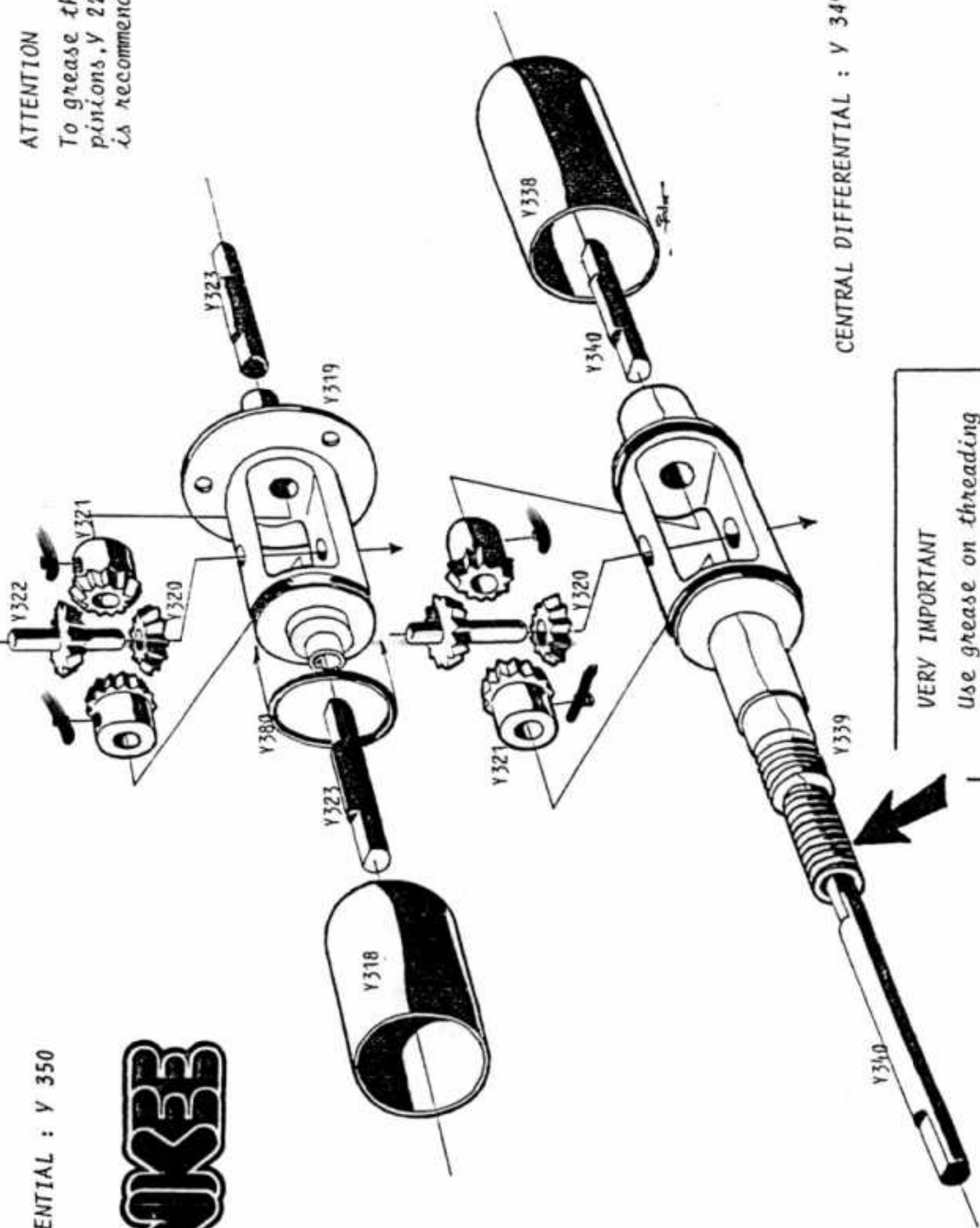


F/R DIFFERENTIAL : Y 350

YANKEE

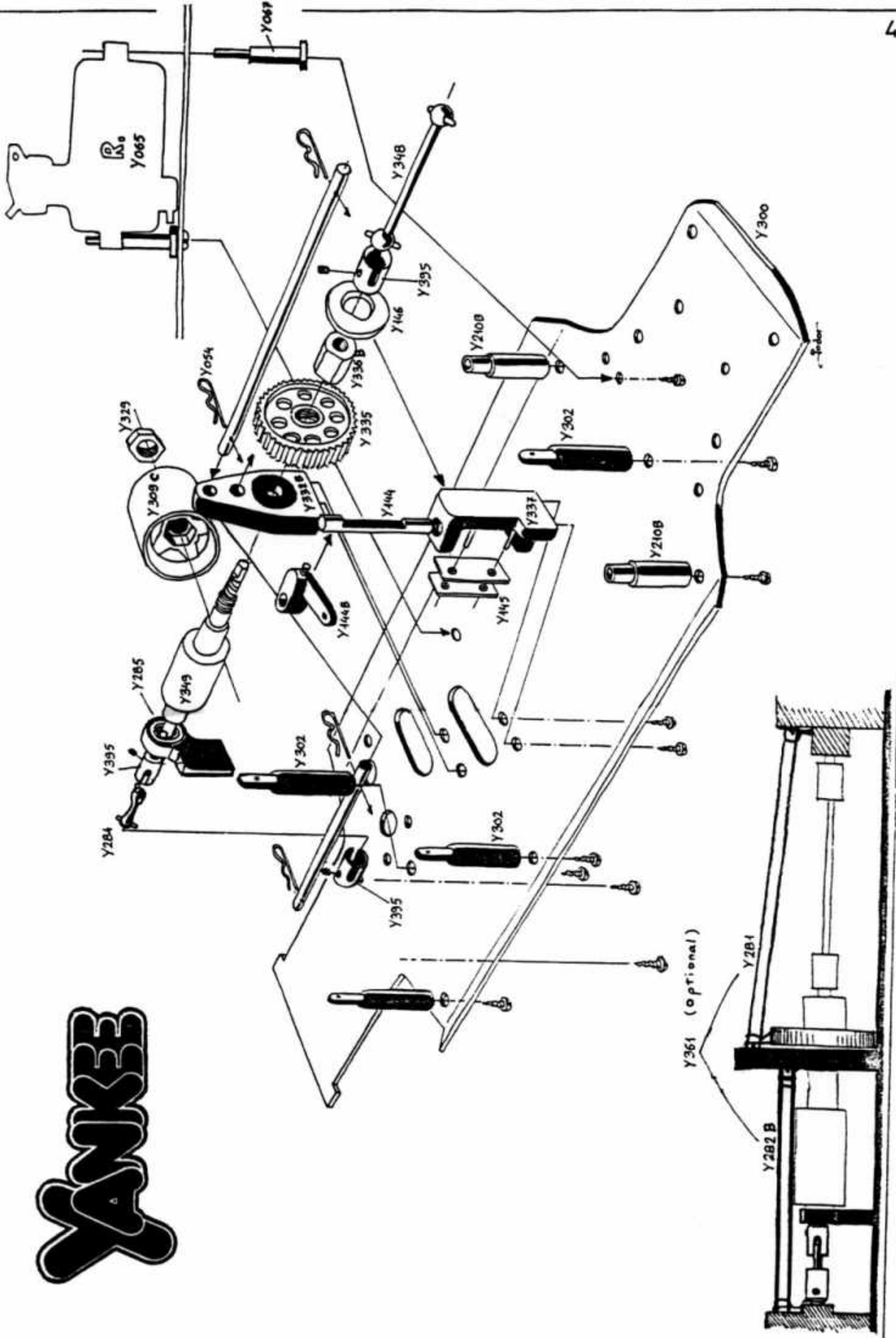
ATTENTION

To grease the differential pinions, Y 224 Lithium grease is recommended

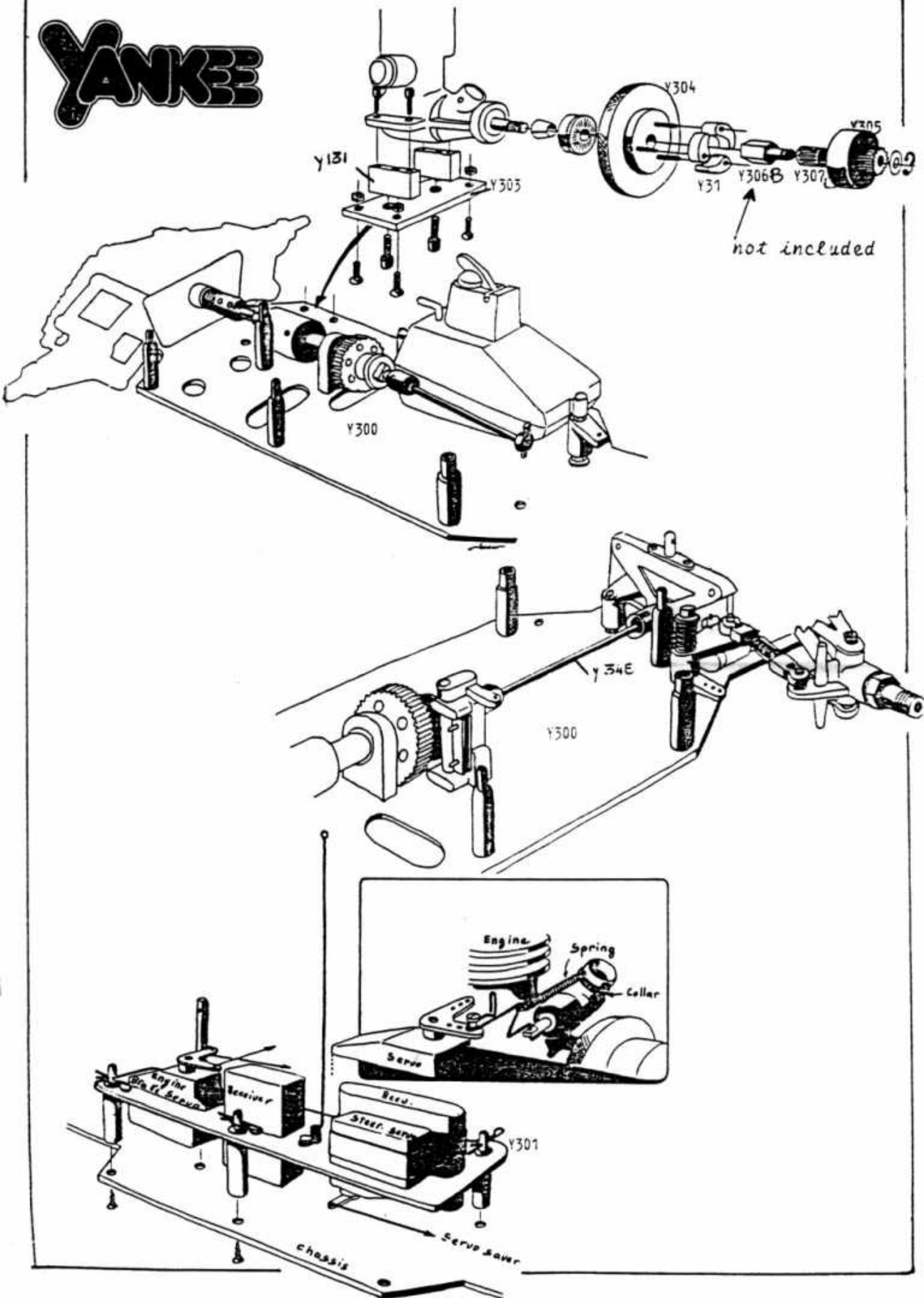


CENTRAL DIFFERENTIAL : Y 349

YANKEE

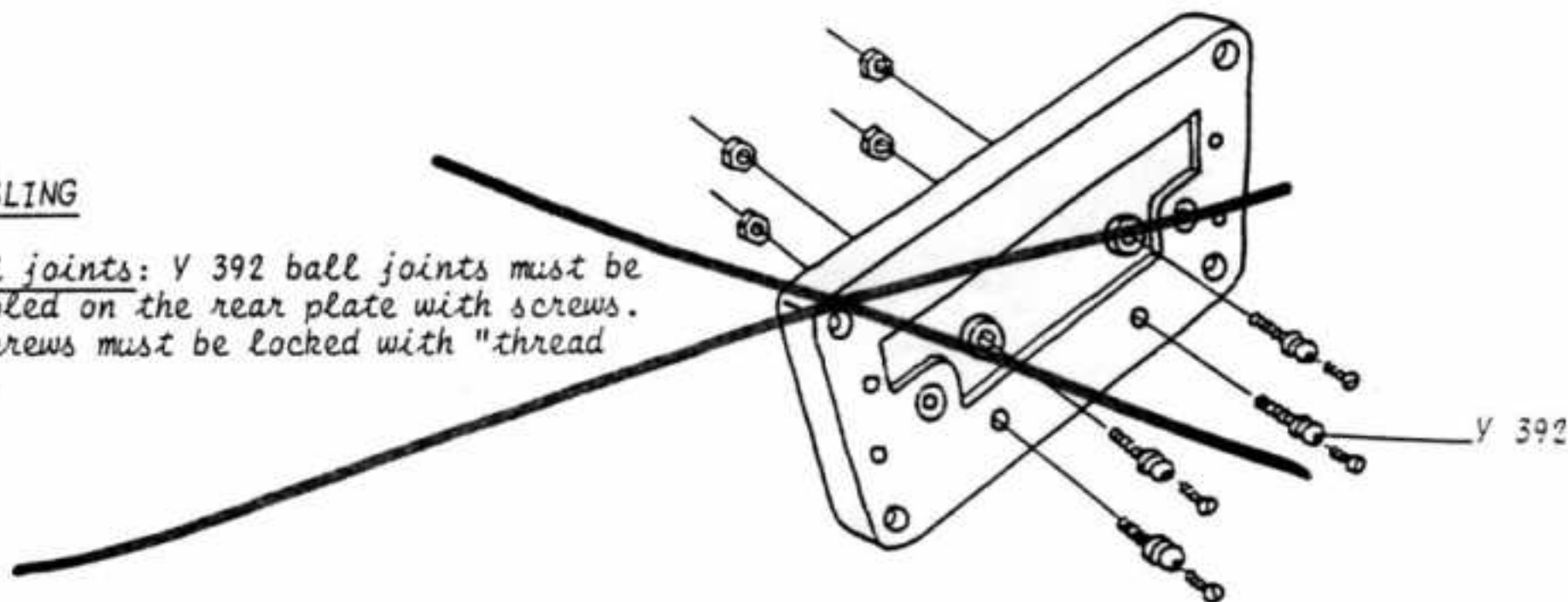


YANKEE



ASSEMBLING

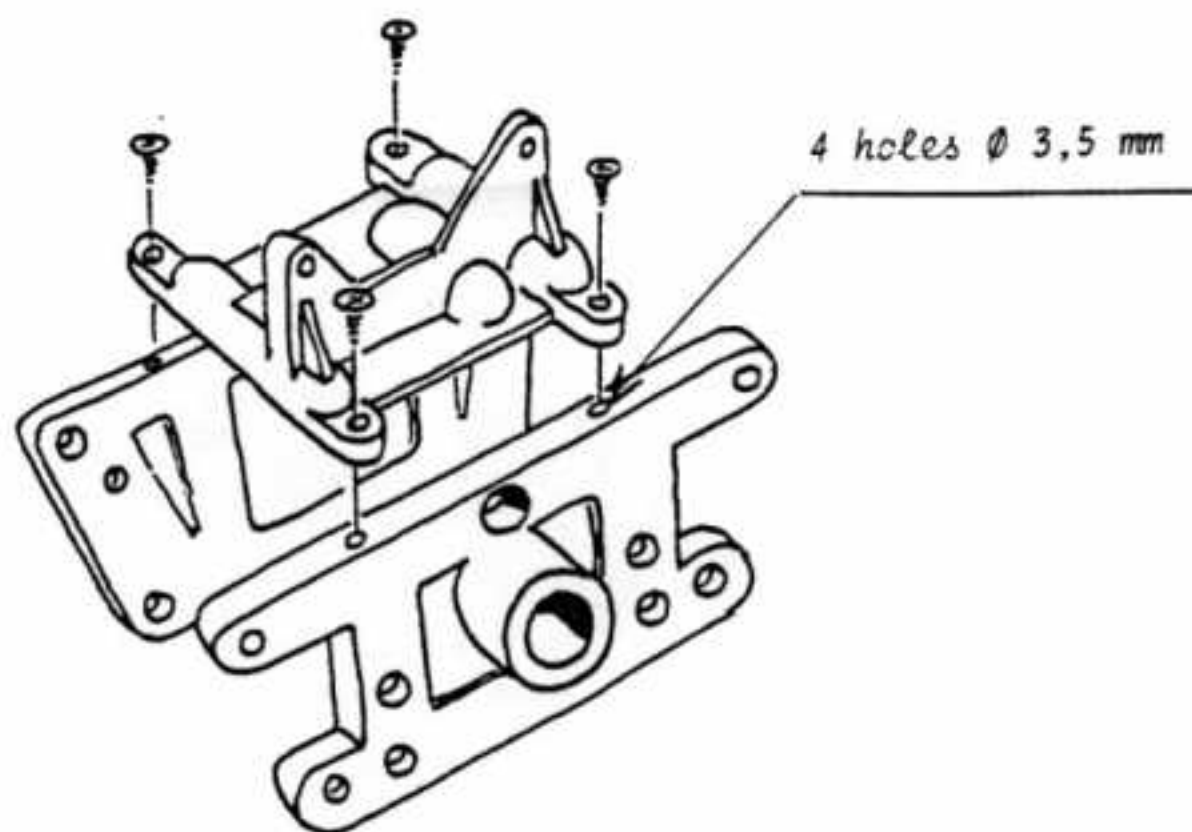
- Ball joints: Y 392 ball joints must be assembled on the rear plate with screws. The screws must be locked with "thread lock".

Frames

- front and rear conical gears (y314 pinion and Y360 gear) must be lubricated with a ricinus oil bulb, to prevent from wearing and scoring.

- differentials must be assembled with a very thick grease (Y224) to prevent from spinning and untimely weating.

- Frame protections 4 holes dia 3,5mm must be done in Y 382 and Y 382B to fix the 4 screws.



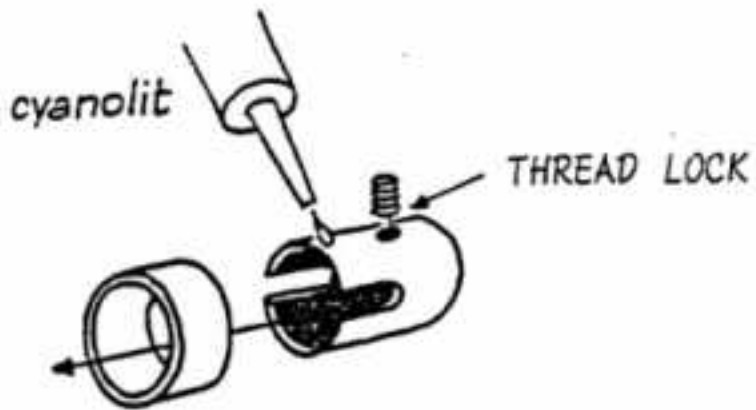
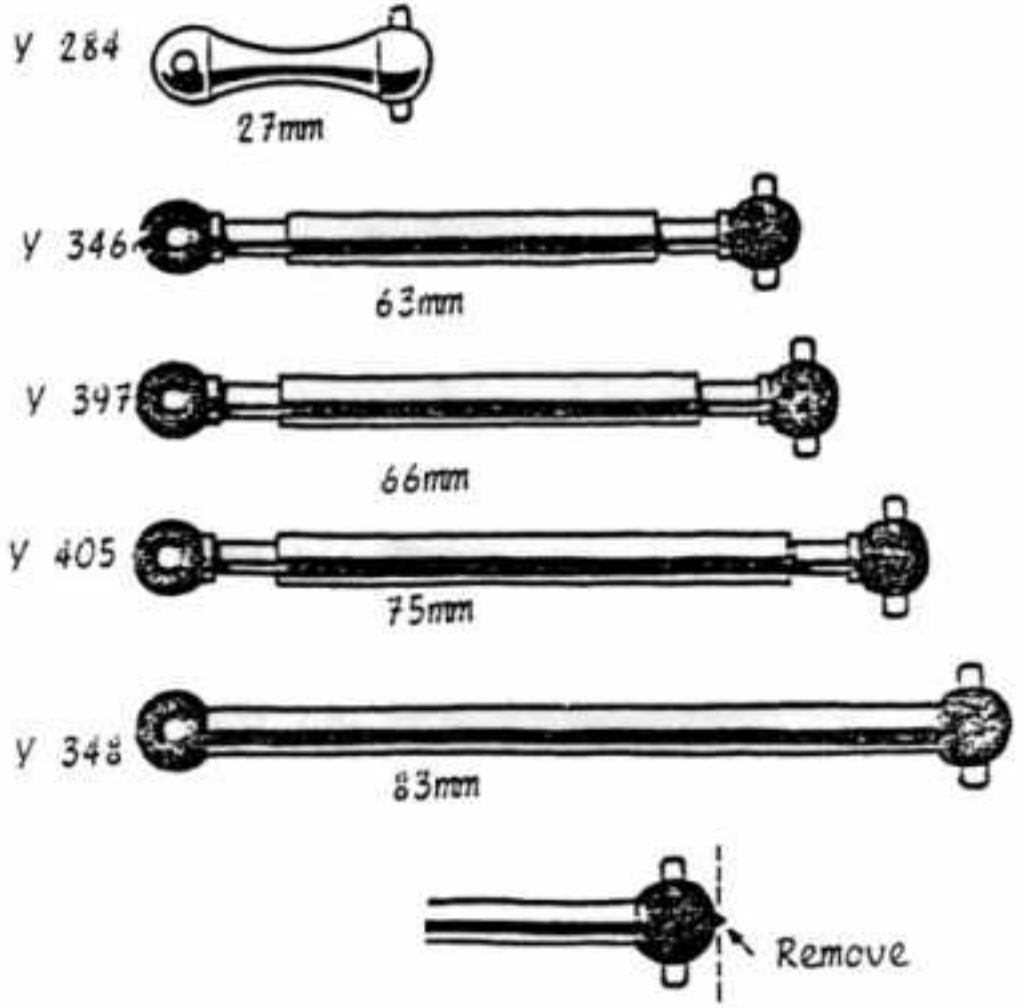
Use silicon paste (Y073) before fixing frame protections.

Plastic parts:

Triangles and each plastic part (servo-saver, ball ends.....) must be mounted wery free with a minimum slack.

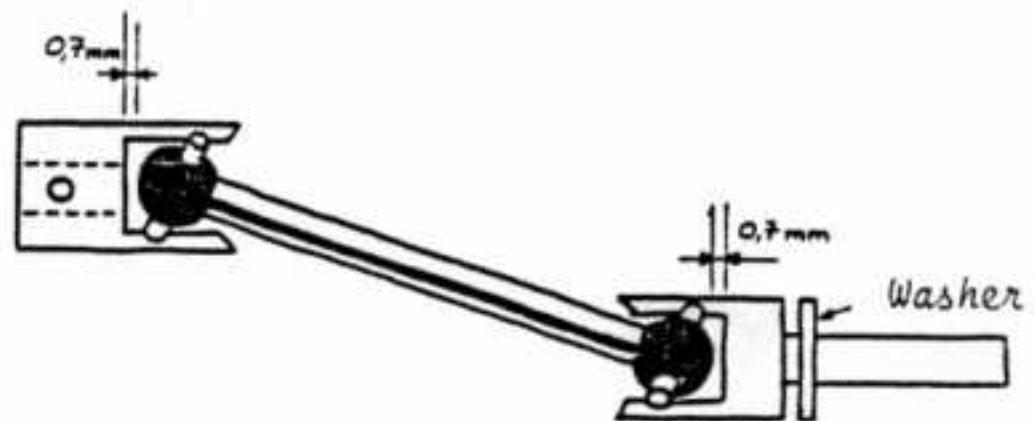
Dog bones

fins must be removed before assembling



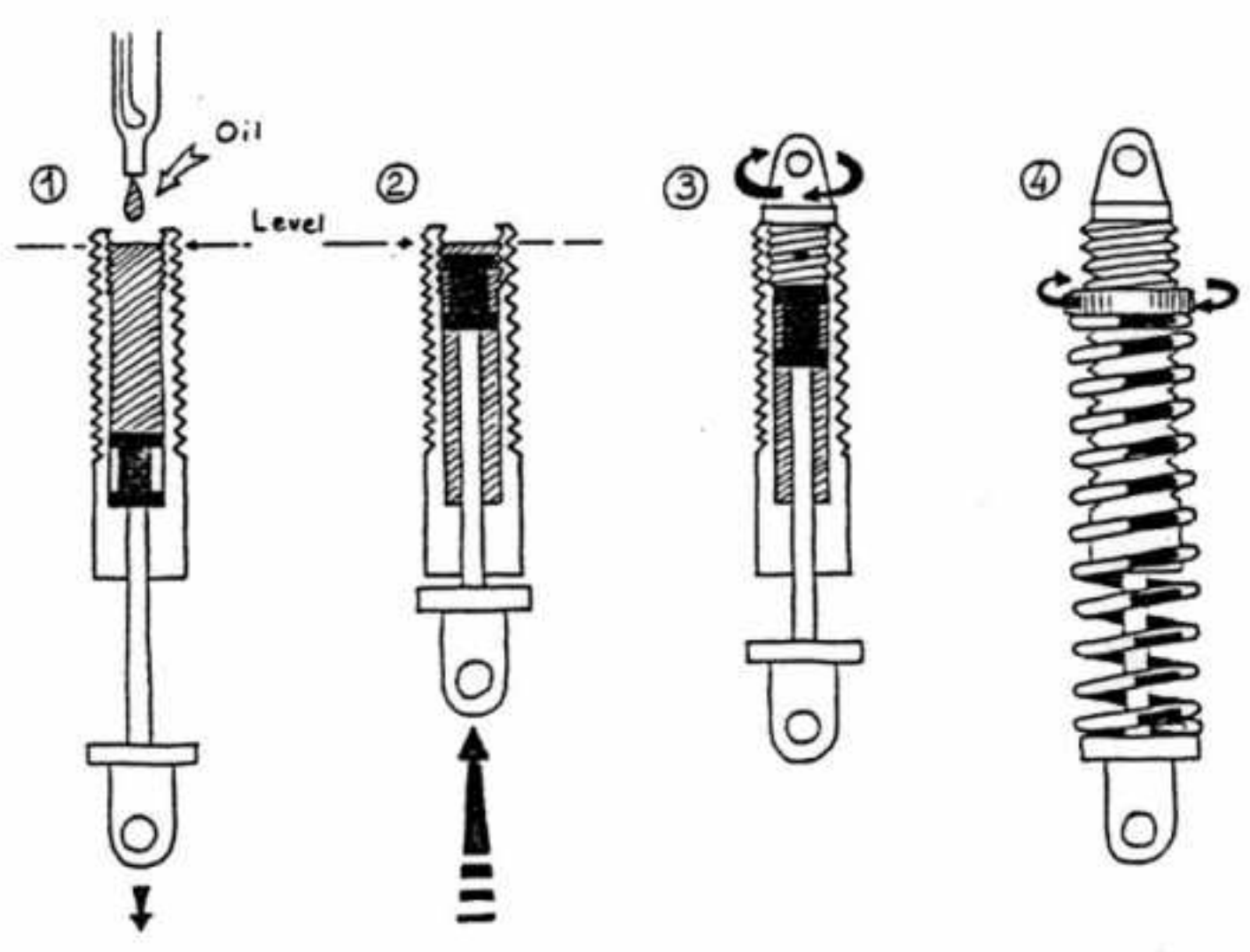
Y 283 dogbone nut rings are recommended on each nut. Use cyanoacrilate glue to fix them on the nuts. Use the same glue to lock the nut screws.

Dogbone clearance must be adjusted when assembling and each time it is necessary. A lateral clearance of 0,7mm is necessary at each extremity. Use washers to reduce clearance if necessary.



SCHOCK ABSORBERS

- 1) Fill up with YANKEE special oil Y 215 (or ricinus oil) the schock absorber body
- 2) Go up the piston (fig 2). Be careful that no air is remaining and the filling up is complete.
- 3) Screw on the plug on the body when maintaining the piston (fig 3). The oil excess will escape by the plug hole. Then lock the plug.
- 4) Put the spring on the body and screw the adjusting muller.

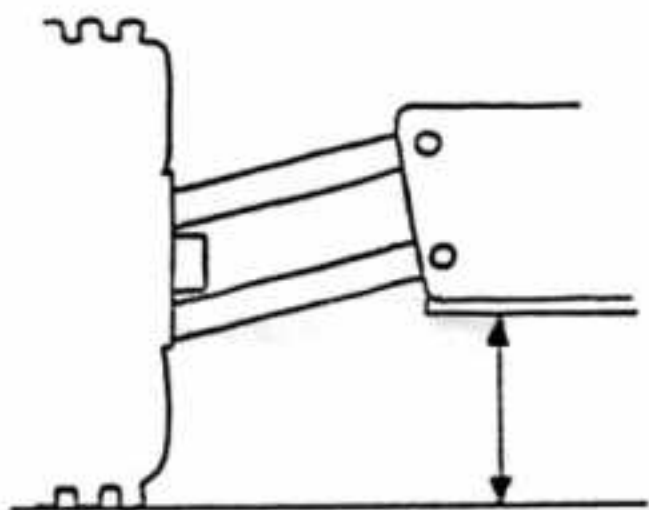


YANKEE

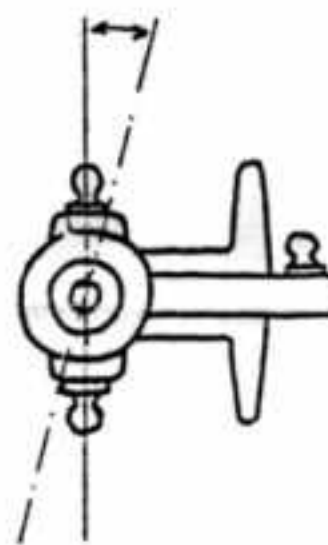
YANKEE

EUROPA RACING

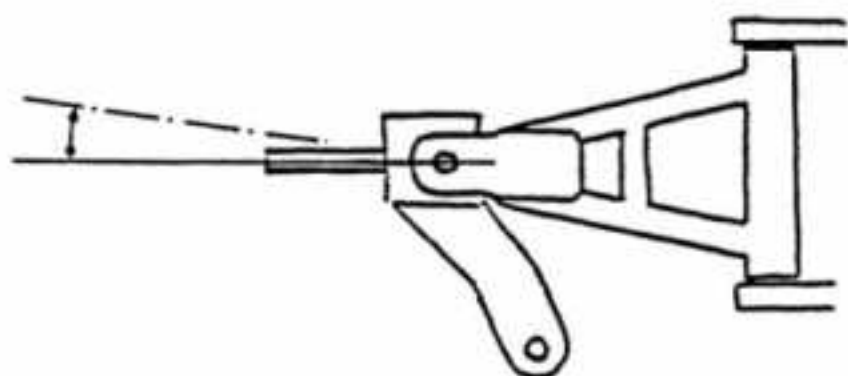
The 4X4 EUROPA RACING version 86 has all the adjustments permitting the fitting of the car in function of the track; It is possible to change: earth clearance, play of wheels, toe angle, camber on front and rear wheel train.



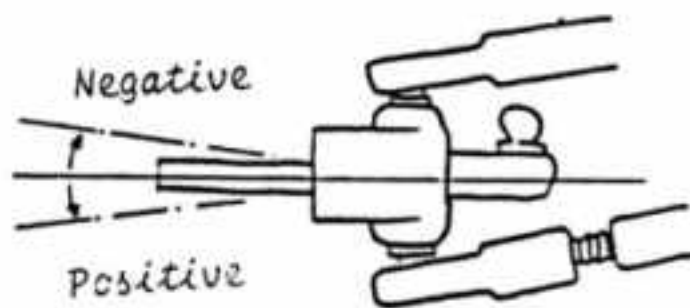
Earth clearance



Toe angle



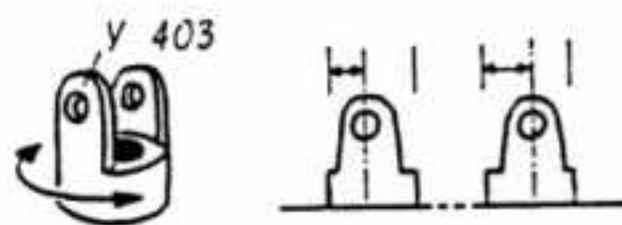
Play of wheels



Camber

1/ Earth clearance

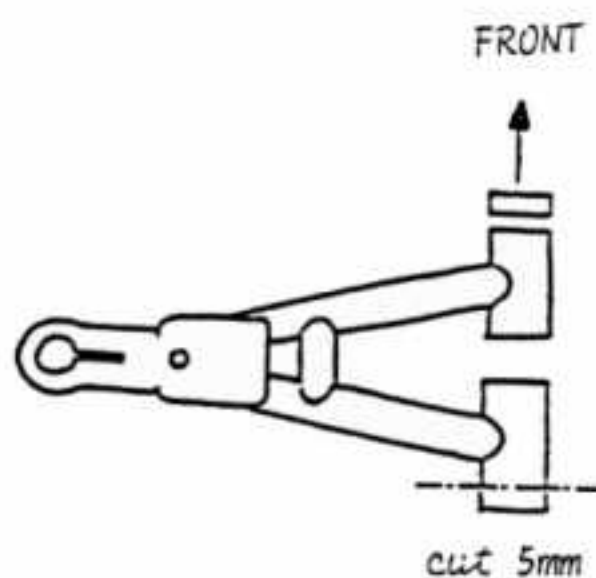
Earth clearance will be changed by turning Y 403 the variation is about 7mm.



2/ play of wheel

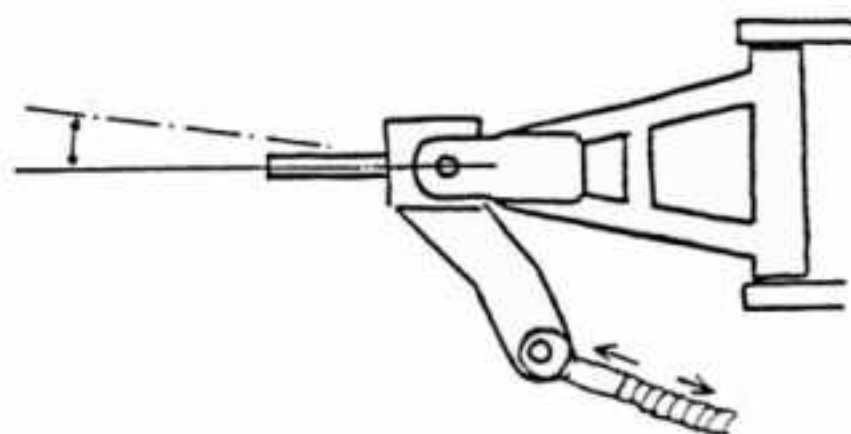
Play of wheel will be changed by moving the low triangle and locking it with Y 408

- On rear wheel train it is recommended to put the triangle on check with the front plate.
- On front wheel train the play of wheel will be increased by cutting 5 mm on the up triangle and putting this washer on the front part of this up triangle



3/ Toe angle

By changing the length of Y 407 toe angle will be changed.

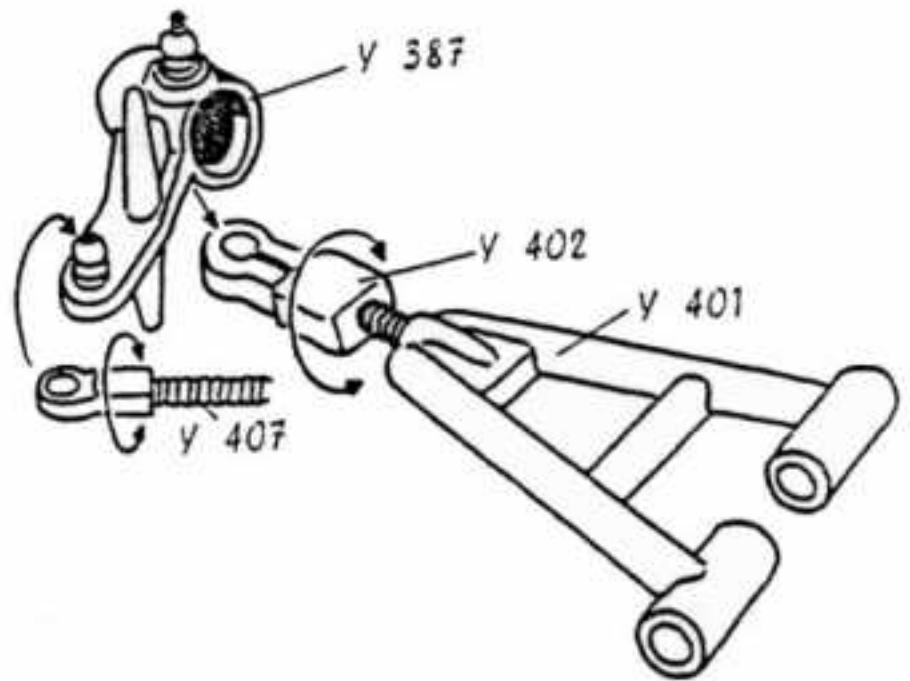


4/ CAMBER

- 4.1/ front camber

To change front camber:

- . separate Y 387 and the triangle
- . Put out Y 407 from Y 387
- . Move the Y 402 extremity
- . Reassemble the triangle
- . Adjust the Y 407 Length
(verificate the toe angle)



- 4.2/ rear camber

- . Separate the triangle
- . Put out Y 410 from the rear plate
- . Move the Y 402 extremity
- . Reassemble the triangle
- . Adjust the Y 410 Length.

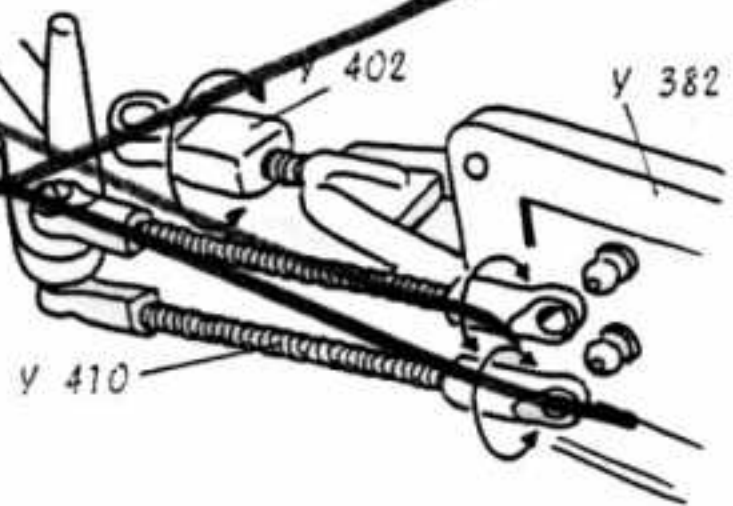


Abb. 45

Den Antennendraht 105013 an einer geeigneten Stelle anbringen

Die Servos mit beiliegenden Blechschrauben befestigen.

Gas/Bremsservo

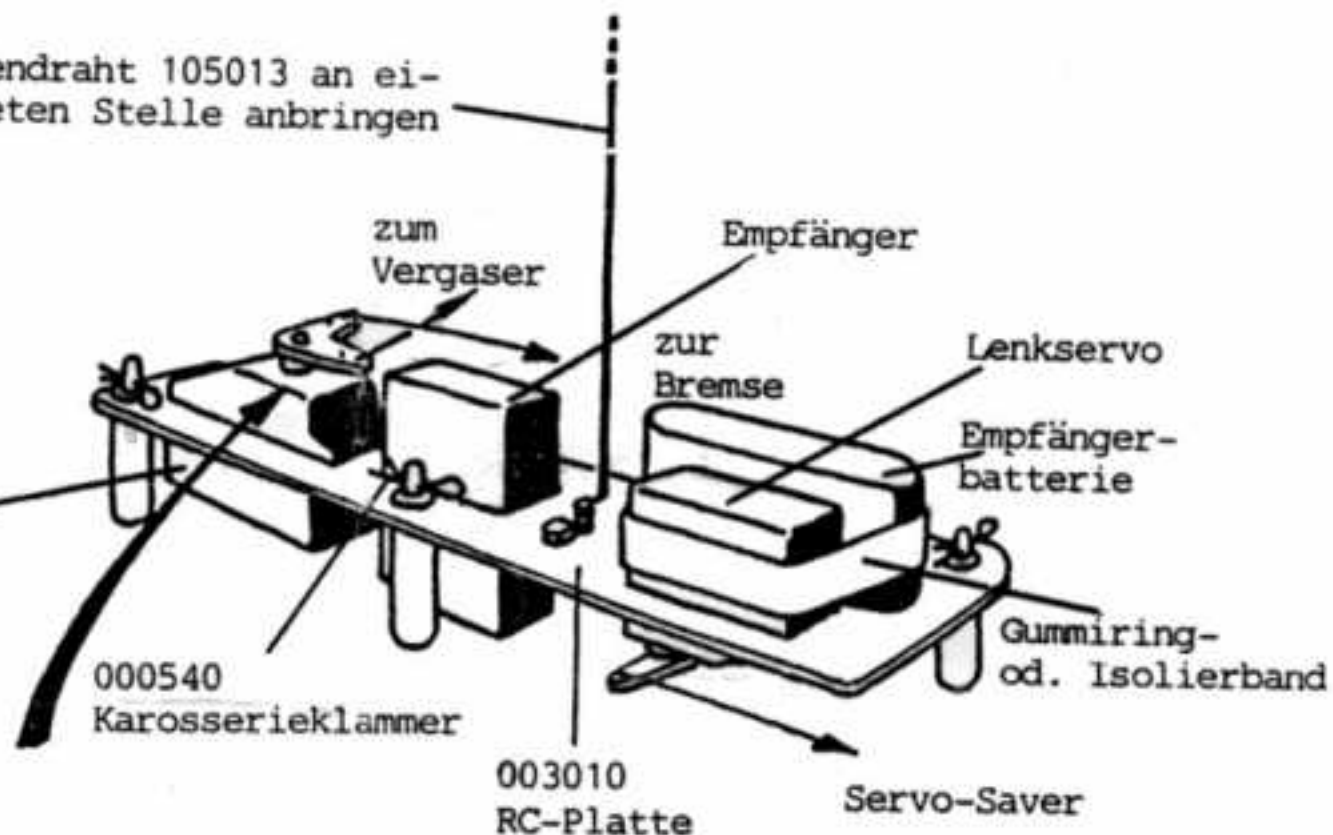
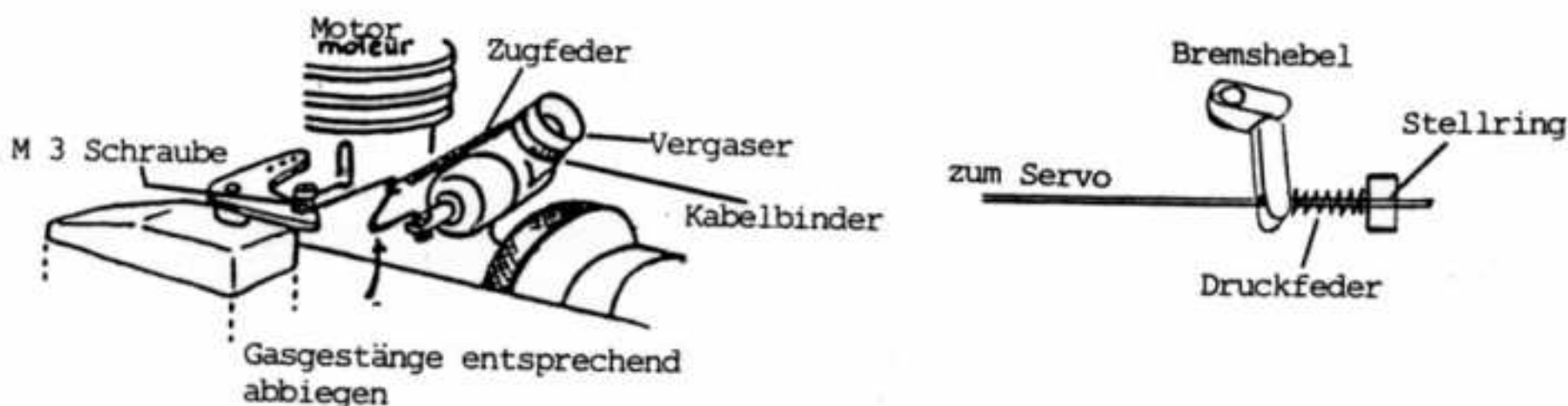


Abb. 46



Fernsteuerungsanlage provisorisch einschalten, Trimmung beider Servos auf Mittelstellung bringen und Funktion überprüfen.

Jetzt das Lenk- und Gasgestänge nach Abb. montieren. Bitte darauf achten, daß die Gestänge möglichst geradelinig verlaufen und nicht an Gehäuseteile streifen. Gasgestänge entsprechend nach Abb. biegen.

Das Ende des Antennenkabels abisolieren und mit dem Antennendraht verbinden.

Nachprüfen der Lenkung:

Bei Mittelstellung des rechten Senderknüppels und Trimmung müssen beide Vorderräder in Geradeausstellung stehen.

Der Lenkausschlag kann vergrößert oder auch verkleinert werden, indem man das Lenkgestänge in den Bohrungen des Servoarmes versetzt.

Auch die Drehrichtung des Servos kontrollieren, gegebenenfalls am Sender umpolen. Lenkung auf Leichtgängigkeit prüfen, schwergängige Teile nacharbeiten.

Nachprüfen des Gas-Bremsgestänges

Bei Mittelstellung des linken Senderknüppels muß der Vergaser geschlossen und die Bremse gelöst sein. Bei Vollgasstellung (linken Senderknüppel nach vorne) sollte der Vergaser vollständig geöffnet sein. Wenn der Vergaserweg nicht ausreichen sollte, muß das Gestänge in den Bohrungen des Servoarmes versetzt werden.

Bitte das Gas- und Bremsgestänge mit größter Sorgfalt montieren. Die Gestänge müssen frei beweglich sein und sollten möglichst geradelinig verlaufen.