)
- TKR1235
- TKR1201
- TKR5181

Step V-3

- TKR5116
- TKR5116B
- TKR5116C (Option)
- TKR1201
- TKR1220
- M3x14mm Flat Head Screw x2
- TKR5116 Wheel Nut x4
- TKR1220 M4 Countersunk Washer x2
- TKR1235 Body Clip x2
- TKR1235 M3 Lock Nut Black x2
<table>
<thead>
<tr>
<th>Parts List</th>
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<tbody>
<tr>
<td>TKR2413 - Clutch Bell (31L, NT48)</td>
<td></td>
</tr>
<tr>
<td>TKR5012 - Gearbox (front)</td>
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</tr>
<tr>
<td>TKR5020 - Hinge Pins (inner, front/rear)</td>
<td></td>
</tr>
<tr>
<td>TKR5027 - Shock Standoffs (2pcs)</td>
<td></td>
</tr>
<tr>
<td>TKR5034 - Hinge Pins (outer, rear)</td>
<td></td>
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<tr>
<td>TKR4037 - Wing (left)</td>
<td></td>
</tr>
<tr>
<td>TKR4059A - Pivot Balls (6.8mm, no fling, sway bar, shock ends, slimmer, 4pcs)</td>
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<tr>
<td>TKR4052A - Pivot Balls (6.8mm, inside camber, steering link, aluminum, 4pcs)</td>
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</tr>
<tr>
<td>TKR4053A - Pivot Balls (6.8mm, flanged, outside camber, aluminum, 4pcs)</td>
<td></td>
</tr>
<tr>
<td>TKR4054A - Spindle Bushings (4pcs, aluminum, hard anod)</td>
<td></td>
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<tr>
<td>TKR5055 - Arm Bushings (4pcs, aluminum, hard anod)</td>
<td></td>
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<tr>
<td>TKR5056 - Rod Ends (5.8mm, brake, 1x 10.75mm, 1x sway bar linkage, 8pcs)</td>
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<tr>
<td>TKR5058A - Pivot Balls (5.8mm, no flange, brake/steering link, aluminum, 8pcs)</td>
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</tr>
<tr>
<td>TKR5070 - Stub Axles (aluminum, 2pcs)</td>
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</tr>
<tr>
<td>TKR5071 - Wheel Hubs (17mm, aluminum, w/pins, 2pcs)</td>
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<tr>
<td>TKR5073 - CV Rebuild kit (for, for 2 axles)</td>
<td></td>
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<tr>
<td>TKR5075 - Diff Coupler (fr, hardened steel)</td>
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</tr>
<tr>
<td>TKR4079A - Stabilizer Balls (6.8mm, sway bar, aluminum, 4pcs)</td>
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<tr>
<td>TKR5086 - Sway Bar Mounts</td>
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<tr>
<td>TKR5100 - Ackerman Plate (aluminum, gun metal anod)</td>
<td></td>
</tr>
<tr>
<td>TKR101X - Servo Saver Spring (HD, EB48, SCT410, NB48)</td>
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<tr>
<td>TKR5102A - Steering Posts (aluminum)</td>
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<tr>
<td>TKR5103 - Servo Saver Front Post (aluminum, gun metal anod)</td>
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<tr>
<td>TKR5104 - Steering Bell Cranks</td>
<td></td>
</tr>
<tr>
<td>TKR5107 - Steering Top Plate, Center Diff Top Plate, Center Diff Rear Support</td>
<td></td>
</tr>
<tr>
<td>TKR5116 - Wheel Nuts (17mm, serrated, gun metal anod, M2x1.0, 1pc)</td>
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<tr>
<td>TKR5112 - Steering Rack Bushings (aluminum, gun metal anod, 2pc)</td>
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</tr>
<tr>
<td>TKR5126 - Antenna tube (universal, w/caps, 5pcs)</td>
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<tr>
<td>TKR5161 - V2 Adj. Hinge Pin Brace (<em>A</em> set, HB/EB/ET/NT/SCT)</td>
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<tr>
<td>TKR5162 - V2 Adj. Hinge Pin Brace (<em>B</em> block, 7055, HB/EB/ET/NT/SCT)</td>
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<tr>
<td>TKR5163 - V2 Adj. Hinge Pin Brace (<em>C</em> block, 7055, HB/EB/ET/NT/SCT)</td>
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<tr>
<td>TKR5164 - V2 Adj. Hinge Pin Brace (<em>D</em> block, 7055, HB/EB/ET/NT/SCT)</td>
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<tr>
<td>TKR5165 - V2 Hinge Pin Inserts, Wheelbase Shims (HB/EB/ET/NT48, 8pcs)</td>
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<tr>
<td>TKR5166 - Front Bumper (revised, HB/EB/ET/NT48)</td>
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<tr>
<td>TKR5181 - Low Profile Wheel and Body Mounts (EB/48/EB48SL)</td>
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<tr>
<td>TKR5187 - Rod Ends (straight, 6.8mm, HB/EB/ET/NT48, 8pcs)</td>
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</tr>
<tr>
<td>TKR5193 - Spindles (drilling, 1/3L, requires TKR1514, HB/EB/ET/NT, HB/NB)</td>
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<tr>
<td>TKR5194 - Spindle Camber (drilling, 15 degrees, HB/EB/ET/NT48, HB/NB)</td>
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<tr>
<td>TKR5199 - Rear Hubs (L/R, CV or uni, HB/EB/ET/48, HB/NB, 3)</td>
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<tr>
<td>TKR5213a - Brake Posts (aluminum, 4pcs)</td>
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<tr>
<td>TKR5215B - Brakes (16, deg. steel, 2pcs)</td>
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<tr>
<td>TKR5231 - Servo Saver Nut and Spring</td>
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<tr>
<td>TKR5310 - Center Differential Mount (NB48, NT48)</td>
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<tr>
<td>TKR5311A - Brake Pad Set (2pcs, NB/NT)</td>
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<tr>
<td>TKR5316 - Rear Gearbox (offset, rear, NB48, NT48)</td>
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<tr>
<td>TKR5317 - Radio Tray and Mud Guard Set (left and right side, NB48, NT48)</td>
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<tr>
<td>TKR5319 - Radio Tray Covers (NB48, NT48)</td>
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<tr>
<td>TKR5320 - Servo Homs (steering, throttle, NB48, NT48)</td>
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</tr>
<tr>
<td>TKR5321 - Throttle Pivot Ball Assembly (CN48, NB48, NT48)</td>
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<tr>
<td>TKR5323 - Engine Mounts (CN48, NB48, NT48)</td>
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<tr>
<td>TKR5324 - Air Filter Set (hose, /filter, housing, NB48, NT48)</td>
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<tr>
<td>TKR5331 - Throttle Pivot Ball Assembly (CN48, NB48, NT48)</td>
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<tr>
<td>TKR5336 - Throttle, Brake Linkage (NB/NT, revised)</td>
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<tr>
<td>TKR5341 - Fuel Tank Post and Air Filter Hanger Set (NB48, NT48)</td>
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<tr>
<td>TKR5348B - Brake Disc (steel, NB/NT, revised, 1pc)</td>
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<tr>
<td>TKR5350 - Flywheel (4-shoe)</td>
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<tr>
<td>TKR5351 - Clutch Shoes (7075, 4pcs, NB48, NT48)</td>
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<tr>
<td>TKR5353 - Clutch Springs and Hardware Set (NB48, NT48)</td>
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<tr>
<td>TKR5357 - Steering Servo Tumbuckle (NB48, NT48)</td>
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<tr>
<td>TKR5362 - Chassis Brace Set (NB48, NT48)</td>
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<tr>
<td>TKR5363 - Air Filter Foams (pre-oiled, 3pcs each, NB48, NT48)</td>
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<tr>
<td>TKR5368 - Brake Spring Post (NB/NT, 4pcs)</td>
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<tr>
<td>TKR5377 - Driveshaft (center, front, steel, NB48, NT48)</td>
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<tr>
<td>TKR5401 - Body Mounting Pin (NB48/EB48SL)</td>
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<tr>
<td>TKR5407 - Chassis (7075, 4mm, hard anodized, lightened, NT48/3)</td>
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<tr>
<td>TKR5417 - Decal Sheet (NT48/3)</td>
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<tr>
<td>TKR5422 - Tumbuckle (steering links, 2pcs, ET48, NT48)</td>
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<tr>
<td>TKR5428 - Shock Tower (front, 7055, gun metal, ET48, NT48)</td>
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<tr>
<td>TKR5429 - Shock Tower (rear, 7055, gun metal, ET48, NT48)</td>
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<tr>
<td>TKR5439 - Suspension Post (NB/NT, revised)</td>
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<tr>
<td>TKR5436 - Suspension Arms (front, 4pcs, ET48, NT48)</td>
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<tr>
<td>TKR5440 - Fuel Tank (w/clunk, NT48, revised)</td>
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<tr>
<td>TKR5445 - Body (NT48, w/window mask)</td>
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<tr>
<td>TKR5450 - Tumbuckle (camber link, rear, 2pcs, ET48, NT48)</td>
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<tr>
<td>TKR5451 - Tumbuckle (camber link, front, 2pcs, ET48, NT48)</td>
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<tr>
<td>TKR5452 - Driveshafts (fr, hardened steel, 2pcs, ET48, NT48)</td>
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<tr>
<td>TKR5476 - Driveshaft (center, rear, NT48)</td>
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<tr>
<td>TKR5482 - Sway Bar (front, 2.5mm, ET48, NT48)</td>
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<tr>
<td>TKR5493 - Sway Bar (rear, 2.6mm)</td>
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**Diff 012**

<table>
<thead>
<tr>
<th>Differential</th>
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<tbody>
<tr>
<td>TKR5112X - Differential Drivetrains (center, lightened)</td>
<td></td>
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<tr>
<td>TKR5113 - Differential Case (fr/cv)</td>
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</tr>
<tr>
<td>TKR5114X - Differential Drivetrains (fr/lightened)</td>
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<tr>
<td>TKR5119 - Spur Gear (46, steel)</td>
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<tr>
<td>TKR5143 - Differential Seals (3pcs)</td>
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<tr>
<td>TKR5144 - Differential O Rings (5pcs)</td>
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<tr>
<td>TKR5148B - Differential Shims (revised, 6x7mm, 6pcs)</td>
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<tr>
<td>TKR5149 - Differential Cross Pins (steel, 4pcs)</td>
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<tr>
<td>TKR5150 - Differential Gear Set (aluminum gear only)</td>
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<tr>
<td>TKR5403 - Differential Ring Gear (40, NT48 fr, ET48 fr/ri)</td>
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<tr>
<td>TKR5404 - Differential Ring Gear (40, rear, CN48, CN48)</td>
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<tr>
<td>TKR5405 - Diff Pinion (straight cut, 9k, CN48, NT48)</td>
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</tbody>
</table>

**Bearings**

<table>
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<tr>
<th>Bearings List</th>
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<tbody>
<tr>
<td>TKRBS0050825 - Ball Bearing (5x8x2.5mm, 4pcs)</td>
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</tr>
<tr>
<td>TKRBS005104 - Ball Bearing (5x10x4mm, 4pcs)</td>
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<tr>
<td>TKRBS005114 - Ball Bearing (5x11x4mm, 4pcs)</td>
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<tr>
<td>TKRBS008134 - Ball Bearing (5x13x4mm, 4pcs)</td>
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<tr>
<td>TKRBS008103 - Ball Bearing (5x13x4mm, 4pcs)</td>
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<tr>
<td>TKRBS008165 - Ball Bearing (5x19x4mm, 4pcs)</td>
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</tr>
<tr>
<td>TKRBS13194 - Ball Bearing (13x19x4mm, 4pcs)</td>
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</tbody>
</table>