

Mounting instruction for Competition 4WD Off-Road 1:6 Baja Buggy Item No 66000, 66001

We congratulate you on buying this FG Competition model. Please check the contents of the construction set, respectively of the bags. The individual bags had been thoroughly packed by us and their weight and content had been checked. When purchasing the individual bags, please check their weight and their closure by staples which must not have been removed or opened and closed several times. It is possible that the weight of an individual bag deviates by 5 grams. In case of claims due to missing parts, you always need to present the label indicating the weight at your specialized dealer. By checking the weight of the bag, you may exclude that larger parts or several parts are missing.

Weight of the individual bags/boxes:

Item No 66000, 66001

| | |
|--------|----------------------------|
| Bag A | = 1 part |
| Bag B | = 0.727 kg |
| Bag C | = 0.931 kg |
| Bag D | = 1.075 kg, |
| Bag E | = 0.384 kg |
| Bag F | = 0.893 kg |
| Bag G | = 0.191 kg |
| Bag H | = 0.383 kg |
| Bag I1 | = 0.448 kg, only for 66000 |
| Bag I2 | = 0.499 kg, only for 66001 |
| Bag J | = 0.117 kg |
| Bag K | = 0.343 kg |
| Bag L | = 0.322 kg |
| Bag M | = 0.284 kg |
| Bag N1 | = 0.027 kg, only for 66000 |
| Bag N2 | = 0.038 kg, only for 66001 |
| Bag O | = 0.299 kg |
| Bag P | = 0.235 kg |
| Bag Q | = 0.604 kg |
| Bag R | = 0.397 kg |

The RCS accumulators and battery charger are not included in the delivery volume.



FG Modellsport GmbH
Spanningerstr. 2
73650 Winterbach-Germany
Phone: +49 7181 9677-0
Fax: +49 7181 9677-20
info@fg-modellsport.de
www.fg-modellsport.de

E.66000-66001-221009

Are you interested in receiving 4WD news?
For example information about meetings,
races, technical hints. Just send us an email
with your name and email address to
marketing@fg-modellsport.de. You will receive
the 4WD news automatically when available.



Please thoroughly keep this construction instruction for spare parts' orders!

The handling with fuels requires circumspective and careful handling. Imperatively observe the security advices.

- Refuel only if the engine is switched off!
- Take off the body.
- Thoroughly clean the area around the fuels nipple.
- Remove the fuel filler cap and carefully fill in the fuel mixture.
- Smoking or any kind of open fire is not admitted.
- Fuels might contain solvent-like substances. Avoid contact with skin and eyes. Wear gloves for refueling. Do not inhale fuel vapors.
- Do not spill any fuel. If you have spilled fuel immediately clean the engine and the model.
- Make sure that no fuel will get into the soils (environmental protection). Use an appropriate mat.
- Do not refuel in enclosed rooms. Fuel vapors accumulate at the soil (risk of explosion).
- Transport and store fuels only in admitted and labeled canisters. Keep fuel out of the range of children.
- The operator is responsible for any damages caused to third persons in the operating range of the model, respectively of the engine, if they are injured or in case of property damage.
- The model must only be passed on to persons who are familiar with this model and its operation, always provide the operating manual.
- Persons with implanted heart pacemakers must not work on running engines and on live parts of the ignition system when the engine is being started.
- The engine must neither be started nor operated in enclosed rooms (without sufficient ventilation).
- When starting the engine, avoid inhaling the exhausts.
- The model must neither be started nor operated without air filter or without exhaust system.
- Before every start perform a functional check of the safety-relevant parts.
- The throttle rods must always return automatically to the idle position.
- Any cleaning, maintenance and repair works must only be performed with the engine being switched off. The engine and silencers are getting very hot. In particular do not touch the silencer.

Comments regarding the construction manual:

Before starting the assembly please see through this construction manual. This way you will get an overview of the whole execution.

Please check by means of the parts or bag list if the construction kit is complete and also check the weight of the individual bags for the positions. Only this way you may be sure that all parts which you need for the assembly are available. If a part is missing, please immediately contact your specialized dealer.

Contents

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- Position 19-25: Front axle, front bumper
- Position 26-32: Engine, clutch, gear , air filter, tank
- Position 33-40: RC-plate, receiver box, servo saver
- Position 41-45: Roll cage, throttle rods, tuning pipe
- Position 46-52: Front and rear tuning disk brake
- Position 53-59: Front and rear FG Magura hydr. brake system
- Position 60-61: Side guards, front roll cage

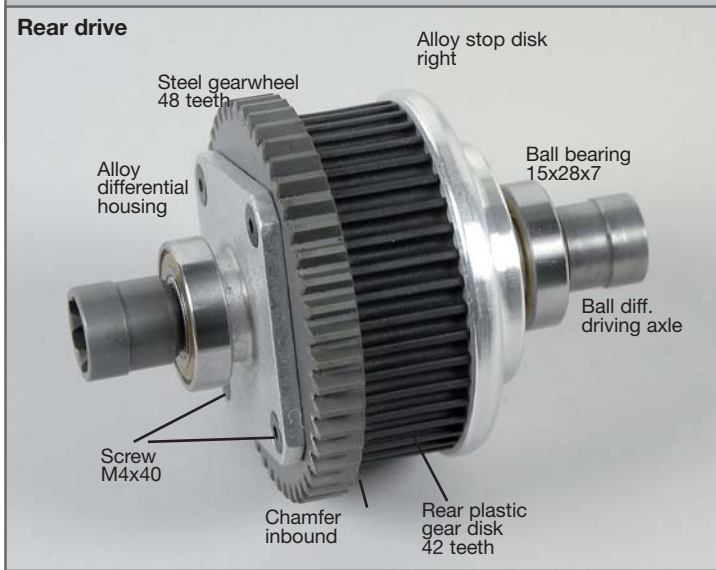
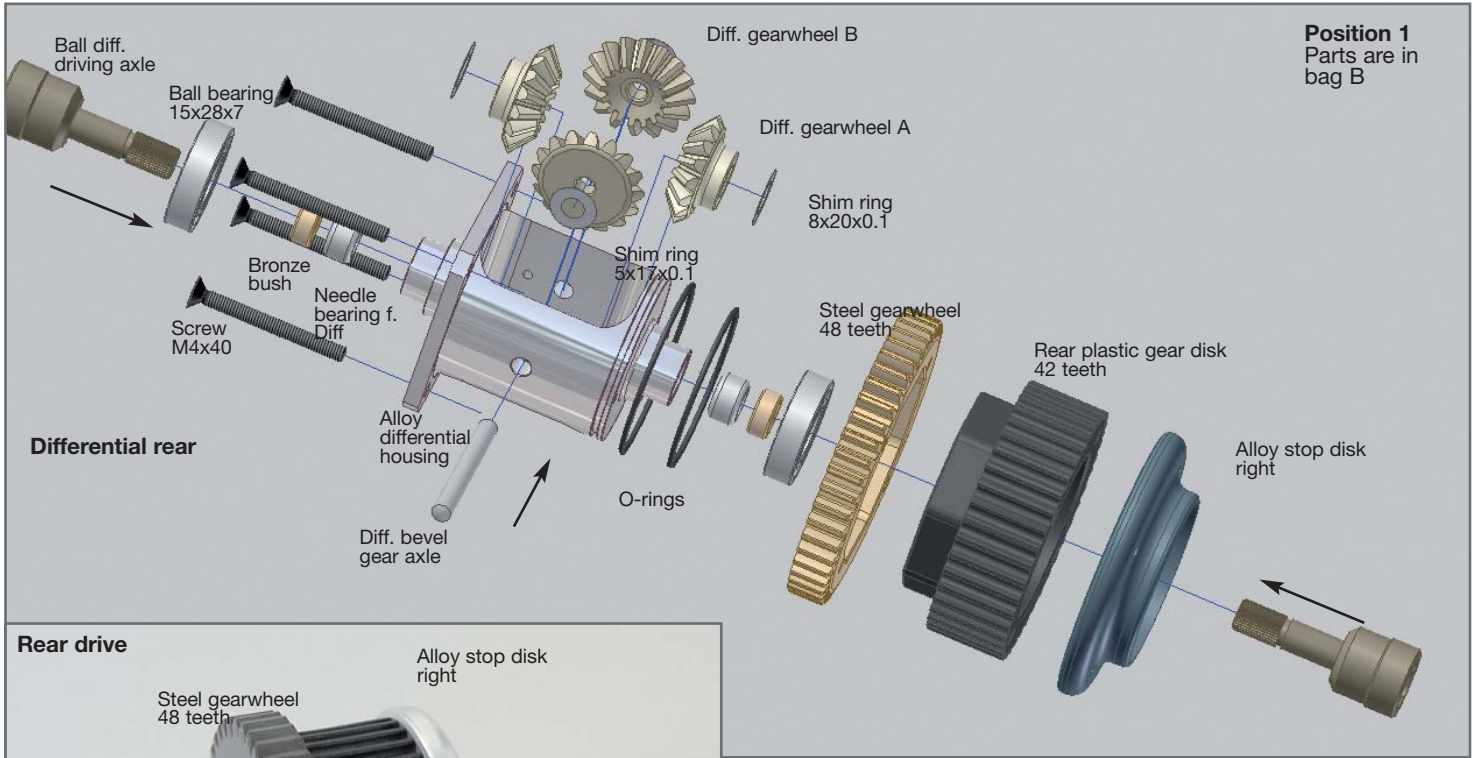
Our mentioned setting dimensions of steering linkage, wishbone thread rods aso. are just guiding values which should be modified according to the track conditions and surfaces.

Chassis adjustments and technical advices Competition 4WD Off-Road 1:6 Baja Buggy

Our recommended chassis adjustments give you a basic setup. As the surfaces in the Off-Road sector can be very different certain readjustments may be necessary. This depends on outdoor temperature, on the roadbed and how strong the track is frequented.

| | Front axle | Rear axle |
|---------------------------------|---|---|
| Wheel camber: | 0° at chassis 90° rebounded | 0° at chassis 90° rebounded |
| Trailing effect: | 4-6mm clips | |
| Toe-in: | slightly open to the front | 3° |
| Damper springs: | violet Item N°. 66305 | red Item N°. 66303 |
| Spring camber: | 5mm | 10mm |
| Damper position: | Wishbone medium boring | Lower wishbone outer boring |
| Damper piston: | 5-hole aluminium ø1,9mm Item N°. 06484/05 | Rear alloy dampler plate outer boring |
| Damper oil: | 2000-3000 FG damper oil | 5-hole aluminium ø1,9mm Item N°. 06484/05 |
| Stabilizer: | Sway bar 4mm | 2000-3000 FG damper oil |
| Driving height/ Chassis height: | 40mm with Baja wheels | Sway bar 5mm |
| Servo saver: | Medium hole, outer hole position | 45mm Baja wheels |

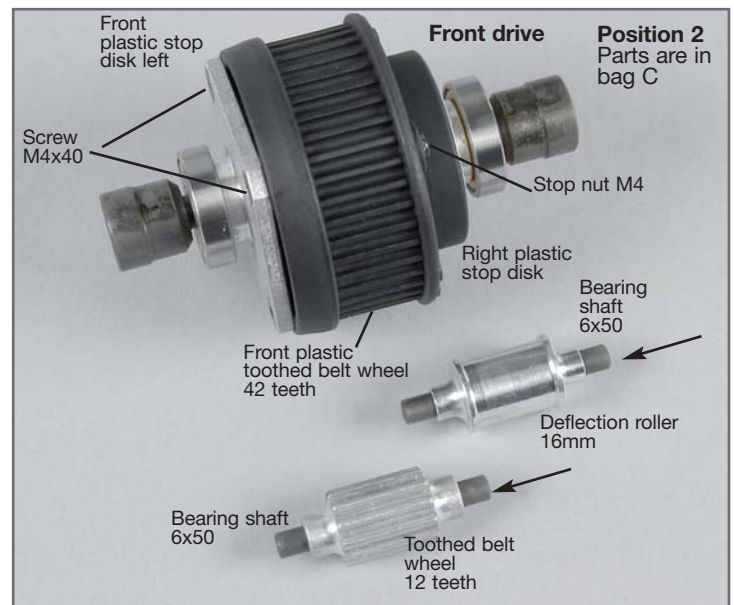
All metric screws need to be secured with thread lock fluid.



Inserting of the diff. bevel gearwheels or of the complete package is much easier if you use the FG mounting tool 8505.

1. Insert the diff. gearwheels in the diff. housing as described in position 1. When using the FG mounting tool item No 08505, the inserting of the bevel gearwheels will be eased considerably.
2. Lubricate the ball diff. driving axles slightly with grease and push it in the diff. housing.
3. Mount the diff. bevel gear axle. If the bevel gear axle respectively the driving axles can only be pushed in severely or if it cannot be pushed in at any position, you have to dismantle the bevel gearwheels again. Then insert it again.
4. If the gearwheels have too much clearance, correct it using the enclosed shim rings. Please make sure that the gearwheel clearance had not been set too close.
5. Lubricate the gearwheels slightly with multipurpose grease, e.g. item No 06501
6. Put the parts on the alloy diff. housing as described in position 1 and in the given sequence: O-ring large, O-ring small, steel gearwheel 48teeth., rear plastic gear disk 42 teeth, right alloy stop disk. Fasten the complete unit using the M4x40 countersunk screws (use the screw retention high-strength).

1. Mount the differential gear for the front axle as described in position 1 under the item 1-5.
2. Then put the parts on the alloy diff. housing as described in position 2 and in the given sequence: O-ring large, O-ring small, front plastic stop disk left, plastic toothed belt wheel 42 teeth, right plastic stop disk. Fasten the complete unit using the M4x40 countersunk screws and the stop nuts M4.
3. Push the bearing shafts 6x50mm centrally in the deflection roller 16mm and in the 12-teeth toothed belt wheel.

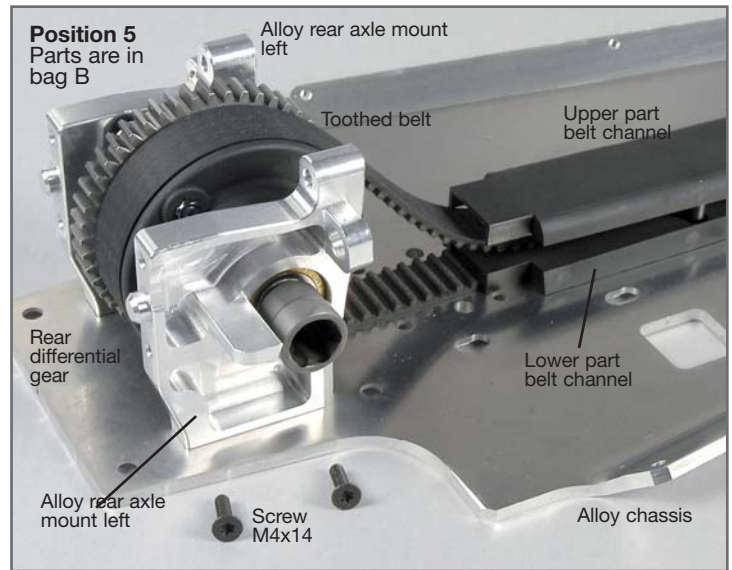
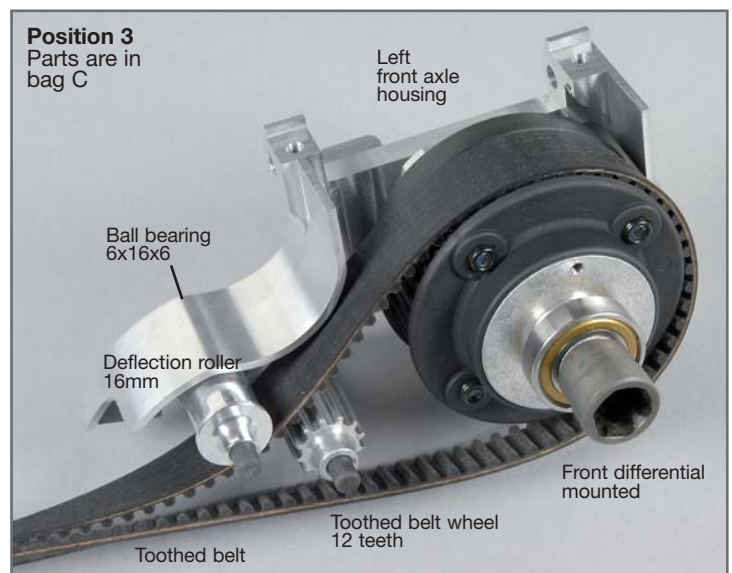
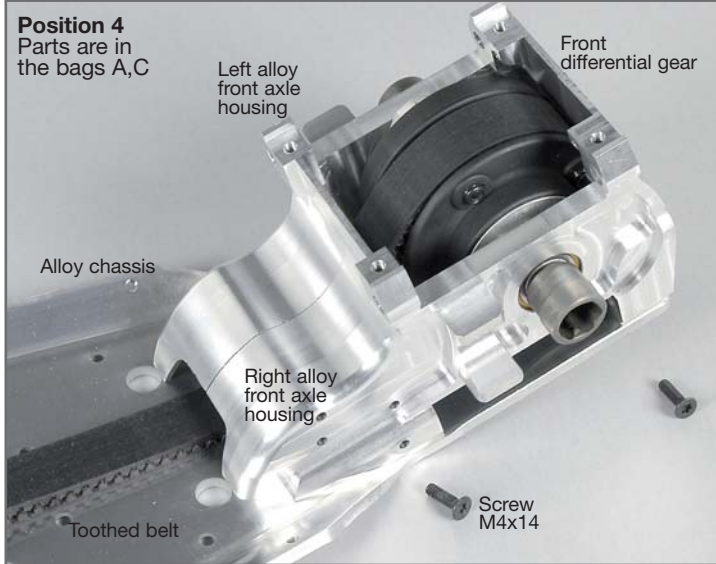


1. Push the front differential gear, deflection roller 16mm, toothed belt wheel 12 teeth in the left alloy front axle housing as described in position 3.

2. Put the toothed belt on the front differential gear, deflection roller 16mm and the toothed belt wheel with 12 teeth as described in position 3.

3. Press the right alloy front axle housing on the front differential gear, deflection roller 16mm and the toothed belt wheel with 12 teeth (position 4).

4. Put the complete alloy front axle housing on the alloy chassis and fasten it using the M4x14 countersunk screws.



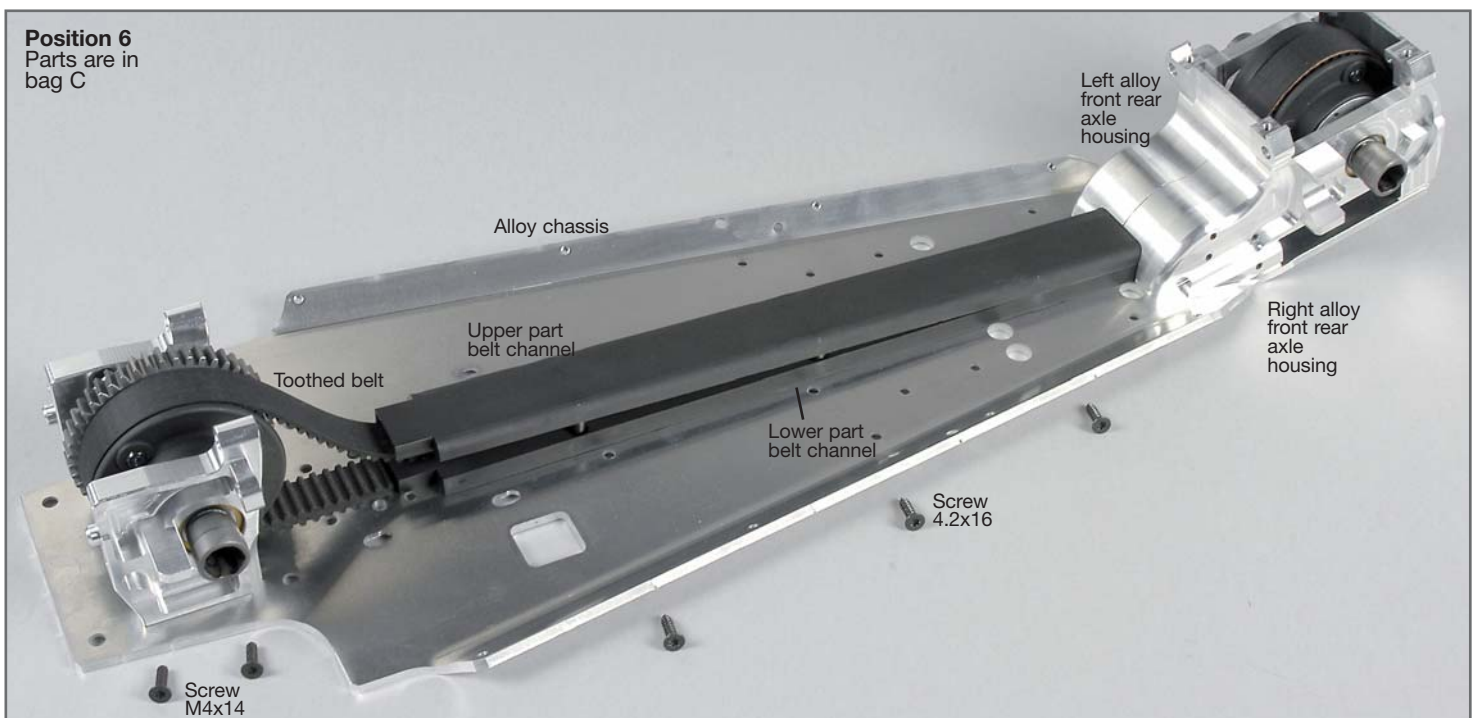
1. Put the lower part of the belt channel on the lower part of the toothed belt as described in position 6. Then push the upper part of the belt channel in the lower part of the belt channel. Then insert the complete belt channel in the opening of the alloy front axle housing. Make sure that the toothed belt is running smoothly.

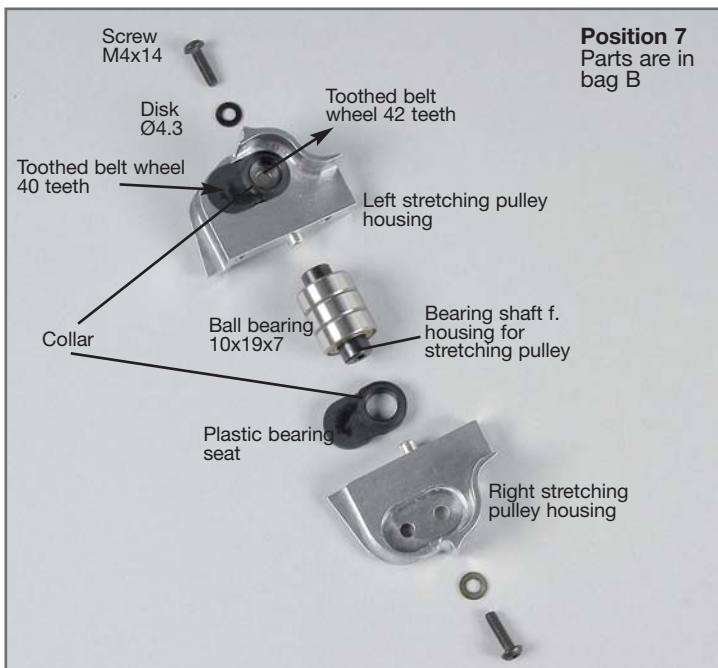
2. Mount the belt channel to the alloy chassis using the 4.2x16 countersunk screws.

1. Put the toothed belt on the rear differential gear as described in position 5.

2. Press the left and right rear axle mounts on the ball bearings of the rear differential gear as described in position 5.

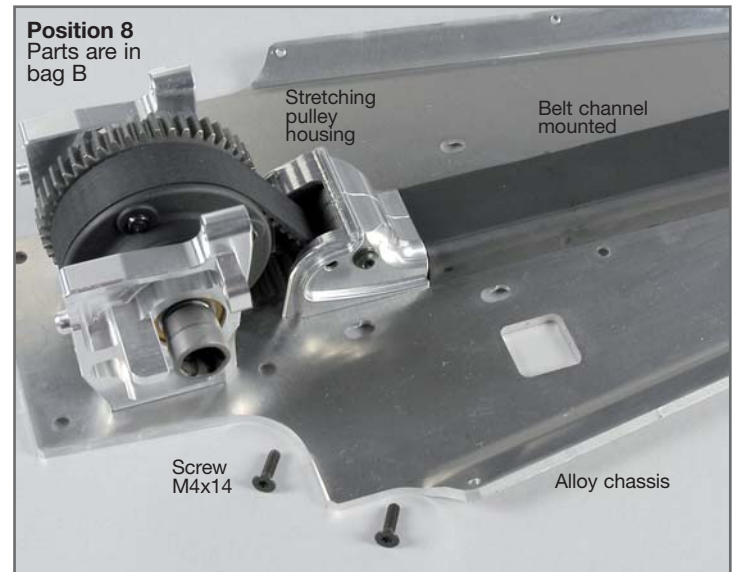
3. Put the left and right alloy rear axle mounts on the alloy chassis and mount it using the M4x14 countersunk screws.



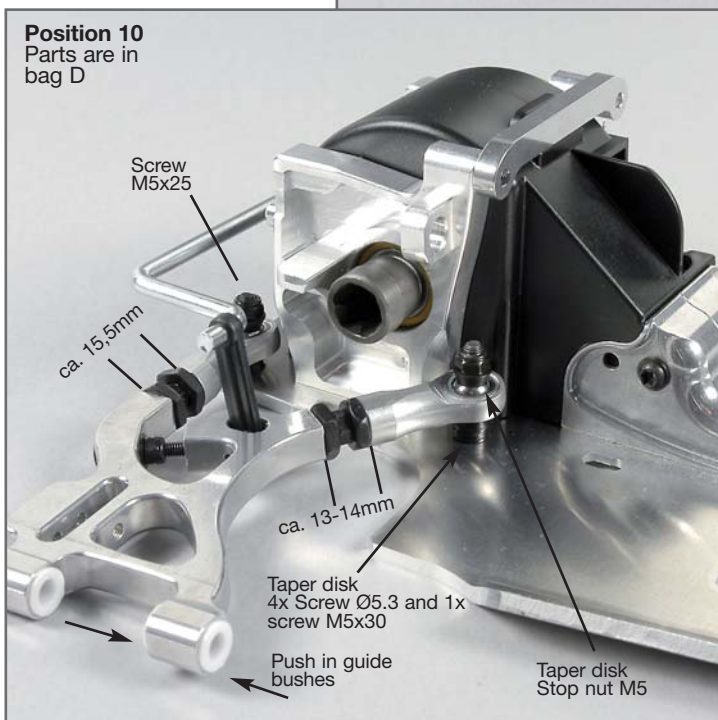
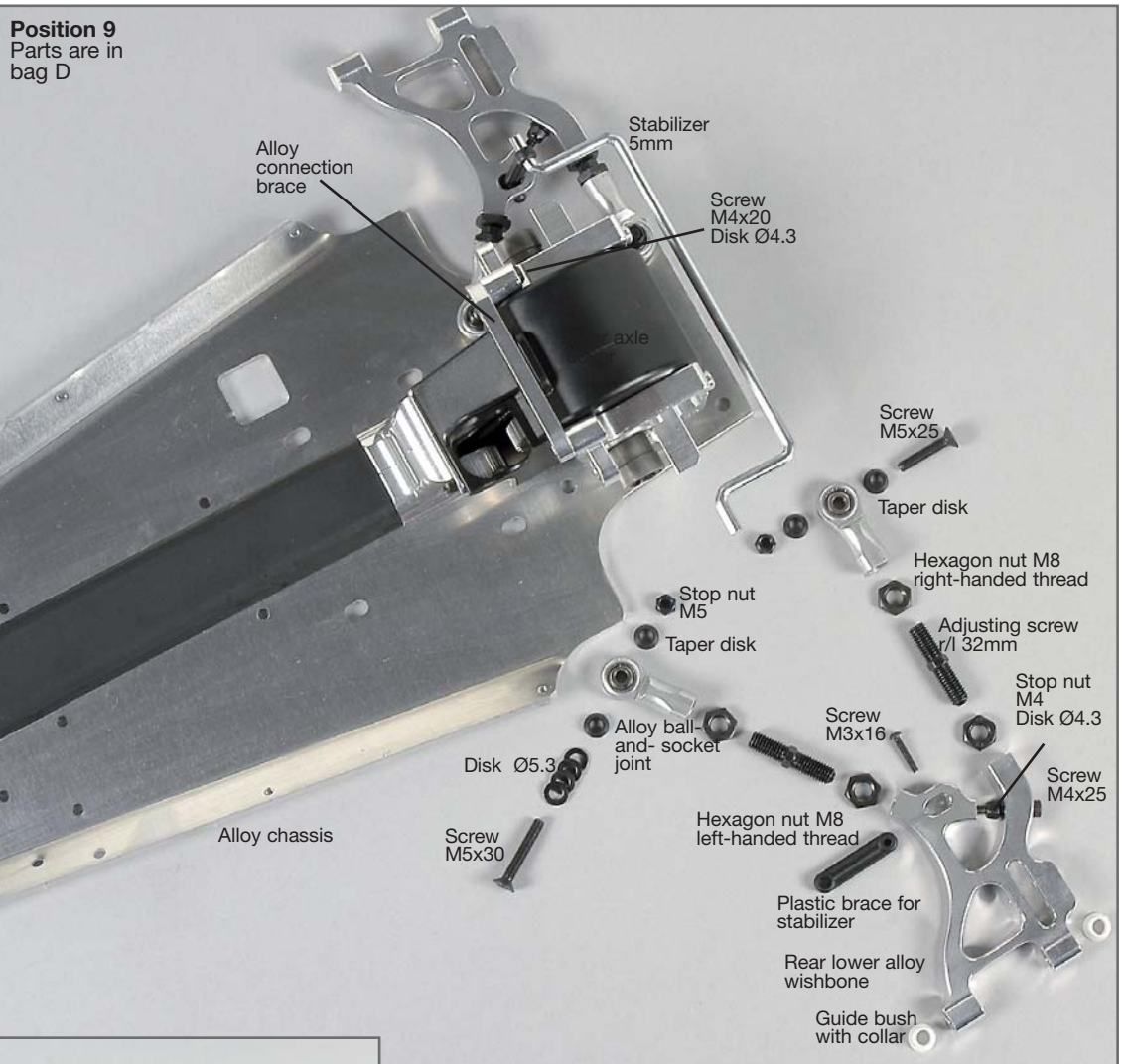


1. Push the bearing shaft for the stretching pulley housing centrally in the 3 ball bearings 10x19x7.
2. Push the plastic bearing seat with inbound collar in the left and right stretching pulley housing as described in position 7.
3. Push the bearing shaft which is equipped with ball bearings in the left and right stretching pulley housings which are equipped with plastic bearings seats and mount it using M4x14 pan-head screws and disks Ø4.3.
4. Put the complete stretching pulley housing on the belt and belt channel as described in position 8 and mount it on the alloy chassis using the M4x14 countersunk screws. For this purpose, slightly move the belt.
5. When the assembly is performed, turn the belt in running direction. The belt has to rotate easily.

Hint: The position of the front bearing seat is made for the front plastic toothed belt wheel with 42 teeth. The position of the rear bearing seat is made for the rear plastic toothed belt wheel with 40 teeth.



All metric screws need to be secured with thread lock fluid.



1. Push the rear axle cover between the alloy rear axle mounts and mount it using an alloy connection brace, a M4x20 pan-head screw and a disk Ø4.3.
2. Push the guide bushes with collar in the rear lower alloy wishbones from inside and outside.
3. Mount the M4x25 cylinder screws with stop nuts M4 and disks Ø4.3 in the rear lower alloy wishbones.
4. Screw the hexagon nuts with M8 left-handed thread on the adjusting screws 32mm and screw it in the rear lower alloy wishbones, then screw the hexagon nuts with M8 right-handed thread and alloy ball bearings on the adjusting screws 32mm.
5. Mount the plastic brace for the stabilizer to the rear lower alloy wishbone using M3x16 pan-head screws, then push the stabilizer 5mm in the plastic brace for the stabilizer.
6. Mount the pre-assembled rear lower alloy wishbones to the front alloy ball-and-socket joints with M5x30 countersunk screws, 4 disks Ø5.3 and one taper disk each between the alloy ball-and-socket joints and mount it to the alloy chassis using M5 stop nuts. Then mount the rear alloy ball-and-socket joints with M5x25 countersunk screws and one taper disk each between the alloy ball-and-socket joints and mount it to the alloy chassis using M5 stop nuts. The mounted wishbones should move easily up and down.

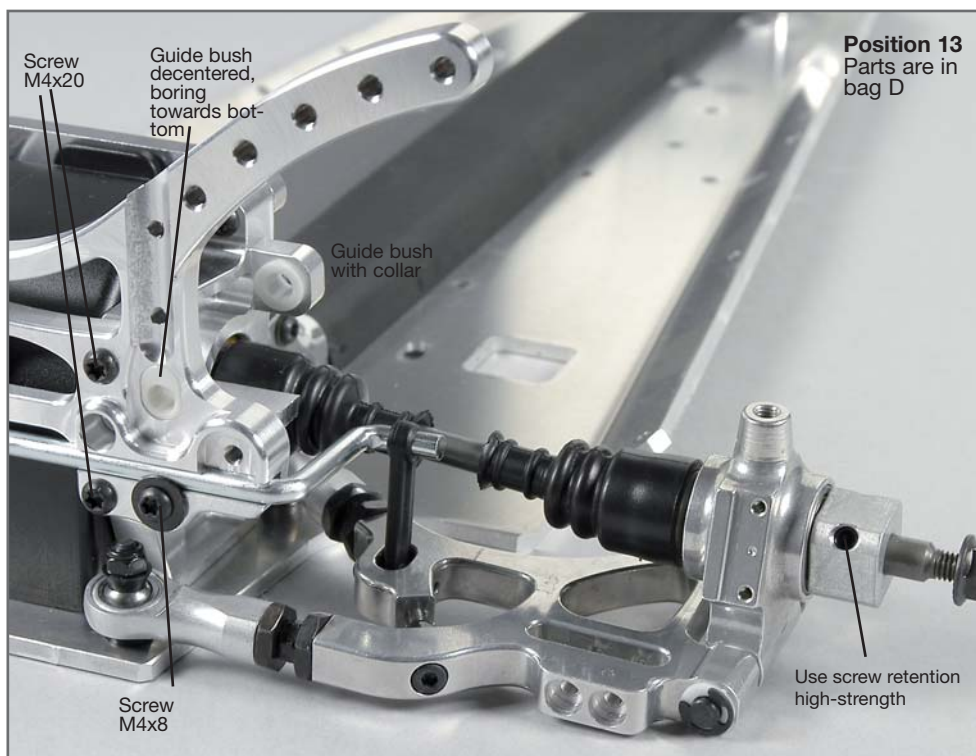
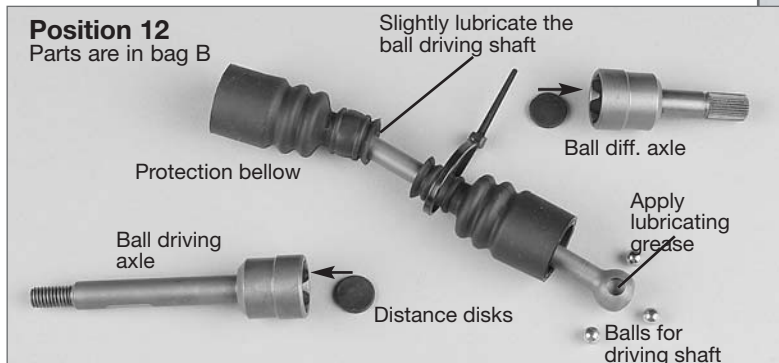
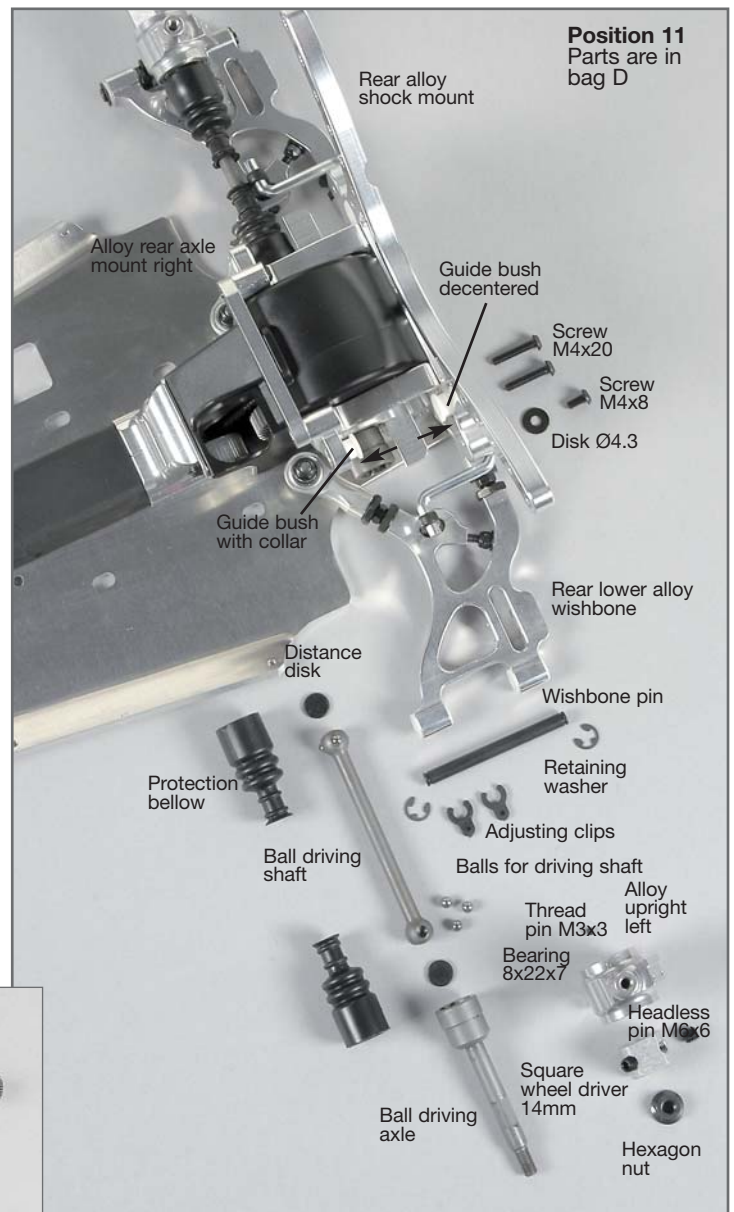
Hint: Mount taper disks always with the thinner side towards the alloy ball-and-socket joint.

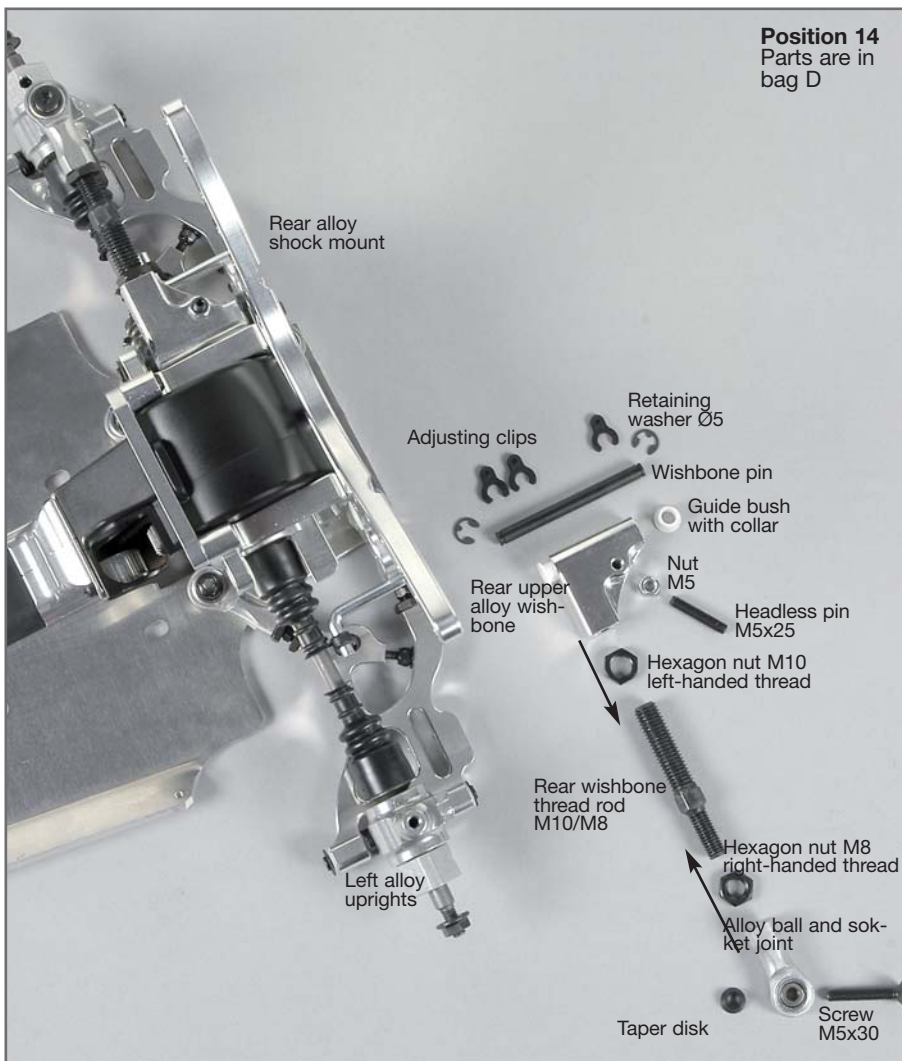
All metric screws need to be secured with thread lock fluid.

1. Mount the rear alloy shock mount to the left and right alloy rear axle mount using the M4x20 pan-head screws.
2. Push the stabilizer in the rear alloy shock mount and fasten it using M4x8 pan-head screws and disks Ø4.3.
3. Push the guide bushes with collar from the interior side into the left and right alloy rear axle mounts. Push the decentered guide bushes with boring showing to the bottom from the interior side in the rear alloy shock mount.
4. Mount the ball driving set as described in position 12.
5. Push the ball driving axles in the alloy uprights which are equipped with ball bearings and mount the square wheel driver 14mm with recess towards the ball bearing to the surfaces of the ball driving axles using M6x6 headless pins (use a high-strength screw retention).
6. Push the alloy uprights and headless pins in the rear lower alloy wishbones as described in position 13. Secure the headless pins using Ø5 retaining washers.
7. Put two adjusting clips each on the headless pins between the front alloy uprights and between the rear lower alloy wishbones. Secure the alloy uprights using M3x3 headless pins. Check if the alloy uprights are running smoothly.

Mounting of the ball driving shafts.

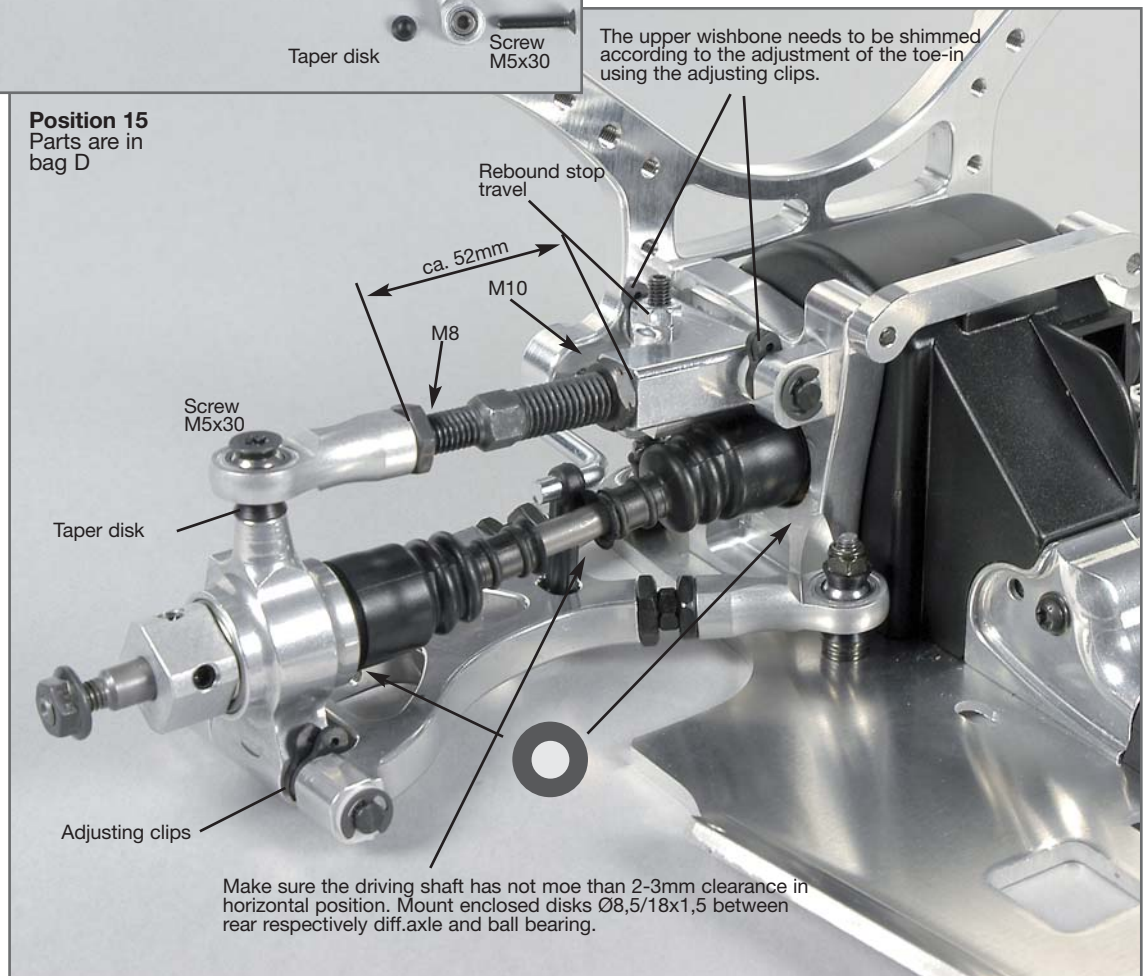
Stick the distance disks in the round relief of the ball drive axle as well as in the ball diff. axle using some multipurpose grease. Mount the protection bellows to the ball driving shafts according to the illustration. When putting on the protection bellow, slightly grease the ball area. Apply some lubricating grease on the ball holes and push in the balls. The balls will be held by the lubricating grease and this way the driving shaft can be mounted more easily. Then push the complete ball driving shaft in the differential axle and the driving axle. Put the protection bellows on the ball diff. axles and the driving axles.





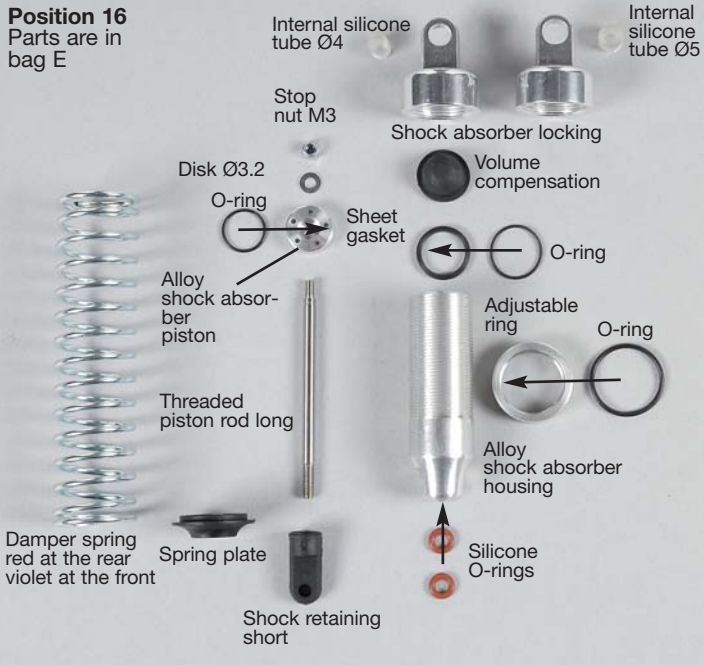
1. Push the guide bushes with collar in the rear upper alloy wishbones.
2. Screw the hexagon nuts with M10 left-handed thread on the rear wishbone thread rods M10/M8 and screw it in the rear upper alloy wishbones, then screw the hexagon nuts with M8 right-handed thread and alloy ball-and-socket joints on the rear wishbone thread rods M10/M8. Use medium screw retention.
3. Push the wishbone pins throughout the alloy rear axle mounts, rear alloy shock mount and the pre-assembled rear upper alloy wishbones according to the illustration. Secure the wishbone pins using Ø5 retaining washers.
4. Push two adjusting clips each in the wishbone pins at the front between the alloy rear axle mounts and the rear upper alloy wishbones and push one adjusting clip each in the wishbone pins at the rear between the rear alloy shock mount the rear upper alloy wishbones.
5. Mount the alloy ball-and-socket joints between the alloy uprights and alloy ball-and-socket joints to the alloy uprights using M5x30 countersunk screws and taper disks. Position 15.
6. Screw M5 nuts on M5x25 headless pins and screw it from the top in the rear upper alloy wishbones (Rebound stop travel).

Hint: The upper wishbone needs to be shimmed according to the adjustment of the toe-in using the adjusting clips. Always mount taper disks with the thinner side towards the alloy ball-and-socket joint.



All metric screws need to be secured with thread lock fluid.

Position 16
Parts are in
bag E



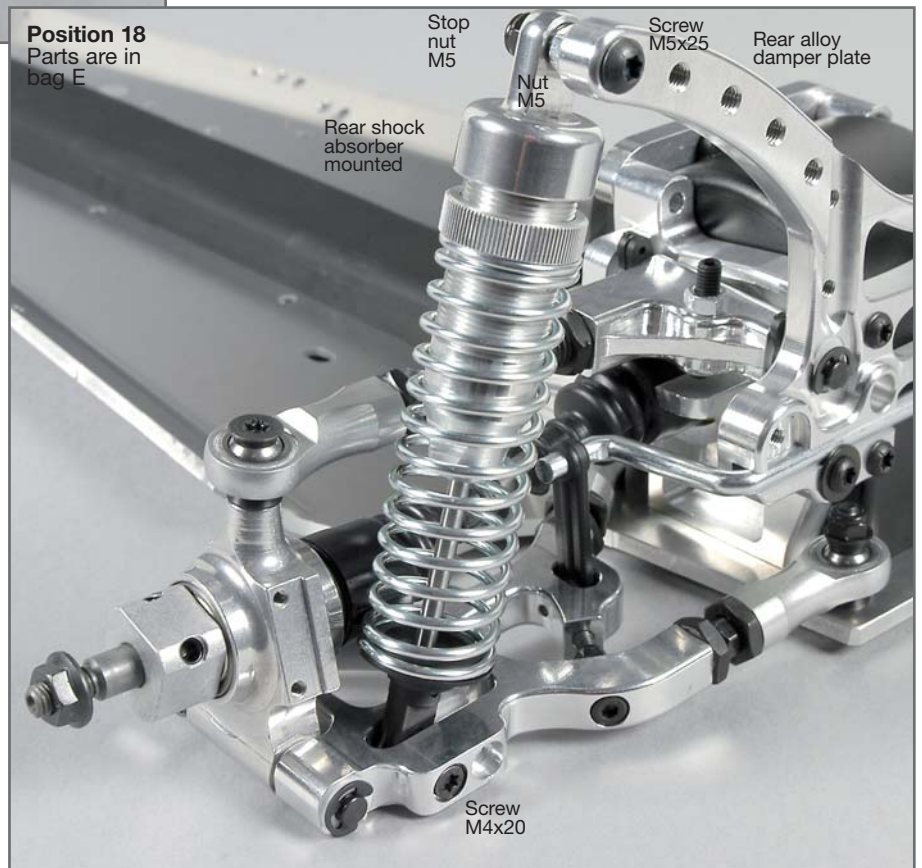
1. Insert 2 red silicone O-rings each in the alloy shock absorber housing as described in position 17.
2. Insert the black O-rings in adjustable rings and screw the adjustable rings on the alloy shock absorber housing.
3. Mount the O-rings with the smaller groove towards the threaded piston rod to the alloy shock absorber pistons using a disk Ø3.2 and a stop nut M3.
4. Carefully insert the threaded piston rods throughout the alloy shock absorber housings, without damaging the silicone O-rings. Screw the short shock retaining in the thread of the threaded piston rod until there is no thread visible anymore.
5. Mount the O-rings to the sheet gaskets and push it in the alloy shock absorber housing.
6. Fill the alloy shock absorber housing with oil up to about 3mm below the sheet gasket. Carefully slide the threaded piston rod several times in and out of the alloy shock absorber housing, so that the air bubbles in the oil will come up. If no longer air bubbles are coming up, push the threaded piston rod slowly in the alloy shock absorber housing until there is only visible about 5mm of the piston rod. Then insert the volume compensation with cambering towards the oil and screw it down with the shock absorber locking. If too much oil is filled in it might leak through the thread.
7. Mount the red damper springs for the rear axle to the shock absorbers with the larger boring in the shock absorber locking and secure it using spring plates. Proceed in the same way for the front shock absorbers with the smaller borings in the shock absorber locking and the violet damper springs.
8. Mount the rear lower mounted shock absorbers to the rear lower alloy wishbones using M4x20 cylinder screws. Screw M5x25 pan-head screws in the rear alloy shock mount and counter it using M5 nuts, then mount the upper shock absorber with internal silicone tube Ø5 and M5 stop nuts.

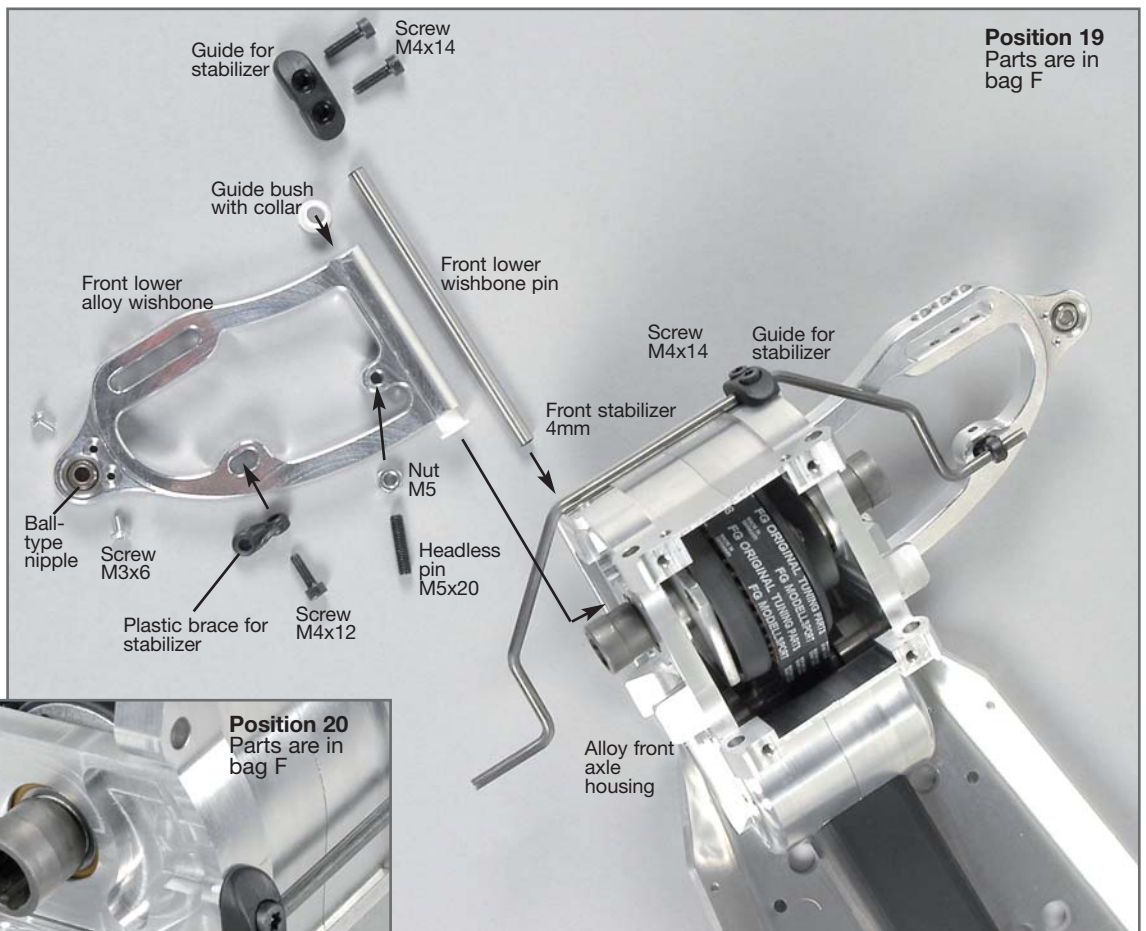
Hint: Slightly lubricate the silicone O-rings and the threaded piston rods when mounting. If the FG mounting tool item No 06853 is used, the mounting of the shock absorbers will be eased considerably.

Position 17
Parts are in
bag E

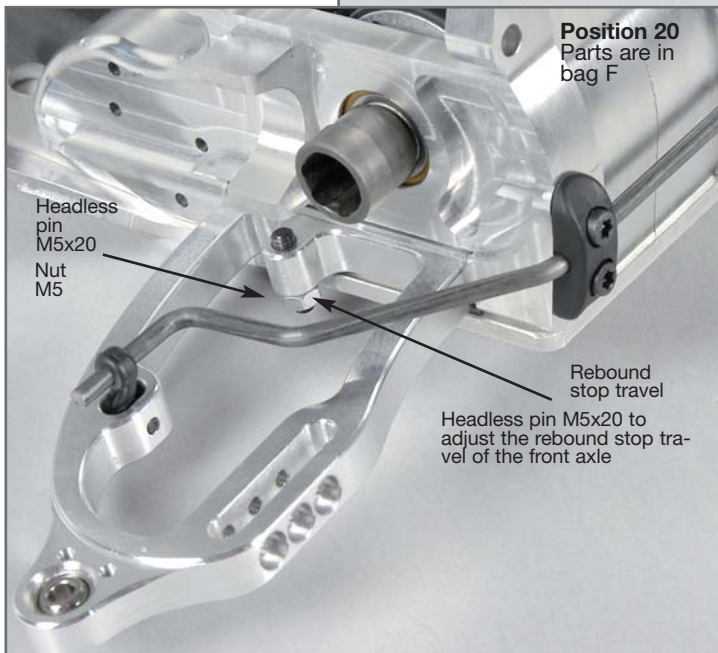


Position 18
Parts are in
bag E





Position 19
Parts are in bag F



Position 20
Parts are in bag F

1. Secure the pressed in ball-type nipples in the front lower alloy wishbones using M3x6 lenticular flange head screws.
2. Push the guide bushes with collar in the front lower alloy wishbones.
3. Mount the plastic brace for the stabilizer to the front lower alloy wishbones using M4x12 cylinder screws, then push the front stabilizer 4mm in the plastic brace for the stabilizer.
4. Insert the front lower alloy wishbones in the alloy front axle housings as described in position 19 and push the front lower wishbone pins with tapped hole towards the front in the alloy front axle housings and push it in throughout the pre-assembled front lower alloy wishbones. The alloy wishbones have to move up and down easily.
5. Mount the front stabilizer 4mm to the alloy front axle housings using the guides for the stabilizer and M4x14 cylinder screws.
6. Screw a M5 nut on a M5x20 headless pin and screw it from the bottom in the front lower alloy wishbones.

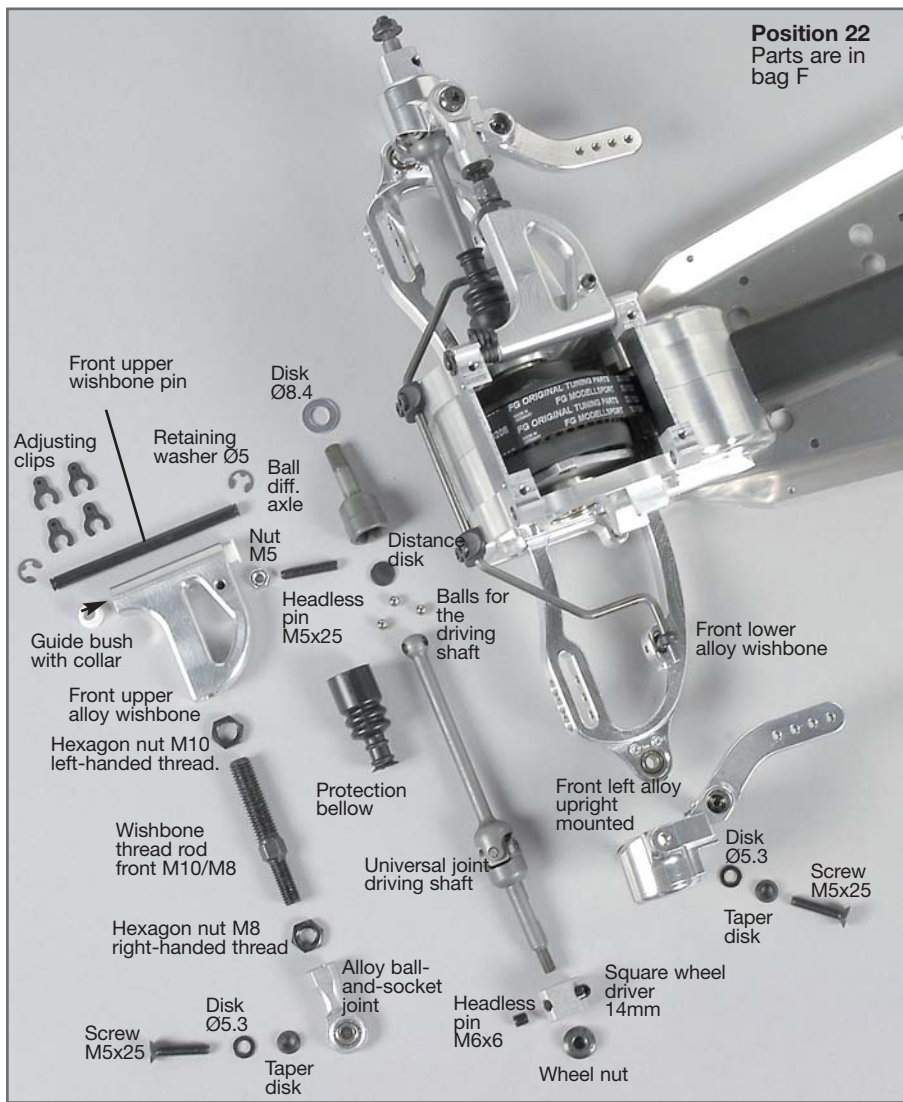
Hint: In order to pull out the front lower wishbone pins, screw a M4 screw from the bottom in the threaded hole.



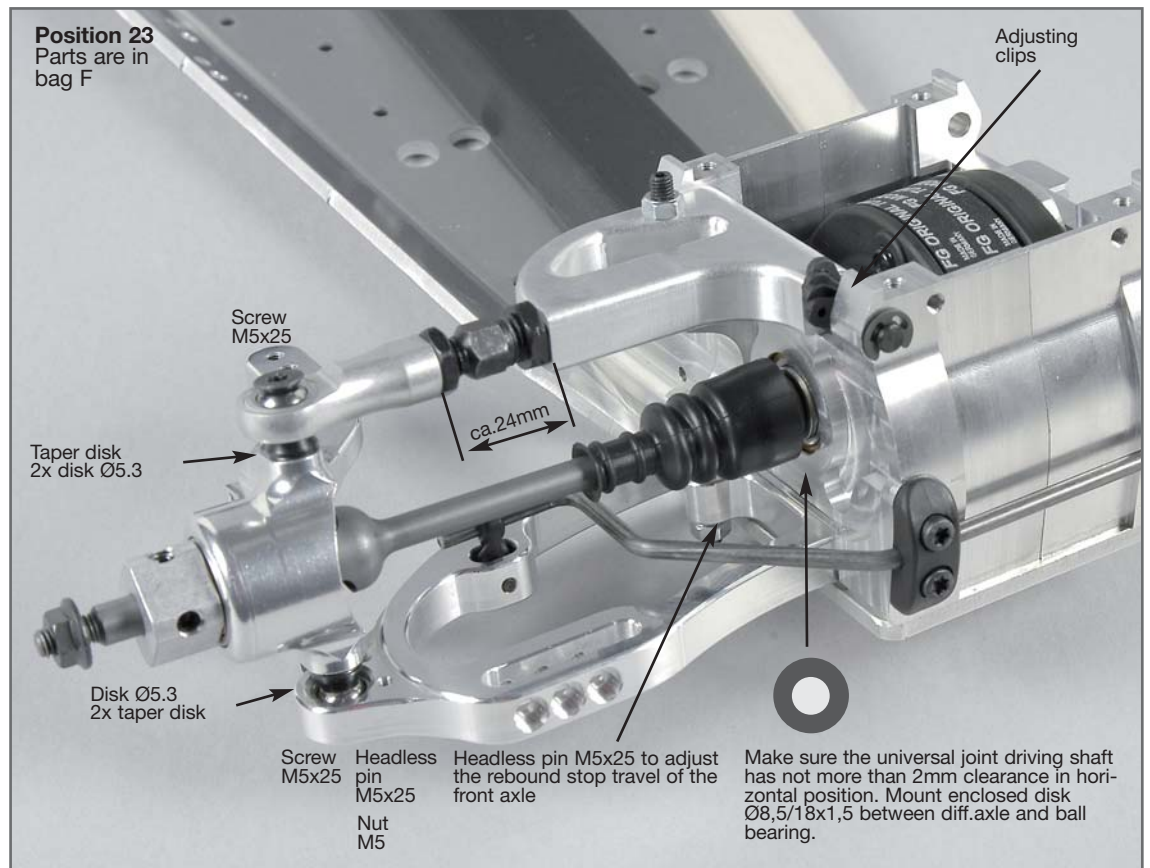
Position 19
Parts are in bag F

1. Mount the alloy steering lever to the front left and right alloy uprights using M4x12 cylinder screws according to the illustration.
2. Mount the plastic steering stop to the alloy steering levers using 4.2x22 pan-head screws.

Hint: The front left and right alloy uprights are similar. They have to be mounted in a different way, due to the position of the alloy steering levers and the plastic steering stops.



1. Push the guide bushes in the front upper alloy wishbones.
 2. Screw the hexagon nuts M10 with left-handed thread on the front wishbone thread rods M10/M8 and screw it in the front upper alloy wishbones, then screw the hexagon nuts M8 with right-handed thread and alloy ball-and-socket joints on the front wishbone thread rods M10/M8. Use medium screw retention.
 3. Push the front upper wishbone pins throughout the pre-assembled front upper alloy wishbones in the alloy front axle housing as described in position 22. Mount the front upper wishbone pins using Ø5 retaining washers.
 4. Push four adjusting clips each at the front between the alloy front axle housing and the front upper alloy wishbones in the front upper wishbone pins.
 6. Screw M5 nuts on M5x25 headless pins and screw it from the top in the front upper alloy wishbones.
 7. Mount the ball diff. axle, protection bellow, distance disk and balls for the driving shaft on the universal joint driving shaft to the rear axle as the same procedure in the manual of the ball driving shafts (position 12). Push it in the front differential on the ball diff. axle using a disk Ø8.4.
 8. Push the universal joint driving shafts in the pre-assembled left and right alloy uprights and mount the square wheel driver 14mm with recess towards the bearing to the surfaces of the universal joint driving shafts using M6x6 headless pins. (Use a high-strength screw retention)
 9. Mount the left and right alloy upright to the lower alloy wishbones and alloy ball-and-socket joints of the upper alloy wishbones with 2 disks Ø5.3 between taper disk and alloy uprights using M5x25 countersunk screws.
- Hint:** Mount taper disks always with the thinner side towards the alloy ball-and-socket joint.



All metric screws need to be secured with thread lock fluid.

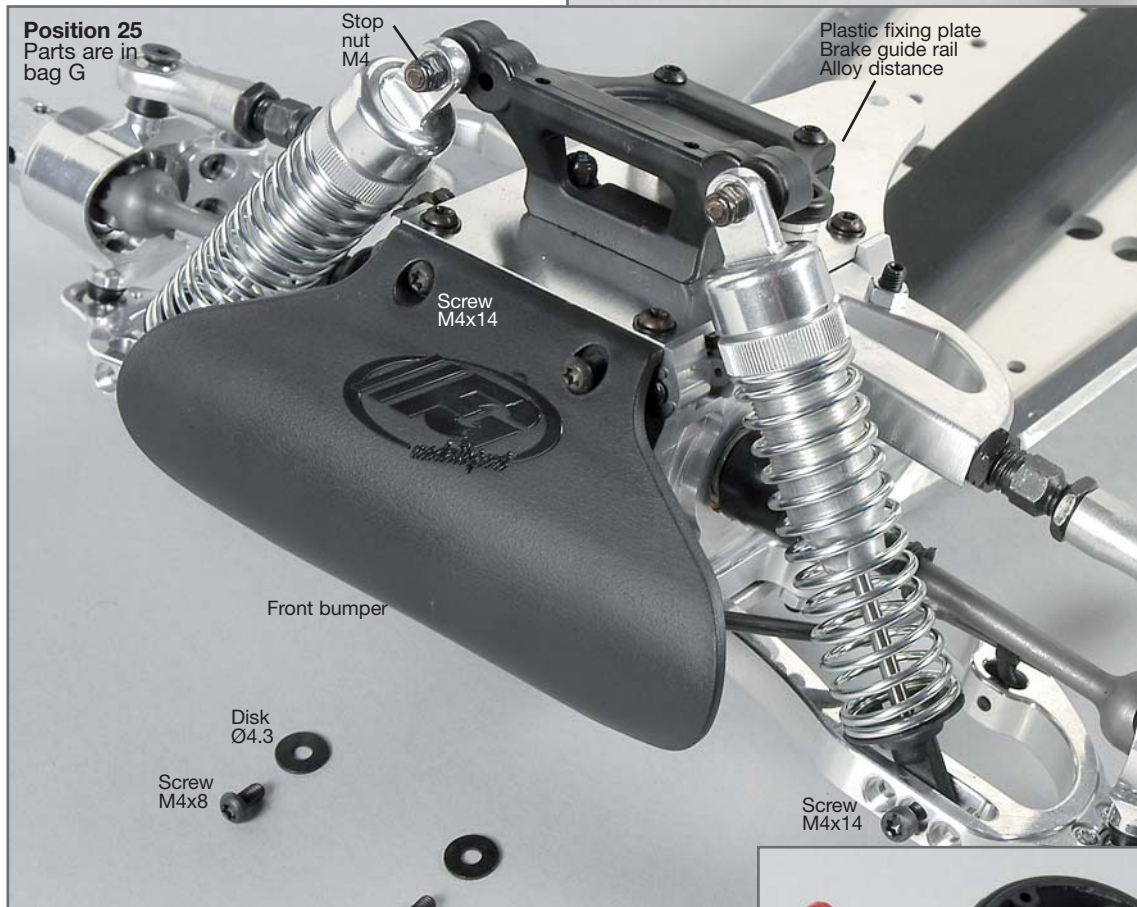
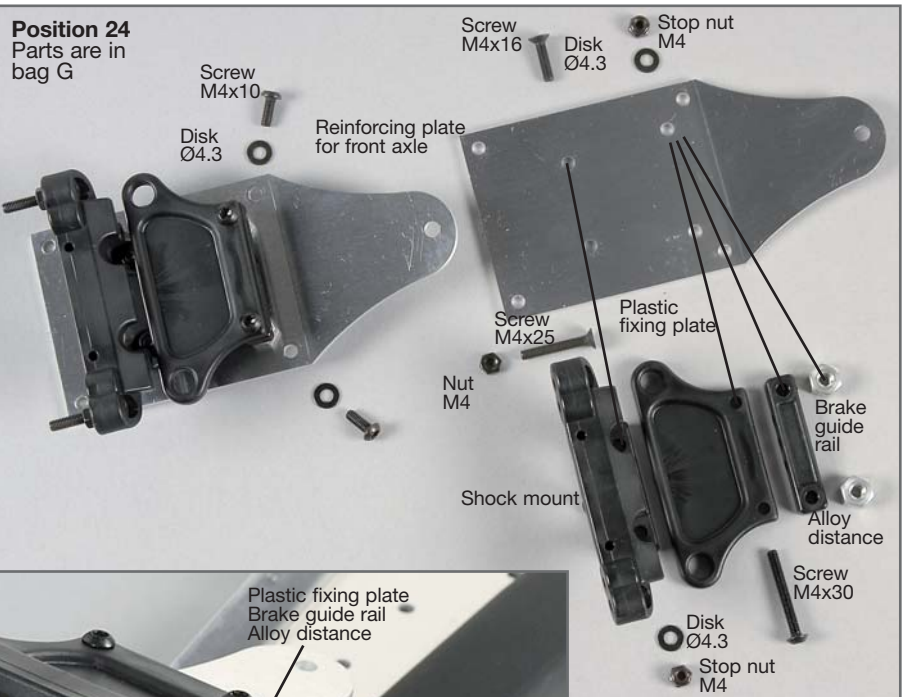
1. Mount the shock mount to the reinforcing plate for the front axle using M4x16 countersunk screws, disks Ø4.3 and M4 stop nuts.

2. Mount the plastic fixing plate with brake guide rail and alloy distances between the brake guide rail and reinforcing plate to the reinforcing plate for the front axle using M4x30 pan-head screws, disks Ø4.3 and M4 stop nuts.

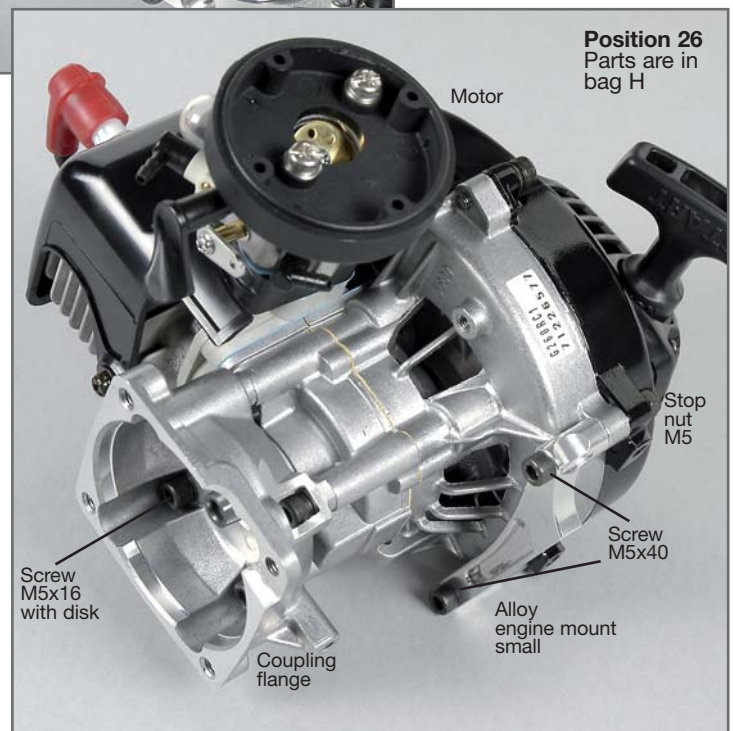
3. Then mount the reinforcing plate for the front axle to the alloy front axle carriers using M4x10 pan-head screws and disks Ø4.3. (Position 25)

4. Mount the front shock absorbers to the front lower alloy wishbones using M4x14 cylinder screws. Push M4x25 countersunk screws in the shock mount (position 24) and counter with M4 nuts, then mount the upper shock absorber with internal silicone tube Ø4 and M4 stop nuts.

Hint: For the mechanic tuning brake, please observe the fitting of the brake guide rail; also refer to the illustration of position 48.

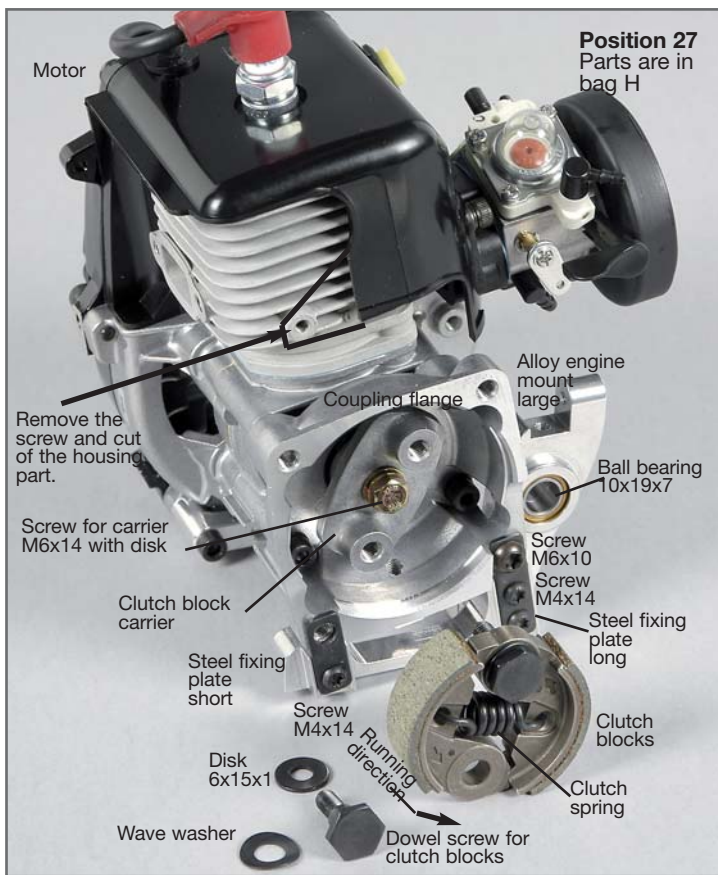


1. Mount the front bumper to the alloy chassis using M4x8 pan-head screws and disks Ø4.3 and mount it on the alloy front axle carriers using M4x14 pan-head screws.



1. Mount the small alloy engine mount to the motor using M5x40 cylinder screws and counter with M5 stop nuts. For this purpose, the original screws on the motor need to be removed.

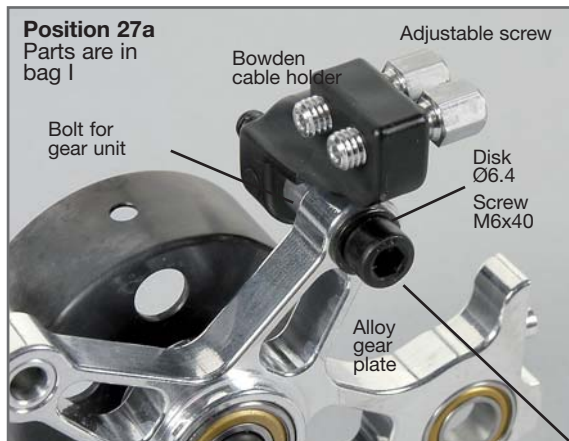
2. Mount the coupling flange to the motor using M5x16 cylinder screws with forced on disk according to the illustration.



Position 27
Parts are in bag H

1. Remove the recessed head screw from the cover of the engine housing and cut off the front part of the cover.
2. Mount the long and short steel fixing plate to the large alloy engine mount using M4x14 pan-head screws, then mount the alloy engine mount to the coupling flange using a M6x10 pan-head screw.
3. Mount the clutch block carrier to the motor using a M6x14 hexagon head screw with forced on disk.
4. Secure the clutch spring in the clutch blocks and place one clutch block on top of the other according to the illustration.
5. Put the wave washers on the dowel screws for the clutch blocks and push it in the clutch blocks from the side with the arrows (running direction of the motor). Mount it to the clutch block carrier using disks 6x15x1.

Hint: If the FG piston punching pin item No 08542 is used, the mounting of the clutch will be considerably simplified.

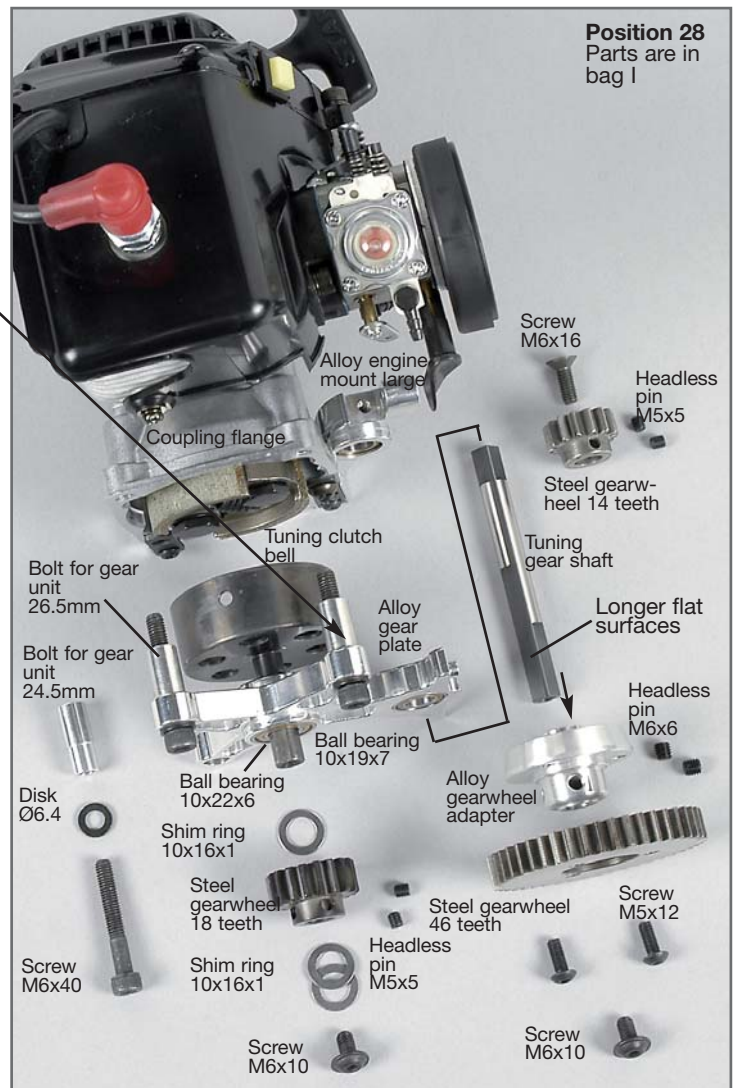


Position 27a
Parts are in bag I

Mount the bowden cable holder only for the mechanic tuning brake, also refer to the illustration of position 51

1. Screw the adjustable screws in the bowden cable holder.
2. Push the bowden cable holder in the bolt for the gear unit and mount it using 2.9x9.5 pan-head screws.

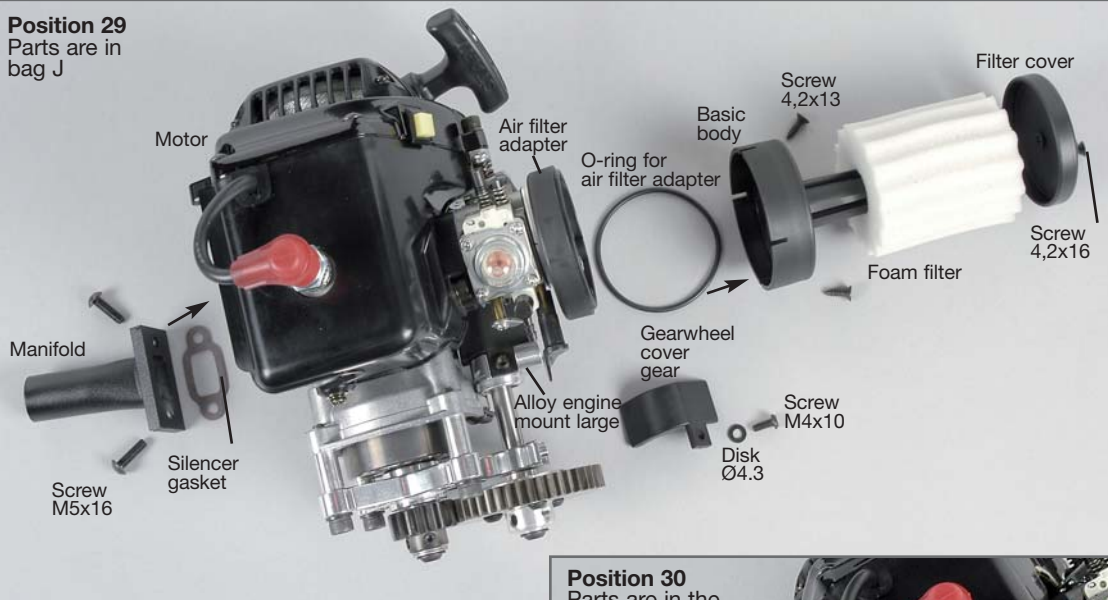
1. Push the tuning clutch bell in the alloy gear plate as described in position 28 and put on a shim ring 10x16x1, a steel gearwheel with 18 teeth and two additional shim rings 10x16x1. Mount the steel gearwheel on the surfaces of the tuning clutch bell using the M5x5 headless pins and secure it using a lenticular flange head screw M6x10.
2. Push the tuning gear shaft flush in the alloy gearwheel adapter from the side with the longer flat surfaces and secure it using M6x6 headless pins and a M6x10 lenticular flange head screw.
3. Mount the steel gearwheel with 46 teeth to the alloy gearwheel adapter using M5x12 pan-head screws.
4. Push the tuning gear shaft in the alloy gear plate.
5. Push 2 bolts for gear unit 26.5mm at the top and one bolt for gear unit 24.5mm at the bottom from the inside in the alloy gear plate according to the illustration. For the mechanic tuning brake build in the bowden cable holder as described in position 27a.
6. Push the tuning gear shaft throughout the ball bearings of the alloy gear plate and the alloy engine mount and mount the alloy gear plate to the coupling flange using M6x40 cylinder screws and disks Ø6.4.
7. Push the steel gearwheel with 14 teeth on the tuning gear shaft according to the illustration and mount it to the surfaces of the tuning clutch bell using M5x5 headless pins. Secure it using a M6x16 countersunk screw, use a high-strength screw retention.



Position 28
Parts are in bag I

All metric screws need to be secured with thread lock fluid.

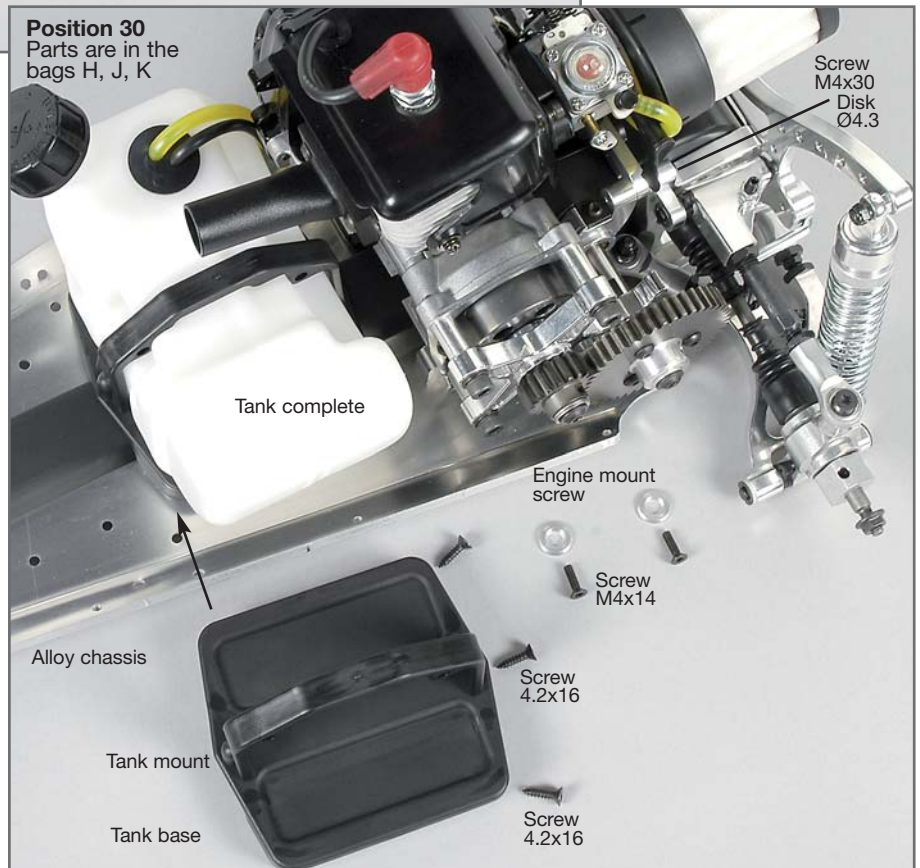
Position 29
Parts are in bag J



1. Mount the exhaust manifold to the motor using M5x16 pan-head screws and a silencer gasket.
2. Mount the gearwheel cover of gear to the large alloy engine mount using a pan-head screw M4x10 and a disk Ø4.3 as described in position 29.
3. Insert the O-ring for the air filter adapter in the basic body and mount it to the air filter adapter using 4.2x13 countersunk screws.
4. Press the oiled foam filter on the basic body and mount it with the filter cover a 4.2x16 countersunk screw.
5. Insert the pre-assembled motor in the alloy chassis and mount it throughout the left alloy rear axle mount using a M4x30 pan-head screw and a disk Ø4.3, but only put on the M4x30 pan-head screw, do not tighten it yet. Also refer to position 32.
6. Mount the pre-assembled motor to the alloy chassis using M4x14 countersunk screws and engine mount screws.
7. Mount the tank with tank cover showing to the right and tank mount with longer side showing to the right on the tank base and fasten it using 4.2x16 countersunk screws.
8. Mount the assembled tank on the tank base to the alloy chassis using 4.2x16 countersunk screws.

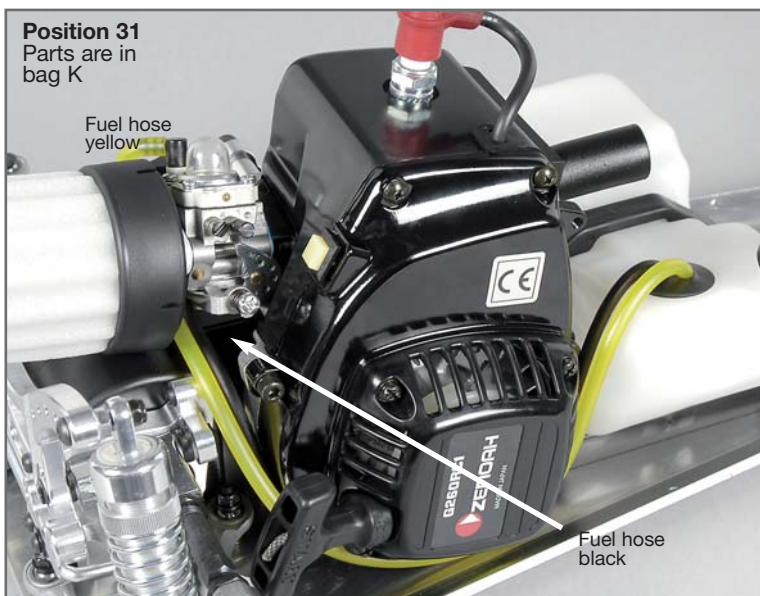
Hint: The enclosed foam filter is ready-to-use and oiled. If at a later point in time a filter is required which is ready-to-use, please proceed as follows: In order to oil the foam filter, put the filter together with FG filter oil for foam filter item No 06441 into a plastic bag and then press together to rub it in.

Position 30
Parts are in the bags H, J, K



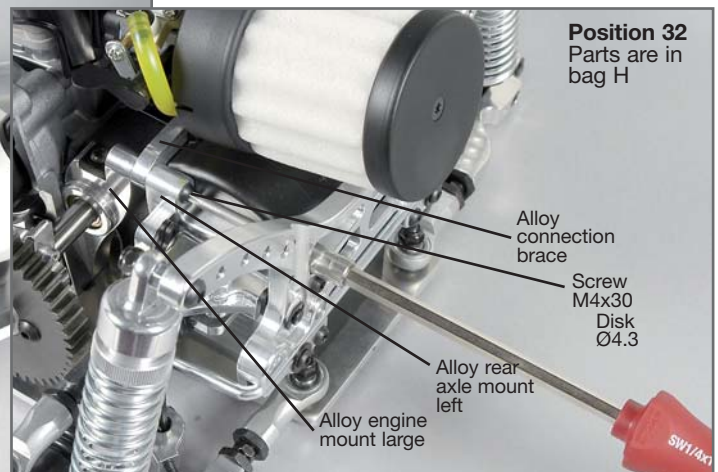
Please make sure that the driving gearwheels, driving shafts, etc. can be easily turned without any resistance.

Position 31
Parts are in bag K



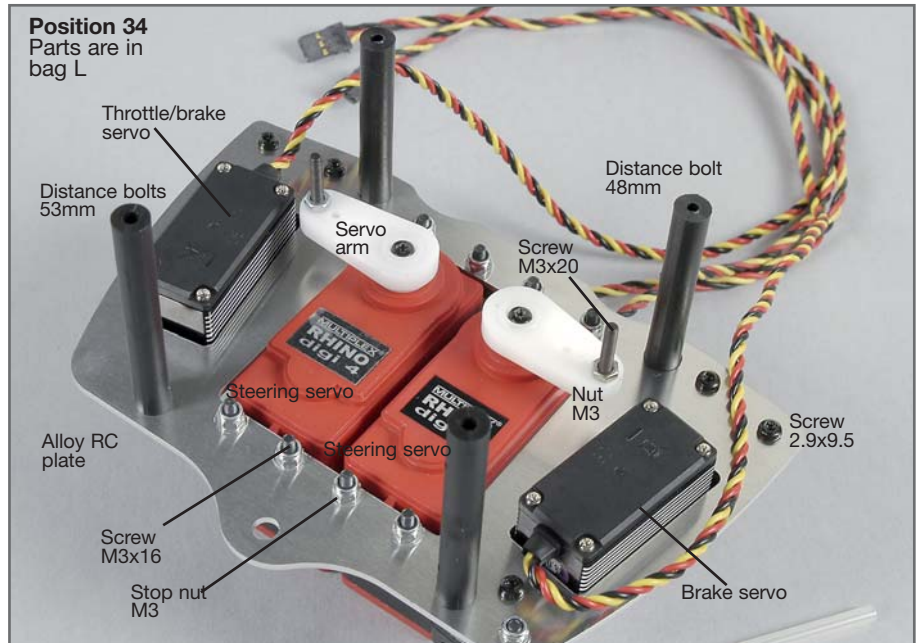
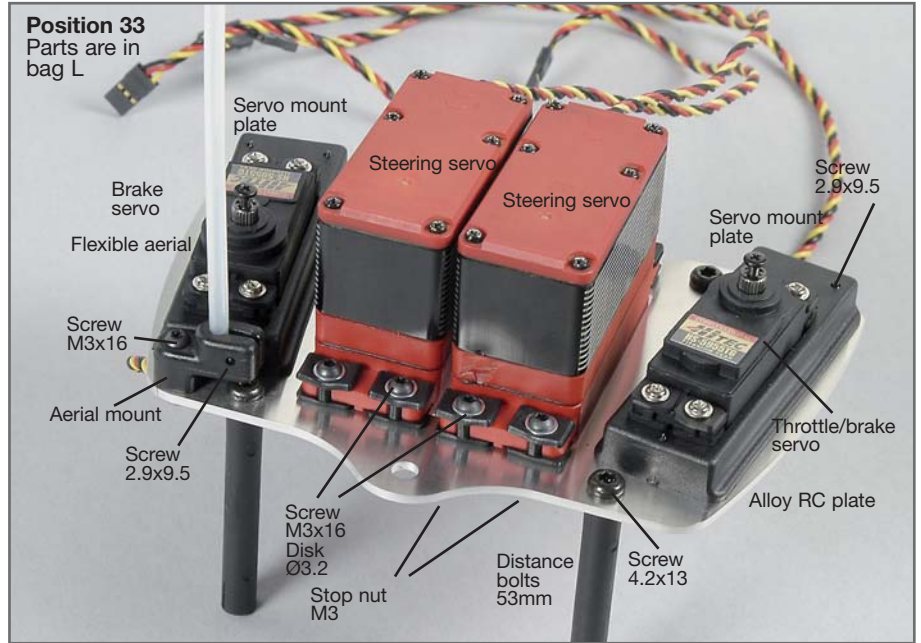
1. Tighten the M4x30 pan-head screw after you have tightened the engine retaining screws.
2. Lay the fuel hoses according to the illustration and cut them if necessary.

Position 32
Parts are in bag H

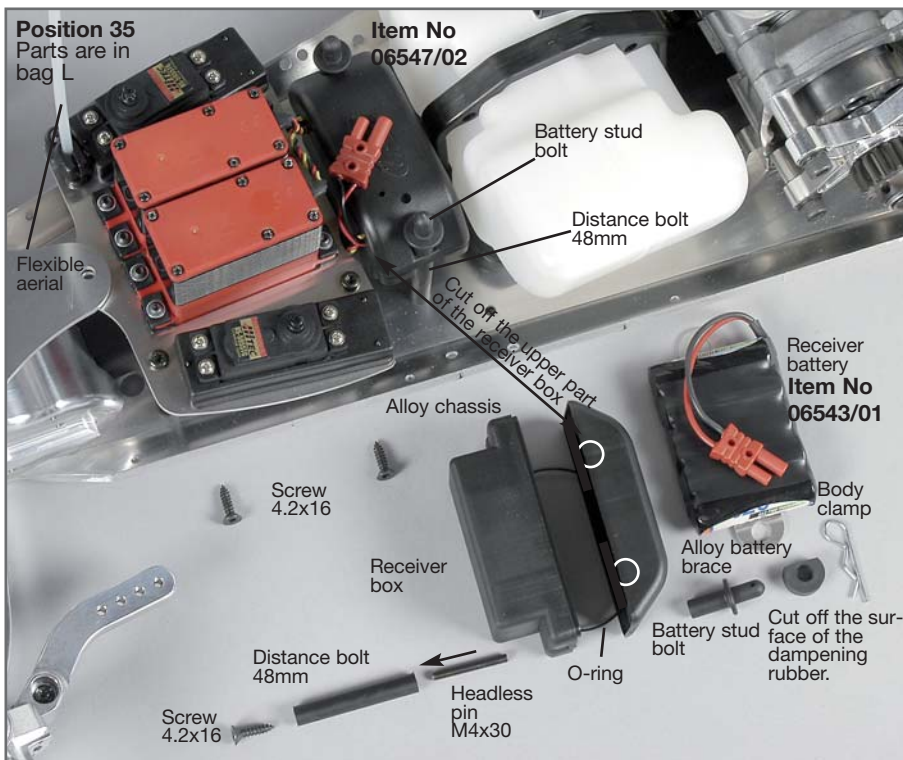


Before you start mounting of the remote control components, please also thoroughly read the enclosed RC manual and deal with the transmitter, receiver and the servos. Charge the receiver and transmitter batteries to full charging level and check if they are working properly.

1. Mount the distance bolt 53mm at the front and the distance bolt 48mm at the rear to the alloy RC plate using 4.2x13 pan-head screws.
2. Mount the servo mount plate from the bottom to the alloy RC plate using 2.9x9.5 pan-head screws. Mount the throttle/brake servo and the brake servo to the servo mount plate using the enclosed fixing rubber bushings and screws as described in position 33.
3. Mount the steering servos to the alloy RC plate using the enclosed fixing rubber bushings, M3x16 pan-head screws, disks Ø3.2 and M3 stop nuts.
4. Mount the aerial mount to the alloy RC plate using a M3x16 pan-head screw and a M3 stop nut. Push the flexible aerial in the aerial mount and fix it using a 2.9x9.5 pan-head screw.
5. Switch on the remote control system and set the steering servos to the neutral position by using the remote control.
6. Mount a M3x20 pan-head screw in the servo arm and secure it using a M3 nut (drill out the servo arm if necessary). Press the servo arm on the steering servos according to the illustration and fasten it using the enclosed screws. If possible, the servo arms should be at a 90-degree position to the steering servo and depending on the type, they need to be cut.



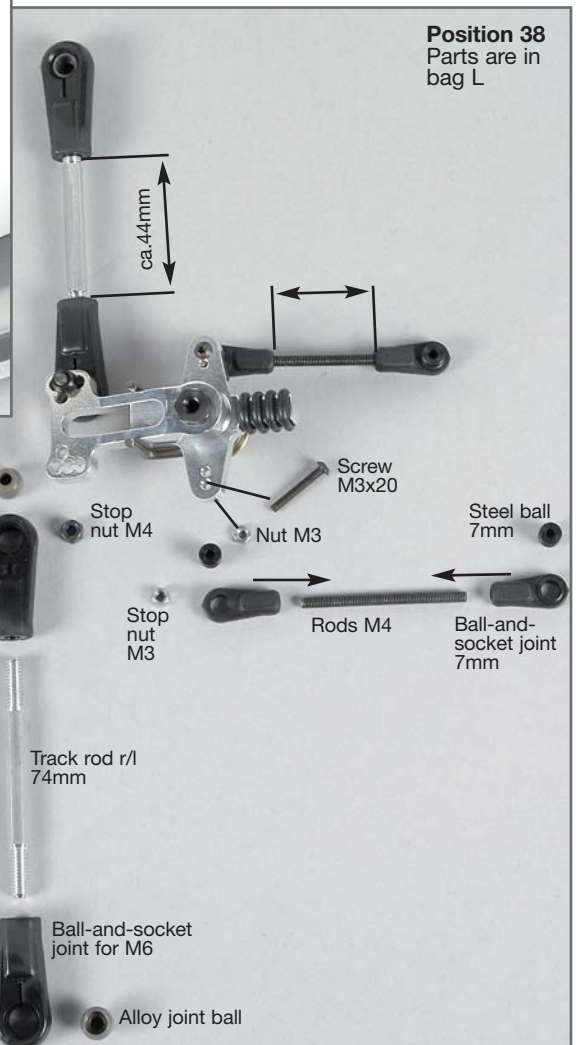
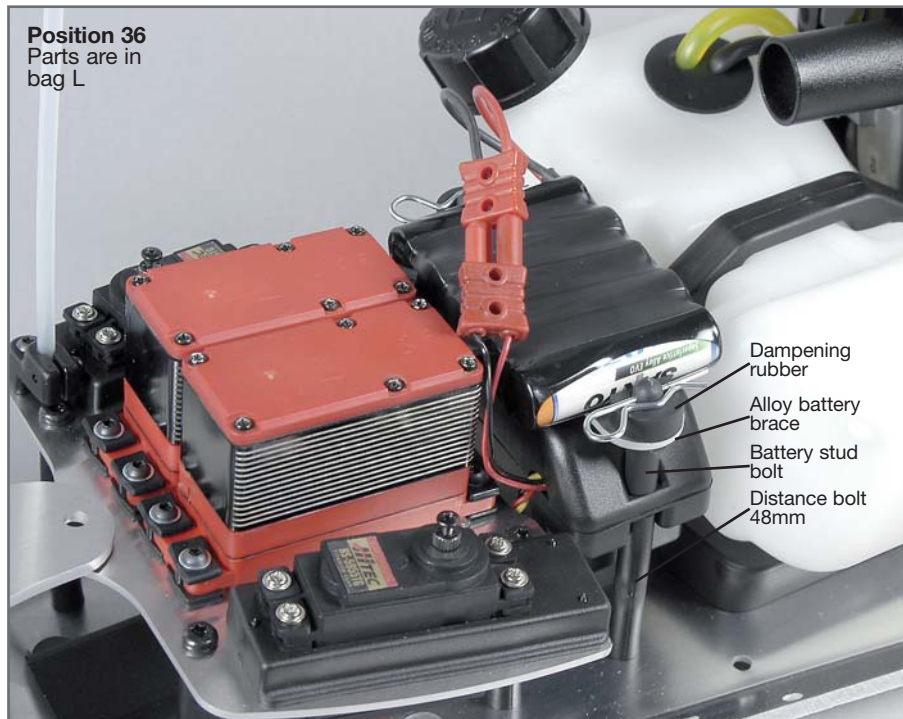
All metric screws need to be secured with thread lock fluid.

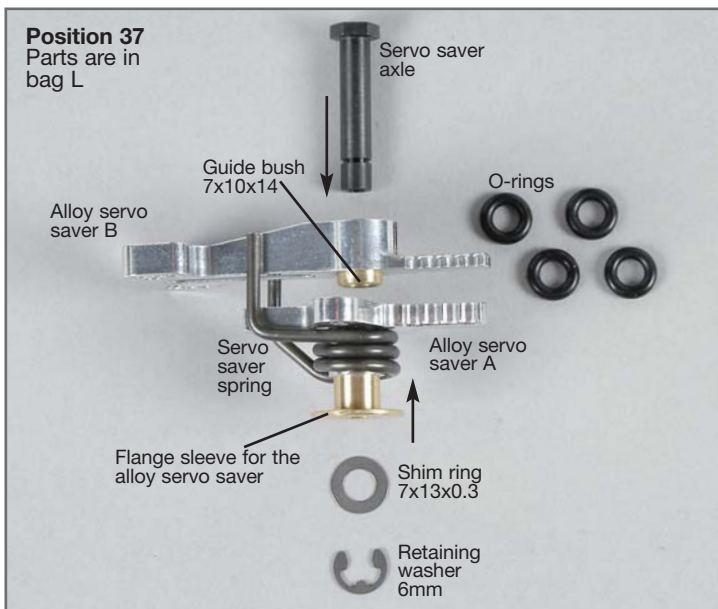


For the receiver/servo current supply, we recommend to use the FG Mini-Racing pack item No 06543/01 due to the constricted space conditions. Additionally, there is also required the FG receiver cable 06547/02.

1. Mount the pre-assembled alloy RC plate to the alloy chassis using 4.2x16 countersunk screws as described in position 35.
2. Screw M4x30 headless pins centrally in the distance bolts 48mm and mount it to the alloy chassis using the 4.2x16 countersunk screws.
3. Press the lower part of the receiver box on the M4x30 headless pins. Connect the servo cable, battery cable, etc. to the receiver and check if it is working properly.
4. Then stow the cable remnants of the servos in the receiver box, lead the aerial cable out of the receiver box and push it in the flexible aerial.
5. In order to lead-in the cables, cut 1-2 holes with a diameter of approx. 8mm at an appropriate position of the upper part of the receiver box.
6. For sealing, place an O-ring on the lower part of the receiver box and then put on the upper part of the receiver box.
7. Screw the battery stud bolts on the M4x30 headless pins and close the receiver box.
8. Mount the receiver battery to the alloy battery brace using insulating tape according to the illustration and put it completely on the battery stud bolts.
9. Cut the dampening rubber according to the illustration and put it on the battery stud bolts. Mount the body clamps in the battery stud bolts in order to secure it.

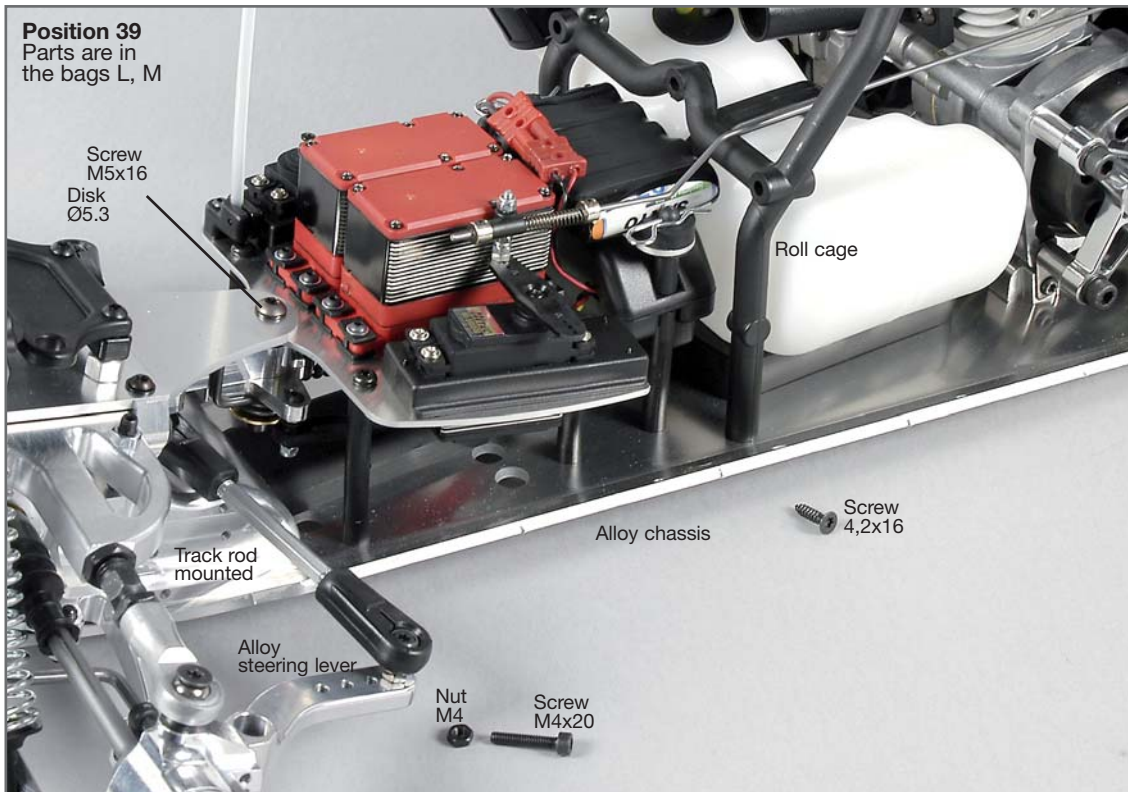
Hint: Cover the lower part of the receiver box with some foam in order to protect the receiver against vibrations.



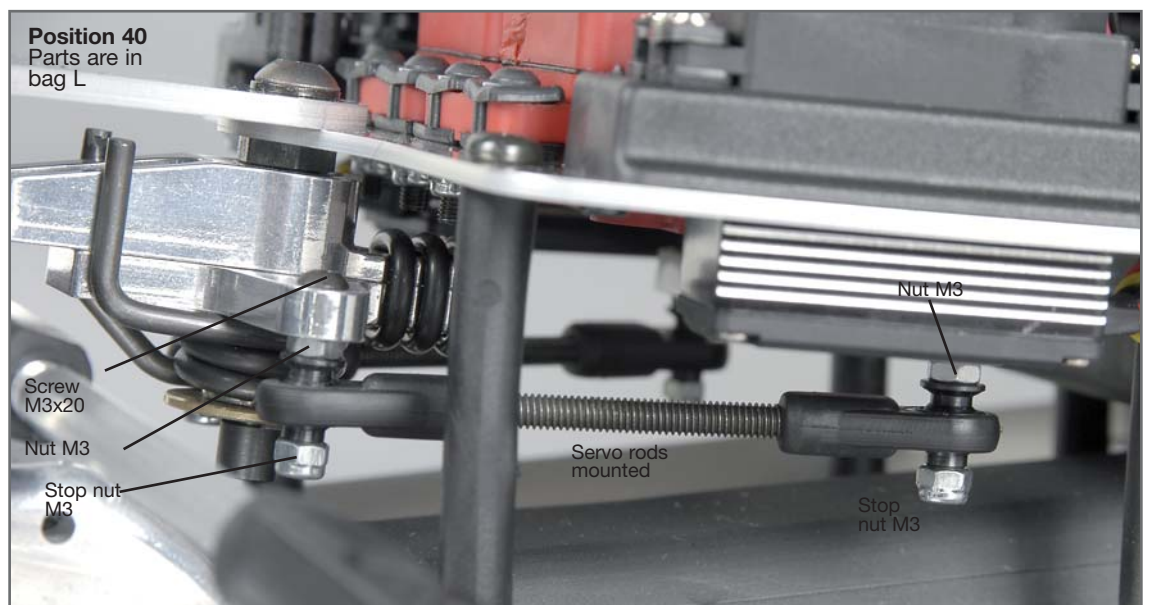


1. Mount the servo saver spring to the alloy servo saver A, then push the flange sleeve for the alloy servo saver in the alloy servo saver A.
2. Push the guide bush 7x10x14 in the alloy servo saver B, until both are flush with the upper side. Assemble the alloy servo saver B in the alloy servo saver A.
3. Push the servo saver axle from the upper side throughout the alloy servo saver A and secure it using a shim ring 7x13x0.3 and a retaining washer $\varnothing 6$, then check if it can be moved easily.
4. Press O-rings on the alloy servo saver.
5. Screw ball-and-socket joints for M6 on the track rods r/l 74mm as described in position 38 and push the alloy joint balls into the ball-and-socket joints.
6. Screw ball-and-socket joints 7mm on the rods M4 and push steel balls 7mm into the ball-and-socket joints.
7. Screw M3x20 pan-head screws in the alloy servo saver according to the illustration and counter using a M3 nut. Mount the assembled servo rods with collar of the steel ball 7mm towards the alloy servo saver using a M3 stop nut.
8. Mount the track rods with collar of the alloy joint balls towards the alloy servo saver to the alloy servo saver according to the illustration using M4x20 cylinder screws and M4 stop nuts.

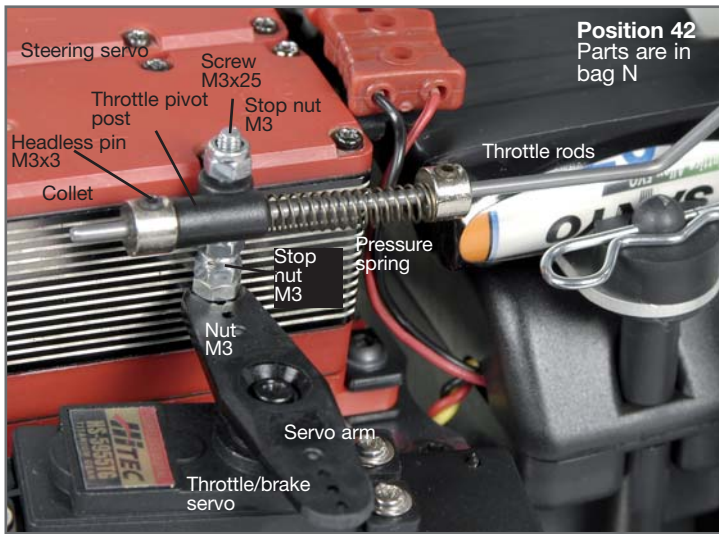
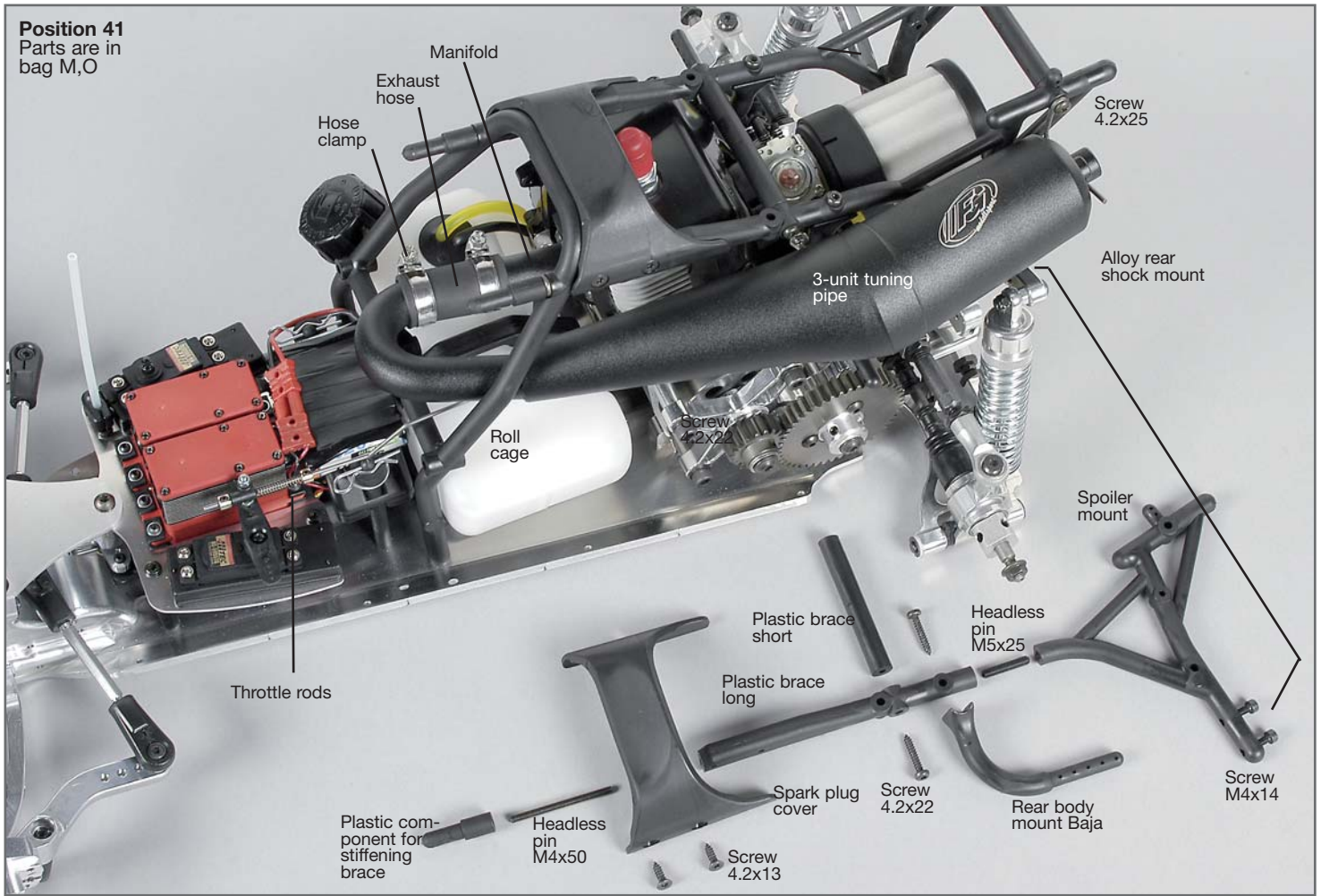
Hint: The effect of the alloy servo saver can be adjusted by the number of the used O-rings. The more O-rings are used, the harder is the effect of the alloy servo saver.
 When using the FG ball mounting device item No 08544, the mounting of the balls in the ball-and-socket joint will be eased considerably.



1. Mount the using a M5x16 pan-head screw and disk $\varnothing 5.3$ as described in position 39.
2. Mount the track rods to the alloy steering levers using M4x20 cylinder screws and M4 nuts as distance.
3. Switch on the remote control system, set the trimming of the steering to the central position. Firstly mount 1 servo rod to the servo saver, then mount the other to the servo saver. Both servo rods need to be pressed easily and without resistance on the M3x20 screw of the servo saver.
4. Mount the roll cage to the alloy chassis using 4.2x16 countersunk screws.



Position 41
Parts are in bag M,O



Position 42
Parts are in bag N

1. Mount the throttle rods to the carburetor arm using collets and M3x3 headless pins. Keep some clearance between the collets and the carburetor arm. Please make sure that the carburetor arm can be easily moved.

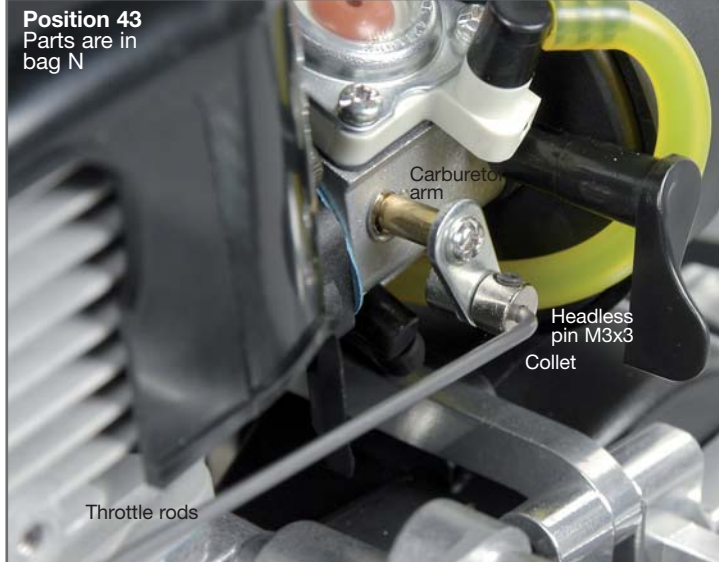
2. Push a M3x25 pan-head screw in the servo arm and secure it using a M3 nut. Screw on two M3 stop nuts as distance and mount the servo arm using the screw which is enclosed in the throttle/brake servo.

3. Push the collet, pressure spring, throttle pivot post and collet on the throttle rods. In doing so, press the throttle pivot post on the M3x25 pan-head screw and secure it using a M3 stop nut. Mount the collets using M3x3 headless pins.

Switch on the remote control system. Set the servo for throttle and brake to the central position. Then clamp the collet to the throttle pivot post using a M3x3 headless pin. Set the transmitter to the full throttle position. Check, if the carburetor arm is set to the full throttle position.

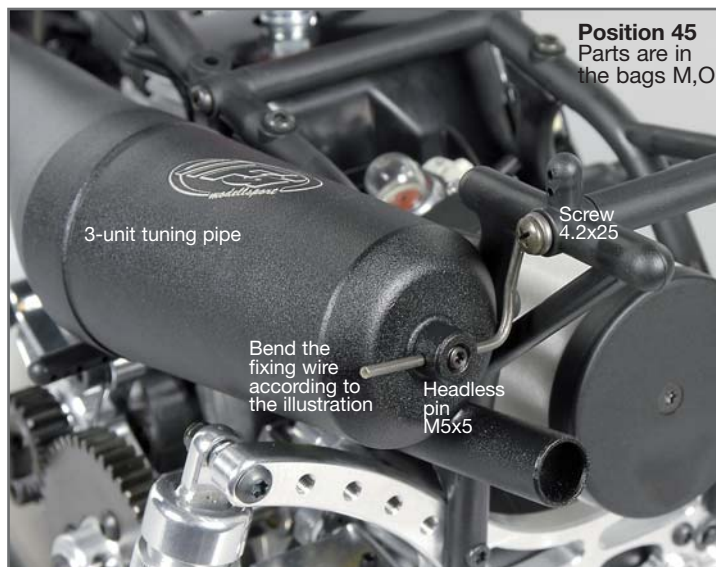
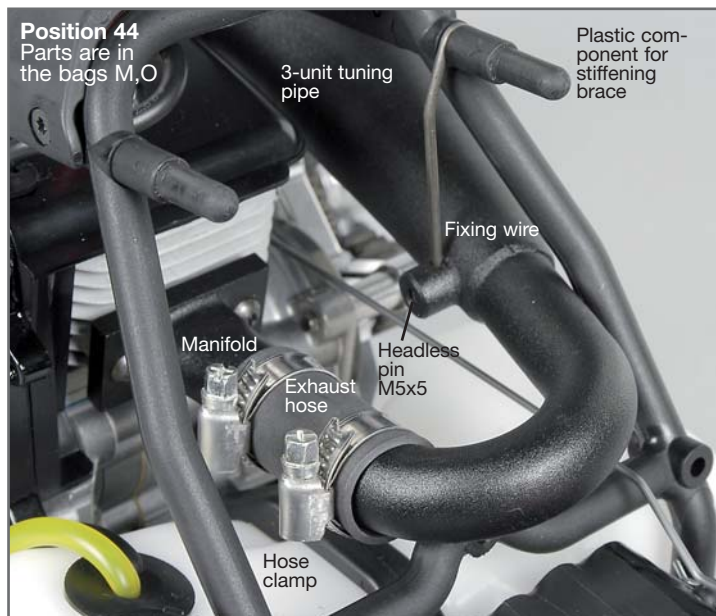
Hint: Do not tighten the M3 stop nut at the throttle pivot post. The throttle pivot post and the throttle rods need to run smoothly, move easily and should neither touch nor clamp in any position.

Position 43
Parts are in bag N



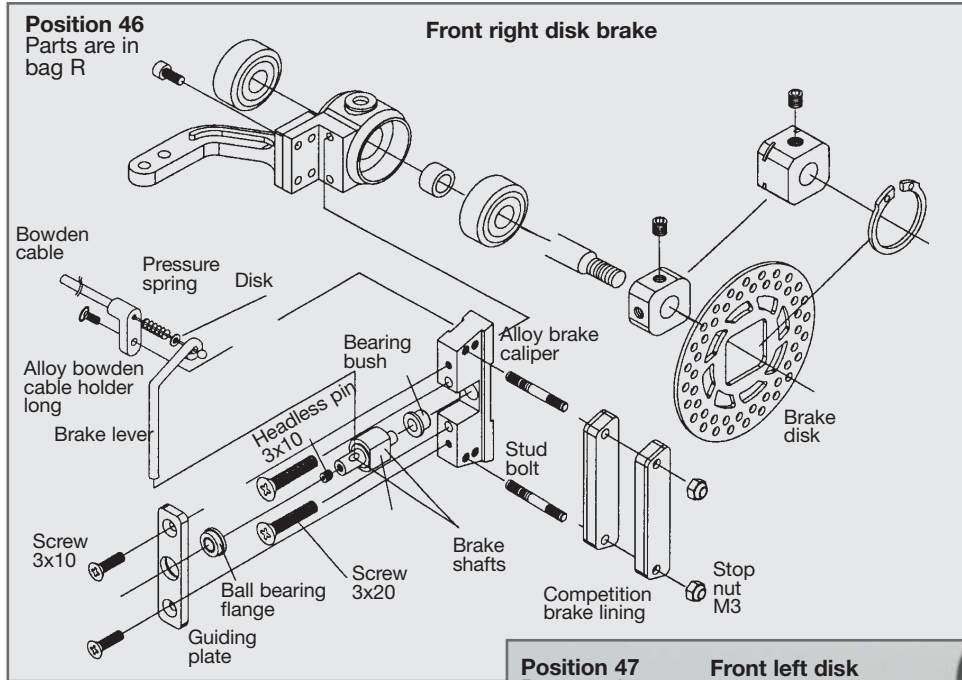
1. Press the exhaust hose with the hose clamps on the 3-unit tuning pipe, then push it with the free end on the manifold.
2. Screw M5x25 headless pins halfway through in the spoiler mounts (position 41), then screw on the long plastic braces according to the illustration.
3. Fasten the mounted spoiler mounts to the rear alloy shock mount using M4x14 cylinder screws as described in position 41.
4. Mount the short plastic braces to the spoiler mounts and the long plastic braces using 4.2x22 pan-head screws as described in the position 41.
5. Mount the rear body mounts Baja showing outwards to the long plastic braces using 4.2x22 pan-head screws as described in position 41.
6. Mount the spark plug cover to the long plastic braces using 4.2x13 countersunk screws.
7. Screw M4x50 headless pins throughout the roll cage in the long plastic braces, then screw on the plastic components for the stiffening brace.
8. Bend the fixing wire for the rear 3-unit tuning pipe as described in position 41 and fasten it on the left side of the spoiler mount. Then align the shock absorber via the both fixing wires in that way, that it does not touch at any position. Clamp the fixing wires using the M5x5 headless pins.
9. Then tighten the hose clamps on the exhaust hose.

Hint: When the exhaust hose is heating up the first time, the hose clamps should be retightened.



All metric screws need to be secured with thread lock fluid.

The position 46-52 shows the Competition 4WD Off-Road 1:6 Baja Buggy item No 66001 with a mechanical brake system.

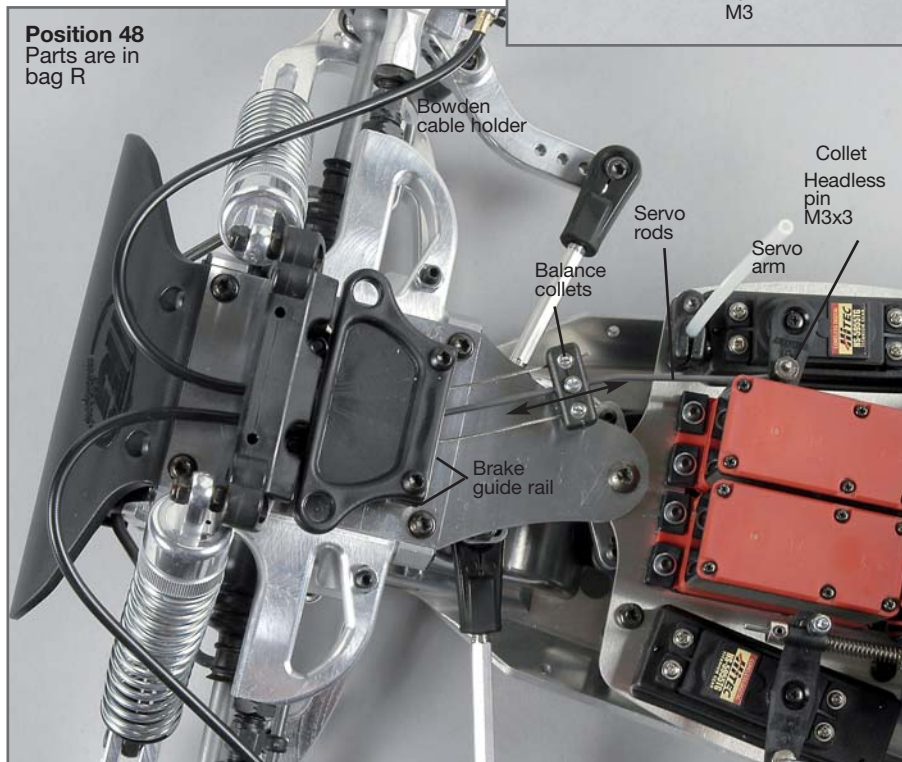


In order to mount the tuning disk brake, please refer to the descriptions in the enclosed manual.

Mount the components of the disk brake according to the construction stages. The metric screws need to be secured using the medium screw retention.

The brake shafts are available in two different types. When mounting, the surface as well as the boring for the brake lever must show outwards or respectively to the brake lining.

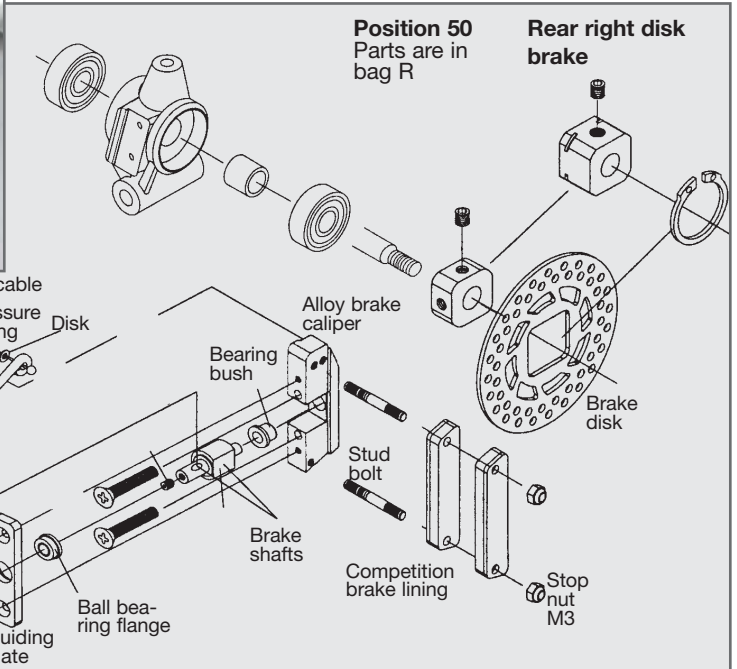
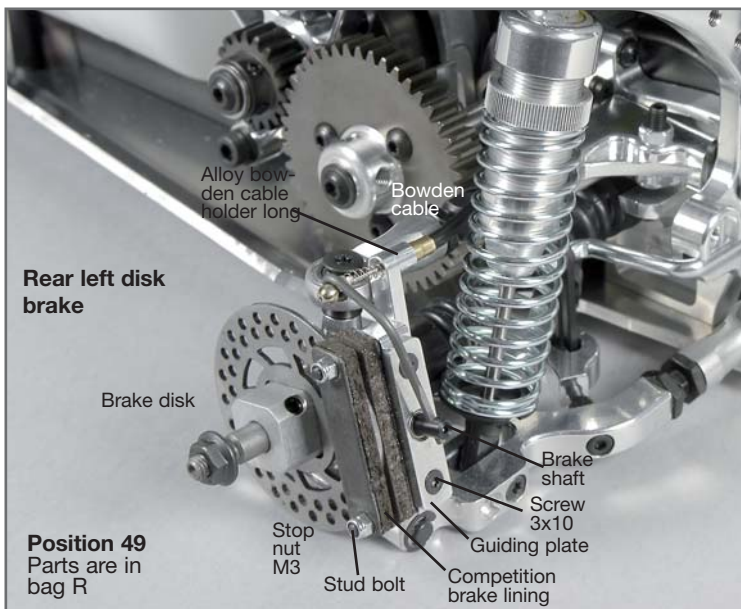
The servo rods have to be bent off according to the guide in the brake guide rail. It must run smoothly and should not touch at any position.



Adjustment of the brake

If the throttle/brake of the transmitters is set to the central position, it has to be possible to turn the brake disks in the left and right direction. In direction to the brakes (transmitters), both brakes have to perform an equal braking effect on the disks. If there is only an one-sided braking effect, tighten the corresponding bowden cable holder on the balance. For this purpose you have to loosen the collet. If the braking effect of both brakes is too much or too low, loosen the middle collet on the balance and in accordance with shift the balance to the front or to the rear.

If there is too much clearance between the brake linings of the brake disk, you have to tighten the M3 stop nut at the outside brake lining equally. The brake power of the front brake should be a little bit higher than the brake power of the rear brake. Determine the accurate braking distribution when driving.

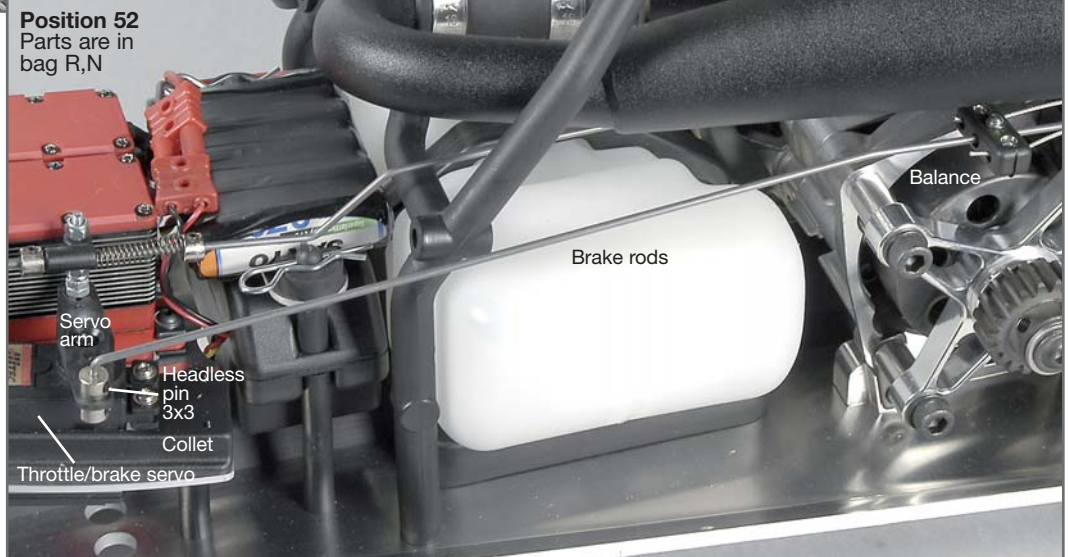


Adjustment of the brake

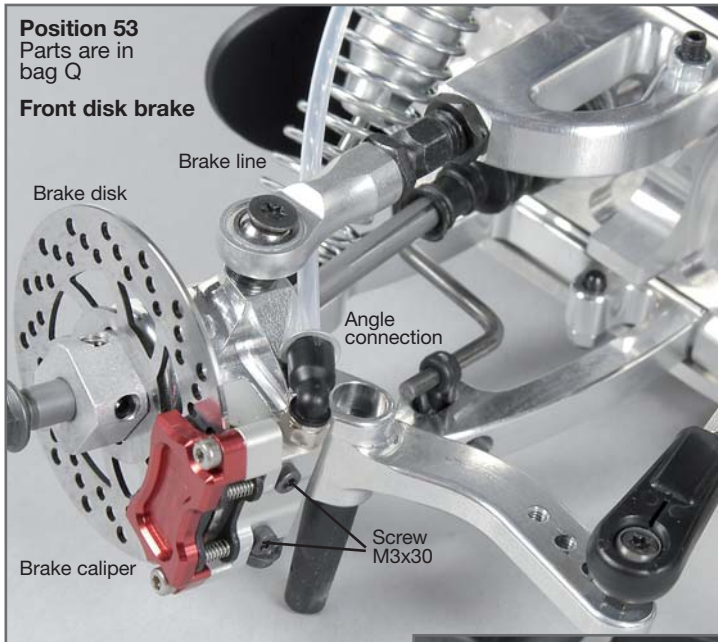
If the throttle/brake of the transmitters is set to the central position, it has to be possible to turn the brake disks in the left and right direction. In direction to the brakes (transmitters), both brakes have to perform an equal braking effect on the disks. If there is only an one-sided braking effect, tighten the corresponding bowden cable holder on the balance. For this purpose you have to loosen the collet. If the braking effect of both brakes is too much or too low, loose the middle collet on the balance and in accordance with shift the balance to the front or to the rear.

If there is too much clearance between the brake linings of the brake disk, you have to tighten the M3 stop nut at the outside brake lining equally.

The brake rods have to be bent off according to the guide in the brake guide rail. It should run smoothly and must not touch at any position.



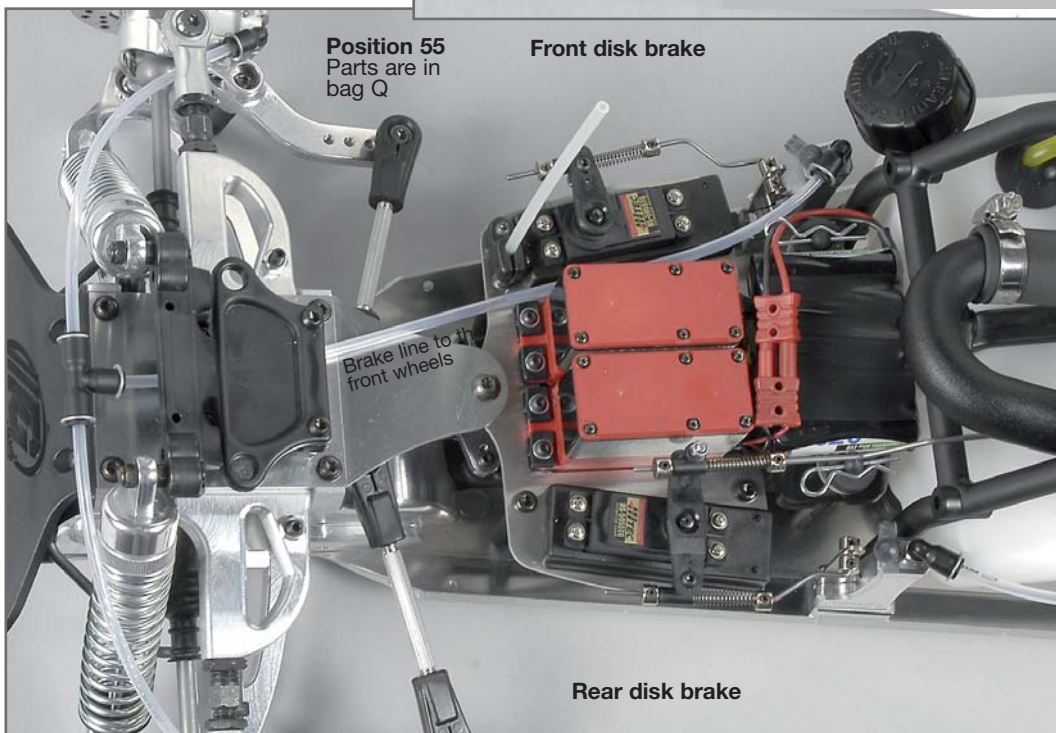
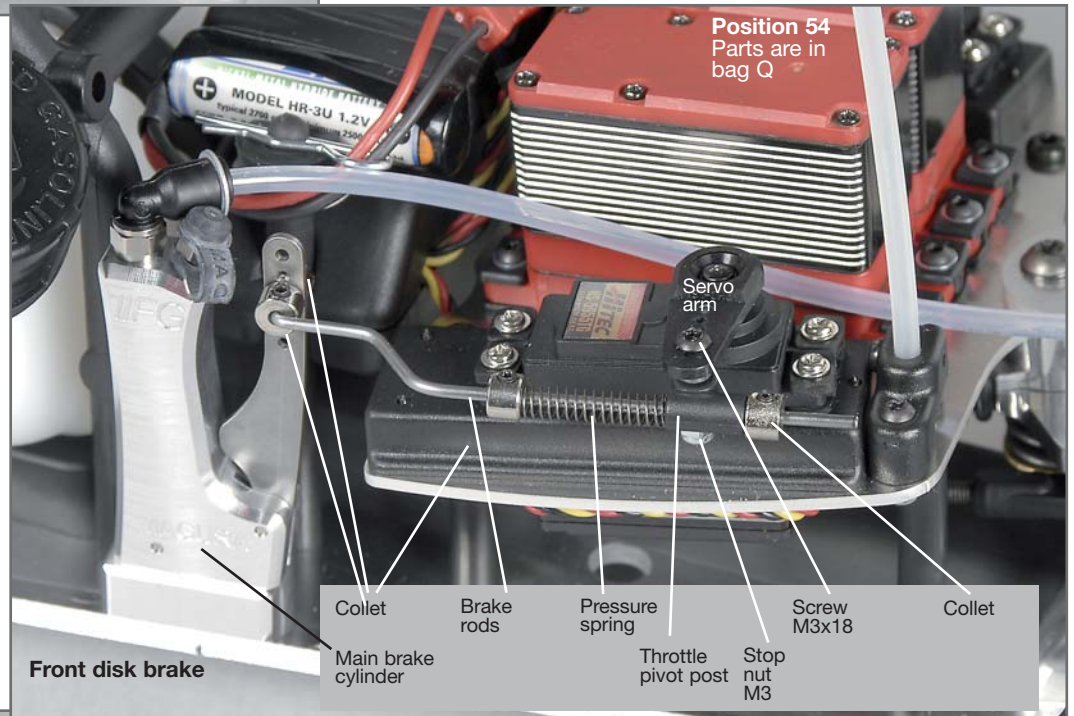
The position 53-59 shows the Competition 4WD 1:6 Baja Buggy Item No 66000 with the hydraulic FG-Magura brake system.



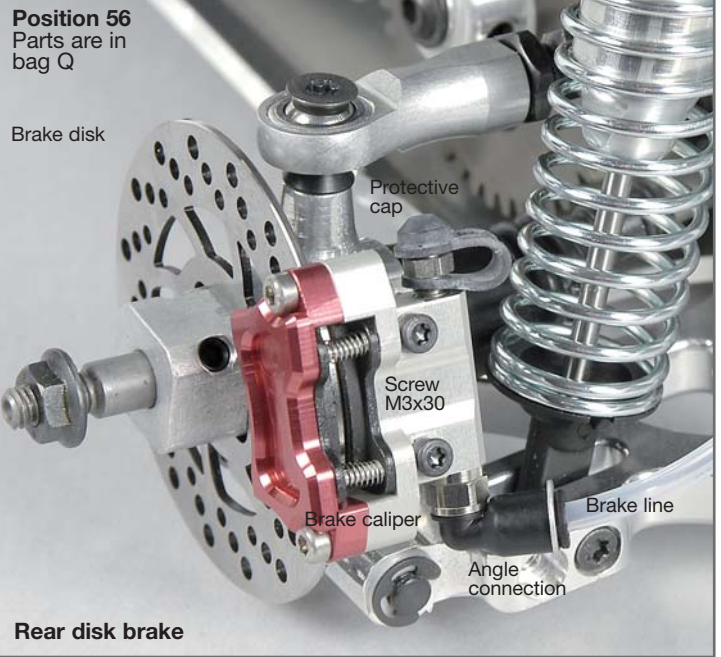
The brake line at the front or rear axle must not be pressed or pulled due to vehicle components during deflecting or steering.

All metric screws need to be secured with thread lock fluid.

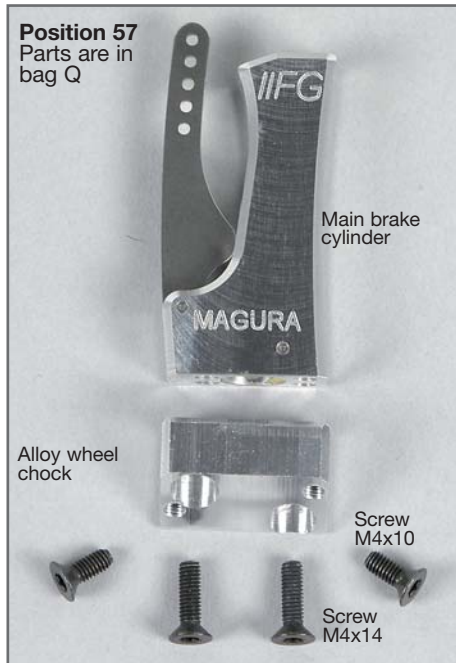
1. Mount 1 angle connection and 1 valve each for each main brake cylinder as described in position 54 and 58. The valve must not be tightened too much, since the valve seat might be damaged.
2. For the front wheels (in right direction of motion) or respectively for the rear wheels (in left direction of motion), mount the main brake cylinder in connection with the alloy wheel chocks to the chassis plate as described in position 54 and 58.
3. Put the brake disks on the square wheel driver, then mount the brake calipers to the uprights using the M3x30 screws. Then mount the angle connections and the valves as described in position 53 and 56.
4. Lay the brake lines according to the illustrations. When laying the brake lines, please consider the following items: The brake line may only be cut using a sharp knife or the FG ripping knife 09449! Please make sure that the brake lines to the front and rear axle are long enough and that they allow the full steering angle (front axle) respectively spring deflection. Press the brake lines completely into the angles respectively the angle connection. Do not lay the brake lines too close to hot vehicle components as for example exhaust manifold or shock absorber.



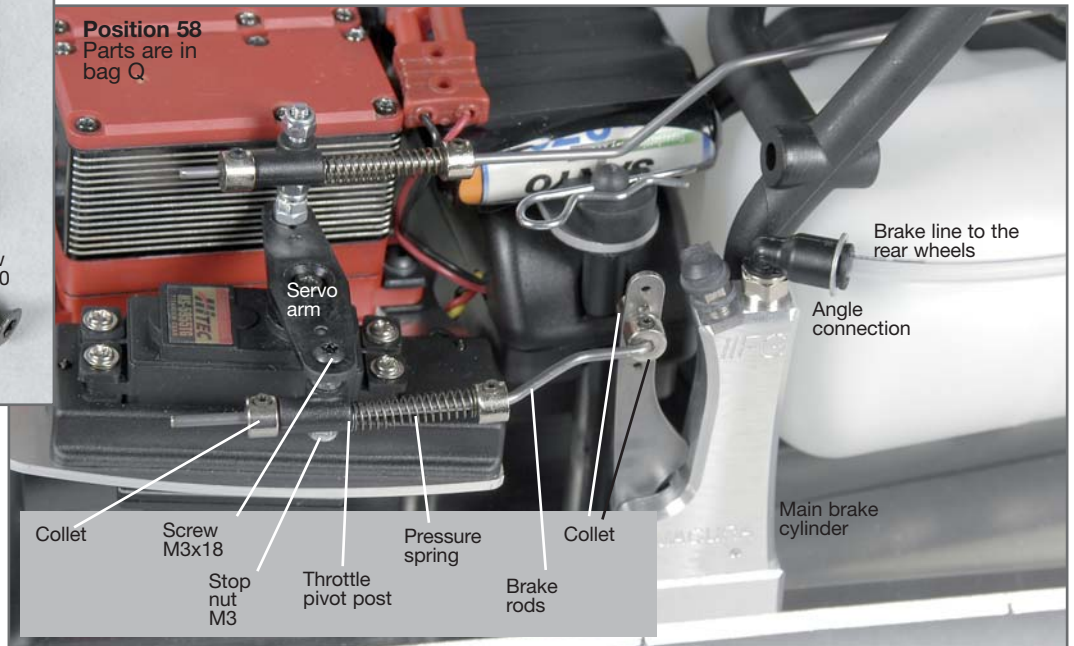
5. Then install the servo rods with pressure spring and collets as described in position 54 and 58. Left side in direction of motion for the rear brake, right side for the front brake. The servo rods needs to be bent off towards the main brake cylinder according to the mounting height and size of the servo. The servo rods needs to be bent off according to the conditions. Nevertheless, it should run smoothly and must not touch at any position.
6. Fill and bleed the brake system. For filling and bleeding, please refer to the descriptions in the enclosed manual attached to the brakes the brakes.
7. Put rubber protective caps on the valve.
8. Insert securing rings in the angle connections.



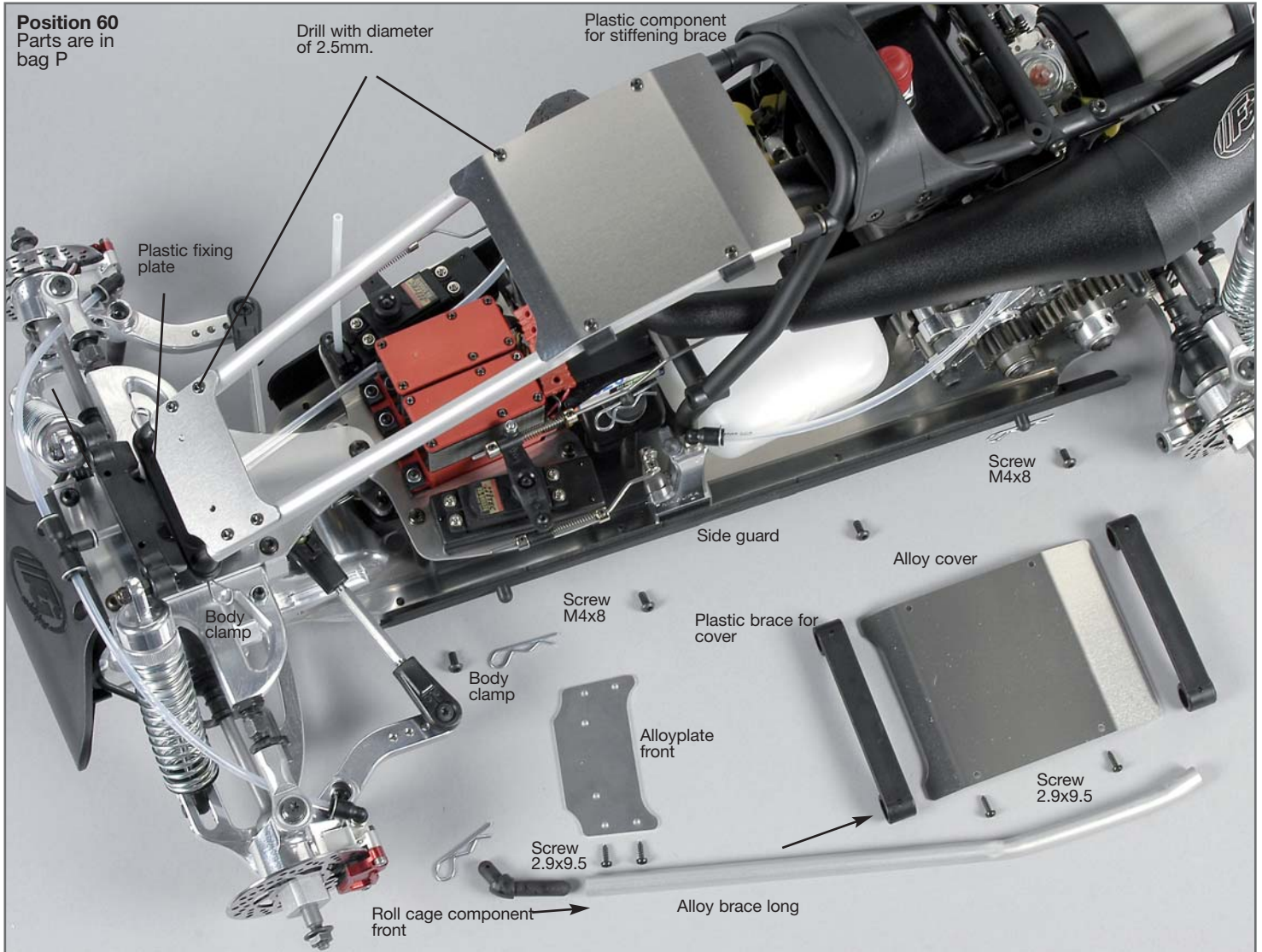
The brake line at the front or rear axle must not be pressed or pulled due to vehicle components during deflecting or steering.



Fix the alloy wheel chock to the main brake cylinder using M4x14 countersunk screws and mount it to the alloy chassis using M4x10 countersunk screws.



Position 60
Parts are in bag P



1. Mount the side guards 1/r to the alloy chassis using M4x8 pan-head screws.
2. Insert the long alloy braces in the plastic braces for the cover.
3. Push the front roll cage components in the long alloy braces.
4. Press the rear side of the long alloy braces on the plastic components for the stiffening brace. Insert the roll cage components in the plastic fixing plate and secure it using body clamps.
5. Bore out the alloy cover and the front alloy plate at the long alloy braces using a drill with a diameter of 2.5mm and fasten it using 2.9x9.5 pan-head screws.

The body is delivered in transparent polycarbonate, therefore it can be lacquered according to one's wishes. We recommend to paint the interior side of the body components. This way the color will be protected and will get glossy shine due to the polycarbonate which is on the outside. Before painting, the body components need to be cleaned. Apply the coat of lacquer very thin and dry well before you spraying on lacquer again. For a multicolor lacquering, always start with the darkest color. Only use lacquers which are appropriate for polycarbonate. FG Colours Sprays are well appropriated to lacquer polycarbonate bodies.

Position 61
Parts are in bag P

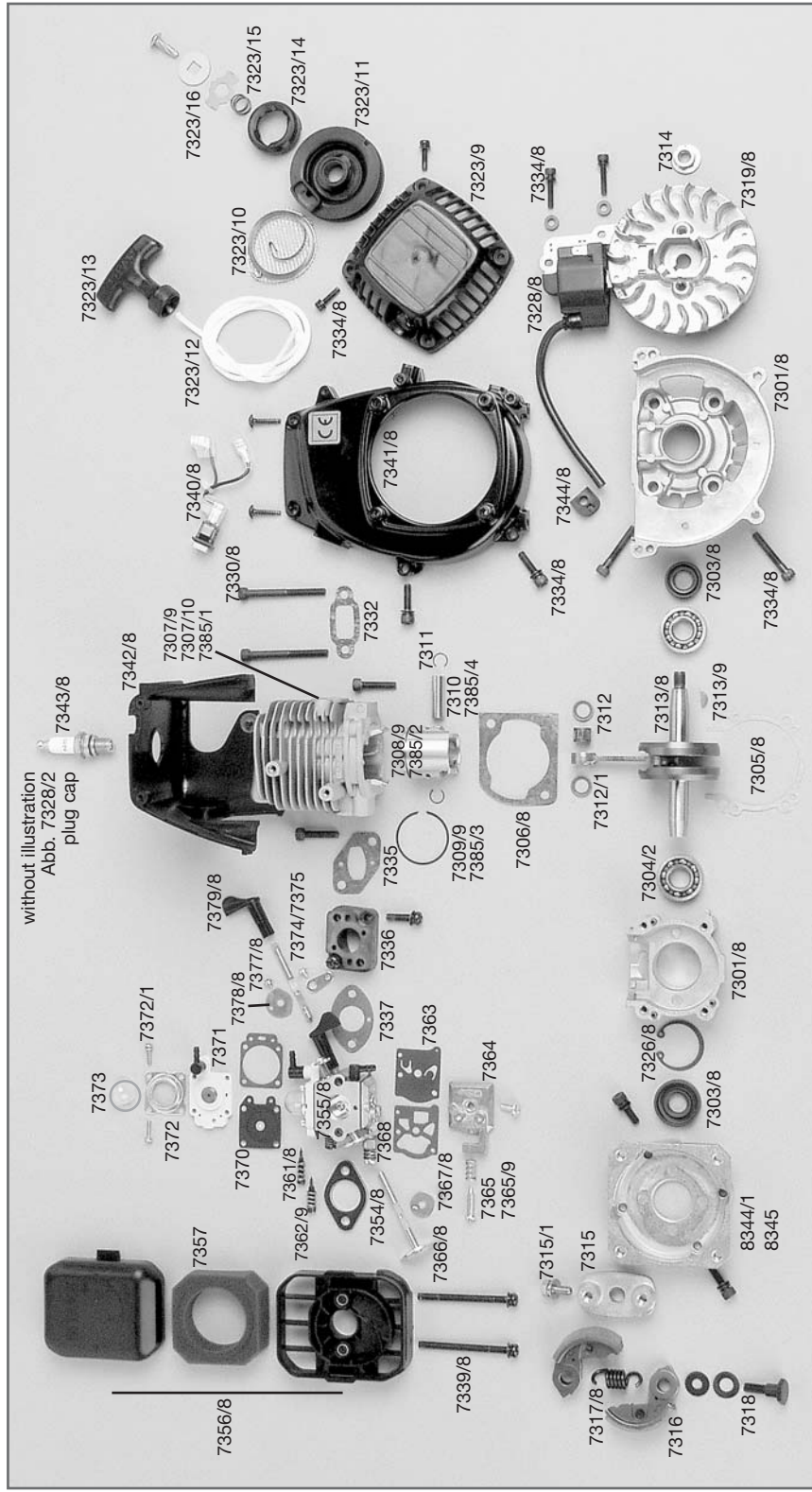


- 7378/8 Choke flap, 1 pc.
- 7379/8 Choke lever, 2 pcs
- 7385/1 Cylinder 26 ccm, 1 pc.
- 7385/2 Piston 26 ccm, 1 pc.
- 7385/3 Piston ring 26 ccm, 1 pc.
- 7385/4 Gudgeon pin 26 ccm, 1 pc.
- 8344/1 Coupling flange Solo/Zeno horizontal
- 8345 Coupling flange Zenoah vertical
- 7300/9 Zenoah engine G230RC/04
- 7384 Zenoah engine G260RC
- 7301/8 Crank case housing A+B, 1 pc.
- 7303/8 Seal ring, 2 pcs
- 7304/2 Bearings, 2 pcs
- 7305/8 Crankshaft gasket, 1 pc.
- 7306/8 Cylinder gasket, 1 pc.
- 7307/9 Cylinder G230/04, 1 pc.
- 7307/10 Tun.-Cylinder f. FG Zenoah 02, 1 pc.
- 7308/9 Piston G230/04, 1 pc.
- 7309/9 Piston ring G230/04, 1 pc.
- 7310 Gudgeon pin, 1 pc.
- 7311 Gudgeon pin clips, 2 pcs
- 7312 Needle bearing, 1 pc.
- 7312/1 Spacer washer, 2 pcs
- 7313/8 Crankshaft complete, 1 pc.
- 7313/1 Key for crankshaft, 1 pc.
- 7314 Hexagon nut, 1 pc.
- 7315 Clutch block carrier, 1 pc.
- 7315/1 Screw for carrier, 1 pc.
- 7316 Clutch blocks, 2 pcs
- 7317/8 Clutch spring, 1 pc.
- 7318 Dowel screws f. clutch blocks, 2 pcs
- 7319/8 Cooling fan/G230/260RC.CY, 1pc.
- 7323/8 Pull start unit/G230/260RC.CY, 1pc.
- 7323/9 Starter hous./G230/260RC.CY, 1pc.
- 7323/10 Spring assem./G230/260RC.CY, 1pc.
- 7323/11 Rope pulley/G230/260RC.CY, 1pc.
- 7323/12 Rope/G230/260RC.CY, 1pc.
- 7323/13 Starter handle/G230/260RC.CY, 1pc.
- 7323/14 Starter ratchet/G230/260RC.CY, 1pc.
- 7323/15 Press. spring/G230/260RC.CY, 1pc.
- 7323/16 Screw/disks/G230/260RC.CY, 3pcs
- 7326/8 Securing ring/G230/260RC.CY, 1pc.
- 7328/2 Spark plug cap, 1pc.
- 7328/8 Ignition coil/G230/260RC.CY, 1 pc.
- 7330/8 Screws f. silencer M5x60/Zen., CY, 2pcs
- 7332 Silencer gasket /Zenoah, CY, 2pcs
- 7334/8 Screw set engine
- 7335 Insulator gasket/Zenoah, CY, 1pc.
- 7336 Insulator, 1 pc.
- 7337 Carburetor gasket/Zenoah, CY, 1pc.
- 7339/8 Screws f. carb./G230/260RC.CY, 2pcs
- 7340/8 Circuit breaker/G230/260RC.CY, 1pc.
- 7341/8 Engine housing A, 1 pc.
- 7342/8 Engine housing B, 1 pc.
- 7343/8 Spark plug G230 RC.CY, 1pc.
- 7344/8 Cable bush./G230/260RC.CY, 1pc.
- 7354/8 Spacer block/G230RC.CY, 1 pc.
- 7355/8 Carburetor/G230/260RC.CY, 1pc.
- 7356/8 Air filter/G230/260RC.CY, 1pc.
- 7357 Air filter foam, Zenoah, CY 2pcs
- 7361/8 Needle(full-speed)/spring, 2 pcs
- 7362/9 Needle(idle speed)/spring G230/04, 2pcs
- 7363 Diaphragm, 2 pcs
- 7364 Carburetor cover, 1 pc.
- 7365 Throttle screw /spring, 2 pcs
- 7366/8 Valve, 1 pc.
- 7368 Leg spring, 1 pc.
- 7370 Diaphragm set, 2 pcs
- 7371 Plastic part with carb. nipple, 1 pc.
- 7372 Metal part f. pump, 1 pc.
- 7372/1 Screws f. metal part, 4 pcs
- 7373 Pump, 1 pc.
- 7374 Carburetor arm, 1 pc.
- 7375 Screw f. carburetor arm, 1 pc.
- 7377/8 Choke shaft w. screw, 2 pcs

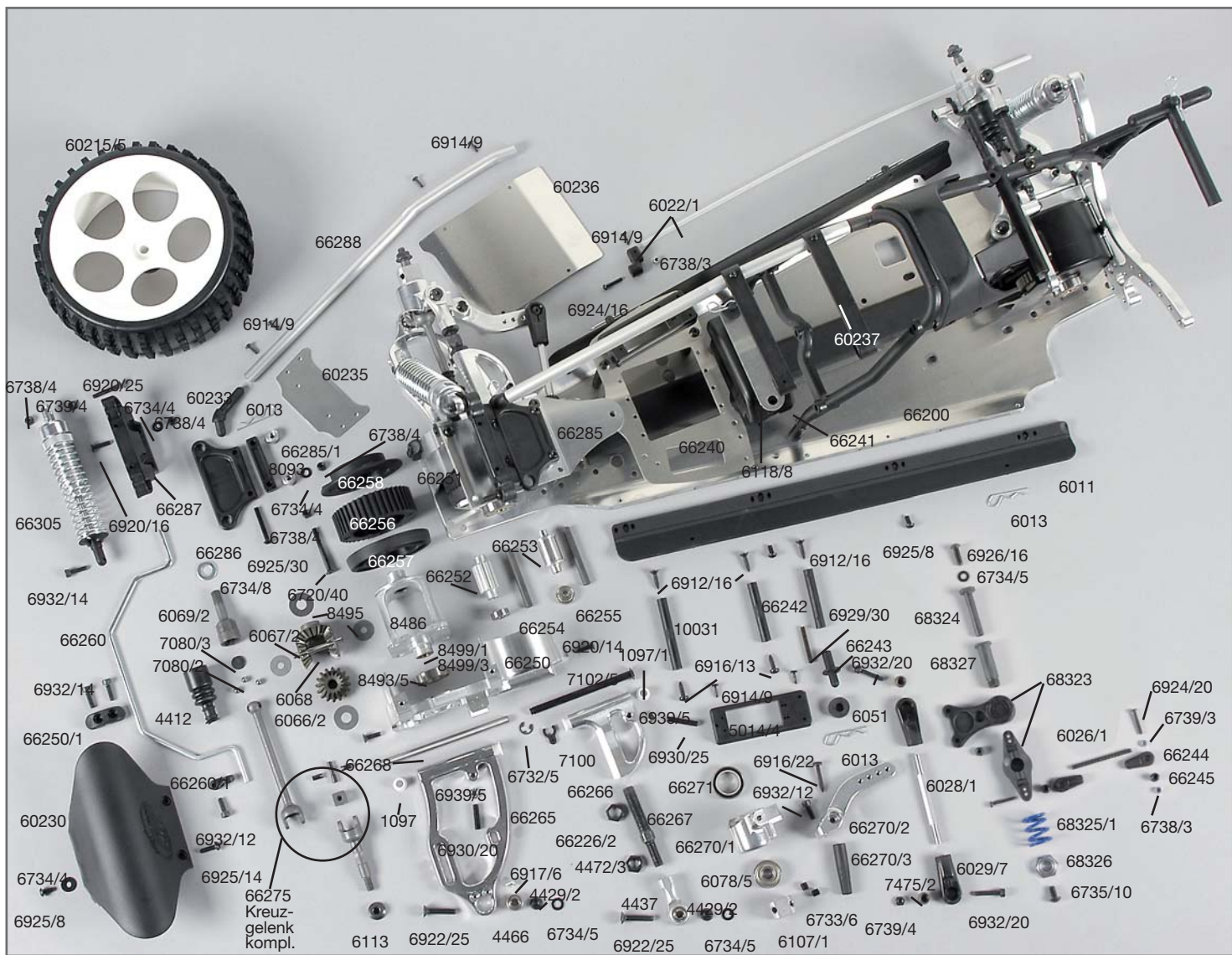
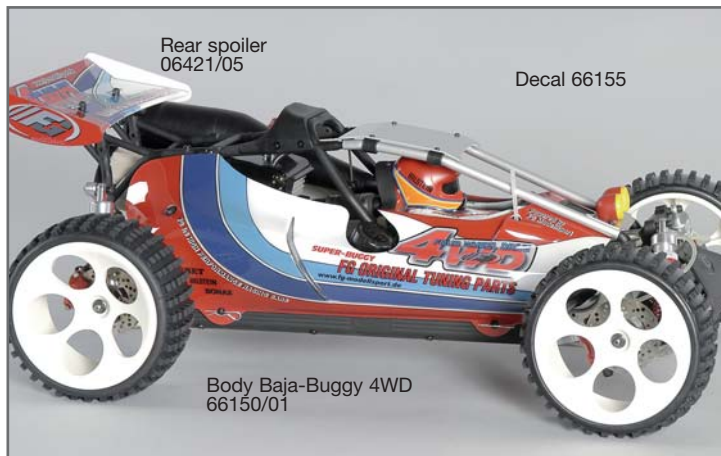


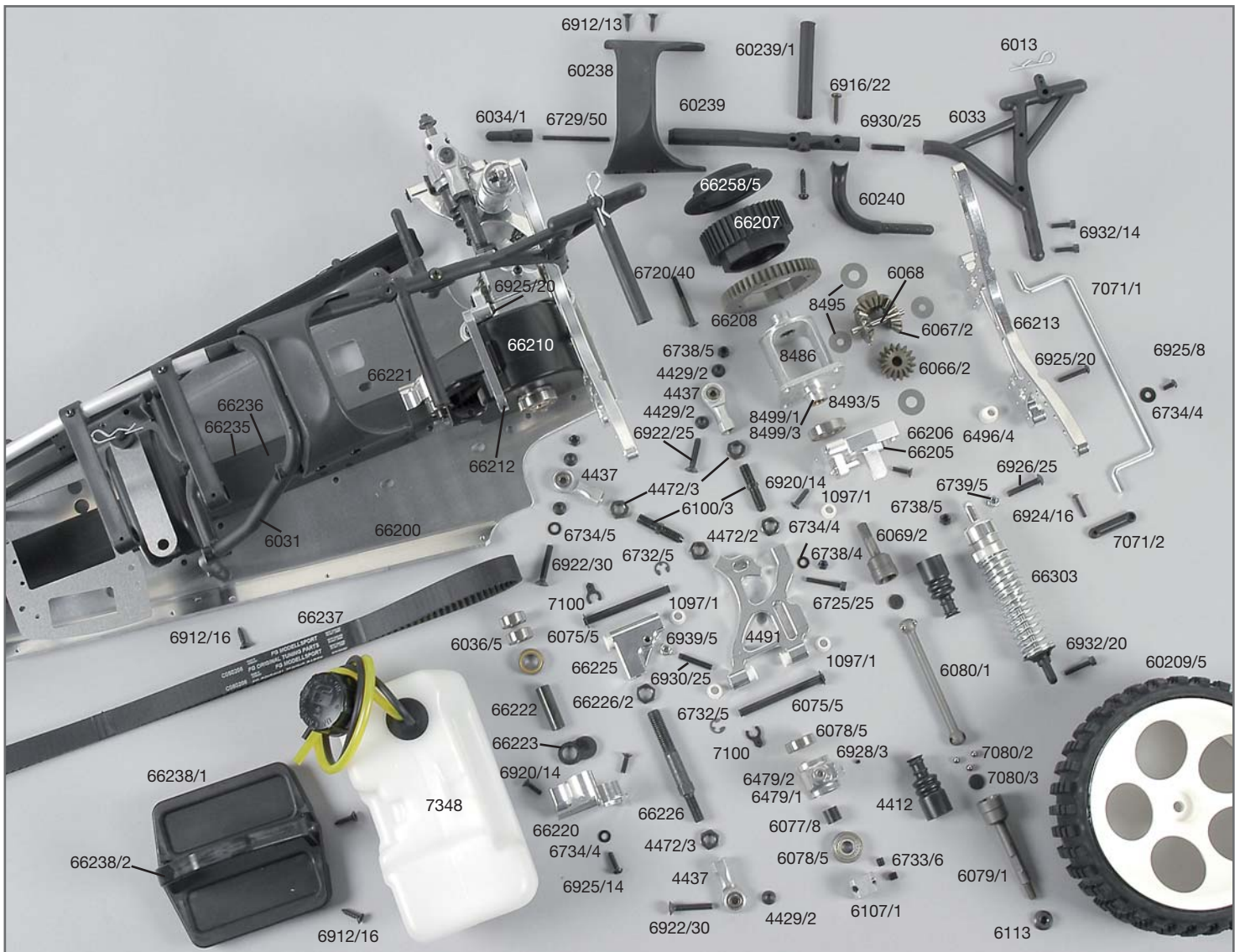
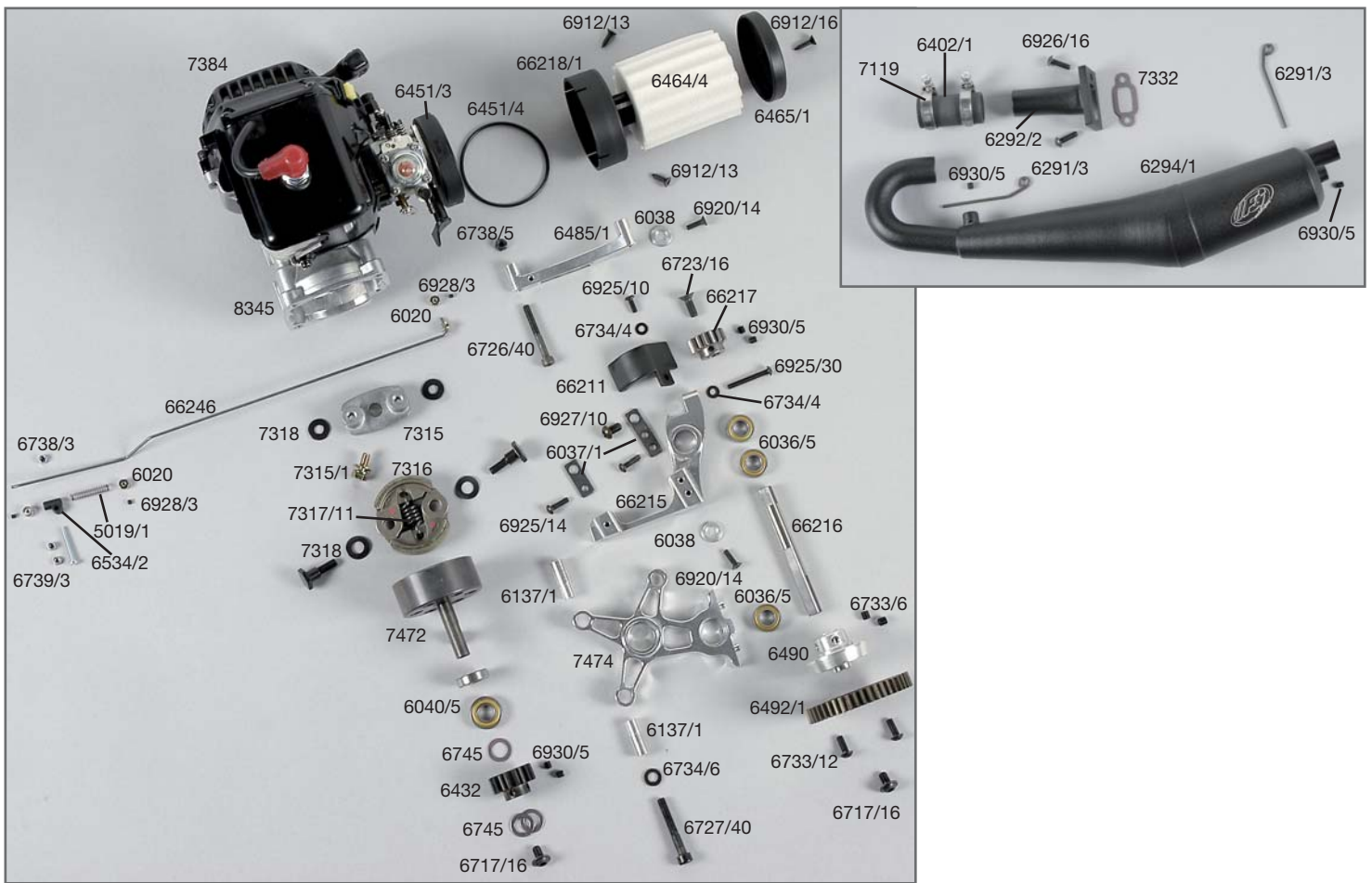
**Radio control
Racing cars**

FG Modellsport GmbH
Spanningstr. 2
73650 Winterbach-Germany
Phone: +49 7181 9677-0
Fax: +49 7181 9677-20
info@fg-modellsport.de
www.fg-modellsport.de



Exploded diagram for
 FG Baja Buggy Competition 4WD/ 1:6
 Item No 66000, 66001





Spare parts list for N° 66000, 66001
Parts list for Competition 4WD Off-Road 1:6 Baja Buggy,
status 22.10.2009

| Item N° | Description |
|----------|--|
| 01097/01 | Guide bush with collar, 6pcs |
| 04412 | Protective bellow for dobones, 2pcs |
| 04492/02 | Taper disk 5mm boring, 2pcs |
| 04437 | Alloy ball-and-socket joint Ø5/M8, 2pcs |
| 04466 | Ball-type nipple f. alloy wishbone, 2pcs |
| 04472/02 | Hexagon nut M8/left, 2pcs |
| 04491 | Hexagon nut M8/right, 2pcs |
| 05014/04 | Rear lower alloy wishbone wide, 1pce |
| 05019/01 | Servo mount plate Futaba/JR, 2pcs |
| 06011 | Pressure spring 0.4x5x25mm, 2pcs |
| 06013 | Side guards l/r, each 1 pce |
| 06013 | Body clips, 10pcs |
| 6020 | Collis 2, 1 mm, 5pcs |
| 06022/01 | Flexible aerial and mount, 1pce |
| 06026/01 | Rods M4x51mm, 2pcs |
| 06028/01 | Track rod right/left 1,6, 74mm, 2pcs |
| 06029/07 | Ball-and-socket joint for M6 new, 4pcs |
| 06031 | Wing mount, 1pce |
| 06033 | Wing mount, 1pce |
| 06034/01 | Plastic part f. stiffening brace, 2pcs |
| 06036/05 | FG Bearings 10x19x7 with grease filling, 2pcs |
| 06037/01 | Steel fixing plates, 2pcs |
| 06038 | Engine mount screws, 4pcs |
| 06040/05 | FG Bearings ,10x22x7 with grease filling, 2pcs |
| 06041 | Dampening rubber, 4pcs |
| 06066/02 | Differential gearwheel A reinforced, 2pcs |
| 06067/02 | Differential gearwheel B reinforced, 2pcs |
| 06068 | Bevel differential gear axle, 1pce |
| 06069/02 | Ball diff. axle, 1pce |
| 06075/05 | Rear upper wishb,pin hardened 6x65mm, 2pcs |
| 06077/08 | Distance bush for rear upright, 2pcs |
| 06078/05 | FG Bearing 8x22x7 with graese filling, 2pcs |
| 06079/01 | Ball driving axle, 1pce |
| 06080/01 | Balldriving shaft rear 96,5mm, 1pce |
| 06092 | Spring plate, 2pcs |
| 06100/03 | Turnbuckle right/left, 32 mm, 2pcs |
| 06107/01 | Alloy square wheel driver 14mm/M6, 2pcs. |
| 06113 | Wheel square M6, self-locking, 10pcs |
| 06118/08 | Alloy battery brace 80mm, 1pce |
| 06137/01 | Bolt f. gear unit 24,5/25,5mm, 3pcs |
| 06291/03 | Fixing wire f. tuning pipe, 2pcs |
| 06292/02 | Manifold f. Tuning pipe 1,6 black, 1pce |
| 06294/01 | 3-unit Tuning pipe Stadium, 1pce |
| 06402/01 | Exhaust hose new 21x25x50mm, 1pce |
| 06421/05 | Polycarbonate rear spoiler f.1:6 OR, set |
| 06432 | Steel gearwheel 18 teeth, 1pce |
| 06451/03 | Air filt. adapti. Zen G230/G260RC/CY23/26, 1pce |
| 06451/04 | O-rings f. air filter adapti. 19x11,5/57x2,5, 2pcs |
| 06464/04 | Foam filter, 2pcs |
| 06465/01 | Filter cover, 1pce |
| 06479/01 | Rear alloy 08 upright left, 1pce |
| 06479/02 | Rear alloy 08 upright right, 1pce |
| 06481/01 | Alloy shock abs. housing 2000,long,1pce |
| 06481/04 | O-ring 20x1,5mm, 4pcs |
| 06481/05 | Sheet gasket, 2pcs |
| 06481/06 | O-ring 15x1mm, 4pcs |
| 06484/01 | O-rings falloy shock abs pist. 14,8mm,5pcs |
| 06484/05 | Alloy shock absorber piston 14,8mm, 2pcs |
| 06485/01 | Alloy eng. mount sm. 1,6/Zen. G230/260, 1pce |
| 06490/01 | Alloy gearwheel adapter, 1pce |
| 06492/01 | Alloy gearwheel 46 teeth, 1pce |
| 06496/04 | Guide bushes f. front axle mount, 8pcs |
| 06510/20 | Oil for shock absorber 2000, 1pce. |
| 06534/02 | Throttle pivot post 2,1 mm, set |
| 06716/25 | Parn-head tapscrews, 4,2x25mm, 15pcs |
| 06717/16 | Lenticular flange head screw M6x10, 5pcs |
| 06720/40 | Recessed countersunk screw M4x40mm, 10pcs |

| Item N° | Description |
|----------|---|
| 06723/16 | Recessed countersunk screw M6x16mm, 10pcs |
| 06725/25 | Socket head cap screw M4x25mm, 10pcs |
| 06726/40 | Socket head cap screw M5x40mm, 10pcs |
| 06727/40 | Socket head cap screws,M6x40mm, 10pcs |
| 06729/50 | Headless pin M4x50, 8pcs |
| 06732/05 | Retain washers -spring steel, 5mm, 15pcs |
| 06733/05 | Thread pin M6x6, 10pcs |
| 06733/12 | Parn-head cap screw M5x12, 10pcs |
| 06734/04 | Washers, steel 4,3mm, 15pcs |
| 06734/05 | Washers, steel 5,3mm, 15pcs |
| 06734/06 | Washers, steel 6,4mm, 15pcs |
| 06734/08 | Washers, steel 8,4mm, 15pcs |
| 06735/10 | Parn-head cap screw M5x10, 10pcs. |
| 06738/03 | Self-locking hexagon nut, M3, 15pcs |
| 06738/04 | Self-locking hexagon nut, M4, 15pcs |
| 06738/05 | Self-locking hexagon nut, M5, 15pcs |
| 06739/03 | Hexagon nut M3, 15pcs |
| 06739/04 | Hexagon nut M4, 15pcs |
| 06739/05 | Hexagon nut M5, 15pcs |
| 06745 | Shim rings 10x16x1mm, 10pcs |
| 06912/13 | Counters. sheet met. screw w. Torx 4,2x13, 20pcs |
| 06914/09 | Parn-head sheet met. screw w. Torx 2,9x9,5, 15pcs |
| 06914/19 | Parn-head tapping screw 2,9x19mm, 15pcs. |
| 06916/13 | Parn-head sheet met. screw w. Torx 4,2x13, 15pcs |
| 06916/22 | Parn-head sheet met. screw w. Torx 4,2x22, 15pcs |
| 06917/06 | Parn-head flange screw w. Torx M3x6, 10pcs |
| 06918/10 | Countersunk screw w. Torx M3x10, 10pcs |
| 06918/20 | Countersunk screw w. Torx M3x20, 10pcs |
| 06920/10 | Countersunk screw w. Torx M4x10, 10pcs |
| 06920/14 | Countersunk screw w. Torx M4x14, 10pcs |
| 06920/16 | Countersunk screw w. Torx M4x16, 10pcs |
| 06920/25 | Countersunk screw w. Torx M4x25, 10pcs |
| 06922/25 | Countersunk screw w. Torx M5x25, 10pcs |
| 06922/30 | Countersunk screw w. Torx M5x30, 10pcs |
| 06924/16 | Parn-head screw w. Torx M3x16, 10pcs |
| 06924/20 | Parn-head screw w. Torx M3x20, 10pcs |
| 06925/08 | Parn-head screw w. Torx M4x8, 10pcs |
| 06925/10 | Parn-head screw w. Torx M4x10, 10pcs |
| 06925/12 | Parn-head screw w. Torx M4x12, 10pcs |
| 06925/14 | Parn-head screw w. Torx M4x14, 10pcs |
| 06925/20 | Parn-head screw w. Torx M4x20, 10pcs |
| 06925/30 | Parn-head screw w. Torx M4x30, 10pcs |
| 06926/16 | Parn-head screw w. Torx M5x16, 10pcs |
| 06926/25 | Parn-head screw w. Torx M5x25, 10pcs |
| 06927/10 | Parn-head screw w. Torx M6x10, 5pcs |
| 06928/03 | Headless pin w. Torx M3x3, 15pcs |
| 06929/30 | Headless pin w. Torx M4x30, 15pcs |
| 06930/05 | Headless pin w. Torx M5x5, 15pcs |
| 06930/20 | Headless pin w. Torx M5x20, 15pcs |
| 06930/25 | Headless pin w. Torx M5x25, 15pcs |
| 06932/12 | Socket head cap screw w. Torx M4x12, 10pcs |
| 06932/14 | Socket head cap screw w. Torx M4x14, 10pcs |
| 06932/20 | Socket head cap screw w. Torx M4x20, 10pcs |
| 07058/01 | Body screws Torx w. stop nuts, 15pcs |
| 07071/01 | Stabilizer 5mm rear, 1pce |
| 07071/02 | Plastic brace f. stabilizer long, 6pcs |
| 07080/02 | Balls f. driving shaft, 6pcs |
| 07080/03 | Distance disks, 4pcs |
| 07080/04 | Lower shock retaining, short 2pcs |
| 07088 | Volume compensation f. shock absorb.,2pcs |
| 07091/02 | Threaded piston rod, 2pcs. |
| 07093 | Silicone O-rings, 12 pcs. |
| 07100 | Adjusting clips for front axle, 16pcs |
| 07102/05 | Front wishb. pin, hardened 6x87mm, 2pcs |
| 07119 | Hose clamps, 4pcs |
| 07315 | Clutch block carrier / Zenoah |
| 07315/01 | Screw f. carrier Zenoah, 1pce |
| 07317/11 | Clutch spring Ø2,7/G230/240/260/270, 1pce. |
| 07318 | Dowel screws f. clutch blocksZenoah, 2pcs |

| Item N° | Description |
|----------|--|
| 07332 | Silencer gasket / Zenoah, C/7, 2pcs |
| 07348 | Tank complete without ventilation, 1pce |
| 07384 | FG Zenoah engine G260/C |
| 07472 | Tuning clutch bell hardened, 1pce |
| 07474 | Alloy gear plate, 1pce |
| 07475/02 | Alloy joint ball Ø10x10,75mm, 2pcs |
| 08093 | Brake guide rail, 1pce |
| 08345 | Coupling flange Zenoah 1,6, 1pce |
| 08474/06 | Alloy bowden cable holder new, 2pcs |
| 08486 | Alloy diff. housing, 1pce |
| 08493/05 | FG ball bearing 15x28x7 with grease filling, 2pcs |
| 08495 | Distance disks f. alloy diff., 4pcs |
| 08499/01 | Needle bearing f. diff, 2pcs |
| 08499/03 | Steel bush 8x12x5, 2pcs |
| 09438 | Hydr. brake system f. front and rear axle 4WD, set |
| 09438/01 | Alloy wheel chook f. hydr. brake 1:6, 1pce |
| 10031 | Distance bolts 9x57, 3pcs |
| 60215/05 | Bala tires S wide glued, 2pcs |
| 60230 | Bala tires M narrow glued, 2pcs |
| 60233 | Front bumper Baja, 1pce |
| 60236 | Foil cage parts, front 2pcs |
| 60236 | Foil cage parts, rear 2pcs |
| 60237 | Alloy cover, 1pce |
| 60238 | Plastic brace for cover, 2pcs |
| 60238 | Spark plug cover, 1pce |
| 60239 | Plastic braces long 2pcs |
| 60239/01 | Plastic braces short, 2pcs |
| 60240 | Body mount Baja rear, 2pcs |
| 66150/01 | Body Baja Buggy 4WD transparent, 1pce |
| 66155 | Model silencers f. Baja Buggy 4WD, Set |
| 66200 | Alloy chassis 4WD, 1pce |
| 66205 | Alloy rear axle mount left 4WD, 1pce |
| 66206 | Alloy rear axle mount right 4WD, 1pce |
| 66207 | Plastic rear gear disk, 42 teeth 4WD, 1pce |
| 66208 | Steel gearwheel 48 teeth 4WD, 1pce |
| 66210 | Rear axle cover 4WD, 1pce |
| 66211 | Gearwheel cover-gear box 4WD, 1pce |
| 66212 | Rear alloy damper plate 4WD, 1pce |
| 66215 | Alloy engine mount big 4WD, 1pce |
| 66216 | Tuning gear shaft hardened 4WD, 1pce |
| 66217 | Steel gearwheel 14 teeth narrow, 1pce |
| 66218/01 | Basic body f. inlet silencer, 1pce |
| 66220 | Housing f. alloy tensioning pulley left 4WD, 1pce |
| 66221 | Housing f. alloy tensioning pulley right 4WD, 1pce |
| 66222 | Bearing shaft f. tension, pulley housing 4WD, 1pce |
| 66223 | Plastic bearing seat 4WD, 2pcs |
| 66225 | Rear upper alloy wishbone 4WD, 1pce |
| 66226 | Wishbone thread rod M10/M8x84mm, 2pcs |
| 66235 | Lower part belt channel, 1pce |
| 66236 | Upper part belt channel, 1pce |
| 66237 | Toothed belt, 1pce |
| 66238/01 | Lower tank mount 4WD, 1pce |
| 66240 | Upper tank mount, 1pce |
| 66241 | Alloy HC plate 4WD, 1pce |
| 66242 | Receiver box 4WD, 1pce |
| 66242 | Distance bolt 48mm, 4pcs |
| 66243 | Bolt for battery holder 4WD, 2pcs |
| 66244 | Ball-and-socket joint 7mm f.M4, 4pcs |
| 66245 | Steel ball 7mm, 4pcs |
| 66246 | Throttle rods 4WD, set |
| 66250 | Alloy front axle housing left 4WD, 1pce |
| 66250/01 | Guide f. stabl. front 4WD, 2pcs |
| 66251 | Alloy front axle housing right 4WD, 1pce |
| 66252 | Toothed belt wheel 12 teeth 4WD, 1pce |
| 66253 | Deflection roller 16mm, 1pce |
| 66254 | Bearing shaft 6x50mm, 1pce |
| 66255 | Ball bearing 6x16x6, 2pcs |
| 66256 | Front plastic toothed belt wheel 42teeth 4WD, 1pce |
| 66257 | Front plastic stop disk left 4WD, 1pce |
| 66258 | Plastic stop disk right 4WD, 1pce |

| Item N° | Description |
|----------|--|
| 66258/05 | Alloy stop disk right 4WD, 1pce |
| 66260 | Front stabilizer 4mm 4WD, 1pce |
| 66260/01 | Plastic brace f. stabl. short 4/4 mm twisted, 4pcs |
| 66265 | Front lower alloy wishbone 4WD, 1pce |
| 66266 | Front upper alloy wishbone 4WD, 1pce |
| 66267 | Wishb. thread rod M10/M8x66mm, 2pcs |
| 66268 | Front lower wishb. pin hardened 4WD, 2pcs |
| 66270/01 | Front alloy upright right / left 4WD, 1pce |
| 66270/02 | Front alloy steering lever 4WD, 1pce |
| 66271 | Plastic steering stop, 2pcs |
| 66271 | Ball bearing 17x26x7, 2pcs |
| 66275 | Universal joint f. front axle 4WD compl., 1pce |
| 66285 | Reinforcing plate f. front axle, 1pce |
| 66285/01 | Alloy distance SW10x7, 2pcs |
| 66286 | Plastic fixing plate, front 4WD, 1pce |
| 66287 | Front alloy shock mount 4WD, 1pce |
| 66288 | Alloy brace long 4WD, 2pcs |
| 66291/02 | Shock absorber seal M20 for M5, 2pcs |
| 66291/03 | Dampening rubber f. shock absorber seal f.M5, 5pcs |
| 66291/04 | Alloy adjustable ring M20x1, 2pcs |
| 66292/02 | Shock absorber seal M20 for M4, 2pcs |
| 66292/03 | Dampening rubber f. shock absorber seal M4, 5pcs |
| 66303 | Damper spring red, 2.0x100mm, 2pcs |
| 66305 | Damper spring violet, 2.2x100mm 2pcs |
| 66323 | Servo saver A/B, 1pce |
| 68324 | Servo saver pivot, 1pce |
| 68325/01 | Servo saver spring 2,4mm, 1pce |
| 68326 | Nut M10 f. servo saver, 1pce |
| 68327 | Tension sleeve f. servo saver, 1pce |