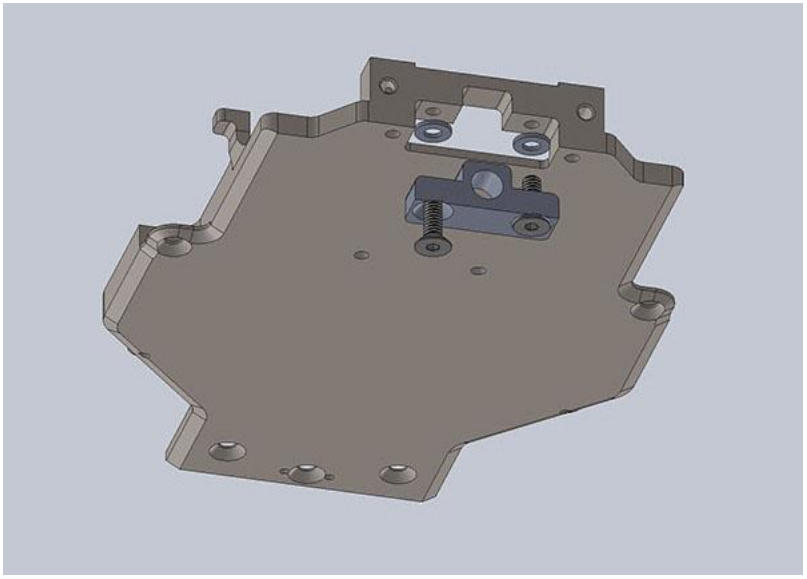
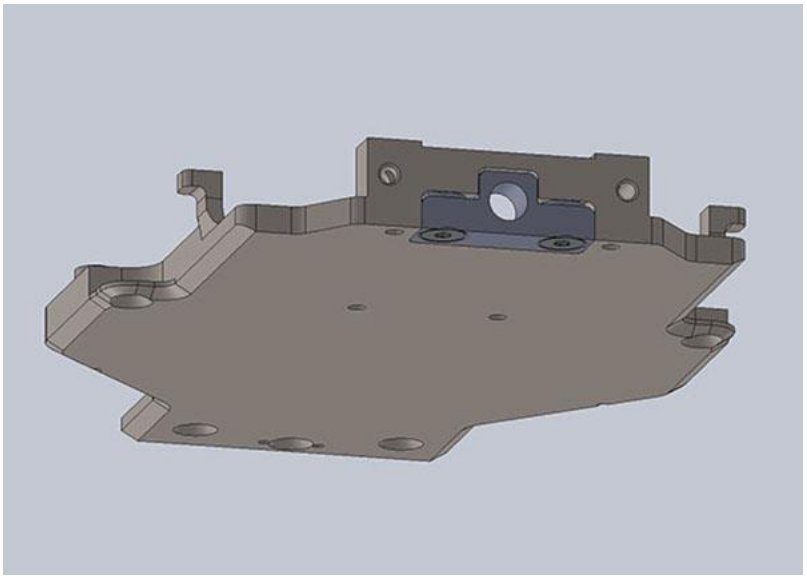
ASSEMBLY INSTRUCTIONS





Welcome to the RX28SE Gen 2 Assembly Manual. We hope you enjoy your build experience. If you find any issues during your build send us a message here:

CONTACT FORM

Let's get started**. For this build you will need:**

-0.9mm Hex driver

-1.3mm Hex Driver

-1.5mm Hex Driver

-PH 00 Phillips Screwdriver

-4.5mm Box Wrench

-Blue Loctite

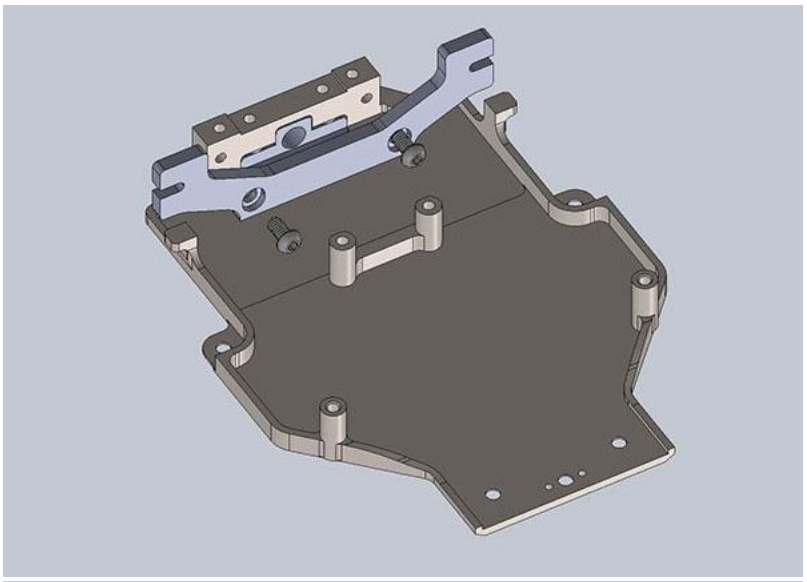
-Damping Grease

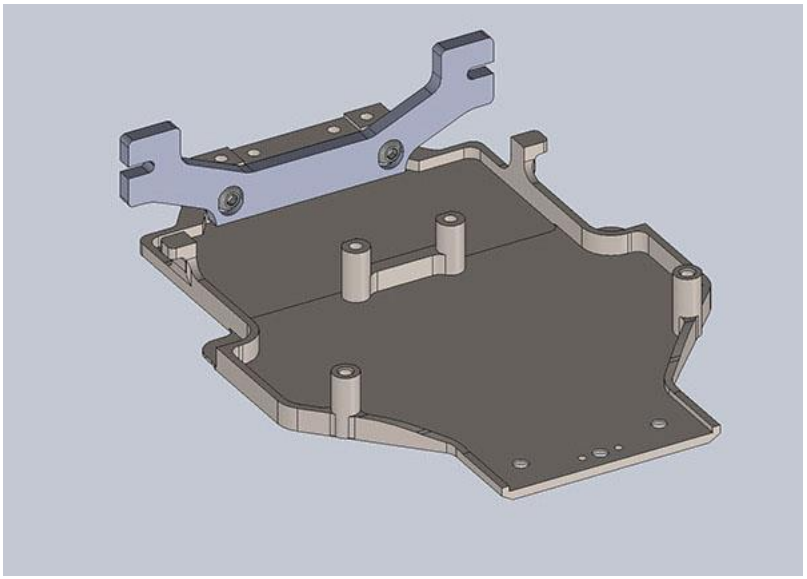
-Silicone Diff Grease

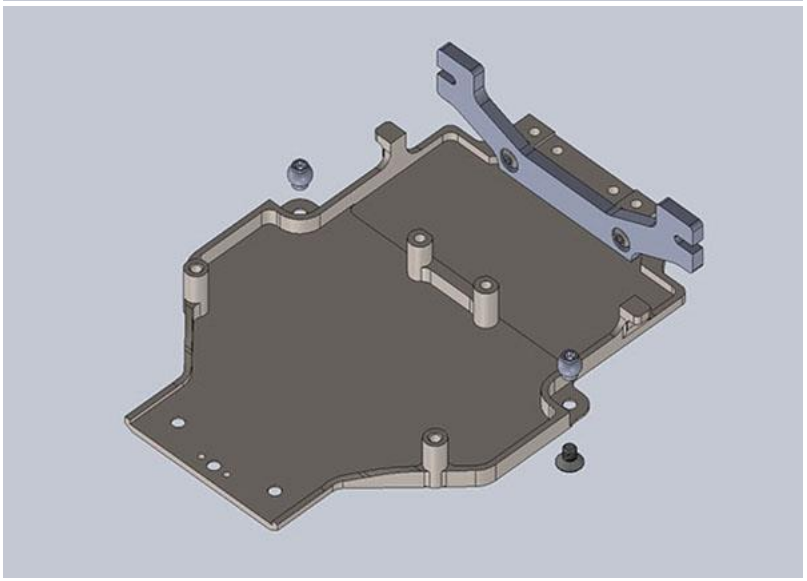
-Black Thrust Bearing Grease

-CA (For mounting your tires)

The Pivot is attached with 2 x M2x6 CS Screws and you will use 2 x 0.5mm shims to space it down. This is the low roll center setting. It is the best place to start.



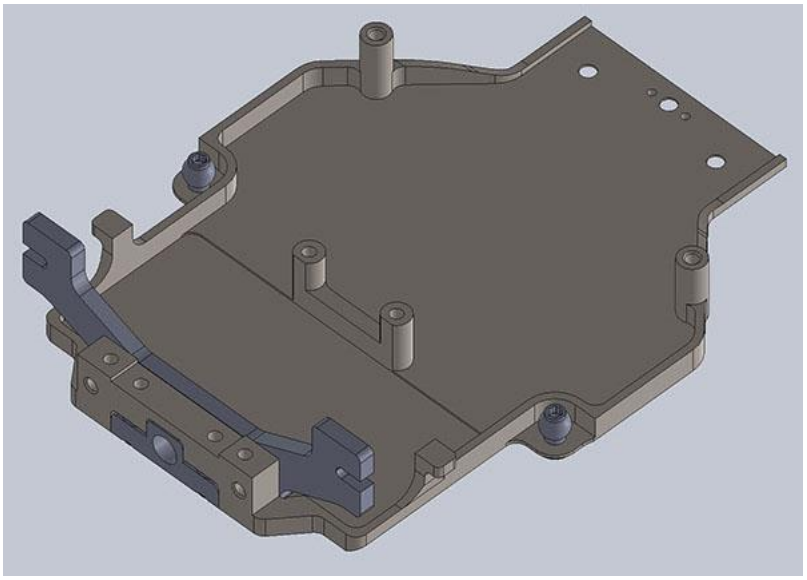


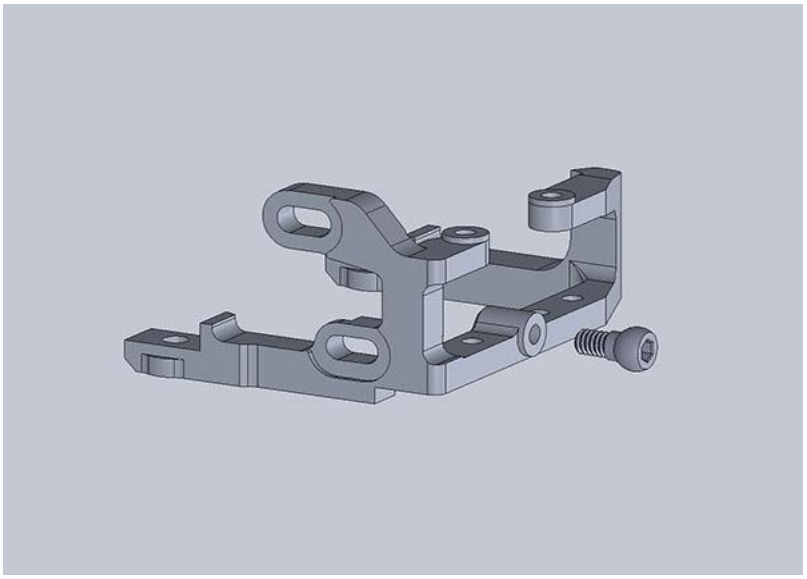


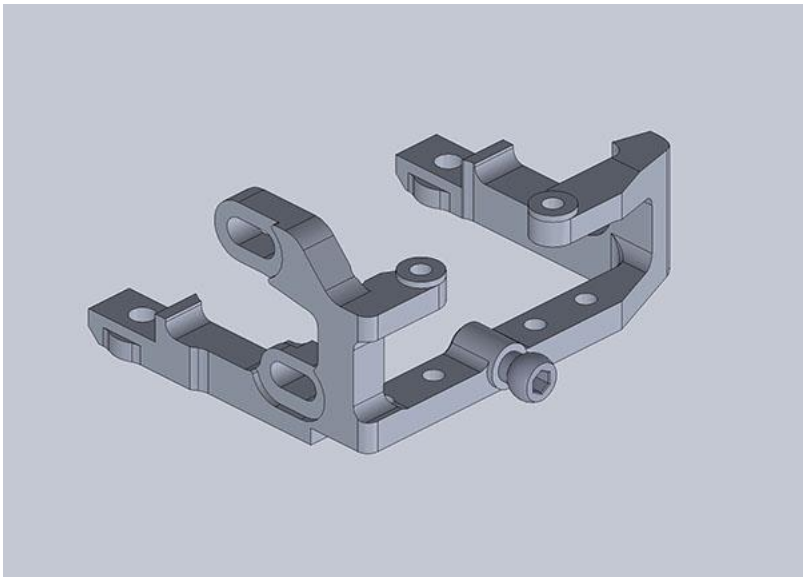
ASSEMBLY INSTRUCTIONS

Attach the Rear Body Clip when using plastic ASC style bodies. Use 2x M2x4 CS Screws.

After this use 2 x M2x3 CS Screws to attach the forward link pivot balls.

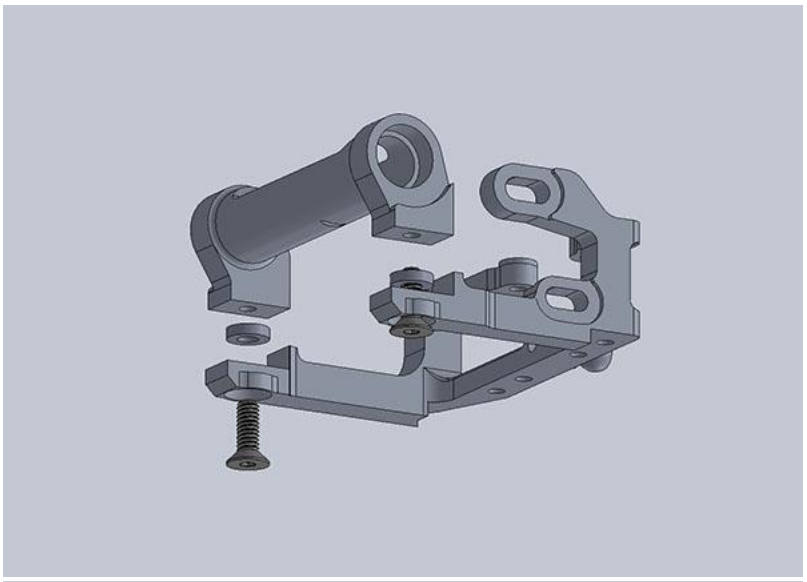


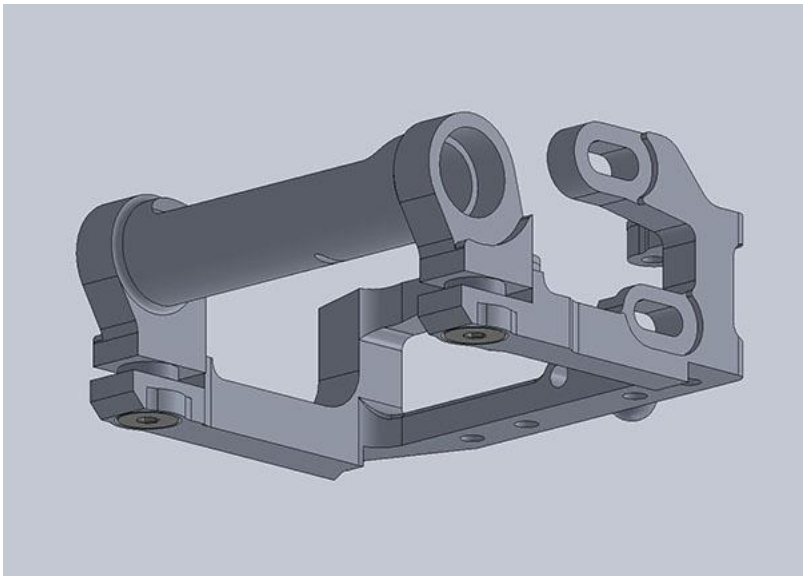


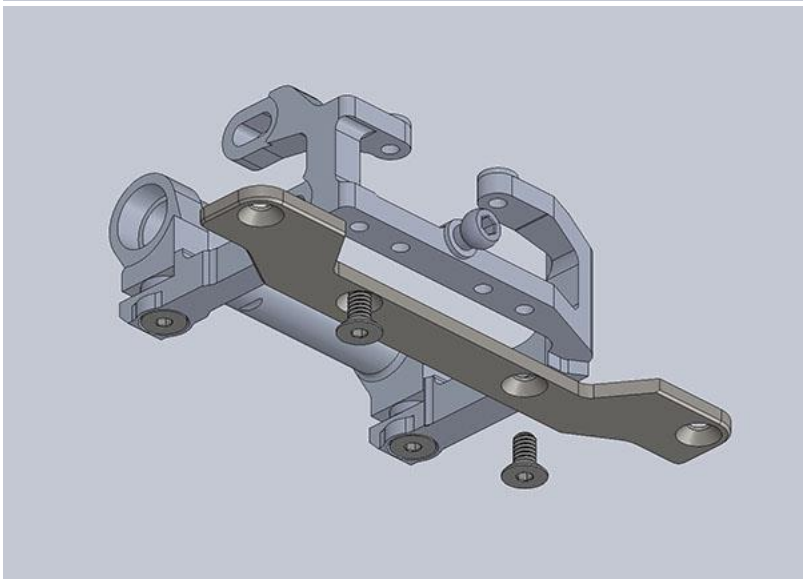


ASSEMBLY INSTRUCTIONS

Use a 3.5mm ball stud and tighten into the motor mount. It is recommended to use Loctite on this screw as it is not often visible and it can cause havoc when it becomes loose.



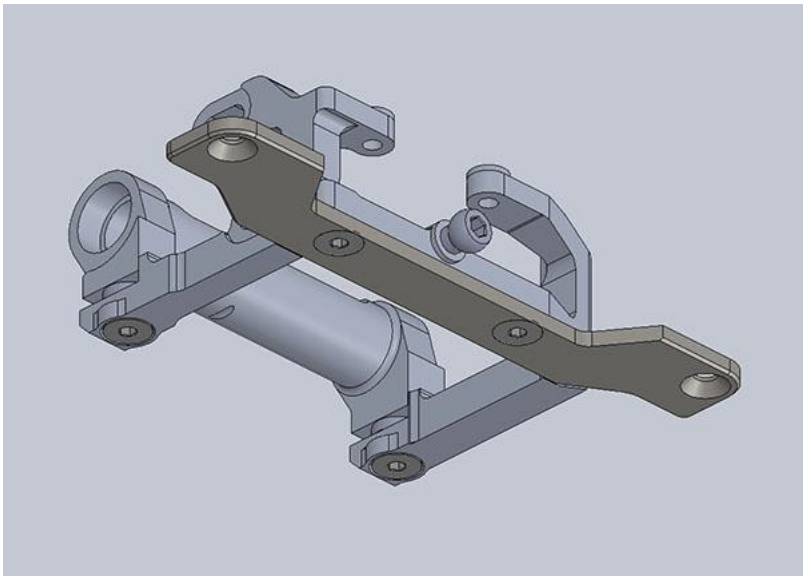


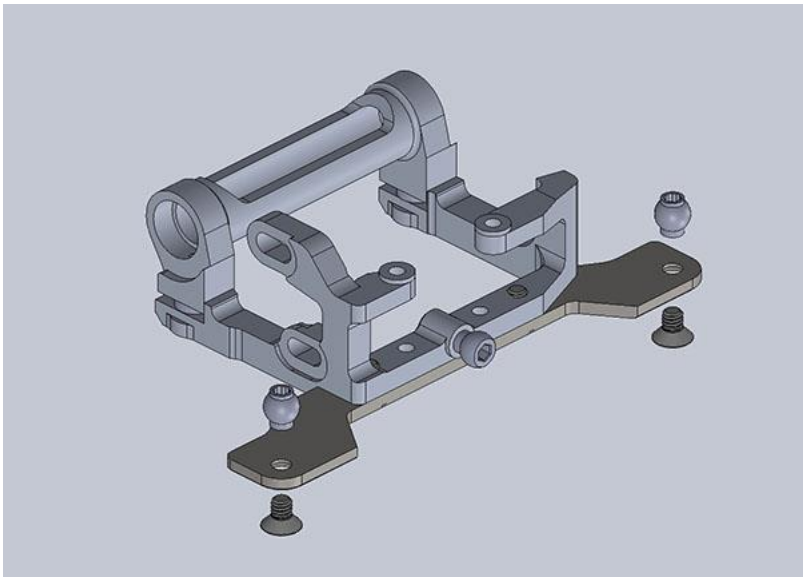


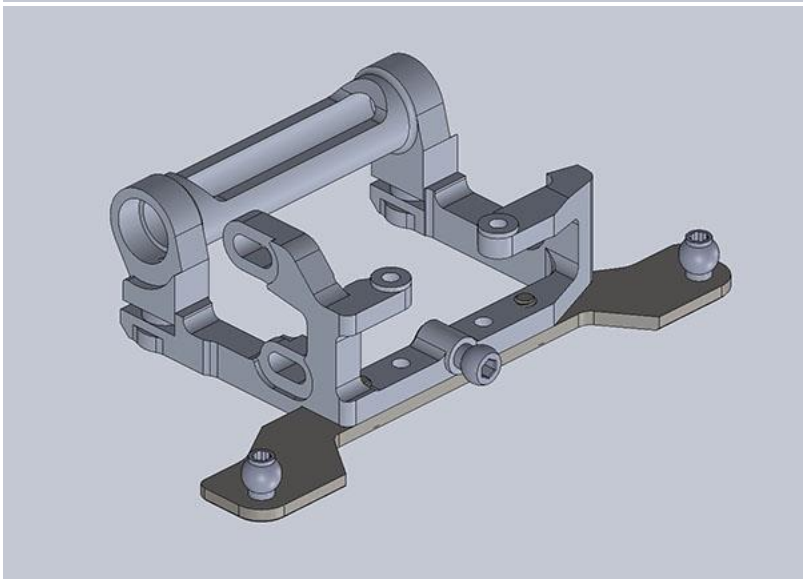
ASSEMBLY INSTRUCTIONS

Now install the rear axle carrier with 2x M2x6CS Screws and 2x1mm shims. This should give you about 2mm of RH with 25mm tires. Adjust the shims accordingly to get to your desired height.

Following this, install the rear steel lower pod plate with 2x M2x4 screws.

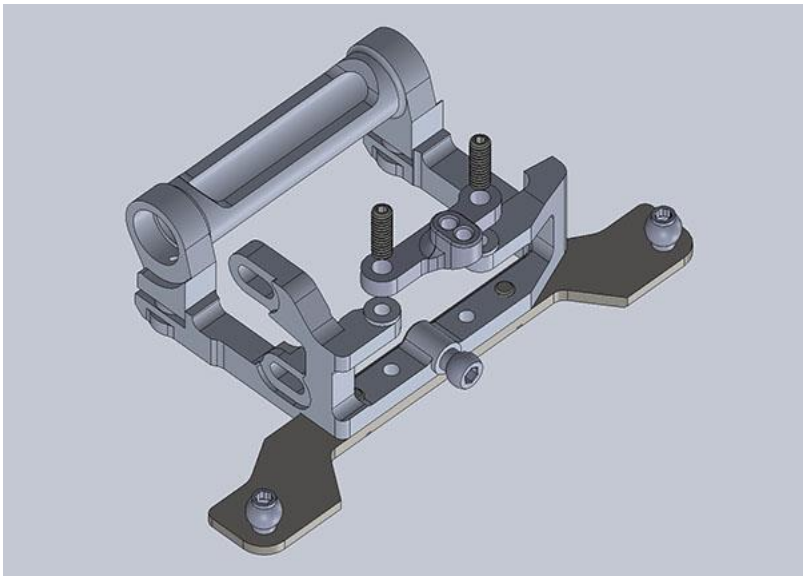


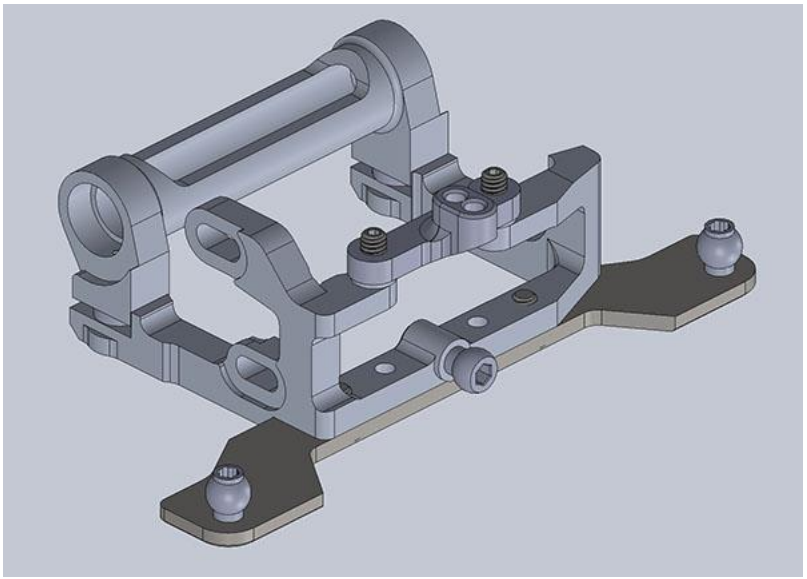


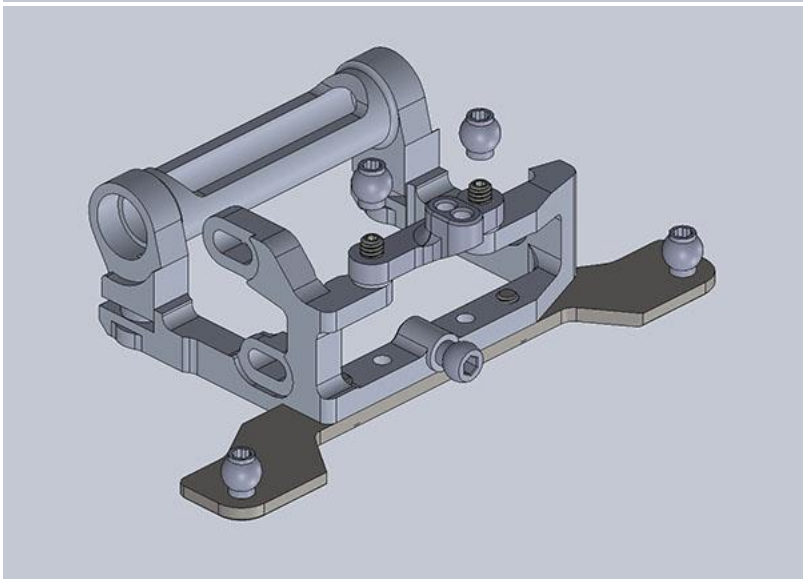


ASSEMBLY INSTRUCTIONS

The rear side link pivot balls come next. Once again, use 2x M2x3CS Screws here.

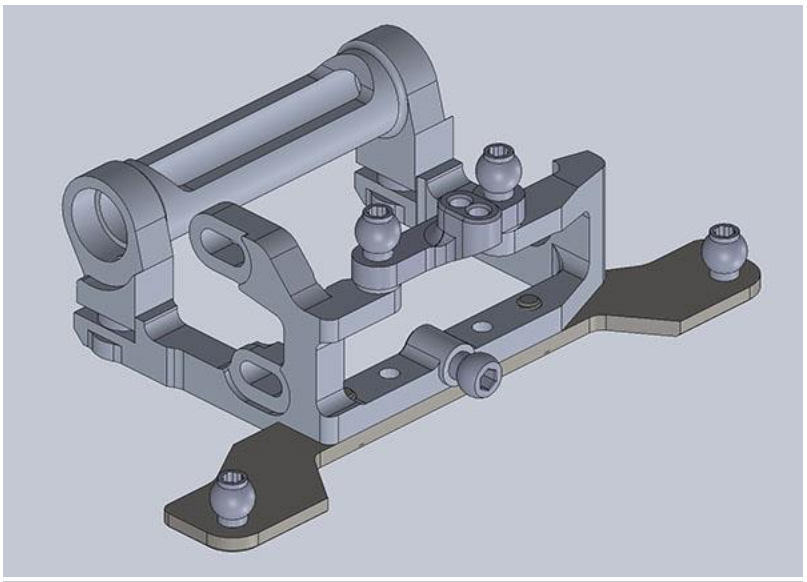


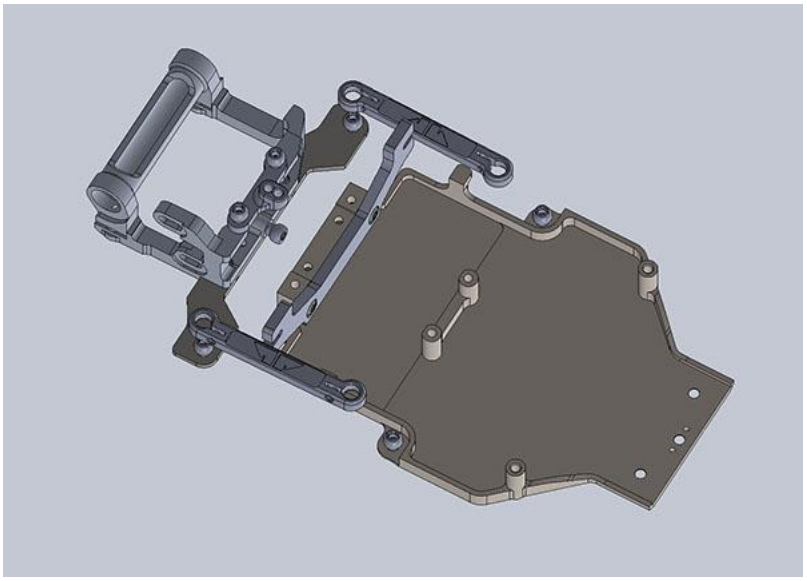


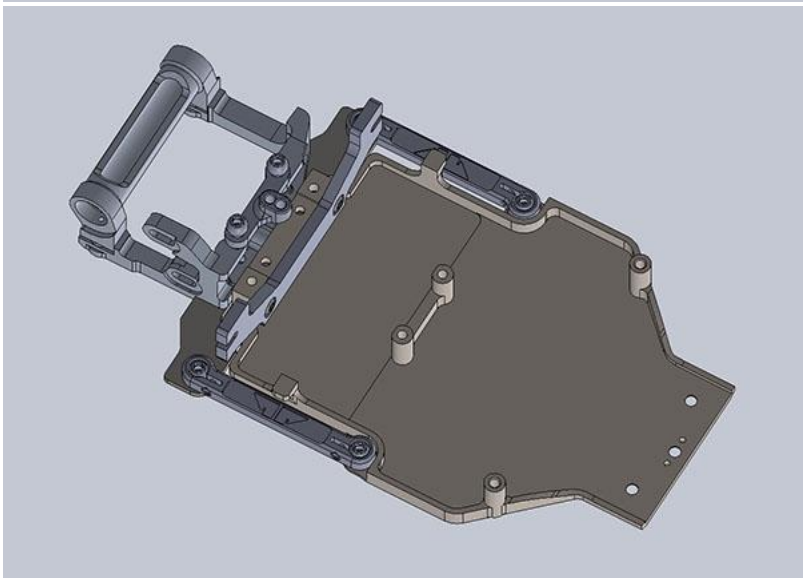


ASSEMBLY INSTRUCTIONS

To install the rear Center shock mount, use 2x M2x6 Set screws and 2x 3.5mm Pivot balls. It is recommended to thread the set screws in first with some Loctite. Then thread the balls onto the screws.

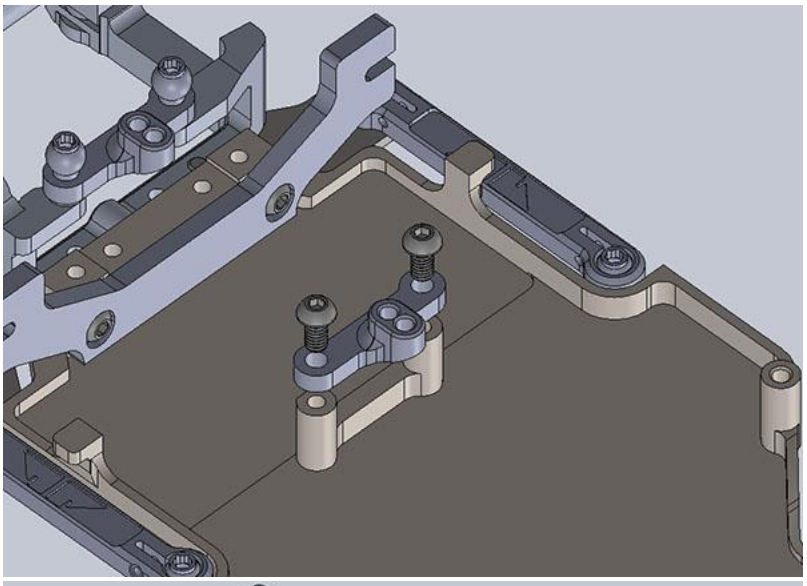


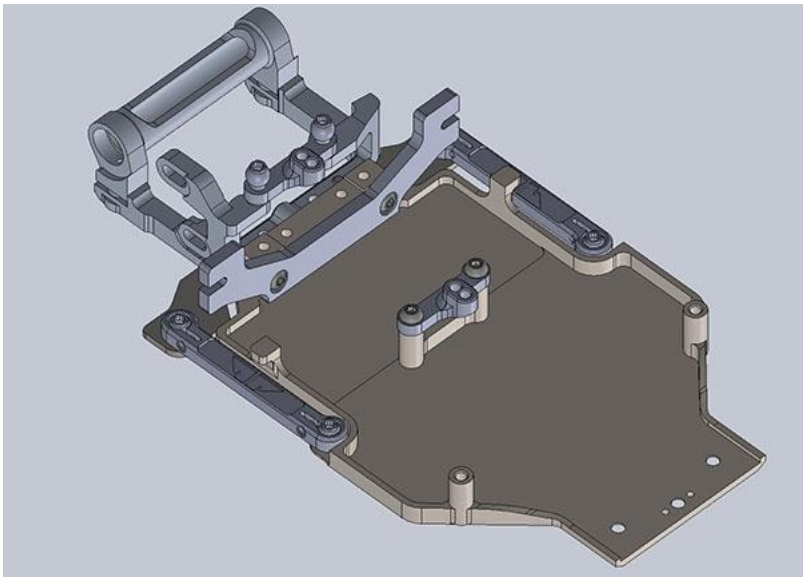


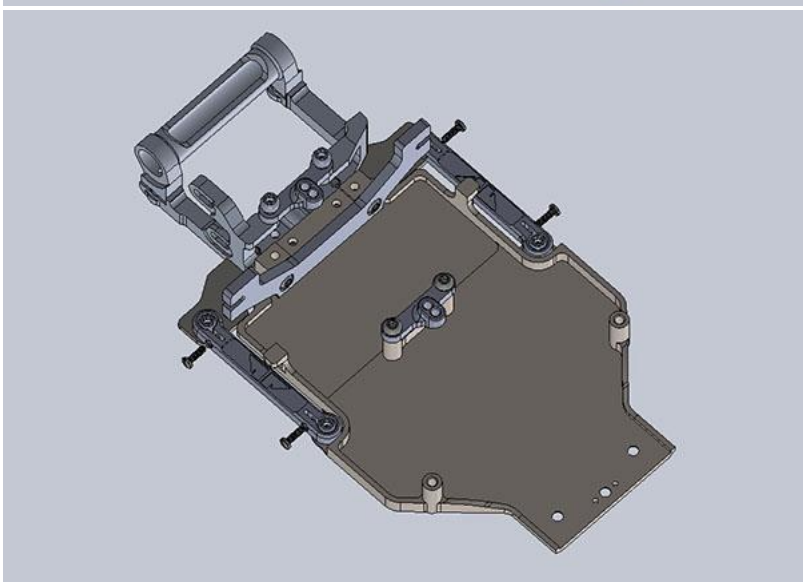


ASSEMBLY INSTRUCTIONS

Now is time to pop the side links into the balls. Make sure the U shape is facing the inside of the chassis and the logo is facing upwards.



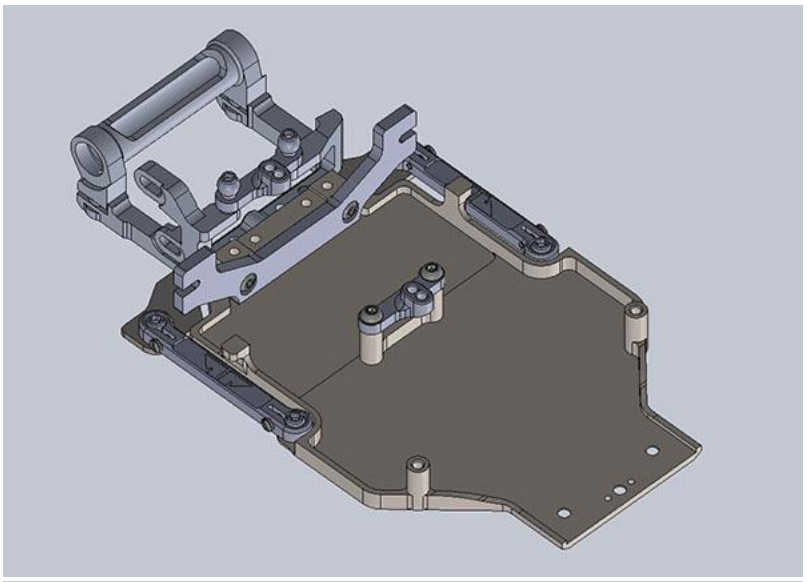


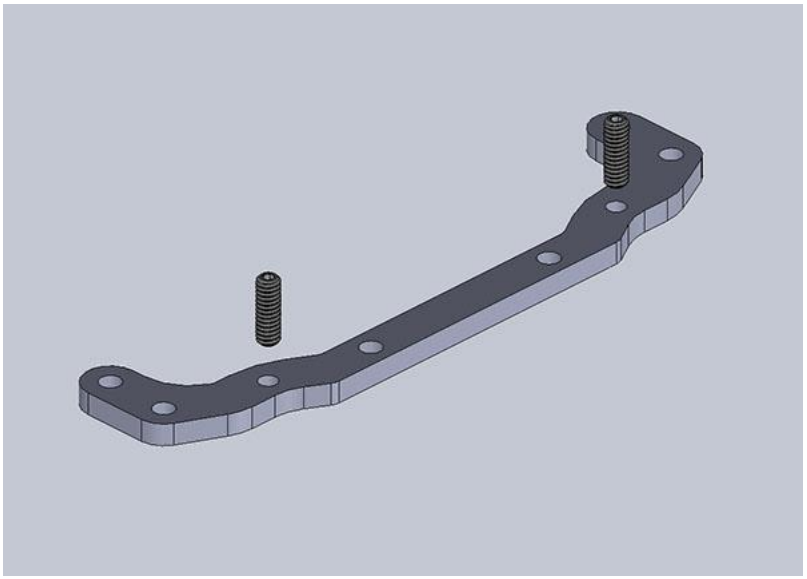


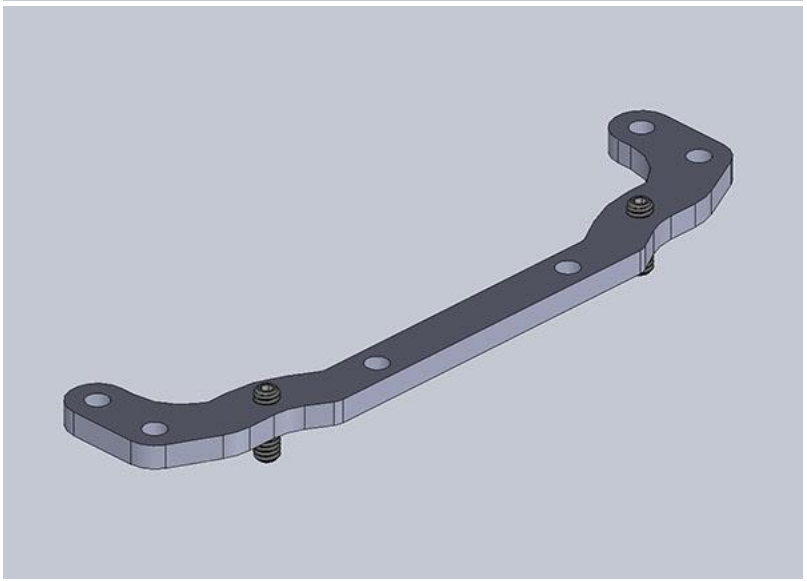
ASSEMBLY INSTRUCTIONS

Next, install the front center shock mount with some M2x4 BH screws.

Following this, you can also install the M1.2x4 screws to tighten the side links. Adjust these so that the slop is minimal, but also so the links move freely on the balls. This is critical to prevent binding.

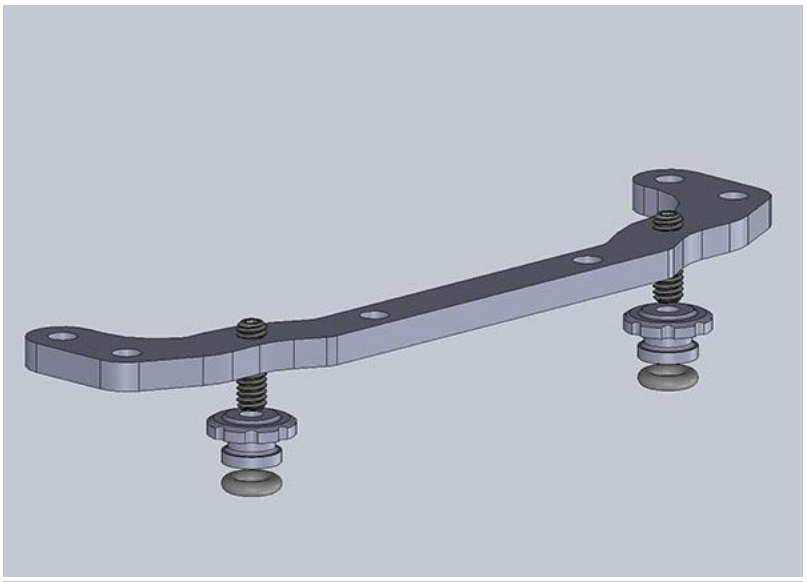


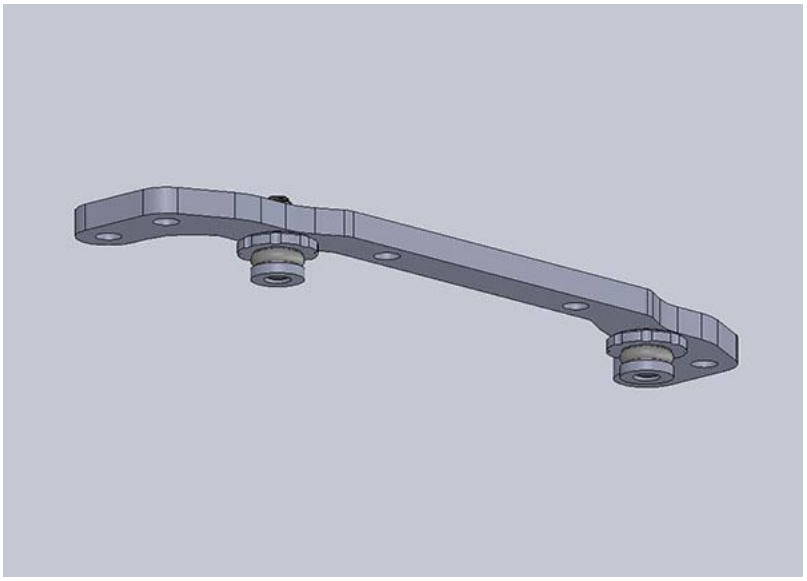


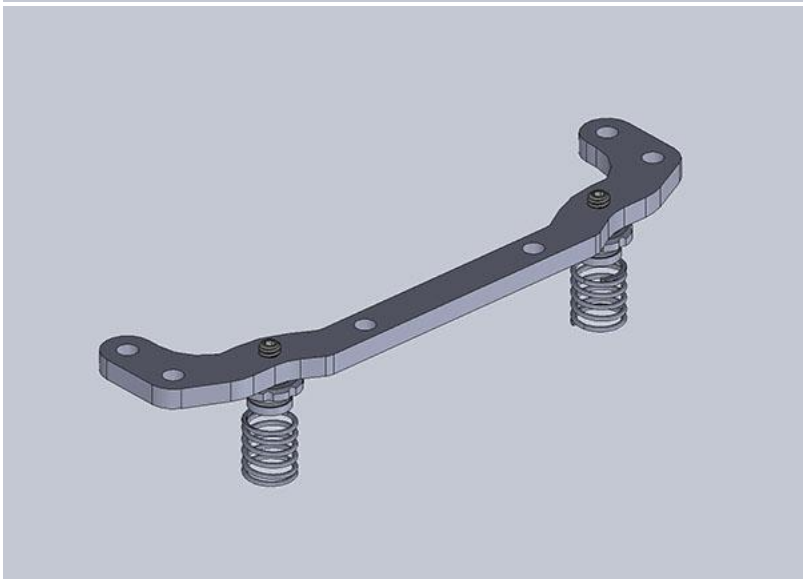


ASSEMBLY INSTRUCTIONS

Reach for the Tweak Brace and thread 2x M2x6mm set screws from the top. Leave 1mm of thread above the carbon for adjustment.



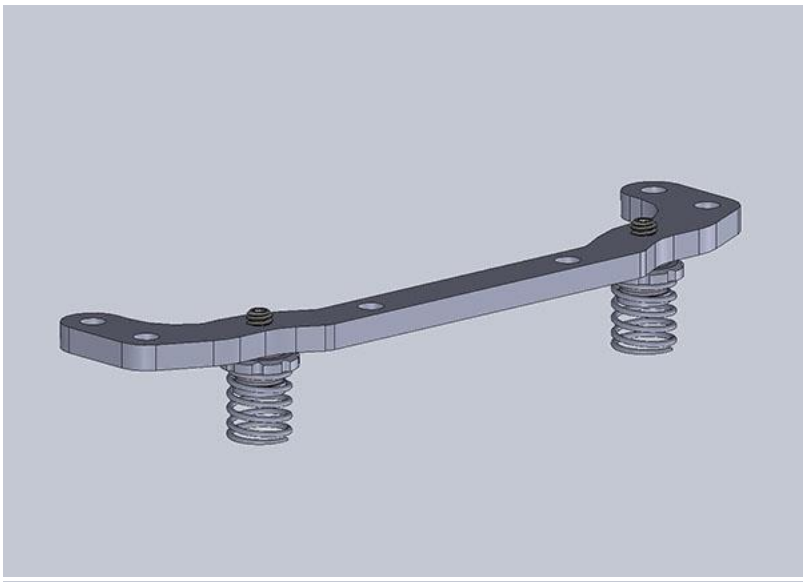


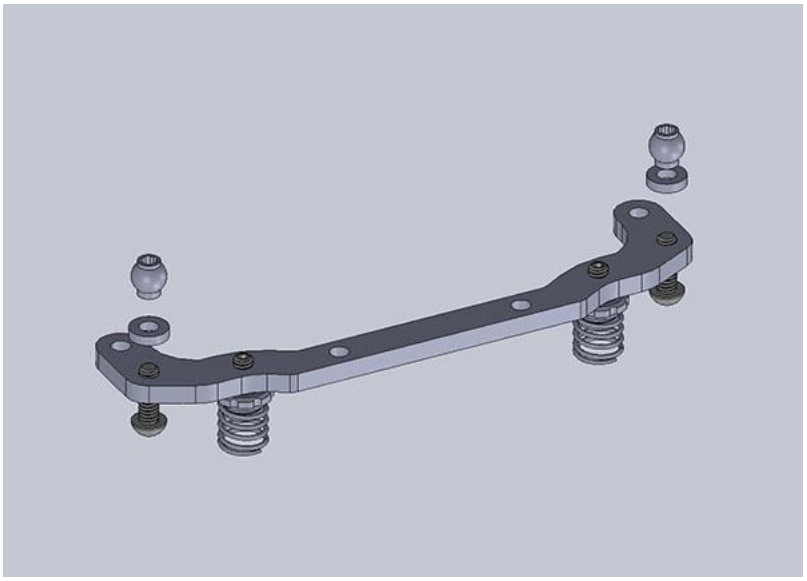


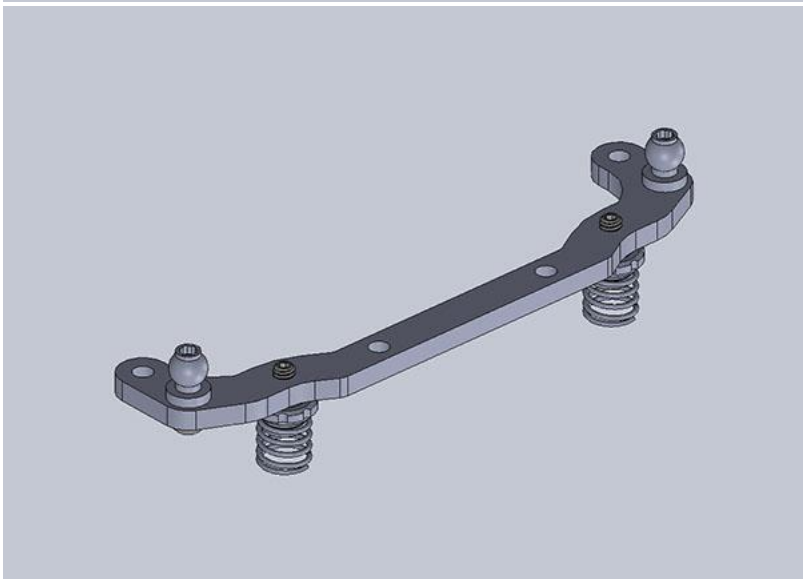
ASSEMBLY INSTRUCTIONS

Here, you will thread the side spring perches onto the set screws, but not before applying a generous amount of Loctite to the threads. You want the perches to be fixed to the screw pretty tightly. The adjustment should come from the top on the set screws, not from the perches on the threads. Make sure you also install the provided o-rings in the groove on the perch.

After this, clip the provided side spring onto the perches. The o-rings should hold them firmly in place.

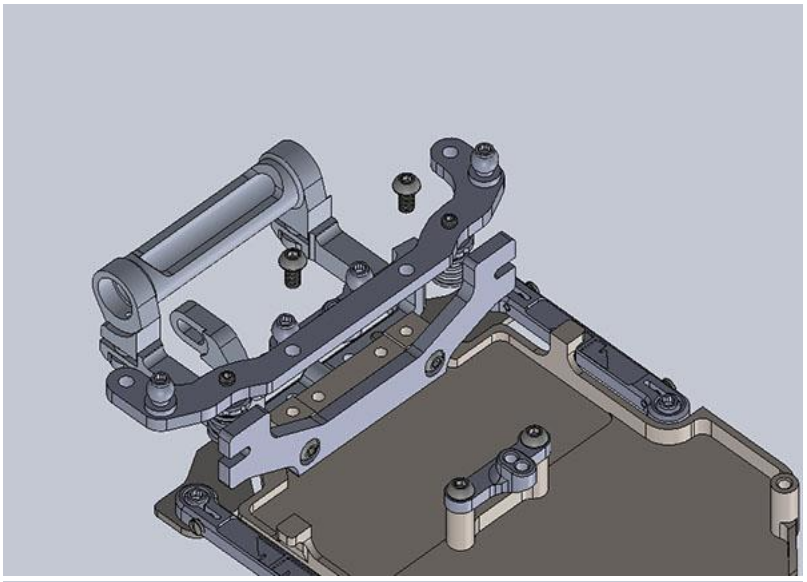


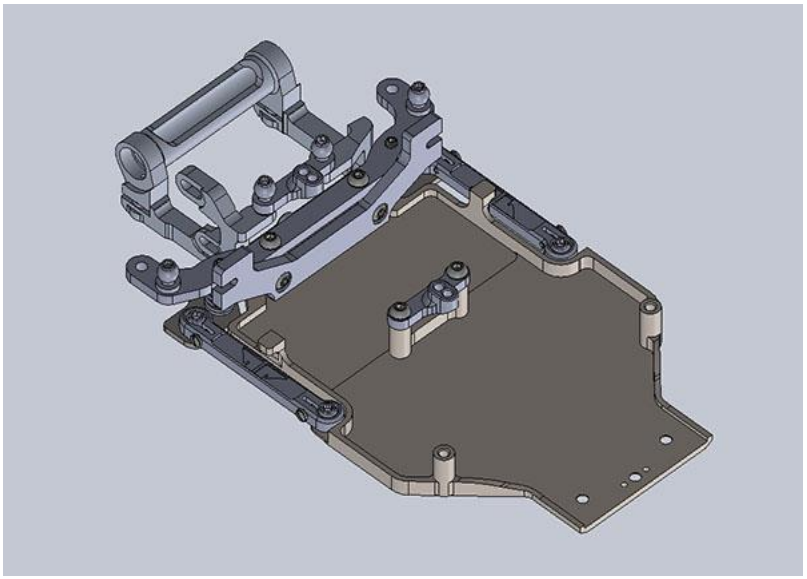


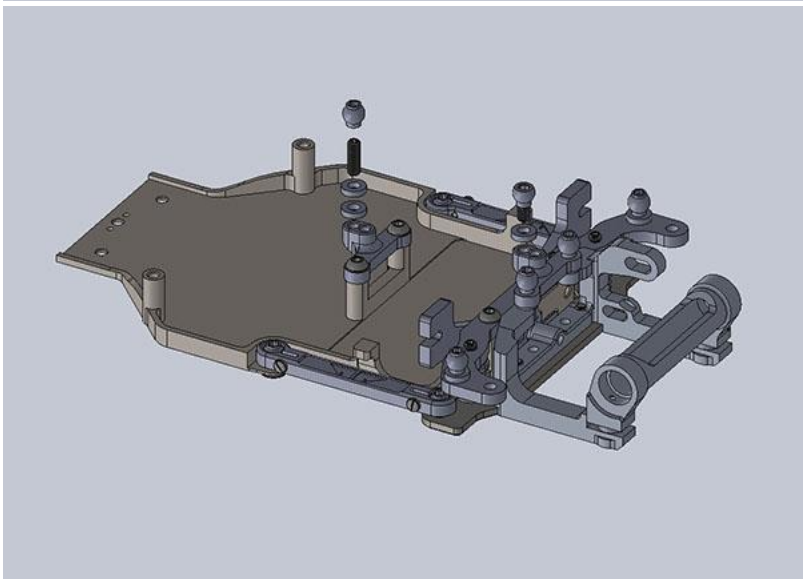


ASSEMBLY INSTRUCTIONS

No install the side damper pivot balls. Use an M2x6mm BH screw and a 1mm washer to space the ball up.





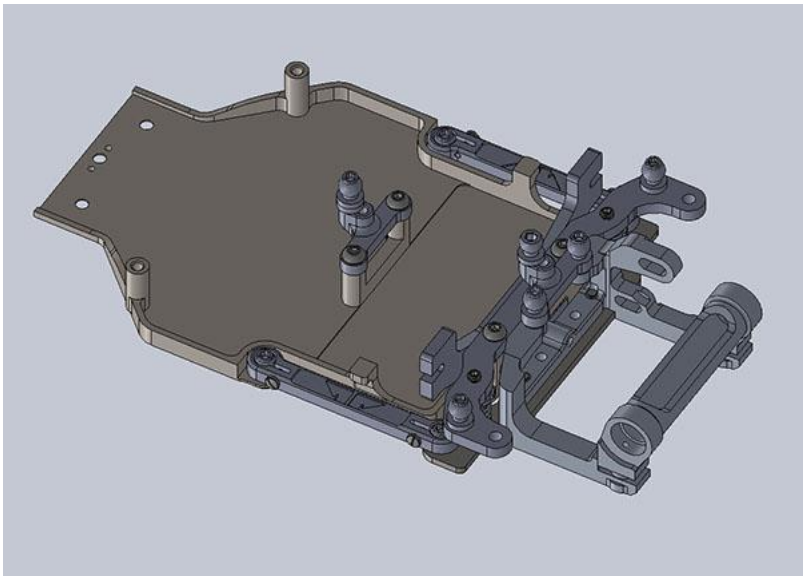


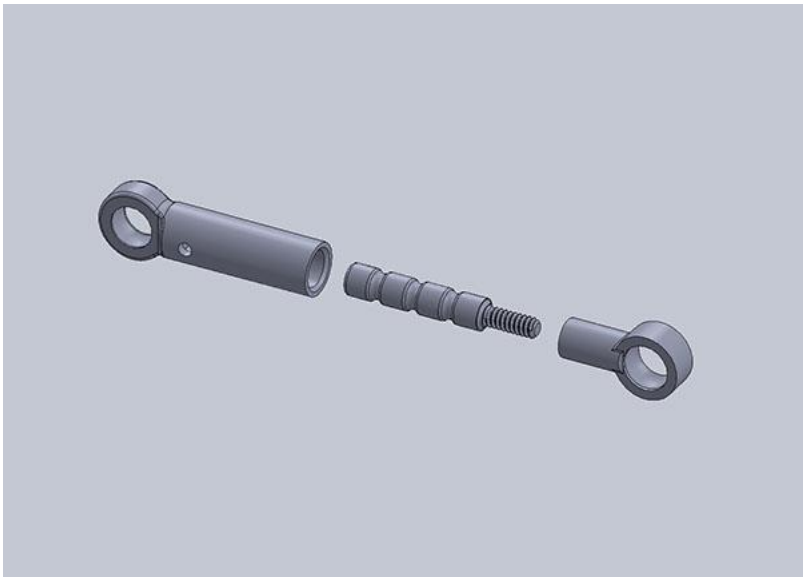
ASSEMBLY INSTRUCTIONS

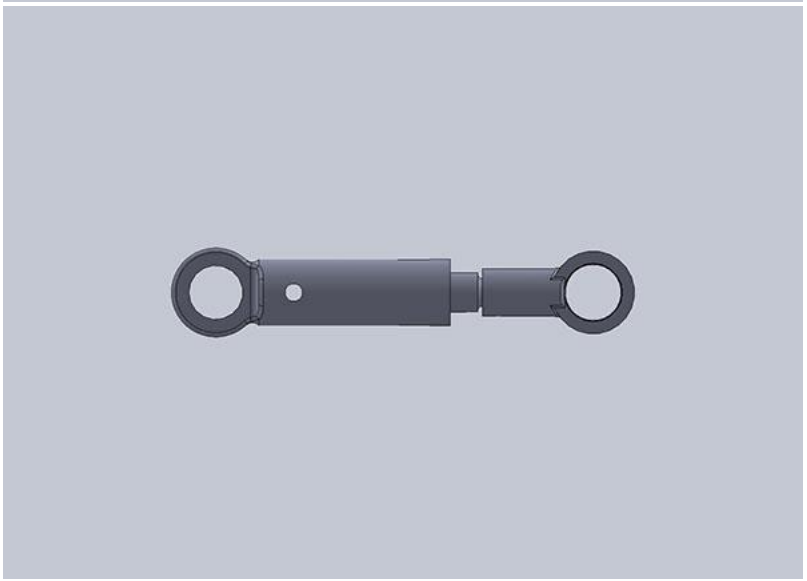
Attach the tweak brace to the chassis using 2 M2x4 BH Screws.

After this, install the front-center shock pivot ball. Use an M2x6mm set screw plus 2mm shims before installing the pivot ball. Remember to apply generous Loctite to the set screw before threading it into the shock mount.

PLEASE NOTE: If you are using our new Hard Case Lipos, you will need to space up either the mount or the pivot ball up by 1mm. Included in later kits is a longer, 8mm set screw and an extra shim.

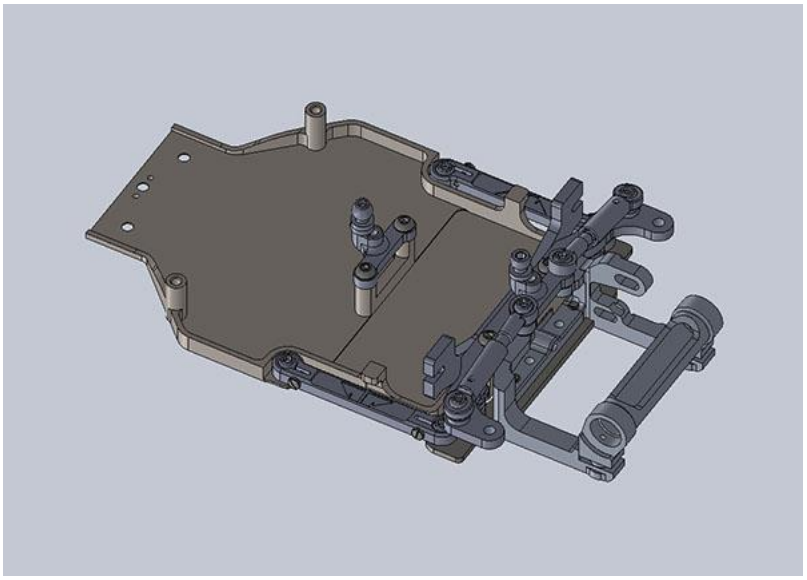


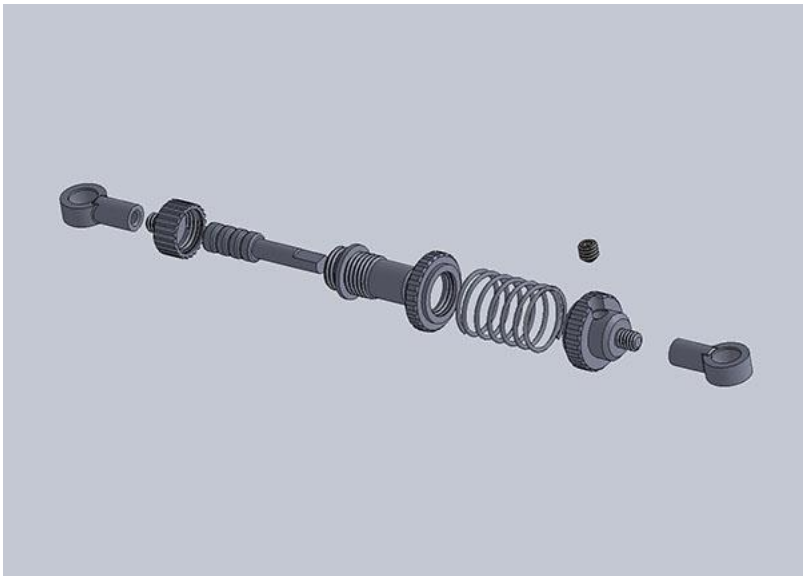




ASSEMBLY INSTRUCTIONS

To assemble the side tubes, thread the M2 3.5mm Ball cup onto the damper piston. We suggest 15,000-20,000 grease to start with these new and improved dampers.



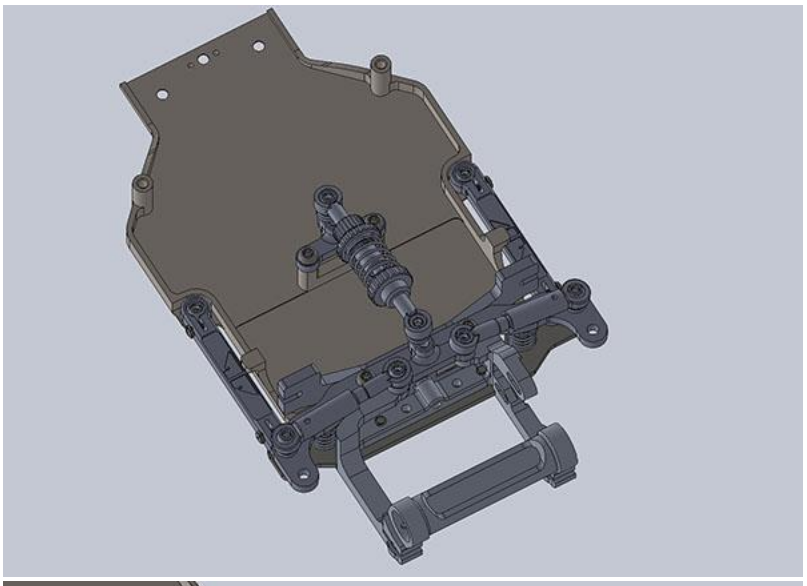


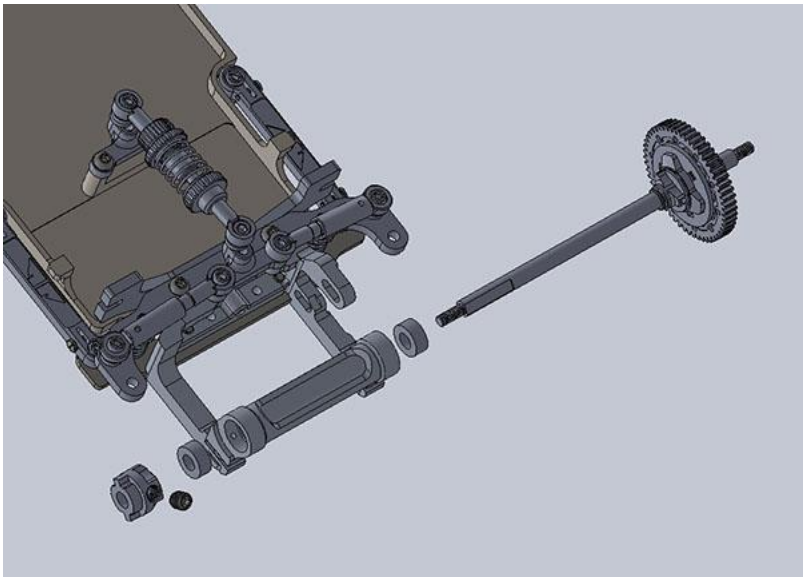
ASSEMBLY INSTRUCTIONS

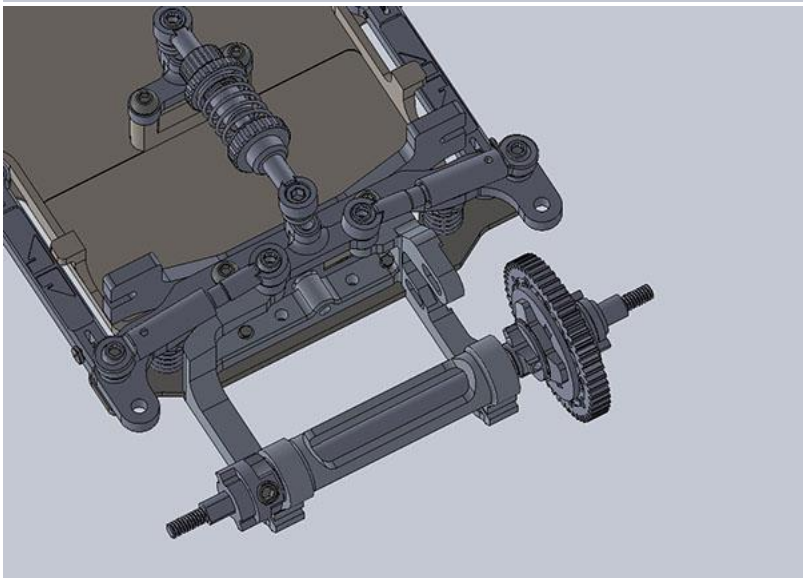
Pop the Side Dampers into place. We recommend facing the plastic part to the outside to keep the fluid in longer.

Moving on to the new center shock, assemble in the order on the left. We recommend using a generous amount of Loctite on the adjustment collar.

Grease the piston shaft generously. If you have the early “Tan” Version of the shock, we suggest using 30,000 Kyosho grease to start. If you have the newer “Bronze” colored Shock Body, start with something like 15,000.







ASSEMBLY INSTRUCTIONS

Pop the center shock into place. You can adjust the length of the shock in 3 ways:

1.Ball cup on the cap

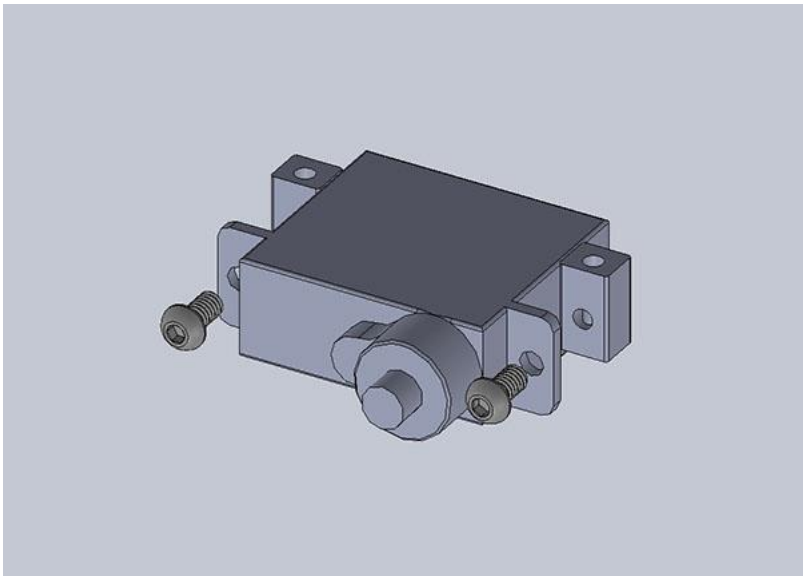
2.Ball cup on the Bottom Perch

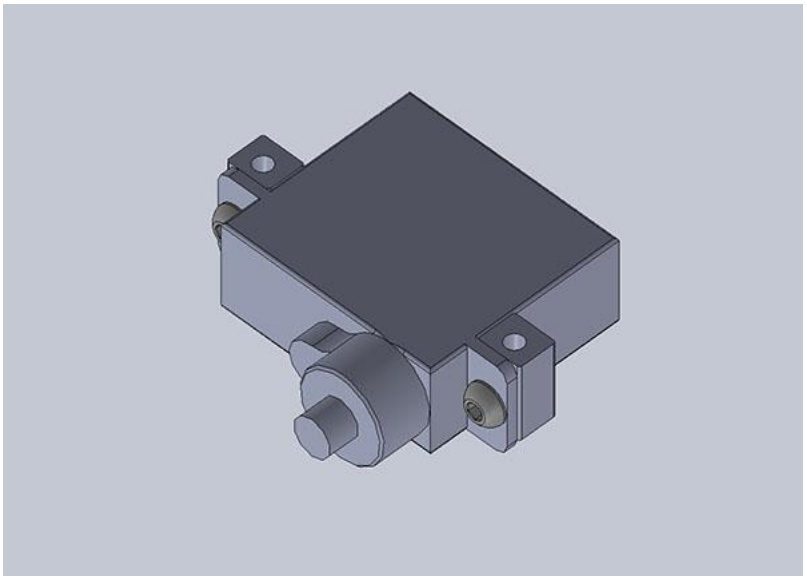
3.Set Screw on the shaft.

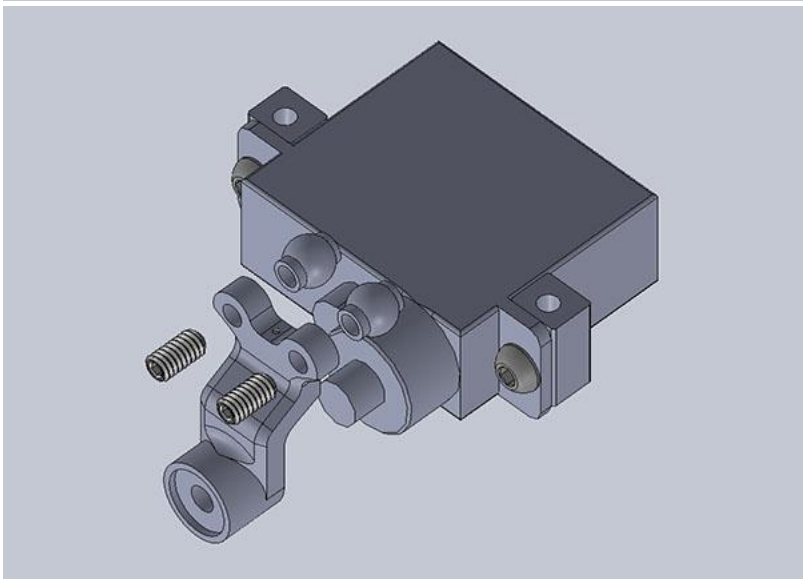
We suggest that you make the total length (outside top of each ball cup, with a fully extended shock) 36.5mm to start. After this, adjust the droop on your car by tightening or loosening the perch cup.

Next, you will build your diff. For the diff Instructions go HERE.

After assembly, install the diff by following the diagram on the left. As always, we recommend a little CA on the outer bearing race so that you eliminate all slop. The newer cars' tolerance is much better, but CA is still a good idea to prevent vibration.





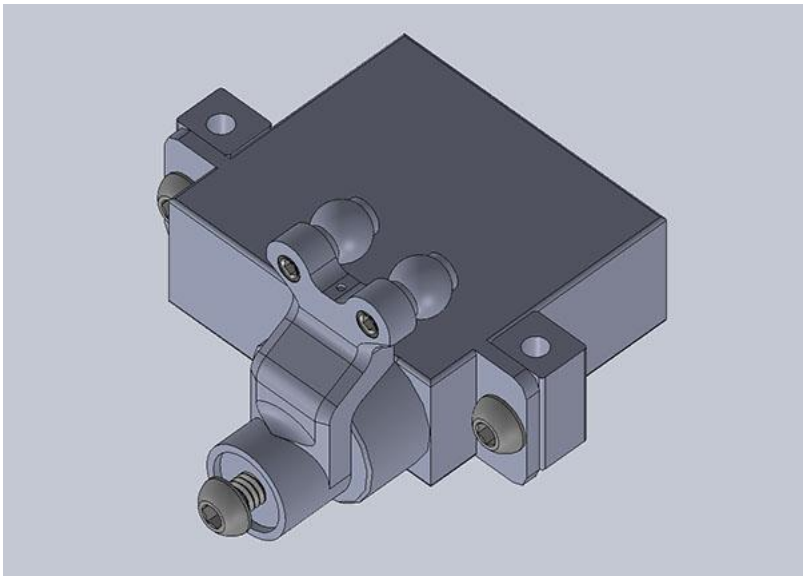


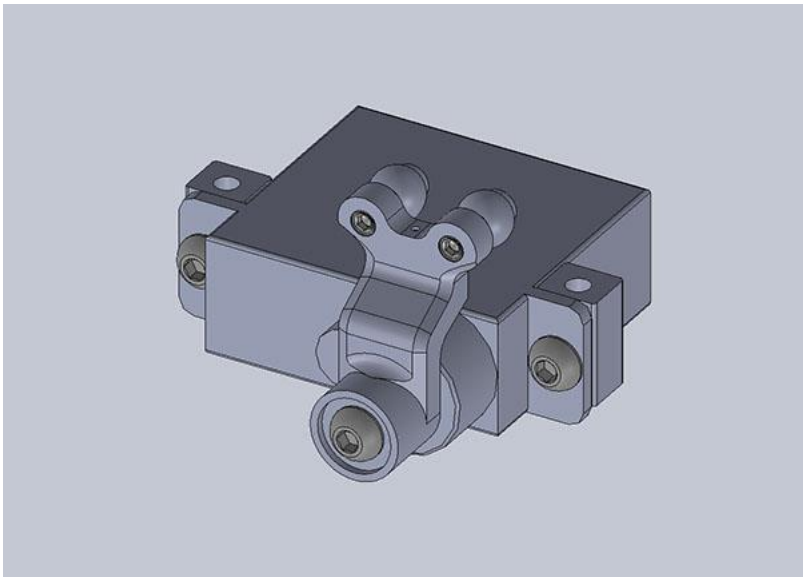
ASSEMBLY INSTRUCTIONS

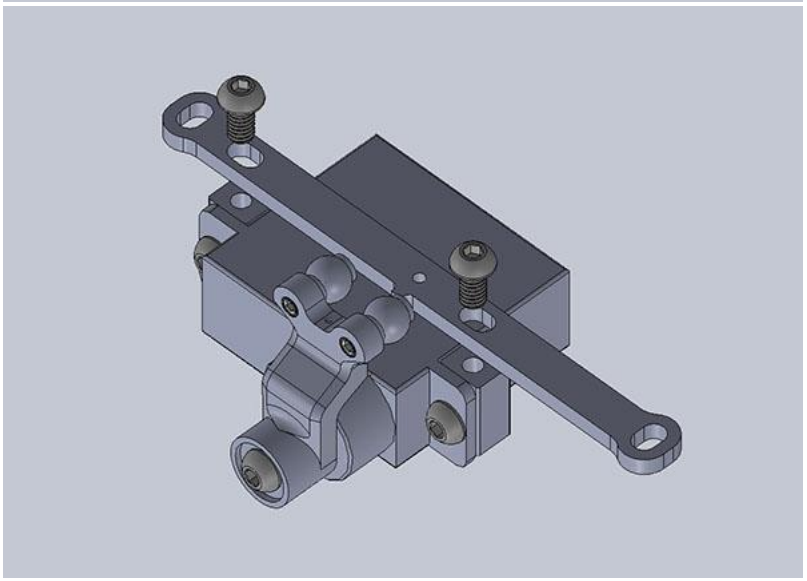
We are done with the rear. Now to build the servo assembly. (Servo not included).

Install the servo holders with 2x M2x4 BH Screws. Notice the holders have the holes offset. Use the lesser offset side facing the front.

Install the two steering pivot balls on the Delrin servo horn before attaching it to the servo. Use 2x M2x4 Set Screws and 2x 3.5mm pivot balls.



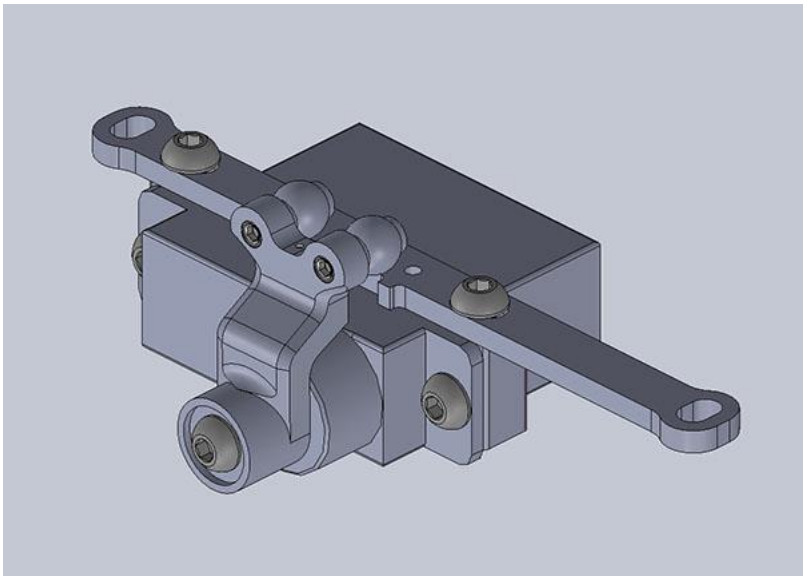


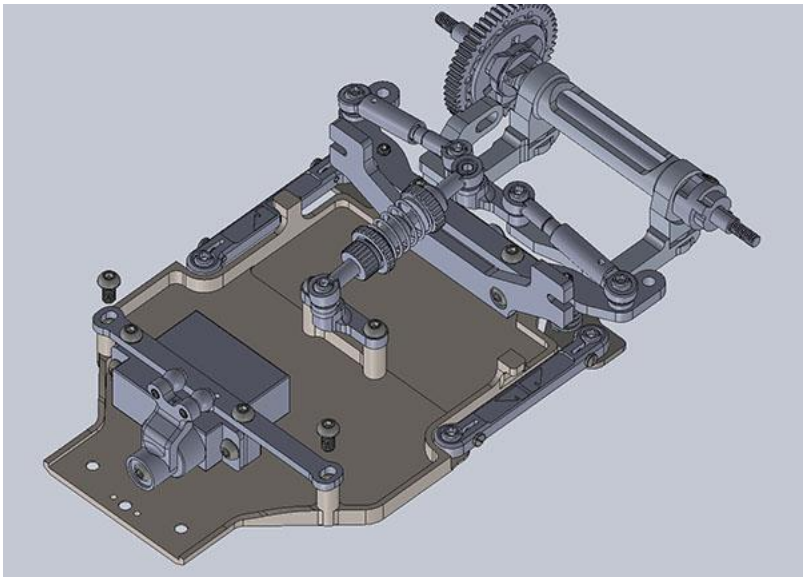


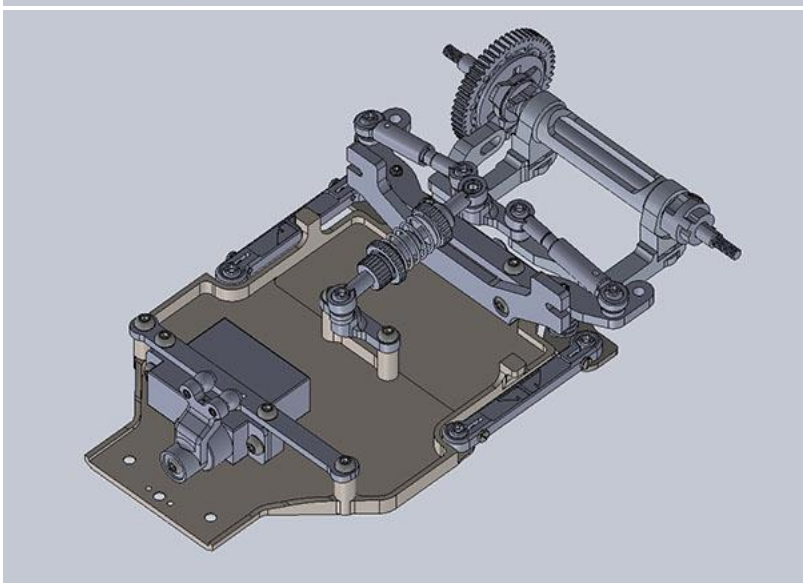
ASSEMBLY INSTRUCTIONS

Now install the horn onto the servo. It is always a good idea to hook up your servo to the electronics before installing to center the spline. If you don't do this, it's ok, but you may have to come back to adjust it later.

Attach the servo plate with 2x M2x4 BH Screws. Center the servo by using the notch on the plate to match the middle of the spline of the servo.



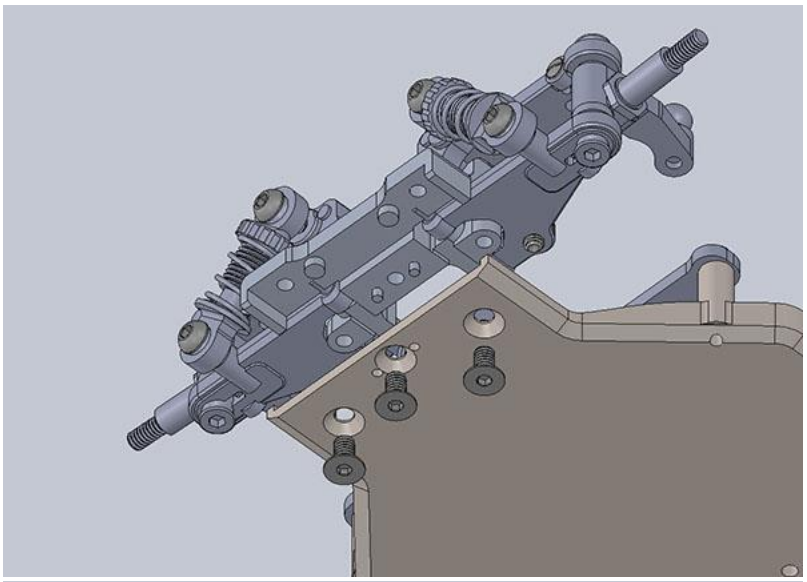


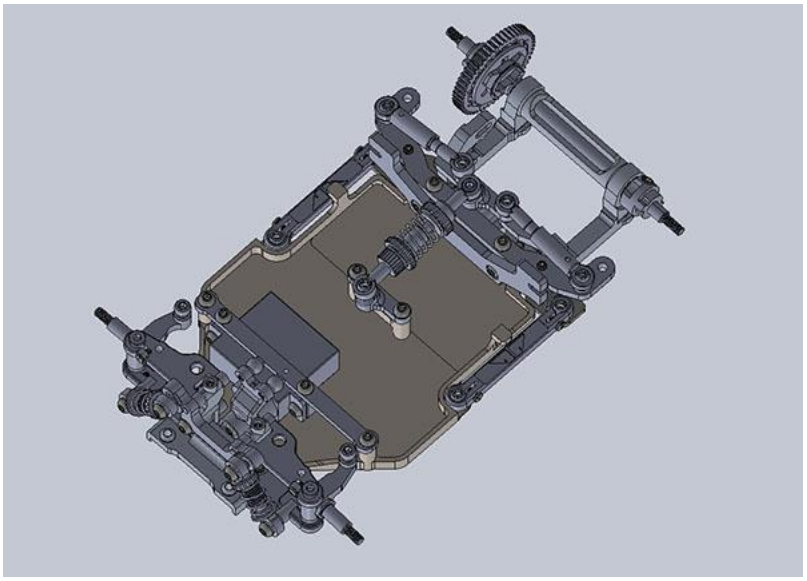


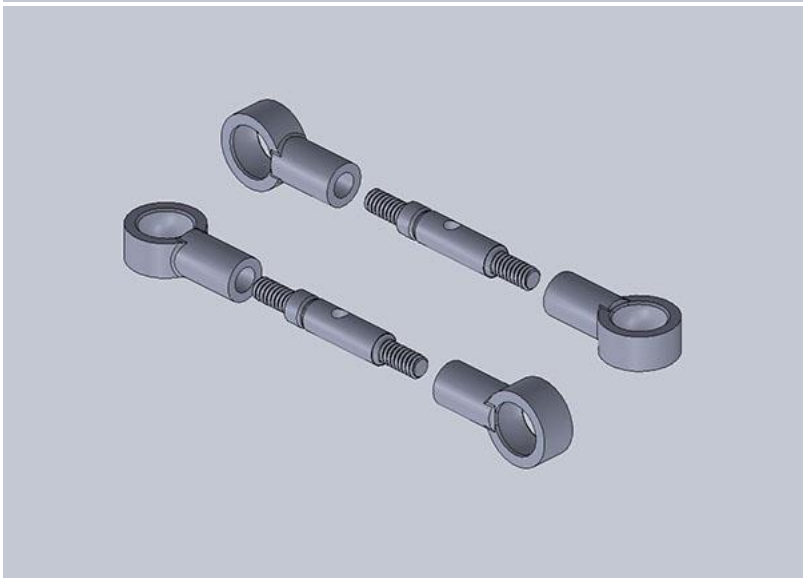
ASSEMBLY INSTRUCTIONS

Next, install the servo onto the chassis using 2x M2x4 BH Screws. Notice the plate can move fore and aft. This is for Ackerman adjustment. If you move the servo forward, the steering will be more aggressive. If you move it back, it will be smoother.

Next up, we will build the front ends.







ASSEMBLY INSTRUCTIONS

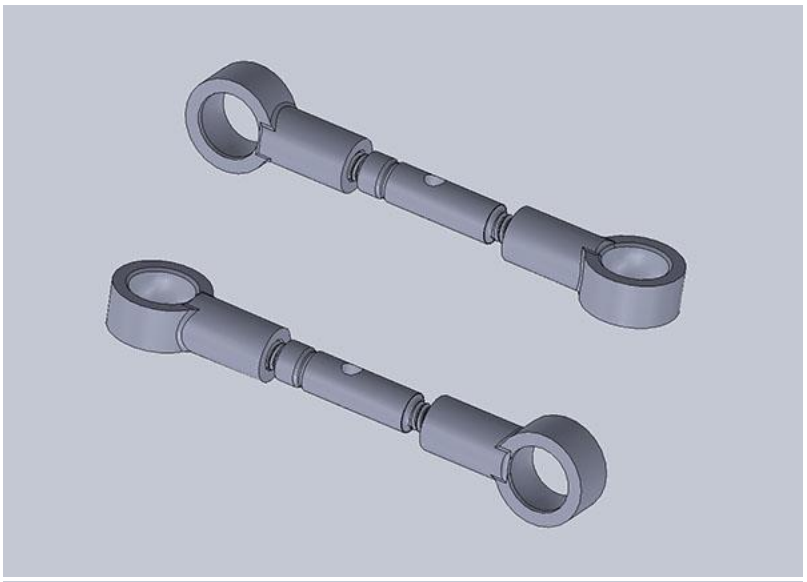
For the double A Arm, the Instructions are HERE.

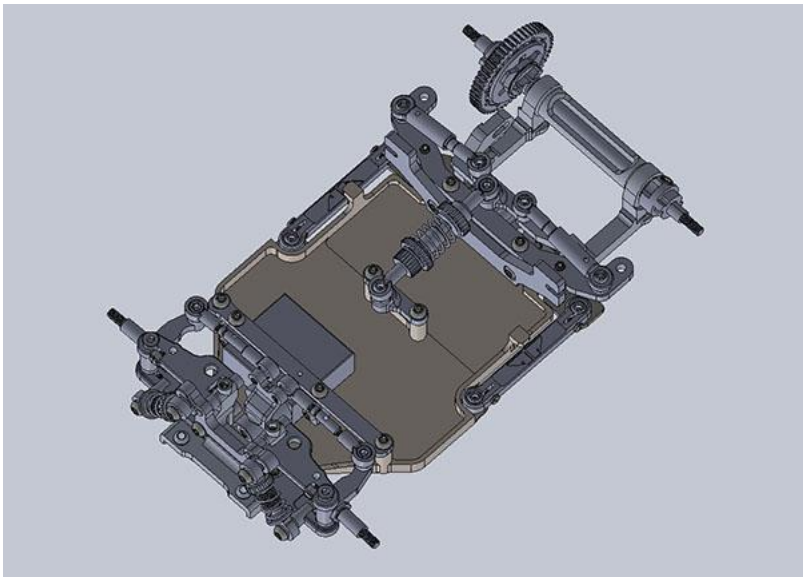
(If you are only using the KISS front end, you can skip a few steps to those instructions below).

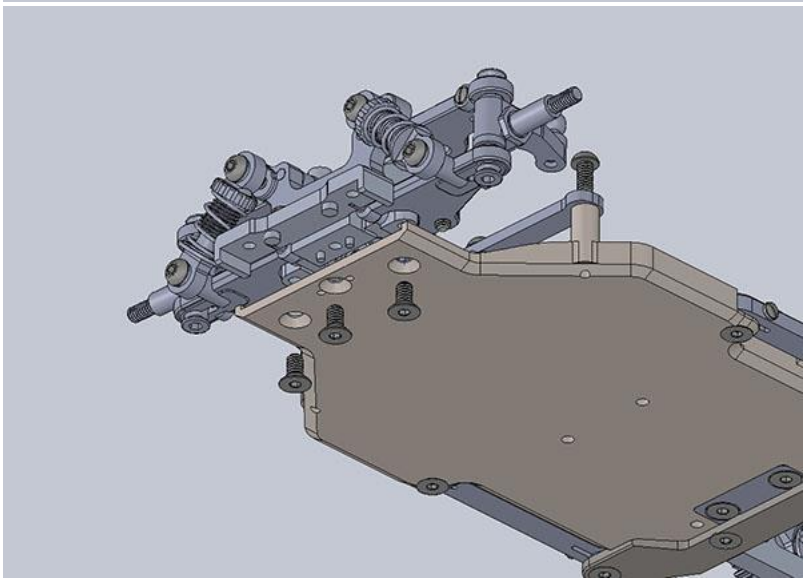
After you have completed the assembly, install the front suspension with 3x M2x4 CS Screws. We recommend a light amount of Loctite here.

After installing the double a-arm, build the turnbuckles with 2x M2x3.5mm Ball Cups for each one. Note the orientation of the grooves. Keep them on the same side of the car so you can adjust them in the same direction. For the Double A-Arm, measure 9mm Inside to inside of the ball cups as a starting point.

PLEASE NOTE: Gen2 Cars include aluminum Pivot Balls and a wider upper bulkhead with 2 degrees of caster built in. You will not use caster shims when mounting the upper arms.





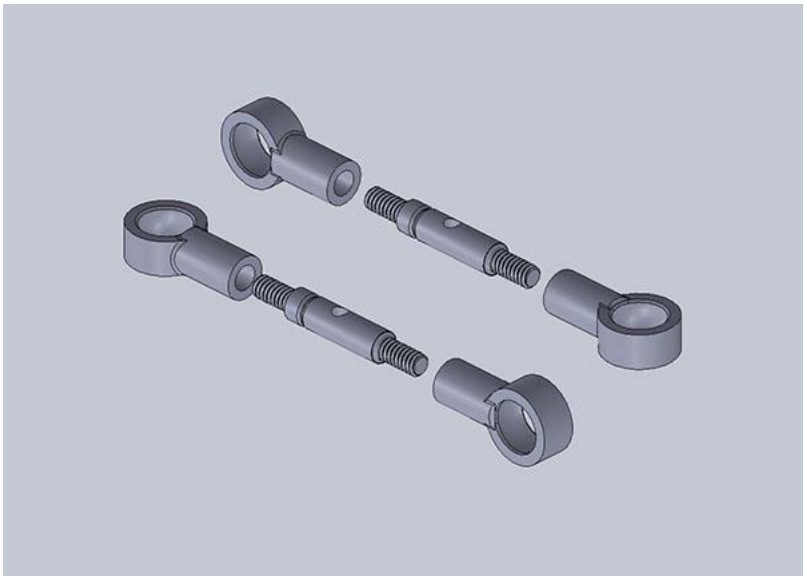


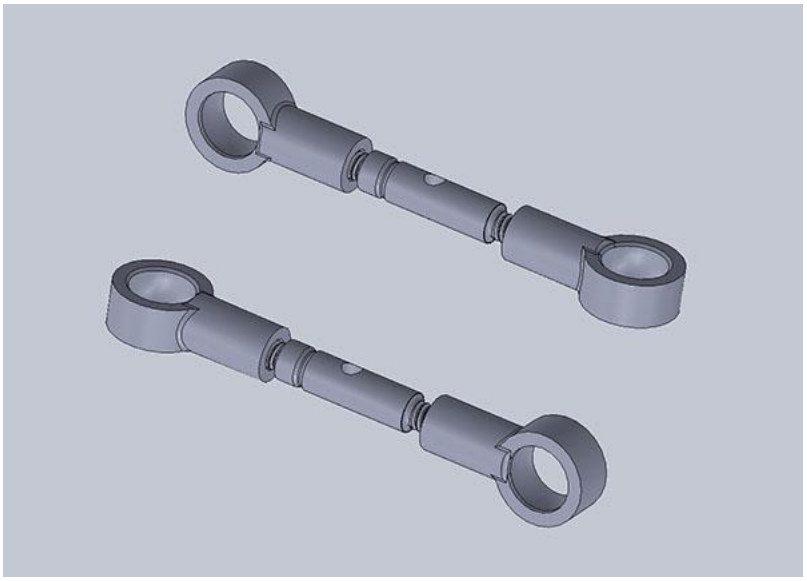
ASSEMBLY INSTRUCTIONS

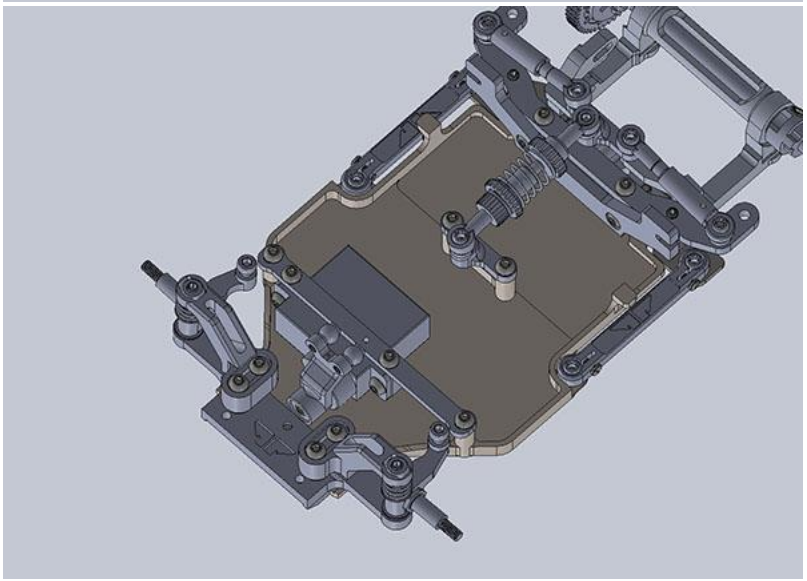
Pop the Ball Cups into the pivot balls and you are done!

If you are installing the KISS front end, you can find the instructions HERE.

After assembly, install the front end with 3x M2x4 CS screws. Use some Loctite on the threads of the screws to prevent the front end from vibrating loose.







ASSEMBLY INSTRUCTIONS

Build your turnbuckles with 2x 3.5mm ball cups for each rod, so that the inside-to-inside distance is 8.8mm. This is a good starting point for Toe.

Next, pop in the turnbuckles into place. Make sure your turn buckles have the grooves on the same side of the chassis so that adjustment happens in the same direction on both sides.

You are done! Thanks for building with us!

ASSEMBLY INSTRUCTIONS