

# 1/5 RTR Truck inc. CY23cc engine & Computer R/C

## Option parts included & fitted **FREE**

- Front AND rear disc brakes!
- High performance tuned pipe!
- K&N-type air filter & metal can!
- Metal main gear hub!
- GV Failsafe system
- Servos and Receiver fitted



## Main features

- Fully assembled ready to run chassis
- Powerful CY23cc engine with Walbro carburettor and pull-start fitted
- Performance aluminium tuned pipe muffler fitted
- Performance aluminium air filter fitted
- 2-channel 27mhz computer radio with 10 model memory included
- End point adjustment and exponential functions included in the transmitter
- 2WD high traction system
- Helical cut steel diff gears
- Fully adjustable suspension
- Oil filled (50W) machined alum. shock absorbers
- Stiff and sturdy 4.0mm alum. chassis and side plate
- Front disc brake system fitted
- 650cc fuel tank
- Fully ballraced transmission
- GV microprocessor failsafe included **FREE!**



## Specifications

|                         |           |
|-------------------------|-----------|
| Length .....            | 700mm     |
| Width.....              | 490mm     |
| Height.....             | 340mm     |
| Wheelbase .....         | 475mm     |
| Tread (front/rear)..... | 362/400mm |
| Weight.....             | 10.3kg    |
| Engine .....            | CY23cc    |
| Gear Ratio .....        | 7.57:1    |



**IMPORTANT!**  
Radio controlled model  
**NOT A TOY!**

**This high performance model must be assembled and operated according to the instructions.**

**May cause serious injury to persons or property if not used responsibly. Unsuitable for children under 14 years.**

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**IMPORTANT!  
NOT A TOY!**

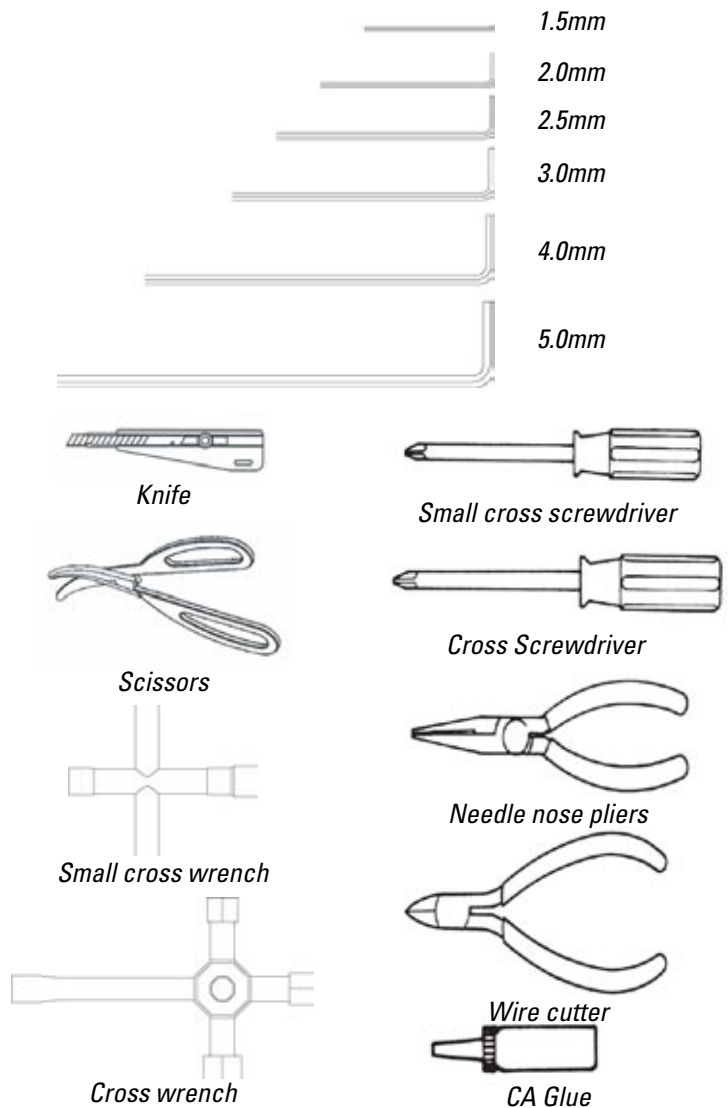
**WARNING!** Failure to follow these instructions may lead to damage to the product or property, serious bodily injury or death.

If you are unclear on ANY aspect of operation consult your supplier.

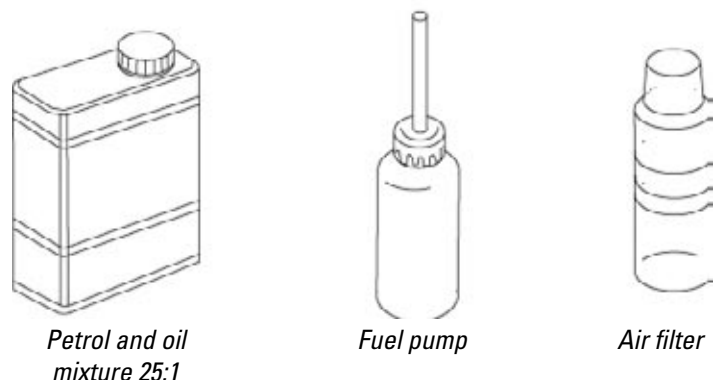


## TOOLS NEEDED FOR ASSEMBLY

In addition to the tools included with the model there are a number of tools you will need to assemble and maintain the model.



Additional accessories needed for operating the engine:



## GUARANTEE/WARRANTY

J. Perkins Distribution Ltd guarantee this product to be free of manufacturing and assembly defects for a period of one year from time of purchase. This does not affect your statutory rights. This warranty is not valid for any damage or subsequent damage arising as a result of a crash, misuse, modification or for damage or consequential damage arising as a result of failure to observe the procedures outlined in this manual. Operation of this model is carried out entirely at the risk of the operator. Please note that, whilst every effort is made to ensure the accuracy of instructions and material included with this product, mistakes can occur and neither J. Perkins Distribution Ltd nor its distributors will be held liable for any loss or damage arising from the use of this model or for any loss or damage arising from omissions or inaccuracies in the associated instructions or materials included with this product.

We reserve the right to modify the design of this product, contents and manuals without prior notification.

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## **VITAL SAFETY INFORMATION**

Please read all instructions carefully before using this model. If any information in this manual is unclear, please contact your supplier for help.



**DANGER EXTREME CAUTION REQUIRED!** This model can travel at speeds of around 40mph and weighs more than 8kg. It can cause serious injury to animals, people or property.



**WARNING!** This model uses highly toxic, inflammable petrol. Observe all petrol safety precautions and use only in a well ventilated area. At all times keep petrol well clear of naked flames, hot objects, electrical items and especially children and animals. Always empty the fuel tank after use.

**This model is supplied with a transmitter, please read the transmitter instruction fully before operating this model.**

**Please observe the following safety information at all times when running the model:**

- ▶ Only run the model with the body securely fitted
- ▶ Avoid frequent or sudden changes in direction of steering
- ▶ Run the model on a solid surface such as tarmac or a designated racetrack. Do not run the model in areas such as marsh, sand or in an excessively uneven environment.
- ▶ If the model becomes difficult to control, stop it immediately and inspect all screws and nuts for tightness.
- ▶ Only run the model outdoors
- ▶ Only use unleaded (95) petrol and 2-stroke oil from a reputable garage.
- ▶ Mix the fuel at a ratio of 25:1, Petrol:Oil
- ▶ Do not run the model near sources of fire or heat.
- ▶ Do not touch running parts
- ▶ Do not touch the engine or silencer after the model has been run, as they will be very hot
- ▶ Do not run the model on or near roads or railways, parks, residential areas, built up areas, or airports.
- ▶ Keep well clear of people and animals
- ▶ Always check the power of the battery for the transmitter and receiver before running the model. A weak battery could cause loss of control.
- ▶ Always check the frequency of your model with others around you. Do not run two similar frequencies at the same time.
- ▶ If at any point during your run you lose control of the model stop immediately and check the model and transmitting equipment for any failures or frequency clashes that may cause interference.

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## **SAFETY CHECKS BEFORE EACH RUN**

- ▶ Check all nuts and bolts are tight.
- ▶ Check all fuel pipes are clear and tidy away from any hot parts especially the exhaust and engine which get extremely HOT.
- ▶ Make sure you have a fully charged receiver battery and new or good condition transmitter batteries.
- ▶ Make sure all wheel nuts are tight.
- ▶ Check all controls are working and operating in the correct direction.
- ▶ Check the brake system is operating correctly.
- ▶ Make sure your model is well supported when starting with all wheels clear of the ground.
- ▶ Know your transmitter frequency and check that no one else is using the same channel number.
- ▶ Once the model has been fuelled, keep all fuelling equipment well clear and in a safe place.

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## **THROTTLE FAILSAFE SYSTEM**

If for any reason you lose the radio link to your model, your truck is fitted with a failsafe system that can help prevent your model from sustaining or causing damage.

The Failsafe system is designed to return the throttle servo to a pre-set position in the event that the radio signal is lost or the receiver battery voltage drops below a factory pre-set voltage. N.B. It is not recommended that full brakes be programmed at the failsafe position. Equipped with Futaba-style plugs.

## **OPERATION**

- ▶ Install between the receiver and the throttle servo
- ▶ Turn on transmitter and receiver - the unit will blink
- ▶ Set the amount of brake required by moving the throttle control on your transmitter to the appropriate position
- ▶ Push and release the SET button once you have reached the desired low throttle or low brake position (we recommend a setting that just starts to apply brake)
- ▶ Test operation by turning off the transmitter
- ▶ Servo should move to the preset position
- ▶ Turn the transmitter on and the radio should respond normally after a small delay

**It is important that the failsafe is tested before each run.**

**If the receiver battery voltage is lost the failsafe will have no effect! Make sure the battery is in good condition before use and if using alkaline batteries they must be new.**

**PLEASE NOTE: This system will not work if the receiver battery goes flat!**

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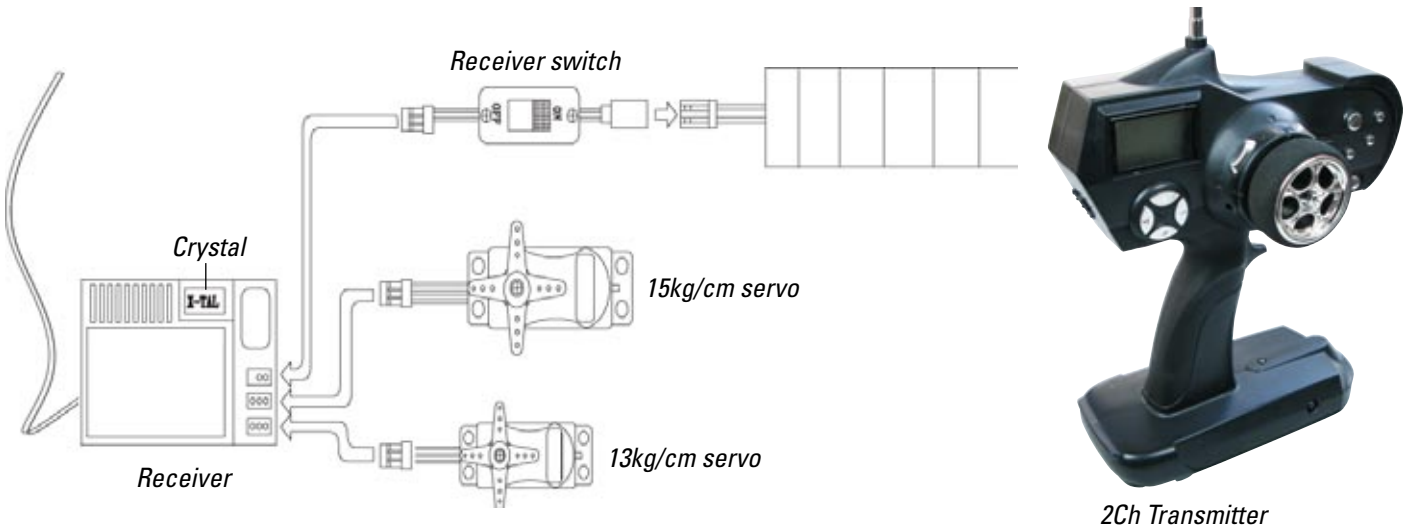
## 2 CHANNEL TRANSMITTER SYSTEM

Please read the instructions carefully before use.

Ensure that the servo is adjusted to the central position before assembly.

**To adjust the servo to neutral position:**

- ▶ Turn on the transmitter first and then the receiver
- ▶ Adjust the servo horn to the central position using the transmitter controls.
- ▶ Turn off the receiver first and then the transmitter.



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## RADIO INFORMATION

Your 2 channel, 10 model memory computer radio has been factory adjusted to offer the best settings for first time users. The steering travel has been optimised to allow faster cornering and to reduce the chance of grip-rolling.

**Tip:** Grip rolling is where the outside wheels have too much grip or too much steering lock has been applied and the car will grip and the car rolls over) This can damage the car especially at high speed!

**Tip:** Depending on the type of surface you are running on, you may find you need more or less steering. This can be changed by increasing or decreasing the transmitters D/R (dual rate) on channel No: 1:

- ▶ On high grip surfaces such as soft grass and soft mud you may find you have too much grip and need to reduce your D/R setting to avoid grip-rolling.
- ▶ On low grip surfaces such as hard packed dirt or tarmac you may need to increase your dual rate to enable more steering.

The more experience you have driving your car, the more you will understand and be able to adjust the steering to suit your racetrack area.

Your transmitter manual will guide you through these changes.

**WARNING:** Any transmitter adjustment must be made without the engine running.

## FACTORY SETTINGS

**End Point Adjustment settings:**

- Channel No: 1 - Steering - 100% both ways
- Channel No: 2 - Should be set to 70% Throttle & 100% Brake

**D/R settings:**

- Channel No: 1 - Steering - 55%
- Channel No: 2 - Throttle and Brake - 100%

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## FRONT DISC BRAKE INSTRUCTIONS

- ▶ Check regularly that the disk brakes are running freely and there is no binding.
- ▶ Clean all parts after each run.
- ▶ Some fine-tuning will be required from time to time and can be done by adjusting the cable adjusters located on the front bulkhead. Make small adjustments at a time and check the wheels are not binding.
- ▶ Check disk brake pads and change if required. Do not let brake pads wear down to the metal!

## ENGINE INSTRUCTIONS

Please read the following instructions carefully before starting the engine. The engine can get very hot when running, the body may need to be trimmed around the engine and exhaust before the model is run.

**CAUTION:** Please make sure you properly adjust the engine when it is idle before operating the model. Failure to follow this advice can reduce the life and performance of the model.

### RUNNING IN THE ENGINE

- ▶ To run in the engine you will need 1-2 tanks of fuel.
- ▶ Run 1-2 tanks of fuel through the engine with the model running at very low throttle setting (around 5-10%).
- ▶ After this, we suggest that you gradually increase engine speed over several tanks, after which it can be run normally.

**NOTE:** We recommend that you clean the air filter every 1-2 hours, more if necessary, for example when in a particularly dusty environment. Failure to clean out the filter regularly can shorten the life of the engine and affect performance.

### FILLING THE FUEL TANK

Fill the fuel tank with the specified fuel mix. The fuel mix should be 25:1, 95 Octane unleaded and high quality 2-stroke oil. Ensure that the fuel tank cover is closed after filling and fasten it with the clip.

#### Additional safety instructions when using fuel

Always follow the safety instructions for the petrol and oil you choose to use in addition to the following notes:

- ▶ Never use anything other than the recommended fuel mix.
- ▶ Do not smoke near the model or fuel
- ▶ Always check all parts of the model and engine to avoid accidents or damage.

### STARTING THE ENGINE

Before starting the engine place the car so the wheels are off the ground and the model cannot move anywhere.

- ▶ Push the priming valve several times until fuel is consistently flowing out the overflow tube (Fig. 1).
- ▶ Close the choke and make sure the throttle is set to a fast idle on the transmitter (1/4 - 1/3 open) (Fig. 2).
- ▶ Pull the pull-start a few times to prime the engine (Fig. 3). You will hear the engine fire and feel a resistance in the pull, at this point open the choke valve.
- ▶ Pull the pull start to start the engine

**DO NOT OVER STRETCH THE PULL START OR IT WILL BREAK, YOU ONLY NEED A FEW SHORT, SHARP PULLS.**

- ▶ Leave the engine to run for a few minutes to warm up before running the model.

#### NOTICE

- ▶ It may not be necessary to re-choke the engine if the engine is already warm.
- ▶ The engine may become hard to start if the engine is over choked, the spark plug will become too wet.
- ▶ Before replacing the spark plug after drying, pull the pull-start several times to let excess fuel out of the cylinder.

### STOPPING THE ENGINE

To stop the engine press the red kill switch marked "stop" (Fig. 4)

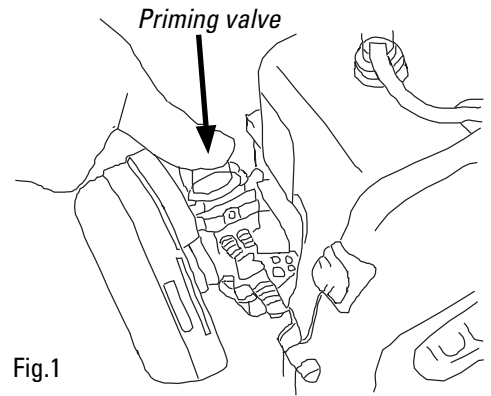


Fig.1

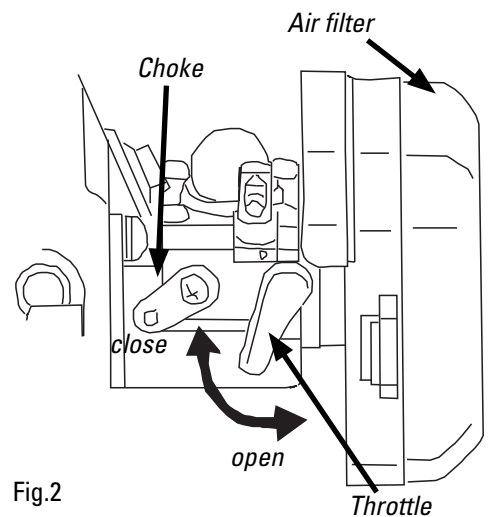


Fig.2

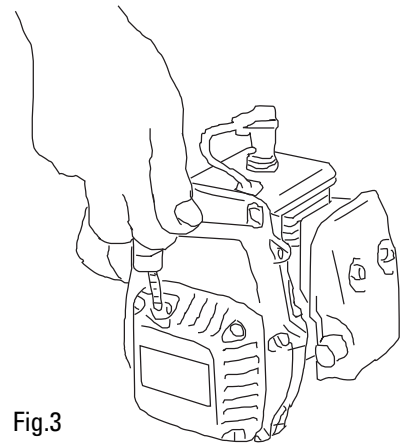


Fig.3

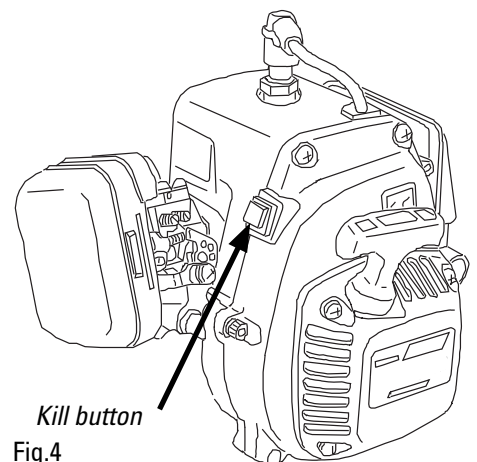


Fig.4

## ENGINE ADJUSTMENTS

Your engine has been factory set and should start and run without any problems. Your engine will need some fine-tuning from time to time so we recommend you become familiar with the carburettor settings before you go through this fine-tuning process. If you are experiencing engine problems such as the engine is having problems picking up from low power or the engine is cutting out at low power or on idle then follow the following procedures.

**Tip:** When making carburettor adjustments make sure all four wheels are off the ground by using a block under the chassis. Make only small adjustment to the carb at any time then re-check. We recommend adjustments of up to 5 degrees at a time.

**Tip:** Fine-tuning is normally done once the engine is up to normal working temperature. This will mean that when the engine is cold it will run a bit lumpy, don't worry at this stage as this is quite normal! You should only adjust your engine if you are experiencing a problem when the engine has warmed up!

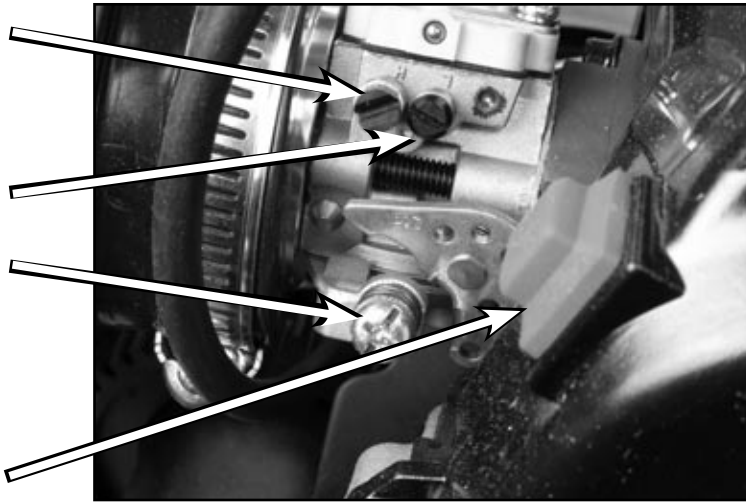
**You will see from the diagram there are 3 x screw adjusters. Only adjust the screw that relates to the problem you are encountering.**

High throttle adjuster

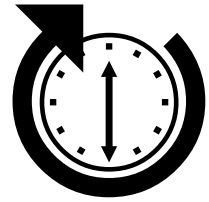
Low throttle adjuster

Idle adjuster

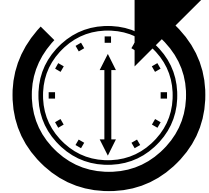
Engine stop button



Clockwise



Counter-clockwise



### HIGH THROTTLE ADJUSTER SCREW

This is normally the first adjustment you will need to make. This is used for adjusting the engine to give a clean pick-up from about 1/3 throttle to full throttle. This is normally adjusted once your engine had been run in.

**Tip:** When adjusting always remember the original position of the screw so you can go back if needed.

**If you encounter a lazy engine that will not pull clean up through the revs and gives out a lot of smoke:**

- ▶ Screw clockwise ⤵ by 5 degrees at a time and re-check. Repeat if necessary. Once you have obtained the desired position, make sure there is a small smoke trail from the exhaust. This indicates the engine is getting the required lubrication from the petrol/oil mix.

**If the engine is having problems picking up and there is very little or no smoke:**

- ▶ Adjust the screw counter-clockwise ⤴ by 5 degrees until the engine is running correctly. A lack of smoke indicates the engine is running too lean and lacks the correct lubrication, which can damage your engine.

### LOW THROTTLE ADJUSTER SCREW

**If the Engine is lumpy on idle and has problems picking up to 1/3 throttle:**

- ▶ Screw clockwise ⤵ by 5 degrees at a time and re-check. Continue until the engine pick-up is clean and smooth.

**If the engine fires and cuts out when throttle is applied:**

- ▶ Adjust the screw counter-clockwise ⤴. Again turn at 5 degrees intervals until your engine throttles up correctly.

### IDLE ADJUSTER SCREW

This screw adjusts the idle RPM. If the engine is running too fast or too slow on idle then make an adjustment using this screw

- ▶ Screw clockwise ⤵ to increase the RPM
- ▶ Screw anticlockwise ⤴ to decrease RPM

### FACTORY SETTINGS

If you have any problems while adjusting the setting screws you can easily resort to factory settings and start over. Gently screw each adjuster screw clockwise ⤵ until they hit their stops then unscrew to the settings below:

- ▶ High end adjuster, 1 full turn out ⤴
- ▶ Low end adjuster, 3/4 of a turn out ⤴
- ▶ Idle adjuster, 2 1/4 turns out ⤴

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## **ENGINE MAINTENANCE**

The engine included in this model has been adjusted to optimum specifications, you need to correctly maintain the engine to keep up the engines optimum performance

- ▶ Keep the air filter clean at all times
- ▶ Regularly check the condition of the spark plug
- ▶ Keep the engine clean to avoid engine overheating

## **AIR FILTER CLEANING PROCESS**

This truck is fitted with the option High Performance air filter and to maintain the cars performance it will need regular cleaning and re-oiling.

- ▶ Remove your air filter from the car and remove the blue cover
- ▶ Blow away all the loose dirt from the filter element
- ▶ Use a detergent, such washing up liquid, to wash out you filter and allow to dry
- ▶ Re-oil your filter with the recommended filter oil
- ▶ Re-fit the air filter

### **WARNING!**

- ▶ **Never run your engine without an air filter fitted**

### **IMPORTANT**

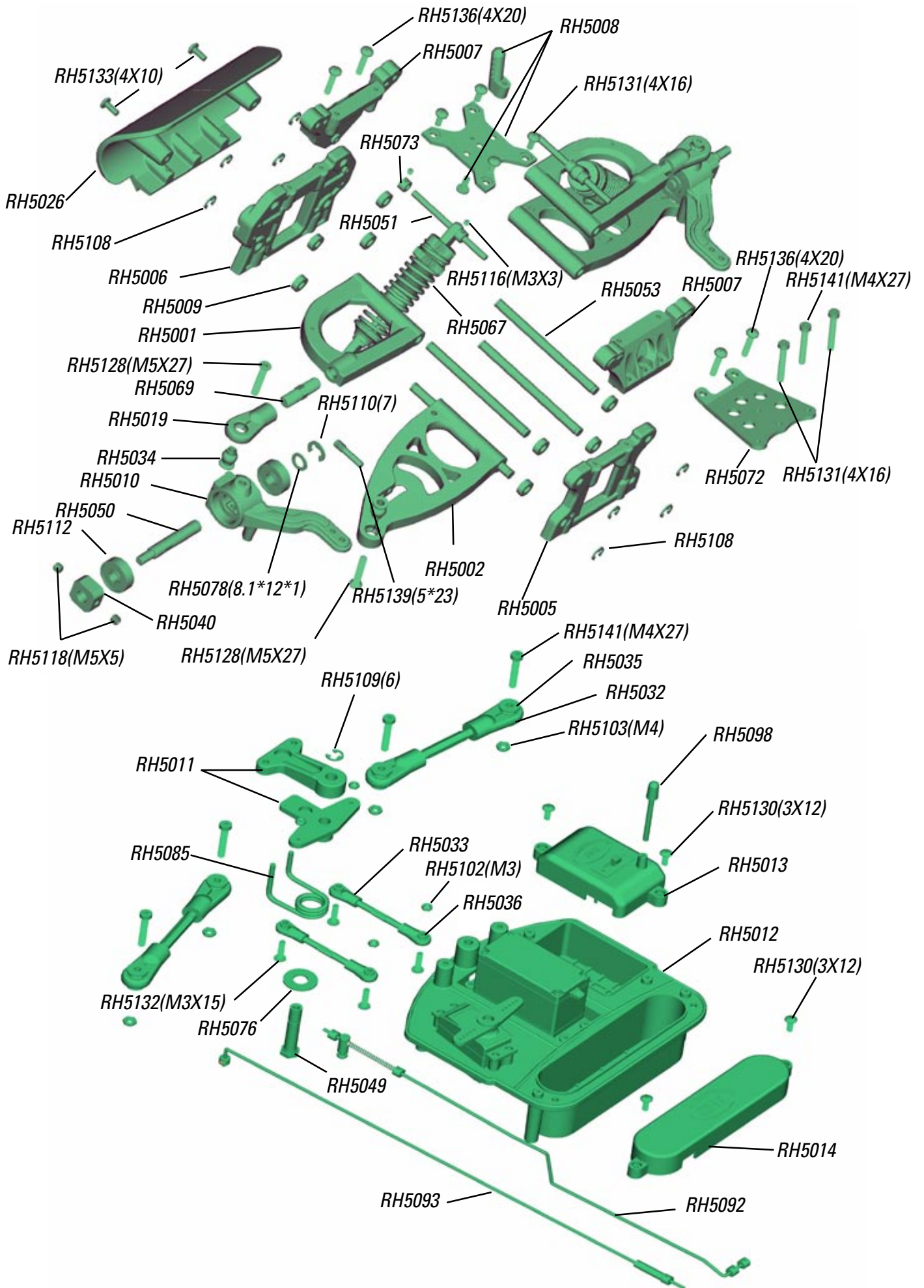
- ▶ **When fuelling it is very important that no dirt or debris finds its way into the fuel tank or fuel container.**

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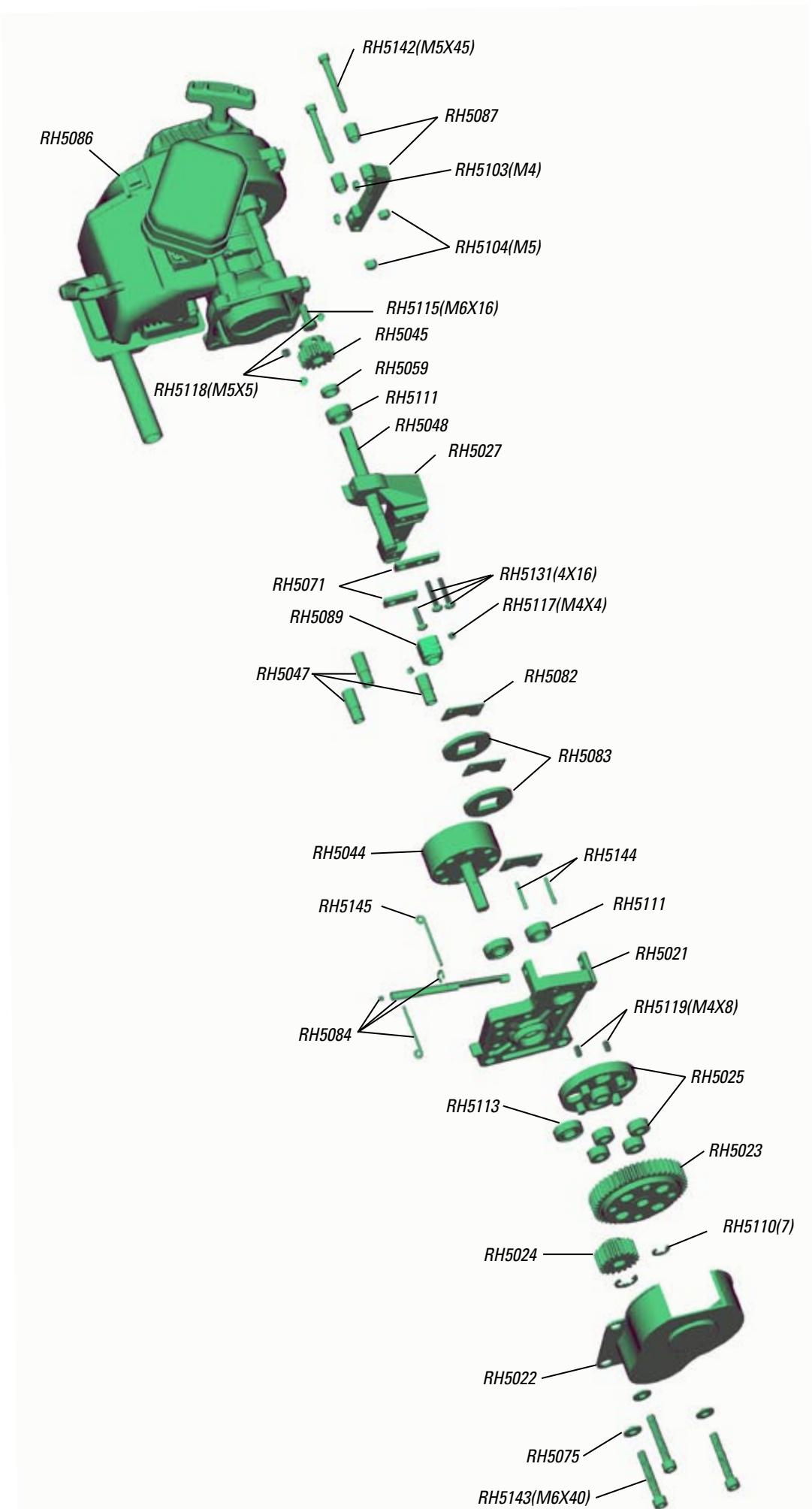
## **TROUBLESHOOTING**

| <b>Problem</b>            | <b>Cause</b>   | <b>Solution</b>   |
|---------------------------|--|---|
| Engine hard to start      | 1. The fuel pipe is blocked or broken.                           | 1. Clean out or replace pipe  |
|                           | 2. Spark plug dirty or broken.                                   | 2. Clean or replace spark plug.   |
| Engine cuts out           | 1. Fuel tank empty   | 1. Refill fuel tank   |
|                           | 2. Fuel pipe, air filter or silencer blocked.                    | 2. Clean out or replace blocked parts   |
|                           | 3. Carburettor is out of adjustment                              | 3. Readjust the carburettor   |
|                           | 4. Engine overheated   | 4. Turn off the model and leave the engine to cool down.  |
|                           | 5. Spark plug dirty or broken                                    | 5. Clean out or replace the spark plug  |
| Poor engine reaction      | 1. Carburettor is out of adjustment                              | 1. Readjust the carburettor   |
|                           | 2. The engine is jammed or broken                                | 2. Check the pipe between the muffler and the engine is correctly installed.  |
|                           | 3. Spark plug is dirty or broken                                 | 3. Clean out or replace the spark plug  |
|                           | 4. Servo malfunction   | 4. Check the servo  |
| Hard to control the model | 1. The receiver or transmitter is switched off or has lost power | 1. Charge or replace the battery  |
|                           | 2. Poor range between transmitter and receiver                   | 2. Check the antenna on the transmitter is extended fully   |
|                           | 3. Servo connecting rod is incorrectly adjusted                  | 3. Adjust the servo control rods  |
| Low engine power          | 1. Carburettor is not opening to full throttle                   | 1. Remove the air filter and check and adjust the throttle butterfly so that it opens fully by adjusting the radio's throttle end point adjustment (EPA). Follow EPA information in the radio manual. |

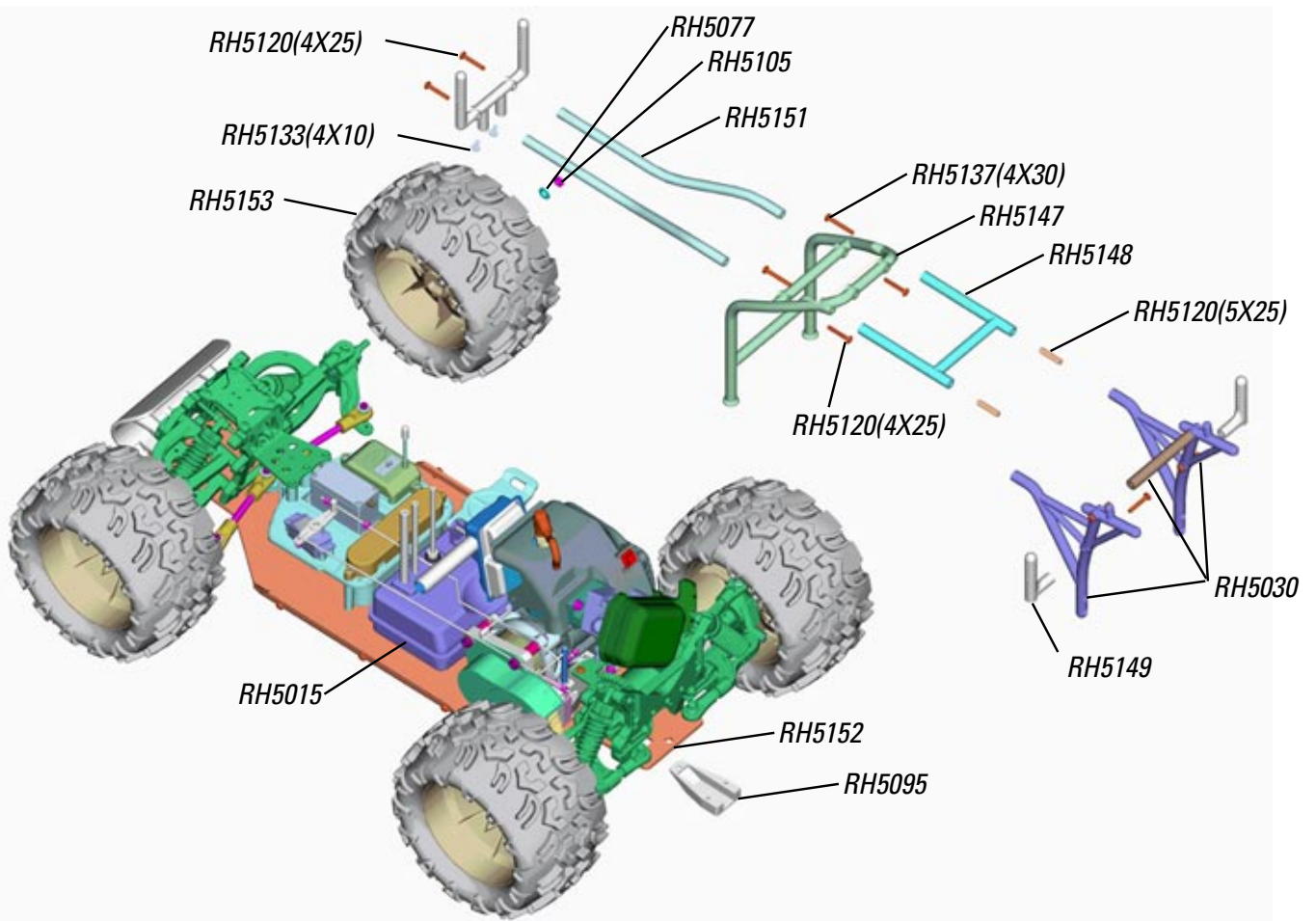
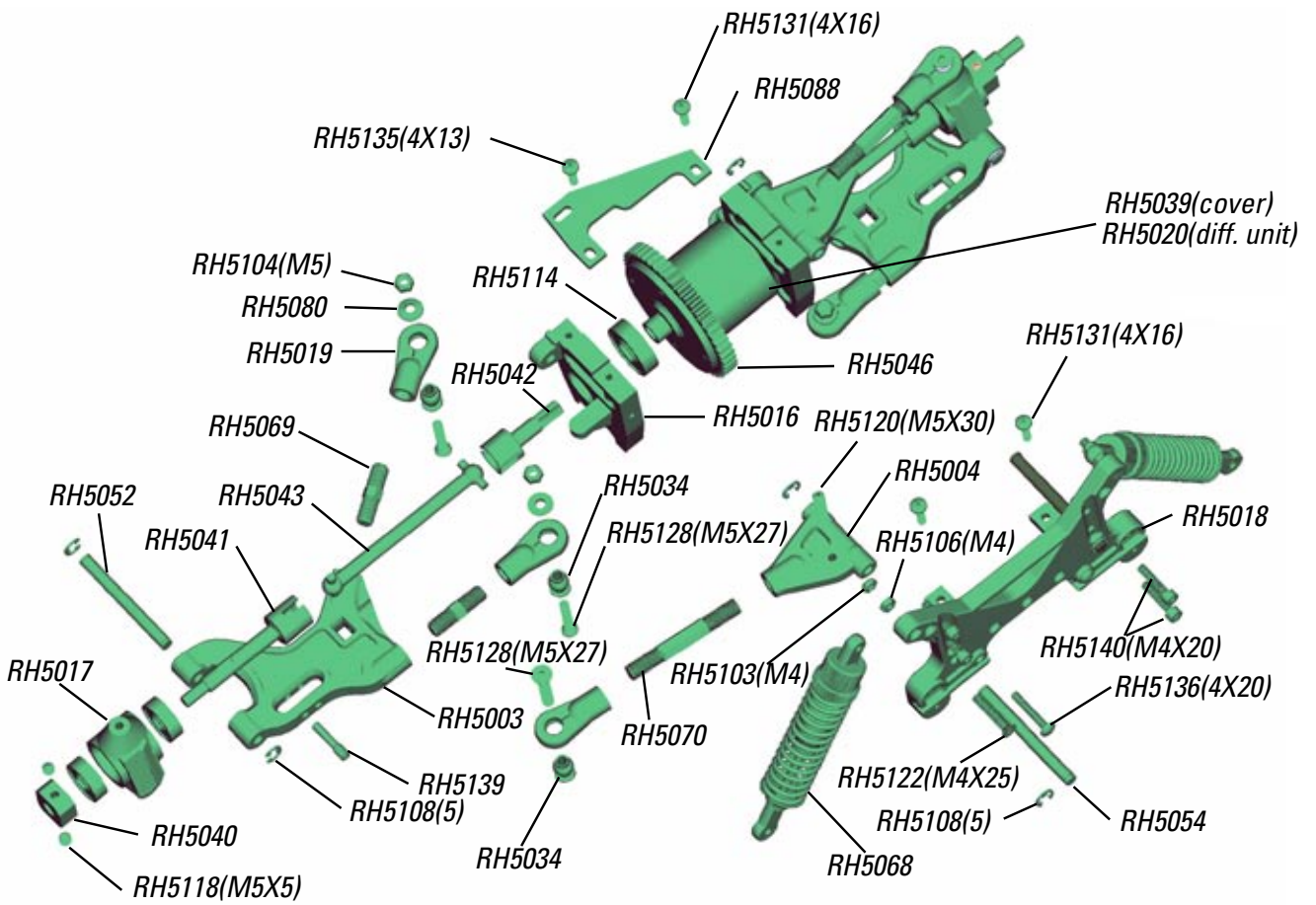
# FRONT ASSEMBLY



# ENGINE ASSEMBLY











































# REAR ASSEMBLY














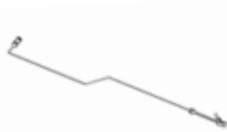


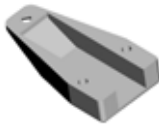


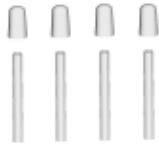





















# PARTS LIST

|  |   |  |  |  |
|--|---|--|--|--|
| <p>RH5001-Front upper susp arm (L&amp;R)</p>   | <p>RH5002-Front lower susp arm (L&amp;R)</p>  | <p>RH5003 -Rear lower susp arm (L&amp;R)</p> | <p>RH5004-Rear upper susp arm (L&amp;R)</p>      | <p>RH5005-Lower front &amp; rear supporting plate 1p</p> |
| <p>RH5006-Front lower supporting plate 1P</p>  | <p>RH5007-Front upper supporting plate 1P</p> | <p>RH5008-Front body shell bracket 1set</p>  | <p>RH5009-Bearing bush 8P</p>                    | <p>RH5010-Steering arm (L&amp;R)</p>                     |
| <p>RH5011-Steering unit 1set</p>               | <p>RH5012-Servo mount 1P</p>                  | <p>RH5013-Receiver case 1set</p>             | <p>RH5014-Battery case cover 1P</p>              | <p>RH5015-Fuel tank</p>                                  |
| <p>RH5016-Gear holder units 1set</p>           | <p>RH5017-Rear axle sleeve units 1set</p>     | <p>RH5018-Rear shock tower plate 1P</p>      | <p>RH5019-Susp arm ball ends 8P</p>              | <p>RH5020-Diff. inner case unit 1P</p>                   |
| <p>RH5021-Gear fixing plate 1P</p>             | <p>RH5022-Gear cover 1P</p>                   | <p>RH5023-Gear 48T 1P</p>                    | <p>RH5024-Gear 19T 1P</p>                        | <p>RH5025-Gear drive plate 1set</p>                      |
| <p>RH5026-Front bumper 1P</p>                  | <p>RH5027-Engine bracket left 1P</p>          | <p>RH5147-Truck roll cage</p>                | <p>RH5148- Truck roll cage connecting rod 1p</p> | <p>RH5030-Roll cage and wing support 1set</p>            |
| <p>RH5153- Truck tyre and wheel set (pair)</p> | <p>RH5032-Steering connecting rod 2set</p>    | <p>RH5033-Connect rod for servo 2set</p>     | <p>RH5034-Ball studs for susp arm 4P</p>         | <p>RH5035 -Ball studs for steering 4P</p>                |
| <p>RH5036-Ball studs for servos 4P</p>         | <p>RH5037-Driven diff. gear/w shaft 1set</p>  | <p>RH5038-Driven diff gear 1set</p>          | <p>RH5039-Outer diff. case cover 1P</p>          | <p>RH5040-Wheel rim coupler short 2P</p>                 |


















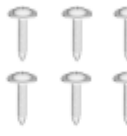









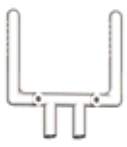



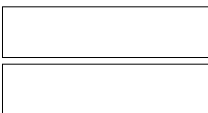
## PARTS LIST CONTINUED

|   |   |   |  |   |
|---|---|---|--|---|
| <p>RH5041-Rear wheel shaft 2P</p>                    | <p>RH5042-Diff drive shaft of rear wheel 2P</p>    | <p>RH5043-Rear transverse drive shaft 2set</p>         | <p>RH5044-Flywheel 1set</p>                              | <p>RH5045-Gear 16T 1P</p>                              |
| <p>RH5046-Gear 48T 1P</p>                            | <p>RH5047-Spacer sleeve 1set</p>                   | <p>RH5048-Gear shaft 1P</p>                            | <p>RH5049-Steering fixed post 1P</p>                    | <p>RH5050-Front wheel axle 2P</p>                      |
| <p>RH5051-Shock fixing shaft 2P</p>                  | <p>RH5052-Rear arm fixing shaft 2P</p>             | <p>RH5053-Front upper and lower susp arm shaft 4P</p>  | <p>RH5054-Rear upper and lower susp arm shaft 2P</p>    | <p>RH5055-Axle for shock absorber 2P</p>               |
| <p>RH5056-Shock absorber spacer sleeve 4P</p>       | <p>RH5057-Upper bearer of shock absorber 4P</p>   | <p>RH5058-Upper cover of shock absorber 4P</p>        | <p>RH5059-Adjusting ring for shock absorber 4P</p>     | <p>RH5060-Fixing spring of shock absorber 4P</p>      |
| <p>RH5061-Sealing cap of shock absorber 4P</p>     | <p>RH5062-Piston of shock absorber 4P</p>        | <p>RH5063-Front shock absorber cylinder 2P</p>       | <p>RH5064-Rear shock absorber cylinder 2P</p>         | <p>RH5065-Lower bearer for shock absorber 4set</p>   |
| <p>RH5066-Shock absorber spring 2P</p>             | <p>RH5067-Front shock absorber 2set</p>          | <p>RH5068-Rear shock absorber 2set</p>               | <p>RH5069-Connecting rod front upper susp arm 2P</p>  | <p>RH5070-Connecting rod rear upper susp arm 2P</p>  |
| <p>RH5071 -Fixing plate 1set</p>                   | <p>RH5072-Front locating plate 1P</p>            | <p>RH5073-Set collar 4.1 4P</p>                      | <p>RH5074-Set collar 2.1 4P</p>                       | <p>RH5075-Gear case washer 3P</p>                    |
| <p>RH5076-Steering rod washer 8.5*19.6*1.2 2P</p>  | <p>RH5077-Steering rod Washer 6.2*12*1.5 4P</p>  | <p>RH5078-Steering rod Washer 8.1*12*1 4P</p>        | <p>RH5079-Engine spacer 4P</p>                        | <p>RH5080-Washer 4P</p>                              |















## PARTS LIST CONTINUED

|   |  |  |  |   |
|---|--|--|--|---|
| <p>RH5081-Gear bush 1P</p>                         | <p>RH5082-Brake disc clamp pads 3P</p>        | <p>RH5083-Brake disc 2P</p>                   | <p>RH5084-Brake crank 1set</p>                | <p>RH5085-Servo saver spring 1P</p>            |
| <p>RH5086-Cy23cc engine 1P</p>                     | <p>RH5087-Engine beacket 1set</p>             | <p>RH5088-Diff mounting plate 1P</p>          | <p>RH5089-Fixed brake block 1P</p>            | <p>RH5090-Body pin studs 4P</p>                |
| <p>RH5091-Fuel pipe mounting clips 2et</p>         | <p>RH5092-Throttle linkage set 1set</p>       | <p>RH5093-Brake linkage set 1set</p>          | <p>RH5152-Truck Chassis 1P</p>                 | <p>RH5095-Gear cover 1p</p>                    |
| <p>4405535-ENERG-PRO NiMH 6.0V SC-3300H FLAT</p>  | <p>RH5097-Big body pins</p>                  | <p>RH5098-antenna pipe</p>                   | <p>RH5099-Fuel pipe set</p>                  |   |
| <p>RH5155-Truck body shell 1P</p>                | <p>RH5102-Nylon lock nut M3 6P</p>          | <p>RH5103-Nylon lock nut M4 6P</p>          | <p>RH5104-Nylon lock nut M5 6P</p>          | <p>RH5105-Nylon lock nut M6 6 P</p>          |
| <p>RH5106-Nut cap M4 6P</p>                      | <p>RH5107-E-ring 3 6P</p>                   | <p>RH5108-E-ring 5 6P</p>                   | <p>RH5109-E-ring 6 6 P</p>                   | <p>RH5110-E-ring 7 6P</p>                    |
| <p>RH5111-ball bearing 10*19*7 2P</p>            | <p>RH5112-Ball bearing 8*22*7 2P</p>        | <p>RH5113-Ball bearing 10*22*6 2P</p>       | <p>RH5114-Ball bearing 12*28*8 2P</p>        | <p>RH5115-Hex bolt M6*16 2P</p>              |
| <p>RH5116-Inner hex grub screw M3*3 6P</p>       | <p>RH5117-Inner hex grub screw M4*4 6P</p>  | <p>RH5118-Inner hex grub screw M5*5 6P</p>  | <p>RH5119-Inner hex grub screw M4*8 2P</p>  | <p>RH5120-Inner hex grub screw M5*25 2P</p>  |

**PARTS LIST CONTINUED**

|  |   |   |   |  |
|--|---|---|---|--|
| <p>RH5121-flat head cross screw M4*16 6p</p>          | <p>RH5122-flat head cross screw M4*25 6P</p>     | <p>RH5123 -flat head cross tapping screw 4*16 6P</p>   | <p>RH5124-flat head cross tapping screw 4*18 6P</p>      | <p>RH5125-flat head cross tapping screw M3*10 6P</p>  |
| <p>RH5126-Flat inner hex screw M5*10 6P</p>           | <p>RH5127-flat head cross screw M4*8 6P</p>      | <p>RH5128-Flat inner hex screw M5*27 6P</p>            | <p>RH5129-Round head cross tapping screw 4*25 6P</p>     | <p>RH5130-Round head cross tapping screw 3*12 6P</p>  |
| <p>RH5131-Round head cross tapping screw 4*16 6P</p>  | <p>RH5132-Round cross screw M3*15 6P</p>         | <p>RH5133-Round head tapping screw 4*10 6P</p>         | <p>RH5134-Dome head tapping screw 3*6 6P</p>              | <p>RH5135-Round head tapping screw 4*13 6P</p>        |
| <p>RH5136-Round head tapping screw 4*20 6P</p>       | <p>RH5137-Round head tapping screw 4*30 6P</p>  | <p>RH5138-Flange head screw M2.6*15 6P</p>            | <p>RH5139-Shock absorber fixing screw 6P</p>            | <p>RH5140-Hex bolt M4*20 6P</p>                      |
| <p>RH5141-Hex bolt M4*27 6P</p>                     | <p>RH5142-Hex bolt M5*45 6P</p>                | <p>RH5143-Round column inner hex screw M6*40 6P</p>  | <p>RH5144-Brake pad pins 2P</p>                        | <p>RH5145-Throttle linkage guide 1P</p>             |
| <p>RH5146-Axle for shock absorber 2P</p>            | <p>RH5149-Tail wing support</p>                | <p>RH5150-Truck front body shell support</p>         | <p>RH5151-Truck front body support connecting rod</p>  | <p>RH5156-Truck tyre</p>                            |
| <p>RH5157-Truck wheel</p>                           | <p>RH5158-Wheel sponge</p>                     |   |   |  |
|  |   |   |   |  |

## OPTION PARTS

|  |   |  |   |
|--|---|--|---|
|  <p>RH5201 Rear Shock Tower Plate 1pc</p>       |  <p>RH5202 Gear Fixing Plate 1pc</p>       |  <p>RH5203 Gear Holder L/R 1pair</p>       |  <p>RH5204 Lower Front &amp; Rear Supporting Plate 1pc</p> |
|  <p>RH5205 Front Lower Supporting Plate 1pc</p> |  <p>RH5206 Steering Units 1set</p>         |  <p>RH5207 Engine Bracket Left 1pc</p>     |  <p>RH5208 Front Lower Susp. Arm 1pc</p>                   |
|  <p>RH5209 Steering Arms 1pc</p>                |  <p>RH5210 Front Body Shell Bracket</p>   |  <p>RH5211 Rear Upper Susp. Arm 1pc</p>    |  <p>RH5212 Rear Lower Susp. Arm 1pc</p>                    |
|  <p>RH5213 Gear Drive Plate 1pc</p>           |  <p>RH5214 Diff Inner Case Unit</p>      |  <p>RH5215 Front Upper Susp. Arm 1pc</p> |  <p>RH5216 Front Upper Supporting Plate 1pc</p>          |
|  <p>RH5217 Rear Axle Sleeve unit 1set</p>     |  <p>RH5218 Steel Gear 48T 1pc</p>        |  <p>RH5219 Steel Gear 19T 1pc</p>        |  <p>RH5220 Exhaust pipe aluminium 1pc</p>                |
|  <p>RH5221 Disk Brake 1set</p>                |  <p>RH5222 Aluminium Air Filter 1set</p> |  |   |

## **1/5 Truck RTR WITH 23CC ENGINE AND LCD TX**



J Perkins Distribution, Lenham, England



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