Carpet Knife Generation X

Gen-X 10

Assembly Manual

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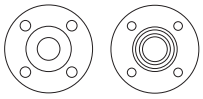
Center Pivot

Bag 1

Plastic pivots

1 

2-56 Flat Head

2 

Alum Pivot ball

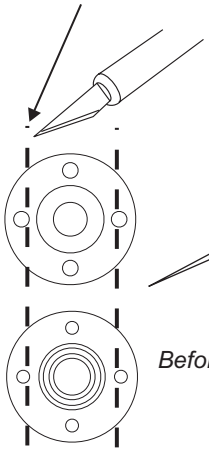
4 

Using a hobby knife, or Dremel tool, trim the plastic pivots [1] as shown. This gives added motor and battery clearance.

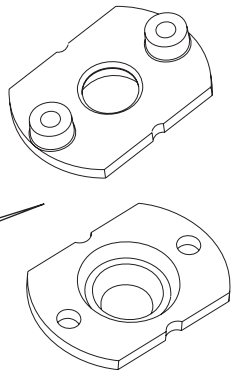
Assemble the Center Pivot assembly as shown in Figure 2. Tighten the 2-56 flat heads [2] enough to remove any up and down play, be sure the flanged pivot ball [4] pivots freely.

1

Trim plastic pivot pieces using the dotted lines as a guide.



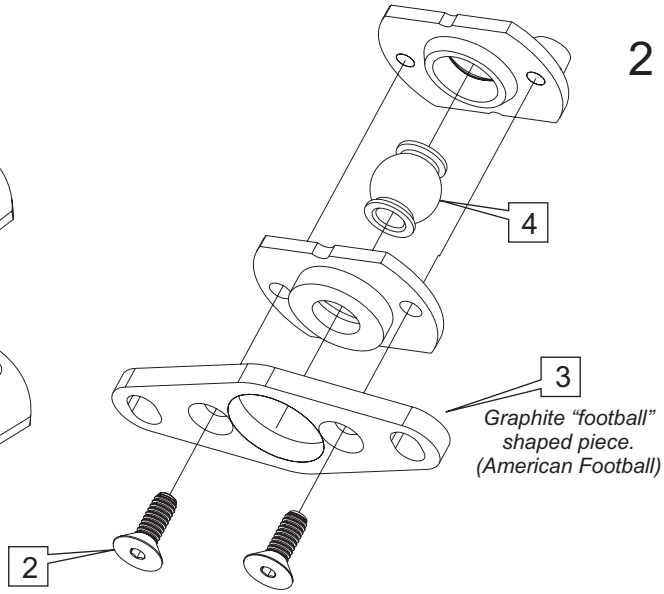
After trim



1

Before trim

2



4

3

Graphite "football" shaped piece. (American Football)

2

Center Pivot

Bag 1

4-40 x 3/8" FH Steel

5 

4-40 Thin Hex Nut

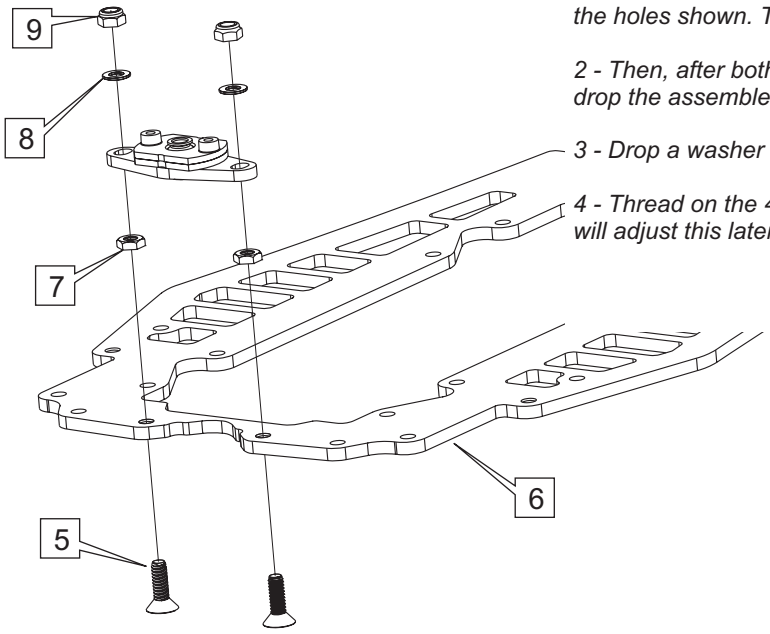
7 

Washer

8 

Red Locknut

9 



1 - Place the 4-40 x 3/8" screws [5] through the graphite chassis [6] in the holes shown. Tighten a 4-40 thin hex nut [7] down fairly tight.

2 - Then, after both thin hex nuts are tight on the 2 mounting screws, drop the assembled pivot plate over the screw posts.

3 - Drop a washer [8] over each screw above the pivot plate assembly.

4 - Thread on the 4-40 red locknuts [9]. Do not tighten them yet as we will adjust this later.

Bag 2

13 4-40 x 5/16" FH steel

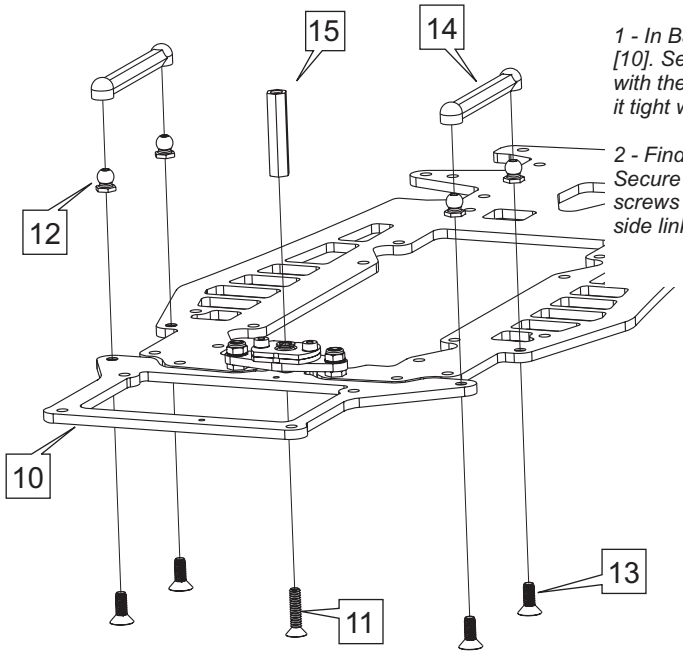
Red Low-Profile Ball 12

15 Red 7/8" Standoff

11 4-40 x ½" FH Alum

10 Graphite Bottom Plate

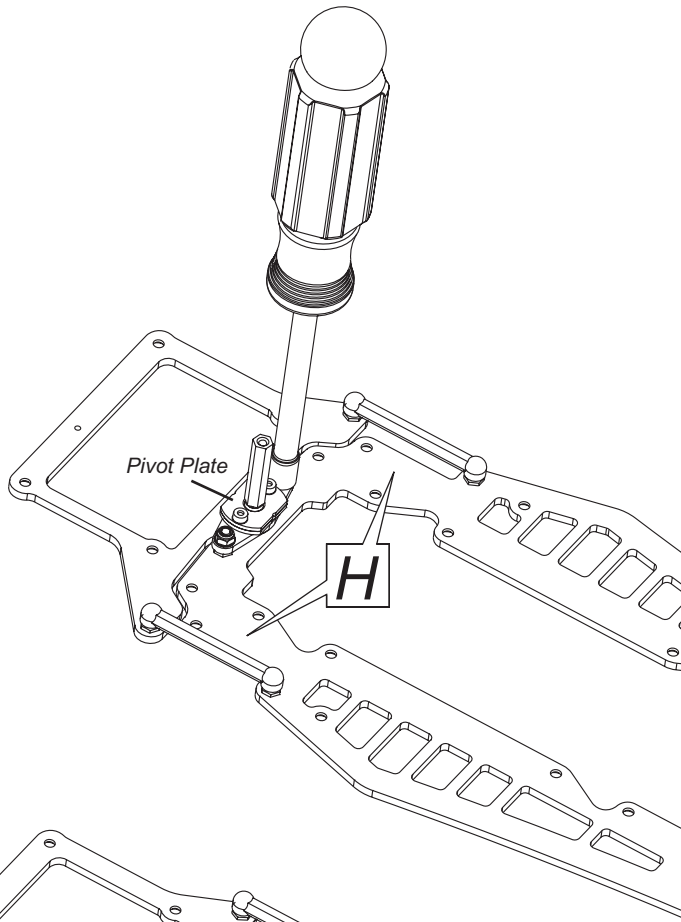
14 One-Piece Side Links



1 - In Bag 2, find the graphite bottom plate [10]. Secure it to the pivot ball assembly with the ½" red flat head screw [11]. Secure it tight with the red 7/8" hex standoff [15].

2 - Find the 4 red low profile balls [12]. Secure them as shown with the steel 5/16" screws [13]. When secure, pop the plastic side links [14] on the balls.

Setting the One-piece links



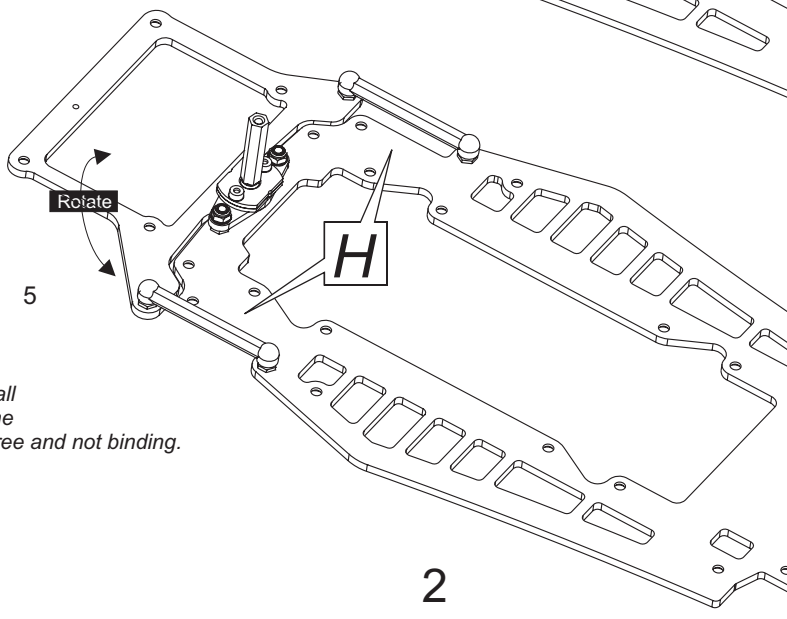
1. *Be sure the 2 aluminum locknuts on top of the pivot plate are slightly loose. There should be a washer under each alum locknut. Notice that the pivot plate "floats" or moves slightly on the 2 screws. This "floating" allows the links to "free up". This ensures that the rear pod plate pivots freely on the links and center pivot ball. This is a crucial step when setting up the Gen-X 10.*

2. *Snap the 2 links on the balls as shown above. They should rock freely on the pivot balls.*

3. *Place the chassis/backplate on a flat surface. No tires and no diff on the car! A smooth table or desk should do. Be sure that the rear bottom plate and chassis are in a straight line, flat against the table, again, no tires on the car. Lightly "tap" the chassis and rear pod releasing any tension in the links. Keep the chassis flat on the table for step 4.*

4. *Hold the chassis at the hold point "H" (not the rear pod) by pressing the chassis down to the table. Slowly tighten the 2 locknuts that secure the pivot plate (football shaped part). For now, just lightly snug one side then the other.*

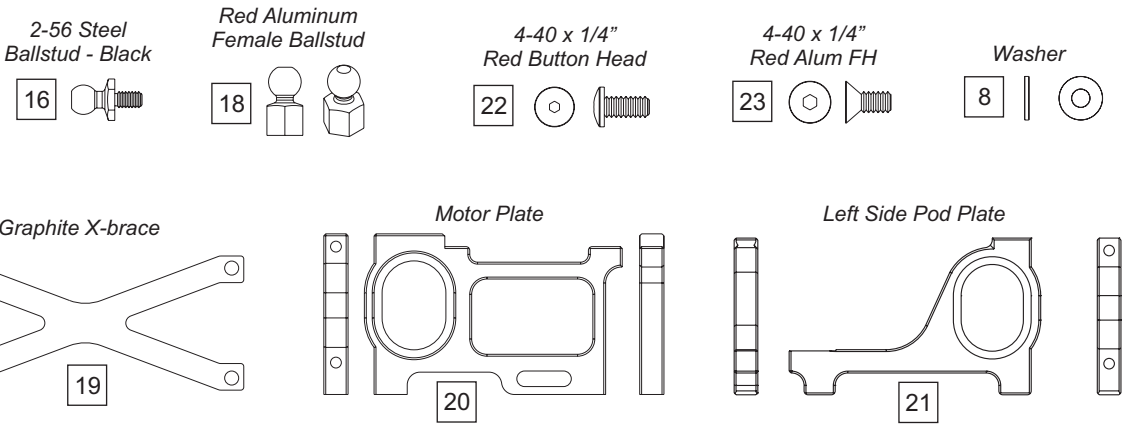
5. *Pick up the car and check the pivoting action of rear lower plate. Rotate the rear plate from side-to-side. It should move free without binding or "clicking". If it does not, loosen the pivot locknuts and repeat steps 3+4.*



If it rotates smoothly, tighten the locknuts on the football pivot more securely. Do this by again holding the chassis down to the table at the hold point "H". Slowly and carefully, fully tighten the locknuts that hold the football piece to the chassis. The handling of the Gen-X 10 hinges (pun intended!) on the free movement of this rear plate. Be sure that the rear links and rear plate are free and not binding.

Rear X-Pod

Bag 3



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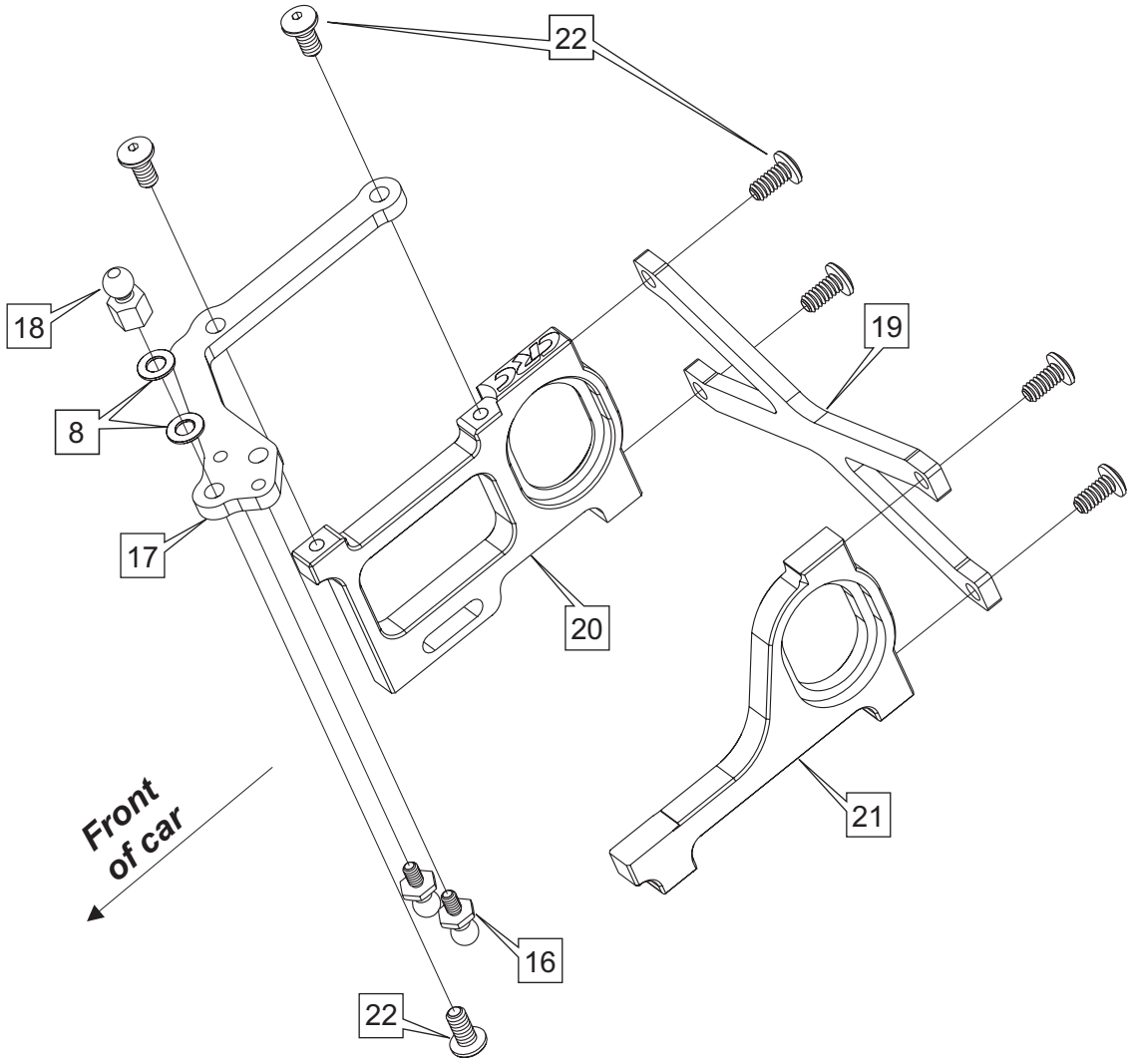
1 - Install the black 2-56 ballstuds [16] into the graphite top plate [17]. These steel balls thread into the graphite, no nut is needed. Be sure to start them straight and square.

2 - Insert a red button head screw [22] through the bottom of the graphite top plate [17] so that the threads point upward. Slide two washers [8] over the screw and then tighten with the red female ballstud [18].

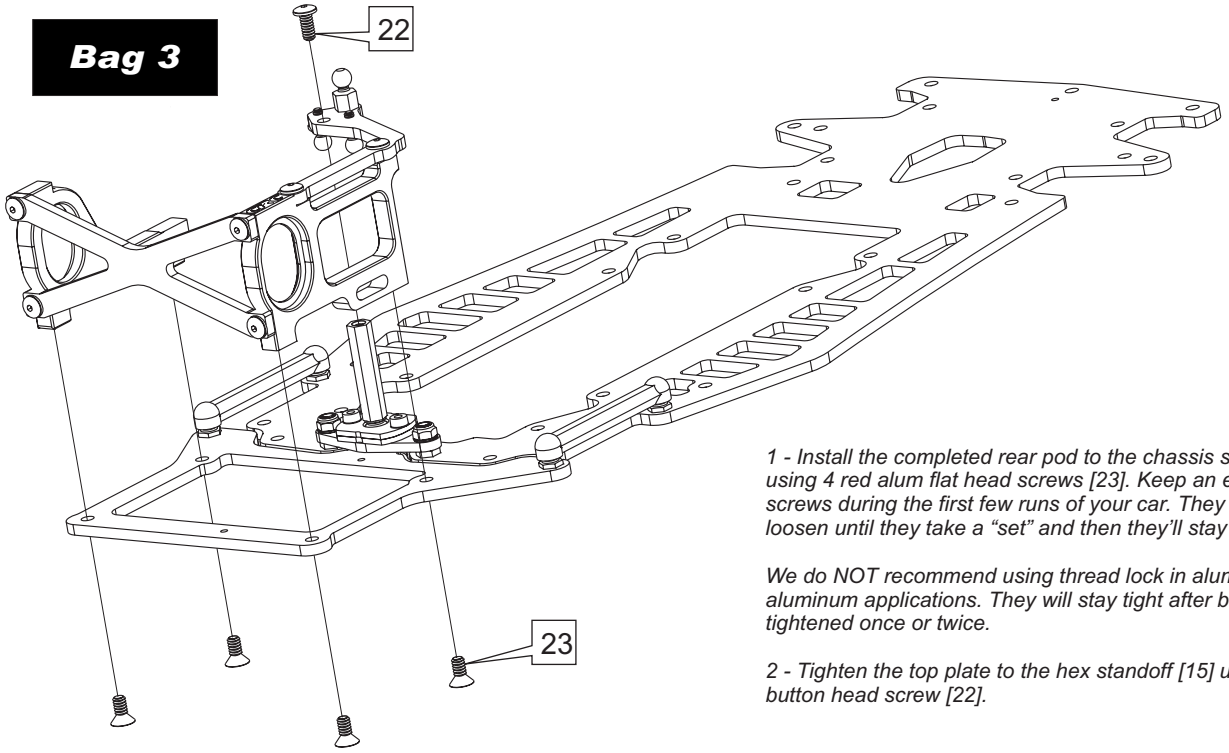
3 - Install the Graphite X-brace [19] to the back of the two aluminum pods [20 & 21]. Use 4 red button head screws [22] to attach the graphite piece to the aluminum.

4 - Attach the assembled top plate to the pod plates using 2 red button head screws [22].



Rear X-Pod

Bag 3



1 - Install the completed rear pod to the chassis sub-assembly using 4 red alum flat head screws [23]. Keep an eye on these screws during the first few runs of your car. They tend to loosen until they take a "set" and then they'll stay tight.

We do NOT recommend using thread lock in aluminum to aluminum applications. They will stay tight after being re-tightened once or twice.

2 - Tighten the top plate to the hex standoff [15] using a red button head screw [22].

Tweak Plates

Bag 4

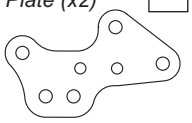
4-40 x 5/16" set screw

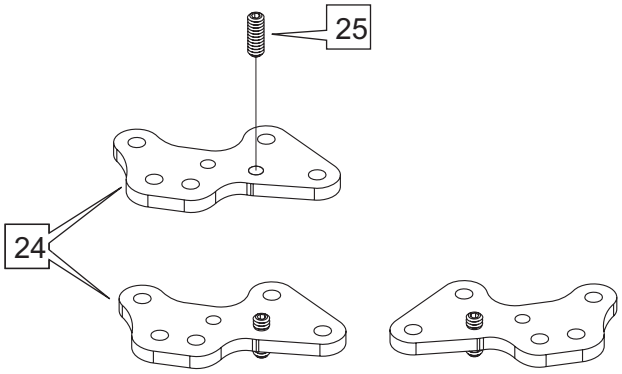
25

Metal Spring Holder

26

Graphite Tweak Plate (x2) 24



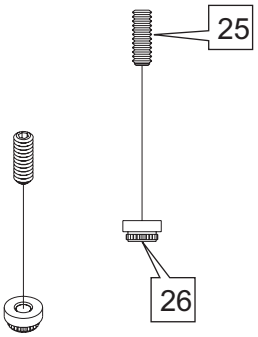


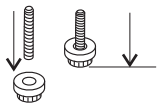
Insert Tweak Screws in Brace Assembly

1 - Place the Tweak Brace [24] on a smooth, flat table and thread the Tweak set screws [25] into the brace per the illustration. Try to be careful to thread it in straight and perpendicular.

2 - With the tweak screw threaded through the brace, super glue or thread lock the tweak screw to the metal spring holder [26] as shown in the illustration. The tweak screw should thread in until flush with the bottom of the spring holder.

3 - Repeat the above steps for the second Tweak Plate, but flip the plate first as this is for the opposite side of the car.





Thread the set screw in until flush with the bottom of the holder. Add a dab of super glue to keep these 2 parts secure to each other.

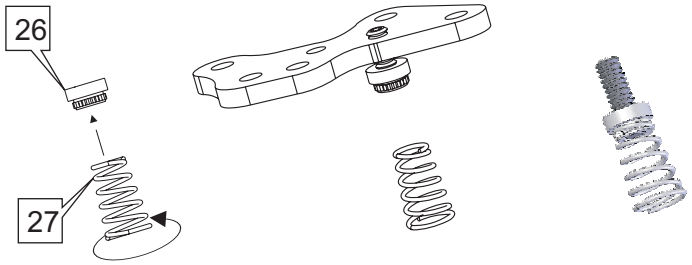
Tweak Plates

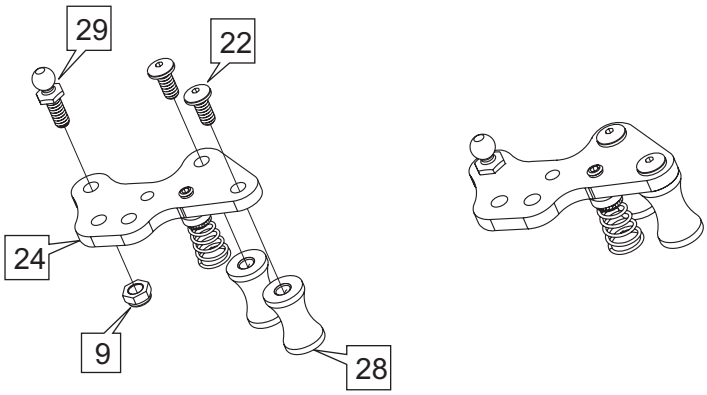
Bag 4

White Side Spring	4-40 x ½" Red Standoff	Red Locknut	Red Alum 4-40 Ballstud	4-40 x 1/4" Red Button Head	4-40 x 1/4" Red Alum FH
27	28	9	29	22	23

Attach Spring to Metal Retainer

Use a small screwdriver or your fingernail to start the spring [27] into the groove on the metal retainer [26]. Pull the leading coil over the retainer and place the top coil into the groove. Then, holding the retainer securely, turn the spring clockwise to "open" the coil and snap the remaining portion over the groove.

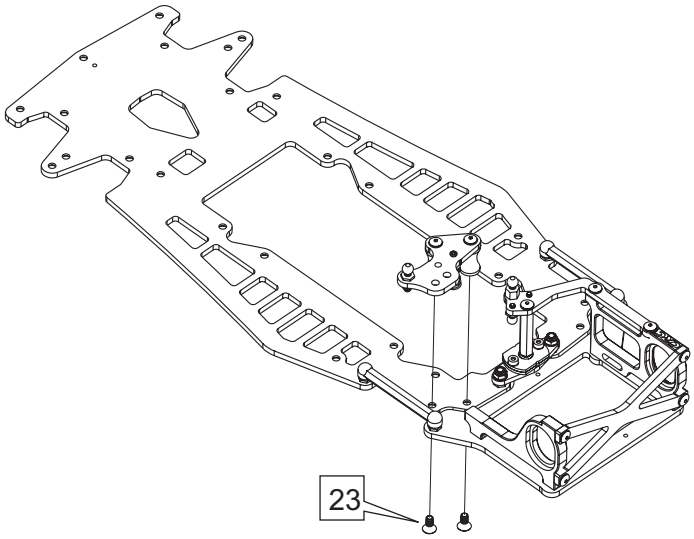


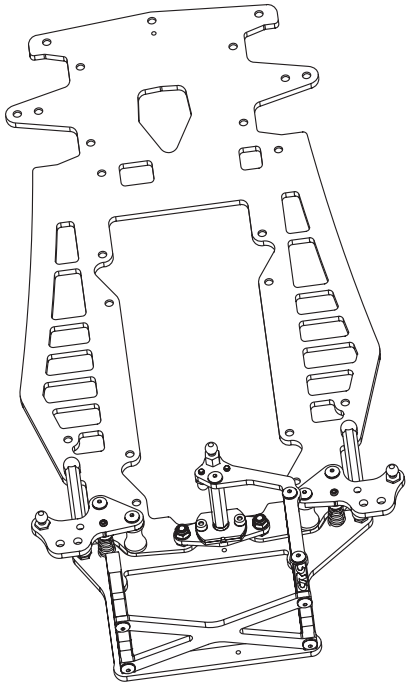


Assemble the Tweak Plates

1 - Use the red button head screws [22] to fasten the red standoffs [28] to the graphite tweak plate [24].

2 - Put the red ball stud [29] through the tweak plate and secure with a red locknut [9] as shown in the illustration.



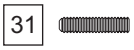


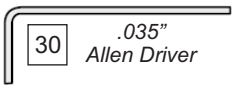
1 - Mount the completed tweak brace assembly to the chassis as shown using the 4-40 x 1/4" red flat head screws [23]. Do this for both left and right side tweak plates.

Damper Tubes

Bag 5

2-56 set-screw stud

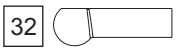




Delrin Plunger

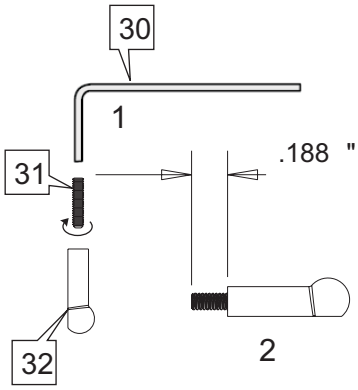
4-40 x 5/16" set screw

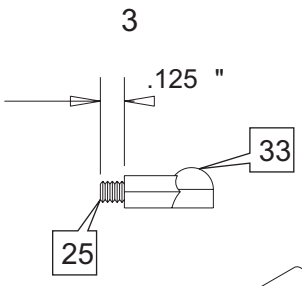
2-56 Plastic Ball Cup

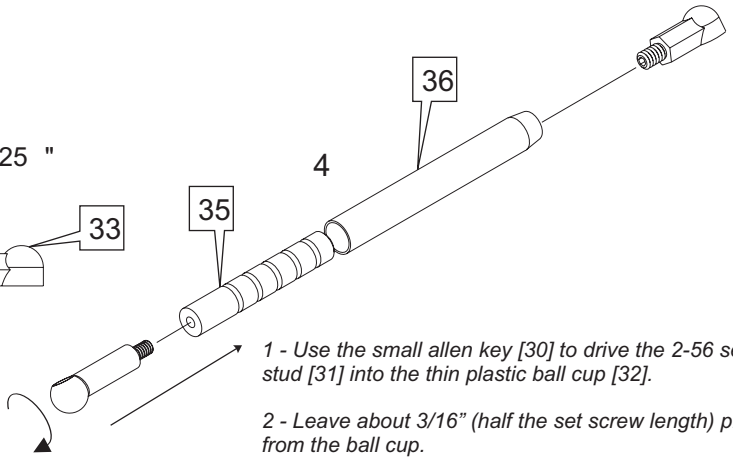


Short 4-40 Plastic Ball Cup (on tree)

Aluminum Tube







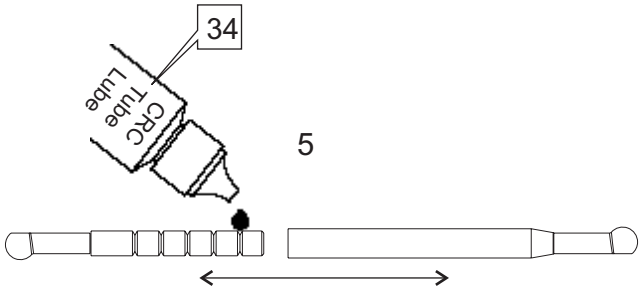
1 - Use the small allen key [30] to drive the 2-56 set screw stud [31] into the thin plastic ball cup [32].

2 - Leave about 3/16" (half the set screw length) protruding from the ball cup.

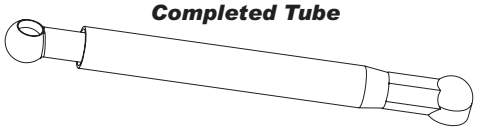
3 - Do the same for the short 4-40 ballcup [33]. Use the 4-40 x 5/16" set screw [25] and the slighty larger .050" allen key. Leave about 1/8" protruding.

4 - Thread the 2 ball cups into their respective tube halves per the diagram. Finger tighten.

*5 - Add CRC Tube Lube [34] to each slot on the delrin plunger [35]. Build the tube and be sure it has smooth, damped action. *** Note, fill only the slots, not the entire aluminum tube [36]. ****

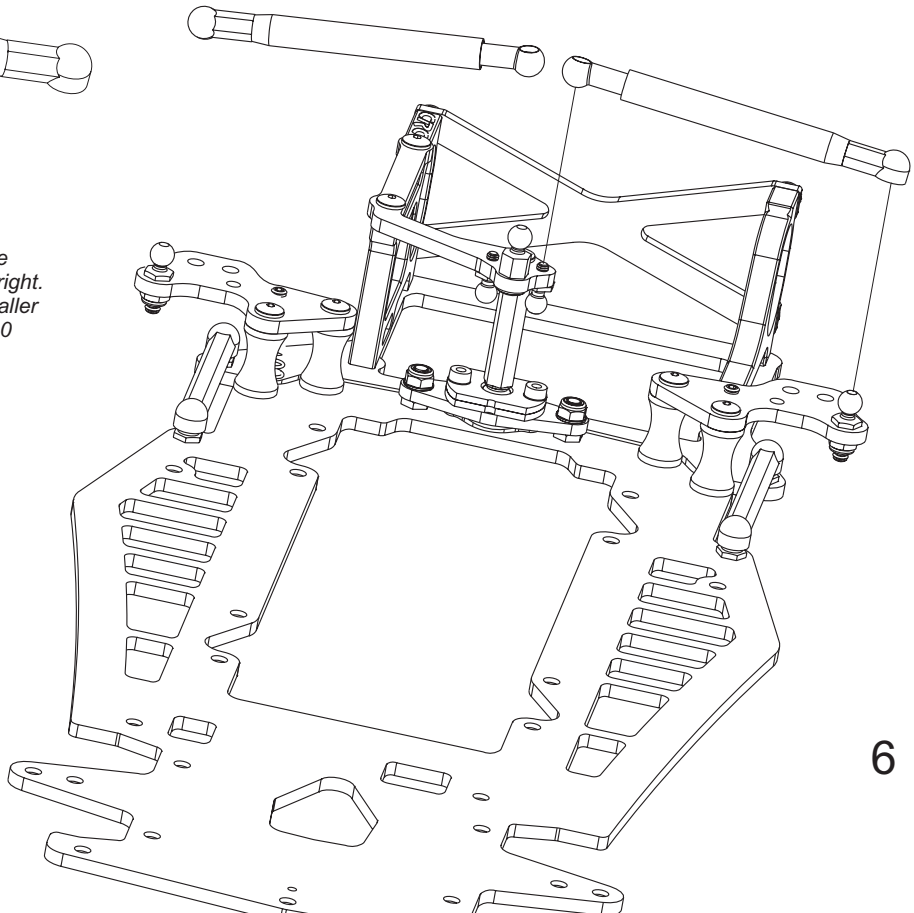


Completed Tube



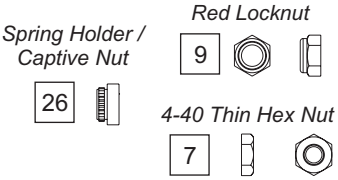
Damper Tube to Chassis assembly

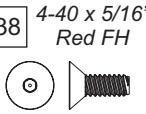
Snap the assembled & lubed damper tubes on the respective points as shown in the diagram to the right. You will find it easier to snap on the centered, smaller 2-56 ball studs first, then pop the outer, larger 4-40 ballcups on.

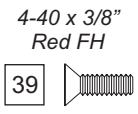


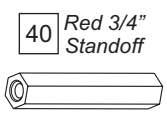
Battery Top Deck

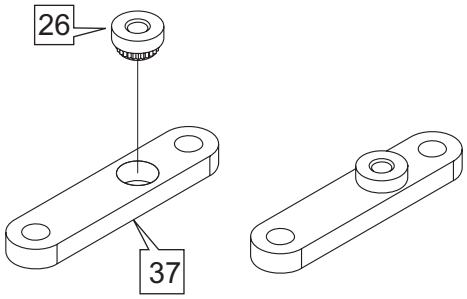
Bag 6A





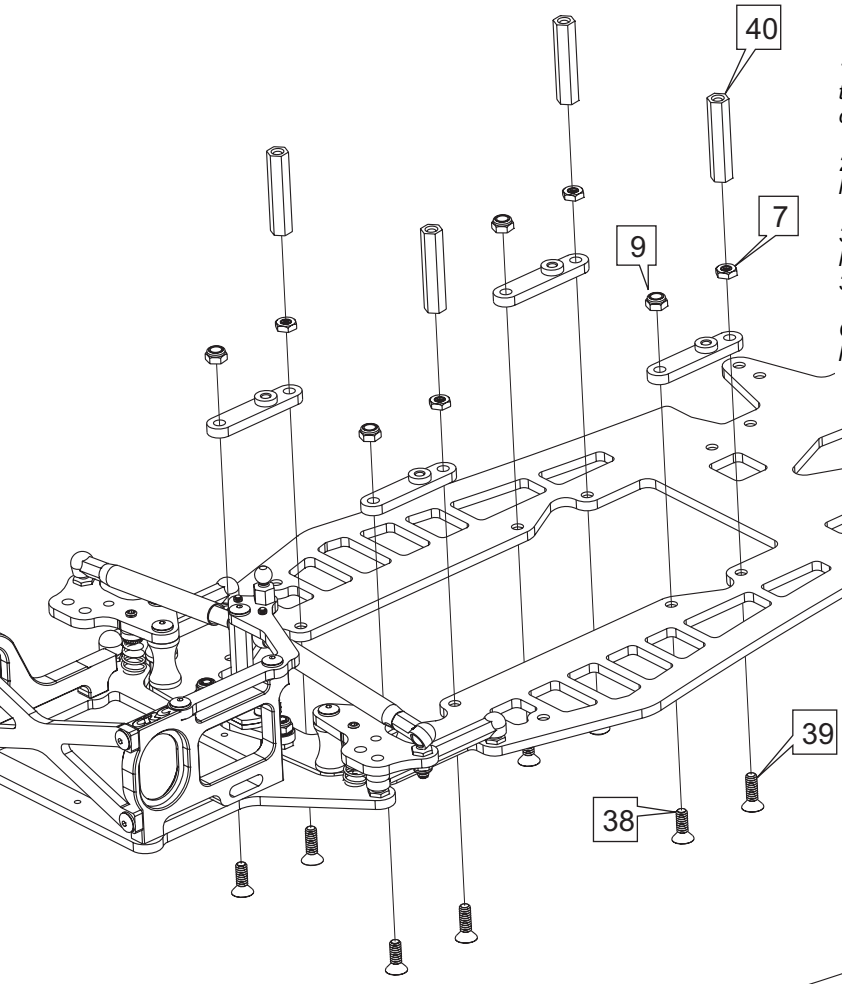






1 - Insert a captive nut [26] into a Graphite battery tray mount [37] with the "teeth" on the nut facing the graphite. You will be able to gently squeeze it in with a pair of pliers.

2 - Repeat this for the other 3 pieces.



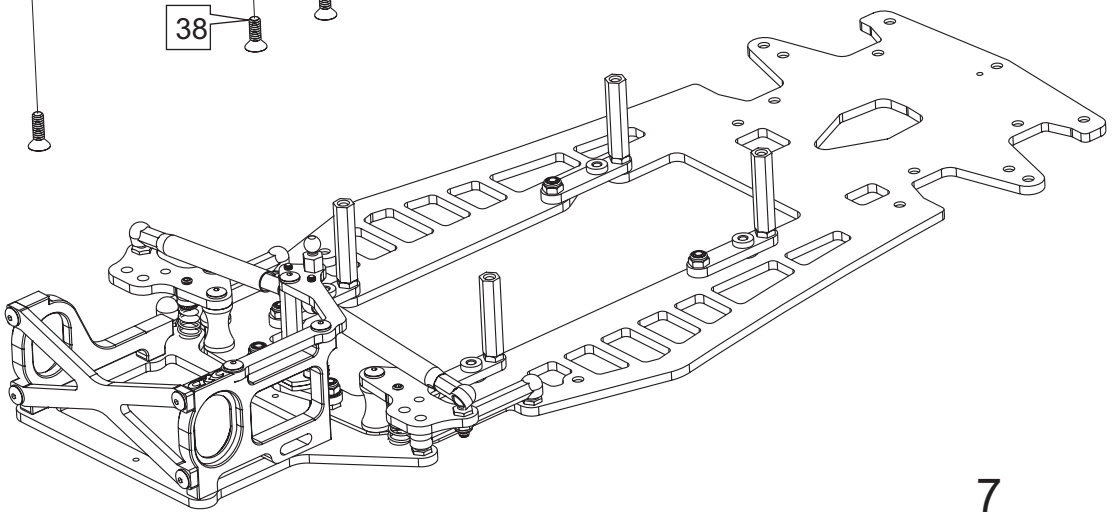
1 - Take one of the completed mounting brackets and line it up with the holes in the chassis as shown in the diagram to the left. The captive nut should line up with the dimple cut out of the chassis.

2 - Slide one of the shorter 5/16" red FH screws [38] through the rear hole and tighten with a red lock nut [9].

3 - Slide one of the longer 3/8" red FH screws [39] through the front hole and tighten with a silver thin hex nut [7]. Finish by tightening a red 3/4" hex standoff [40] on top of the thin hex nut [7].

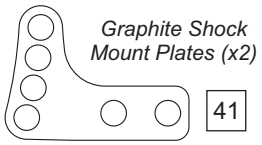
Comlete the above steps for all 4 brackets. Your car should now look like the diagram below.

Completed Bracket Assembly and Installation

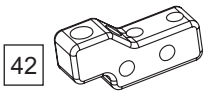


Battery Top Deck

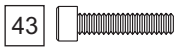
Bag 6B



Graphite Shock Mount Plates (x2)



Aluminum Shock / Antenna Mount

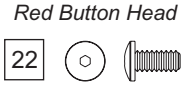


4-40 x ½" Steel Cap Head

4-40 x 1/8" Set Screw

4-40 x 1/4" Red Alum FH

Brass Washer

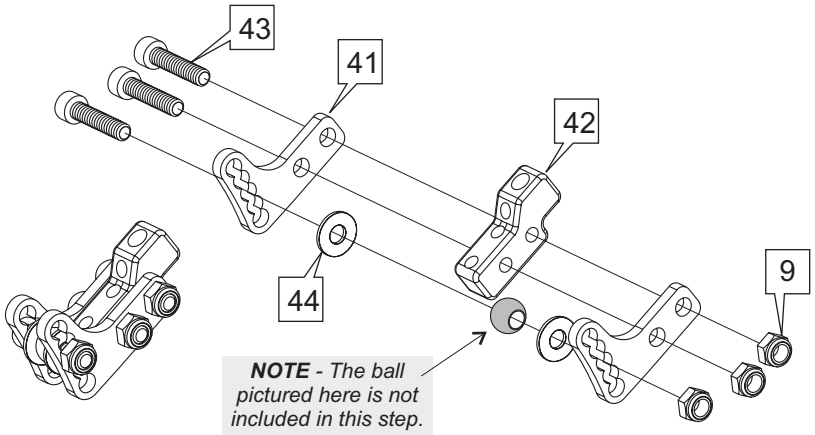


4-40 x 1/4" Red Button Head

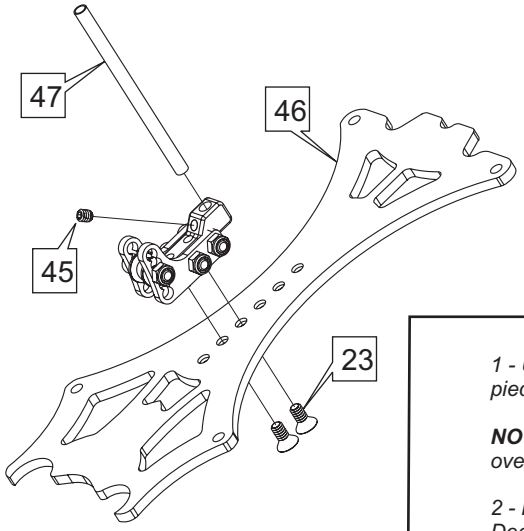
Red Locknut

1 - Assemble shock mount as shown by inserting two steel 4-40 x ½"cap head screws [43] through a graphite plate [41], then through the aluminum mount [42], and through the other graphite plate. Secure the screws and tighten the assembly with two red locknuts [9].

2 - The ball shown in the picture is part of the center shock, and we will get to this in bag 7. For now, slide the third screw through one of the shock mount holes, slide the washers over the screw, and lightly tighten with the third locknut, just so we don't lose the parts.



***NOTE** - The ball pictured here is not included in this step.*



1 - Attach the completed center shock mount to the Top Deck [46] using two 4-40 x 1/4" red FH screws [23] in the holes shown in the diagram.

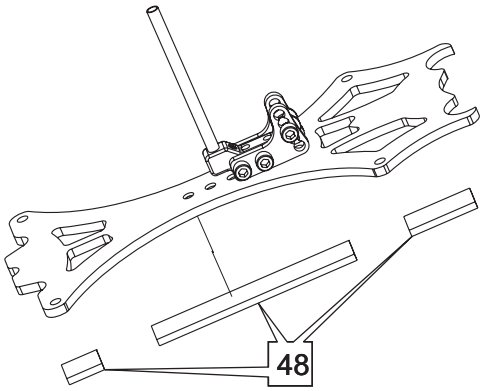
2 - Insert the antenna tube [47] into the center shock mount and tighten with a 4-40 x 1/8" set screw [45].

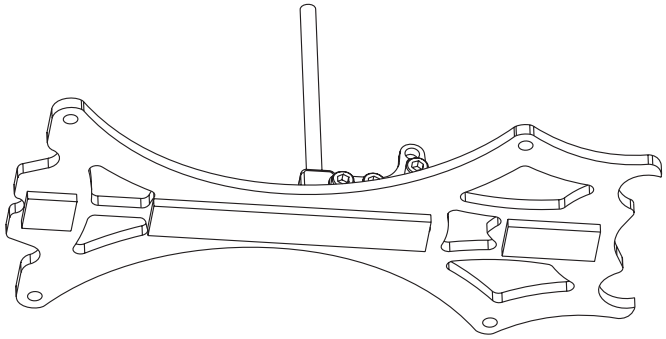
***NOTE -** The actual antenna tube in the kit is much longer than what is shown in the picture.*

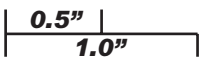
1 - Using either a hobby knife or scissors, cut the adhesive backed foam [48] into three pieces according to the guide in the lower left corner of the page.

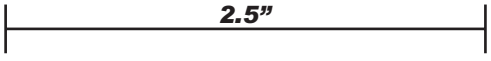
***NOTE -** The guide is drawn to scale and you will be able to measure the foam by holding it over the drawing.*

2 - Peel the paper backing off the foam strips and stick them to the bottom side of the Top Deck [46] as shown in the diagrams.



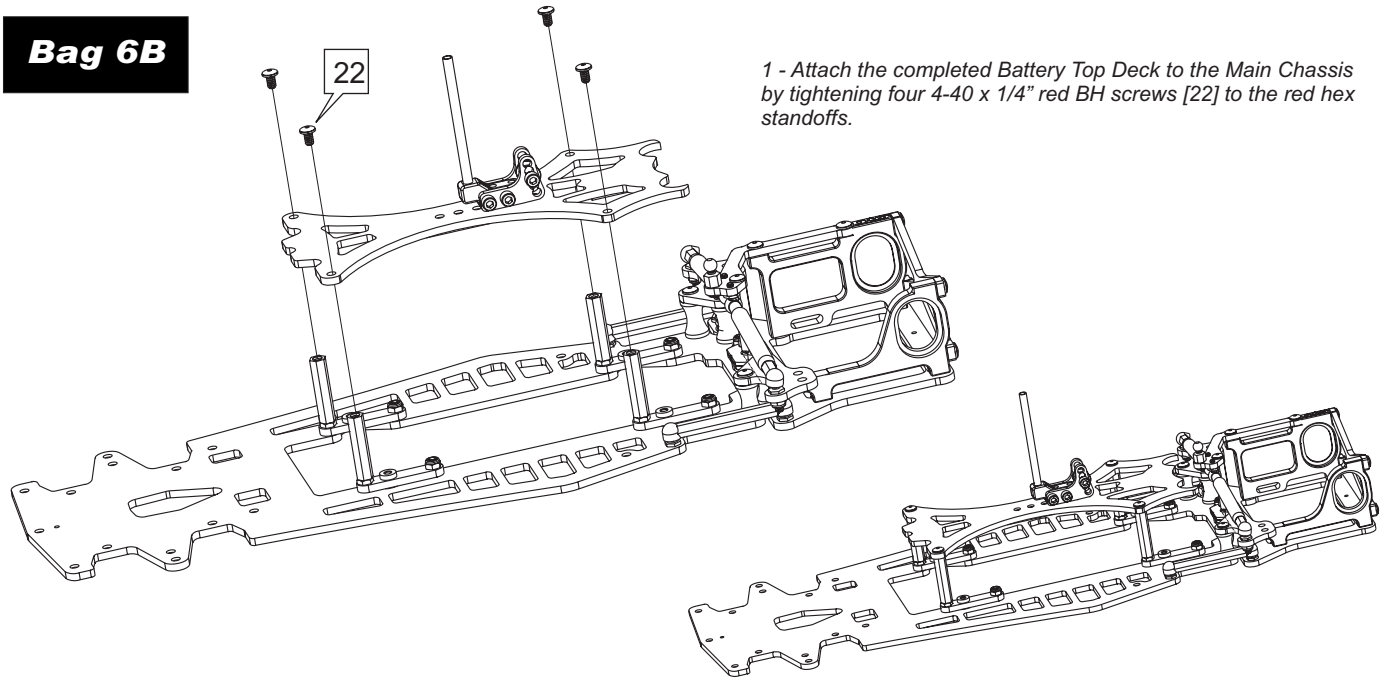






Battery Top Deck

Bag 6B



1 - Attach the completed Battery Top Deck to the Main Chassis by tightening four 4-40 x 1/4" red BH screws [22] to the red hex standoffs.

Center Shock

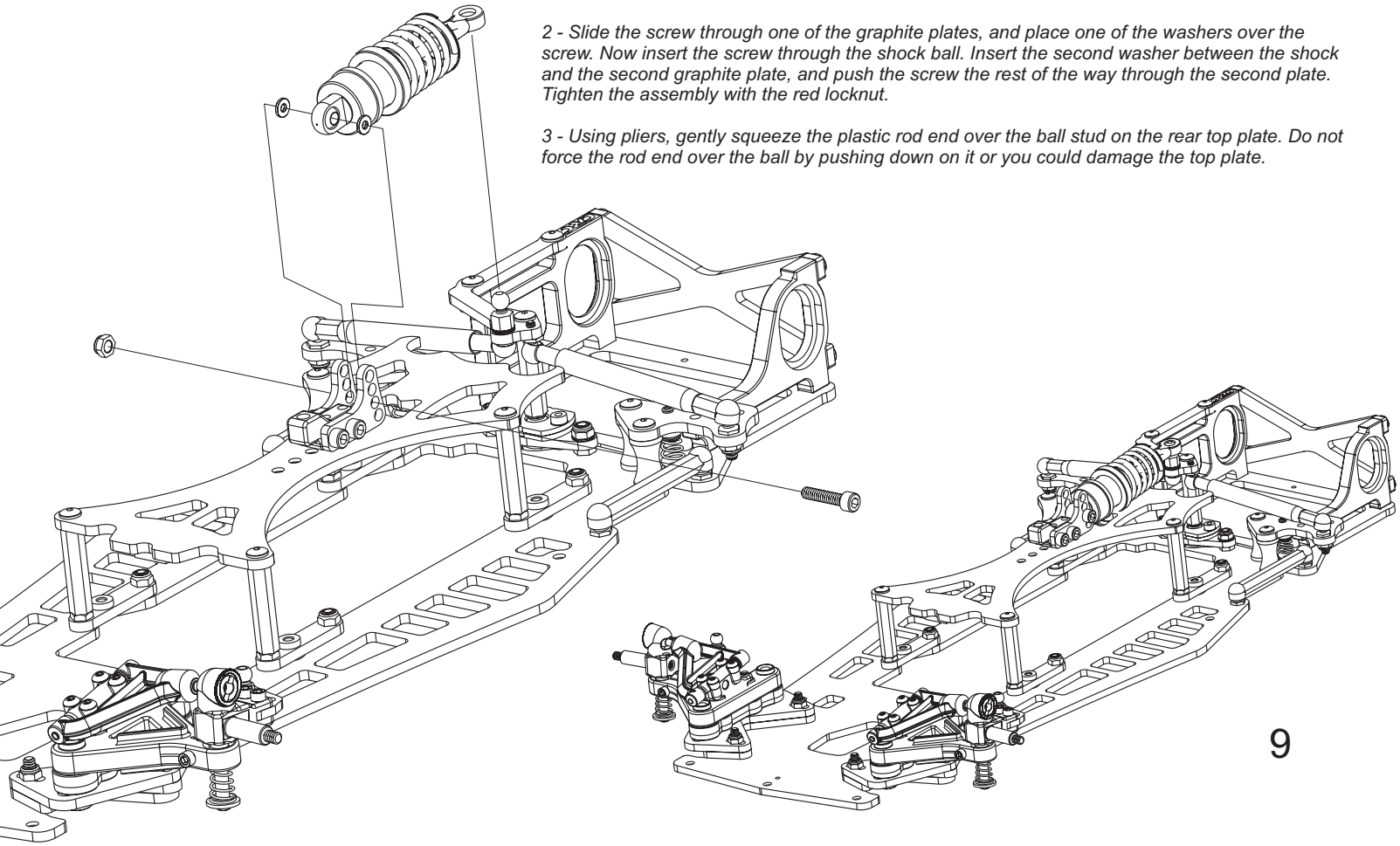
Bag 7

Build the center shock per the instructions included in Bag 7. Once the shock is built, refer to the diagram below.

1 - Remove the screw, nut, and 2 washers from the shock mount, that we had temporarily bolted on earlier.

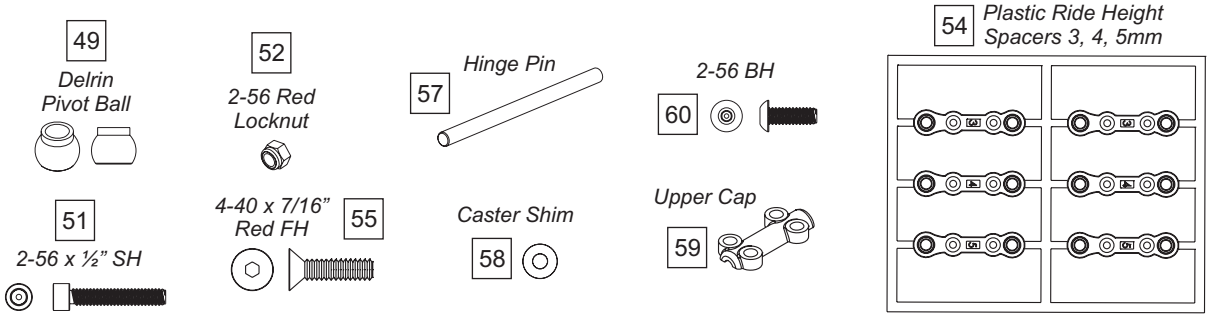
2 - Slide the screw through one of the graphite plates, and place one of the washers over the screw. Now insert the screw through the shock ball. Insert the second washer between the shock and the second graphite plate, and push the screw the rest of the way through the second plate. Tighten the assembly with the red locknut.

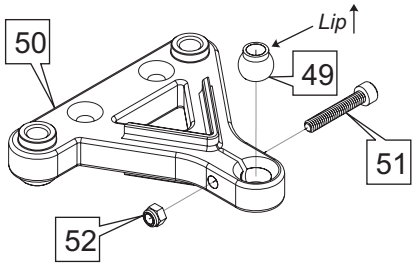
3 - Using pliers, gently squeeze the plastic rod end over the ball stud on the rear top plate. Do not force the rod end over the ball by pushing down on it or you could damage the top plate.



CRC Pro-Strut Front End

Bag F

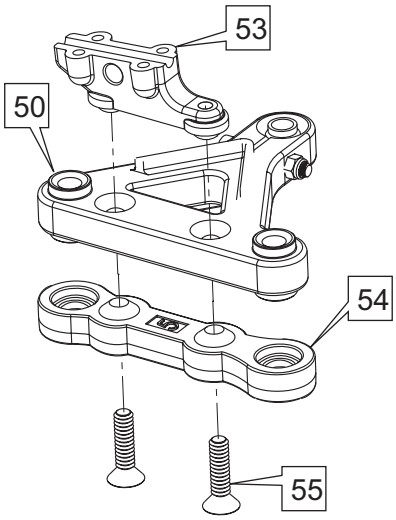




1 - Pop the delrin pivot ball [49] into the lower arm [50]. Place the arm on a strong table and push the ball in with the back of screwdriver handle. Or preferably, you can use CRC's 4279 Ball popper pivot ball tool. Notice the "lip" of the delrin pivot ball is pointing upward. The diagram to the left represents a right side lower arm. For the left side, flip the second arm over and be sure the pivot ball is installed with the lip again facing up.

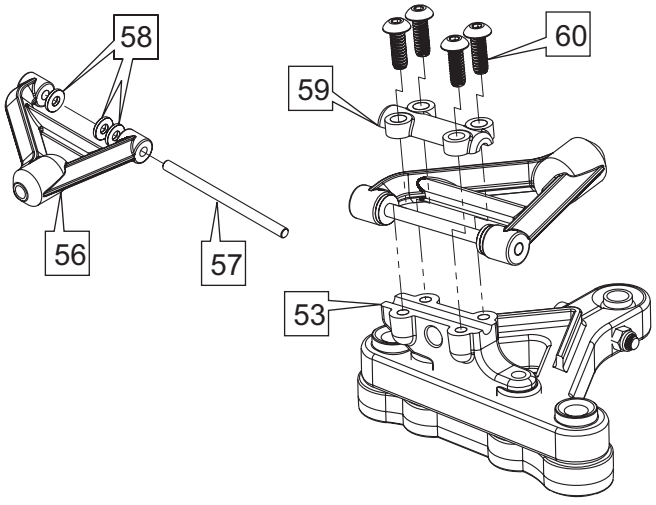
2 - Once the ball is popped in, insert the black 2-56 clamp screw [51] through the horizontal hole in the lower arm. Thread the 2-56 red locknut [52] onto the black screw. Tighten the screw slowly continuously checking the pivot ball. When it begins to bind a bit, back the 2-56 screw off a bit. The ball should be free to pivot with just a bit of drag. There is no need to have this ball super loose and free, a slight drag will be just the right amount of clamping force.

Check this fit after a few runs as the ball will wear and require additional clamping force.



1 - Install the upper A-arm mount [53] with the amount of Dynamic Caster desired. The options are 0, 5 and 10 degrees. The part shown to the right in the diagram is the 5 degree version and is a good starting point. The 10 will angle down more toward the front of the car with the 0 being parallel to the chassis. The general thought is the more Dynamic Caster, more steering the car will have at corner entry.

2 - With side cutters or good scissors, cut off (do NOT break off) the 3, 4 and 5 mm spacers [54] from the ride height tree. Use the 5 mm thickness for 1/10th scale tires. For fine front ride height adjustments, use the CRC #4262 optional front shim set. This set contains .010, .020 and .030" plastic ride height shims. After selecting the proper spacer, push the red 4-40 x 7/16" screw [55] through the plastic ride height spacer [54], then through the lower arm [50], and then thread the screw into the upper A-arm mount [53]. Be sure NOT to over tighten. Just snug, you are threading an aluminum screw into the plastic upper A-arm mount.



1 - Break the mold tree from the upper A-arm [56]. You can clean up the mold gates with a hobby knife or rotary tool.

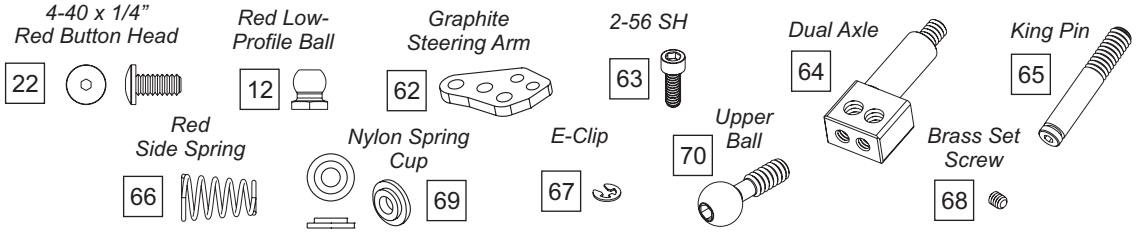
2 - Locate the upper arm hinge pin [57] and slide it into one half of the upper arm. Locate 3 small caster shims [58]. Push the hinge pin through the 3 shims. Then continue to push the hinge pin all the way into the upper arm.

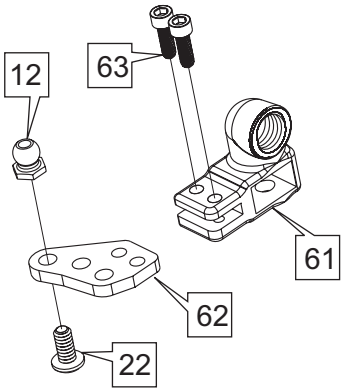
3 - Now, install the arm/pin/washer assembly onto the upper arm mount [53]. Put the hinge pin in the channel. At this point you can set your starting caster setting by moving these washers forward and back. The position shown to the left will result in a competitive handling. Moving them to the rear will increase steering from the center and exit of the corner.

If the fit of the upper arm is tight, trim the upper arm mount SLIGHTLY with a hobby knife.

4 - Install the upper cap [59] with 4 black 2-56 button head screws [60]. The topper is the "clamp" for the hinge pin. Be sure to tighten so that any gap is gone, however, do not tighten beyond that point as damage can occur to the upper a-arm mount holes.

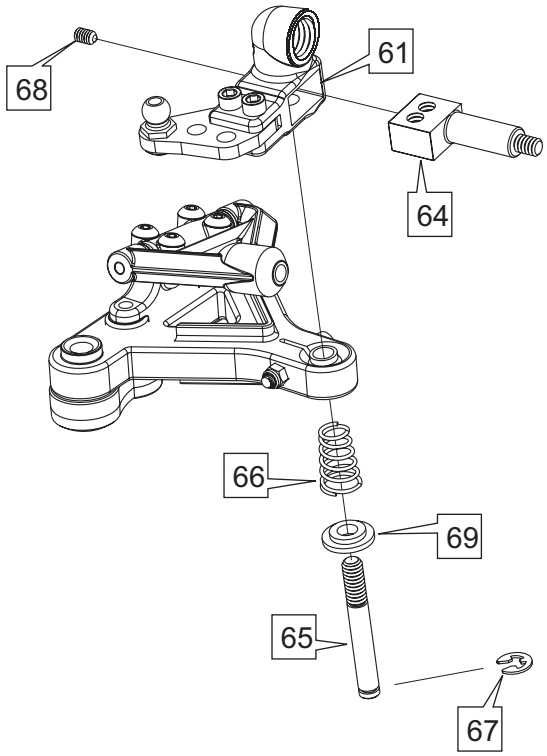
CRC Pro-Strut Front End - cont.





1 - Build up the left and right steering blocks [61] as shown to the left. Start by threading the red button head screw [22] through the graphite steering arm [62] and into the red low profile ball [12].

2 - Then, slide the graphite steering arm assembly into the steering block, lining up the 2 mounting holes. Using the black 2-56 socket head screws [63], fasten the arm to the steering block. DO NOT OVER tighten. You will drive the screw through the steering block, deforming the part.

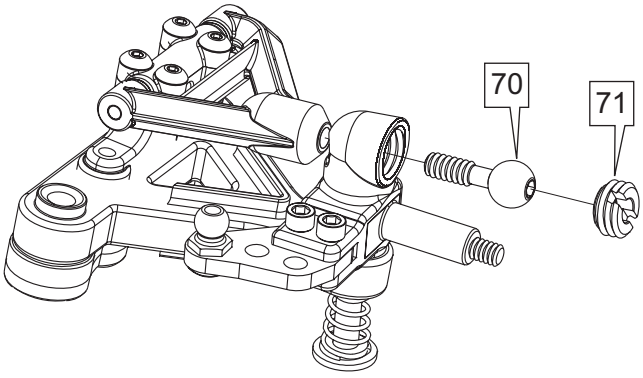


1 - Push the Dual aluminum axle [64] into the plastic steering block [61]. Push it all the way in firmly. Notice you can install the axle inline or trailing. Typically, this is installed inline for 1/10th racing. This will increase the steering response as compared to trailing.

2 - Insert the e-clip [67] into the groove on the end of the King pin [65]. Next, slide the nylon spring cup [69] all the way down until it rests against the e-clip. Make sure the larger diameter of the spring cup is against the e-clip and the smaller diameter side faces up. Now slide the spring [66] down against the spring cup, large side down. The larger end of the spring will fit over the step in the spring cup, and the smaller end of the spring will fit into the bottom of the lower arm.

3 - Now put your king pin / spring assembly on the end of the Allen key and slide it through the lower arm pivot ball [49], & then thread it into the steering block (with the steering block all the way down against the pivot ball). Thread the king pin in until the spring just touches the lower arm pivot ball. The preload on the spring can be adjusted with the king pin length.

4 - Once happy with the preload position, lock the king pin with the 4-40 brass set screw [68] through the back of the steering block.

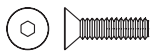


1 - Take the upper pivot ball [70] and push it though the steering block and thread into the upper arm. Thread it in so there are no threads showing.

2 - Take the slotted capture insert [71] and thread it into the steering block. THIS IS A BIT TRICKY .... as the insert must be fitted at a down angle as shown to the left. DO NOT try to insert it horizontally into the steering block. It is actually threaded in at a down angle toward the center of the car.

3 - Tighten this capture insert so that the steering movement is bound and slow. Yes, we are actually slightly over tightening this piece FOR NOW. With the steering movement bound from over tightening, move the steering to it's limits, back and forth. What we are doing is "breaking in" the upper ball/capture insert. After a minute or so of break in, loosen the insert just enough so the steering is free. Not too much or you will induce excessive free play.

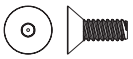
4-40 x 7/16" Red FH [55]



8-32 x ½" Low Head F.E. Screw [74]

Red Locknut [9]

[38] 4-40 x 5/16" Red FH



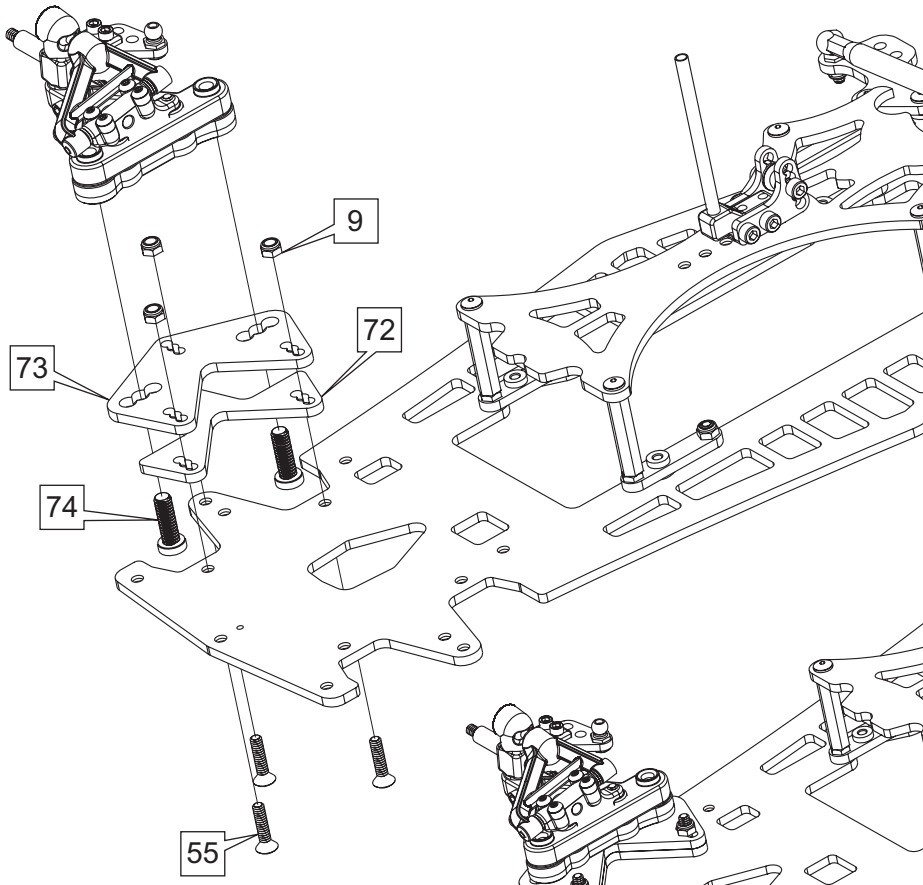
Installing the Lower arm to the Chassis

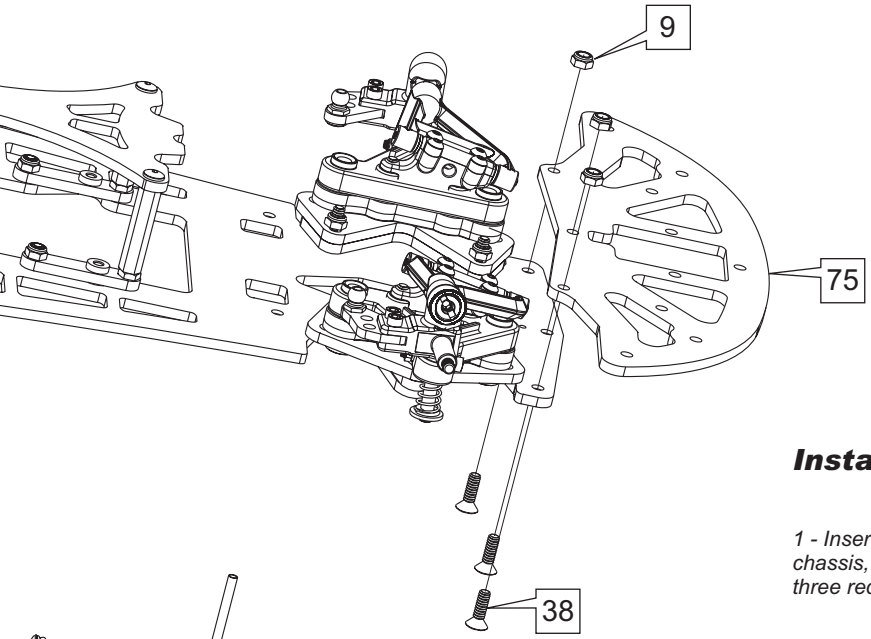
1 - Insert three 4-40 x 7/16" red FH screws [55] through the chassis, then through the Front End Riser Plate [72], and top with the Front End Mounting Plate [73]. Secure these parts with three red locknuts [9]. We recommend starting in the middle hole of the plates as shown in the pic. This will give you the option to go either wider or narrower if need be.

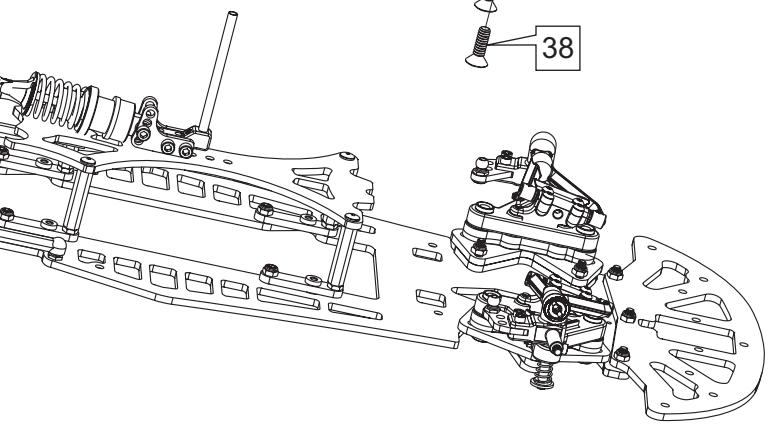
2 - Now, secure the front end assembly to the plate using the 8-32 x ½" low head front end screws [74]. Again, we recommend starting in the middle hole, giving you the option to go longer or shorter.

3 - Repeat these steps for the other side.

4 - For fine ride height adjustments, you can use CRC's 4262 plastic shim kit (optional)

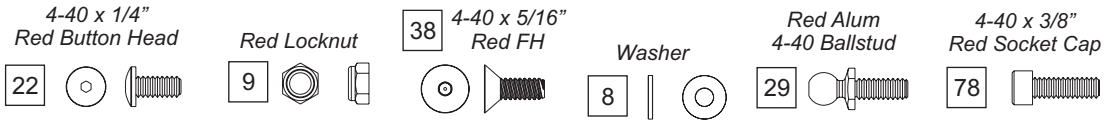






Installing the Bumper to the Chassis

1 - Insert three 4-40 x 5/16" red FH screws [38] through the chassis, then through the Bumper [75] Secure these parts with three red locknuts [9].



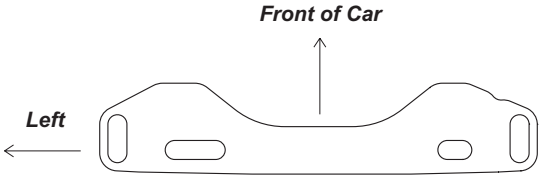
Adjustable Servo Mounts

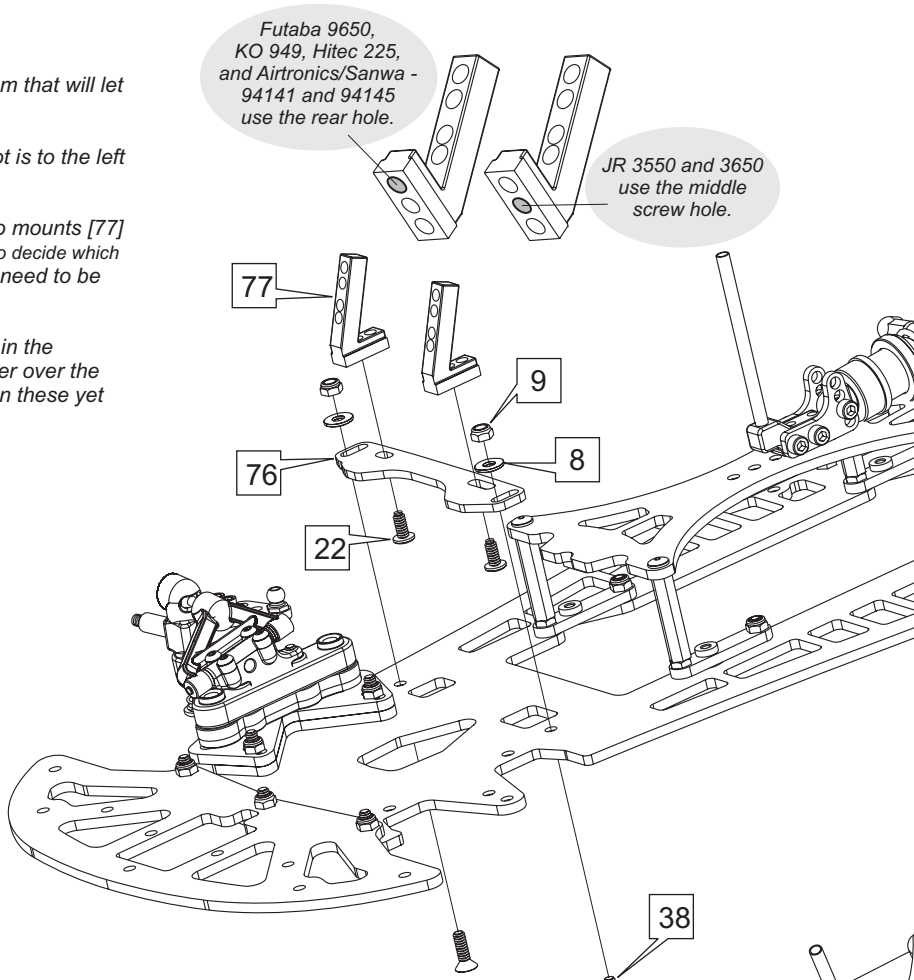
The Gen-X 10 is equipped with an adjustable servo mounting system that will let you use a variety of servos from different manufacturers.

1 - Align the adjustable servo mount plate [76] so that the longer slot is to the left of the car, and lines up over the larger hole in the chassis.

2 - Use the 4-40 x 1/4" red button head screws [22] to bolt the servo mounts [77] to the adjustable servo mount plate. (Refer to the diagram on the right to decide which of the 3 holes to use for your servo.) Do not tighten these yet as we will need to be able to slide them when installing the servo.

3 - Slide the two 4-40 x 5/16" red FH screws [38] through the holes in the chassis and then through the slots in the servo plate. Place a washer over the screws and finish with the red locknuts [9]. Again, do not fully tighten these yet as we will need to move it later.





Servo Mounting and Tie-Rods

In most cases, mounting the servo in the top hole of the servo mount will be the best option for tie-rod clearance, bump-steer angle, etc. This could vary slightly with different servo savers, but would be rare.

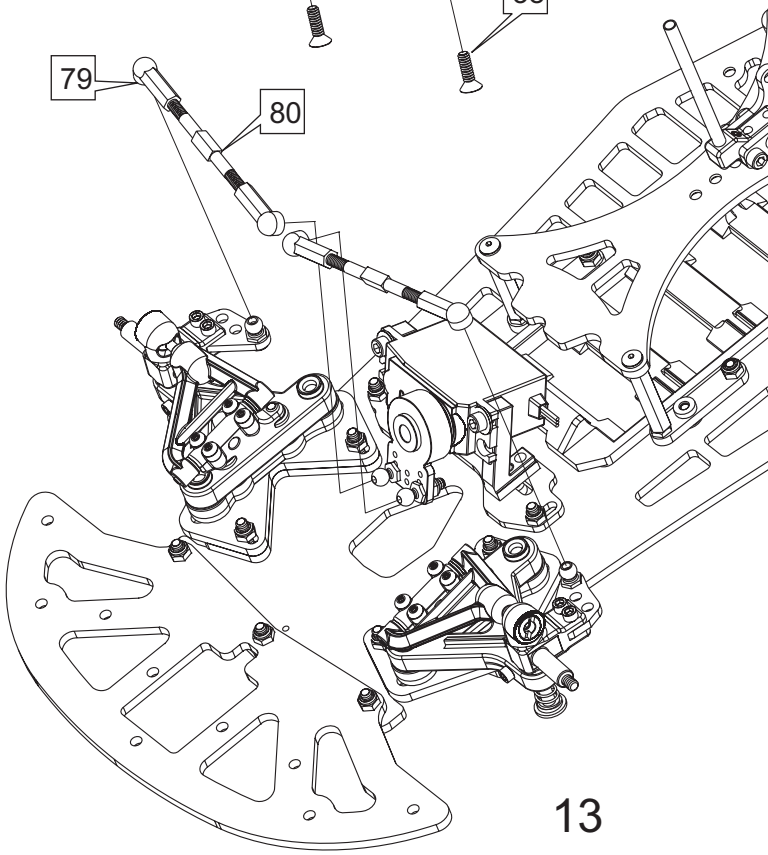
We recommend using the Kimbrough Mid-Size Servo Saver (part number KIM201) and using the lowest and outermost holes on the servo saver.

1 - Thread the red ball studs [29] into the servo saver from the front and then secure them with a red locknut [9] on the back. Mount the servo saver to the servo (you will need to remove it later to center the servo trim once the rest of the electronics are installed).

2 - Slide a washer [8] over each of the 4-40 x 3/8" red cap head screws [78]. Now slide the screw through the servo ears and thread them into the servo mounts. Make sure the servo mounts face straight forward and are as close to the servo as you can get them, then fully tighten the cap head screws (without causing damage to the servo ears!)

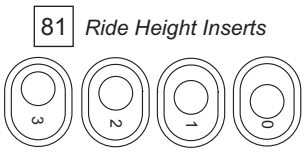
3 - Slide the servo left or right on the plate to get the servo saver centered between the front end (use the hole in the chassis directly below the saver as a center guide). Once it's centered, fully tighten the button head screws [22] to lock the servo mounts in place.

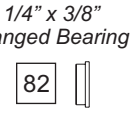
4 - Thread a ballcup [79] onto each end of the steering tie-rods [80], keeping in mind that one end is right hand threads and the other end is left hand threads. Keep the gap between the ballcup and the end of threads as equal as you can on both sides. Once both tie-rods are built, pop one end of each tie-rod onto the servo saver and the other end onto the steering blocks. Keep the servo saver pointing straight down, and adjust your tie-rod lengths so that both front axles point straight out. (Just get it close for now. It will be easier to accurately set the toe-in once the front tires are installed.)

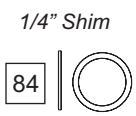


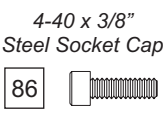
Bag 8

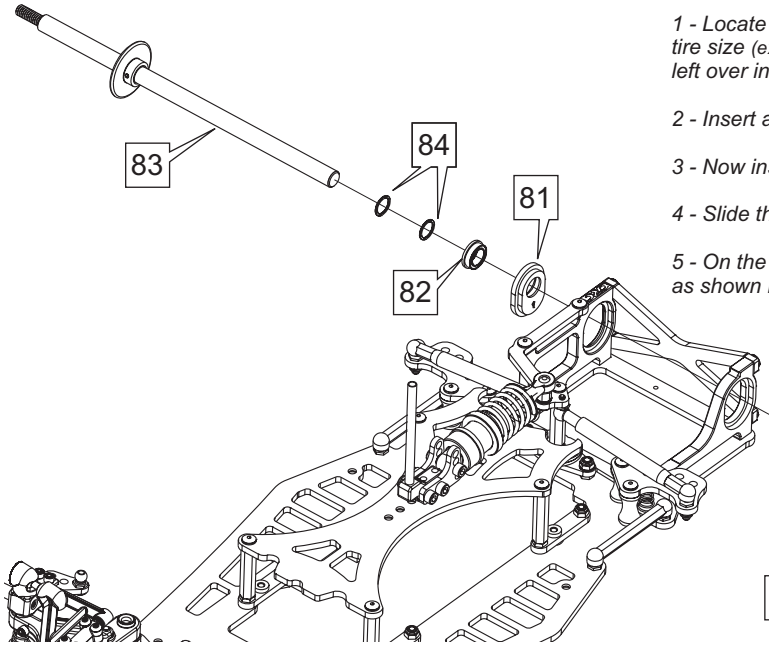
Differential Axle











1 - Locate the tree of ride height inserts [81]. Select an insert that will work best with your tire size (example - the #2 spacers will give you about 5mm of ride height with 2.20" tires). Save the left over inserts as you will use these to adjust rear ride height as the tires wear.

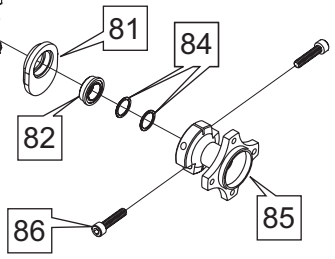
2 - Insert a 1/4" x 3/8" [82] Flanged Bearing into each of the ride height spacers.

3 - Now insert the ride height spacers into the rear pod plates with the bearings up.

4 - Slide the rear axle [83] through two 1/4" shims [84] and into the 2 rear pod bearings.

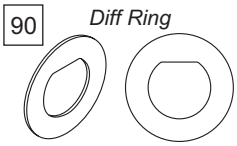
5 - On the protruding axle, slip two more 1/4" shims over the axle. Then slip the hub [85] on as shown in the picture.

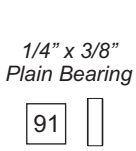
6 - Lock the hub in place with the two 4-40 x 3/8" steel cap head screws [86] so that the axle has a very small amount of side to side play in it. The thickness of 2 sheets of paper is plenty. You don't want excessive play here, you're just making sure to not pinch the bearings.

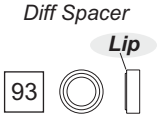


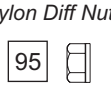
Bag 9

Differential

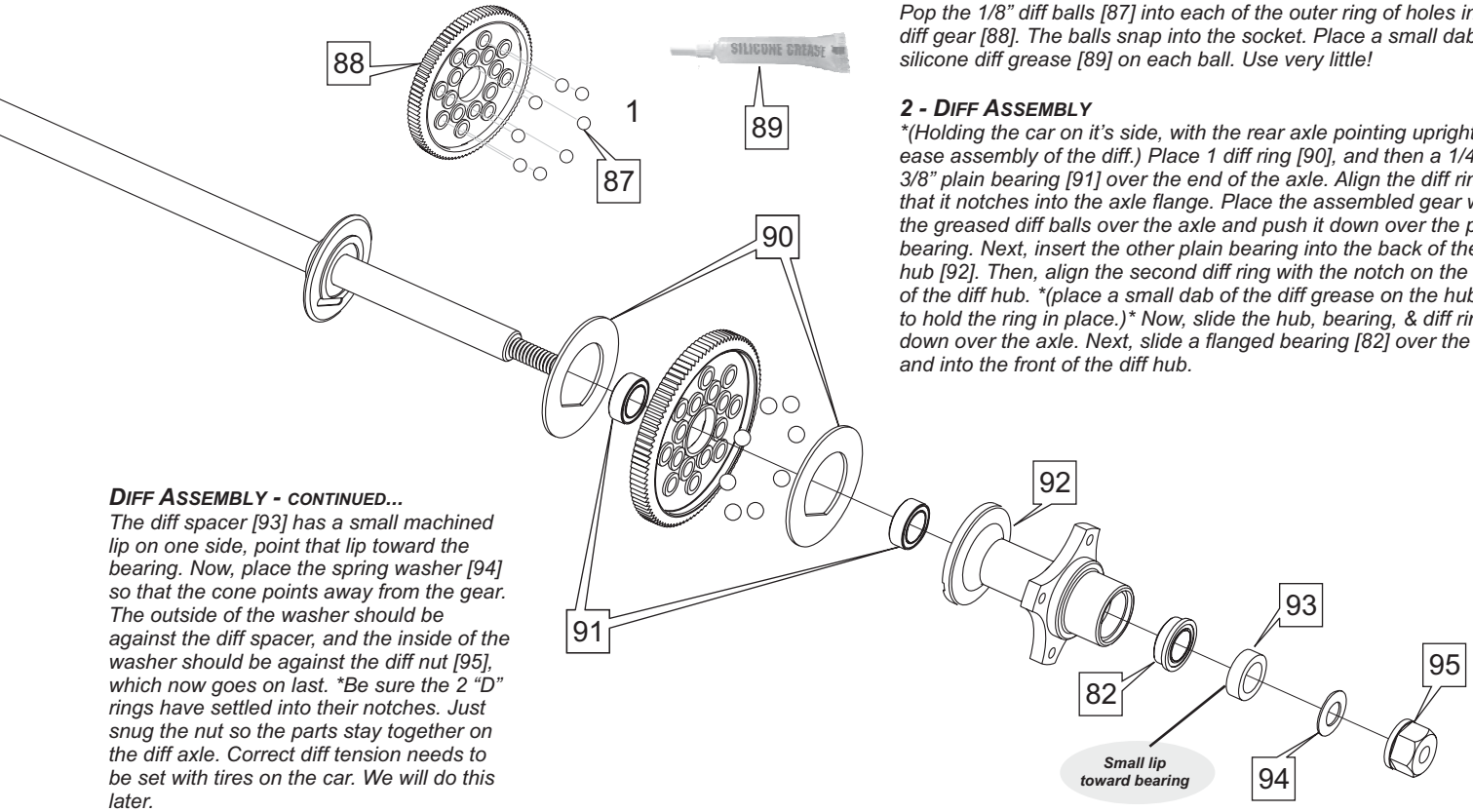








*** Balls in outer ring of holes in gear ***



1 - Install and grease the diff balls

Pop the 1/8" diff balls [87] into each of the outer ring of holes in the diff gear [88]. The balls snap into the socket. Place a small dab of silicone diff grease [89] on each ball. Use very little!

2 - Diff Assembly

**(Holding the car on it's side, with the rear axle pointing upright will ease assembly of the diff.) Place 1 diff ring [90], and then a 1/4" x 3/8" plain bearing [91] over the end of the axle. Align the diff ring so that it notches into the axle flange. Place the assembled gear with the greased diff balls over the axle and push it down over the plain bearing. Next, insert the other plain bearing into the back of the diff hub [92]. Then, align the second diff ring with the notch on the back of the diff hub. *(place a small dab of the diff grease on the hub first to hold the ring in place.)* Now, slide the hub, bearing, & diff ring down over the axle. Next, slide a flanged bearing [82] over the axle and into the front of the diff hub.*

Diff Assembly - continued...

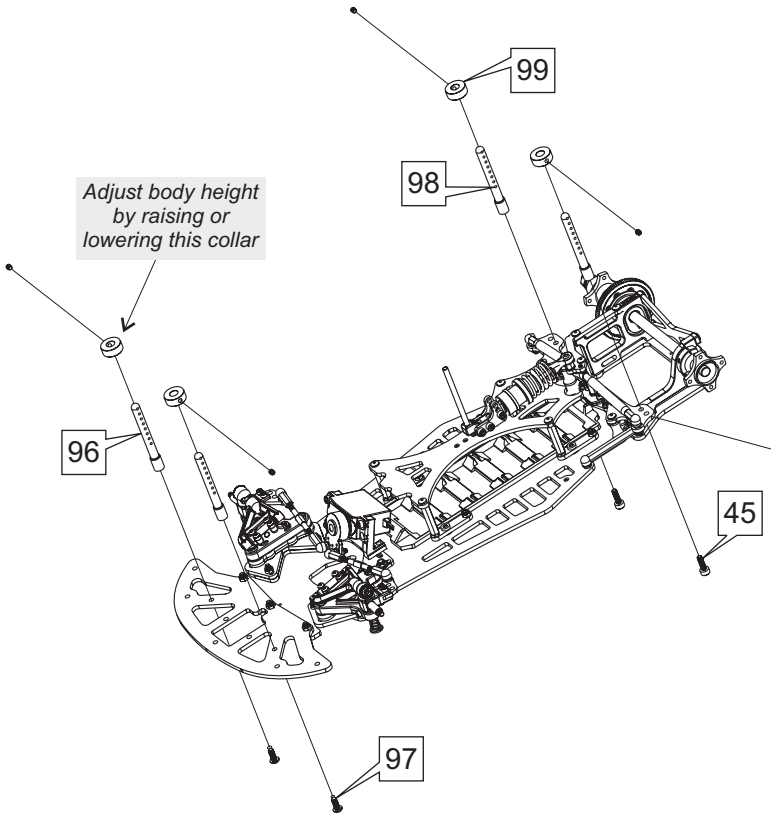
*The diff spacer [93] has a small machined lip on one side, point that lip toward the bearing. Now, place the spring washer [94] so that the cone points away from the gear. The outside of the washer should be against the diff spacer, and the inside of the washer should be against the diff nut [95], which now goes on last. *Be sure the 2 "D" rings have settled into their notches. Just snug the nut so the parts stay together on the diff axle. Correct diff tension needs to be set with tires on the car. We will do this later.*

Bag 10

4-40 x 1/8" Set Screw — 45

M3 x 8mm Steel Button Head — 97

4-40 x 3/8" Red Socket Cap — 78

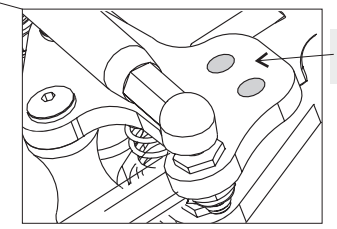


Body Posts

1 - Secure the shorter front body posts [96] to the front bumper with the steel button head screws [97].

2 - Mount the longer rear body posts [98] to the Tweak Plates, using the red socket cap screw [78]. The tweak plates have two body mount locations to accommodate numerous body sizes and styles. Choose the hole that will work best with your body.

3 - Thread the 1/8" set screw [45] into the plastic collars [99]. Adjust the collar up and down the body post to accommodate the body shell used. Lock the collar with the set screw.



Bag 11

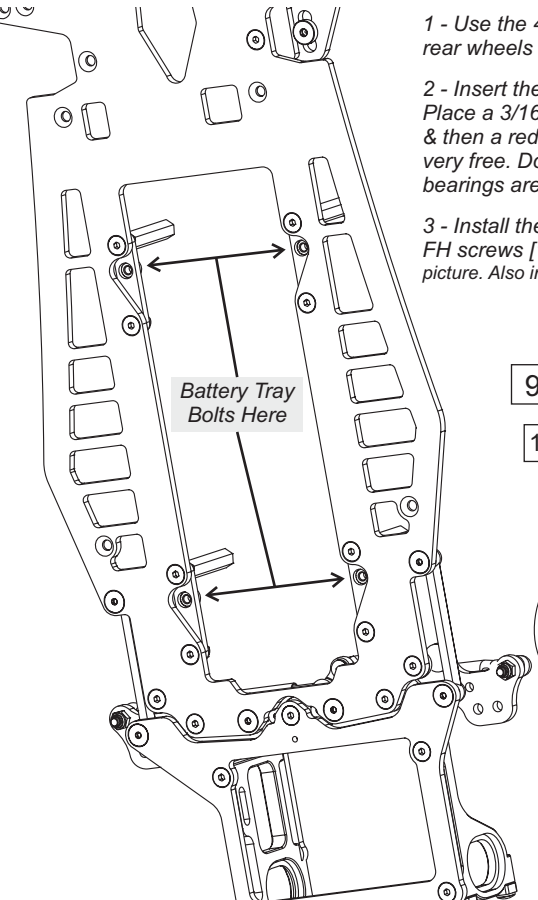
4-40 x 3/8" Red Socket Cap — 78

3/16" Shim — 100

3/16" x 5/16" Flanged Bearing — 101

Red Locknut — 9

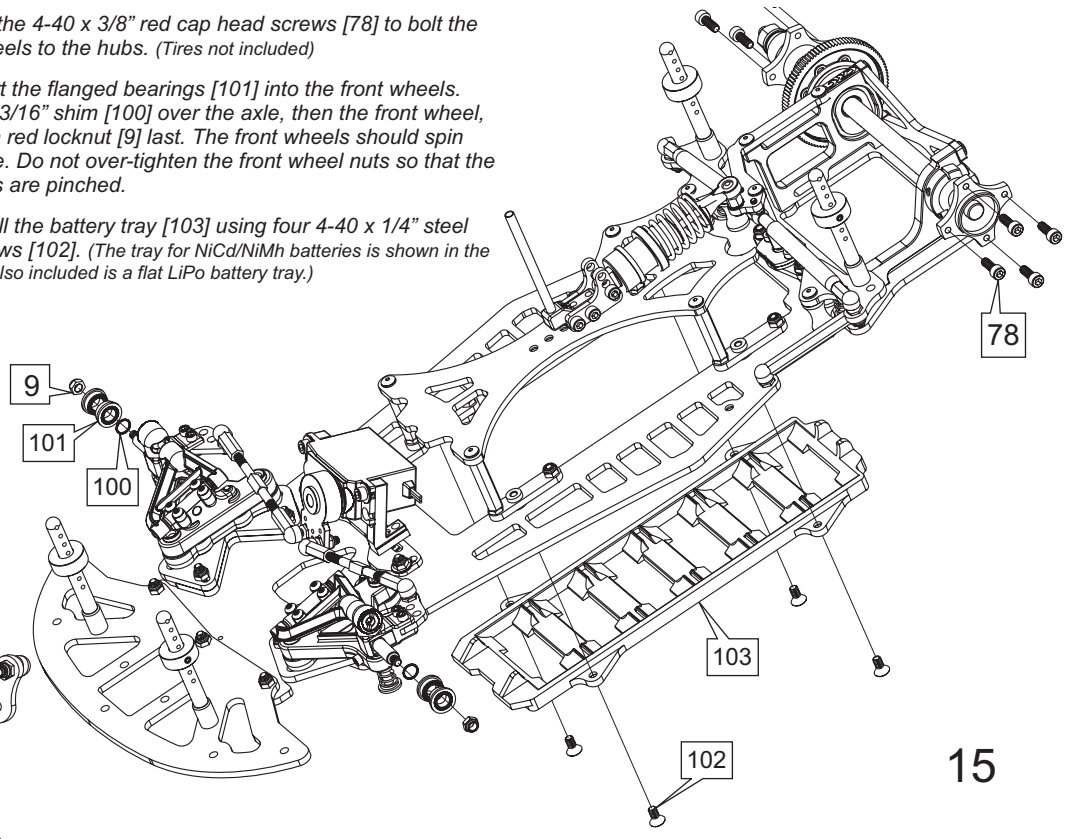
4-40 x 1/4" Steel FH — 102



1 - Use the 4-40 x 3/8" red cap head screws [78] to bolt the rear wheels to the hubs. (Tires not included)

2 - Insert the flanged bearings [101] into the front wheels. Place a 3/16" shim [100] over the axle, then the front wheel, & then a red locknut [9] last. The front wheels should spin very free. Do not over-tighten the front wheel nuts so that the bearings are pinched.

3 - Install the battery tray [103] using four 4-40 x 1/4" steel FH screws [102]. (The tray for NiCd/NiMh batteries is shown in the picture. Also included is a flat LiPo battery tray.)



Gen-X Spare Parts List

(Sorted by kit ID#)

ID#	Kit / Part Description	Part #	Packaged Part Description
1	Plastic Pivot Pieces	1274	Plastic Center Pivot Pieces
2	2-56 Flat Head screw	12753	2-56 x 1/4" Flat Head - Hex (4)
3	Graphite Football	3272	Graphite Pivot Plate - GenX/GX10
4	Flanged Pivot Ball	4019	Aluminum Pivot Balls
5	4-40 x 3/8 steel flat head	1428	3/8" x 4-40 FH Allen-SS
6	Graphite Main Chassis	1755	Main Chassis - Gen-X 10
7	4-40 thin hex nut	12772	Small Hex Nuts - Pivot Plate (10)
8	Small Washer	1209	Servo Mount Washer (10)
9	4-40 red locknut	1412	Alum Locknuts-Red Anodized (10)
		1410	Andzd Alum Screw Set
10	Graphite Bottom Plate	1766	Bottom plate- Gen-X 10
11	Long red flat head screw	1410	Andzd Alum Screw Set - CK
12	Red pivot Ball	13615	Anodized Low Roll Center Balls (4)
13	4-40 x 5/16 steel flat head	1426	5/16 x 4-40 FH Allen-SS (4)
14	One-Piece side links	1380	One-Piece Links for CK (2)
15	Red 7/8" Hex Standoff	3337	Open-X Hex Standoff-Gen-X
16	Black 2-56 ballstud	1384	2-56 Ballstuds & Ballcups for Damper tubes (4)
17	Graphite Top Plate	1765	Top plate - Gen-X 10
18	Female Hex Ballstud	1407	Anodized Hex Balls
19	X-Brace	1774	Rear X-Brace, Wide - BA/GX10
20	Motor Plate	3340	Low Profile Motor Pod-Gen X
21	Left Side Pod Plate	3338	Open-X Left bulkhead-Gen-X
22	4-40 x 1/4 Red Button Head	1410	Andzd Alum Screw Set - CK
23	4-40 x 1/4 alum flathead	1410	Andzd Alum Screw Set - CK
24	Graphite Tweak Plate	1770	Graphite Side Plate - GenX 10
25	Tweak Screw	1288	5/16 x 4-40 set screw-twk 3.2 & Gen X
26	Metal Spring Holder	12871	Metal Spring Holders/Captive Nut
27	White Spring	1296	Side Spring- White - Med
		1280	Rear Side Spring Set
28	Red Standoffs	1260	CRC Hour-glass Standoff 1/2
29	Red Ball Stud	1409	Anodized 4-40 Ball Studs (4)
30	.035 allen wrench	13695	.035 Allen wrench
31	2-56 set screw stud	1397	2-56 Stud for Damper Tubes w/ .035 hex head
		3269	Red Torpedo Tube (1) Gen X
32	2-56 Plastic Ball Cup	1384	2-56 Ballstuds & Ballcups for Damper tubes (4)
		3269	Red Torpedo Tube (1) Gen X
33	Short 4-40 Ball Cup	32694	Short ball cup-(4) Gen X damper tube
		3269	Red Torpedo Tube (1) Gen X
34	CRC Tube Lube	4212	CRC Tube Lube - Heavy (white cap)
35	Delrin Plunger	32693	Delrin Plunger for Short Gen X Damper Tube
		3269	Red Torpedo Tube (1) Gen X
36	Aluminum Tube	32691	Red Aluminum Tube - Gen X (Tube Only)
		3269	Red Torpedo Tube (1) Gen X
37	Graphite Battery Tray Mount	1773	Battery Tray Mount - GX10
38	4-40 x 5/16 red flat head	1451	4-40 x 5/16 FH Alum-Red
39	4-40 x 3/8 Red Flat Head Screw	1410	Andzd Alum Screw Set - CK
40	Red 3/4" Standoff	1737	Hex Standoff - GX10 Top Deck
41	Graphite Shock Mount Plates	1746	Shock Mnt Plates - Gen-X 10
42	Aluminum Shock/Antenna Mount	1745	Alum Ant/Shock Mnt - BA/GX10
43	4-40 x 1/2" Steel Cap Head	1442	4-40 x 1/2 Steel Cap Head

Gen-X Spare Parts List

(Sorted by kit ID#)

ID#	Kit / Part Description	Part #	Packaged Part Description
44	Brass Washer	1208	Motor Screw Washer
45	4-40 x 1/8 set screw	13783	1/8th Set Screw (6)
46	Graphite Top Deck	1754	Top Deck - Gen-X 10
47	Antenna tube	1747	Plastic Antenna Tube
48	Adhesive Backed Foam	1758	Adhesive Foam Strips
49	Delrin Pivot ball	3246	Delrin pivot ball (4) Pro Strut
50	Lower Arm	3247	CRC Front Arm set-up and low
51	2-56 Clamp Screw	3242	Clamp screw+nut-Pivot ball (2)
52	2-56 Locknut	3242	Clamp screw+nut-Pivot ball (2)
		1472	2-56 mini locknuts (red) (8)
53	Upper A-arm Mount	3243	Upper Arm mnt set-0,5,10 (2)
54	Plastic Ride Height Spacers	3233	Molded ride height spacers - 3, 4, & 5mm
55	4-40 x 7/16" Red FH	1453	4-40 x 7/16" FH Alum 7075-Red
56	Upper A-arm	3247	CRC Front Arm set-up and low
57	Upper Hinge Pin	3245	CRC FE Hinge Pin (2)
58	Caster Shim	3232	Front Hinge Pin Caster Washers - (8)
59	Upper Cap	3243	Upper Arm mnt set-0,5,10 (2)
60	2-56 Button Head	3254	2-56 x 1/4 BH-for upper cap (10)
61	Steering Blocks	3251	CRC Steering Block set
62	Graphite Steering Arm	1752	Graphite Steering Arms - GX10
63	Socket Head 2-56 screw	3253	2-56x1/4 SH-steering arm (10)
64	Dual Aluminum Axle	3235	CRC Dual Front Axle (pr.)
65	King Pin	3228	CRC King Pin-Long 1:10
66	Red Spring	1297	Side Spring- Red - firm
		1280	Rear Side Spring Set
67	E-Clip	1382	1/8 E-clips-100 pieces
68	Brass Set Screw	3234	Brass 4-40 Set screws-2 pr.
69	Nylon Spring Cup	3287	Nylon Spring Cup
70	Upper Pivot Ball	3244	CRC Big Upper Ball Stud (2)
71	Capture Insert	3251	CRC Steering Block set
72	Front End Riser Plate	1740	Fr. End Mnt Plates - BA/GX10
73	Front End Mounting Plate	1740	Fr. End Mnt Plates - BA/GX10
74	8-32 x 1/2" Low Head FE Screws	1739	Front End Screw - GX10, BA
75	Graphite Front Bumper	1757	Fr. Bumper - Gen-X 10
76	Adjustable Servo Mount Plate	1753	Adjustable Sx Mnt Plate - GX10
77	Servo Mounts	1715	Alum Servo Mnt - Multi-Hole
78	4-40 x 3/8 Red Socket Cap Screw	1410	Andzd Alum Screw Set - CK
79	Plastic Ball Cup	1231	Steering Plastic Ballcups (8)
80	Steering Tie Rod	1317	Steering Tie Rod - CK/BA/GX10
81	Axle Carrier / Ride Height Spacer	3382	Rear Ride Height Spacers (1mm)
82	1/4 x 3/8 Flanged Axle bearing	13861	1/4 x 3/8 Flanged Axle bearing (1)
		1386	1/4 x 3/8 Flanged Axle bearing (10)
83	Rear Axle	1728	Large D-ring Axle - 10th/SS
		1720	Complete Large D Ring Diff Assembly - Red
84	1/4" rear axle shim	4732	1/4 Shim Set (20)
85	Left Clamp Hub	1733	1/10th Left Clamp Hub - Red
86	4-40 x 3/8" Cap Head Screw	1376	3/8 x 4-40 Cap Head Scrw
87	Diff Balls	1229	Diff Balls for gear (100 pcs.)
88	Diff Gear	6408	110T 64P Spur Gear
89	Silicone Diff Grease	4205	Diff Lube - Silicone 4cc

Gen-X Spare Parts List

(Sorted by kit ID#)

ID#	Kit / Part Description	Part #	Packaged Part Description
90	Diff Ring	4201	Large D-rings
91	1/4 x 3/8 Unflanged Axle bearing	13871	1/4 x 3/8 Unflanged Axle bearing (1)
		1387	1/4 x 3/8 Unflanged Axle bearing (10)
92	Diff Hub	1725	1/10th Lg Ring Diff Hub - GX10
93	Diff Spacer	4121	Aerodiff Spacer collar
94	Spring Washer	4123	Belleville Spng wash-3 bolt(2)
95	Diff Nut	4126	8-32 Nylon Locknut (2)
96	Front Body Post	1778	Body Post Set-Short, GX10/BA
97	M3 x 8mm Steel Button Head	1490	3mm x 8mm Steel Button Head
98	Rear Body Post	1779	Body Post Set-Long, GX10/BA
99	Body Post Collar	N/A	(Included in 1778 & 1779)
100	3/16 front wheel shim	4745	3/16 Shim Set (20) x .010
101	3/16 x 5/16 Flanged Bearing	32481	3/16 x 5/16 Flanged Bearing (1)
		3248	3/16 x 5/16 Flanged Bearing (10)
102	4-40 x 1/4" Steel FH	1424	1/4 x 4-40 FH Allen-SS (4)
103	Molded Battery Trays	1756	Molded Battery Trays - Gen-X 10