

GETTING STARTED

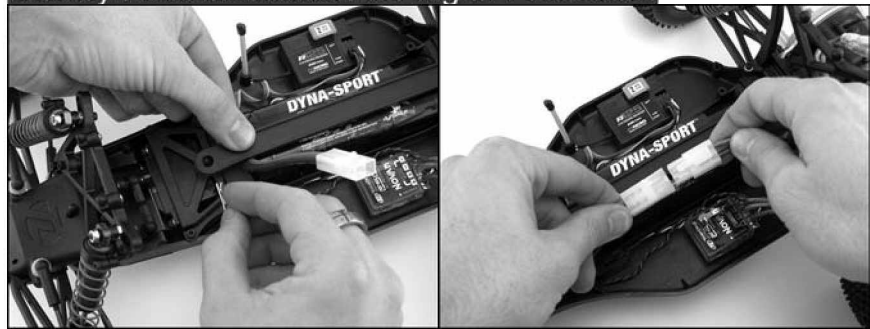
NOTE: Before you start running your XXX-T Sport, you should check the differential and read completely through the operating instructions.

Charging the Battery



Hook up your charger to the necessary power source per the charger instructions. Before charging a new battery pack for the first time, follow the charger instructions to “discharge” the pack to prevent overcharging. When connecting the battery pack to the charger, note that the plugs are made so that they can only be plugged in one way. Start your battery pack charging. While the battery is charging install the antenna tube as noted in Step Fig 63/page 28 of your owners guide.

3 Battery Pack Installation & Plug-In Procedure



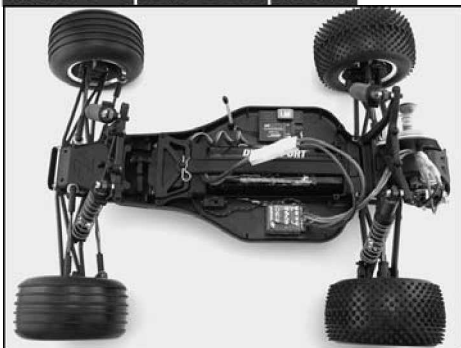
Install the battery pack into the car with the wires at the back. Note the tab on the battery strap that goes behind the edge of the pack. Secure with clips at front & rear. Note that the plugs are made so they can only be plugged in one way.

Transmitter Battery Installation



Install the 8 “AA” batteries into the battery holder and put in the bottom of the transmitter.

XXX-S Sport Completed



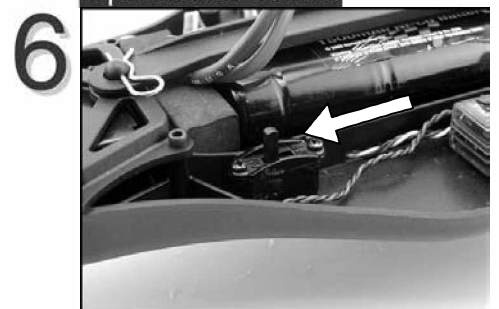
This is what your XXX-T Sport should look like when it's ready to run.

Radio Transmitter



Turn on the transmitter and check the display for adequate power

Operations Check



Switch on the car and check for correct operation before running. *NOTE: The Speed Control is preprogrammed and ready to use.

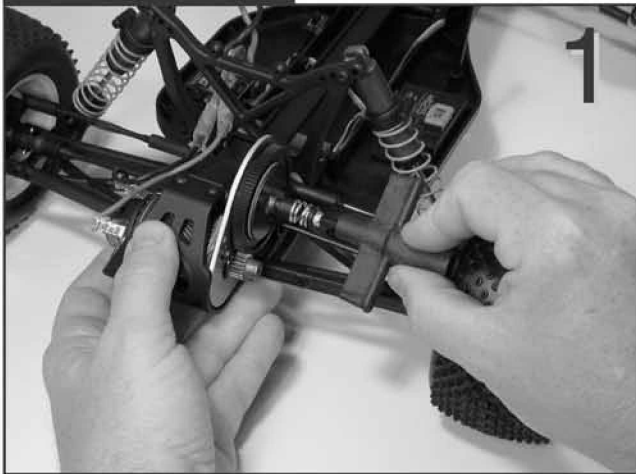
Note: when done running make sure you turn off the car then your transmitter.

800-0240

Visit www.modelflight.com.au for more information and spare parts online.

CHECKING/ADJUSTING THE DIFF

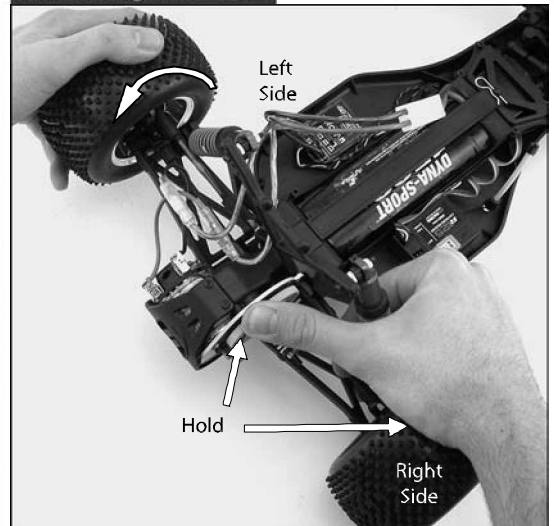
Locking The Slipper



Turn the 1/4" slipper nut clockwise (about 4 full turns) to lock up the slipper.

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Checking The Diff



After locking the slipper try turning the left rear tire toward the back of the truck while holding the right rear tire and spur gear.

Line Up Slots In Diff Screw & Outdrive



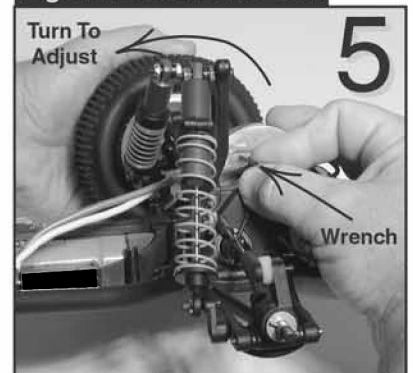
Line-up the slot in the diff screw with the slots in the outdrive - (the shock & drive shaft have been removed for photos).

Locking The Diff Screw And Outdrive for Adjusting



Insert 1/16" allen wrench thru slots in outdrive & diff screw to lock together.

Tighten The Rear Diff



With the diff screw & outdrive locked together with the 1/16" allen wrench tighten (about the same as a top on a jar) by turning the right tire toward the front of the car.

Checking/Adjusting the Diff (see photos on back of "Getting Started")

Step 1/Photo 1&2) After removing the gear cover, turn the 1/4" slipper nut clockwise (about 4 full turns) to lock up the slipper. Use your left thumb to hold the spur gear while holding the right side rear tire firmly to the work surface. Now try to turn the left side tire toward the back of the model. It should be very difficult to turn. If not, the diff needs to be adjusted tighter. **Step 2/Photo 3)** locate the slot of the diff adjustment screw in the left side outdrive. This is done by holding the left rear wheel while turning the right tire. **Step 3/Photo 4)** Insert the long side of the 1/16" Allen wrench (included in the accessory bag) through the slot of the outdrive and diff screw so they are locked together. **Step 4/Photo 5)** While holding the 1/16" Allen wrench in the diff screw and outdrive, turn the right side tire forward tightening the diff about as tight as you would the lid of a jar. **Step 5)** Recheck the diff and tighten again if necessary. Loosen the 1/4" slipper nut 4 turns and replace the gear cover before operating.