

A detailed white line drawing of a Yokomo drift chassis kit, showing the frame, suspension, steering, and rear wing. The drawing is centered on a dark gray background.

# DRIFT PACKAGE

**DRIFT PACKAGE TYPE B CHASSIS KIT**

この度はヨコモ製R/Cカーキットをお買い求め頂き、誠に有り難うございます。このキットは、ワールドチャンピオン メーカーであるヨコモの高性能・競技用R/Cカーです。  
本説明書に従った正しい組立・安全な走行をして頂ければ、誰でも手軽に楽しむことができます。

Thank you for purchasing this Yokomo product. This high performance competition kit has been proudly manufactured by Yokomo - World Champion R/C car manufacturer.  
Proper assembly of this product will provide fun, safe enjoyment.

## R/C カーを安全に楽しんで頂くための 注意事項

お子様(中学生以下)が 組立・走行する際は、必ず保護者の方が付き添い 安全を確認して下さい。

### 組立の注意

- 幼児のいる場所では組み立てないで下さい。小さな部品を飲み込む等、非常に危険です。
- 組立の前に必ず内容をお確かめ下さい。万一不良部品、不足部品などがあった場合は、ヨコモ アフターサービス部までお問い合わせ下さい。
- 組立の前に説明書を最後まで読み、全体の流れをつかむと効率的な組立が出来ます。
- 組み立てる際は、様々な工具が必要になります。安全の為に必ず作業内容に合った工具を使用して下さい。又、カッターナイフ等を使用する際は危険を伴いますので、注意して下さい。
- 部品には様々な素材を使用しています。切削加工された金属パーツ等はエッジが鋭く、慎重な組立が必要となります。ケガをしないように注意して下さい。
- プラスチックパーツなどを切断する際は、切断した部品が飛び危険があるので注意して下さい。
- 回転部や駆動部は出来るだけスムーズに動作するように組み立てて下さい。
- 配線やコード類はきれいにまとめて下さい。回転部分や走行路面にコードが接触すると危険です。又、配線は確実に接続されていないとショートなどの恐れや、性能を十分に発揮出来ない場合があります。
- 必要以上の分解、改造をすると、安全性が低下したり走行性能が十分に発揮出来なくなる場合があります。
- 塗装は、周囲に火気の無いことを確認し、換気の良い場所で行って下さい。

### 走行の注意

- ヨコモ製R/Cカーは競技用の為、時速40kmを超える速いスピードが出るモデルもあります。ルールを守って安全な場所や、R/Cカー用サーキットで走らせて下さい。
- 公道等、周囲の人の迷惑になるような場所では絶対に走らせないで下さい。
- R/Cカーは電波を利用する為、何らかのトラブルで最悪の場合は暴走する事があります。狭い場所や室内は避け、出来るだけ広い、障害物のない場所で走らせて下さい。
- 周囲にR/Cカーを走らせている人がいる場合は、電波が重ならないように、周波数を確認し合って、安全を確かめて下さい。
- R/Cカーは水を嫌います。雨の日や、水たまりのある場所で走らせると、R/Cメカが壊れたり、暴走する危険があります。
- R/Cカーの駆動部分、ギヤやベルト、タイヤなどは高回転で回ります。バッテリーを接続した後は危険ですので、回転部分に手を触れないで下さい。
- 走行後のR/Cカーは各部が高温になる事があります。危険ですので冷却期間をおいてから、メンテナンスなどをして下さい。

### 走らせる手順

- ①タイヤが空転するように、台の上にR/Cカーを置きます。
- ②スピードコントローラのスイッチがOFFになっている事を確認してから、モーターとバッテリーを接続します。
- ③送信機のアンテナを伸ばし、スイッチをONにします。(送信機の電圧が下がっていると危険です。常に電圧の高い状態で使用して下さい。)
- ④受信機のスイッチをONにします。

### 走行終了手順

- ①スピードコントローラのスイッチをOFFにします。
- ②バッテリーの接続を外します。
- ③送信機のスイッチをOFFにし、アンテナを縮めます。

### バッテリーの取り扱い

(バッテリーに付属の説明書に基づき使用して下さい。)

- バッテリーを充電する際は、周囲に燃えやすい物のない安全な場所で行って下さい。又、高温な場所での充電も避けて下さい。
- バッテリーの充電中は充電状況を常に確認して下さい。充電器の誤動作などで過充電すると、最悪の場合は発火する危険性があります。バッテリー温度が50度を越えたら充電を中止して下さい。
- 走行後のバッテリーは高い温度になります。連続使用するとバッテリーを傷める事になりますので、冷却期間を置いてから充電して下さい。又、走行後のバッテリーはコンディション放電する事によって、性能を持続させる事が出来ます。
- 不要になったバッテリーは一般のゴミと一緒に捨てずに、お手数でも電池専用の回収箱に捨てて下さい。

### モーターの取り扱い

(モーターに付属の説明書に基づき使用して下さい。)

- 7.2Vのバッテリーでモーターのから回しをすると危険です。モーター内部を破損し部品が飛び出す事も考えられますので、もしモーターのブレークインをする時は、モーターをしっかり固定し3~5V程度でから回して下さい。
- モーターは定期的なメンテナンスが必要です。劣化するとスピードが出なくなったり、走行時間が短くなります。定期的にクリーニングしたり、ブラシが減ってきたら交換する等のメンテナンスをして下さい。
- モーターの性能に合ったギヤ比を選択して下さい。ギヤ比が最適でないとモーターの性能を十分に発揮出来ないだけでなく、他のR/Cメカを壊す原因にもなります。
- 走行後のモーターは非常に高い温度になります。連続走行するとモーターを傷める事になりますので、冷却期間を置いてから走行して下さい。

## PRECAUTIONS FOR SAFE ENJOYMENT OF YOUR R/C CAR

For children under the age of 13, parental guidance is recommended when running.

### ASSEMBLY PRECAUTIONS

- Do not assemble around small children. The parts can be dangerous if accidentally swallowed.
- Check the contents carefully before assembly. Please contact Customer Support if you happen to notice any defective or missing items.
- You will find the assembly process much easier by carefully reading through the manual, and familiarizing yourself with the instructions.
- Many different tools are required during assembly. For safety purposes, please use suitable tools. Exercise extra caution when using a sharp tool such as a hobby knife.
- Many different materials are used for the parts. Use extra care when handling parts with sharp edges, such as machined metal parts.
- When cutting plastic parts, watch for any flying parts.
- Try to assemble any rotating parts or drivetrain parts as smooth as possible.
- Bundle wires neatly away from the ground or any moving drivetrain components. Make sure that all wires are properly connected to prevent shorting.
- Unnecessary modifications may be unsafe and hinder performance.
- Always paint in a well ventilated area away from flames.

### PRECAUTIONS BEFORE RUNNING

- Yokomo R/C cars are built for competition use, and some models may exceed speeds of 40km per hour. Practice common sense and run the car in open safe places, or R/C car tracks.
- Do not run the car on public roads with high amounts of traffic, or in areas that may cause an inconvenience to people in that area.
- R/C cars are controlled using a radio frequency. In a worst-case scenario, radio interferences may cause loss of control.
- If others near you are running R/C cars, confirm that they are not running on the same frequency.
- R/C cars do not like water. Avoid running on rainy days, or areas with water puddles. Exposure of the electronics to water may cause loss of control or damage to the electronics.
- The drivetrain of an R/C car consists of many moving parts like gears, belts, shafts, and tires. Avoid touching these areas when the battery is connected.
- Many parts of an R/C car will become hot after running. Allow the parts to sufficiently cool before conducting any maintenance.

### BEGINNING A RUN

- ①Place the R/C car on a stand so the wheels are off the ground.
- ②Confirm that the speed controller switch is OFF, and connect the motor and battery.
- ③Extend the transmitter antenna and turn the switch ON. (It is unsafe to use a transmitter with low voltage. Make sure that the transmitter batteries are good before running.)
- ④Turn the speed controller switch ON.

### FINISHING A RUN

- ①Turn the speed controller switch OFF.
- ②Disconnect the battery.
- ③Turn the transmitter switch OFF, and retract the antenna.

### BATTERY USAGE

(Carefully read the instruction included with the batteries.)

- When charging batteries, make sure that the surrounding area is void of anything highly flammable. Also avoid charging in high-temperature locations.
- When charging batteries, frequently monitor the charging it catch on fire. If the battery reaches 50 degrees Celcius or more, stop charging.
- Batteries will become hot after running. Continuous use of the battery pack may result in damage to the cells. Allow the battery too cool down before re-charging. Using a battery conditioner after running may prolong the life and performance of the battery.
- Please do not discard old battery packs in the trash. Although inconvenient, please locate a battery disposal center.

### MOTOR USAGE

(Carefully read the instruction included with the motor.)

- Connecting a 7.2V battery directly to the motor can be very dangerous. This may cause the internal parts of the motor to break apart, causing some parts to fly out of the motor. To break-in the motor, safely secure the motor and run the motor at about 3-5V.
- Motors require periodic maintenance. Slower speeds and decreased run times may indicate a worn-out motor. Periodically clean the motor and change the brushes when needed.
- Choose a gear ratio that matches the power characteristics of the motor. Using a gear ratio unsuited to the characteristics of the motor will not only prevent the motor from performing at its optimum, but may even cause damage to the other electronics.
- Motors will generally become very hot after running. Continuous running will reduce the life of the motor. Allow the motor to sufficiently cool between each run.

## 【組み立てに必要な物】

### ACCESSORIES AND TOOLS NEEDED FOR [DRIFT PACKAGE Type-B] ASSEMBLY

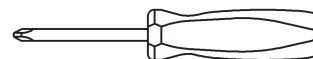
#### ■ 走行の為に別にお買い求め頂く物 ■

##### ADDITIONAL ITEMS REQUIRED FOR USE (NOT INCLUDED IN KIT)

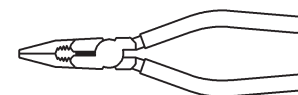
- 2チャンネルプロポ (1サーボ 1アンプ仕様)  
TWO CHANNEL R/C SURFACE RADIO SYSTEM  
AND ELECTRONIC SPEED CONTROL
- 走行用 7.2V バッテリーパック  
7.2V BATTERY PACK
- 走行用バッテリー充電器  
BATTERY CHARGER
- 走行用モーター  
MOTOR
- タイヤ(タイヤ付キットは不要)  
TIRES
- 走行用ボディー(ボディー付キットは不要)  
BODY
- ボディー塗装用カラー  
BODY SPRAY PAINT

#### ■ 別途用意する工具 ■

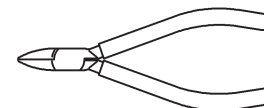
##### ASSEMBLING TOOLS REQUIRED (NOT INCLUDED IN KIT)



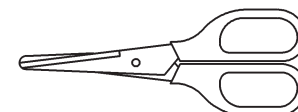
ドライバー (大,小)  
SCREW DRIVER (SMALL & LARGE)



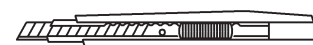
ラジオペンチ  
NEEDLE NOSE PLIERS



ニッパー  
SIDE CUTTER



ハサミ  
SCISSORS



カッター  
HOBBY KNIFE

#### ■ キットに入っている工具 ■

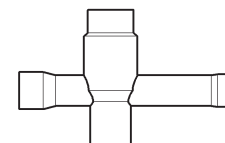
##### TOOLS (INCLUDED)



六角レンチ  
ALLEN WRENCH  
(1.5mm & 2.0mm)



ターンバックルレンチ  
TURNBUCLE WRENCH



十字レンチ  
NUT WRENCH

**[DRIFT PACKAGE Type-B]の性能を十分に発揮させる  
為にイラストを良く参照し説明の順番に従って確実に組み上げて下さい。**

**For assembly, follow the figures and the instructions closely  
so that your [DRIFT PACKAGE Type-B] will perform at its best!!**

## [ Bag-1 Contents ]

 --x8    3x12mm FH TP screw

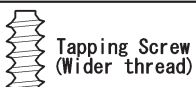
 --x2    Front suspension mount

 --x2    Rear suspension mount

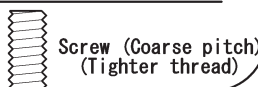
## 【Read before assembly!】

The screws included in this kit have 2 different types of thread. Pay special attention to where the screws are used.

※Tapping screws cannot be used on metal parts.

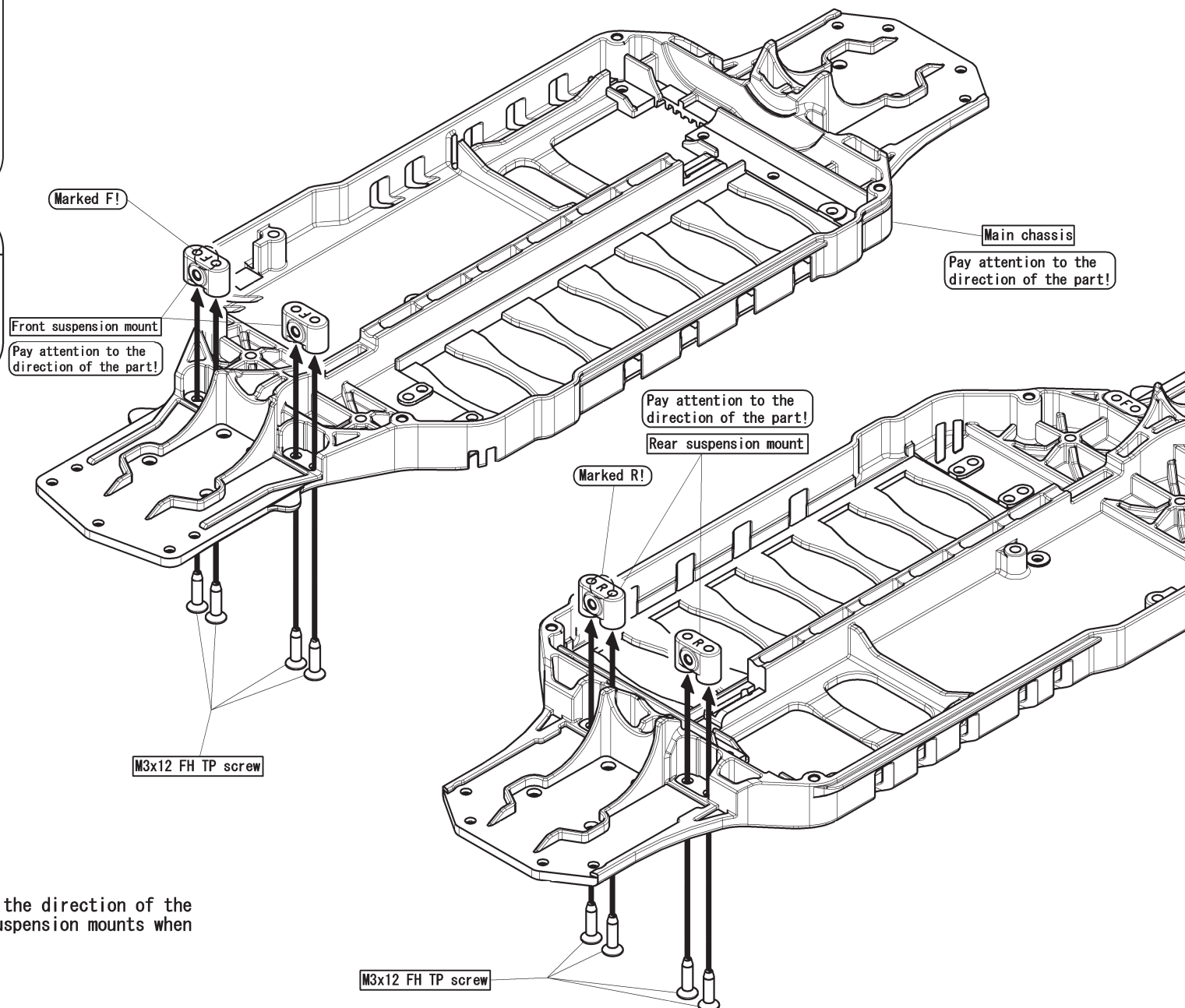


Tapping Screw  
(Wider thread)



Screw (Coarse pitch)  
(Tighter thread)

## 1 Suspension Mount Installation

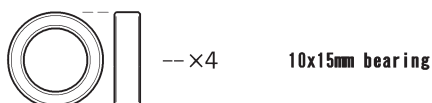
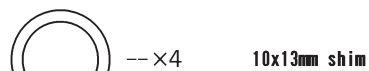
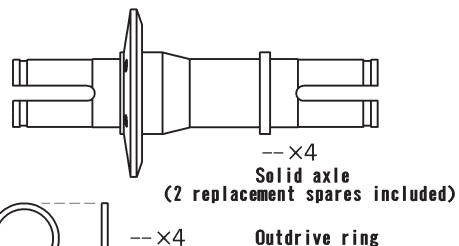
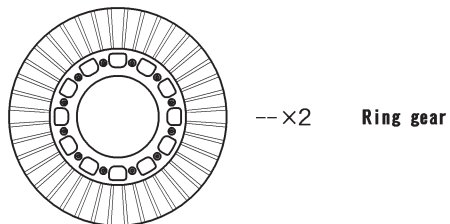


Important!— Pay attention to the direction of the front and rear suspension mounts when installing.

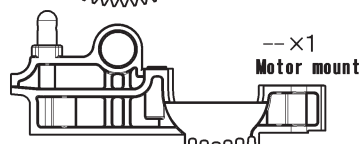
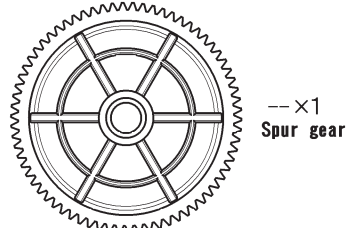
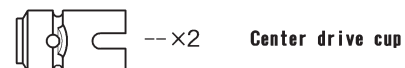
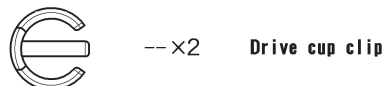
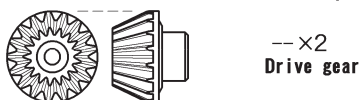
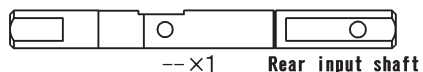
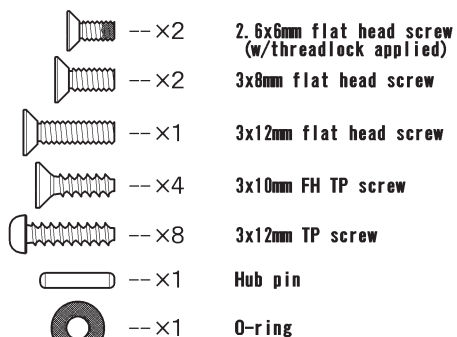


## 【 Bag-2 Contents 】

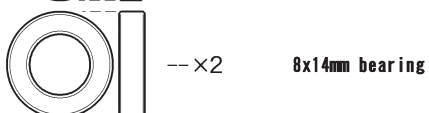
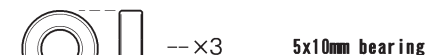
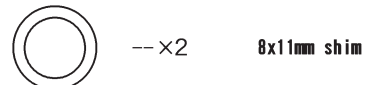
 --x6 2x5mm TP screw



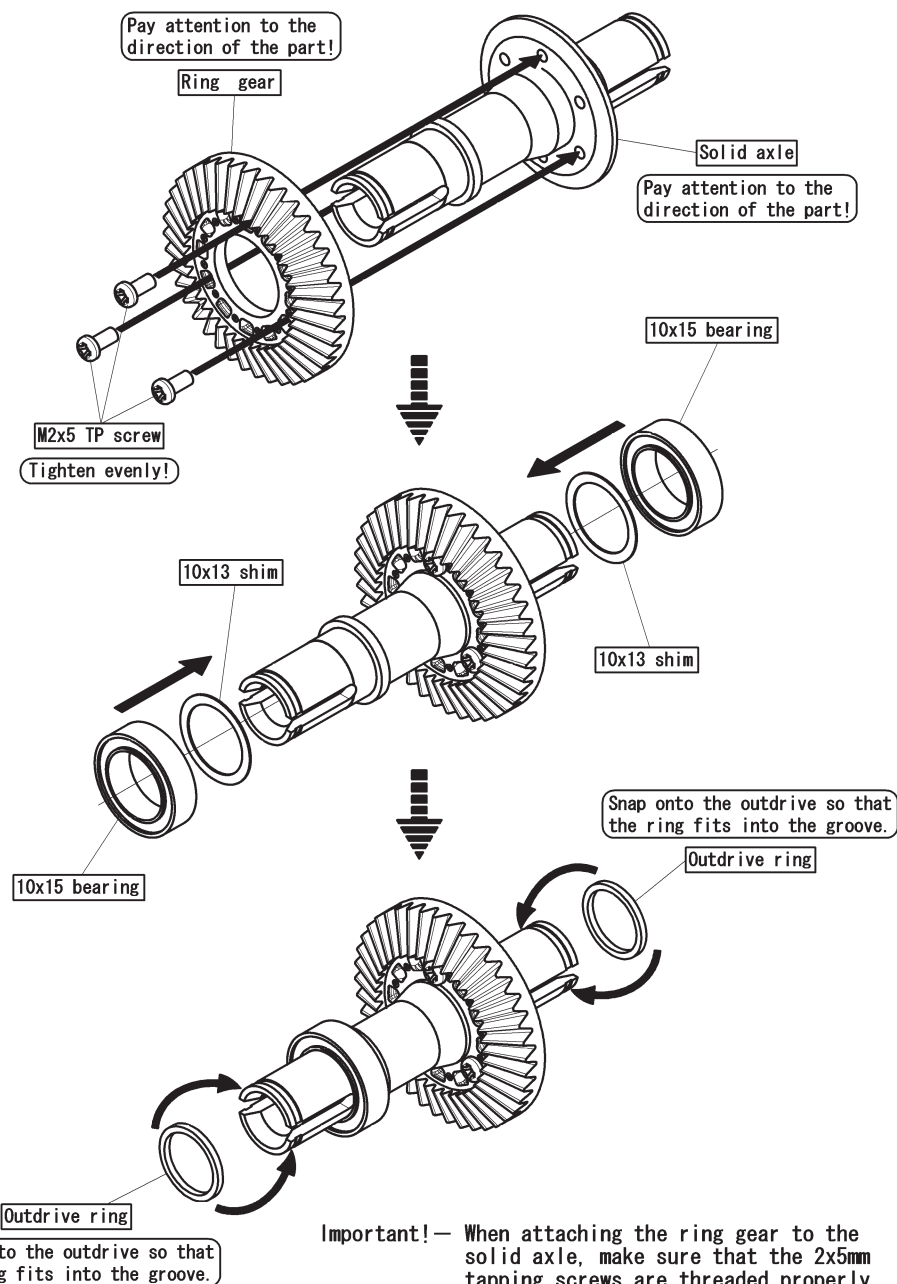
## 【 Bag-3 Contents 】



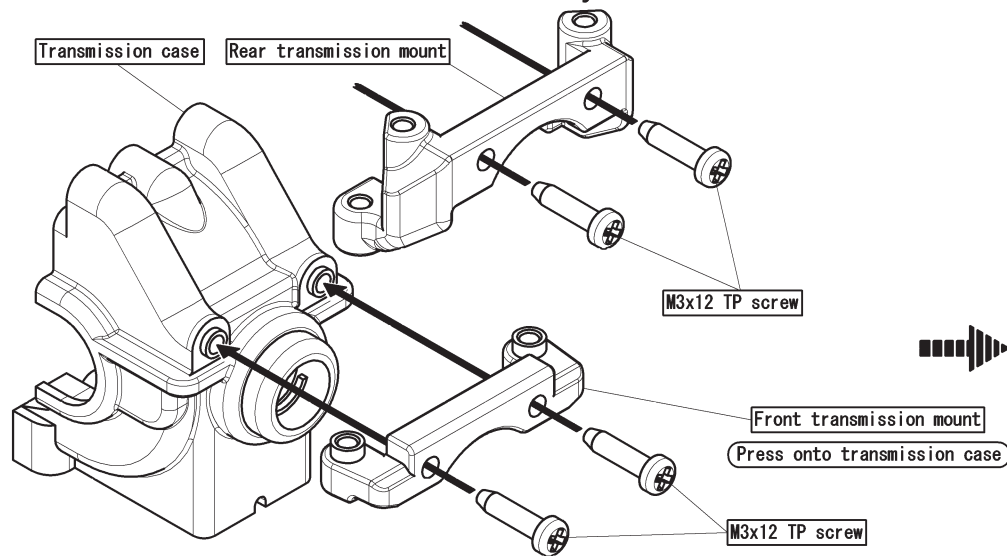
## Other transmission case and chassis brace parts



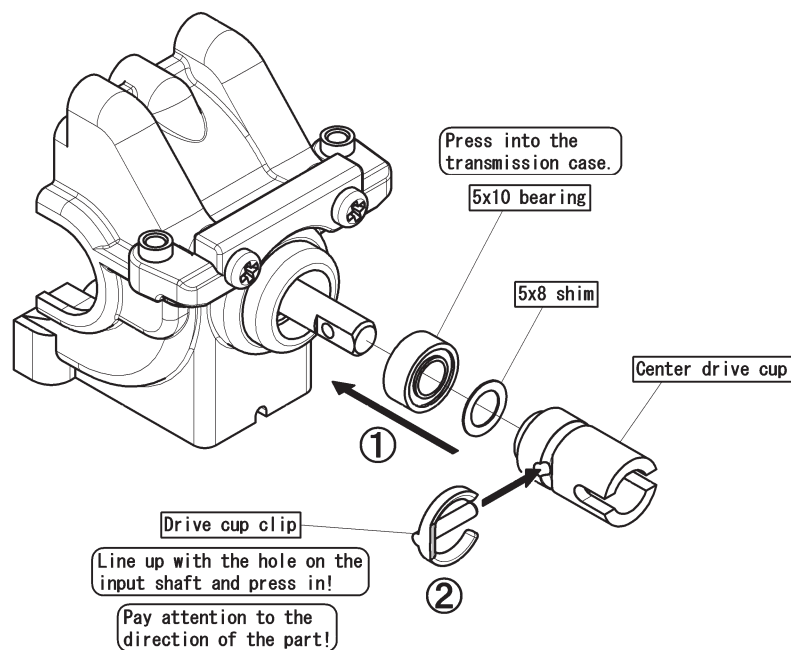
## 2 Solid Axle Assembly (2 Assemblies required.)



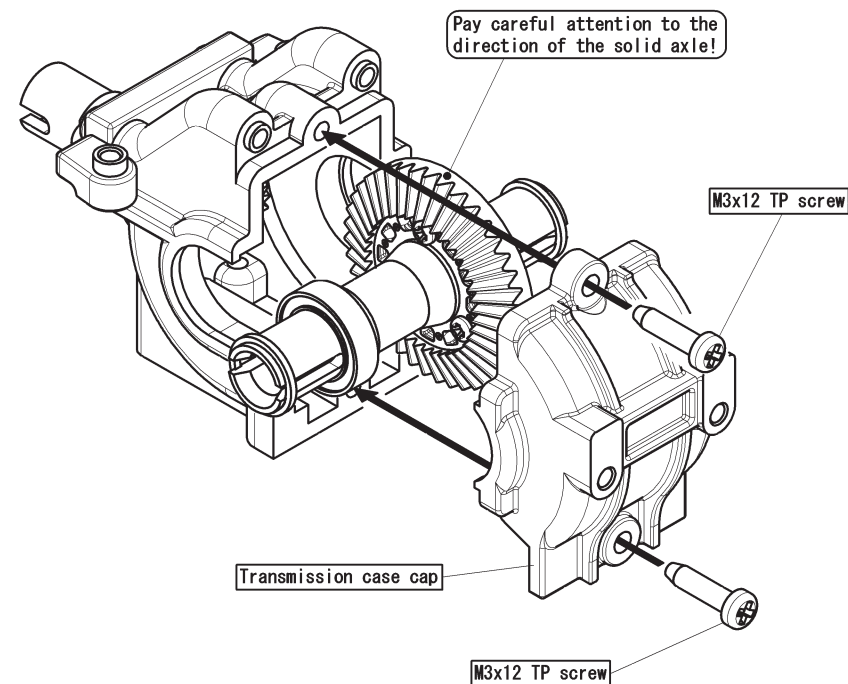
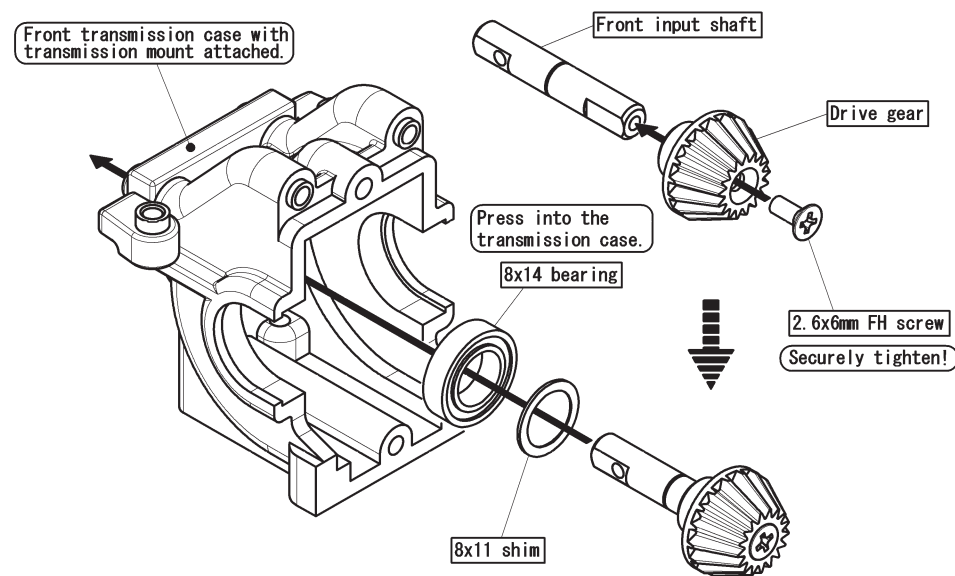
### 3 Front Transmission Case Assembly



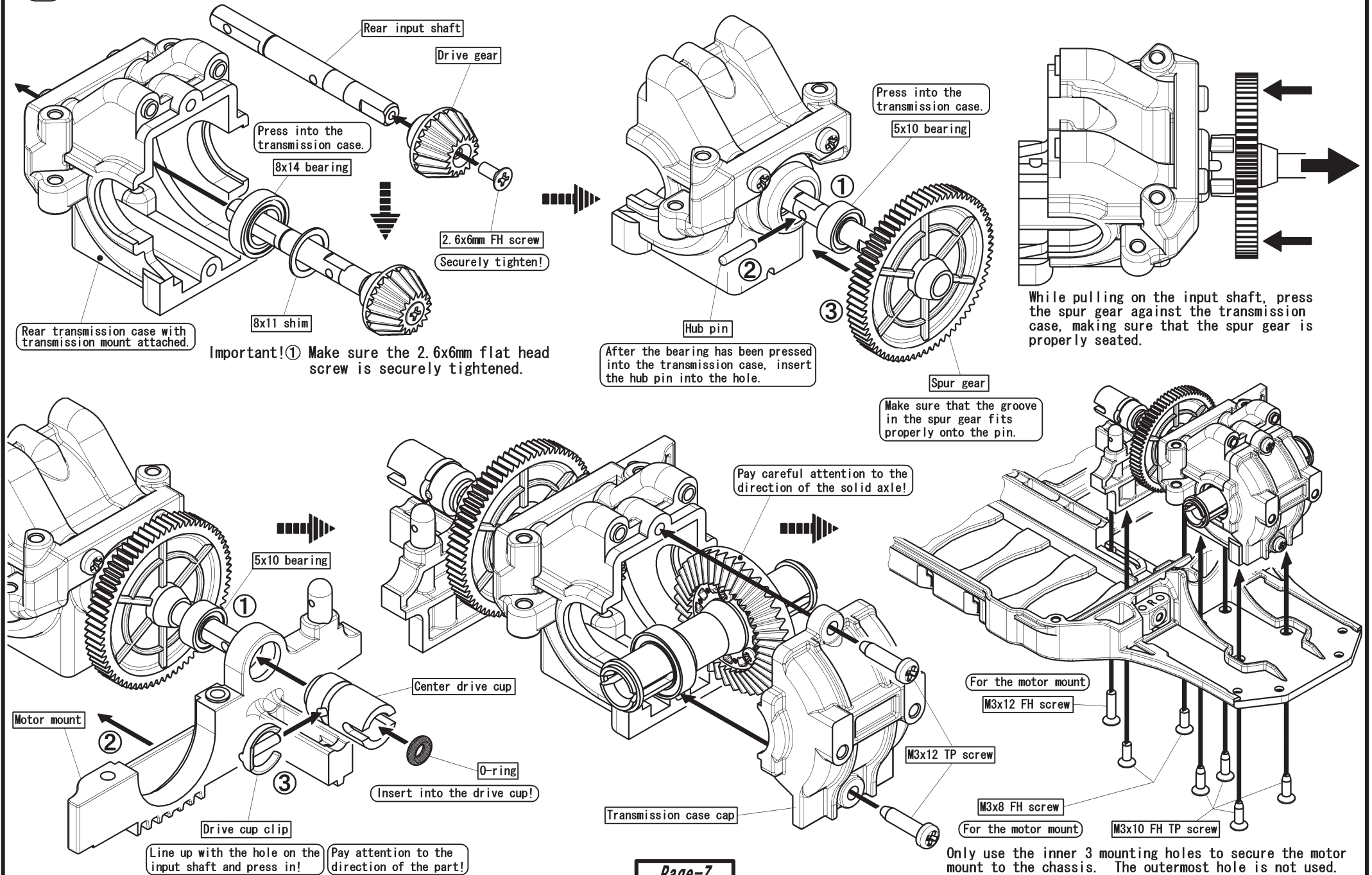
Attach the front transmission mount to the transmission case using the 3x12mm TP screws. Also attach the rear transmission mount to the other transmission case in the same way (to be used on the following page.)



Important!— Make sure the 2.6x6mm flat head screw is securely tightened.

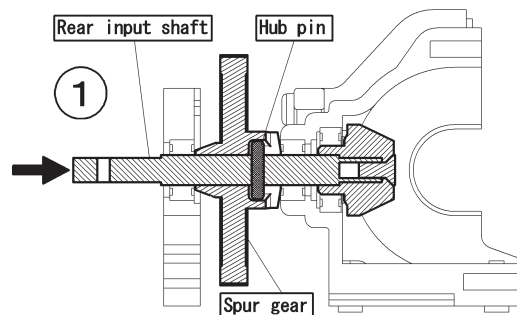


## 4 Rear Transmission Case Assembly

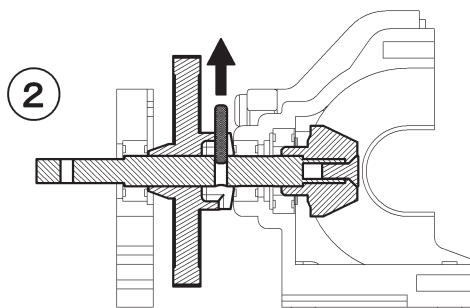


# Maintenance Tip!

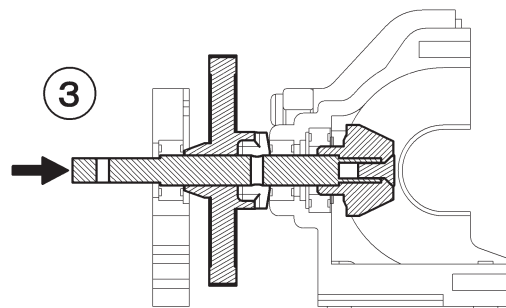
## Spur Gear Hub Removal



Remove the transmission cap, solid axle and center drive cup. Slide the input shaft towards the rear.

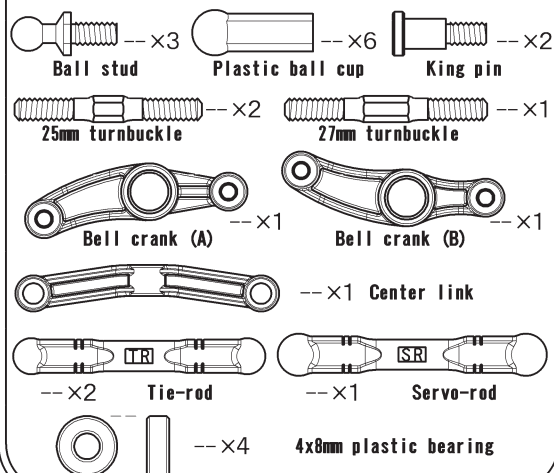


Slide the rear input shaft until the hub pin is visible inside the groove (of the spur gear), and pull out the hub pin. (If the hub pin falls out easily, lightly coat it with a rubber type adhesive.)



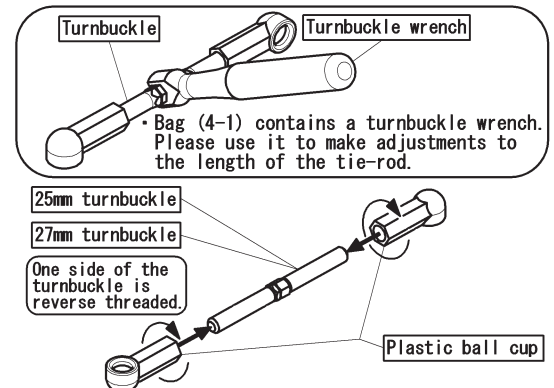
Pull out the rear input shaft completely to remove the spur gear. (When re-assembling, repeat the above steps in reverse.)

## [ Bag-4 Contents ]

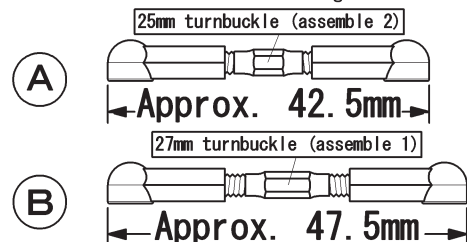


## Tie-rod Assembly

One-piece fixed length tie-rods and adjustable turnbuckle-type tie-rods included. Please choose according to preference. (Follow the drawings to assemble the turnbuckle-type tie-rods.)

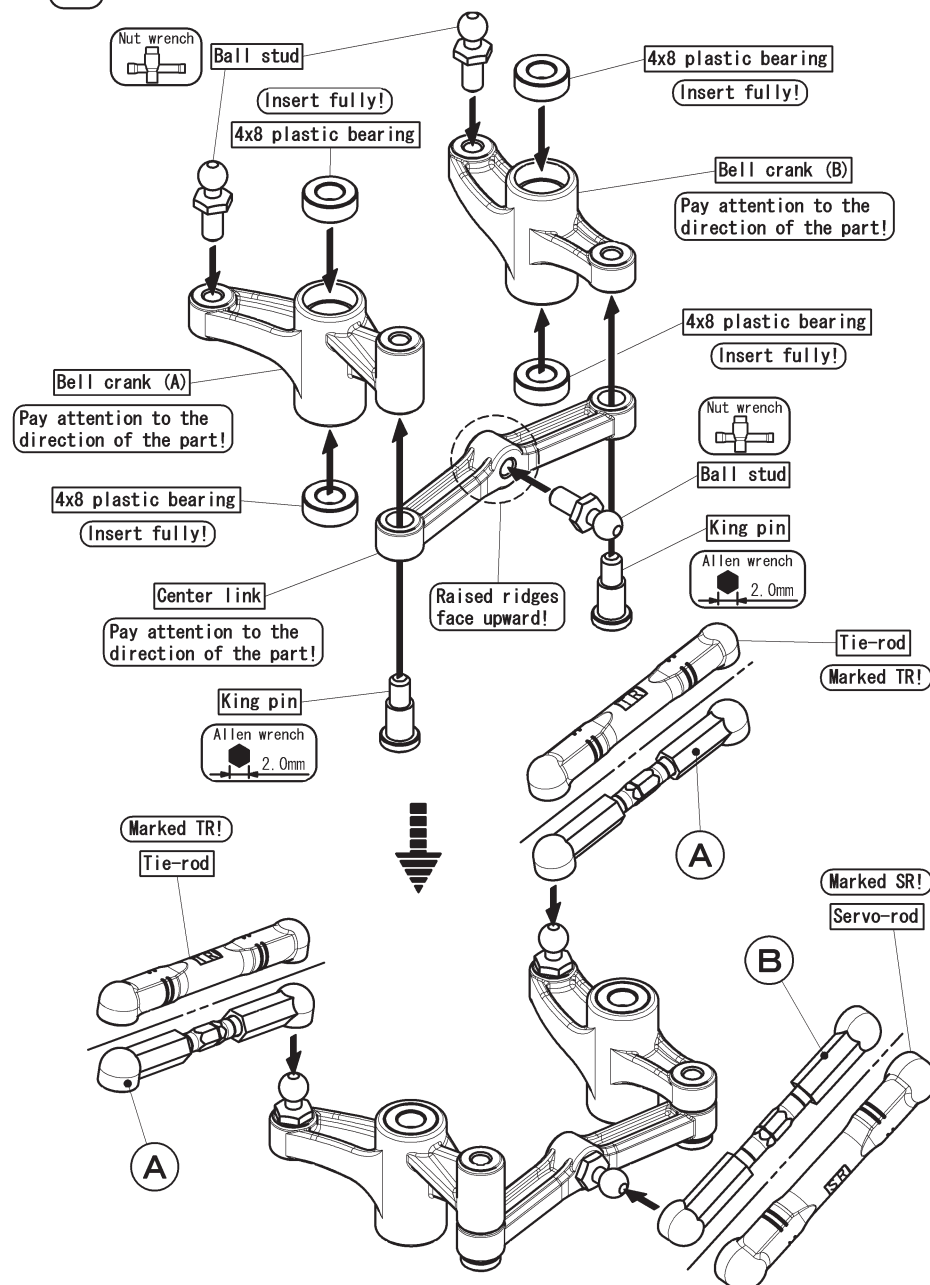


• Assemble each tie-rod to the lengths shown below.



This length may vary depending on the servo used. Adjust accordingly.


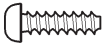

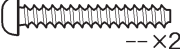
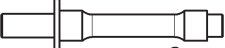
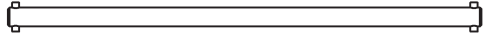
## 5 Bell Crank Assembly



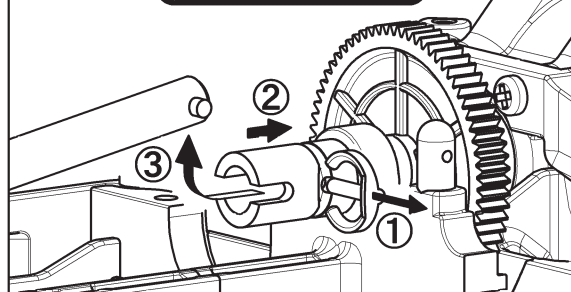
Attach the one-piece and turnbuckle-type tie-rods as shown in the illustration. When attaching the turnbuckle-type tie-rods, keep the thread directions uniform for easier adjustment.



# **[ Bag-5 Contents ]**

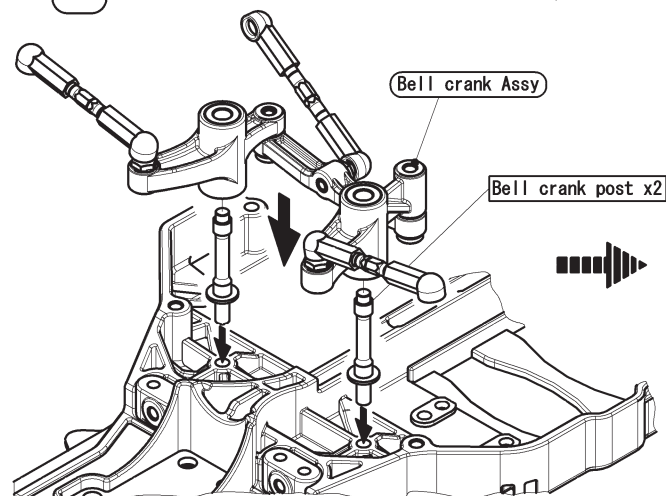
-  --×4 3x10mm FH TP screw
-  --×2 3x10mm TP screw
-  --×4 3x12mm TP screw
-  --×2 3x20mm TP screw
-  --×2 Bell crank post
-  --×1 Main drive shaft

## **Maintenance Tip!**



For easy removal of the main drive shaft, remove the drive cup ring and slide the center drive cup back to release.

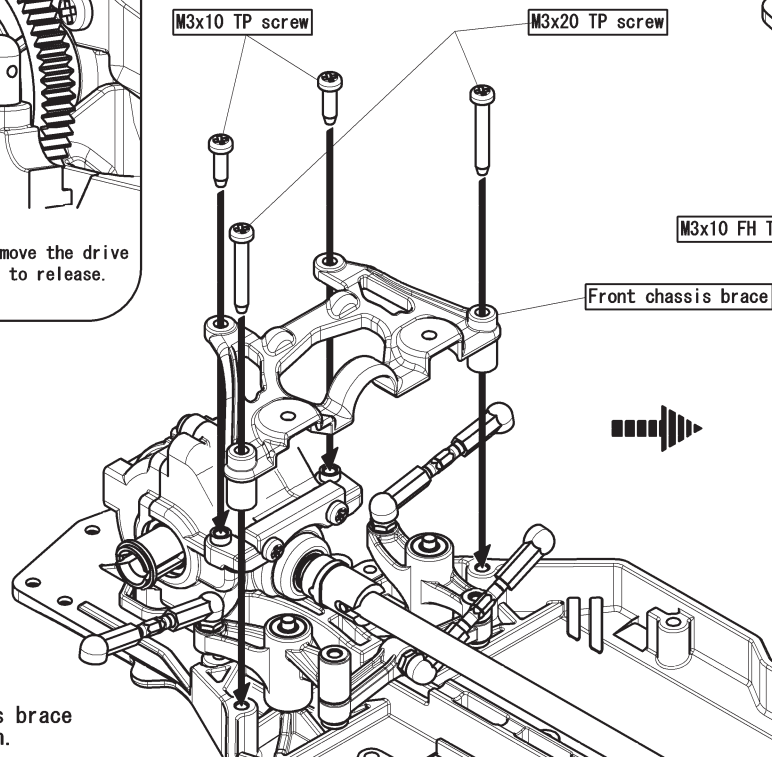
## **6 Front Transmission Case, Chassis Brace Installation**



Insert the two bell crank posts into the chassis, and slide the previously assembled bell crank assembly onto the posts.

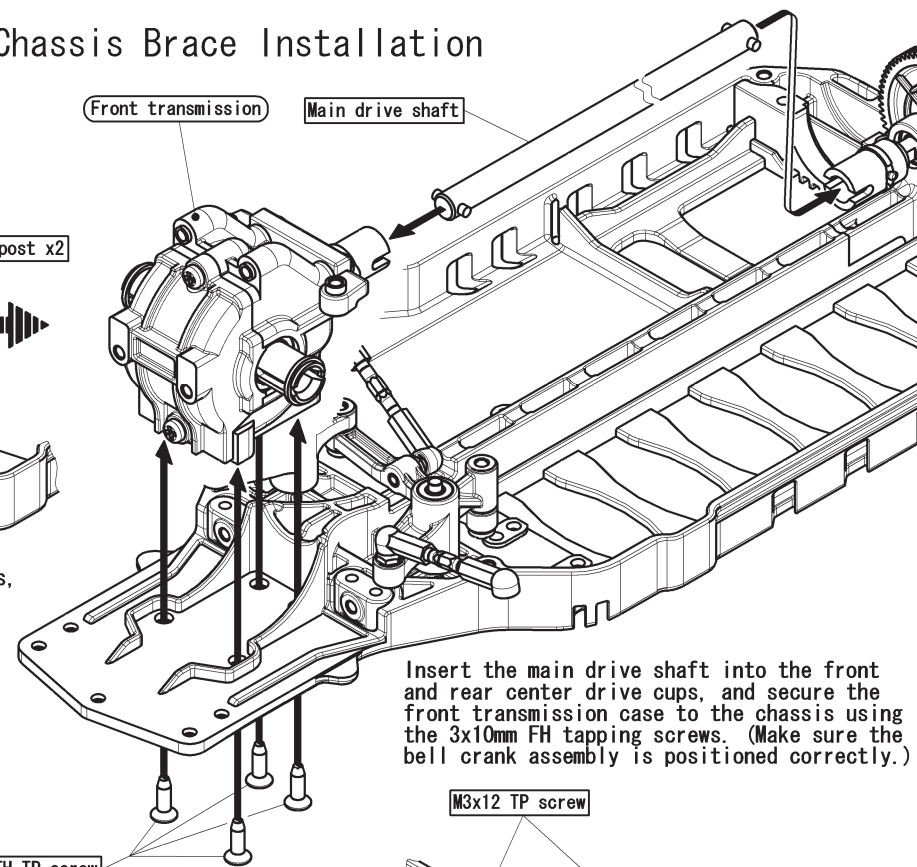
M3x10 TP screw

M3x20 TP screw



Front chassis brace

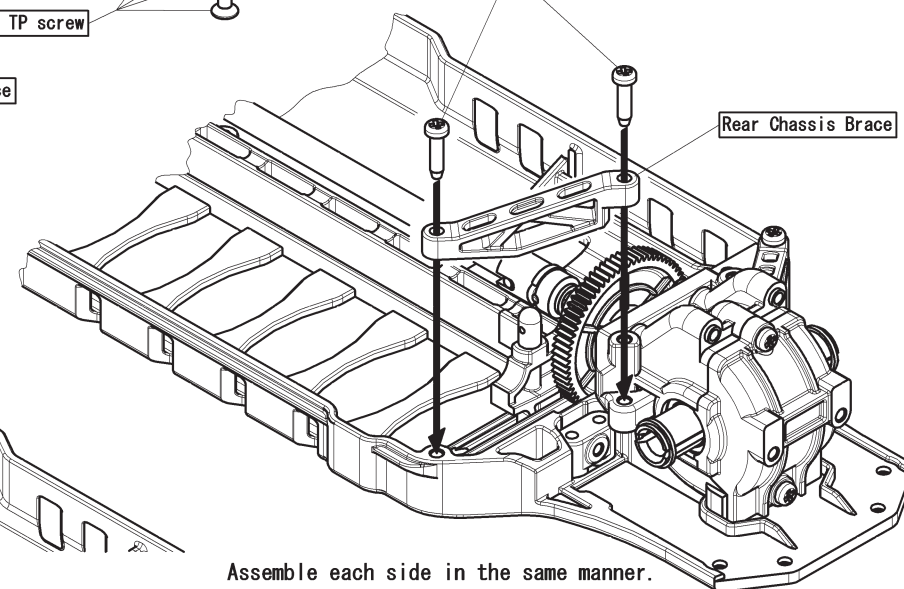
Secure the front chassis brace with the screws as shown.



Insert the main drive shaft into the front and rear center drive cups, and secure the front transmission case to the chassis using the 3x10mm FH tapping screws. (Make sure the bell crank assembly is positioned correctly.)

M3x12 TP screw

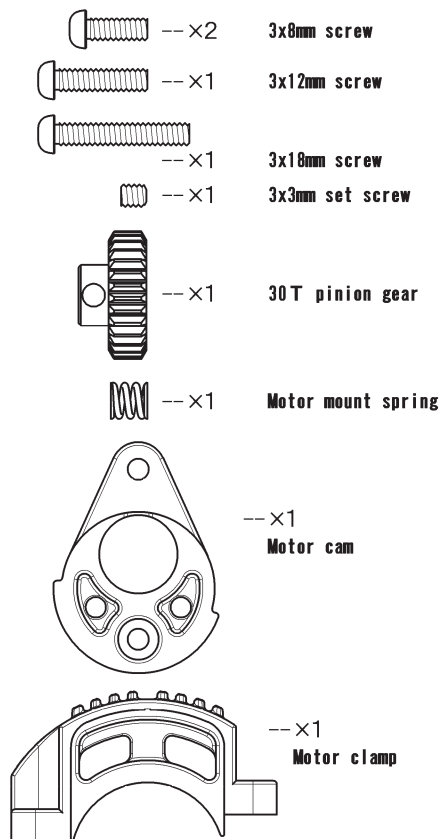
M3x10 FH TP screw



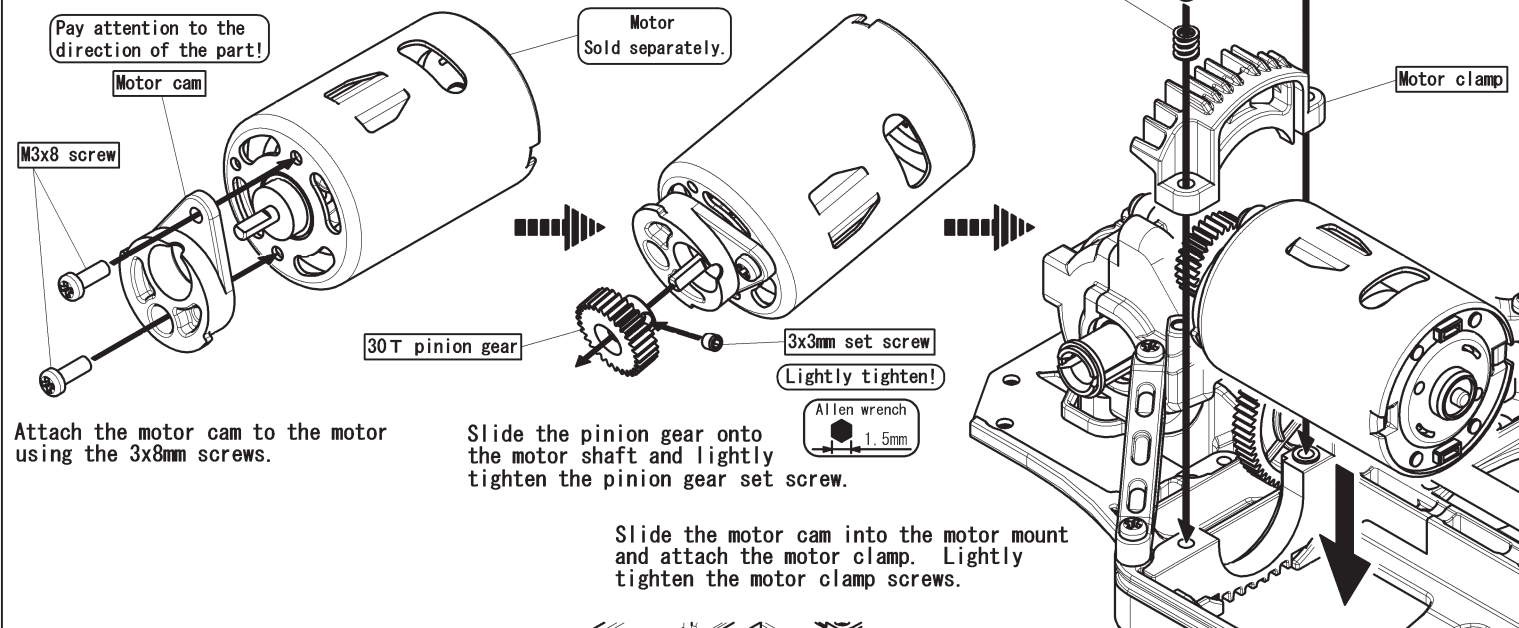
Rear Chassis Brace

Assemble each side in the same manner.

## [ Bag-6 Contents ]



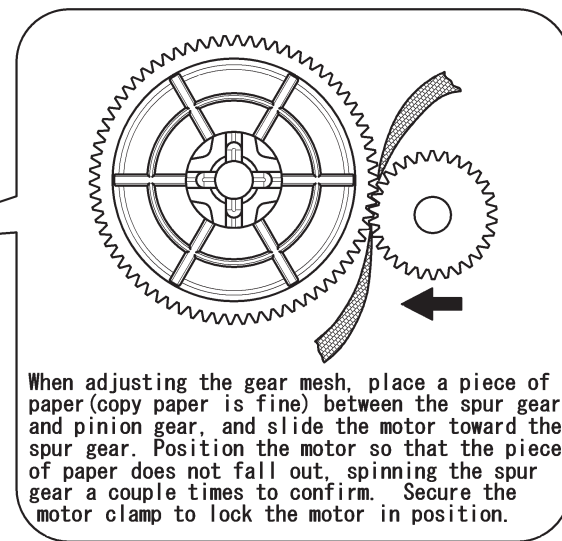
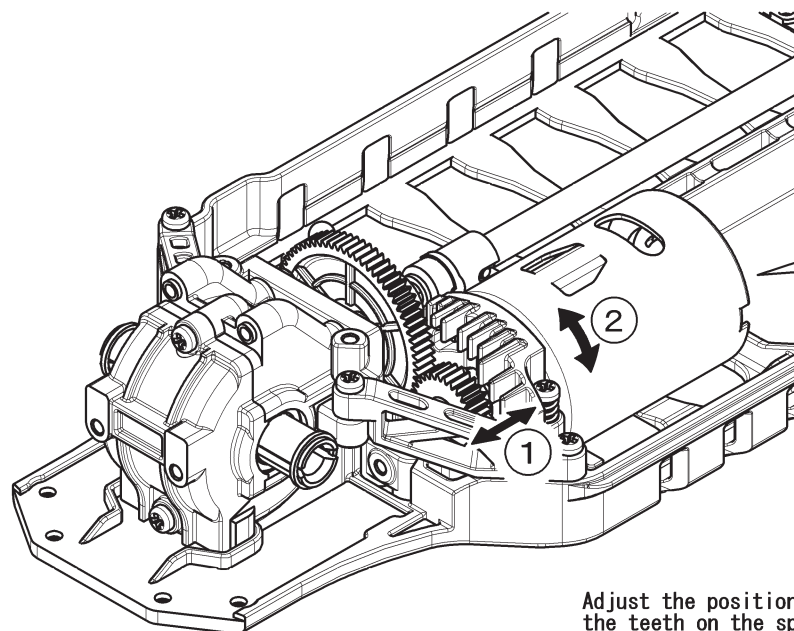
## 7 Motor, Pinion Gear Installation



Attach the motor cam to the motor using the 3x8mm screws.

Slide the pinion gear onto the motor shaft and lightly tighten the pinion gear set screw.

Slide the motor cam into the motor mount and attach the motor clamp. Lightly tighten the motor clamp screws.

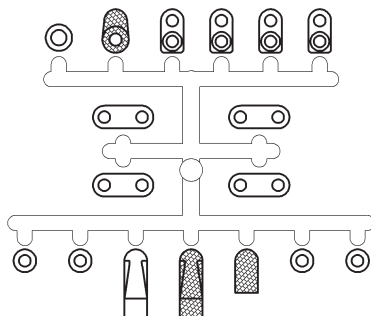
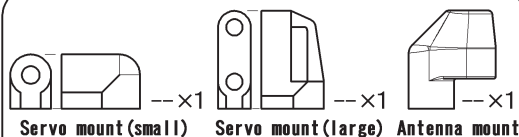
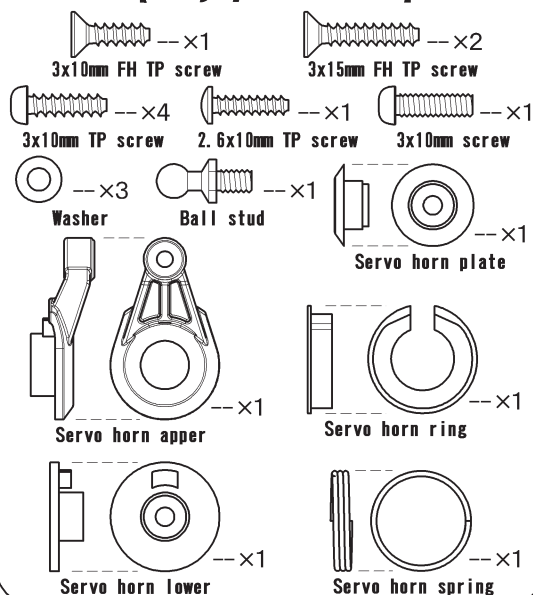


Adjust the position of the pinion gear so that it lines up with the teeth on the spur gear. Secure the pinion gear in position by tightening the set screw. Once the gear mesh is adjusted and the M3x12 screw is tightened, tighten the M3x18 screw until the spring is compressed, then back off one full turn.

### Important!

- Motor not included in kit. Please purchase separately.
- Install the pinion so that the set screw is tightened onto the flat portion of the motor shaft.
- Adjust the gear mesh to allow a very small gap between the teeth of the pinion and spur gear. (improper adjustment of the pinion and spur may result in damage to the gears.)
- Continuous running of the motor will result in shorter motor life. Allow the motor to cool between runs.

## [ Bag-7 Contents ]



Shaded parts are used for this step.

## 8 Servo Saver, Servo Installation

Pay attention to the direction of the part!

Servo horn upper (use the shorter horn!)

Ball stud

Attach at an angle!

Servo horn ring

Servo horn spring

Make sure that the ends of the servo horn spring do not catch on the edges of the servo horn ring.

2 servo horns are provided. Use the shorter servo horn. As shown in the illustration, attach the servo horn ring at an angle.

Servo mount (large)

Servo mount (small)

Washer

M3x10 TP screw

Servo Sold separately.

Washer

M3x10 TP screw

Servo horn lower

Servo horn upper assy

Select according to servo used

Servo horn plate

For the antenna mount

M3x15 FH TP screw

M3x15 FH TP screw

M3x10 FH TP screw

For the servo mount

**Important!②** Make sure that the servo is centered before attaching the servo horn lower. (Refer to your radio manual for more information.)

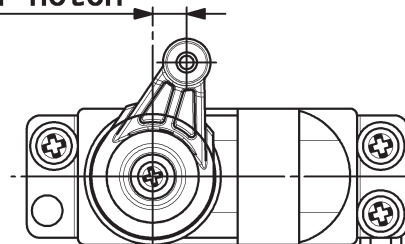
**③** Kit includes 3 servo horns. Select the servo horn designated for use with the servo being used. (Using an incorrect servo horn may result in damage to the servo.)



Mark	Manufacturer
Y	Yokomo S005
Y F	Yokomo S003, Futaba
J K S	Yokomo S008, JR, KO, Sanwa

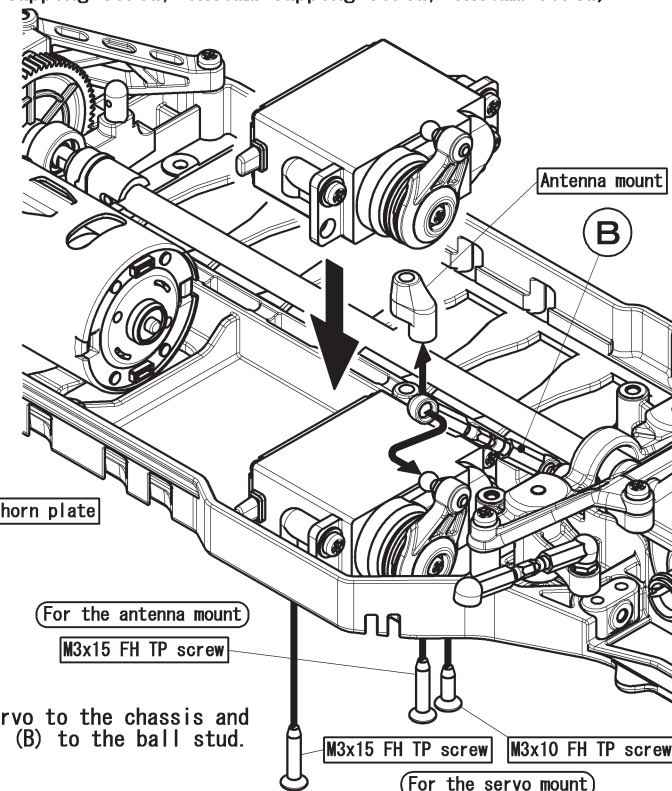
The included servo horn lower are marked with a letter designating servo compatibility. Select the servo horn matching the servo being used.

1 notch






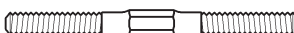



After the servo has been centered, attach the servo horn so that the hole on arm is 5mm off center (or about 1 notch).

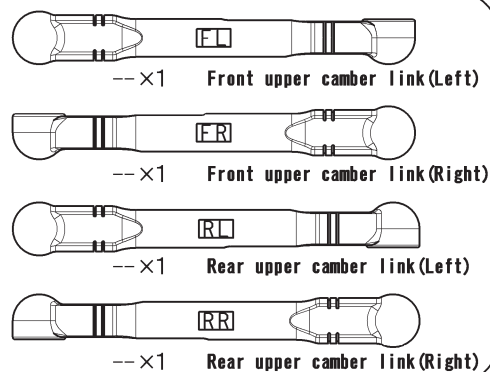
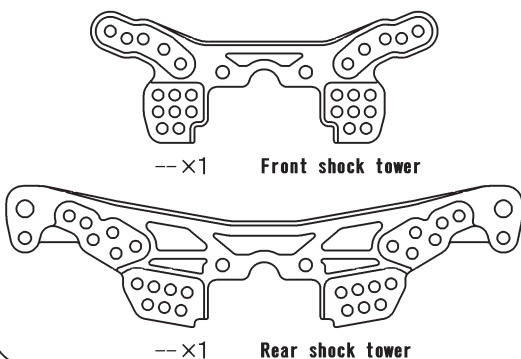
**Important!①** Attach the servo horn to the servo using the same (or similar) screw included with the servo unit. (3 different screws are included in the kit: 2.6x10mm tapping screw, 3x10mm tapping screw, 3x10mm screw)





## [ Bag-8 Contents ]

-  --x2 3x10mm TP screw
-  --x2 3x12mm TP screw
-  --x4 3x22mm screw
-  --x4 39mm turnbuckle
-  --x4 Ball stud
-  --x6 3mm nut
-  --x8 Plastic ball cup



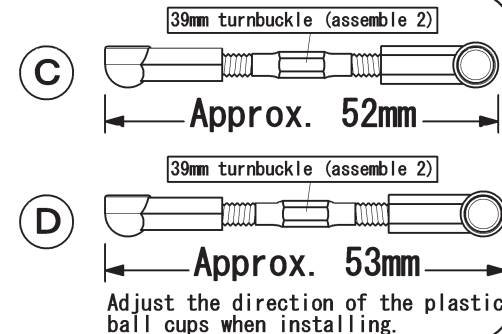
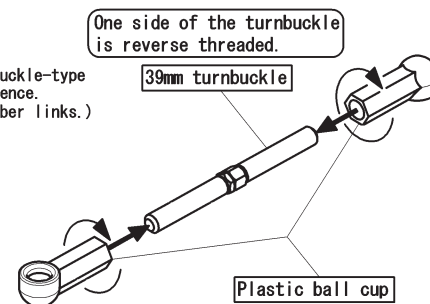
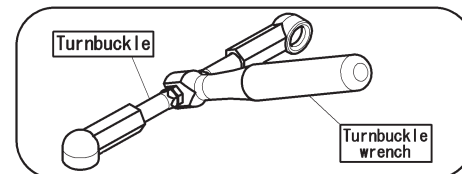
Attach the one-piece and turnbuckle-type upper camber links as shown in the illustration. When attaching the turnbuckle-type upper camber links, keep the thread directions uniform for easier adjustment.

**Important!**—Pay close attention to the direction both front and rear shock towers.

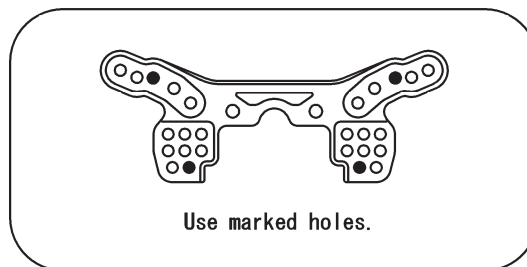
## 9 Front & Rear Upper Camber Link Assembly

### Upper camber link Assembly

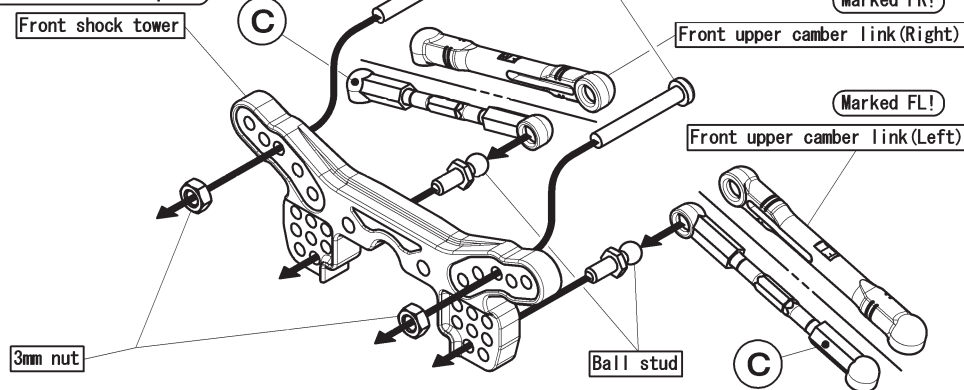
One-piece fixed length upper camber links and adjustable turnbuckle-type upper camber links included. Please choose according to preference. (Follow the drawings to assemble the turnbuckle-type upper camber links.)



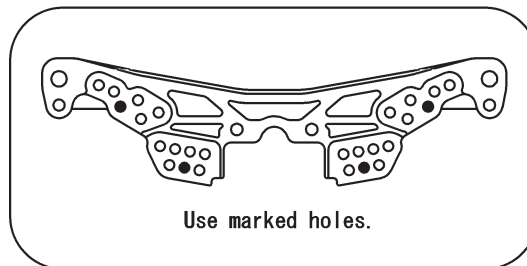
### Installing on front shock tower



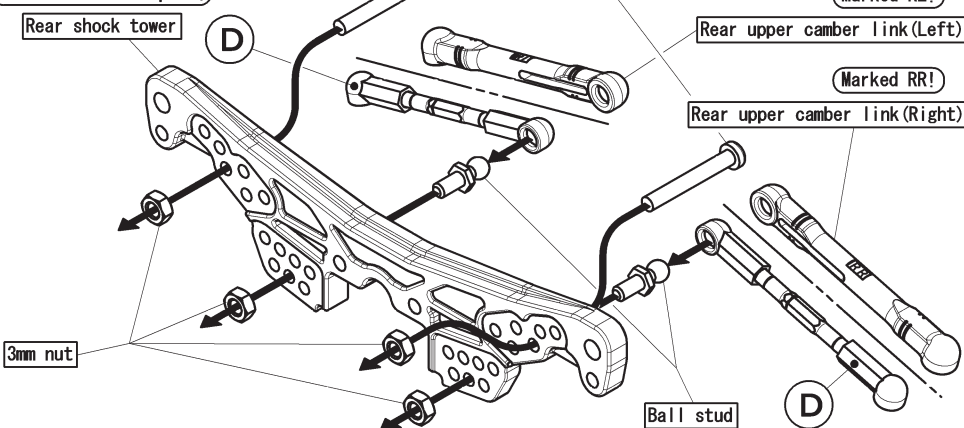
Pay attention to the direction of the part!



### Installing on rear shock tower



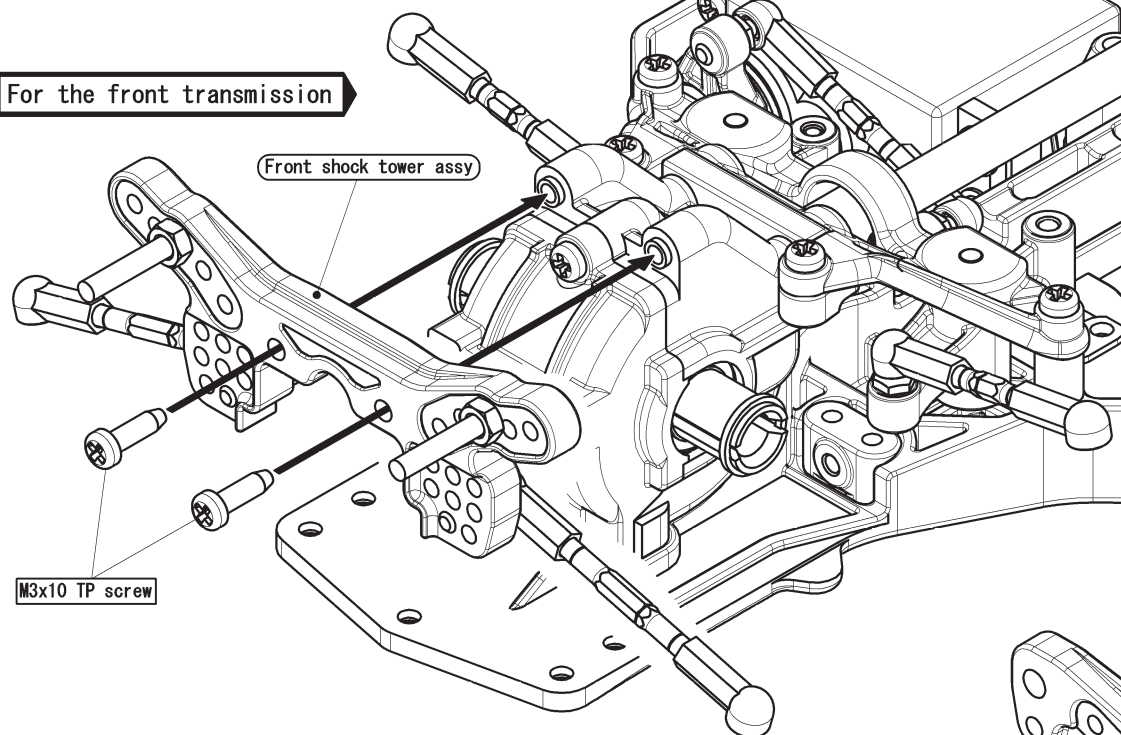
Pay attention to the direction of the part!



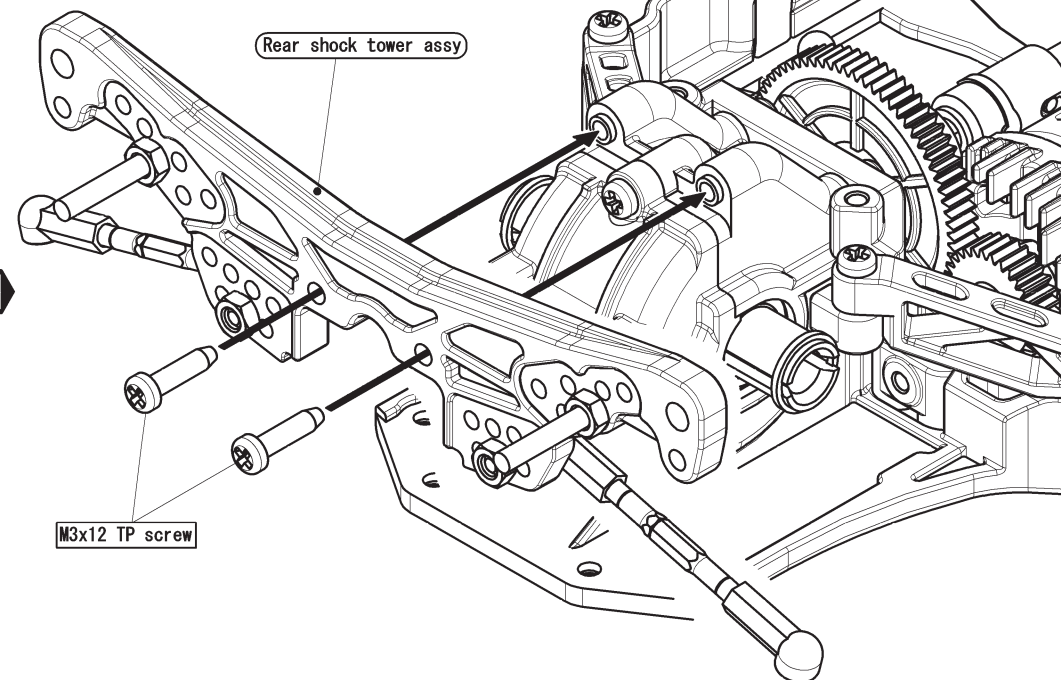


## 10 Shock Tower Installation

For the front transmission

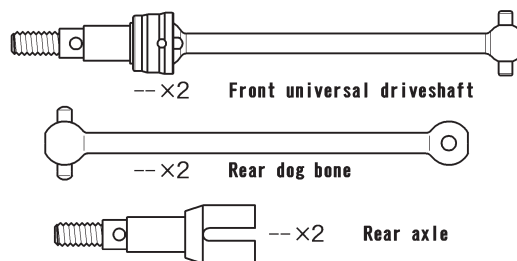


For the rear transmission



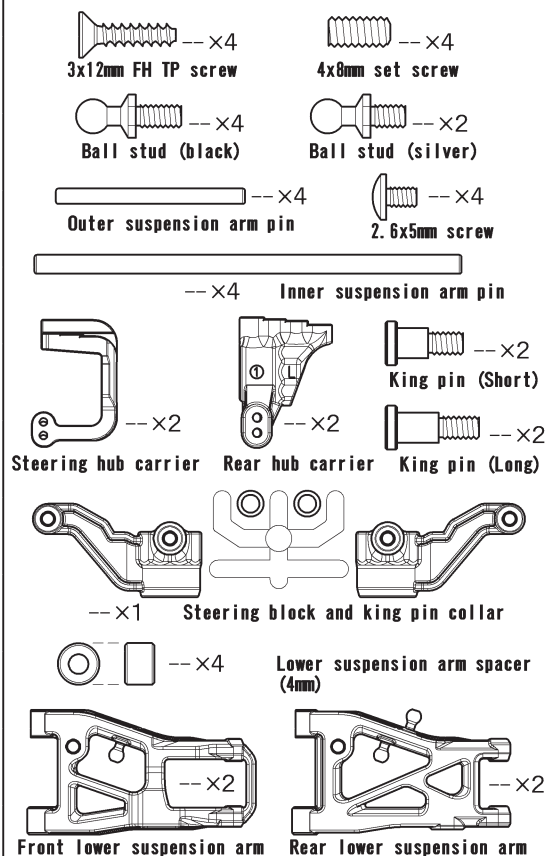
**Important!**— Make sure that the shock towers fit onto the keyed holes on both front and rear transmission cases. Use the specified screws to secure the shock towers.

## 【 Bag-9 Contents 】

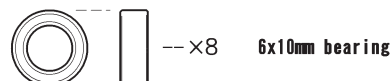


Also included: joint grease x 1

## 【 Bag-10 Contents 】



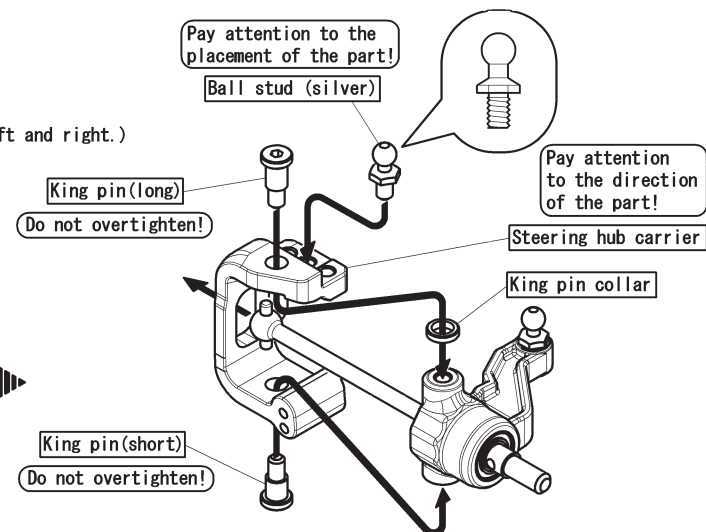
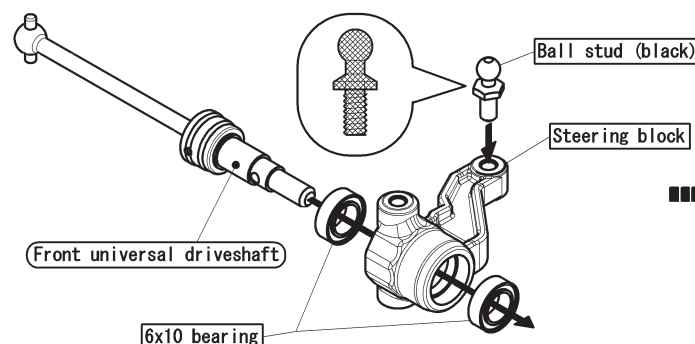
Also included: suspension mount x 1



## 11 Front & Rear Hub Carrier Assembly

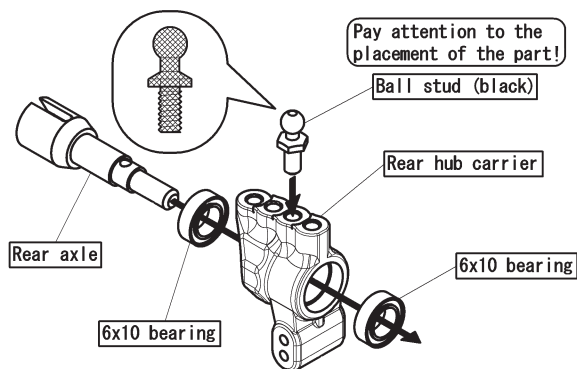
### Front Hub Carrier Assembly

Assemble 2 sets.  
(The steering hub carriers are different left and right.)



### Rear Hub Carrier Assembly

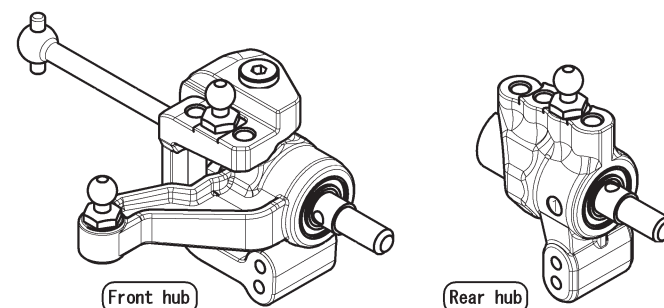
Assemble 2 sets.



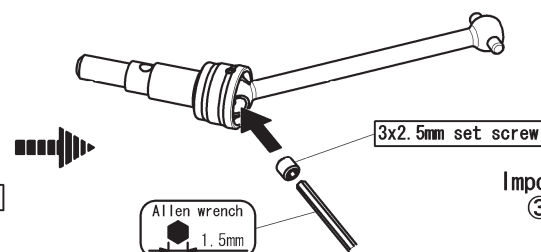
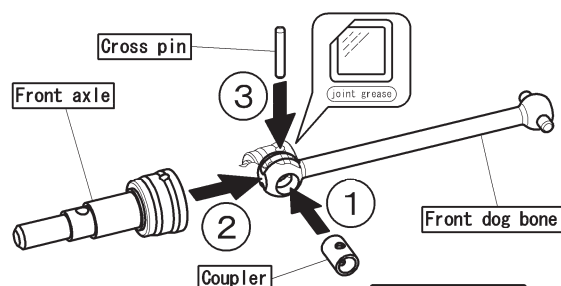
Important! ① The left and right steering hub carriers are different.

② Slowly tighten the upper king pin. Overtightening the king pin may cause the king pin collar to be squished, preventing the steering block from moving freely.

【 Assemble each side in the same manner. 】



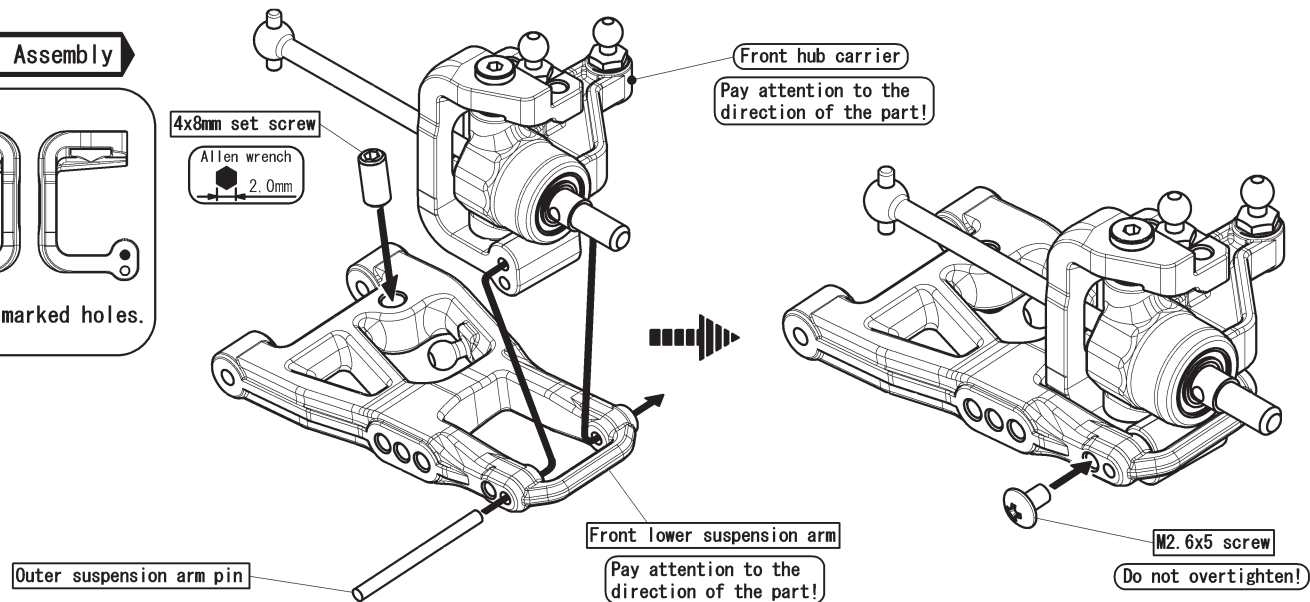
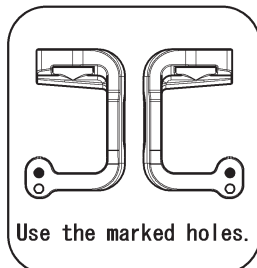
### Front Universal Driveshaft Assembly



Important!  
③ Apply joint grease to the dog bone when assembling.  
(Black grease (sold separately) can also be used.)

## 12 Lower Suspension Arm Assembly

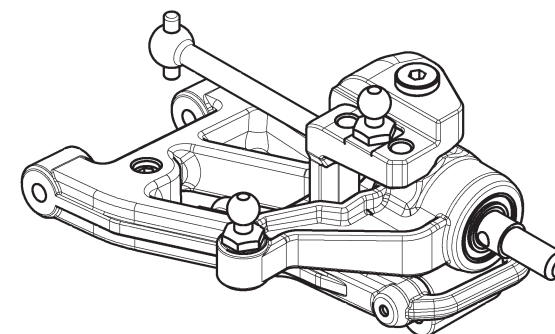
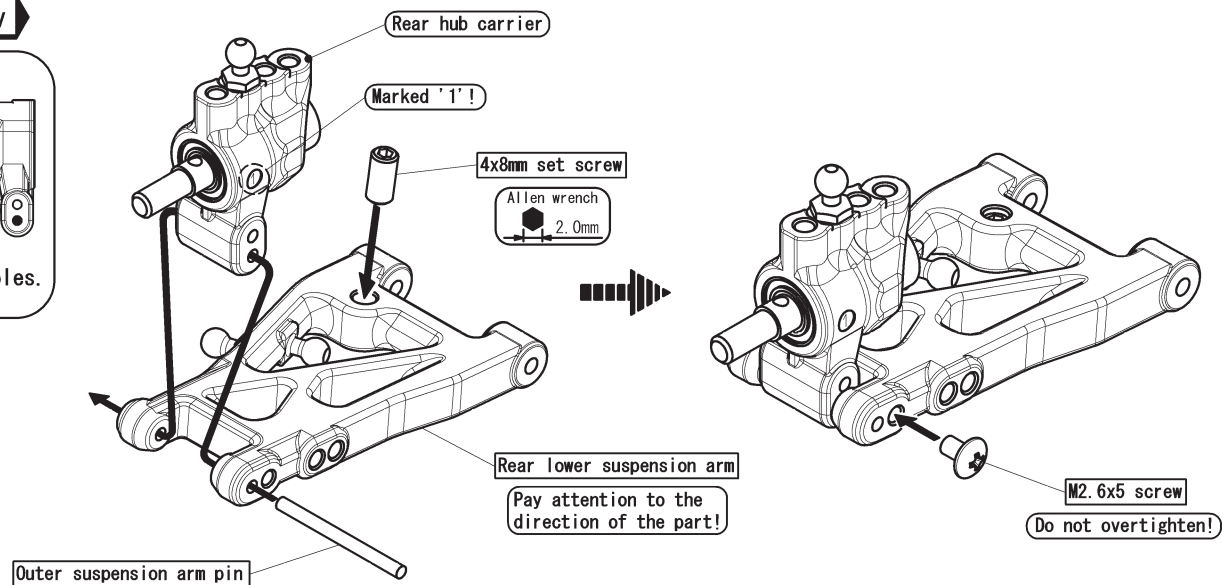
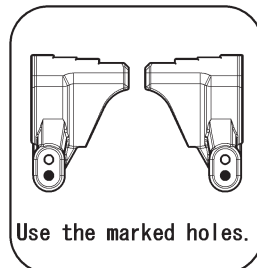
### Front Assembly



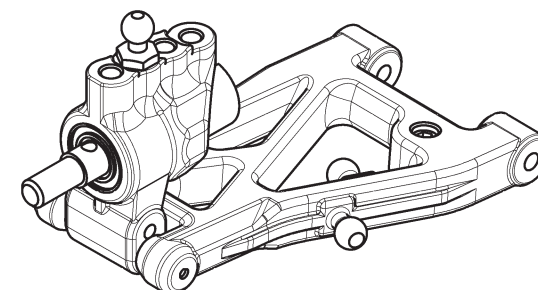
In the front, tighten the M4x8 Set Screw until approximately 2mm of screw thread are show beneath the lower suspension arm.  
In the rear, tighten the screw so that the threads do not show beneath the lower suspension arm.

**Important!**—Fully tighten the 2.6x5mm screw into the arm, then unscrew 1/4 turn.  
(Overtightening this screw may cause the suspension to bind.)

### Rear Assembly

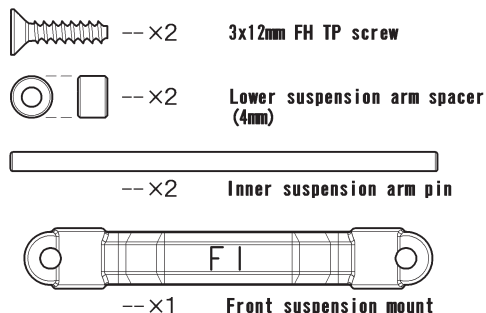


【 Assemble each side in the same manner. 】

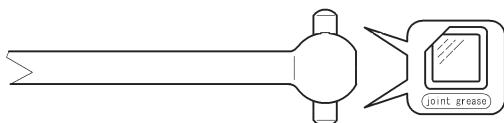




## [ PARTS USED ON THIS PAGE ]



## 【Read before assembly!】



Apply (joint grease) to the front and rear dog bone pins.

**Important!①** Always apply joint grease to the front dog bone pins. (Black grease (sold separately) can also be used.)

**②** The front suspension arms assembled in the previous step are different left and right. Follow the diagram closely during assembly.

## 13 Front Lower Suspension Arm Installation

Pay attention to the direction of the part!

Front lower suspension arm

Pay attention to the direction of the part!

Front lower suspension arm

Lower suspension arm spacer, thick (4mm)

Inner suspension arm pin

M3x12 FH TP screw

Install after the suspension mount has been attached!

Marked 'F'!

Front suspension mount

Pay attention to the direction of the marked letters!

Inner suspension arm pin

Lower suspension arm spacer, thick (4mm)

M3x12 FH TP screw

Install after the suspension mount has been attached!

Slide the dog bone into the outdrive, position the arm and insert the suspension arm pin into the mount. Also pay close attention to the placement of the spacers.

Attach the upper camber link and steering tie-rod to the ball studs. (Repeat on the opposite side.)



## [ PARTS USED ON THIS PAGE ]

3x12mm FH TP screw --x2

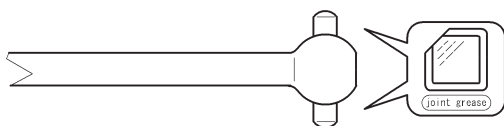
Lower suspension arm spacer (4mm) --x2

Rear dog bone --x2

Inner suspension arm pin --x2

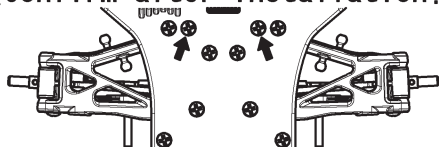
Rear suspension mount --x1

## 【Read before assembly!】



Apply (joint grease) to the front and rear dog bone pins.

## 【Confirm after installation!】

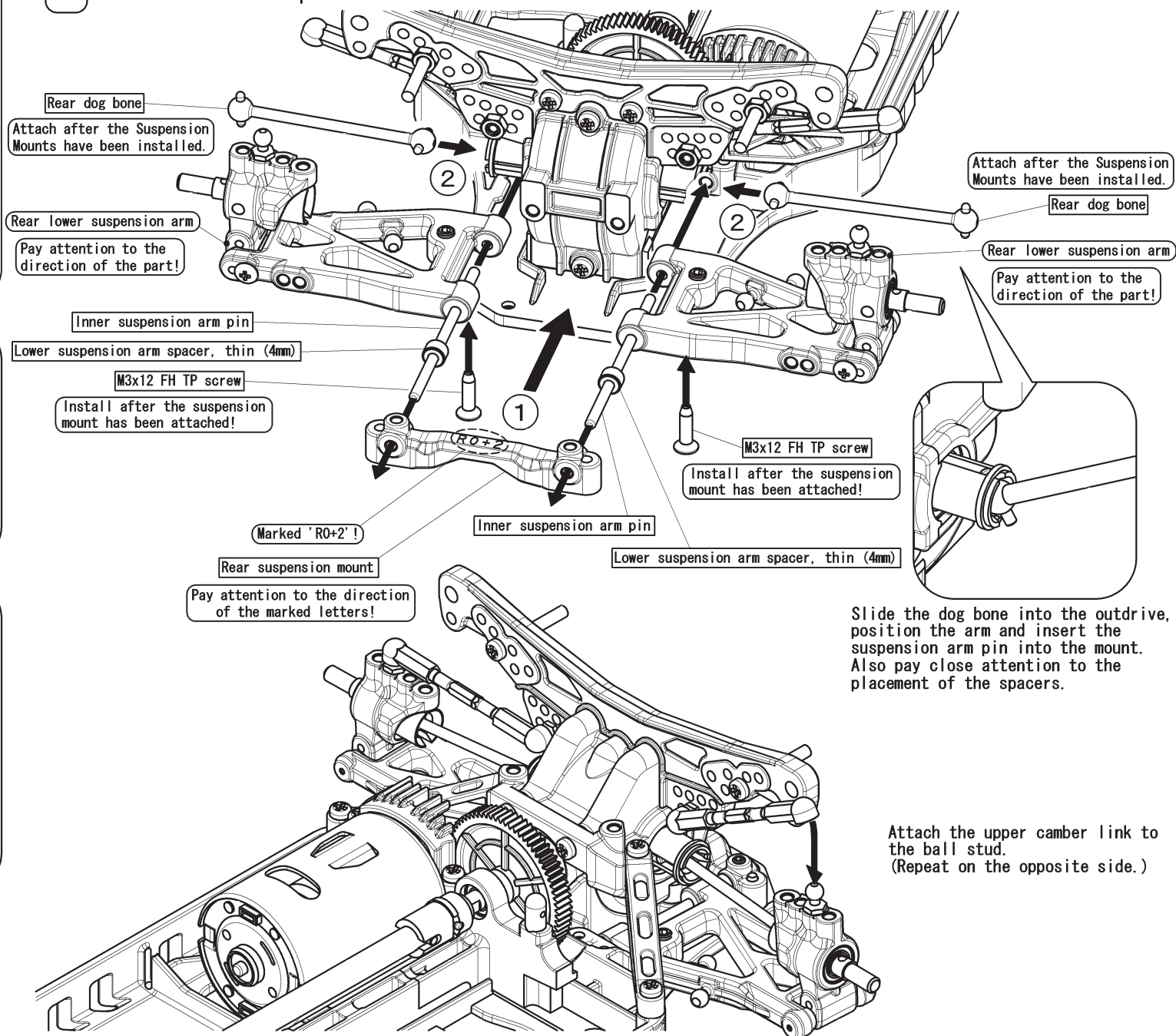


After the suspension arms have been installed, check to see that the suspension arms move freely. If the suspension arms do not move freely, check the suspension mount screws to see if they are overtightened. Overtightening the suspension mount screws may cause the suspension hinge pins distort. During assembly, check the movement of each arm and loosen the screws as necessary. If loosening the screws does not seem to work, remove the indicated screws as shown on the right. (Removing the indicated screws will not affect the handling characteristics of the chassis. Follow these instructions for the front also.)

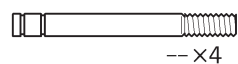
### Important!

- ① Always apply joint grease to the rear dog bone pins. (Black grease (sold separately) can also be used.)
- ② The rear suspension arms assembled in the previous step are different left and right. Follow the diagram closely during assembly.

## 14 Rear Lower Suspension Arm Installation



# [ Bag-11 Contents ]



--x4

Shock shaft



----x8

2mm E-ring



--x4

Shock spring



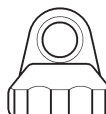
----x8

O-ring



--x4

O-ring (10mm diameter)



--x4

Shock cap



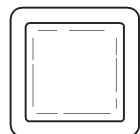
--x4

3x15mm TP screw



--x4

3mm nylon locknut



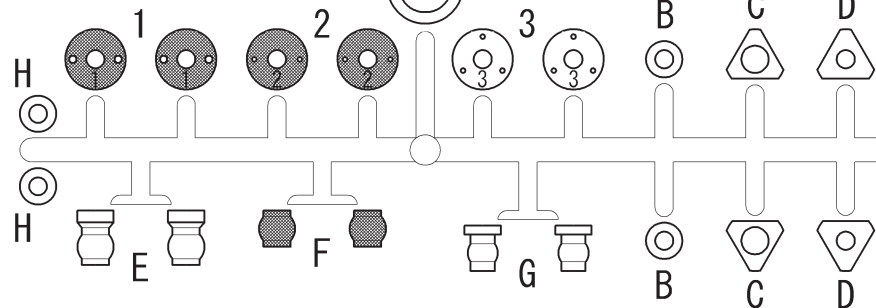
--x1

Shock grease

(Green Slime C-1105 (sold separately) can also be used.)

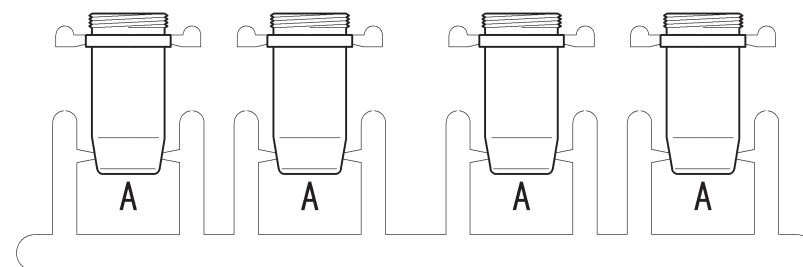
## A-Parts

x 2 Trees



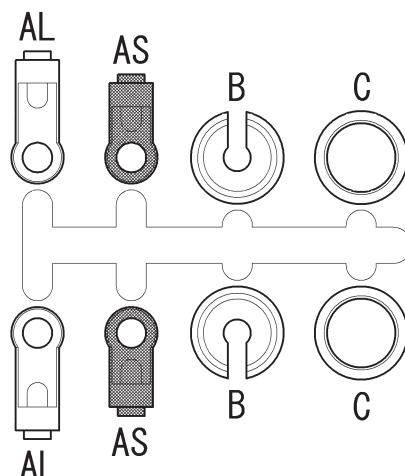
## B-Parts

x 1 Tree



## C-Parts

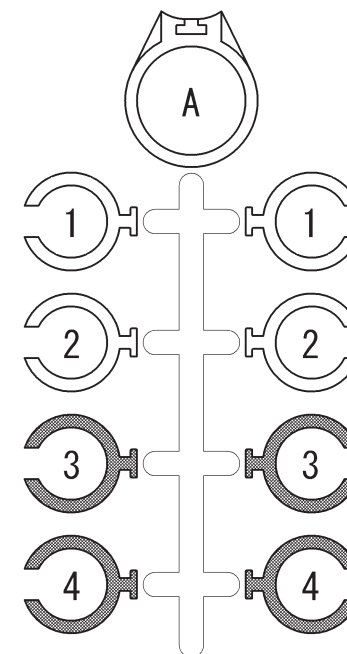
x 2 Trees



Shaded parts are not used in this step.

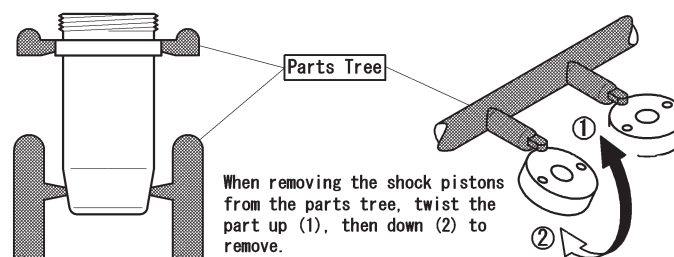
## D-Parts

x 1 Trees



[ Remove the required parts from each parts tree. ]

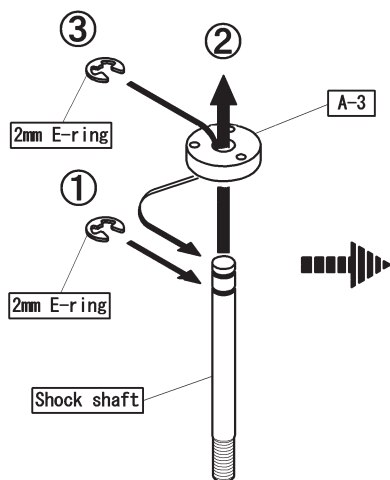
[ Use a hobby knife to remove any burrs remaining on the shock pistons. ]



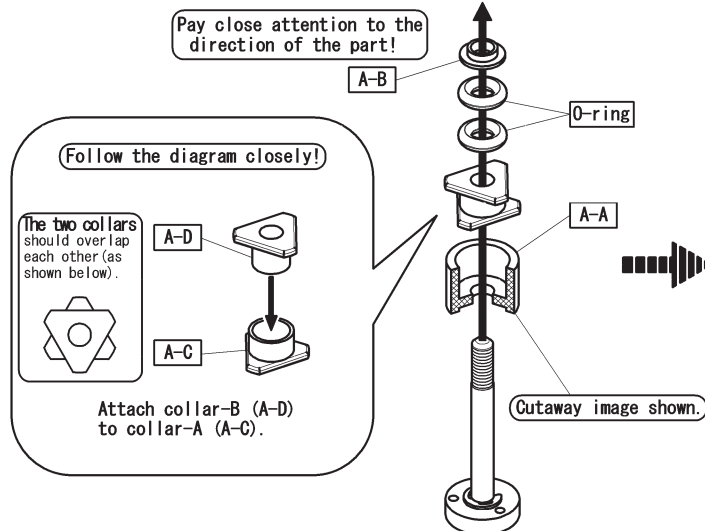
Caution!

When removing the parts from the parts tree, twist the part up then down to remove. Parts can also be removed by using a pair of cutters. Use a hobby knife to remove any burrs remaining on the parts.  
(It is important that the parts removed from the A-Parts tree do not have any burrs remaining on them. Burrs remaining on the parts will prevent the shock from operating smoothly.)

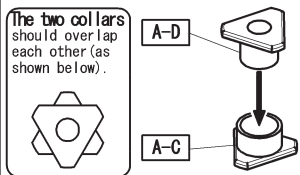
# 15 Shock Assembly (Assemble 4 shocks.)



- Attach the 2mm e-rings and A-3 piston to the shock shaft in the order shown above.

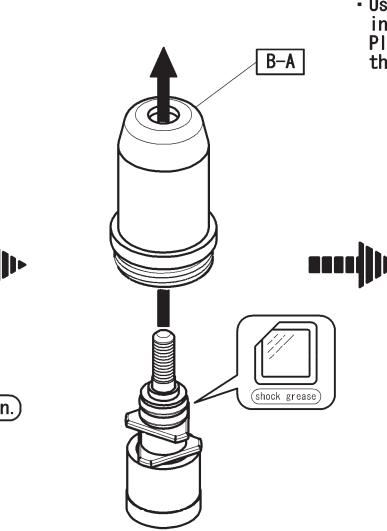


Follow the diagram closely!



Attach collar-B (A-D) to collar-A (A-C).

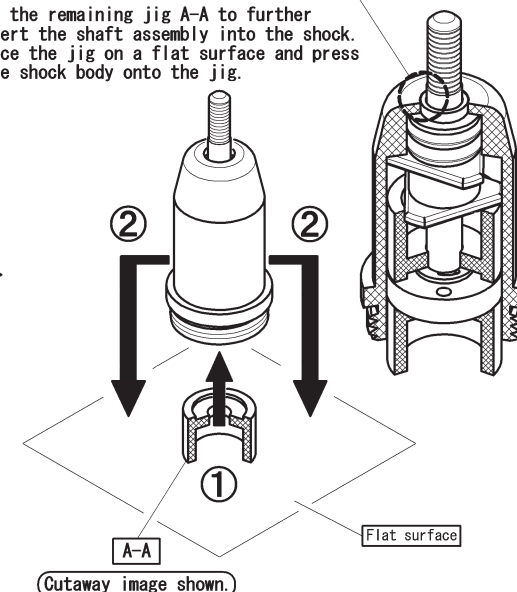
- Slide the above parts onto the assembled shock shaft as shown. (Pay attention to the direction of the parts!)



- Apply a small amount of shock grease to the O-Ring. Insert the shaft assembly into the shock until the piston fits into the shock body.

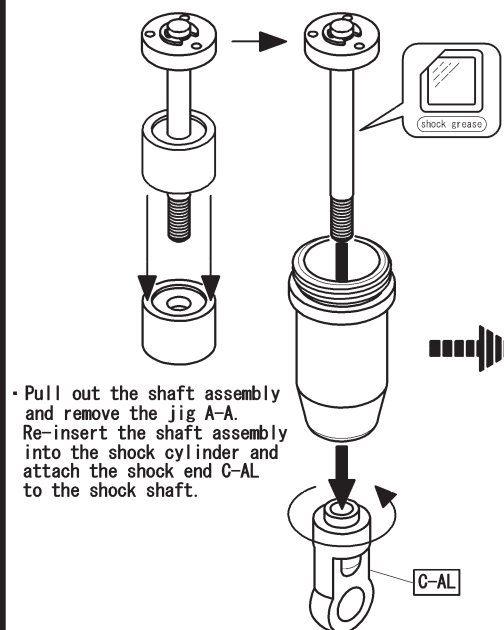
Insert the shaft assembly into the shock body so that the shaft guide is flush with the shock cylinder.

- Use the remaining jig A-A to further insert the shaft assembly into the shock. Place the jig on a flat surface and press the shock body onto the jig.

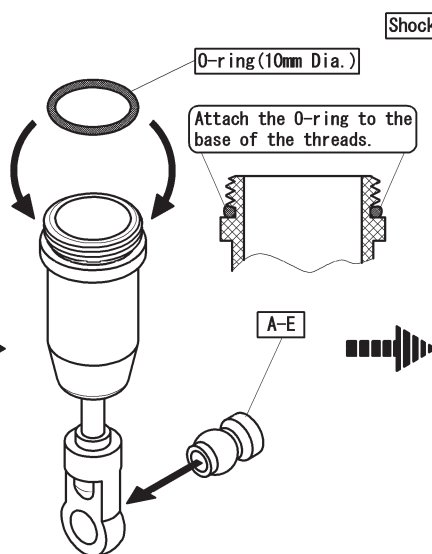


Important!

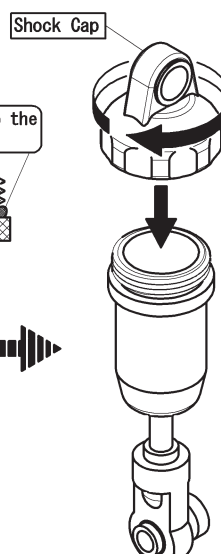
The two (A-A) Insert jigs are used only for this step. The two (A-A) Insert jigs will not be used in the next step, where the shaft assembly is inserted back into the shock body.



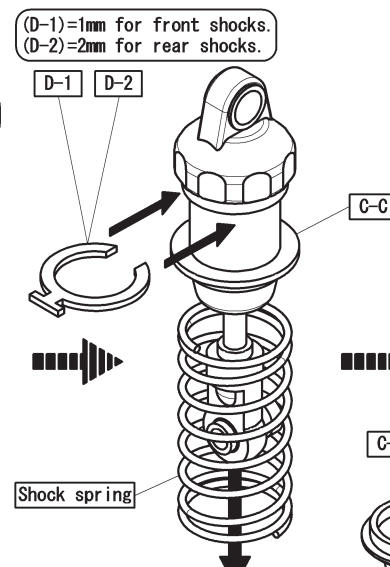
- Pull out the shaft assembly and remove the jig A-A. Re-insert the shaft assembly into the shock cylinder and attach the shock end C-AL to the shock shaft.



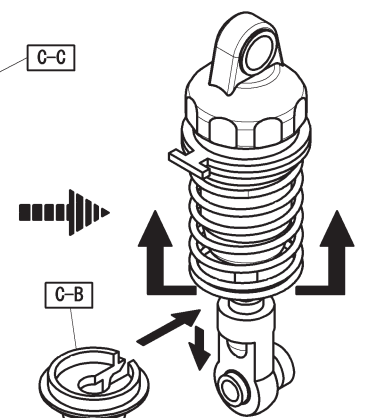
- Install the shock bushings A-E to the shock ends as shown.



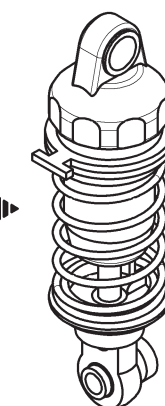
- Attach the shock cap onto the shock body.



- First install the spring collar C-C, followed by the spring.



- Push the spring upwards and attach the spring retainer C-B.

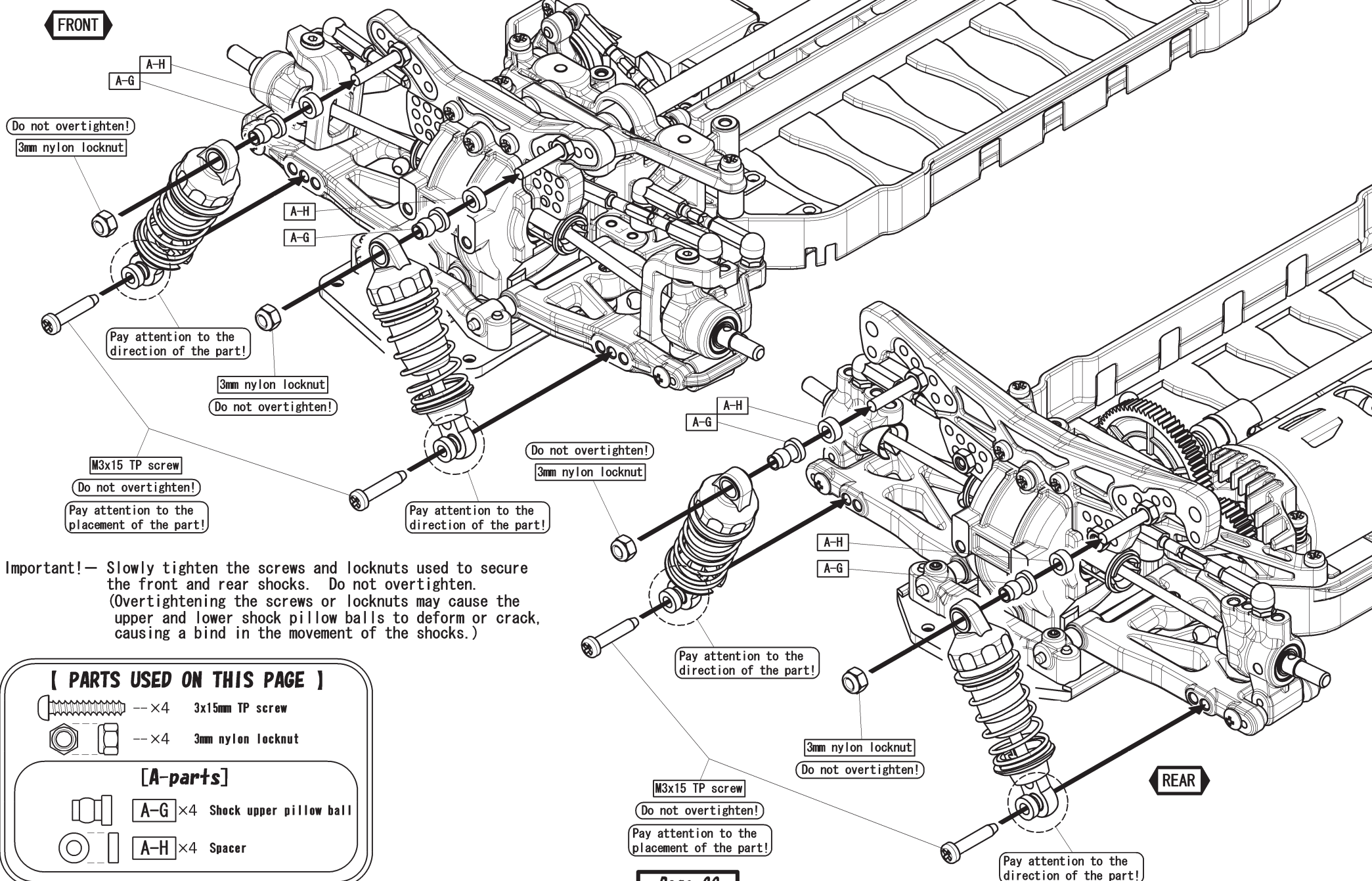


Shock assembly complete!



# 16 Front and Rear Shock Installation

FRONT



Important!— Slowly tighten the screws and locknuts used to secure the front and rear shocks. Do not overtighten. (Overtightening the screws or locknuts may cause the upper and lower shock pillow balls to deform or crack, causing a bind in the movement of the shocks.)

## [ PARTS USED ON THIS PAGE ]

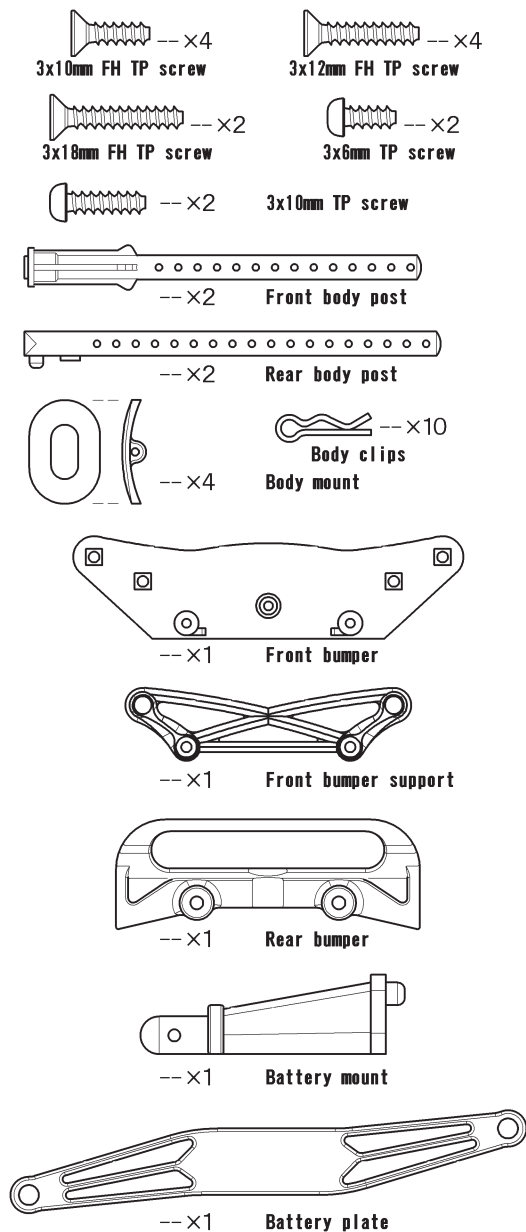
- ×4 3x15mm TP screw
- ×4 3mm nylon locknut

## [A-parts]

- A-G ×4 Shock upper pillow ball
- A-H ×4 Spacer

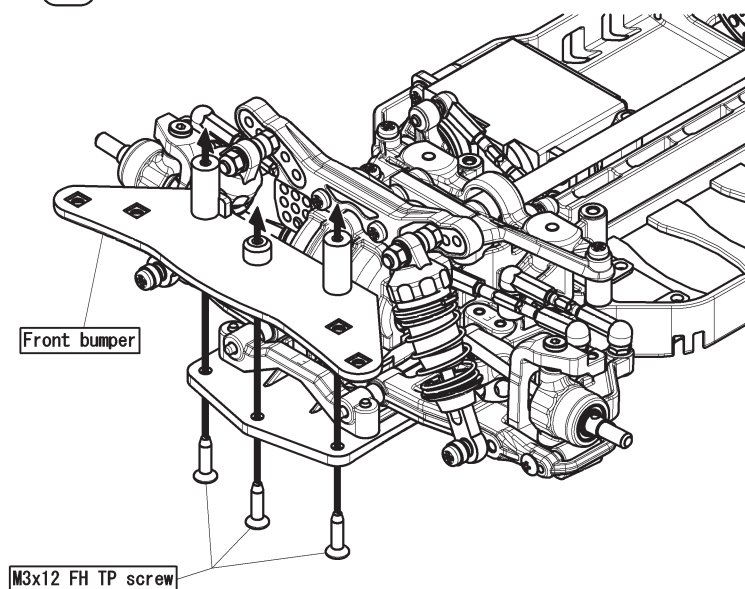


## [ Bag-13 Contents ]



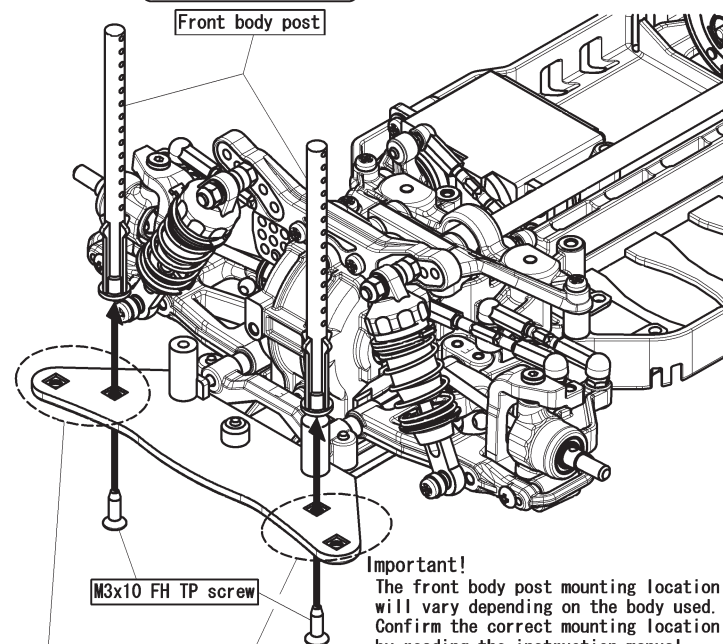
Also included: double-sided tape x 1 ea.  
 spur gear cover x 1 ea.  
 foam tape x 3 ea.

## 17 Front & Rear Bumper, Body Post Installation



Pay attention to the direction of the part!

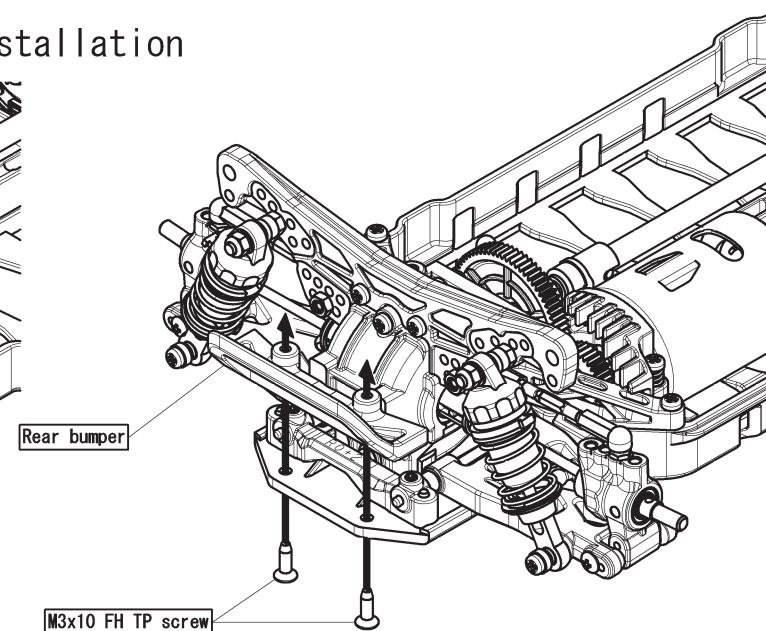
Front body post



Pay attention to the placement of the part!

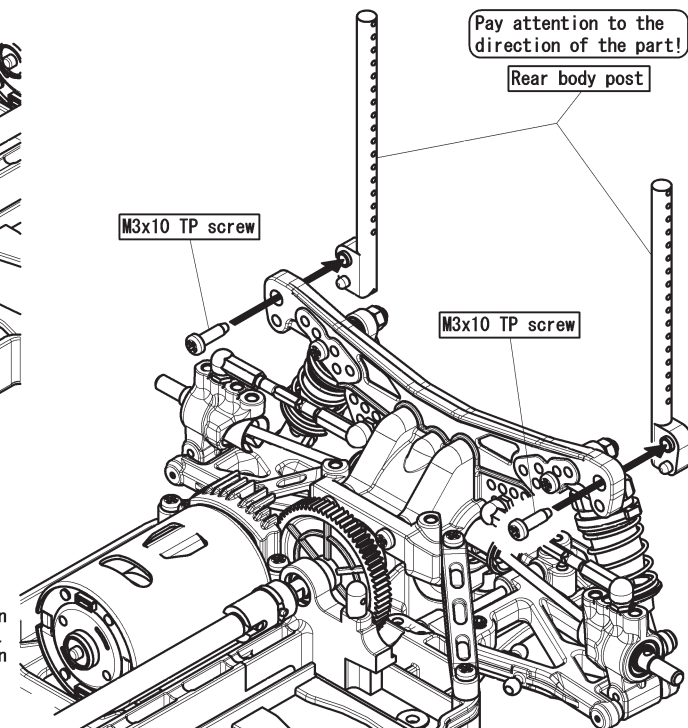
Important!

The front body post mounting location will vary depending on the body used. Confirm the correct mounting location by reading the instruction manual included with the body.

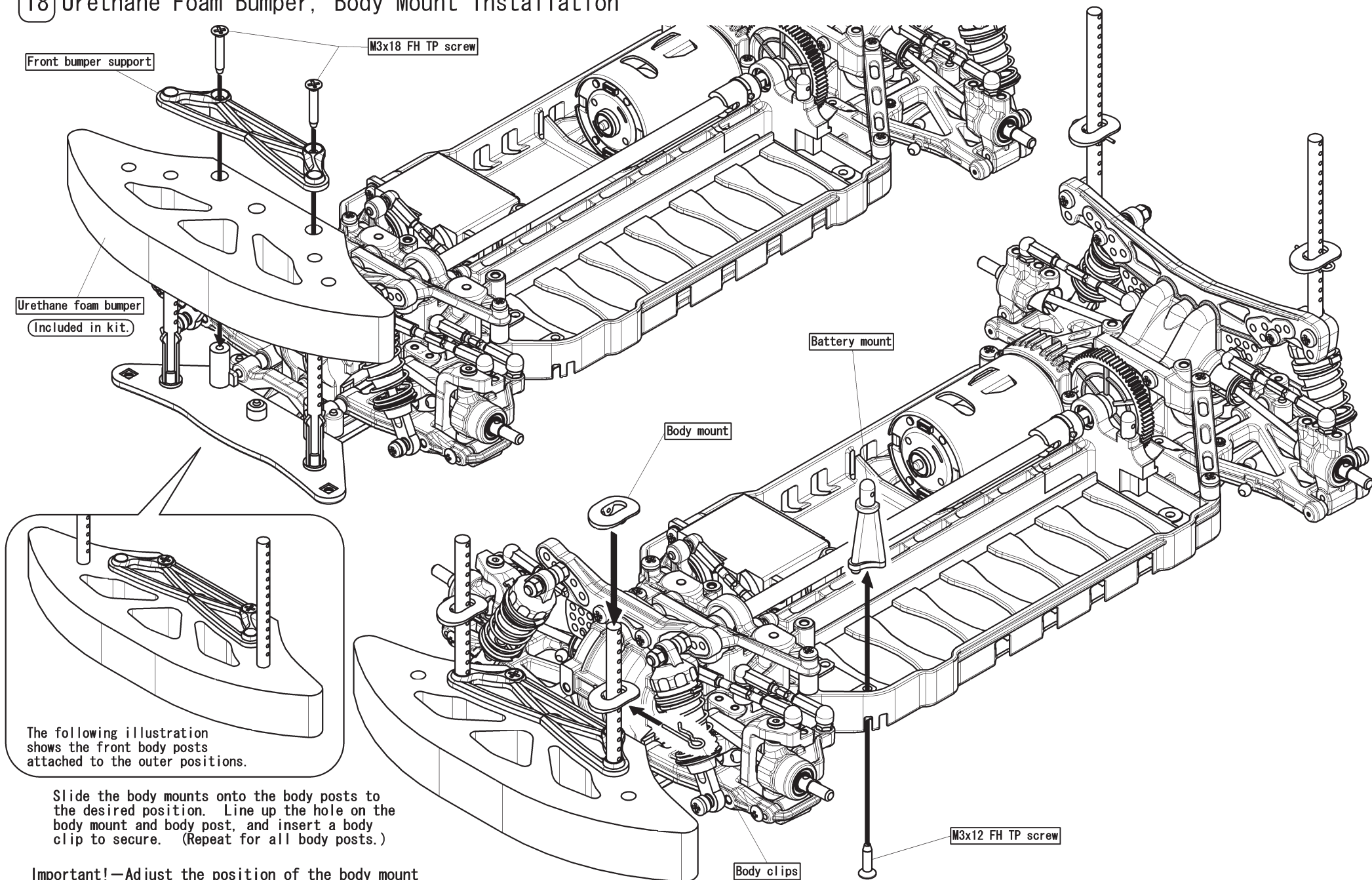


Pay attention to the direction of the part!

Rear body post

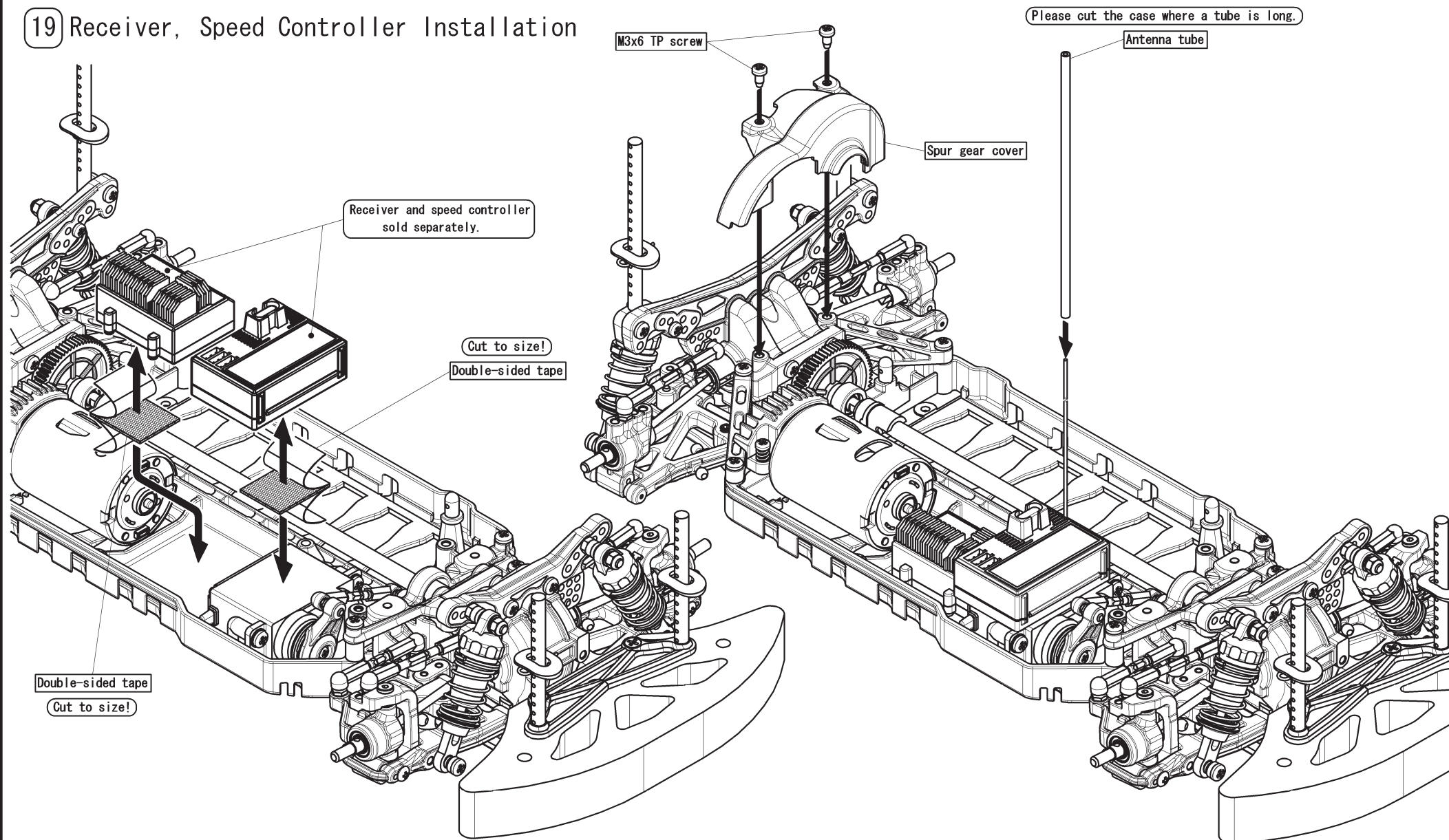


## 18 Urethane Foam Bumper, Body Mount Installation





## 19 Receiver, Speed Controller Installation



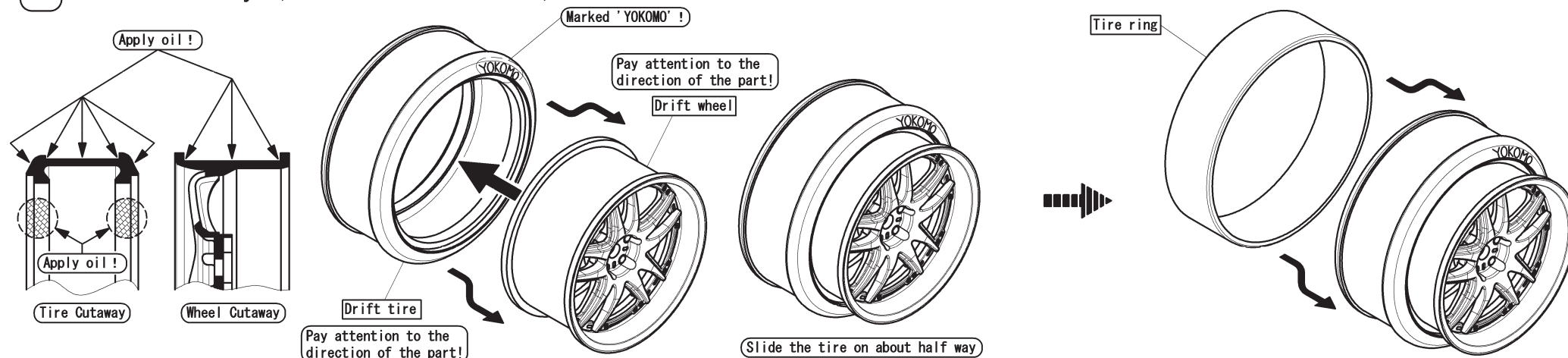
**Important!①** Secure the receiver and speed controller to the chassis using double-sided tape.  
(Cleaning the surface with motor spray will ensure better adhesion.)

Slide the antenna wire through the bottom of the antenna mount and insert into the antenna tube. Leave about 1cm of wire at the top of the tube.  
Insert the antenna tube into the antenna mount.

**Important!②** Make sure to bundle any remaining antenna wire so that it does not interfere with the drivetrain.



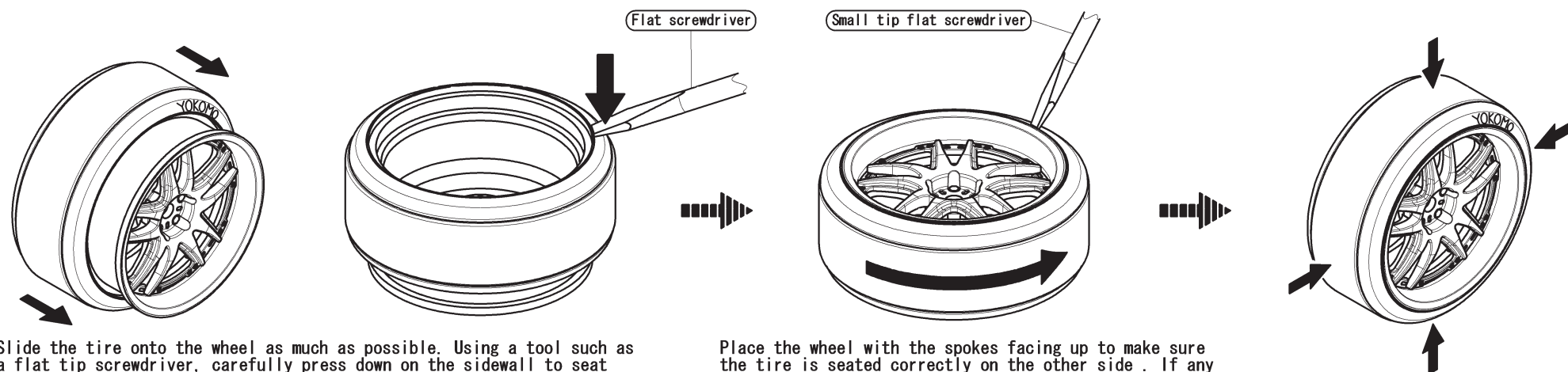
## 20 Tire Assembly (4 Tires Assembled.)



Spray an oil lubricant ( or any household oil such as vegetable oil ) on to a piece of tissue paper. As shown in the above left illustration, wipe the entire tire ( tread, sidewall, inside rib ) with oil, as well as the wheel. Making sure that the wheel spokes and tire logo are facing the correct direction, slide the tire on about half way as shown. If the tire is difficult to mount, soften the tire by placing it in hot water prior to mounting.

Install the tire ring so that it fits neatly into the groove. ( A partially installed tire ring may cause the final mounting steps to be more difficult. )

- Important! ①The drift tires are directional. As shown in the center illustration, always make sure that the 'YOKOMO' logo faces outward, in the same direction as the wheel spokes.  
 ②When removing the wheel from the parts tree, make sure to remove any burrs using a cutter.  
 ③To avoid burns, please use extra caution when handling items in hot water.  
 ④Gently work each wheel, as rushing the assembly process by forcing the parts to fit may cause accidents.



Slide the tire onto the wheel as much as possible. Using a tool such as a flat tip screwdriver, carefully press down on the sidewall to seat the tire onto the wheel. correctly mounted, the sidewall of the tire and edge of the wheel should be flush. massage the tire to remove any gaps or areas where the tire is not well seated onto the wheel.

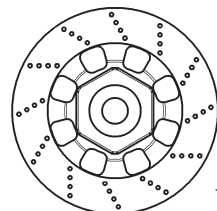
Place the wheel with the spokes facing up to make sure the tire is seated correctly on the other side . If any areas exist where the tire is not well seated, use a small flat tip screwdriver and carefully pull out any tire edges that may be rolled in. Work carefully and slowly, making sure that the tip of the screwdriver does not mar the chrome finish of the wheel.

Massage the entire tire, making sure that the ring, tire and wheel are well seated.

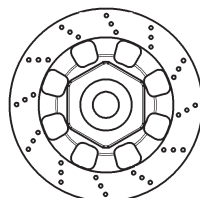
# **[ Bag-15 Contents ]**



--x4  
Wheel hub pin

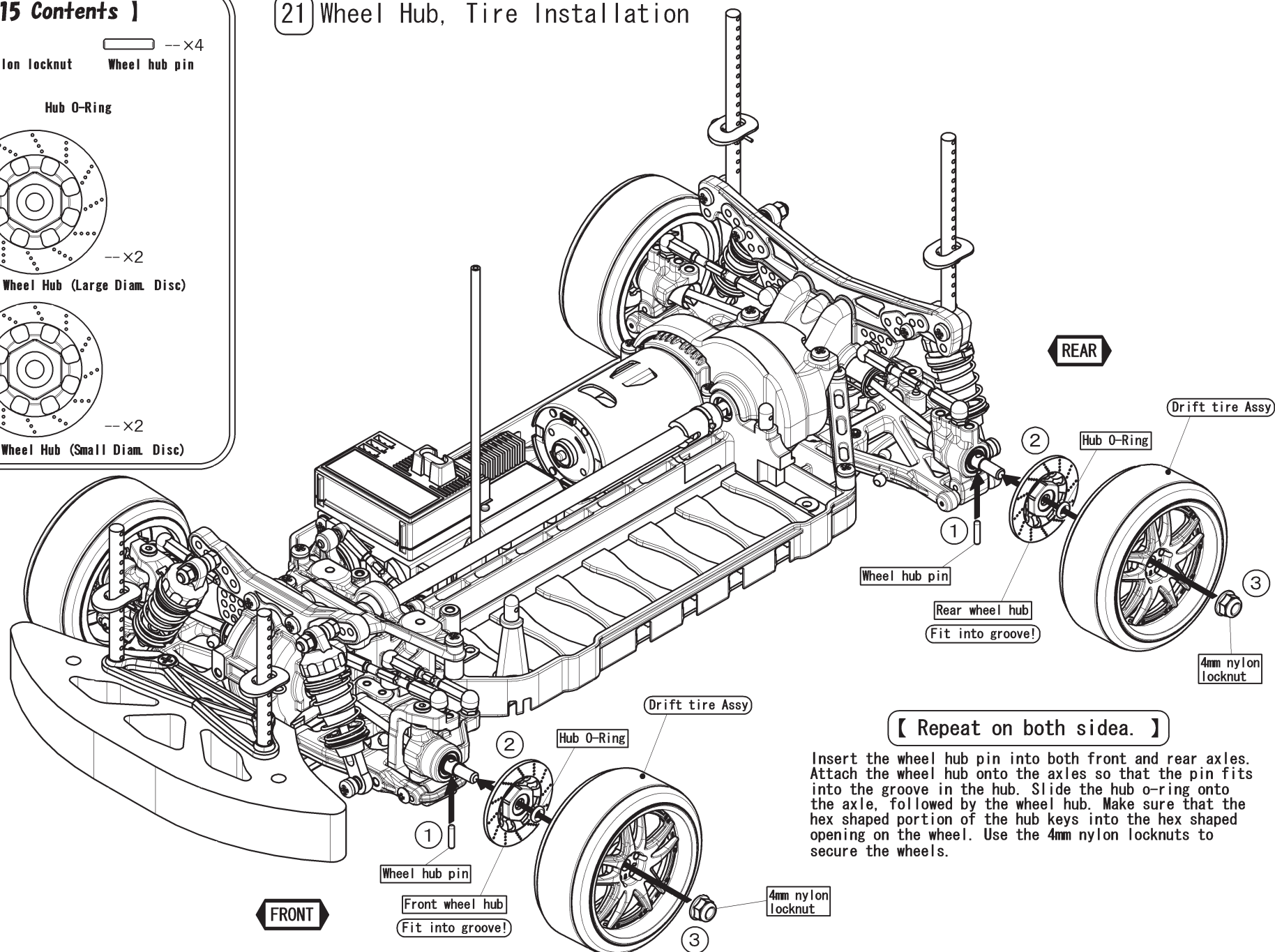


--x2  
Disc Rotor Front Wheel Hub (Large Diam. Disc)



--x2  
Disc Rotor Rear Wheel Hub (Small Diam. Disc)

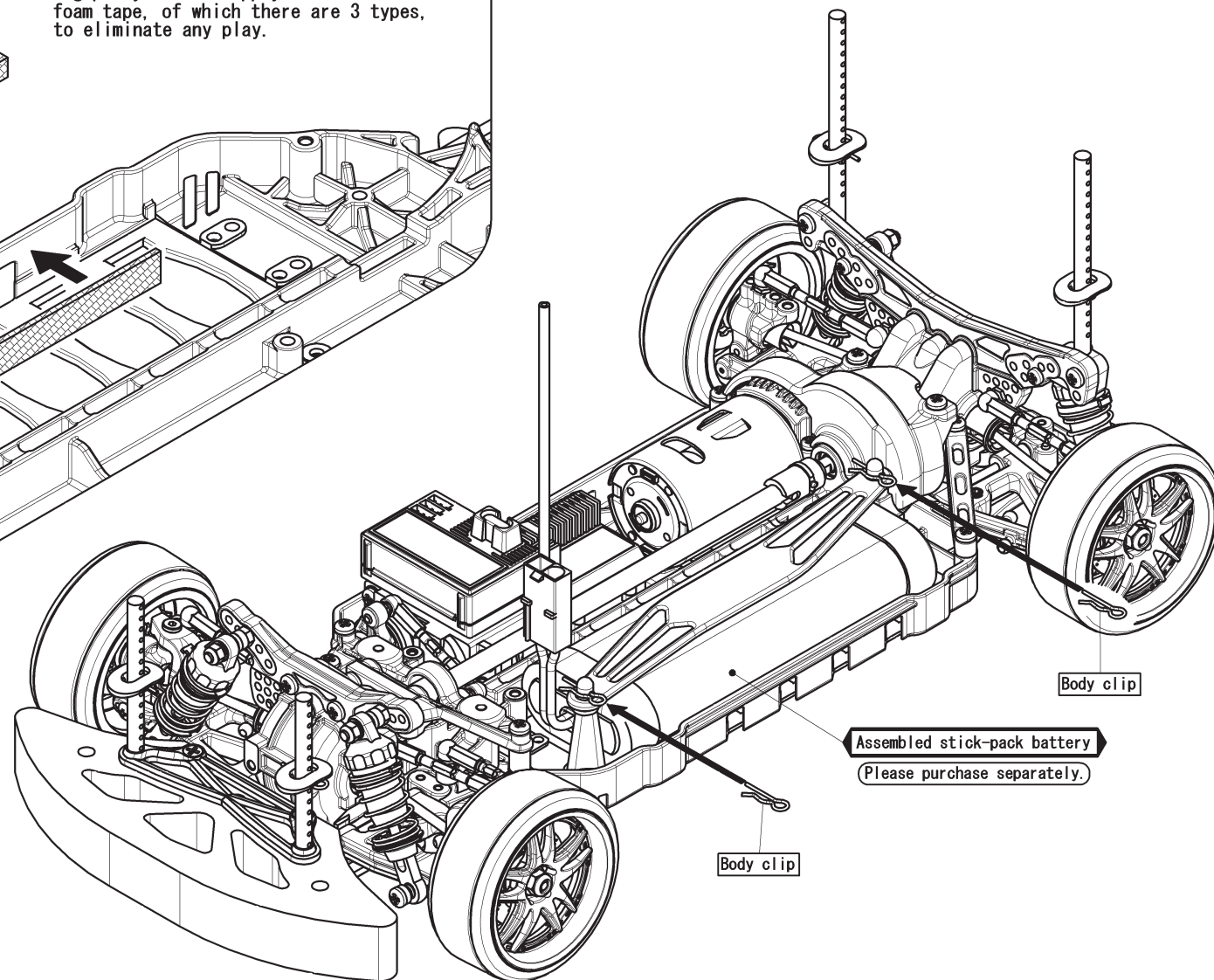
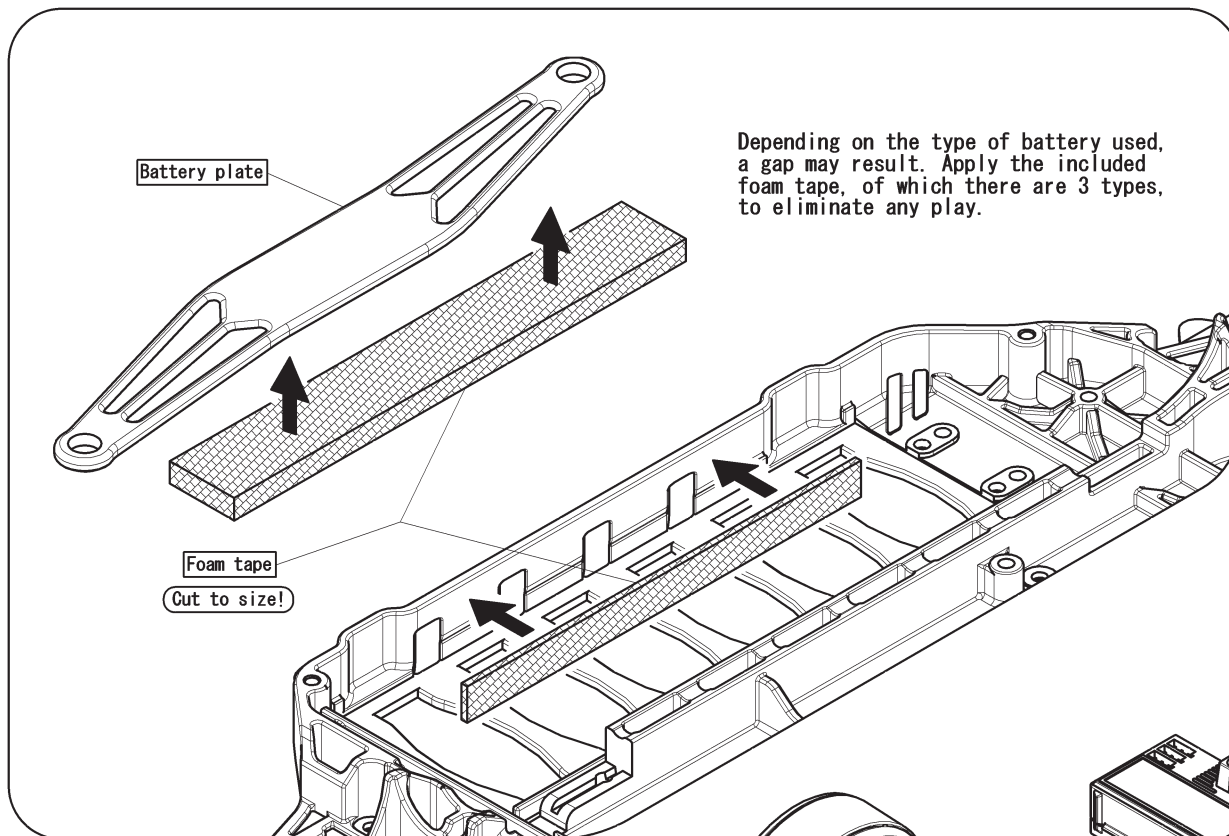
## **21 Wheel Hub, Tire Installation**



**[ Repeat on both side. ]**

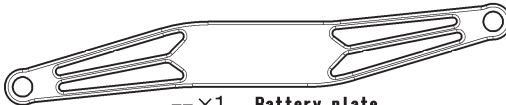
Insert the wheel hub pin into both front and rear axles. Attach the wheel hub onto the axles so that the pin fits into the groove in the hub. Slide the hub o-ring onto the axle, followed by the wheel hub. Make sure that the hex shaped portion of the hub keys into the hex shaped opening on the wheel. Use the 4mm nylon locknuts to secure the wheels.

## 22 Battery Mounting



### [ PARTS USED ON THIS PAGE ]

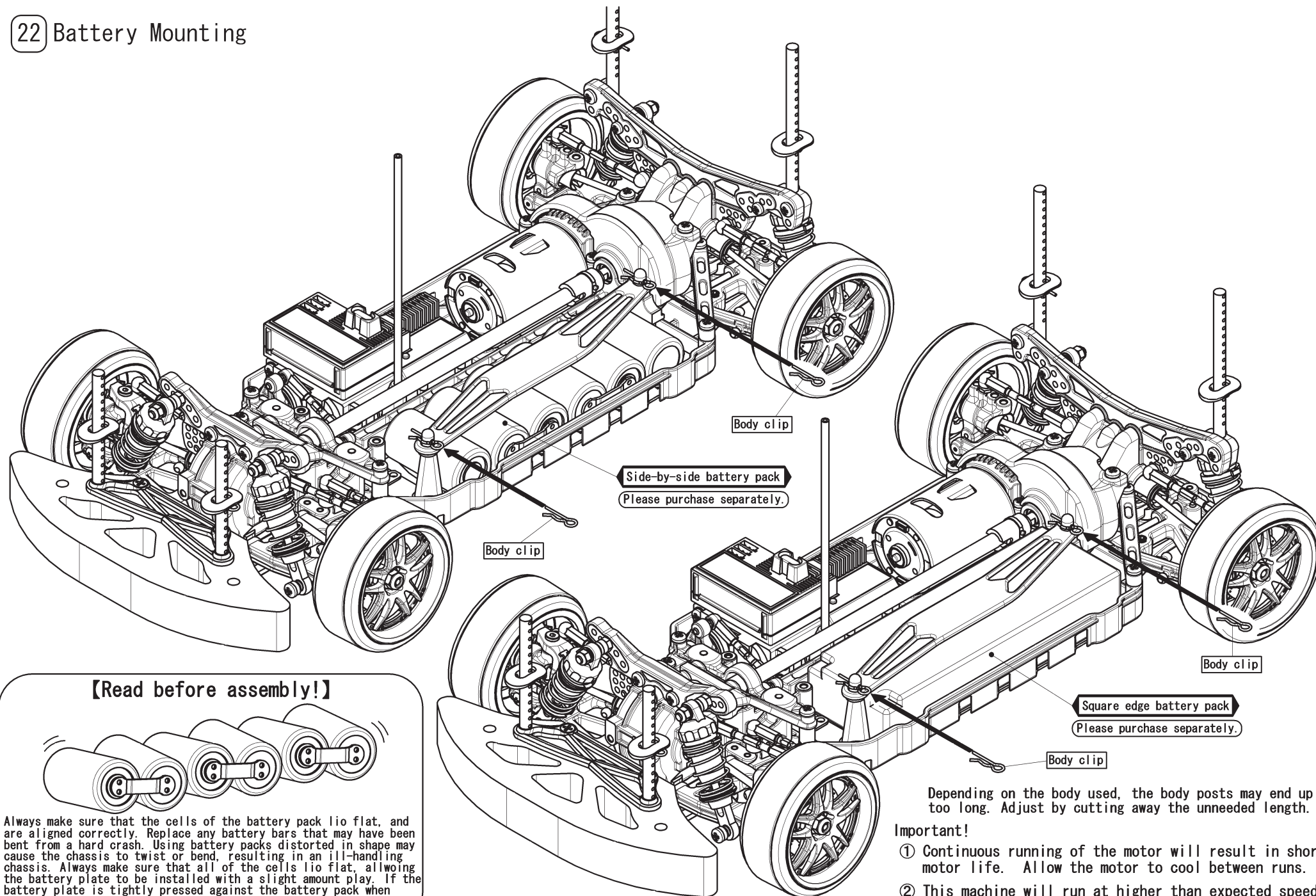
 --x2 Body clips

 --x1 Battery plate

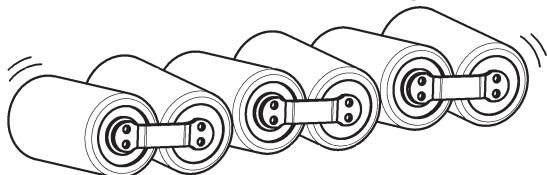
Also included: foam tape x 3 ea.



## 22 Battery Mounting



### 【Read before assembly!】



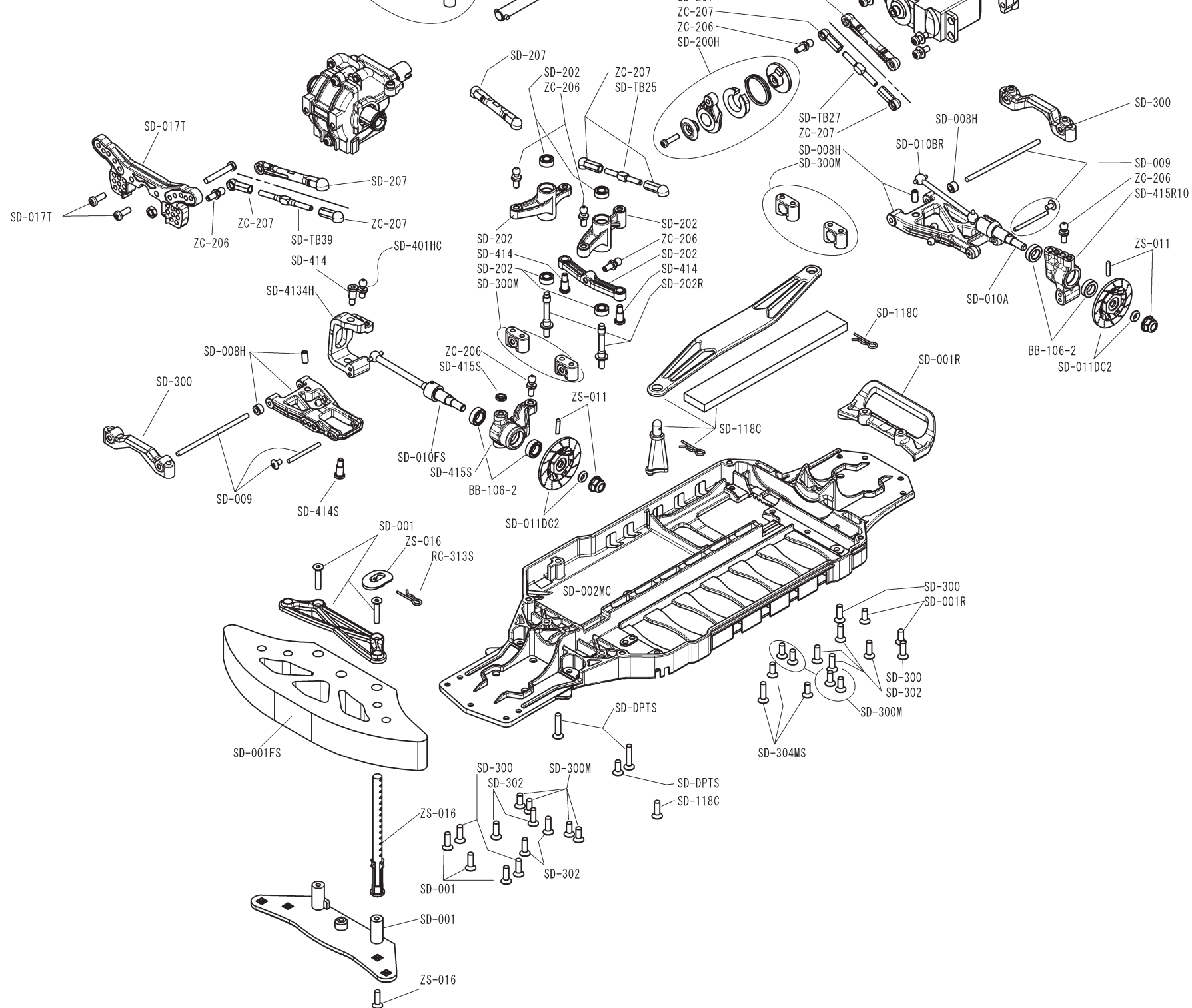
Always make sure that the cells of the battery pack lie flat, and are aligned correctly. Replace any battery bars that may have been bent from a hard crash. Using battery packs distorted in shape may cause the chassis to twist or bend, resulting in an ill-handling chassis. Always make sure that all of the cells lie flat, allowing the battery plate to be installed with a slight amount of play. If the battery plate is tightly pressed against the battery pack when installed, check the battery pack to make sure it is flat and installed properly.

Depending on the body used, the body posts may end up too long. Adjust by cutting away the unneeded length.

### Important!

- ① Continuous running of the motor will result in shorter motor life. Allow the motor to cool between runs.
- ② This machine will run at higher than expected speeds, so please exercise caution when running. Choose open, safe areas to run. Enjoy!







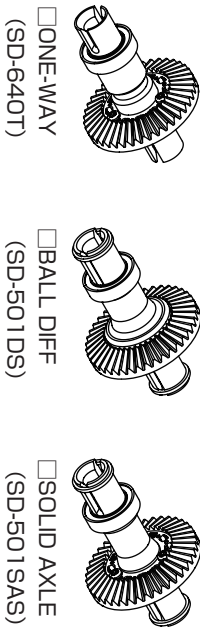
# DRIFT PACKAGE SETTING SHEET

DRIVER

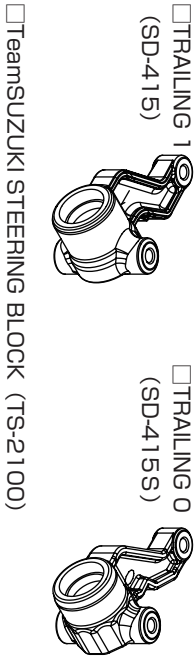
DATE / /

CIRCUIT	
CONDITION	<input type="checkbox"/> INDOOR <input type="checkbox"/> OUTDOOR
SURFACE	<input type="checkbox"/> ASPHALT <input type="checkbox"/> CONCRETE <input type="checkbox"/> CARPET
GRIP	<input type="checkbox"/> HIGH <input type="checkbox"/> NORMAL
TRACK	<input type="checkbox"/> FLAT <input type="checkbox"/> BUMPY

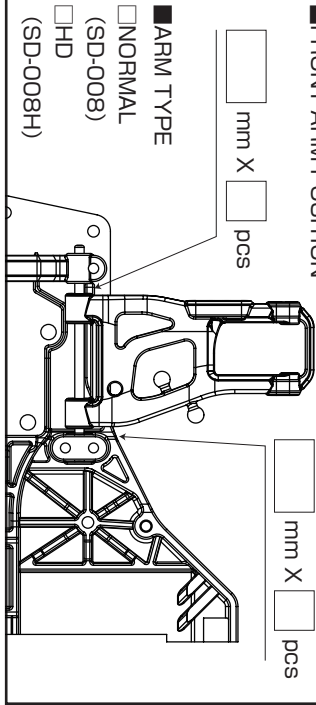
## FRONT DRIVETRAIN



## STEERING BLOCK



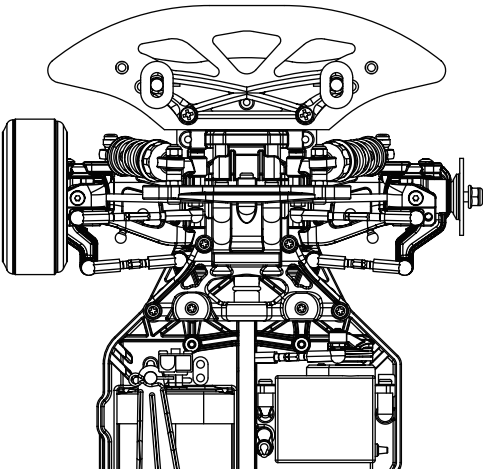
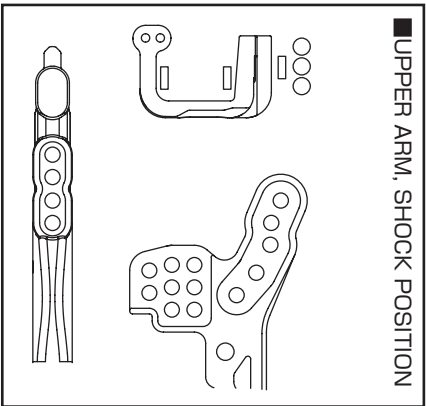
## FRONT ARM POSITION



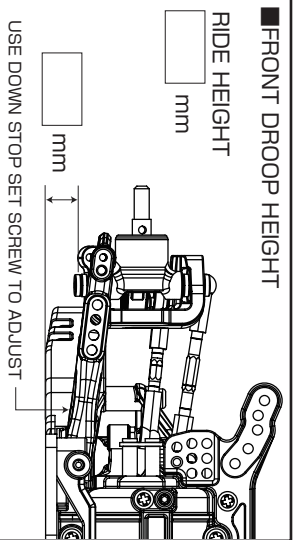
## FRONT

RATIO SPUR ( ) PITCH ( ) TEETH PINION ( ) PITCH ( ) TEETH

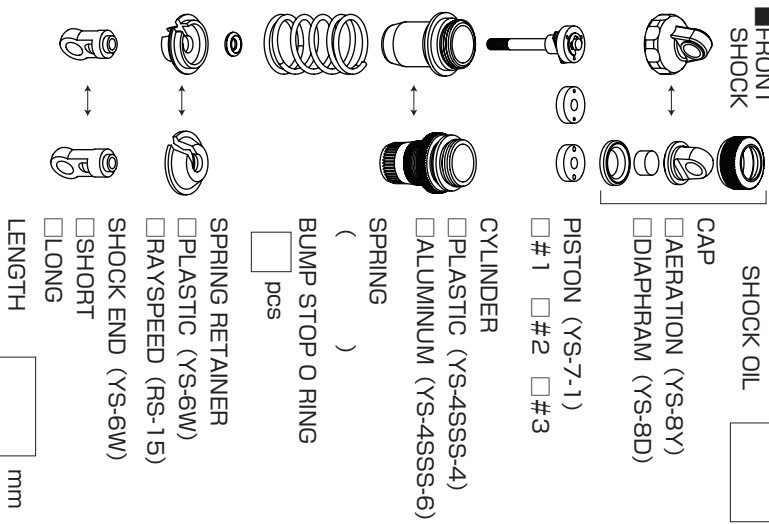
## UPPER ARM, SHOCK POSITION



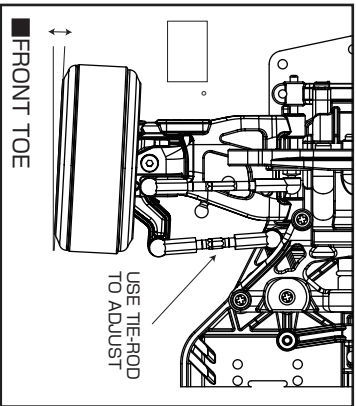
## FRONT DROOP HEIGHT



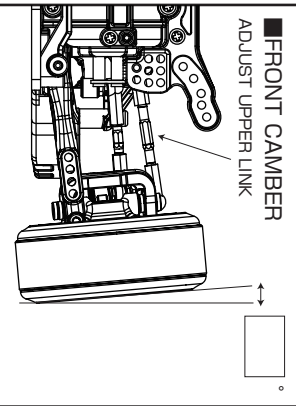
## FRONT SHOCK



## FRONT TOE



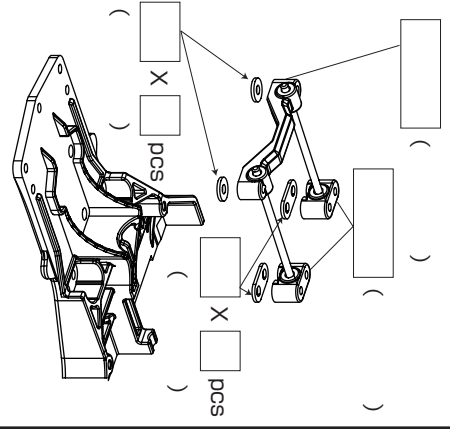
## FRONT CAMBER



## BATTERY

## FRONT TYRE, RING, WHEEL

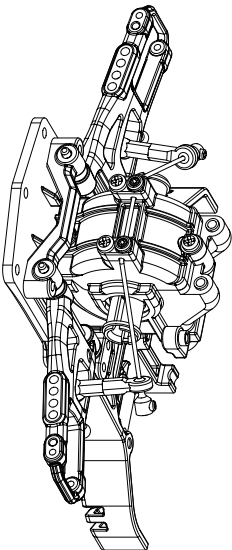
## FRONT SUSPENSION MOUNT



BODY (                    )

WING (                    )

COMMENT



■SWAY BAR WIRE

WIRE    ☐ (                    )    (                    )

☐ NONE

REAR    ☐ (                    )    (                    )

☐ NONE

■REAR ARM POSITION

mm X  pcs

mm X  pcs

■ARM TYPE

☐ NORMAL  
(SD-008)

☐ HD  
(SD-008H)

X 2.35 = GEAR RATIO (                    ) : 1)

■REAR HUB CARRIER

☐ TOE-IN 0°    ☐ TOE-IN 0.5°    ☐ TOE-IN 1°

(SD-415)    (SD-415R05)    (SD-415R10)

■REAR DRIVETRAIN

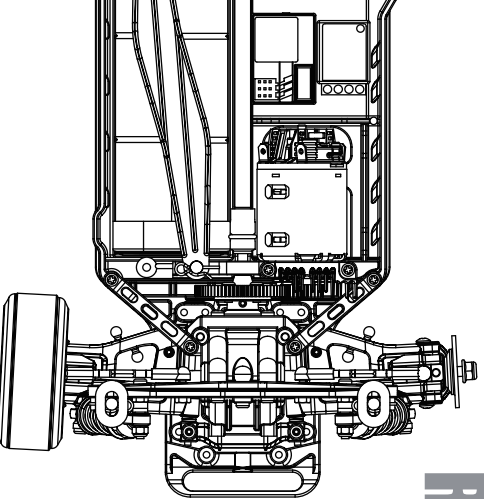
☐ BALL DIFF  
(SD-501DS)

☐ SOLID AXLE  
(SD-501SAS)

☐ TeamsSUZUKI REAR HUB  
TOE-IN 0° (TS-2101)

☐ TeamsSUZUKI REAR HUB  
TOE-IN 0.5° (TS-2106)

## REAR



■UPPER ARM, SHOCK POSITION

■REAR DROOP HEIGHT

RIIDE HEIGHT  mm

mm

USE DOWN STOP SET SCREW TO ADJUST

■MOTOR, ESC

■REAR TYRE, RING, WHEEL

■REAR SUSPENSION MOUNT

(                    )

(                    )

X  pcs

X  pcs (                    )

■REAR TOE

USE SUSP. MOUNT & HUB TO ADJUST

.

■REAR CAMBER ADJUST UPPER LINK

.

■REAR SHOCK

SHOCK OIL

CAP

☐ AERATION (YS-8Y)

☐ DIAPHRAM (YS-8D)

PISTON (YS-7-1)

☐ #1 ☐ #2 ☐ #3

CYLINDER

☐ PLASTIC (YS-4SSS-4)

☐ ALUMINUM (YS-4SSS-6)

SPRING

(                    )

BUMP STOP O RING

pcs

SPRING RETAINER

☐ PLASTIC (YS-6W)

☐ RAYSPEED (RS-15)

SHOCK END (YS-6W)

☐ SHORT

☐ LONG

LENGTH  mm

AS A MANUFACTURER OF WORLD CHAMPIONSHIP WINNING CARS,  
YOKOMO WILL CONTINUE TO PROVIDE THE BEST AVAILABLE TECHNOLOGY TO R/C ENTHUSIASTS ALL OVER THE WORLD.  
ENJOY THIS PRODUCT KNOWING THAT YOU ARE DRIVING ONE OF THE BEST HANDLING R/C CARS EVER DESIGNED.



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