

BARTS PARTS



RADIO CONTROLLED RACE CARS

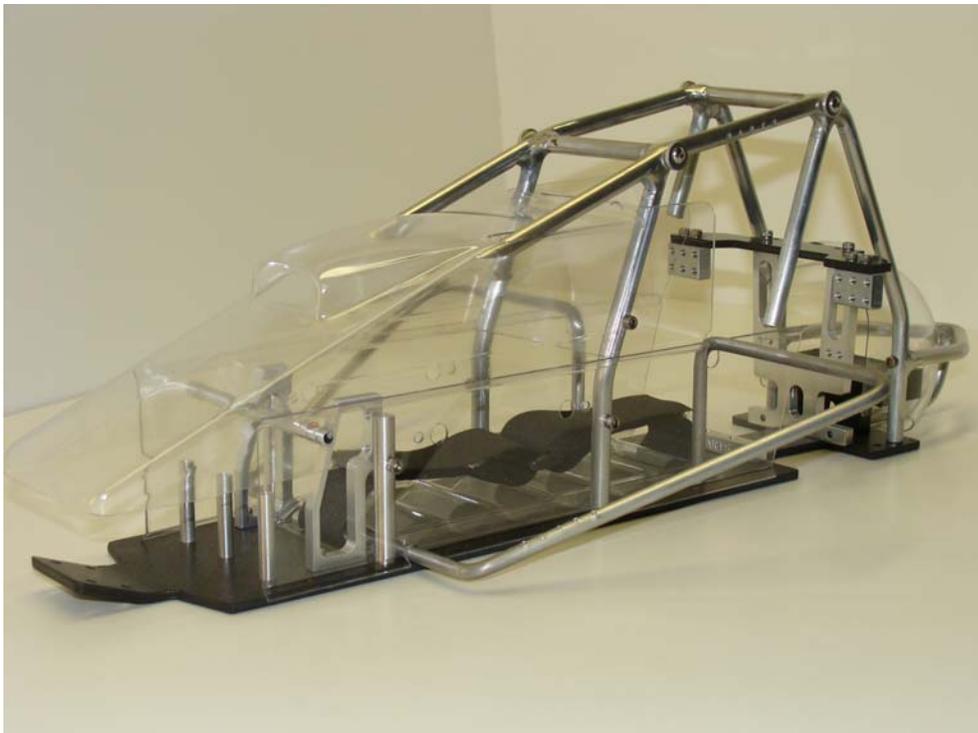
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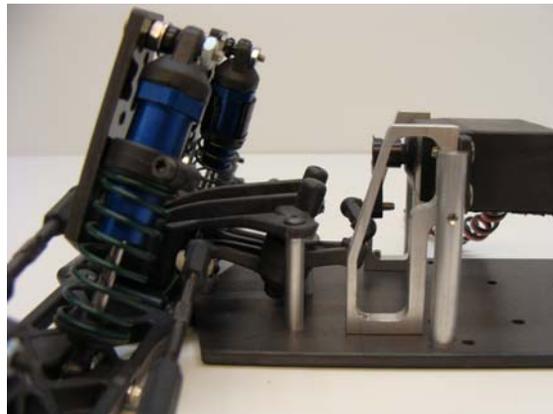
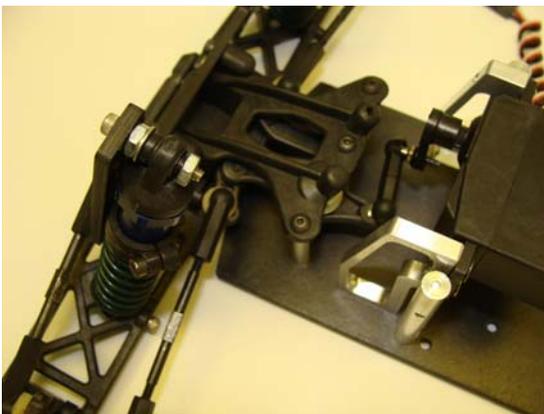
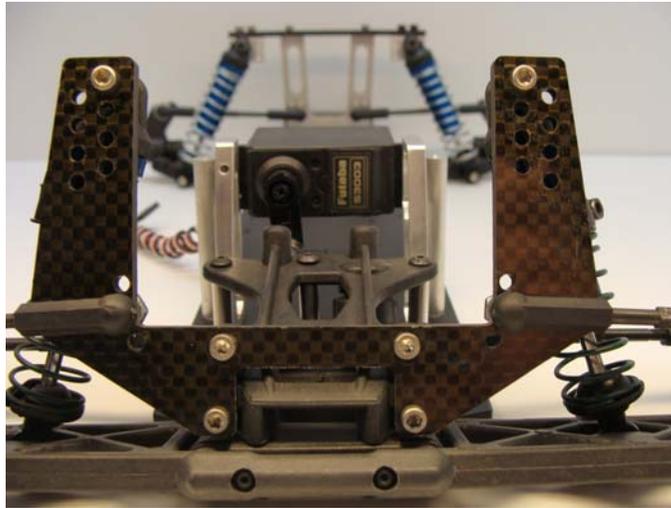


## B4 CONVERSION ASSEMBLY NOTES

THESE NOTES ARE TO BE USED IN CONJUNCTION WITH THE ORIGINAL ASSEMBLY INSTRUCTIONS. FAMILIARITY WITH R/C CAR ASSEMBLY AND PARTICULARLY ASSOCIATED CARS IS HELPFUL IN ASSEMBLY OF CONVERSION KIT.

When you receive your conversion kit the chassis already has front brace tubes, steering servo mounts, rear bulkhead/shock mount, nerf bars, roll cage, and body (side panels, hood, cowl, and tail tank) mounted.

### FRONT SUSPENSION



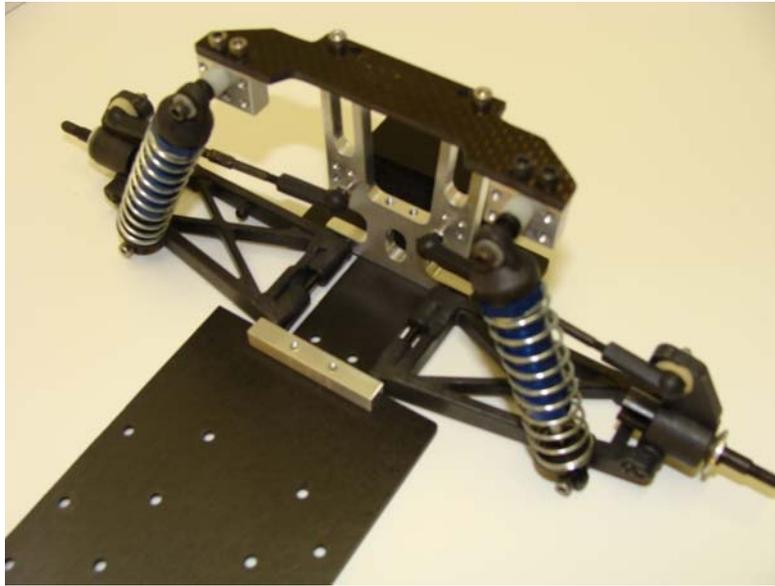
\*Install servo saver assembly, front suspension arms, steering blocks, upper camber links, and shocks the same as they are installed on the original B4. (using the shock tower from the conversion kit)

\*Front shock length will depend on your preference of track surface and also tire diameter choice.

\*The servo mount spacing is showing a Futaba S3003. The steering turnbuckle will need to be as short as possible.

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## REAR SUSPENSION



\*Install rear arms, bearing carriers, upper links, and shocks the same as on the original B4.

\*# 9621 hinge pin will need to be shortened to 1.830 long. Rear pivot mount will need to be installed after the rear bulkhead , hinge pins, and arms are in place.

### PIN LENGTH

\*Rear shock length will depend on your preference of track surface and also tire diameter choice.

## TRANSMISSION



\*The transmission will need to be turned around to a mid motor design. The 9574 left transmission case will need a  $\frac{1}{4}$  inch diameter hole drilled for top shaft clearance. ( left side case will now be on right side)



\*The 9574 right transmission case will need to use the top shaft sleeve and 3/16 x 5/16 unflanged bearing. ( right side case will now be used on left side)



\*Right side case where # 9587 wing mount should be, needs boss trimmed off so one inch long capscrew can fasten to motor plate.



\*# 9587 wing mount will need spacer trimmed off so it can be mounted between the case and motor plate.



\* The three aluminum spacers along with the trimmed off spacer will need to be placed between the case and motor plate.



\*The transmission will need the two ¼ inch spacers between the chassis and transmission.



\* Be sure to keep differential screw head on the right side so it doesn't loosen during use.

