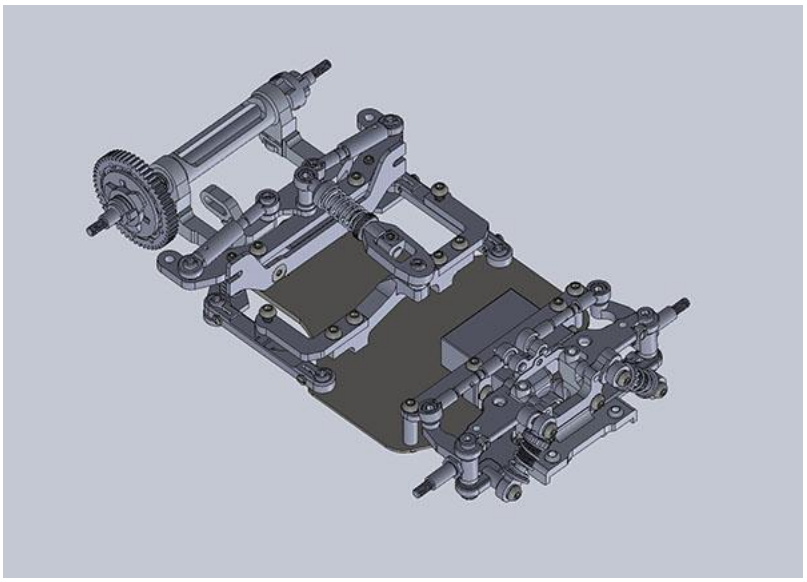
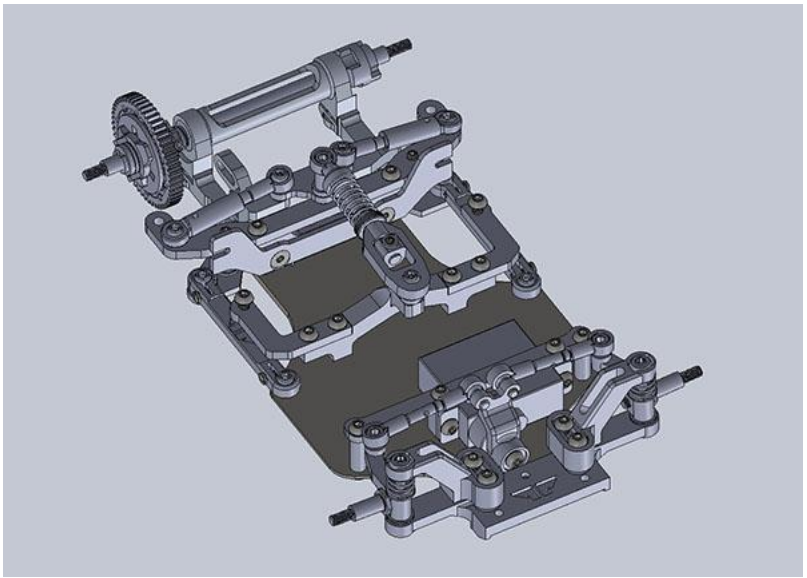
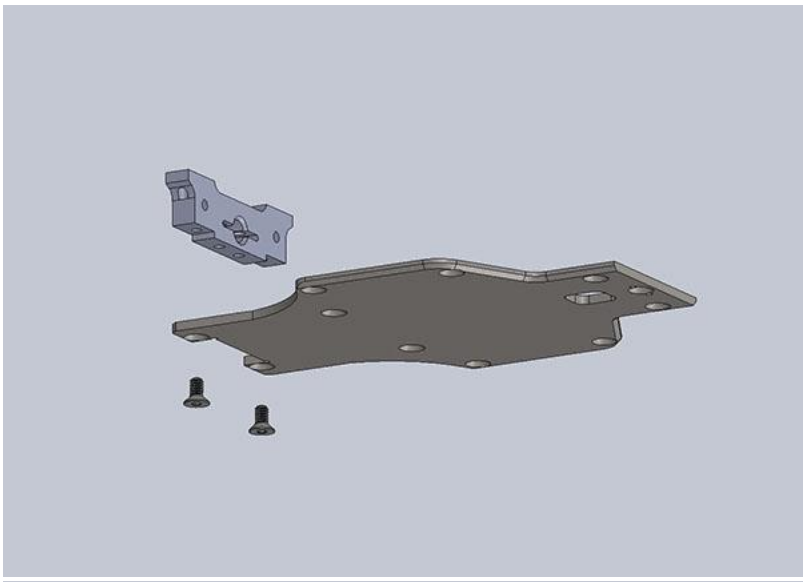
RX28

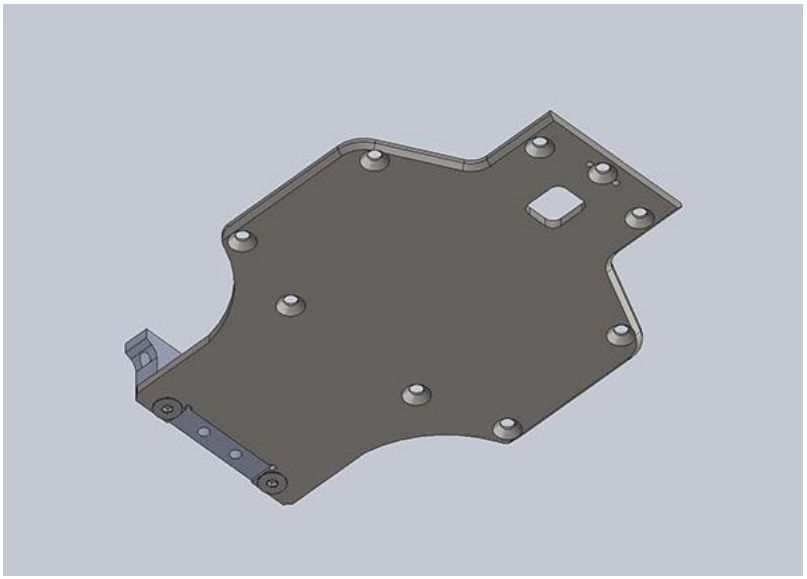
ASSEMBLY INSTRUCTIONS

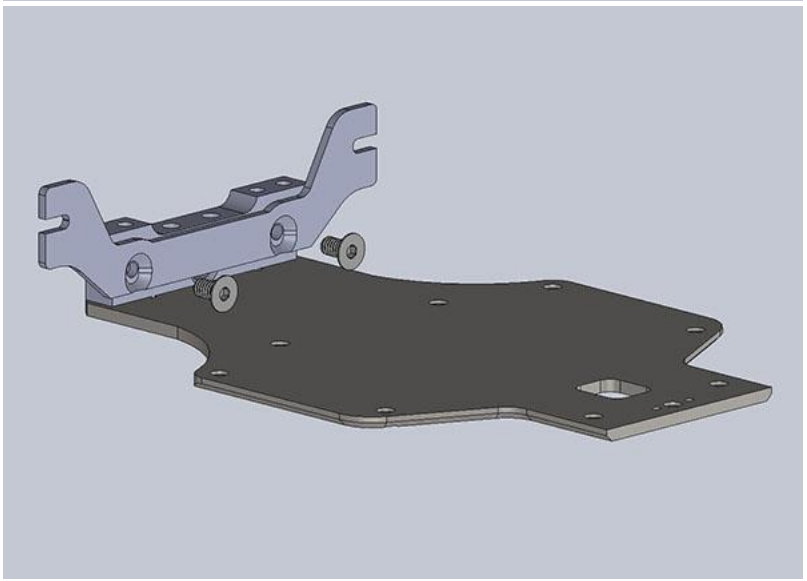




Welcome to the RX28 Gen2 Assembly Guide. We appreciate you choosing Reflex Racing as your 1/28th scale racing machine!



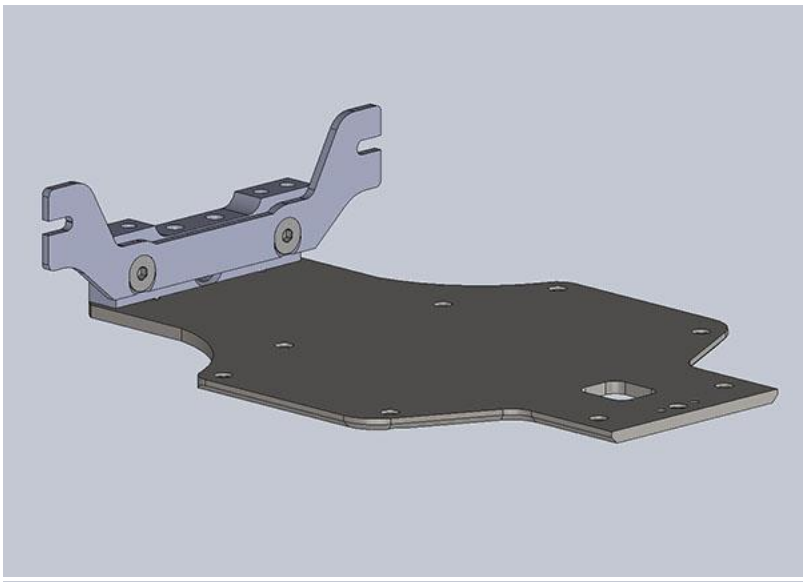


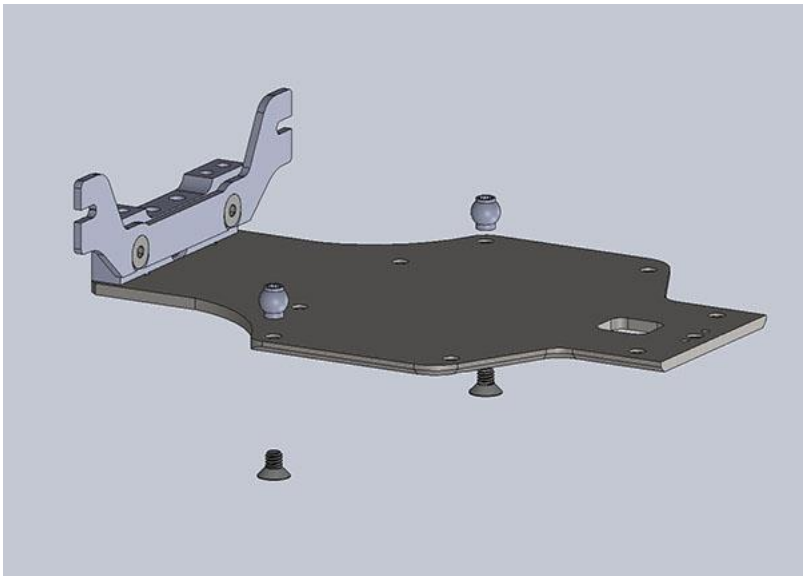


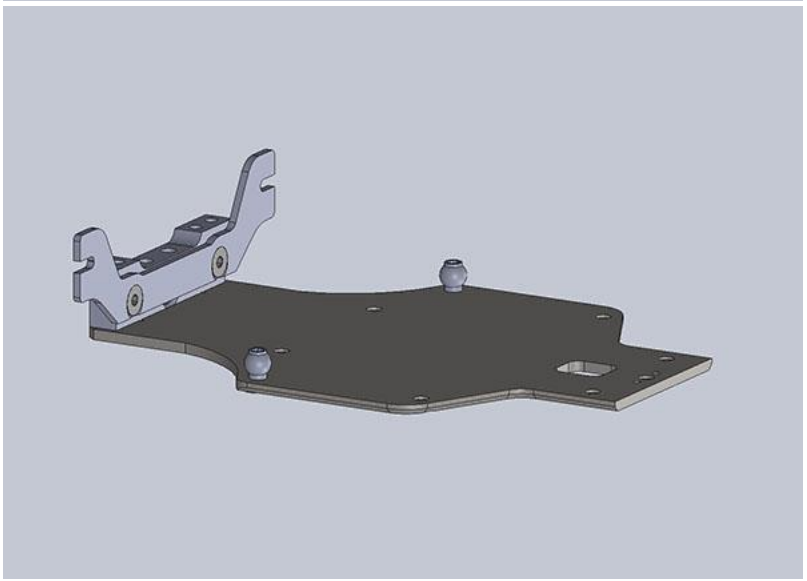
ASSEMBLY INSTRUCTIONS

Let's Start! Find the rear pivot and a couple of M2x4CS Screws, attach the center pivot to the chassis.

After this, search for your Rear body clip and once again with some M2x4CS Screws, attach the clip to the rear Pivot.

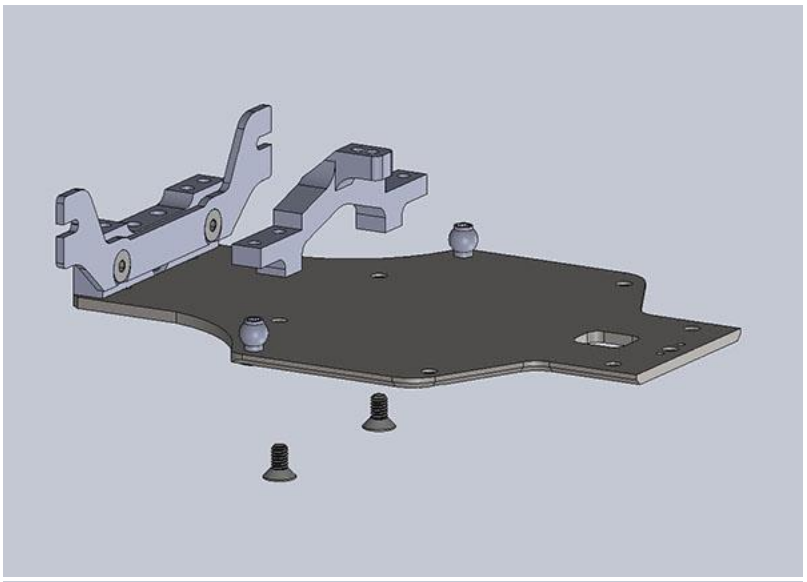


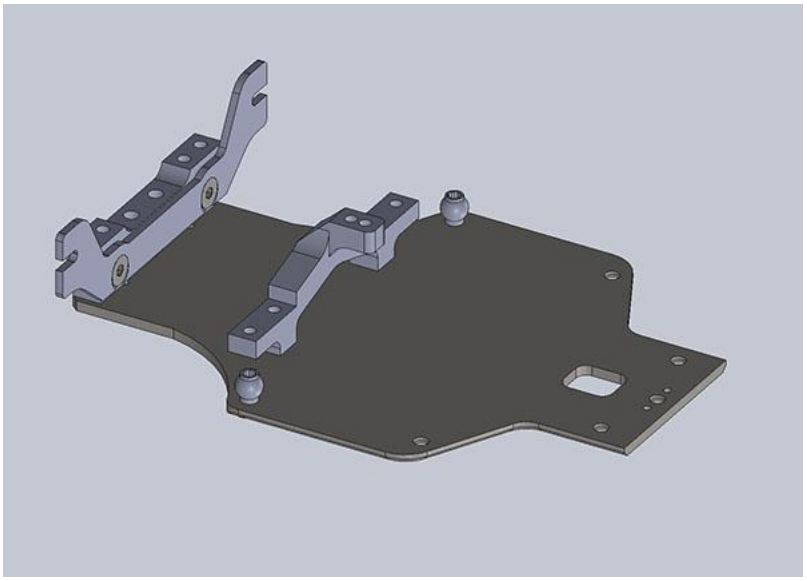


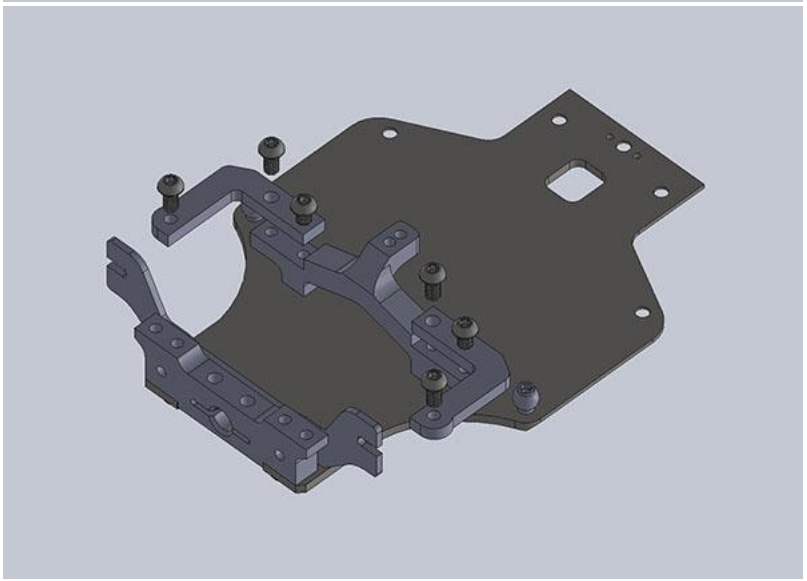


ASSEMBLY INSTRUCTIONS

Once the clip is installed, let's proceed to the Pivot Balls. Grab 2x 3.5mm Pivot balls and 2x M2x3 CS Screws. Attach them to the chassis. These will be for your side links.





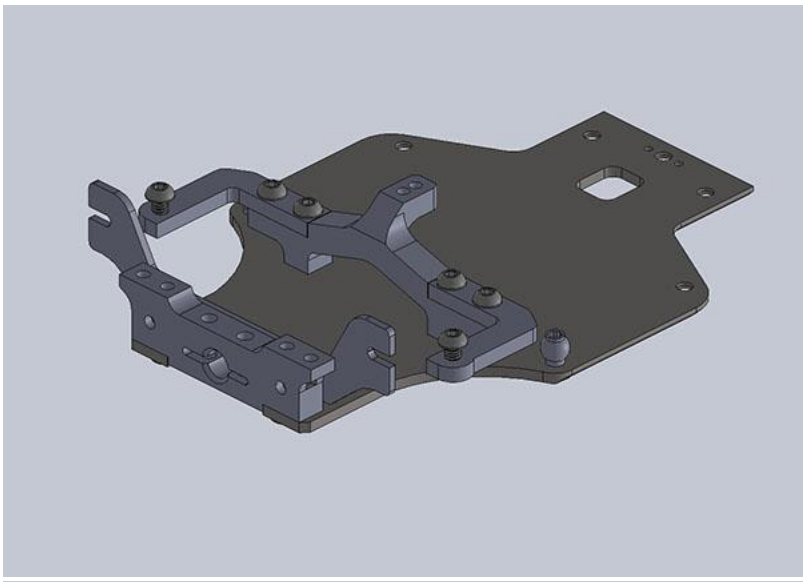


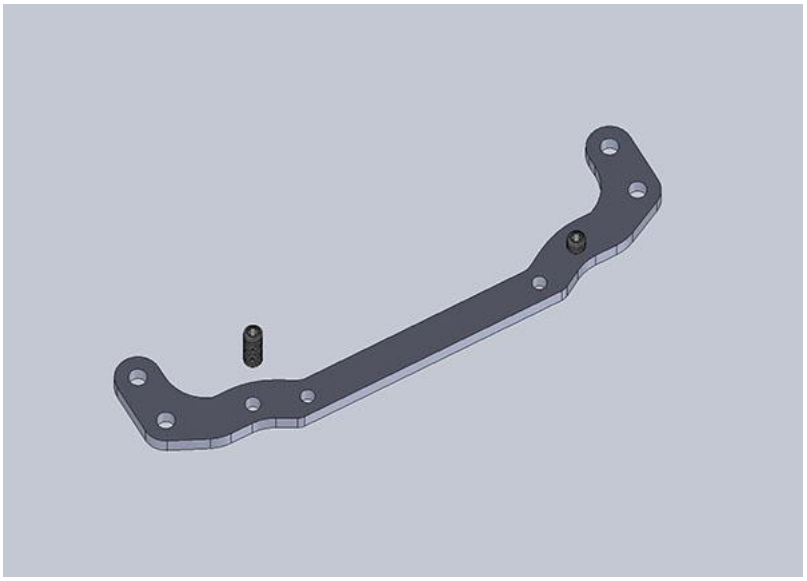
ASSEMBLY INSTRUCTIONS

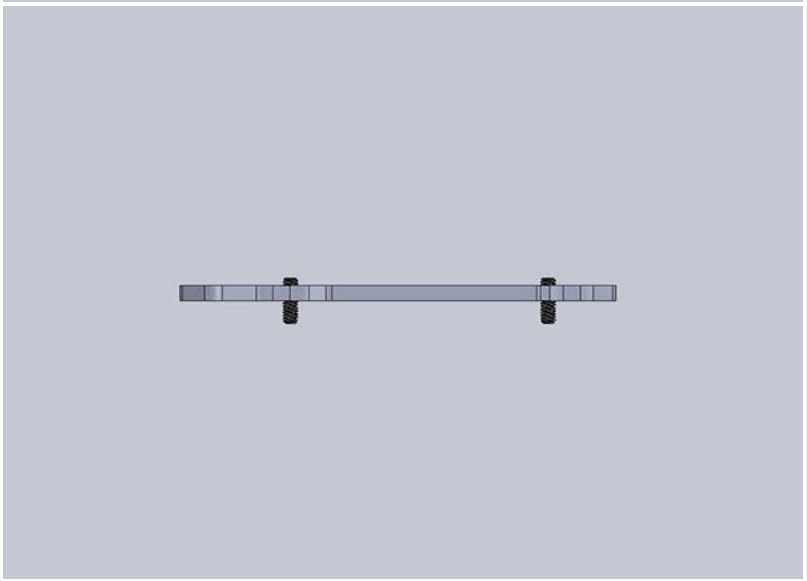
Now it's time to mount your center shock/battery mount. Use 2x M2x4 CS Screws to attach to the chassis.

After this, we will move onto the battery mounts. You will need 6x M2x4 BH screws.

Attach the CF Mounts to the Aluminum Section and thread the battery band screws onto the CF. We usually set them so the threads are flush with the bottom of the carbon.



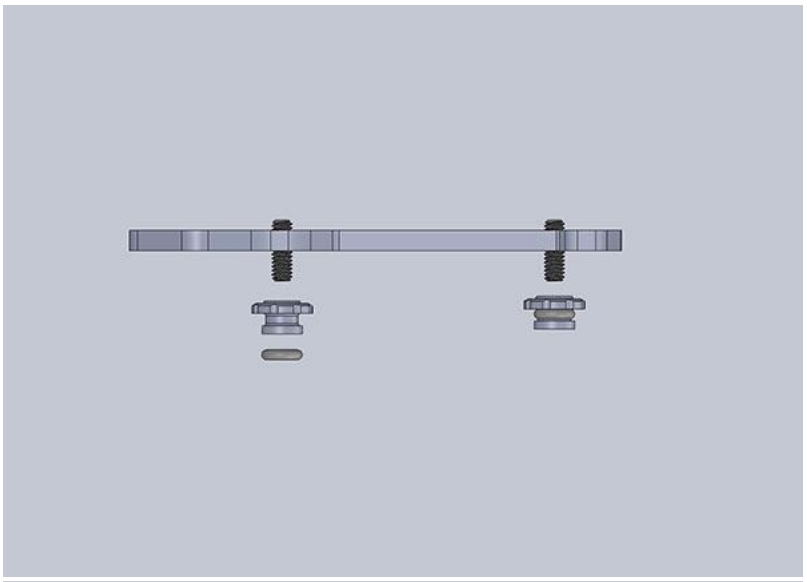


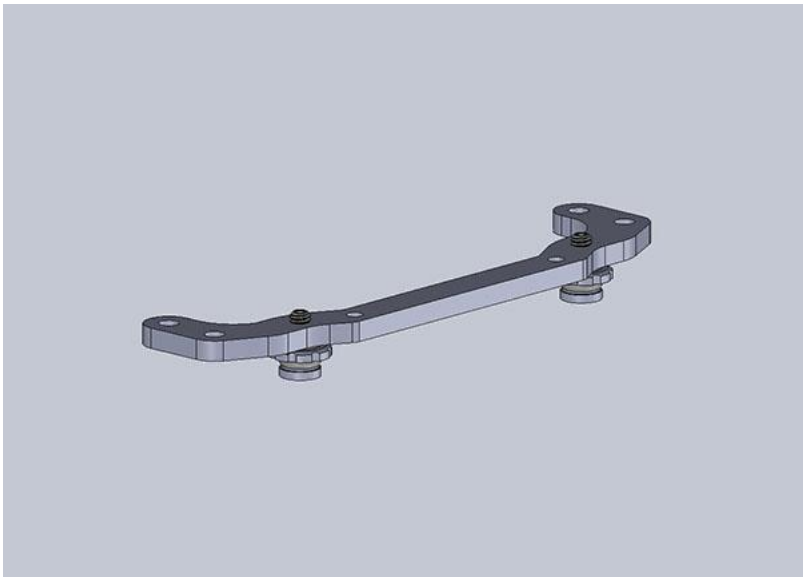


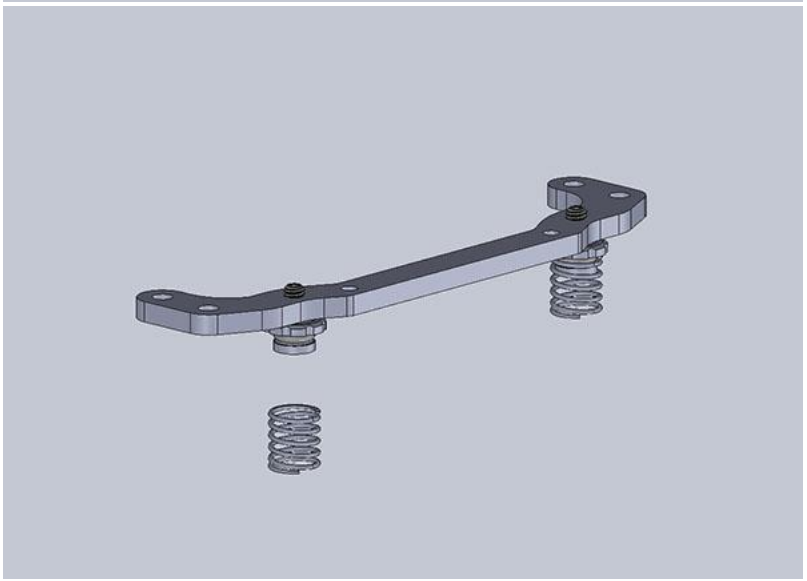
ASSEMBLY INSTRUCTIONS

Once completed, let's move on to the tweak brace.

Pull out your tweak brace and 2x M2x6 Set Screws. Thread them into the carbon so 1mm of threads is sticking above the material surface.





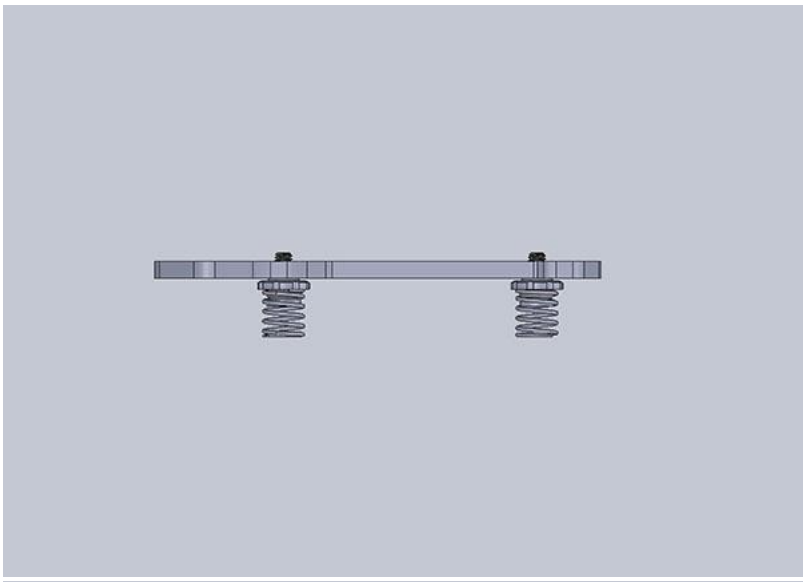


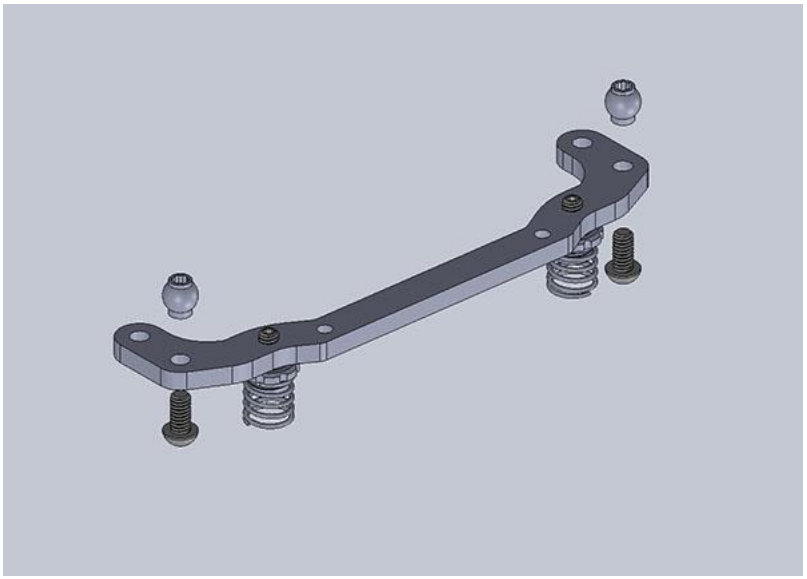
ASSEMBLY INSTRUCTIONS

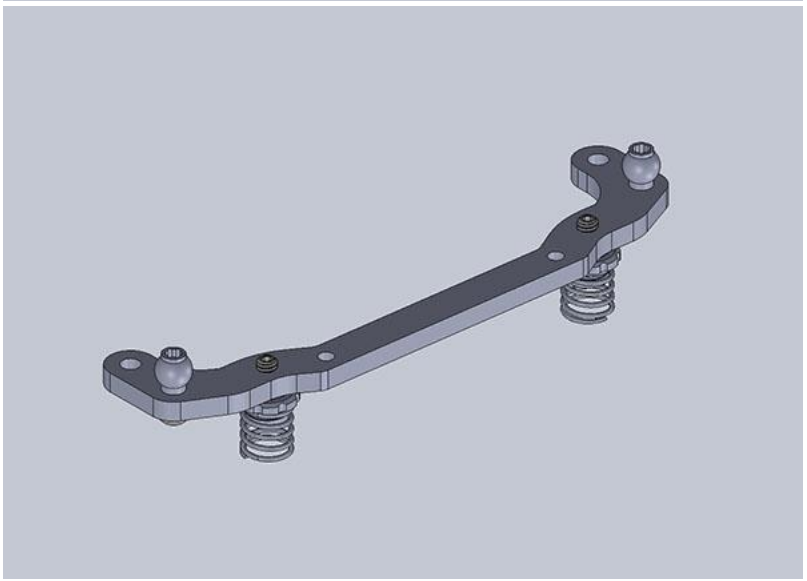
Now we install the Spring Perches. It is important that in this step, you use some Thread Locker on the set screws before installing the spring perch. Failure to do so will not allow the setting of tweak to hold.

Install the Small 2x1 Orings over the groove in the perch and then thread the perch so it bottoms out on the carbon.

After this, clip on your side springs. Rotating as you push onto the perch make the process easier.

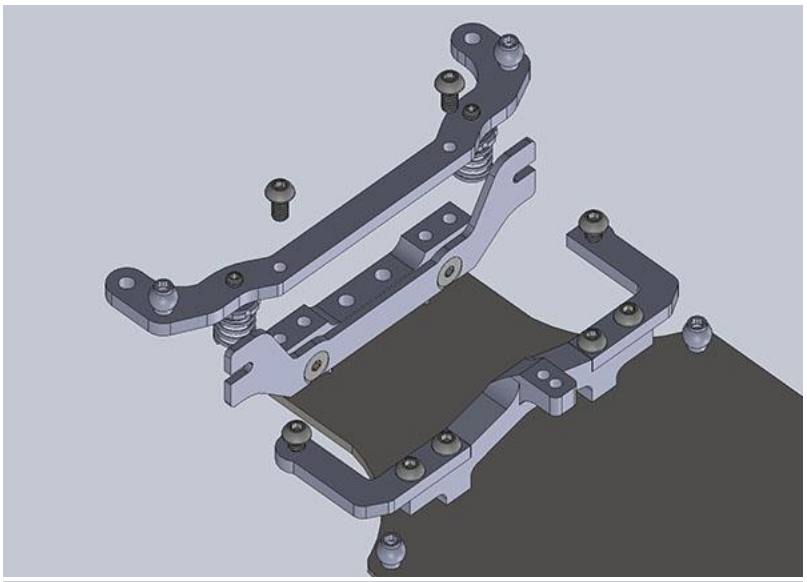


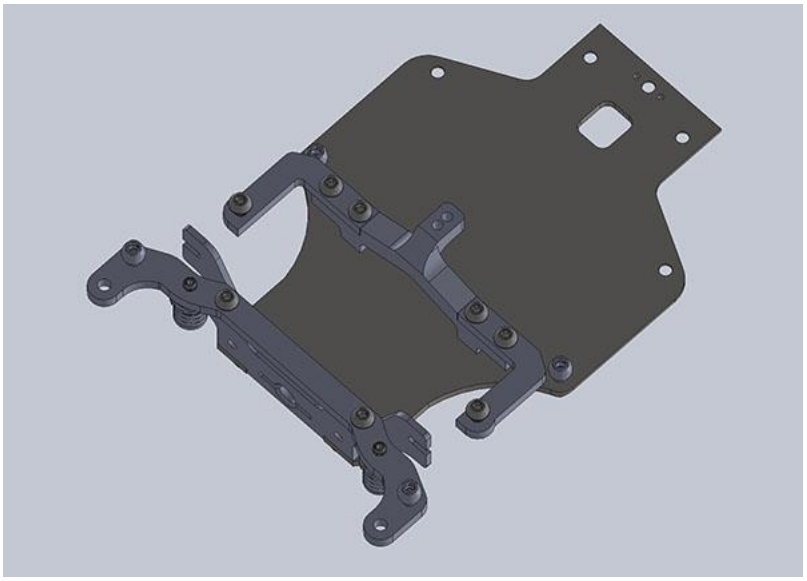


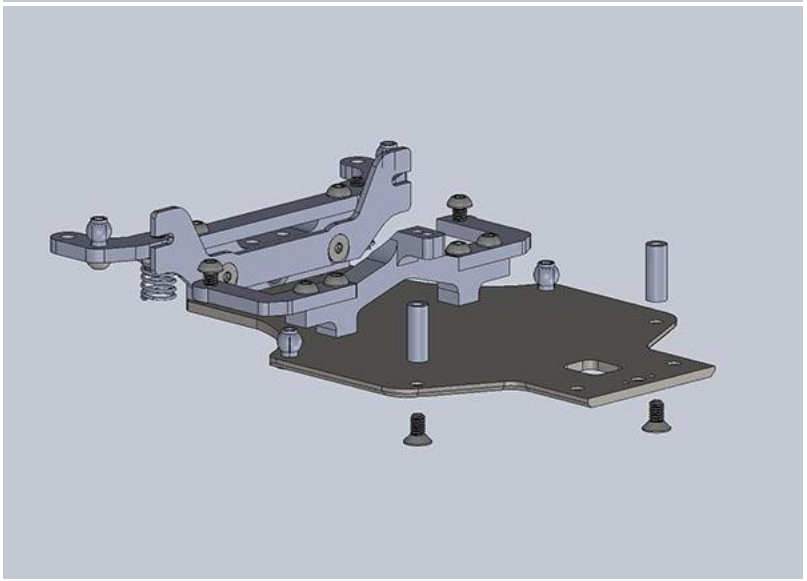


ASSEMBLY INSTRUCTIONS

Next, install the damper tube pivot balls on the tweak brace. Use 2x 3.5mm threaded balls and 2x M2x4 BH screws.



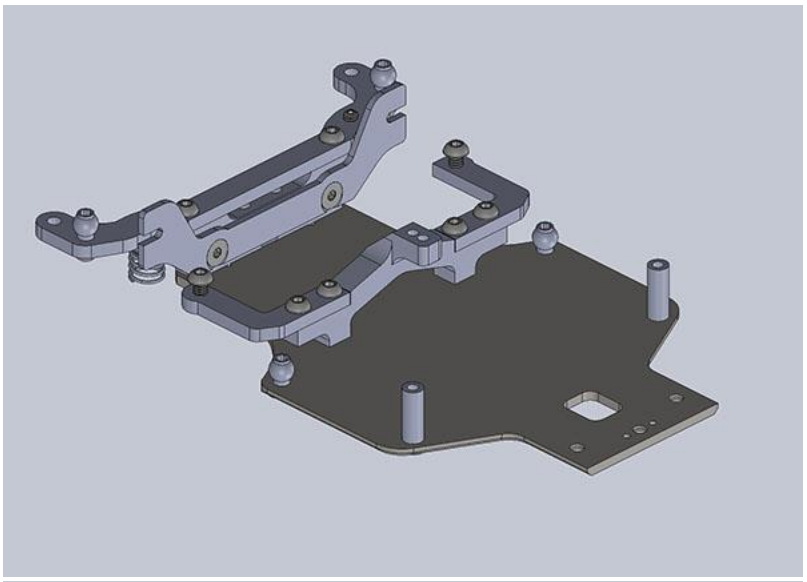


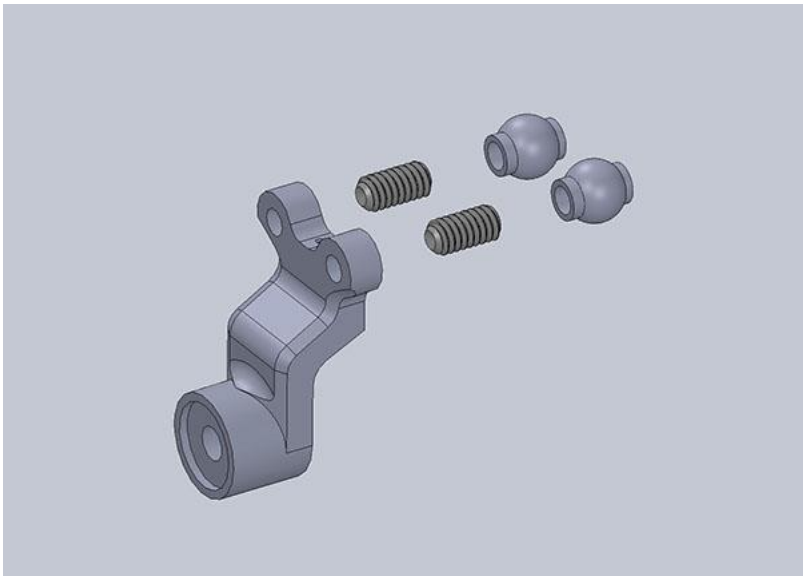


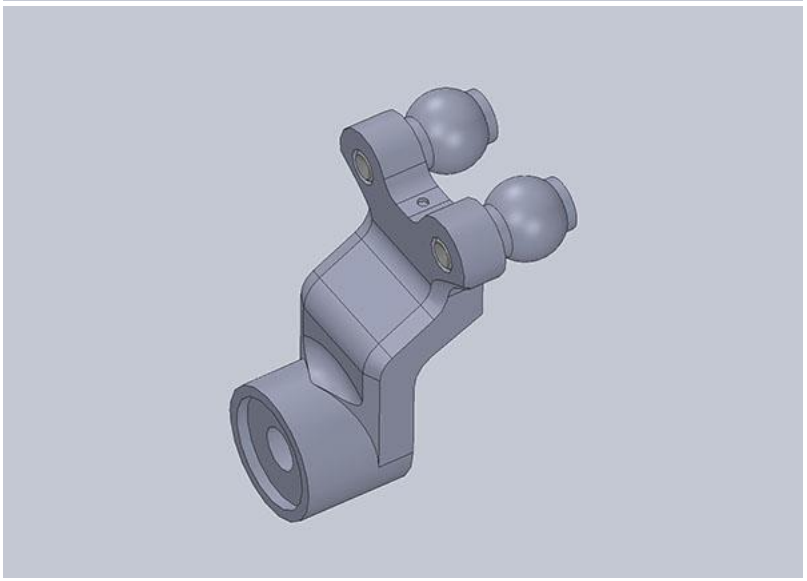
ASSEMBLY INSTRUCTIONS

Install the tweak brace on the pivot mount using 2x m2x4 BH screws.

Once completed, find the two servo plate posts and install them on the chassis with 2x M2x4 CS screws.

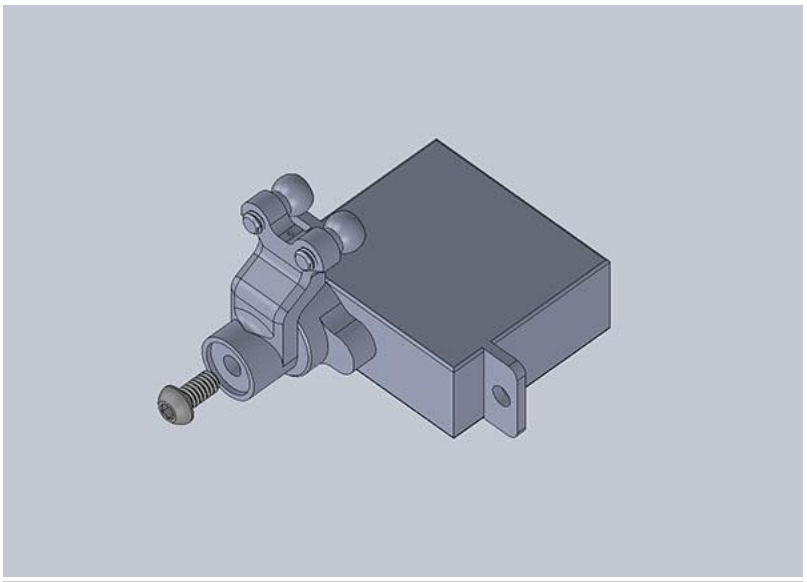


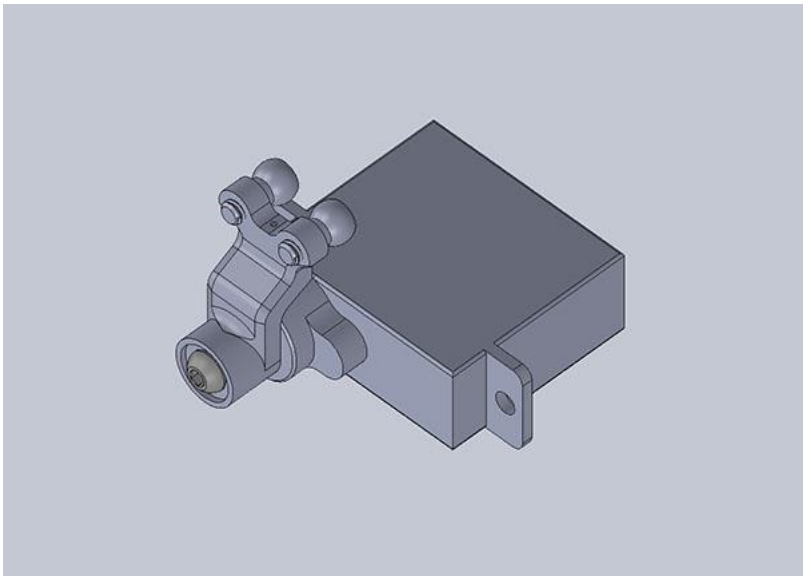


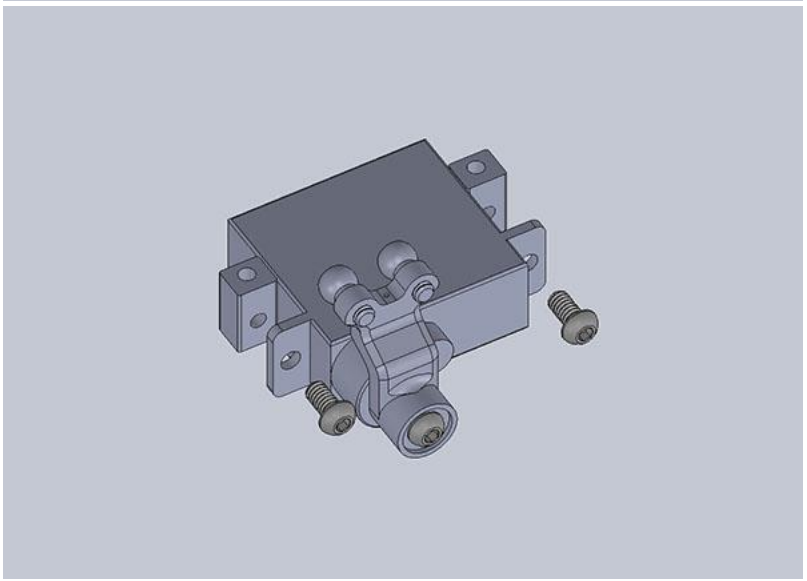


ASSEMBLY INSTRUCTIONS

Next up, we will build the servo horn. Here, we will install 2x M2x4 set screws into the horn from the back. You will thread them so that the ends are sitting flush with the surface of the horn in the front. Tighten 2x 3.5mm threaded balls onto the set screws. It is not critical, but we suggest to use some thread locker here as well.





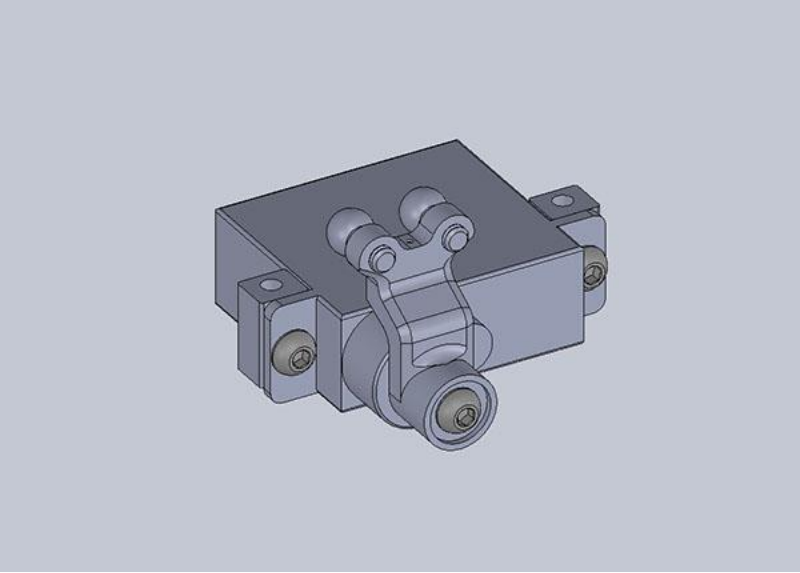


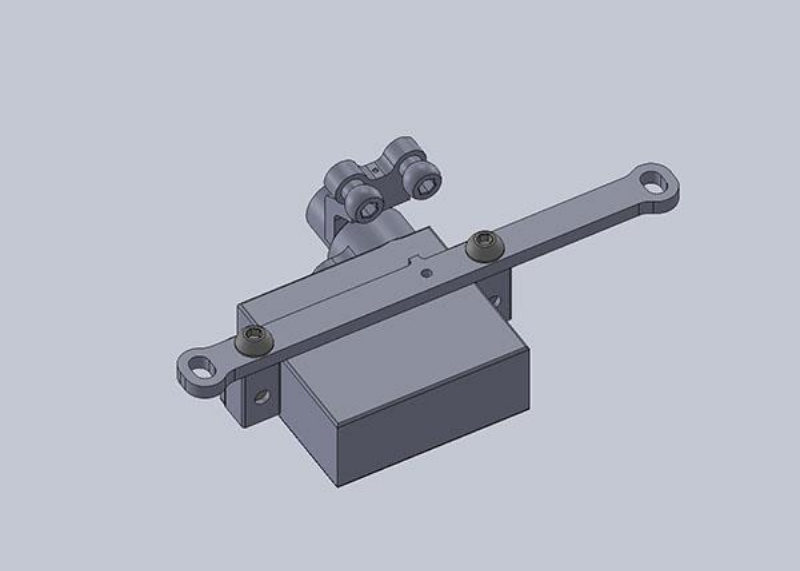
ASSEMBLY INSTRUCTIONS

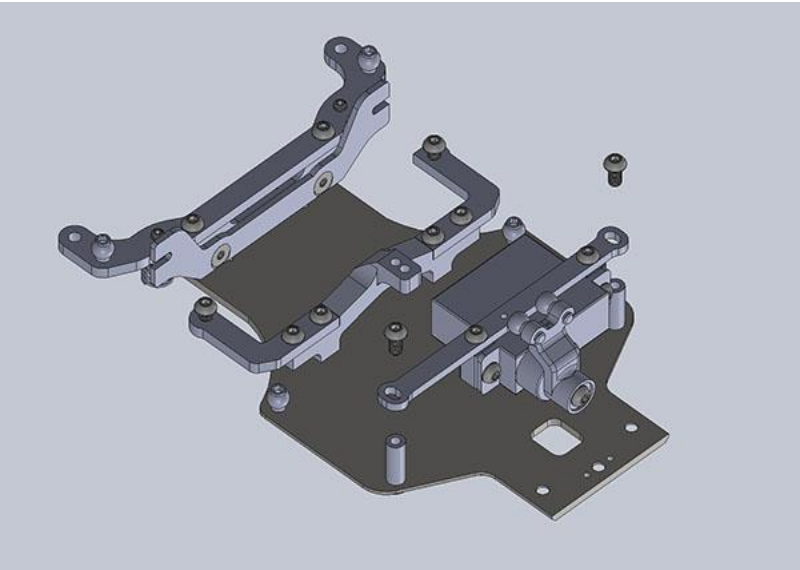
In this next step, we will install the servo horn on the servo (servo is not included). We recommend having the servo centered before installation, so that set-up is easier later. To do this, simply hook up your electronics before installation on the chassis and turn the system on with the transmitter turned on and everything centered.

Install the servo horn on the spline by pushing it on. Then use an M2x4 BH screw to secure it on the servo.

Following the installation of the horn, you will install the servo blocks with 2x M2x4 BH screws. Pay close attention to the orientation of the blocks. They are offset. We recommend the offset towards the back to start.



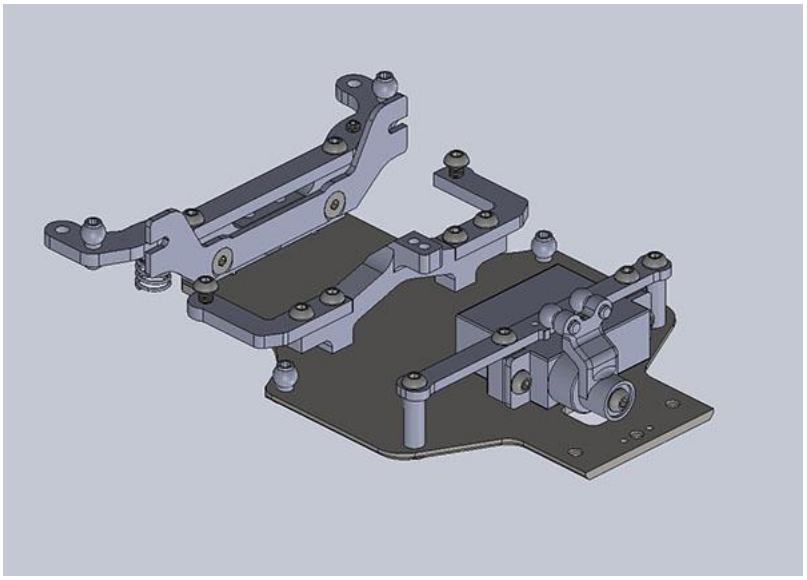


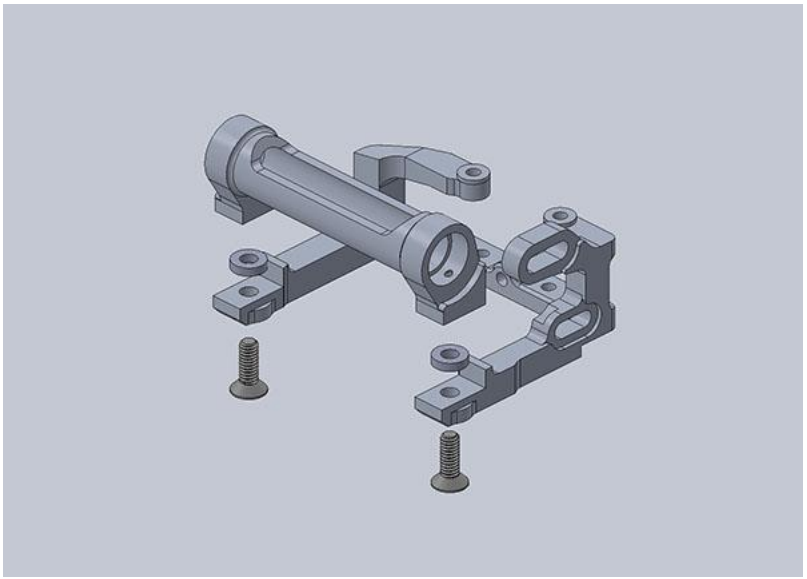


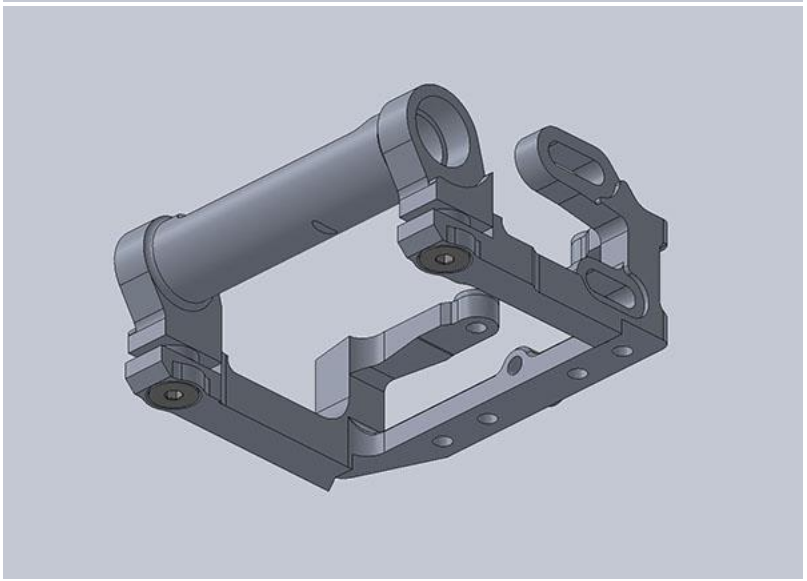
ASSEMBLY INSTRUCTIONS

Mount the servo assembly on to the Carbon Fiber Servo Holder. Use 2x M2x4 BH Screws. Use the notch on the center of the servo plate as a guide to center with the servo spline.

After this, mount the entire servo assembly onto the servo plate posts with 2 M2x4 BH screws. Notice that the mount is slotted. Moving the assembly forward gives less Ackerman, which makes the steering more linear, but also more aggressive. Moving it back, makes it more progressive and less twitchy off center.



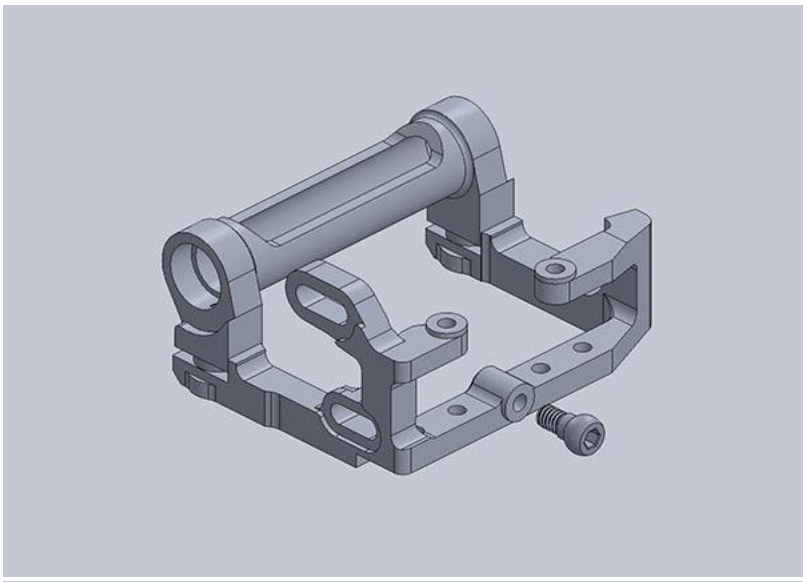


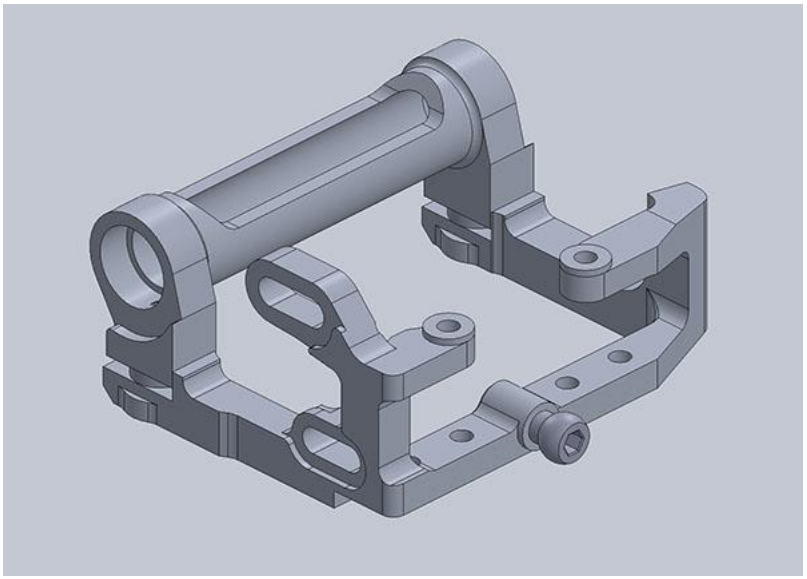


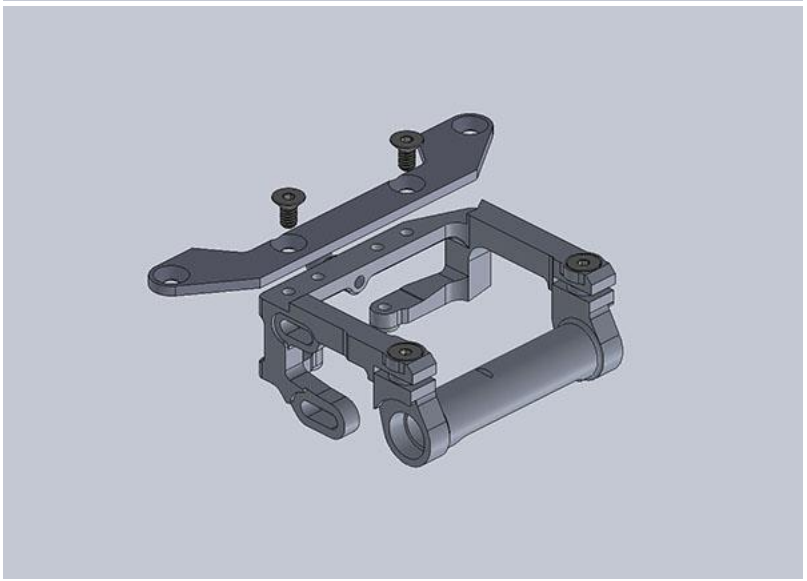
ASSEMBLY INSTRUCTIONS

We are now moving to one of the most exciting updates o the Gen 2 cars. The motor mount.

Install the axle carrier with 2x M2x6 screws. Use a 1mm aluminum shim in between the mount and the carrier. With a 25mm tire, this should give you about 2mm of ride height.



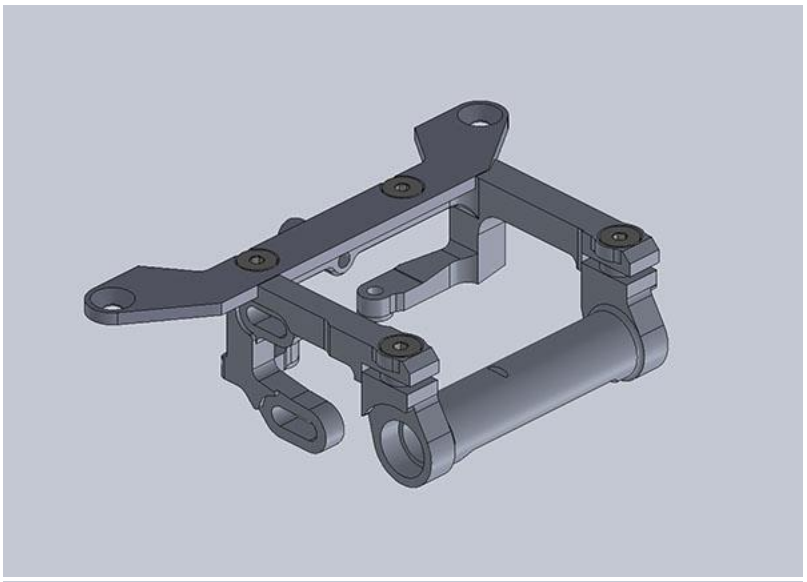


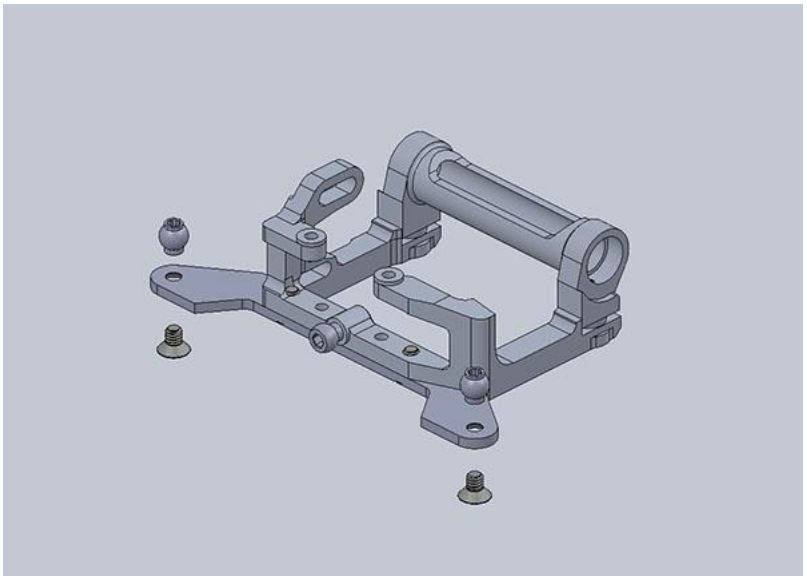


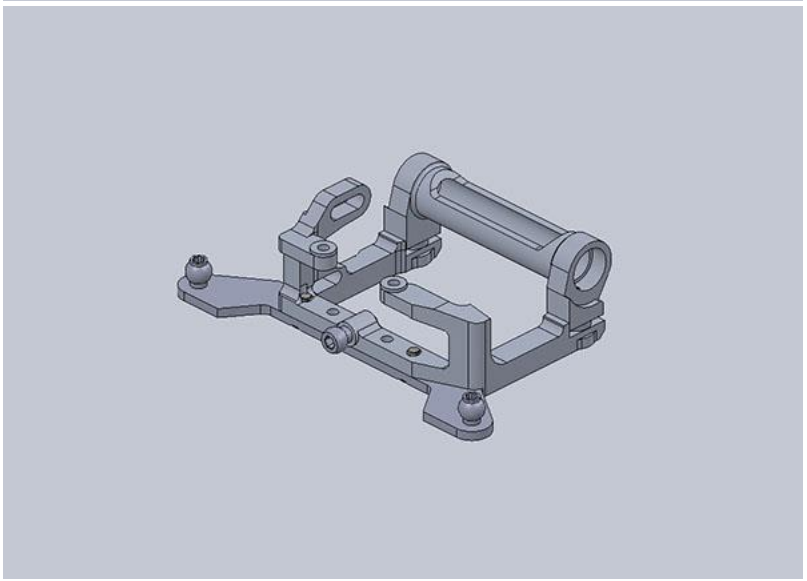
ASSEMBLY INSTRUCTIONS

Install the 3.5mm Ball Stud for your center pivot on the motor mount.

After this, install the CF lower pod brace with 2x M2x4 CS Screws.

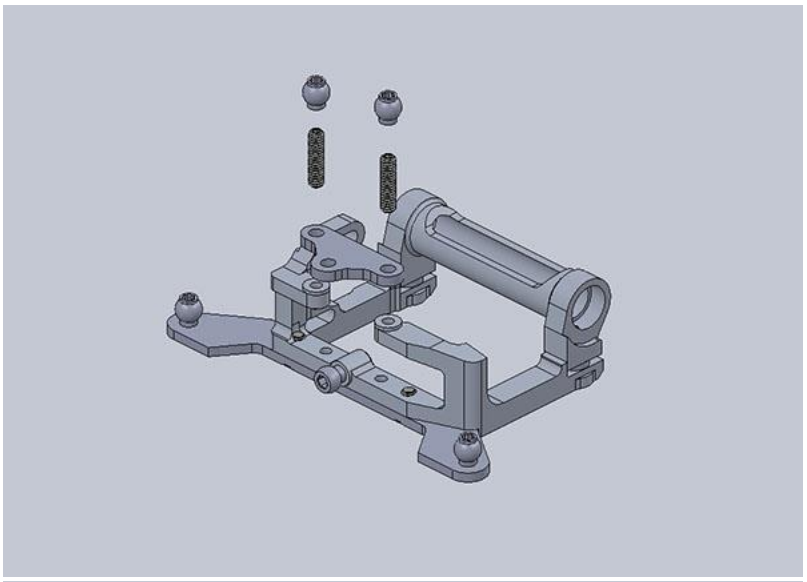


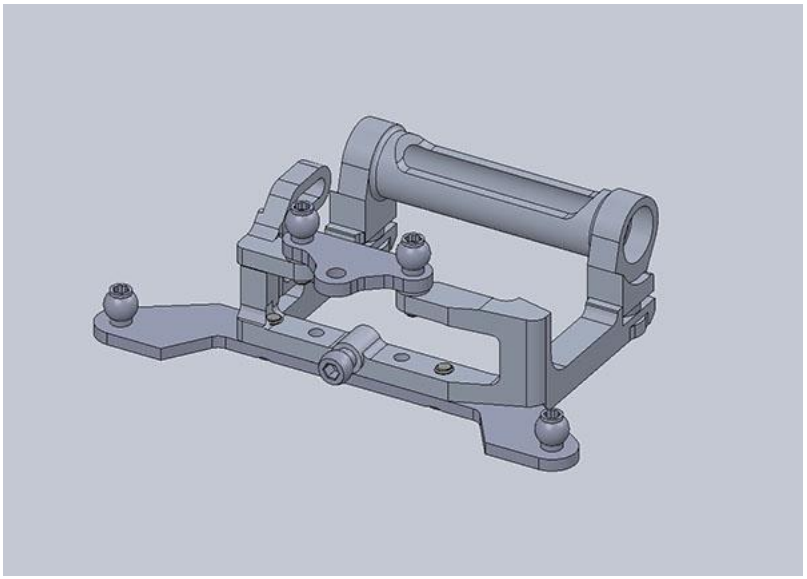


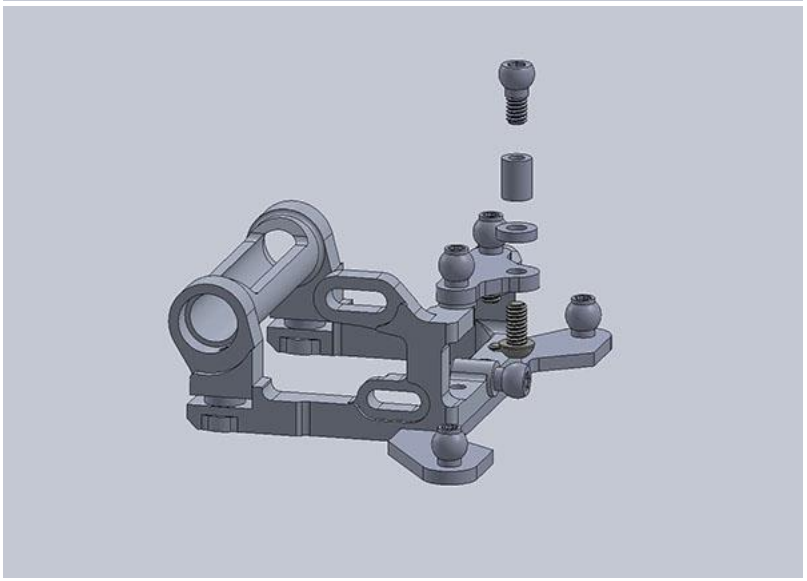


ASSEMBLY INSTRUCTIONS

Flip the mount around and install the Rear Side Link Pivot Balls. Use 2x M2x3CS Screws and 2x 3.5mm Threaded Pivot Balls.





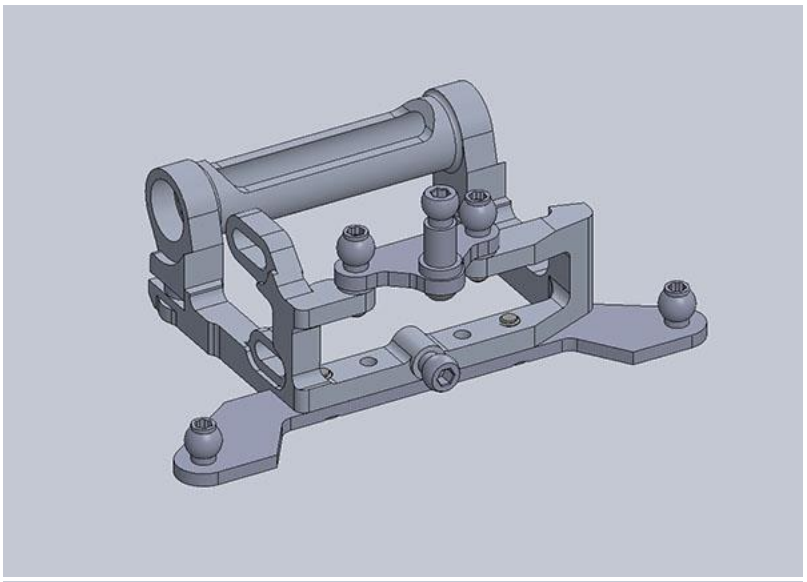


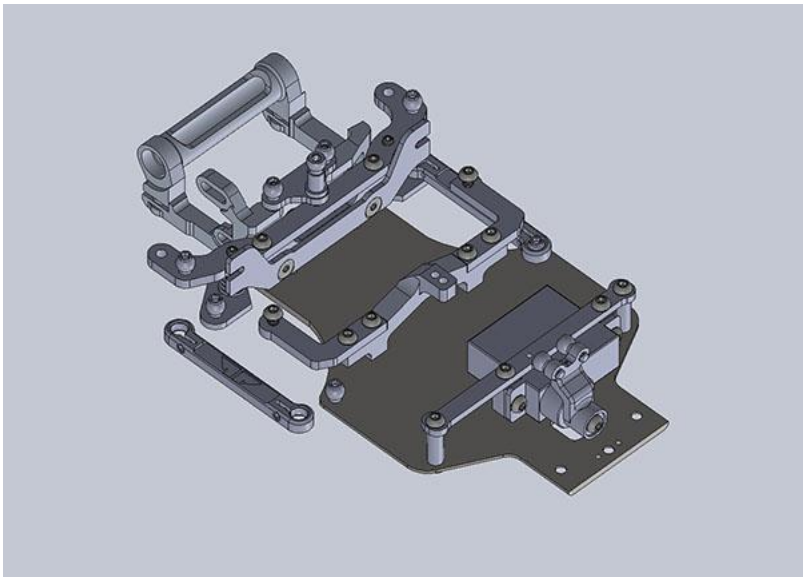
ASSEMBLY INSTRUCTIONS

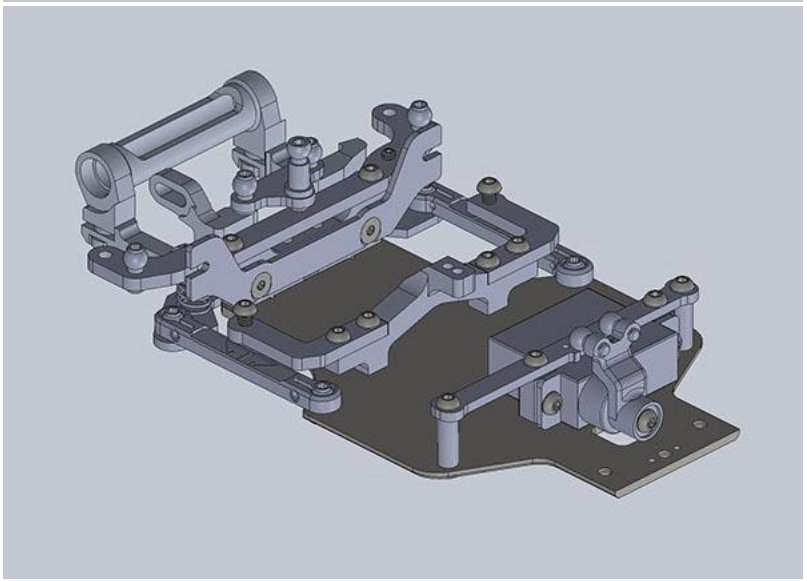
Install the rear CF Shock mount by threading 2x M2x6 Set screws into the mount. Use some thread locker here. After this, thread 2x 3.5mm threaded pivot balls for your side dampers.

Next, you will install the center shock post. Use 1x M2x4 small head BH screw through the bottom of the CF shock mount, then a 1mm shim, followed by the post. After this, thread in a 3.5mm balls stud.

Please note that the button head screw could cause interference with the tweak brace. This is exclusive to the first batch of Gen2 kits which included larger head BH Screws. To prevent this, space up the CF Shock mount with some M2x1 aluminum shims.



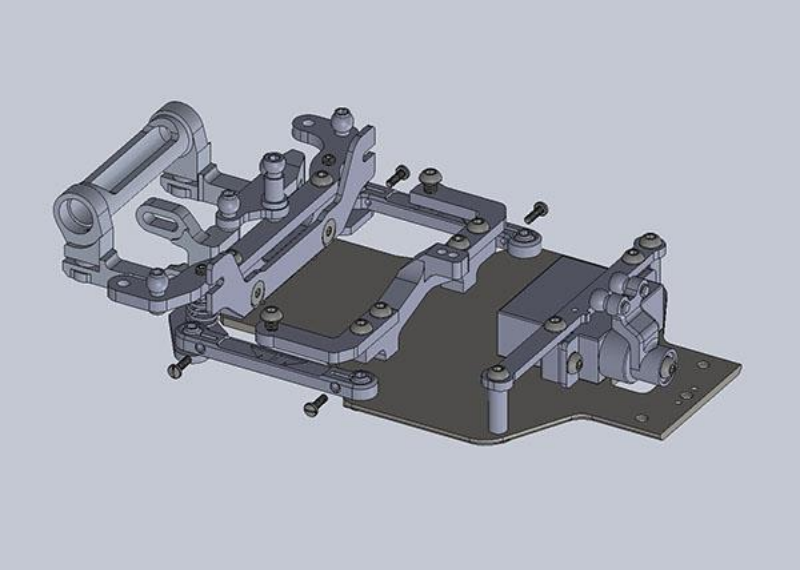


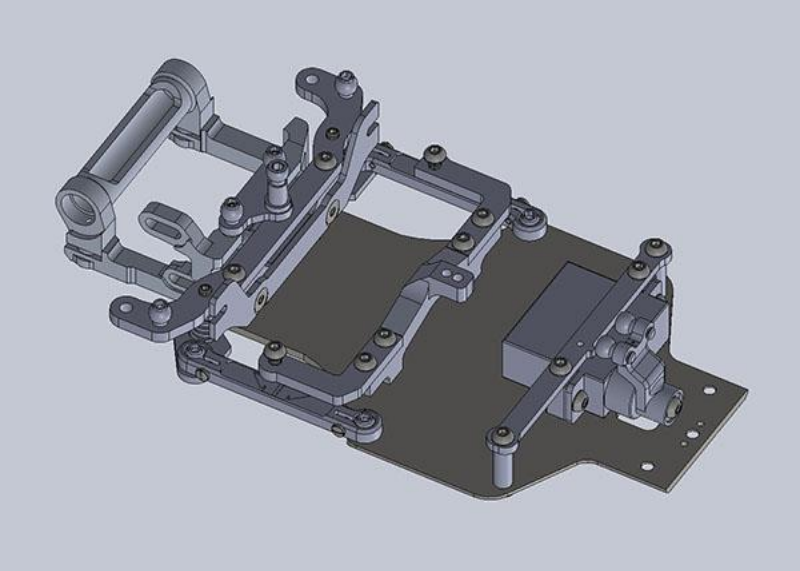


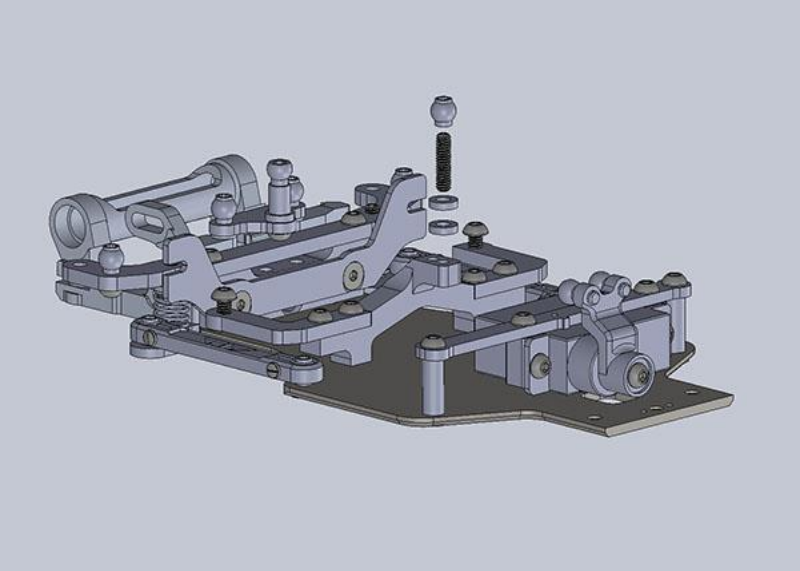
ASSEMBLY INSTRUCTIONS

Position the pivot ball of the motor mount into the pivot. Sometimes this can be slightly tight due to a mold line inside the pivot hole. This will break in, but you can always take a round file and take down the line slightly for smoother action off the bat.

After this, proceed to pop in the side links in place.



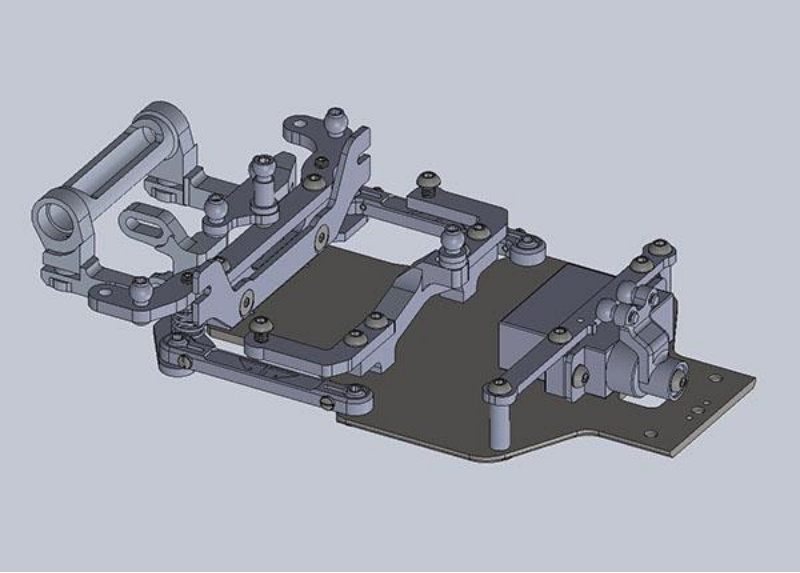


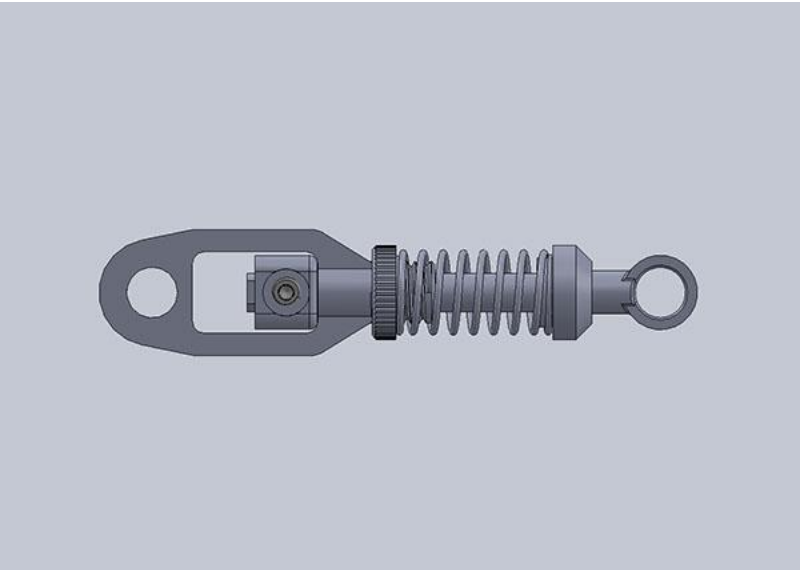


ASSEMBLY INSTRUCTIONS

Once both links are installed, thread the M1.2 screws into the links to tighten the slop. Adjust so that the links pivot freely side and there is limited play in them.

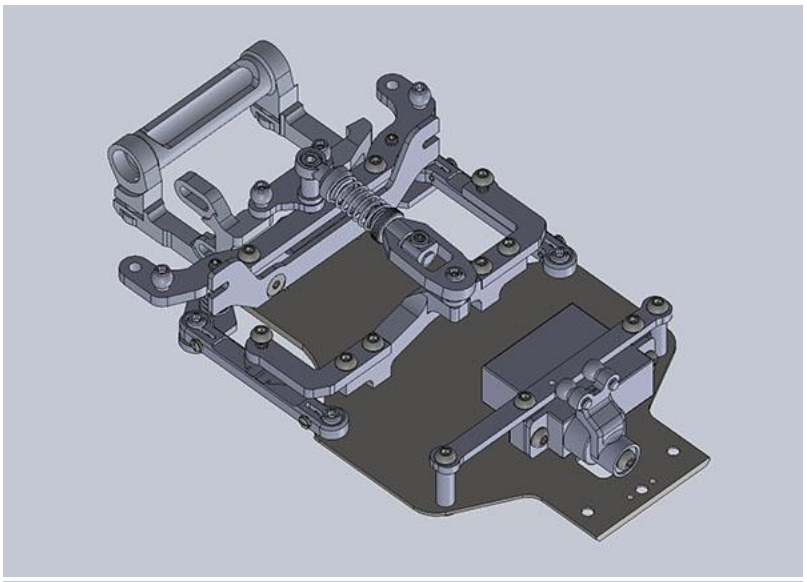
Now install 1x M2x6 Set Screw on the forward hole of the center shock mount. Use 2x M2x1 shims to space up the ball.

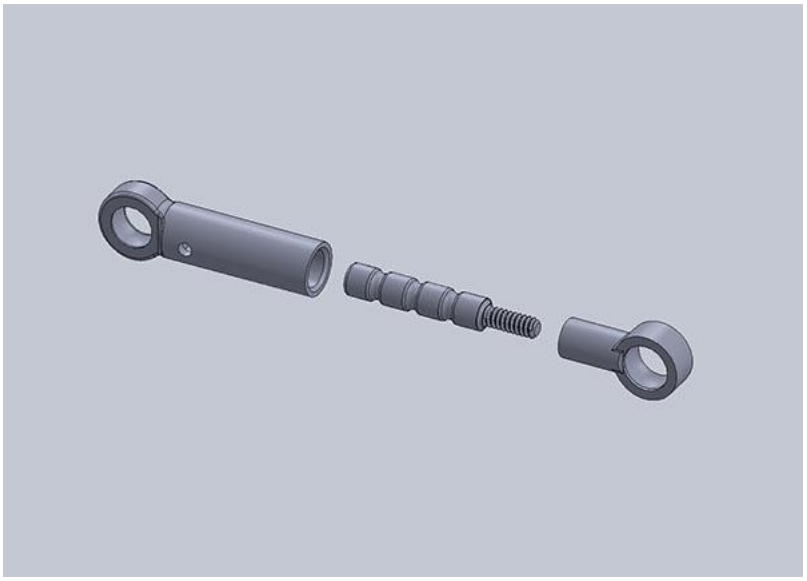


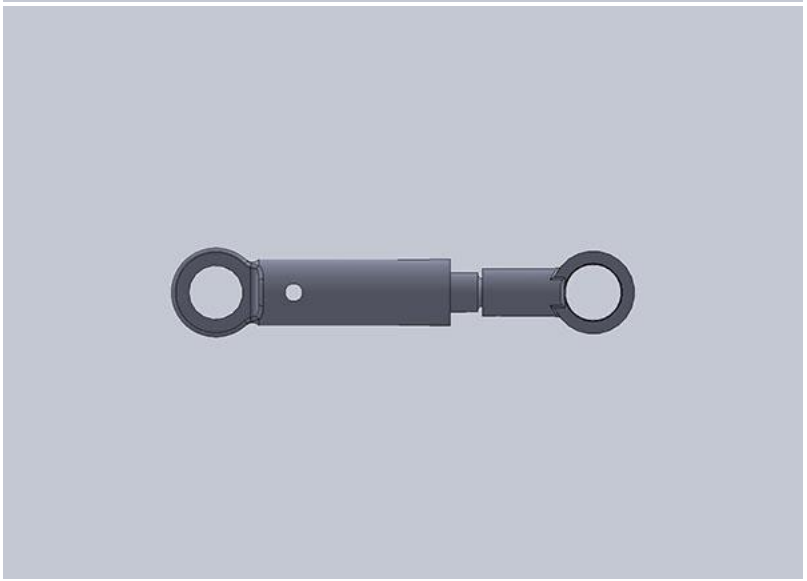


ASSEMBLY INSTRUCTIONS

Assemble the Center Shock in the order illustrated on the left. Apply some 30,000 lube on the shock shaft to start.



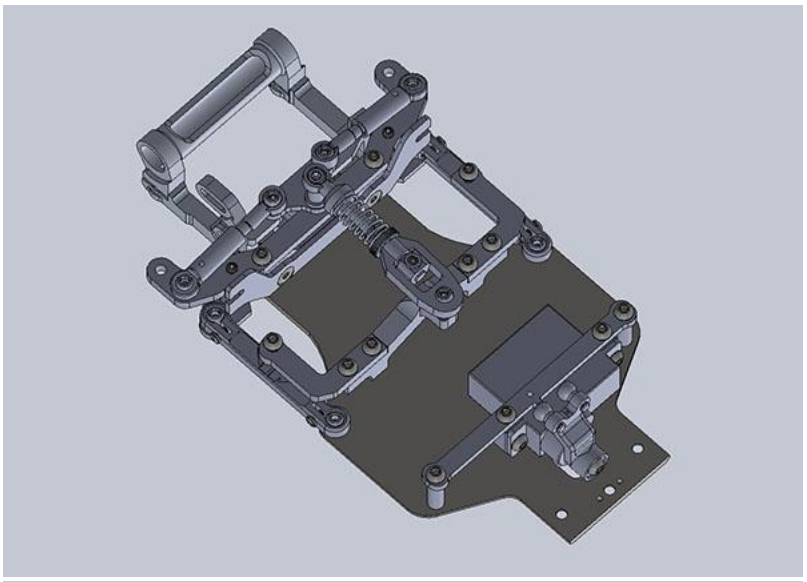


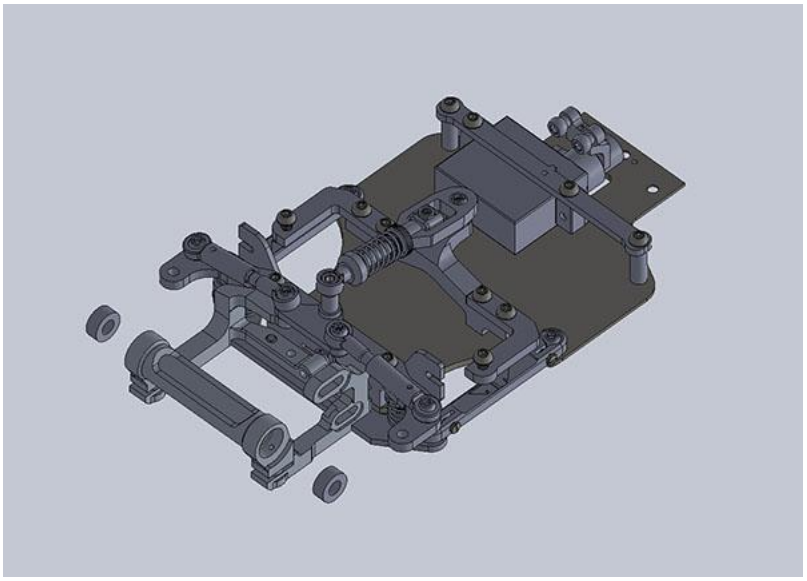


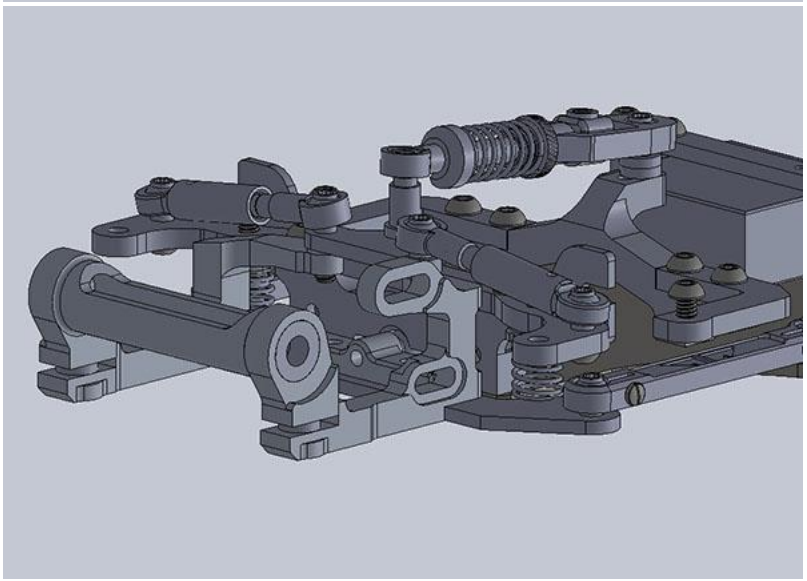
ASSEMBLY INSTRUCTIONS

Pop the center shock onto the Pivot Balls with the spring side towards the back. Place the car on a flat surface and then adjust the droop collar so that there is a 0.5mm gap between the droop adjustment collar and the shock body. This will give you 0.5mm of droop.

Assemble the 2 Damper Tubes by threading a ball cup into the piston side. Apply 30,000 CST Grease here as well. Work the piston in and out to make sure you get even, consistent coverage.



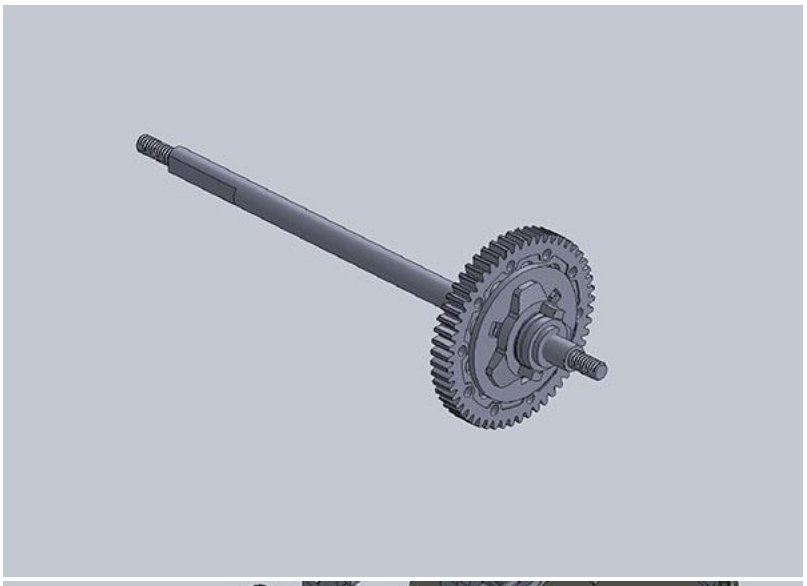


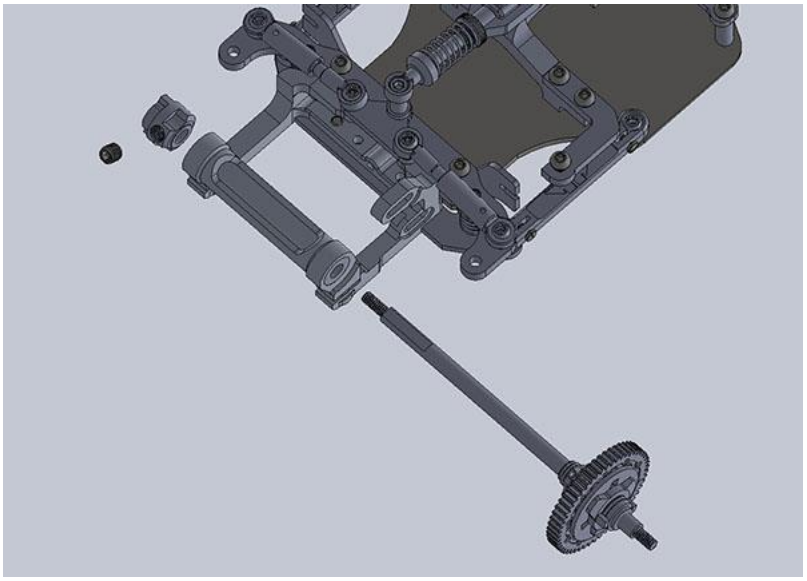


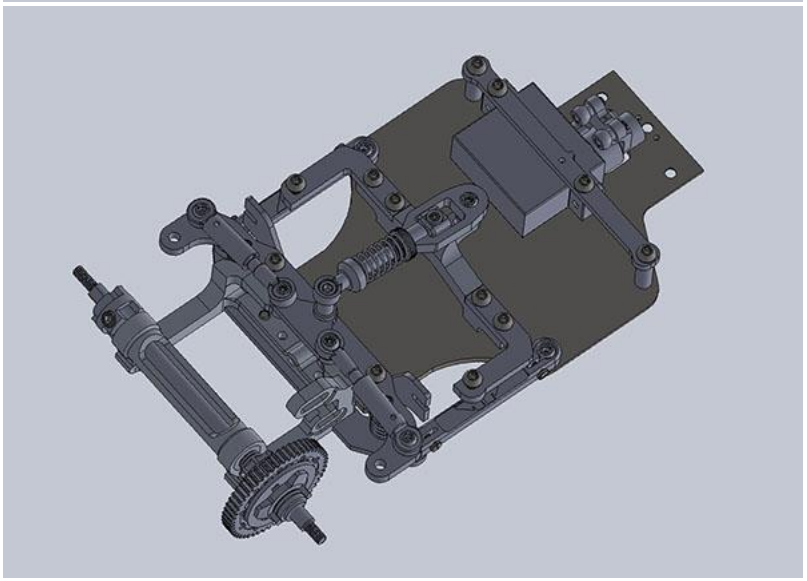
ASSEMBLY INSTRUCTIONS

Pop the Damper tubes into the Pivot balls on the tweak brace and the CF Shock Mount. We recommend placing the plastic side of the dampers facing the outside.

Now install 2x 3x6x2.5mm bearings inside the axle carrier. We recommend using a drop of CA on the outer race to secure the bearings in place and take up the gap.



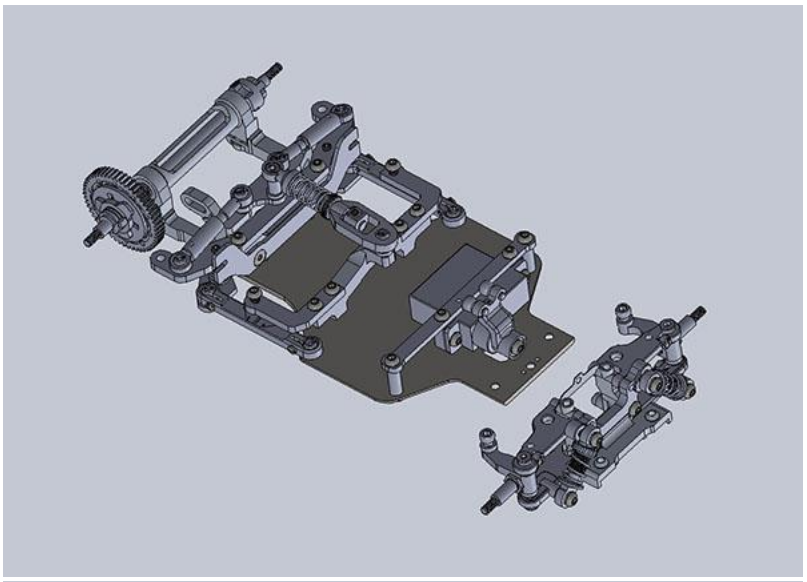


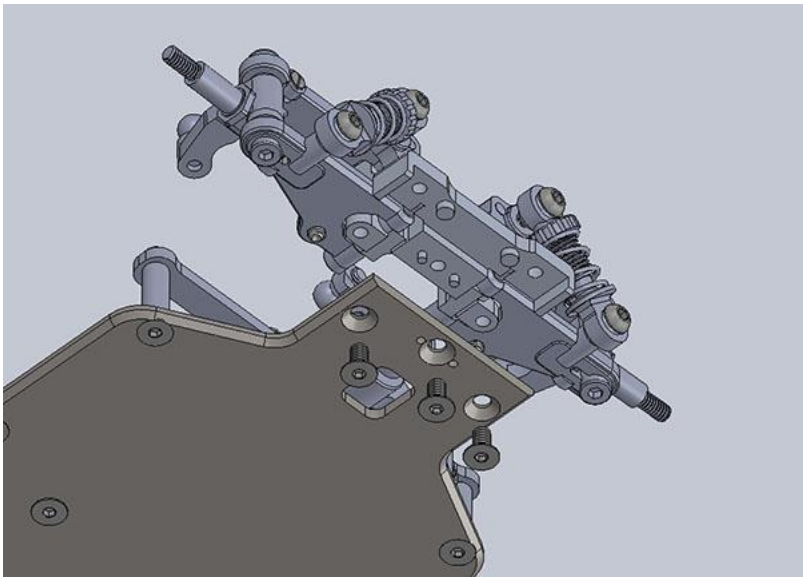


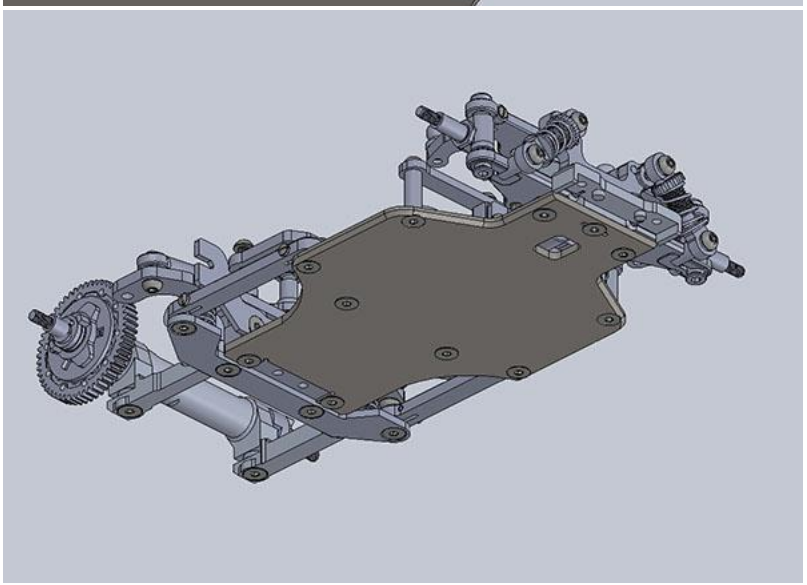
ASSEMBLY INSTRUCTIONS

We are now going to install the Ball differential on the car. Please refer to the Reflex Racing V2 Ball diff manual on the RX28 reference page on the website. (Here)

Slide the Differential Shaft through the axle carrier and then install the left hub with the provided M3x3 Set Screw.







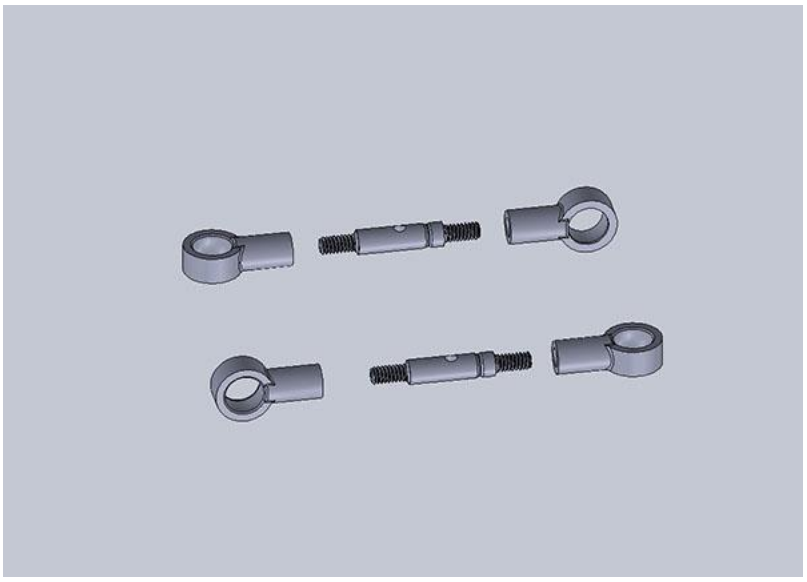
ASSEMBLY INSTRUCTIONS

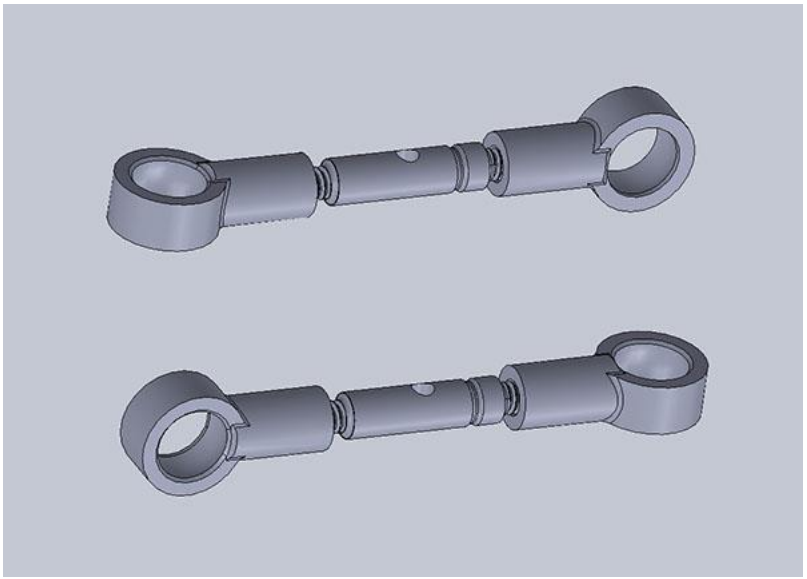
[The next step depends on whether you have a Double A Arm Car or A K Version. If you have a DAA, go to the instructions for the DAA Build Here, and continue to install the front suspension clip after you are done assembling. Please note that thee G2 cars DO NOT USE THE CASTER SHIMS ANYMORE!!! Also, the G2 Kits come with Aluminum Pivot Balls for the arms and shocks instead of Delrin.

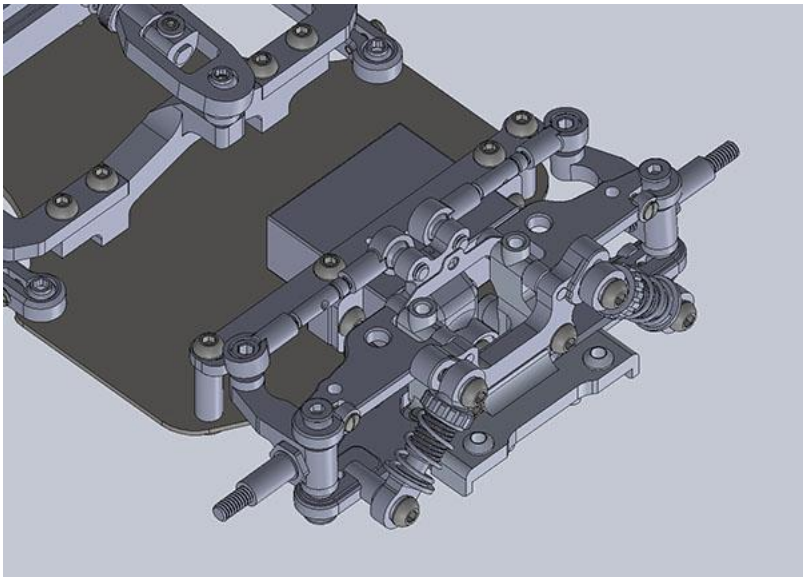
If you are building a K Version of the car, use these instructions here.

Once your Kiss front end is assembled, Skip ahead a couple of steps to the Kiss related installation.]

Back to the build, install the DAA front end by using 3x M2x4 CS Screws. Make sure the locating pins are seated inside the holes in the chassis before tightening.





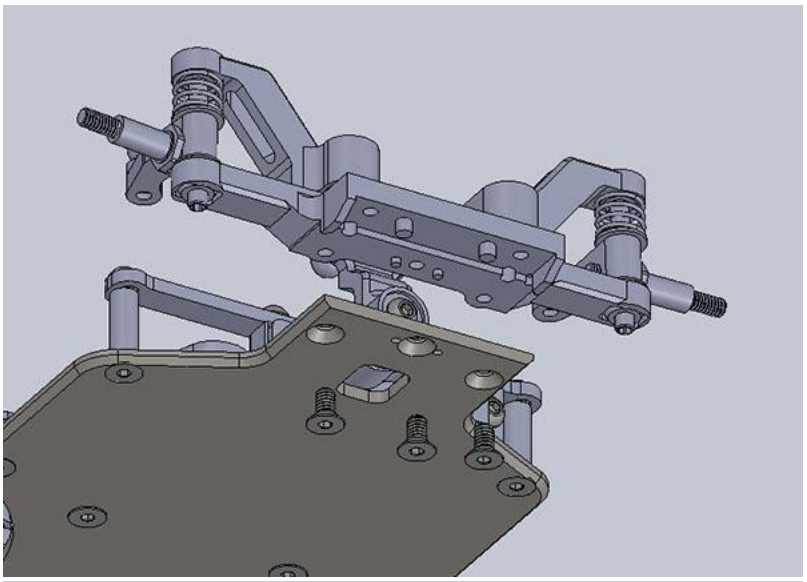


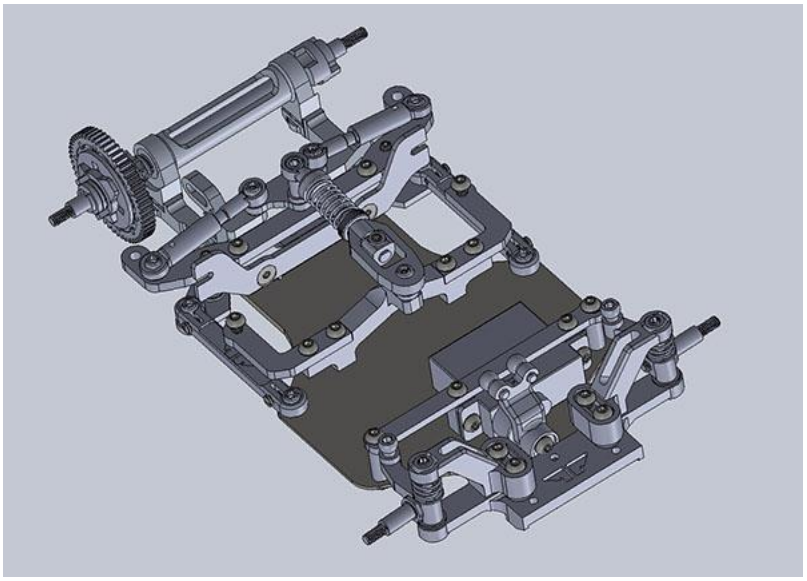
ASSEMBLY INSTRUCTIONS

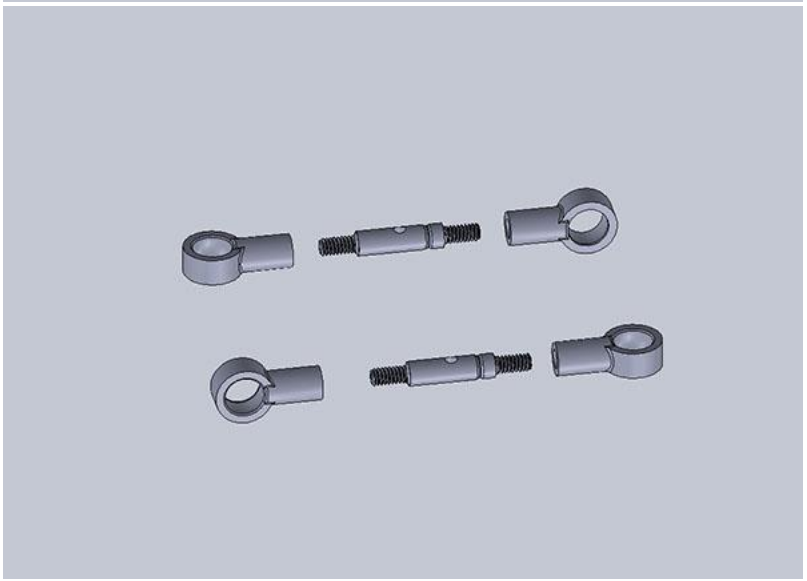
Now build the turnbuckles. The distance between the ball cups suggested to start for the DAA is 8.9mm. We recommend having the groove on the turnbuckle on the same side so that they adjust in the same direction.

Once assembled, pop the turnbuckles into place.

You are now finished with your chassis assembly.



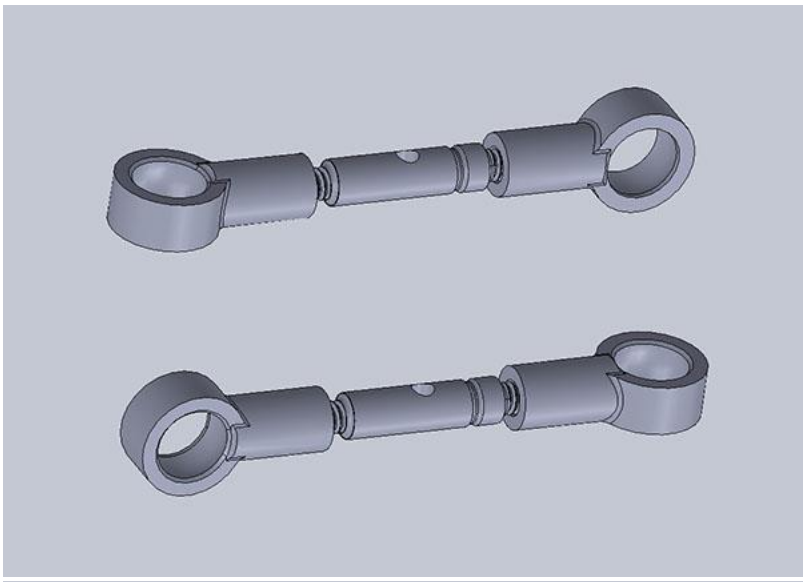


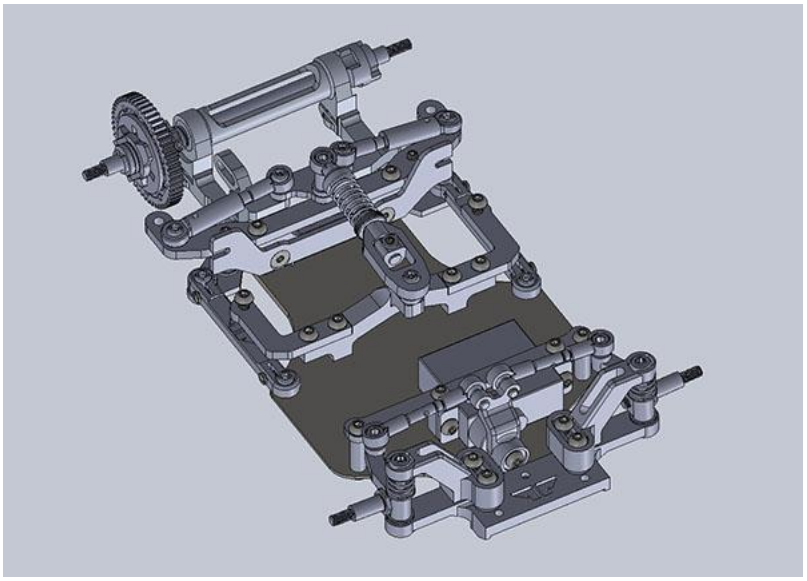


ASSEMBLY INSTRUCTIONS

Install the Kiss front end by using 3x m2x4 CS Screws. Make sure the locating pins are inside the holes in the chassis before tightening.

Now build the turnbuckles. The distance between the ball cups suggested to start for the DAA is 8.6mm. We recommend having the groove on the turnbuckle on the same side so that they adjust in the same direction.





ASSEMBLY INSTRUCTIONS

Once Assembled, pop the turnbuckles into place.

You are now finished with your chassis assembly.