Sportwerks Mayhem™ ST RTR
Assembly and Operation Manual

Specifications:

Length:	19.4" (492mm)
Width:	16.5" (419mm)
Track Front:	16.3" (415mm)
Track Rear:	16.5" (419mm)
Wheelbase:	13.5" (342mm)
Weight:	9.5lb (4309 g)
Gear ratio:	4.09:1

Introduction

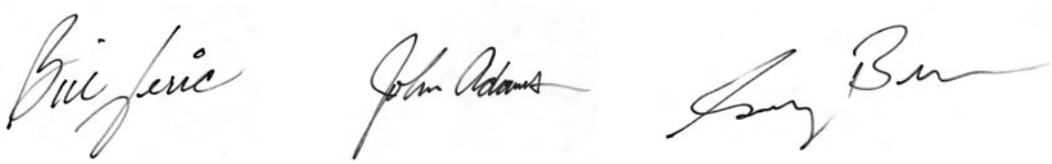
Thanks for your purchase of the Mayhem™ ST. Hang on! You're about to discover just how much fun trying to tame an overpowered 1/8-scale stadium truck can be. In just minutes you'll be ripping up the dirt, at speeds over 40 mph.

The Mayhem ST chassis is based on the race winning design of the Sportwerks™ Mayhem Pro racing buggy. Professionally built and hand assembled by the Sportwerks team. The shocks and differentials are pre-filled with the correct lubes for optimum handling and performance. The Mayhem ST RTR comes assembled with radio, engine, and exhaust installed. All that's required to make it race-ready is to install a 6-cell pack in the handheld starter and 8 "AA" alkaline batteries (not included) in the transmitter. Charge the receiver pack with the battery charger supplied with your kit. The initial charge should take about 4 hours. Partially discharged batteries will take less time.

Note: Do not leave unattended while charging. If the battery becomes warm it is fully charged; discontinue charging immediately. Overcharging may damage the battery.

Good luck, have fun and enjoy the excitement of RC with your new Mayhem ST.

Sportwerks Product Development Team



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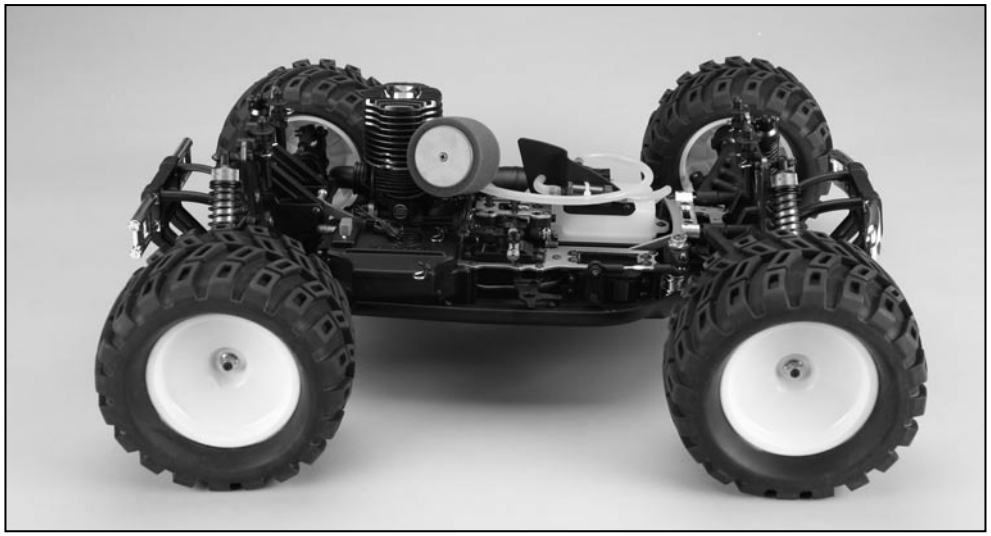


Required Equipment

Additional equipment required for assembly (not included)

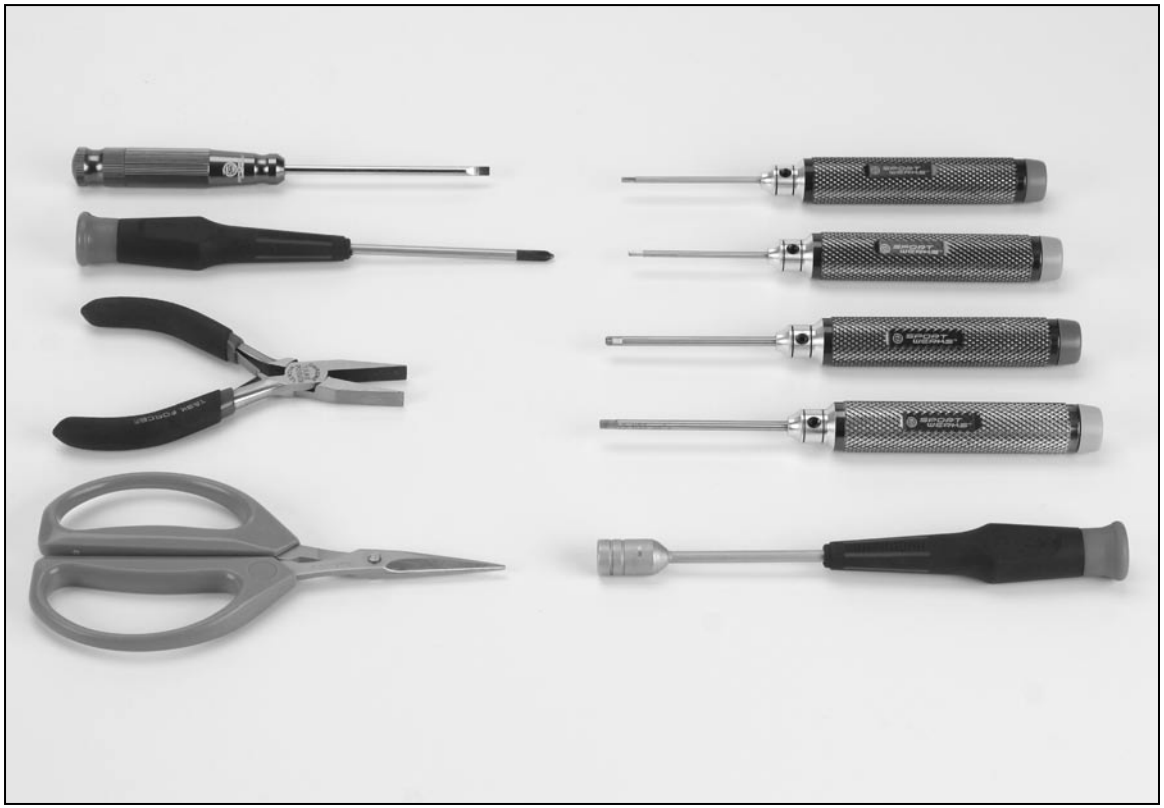
- 6-cell 7.2 volt car pack (DYN1000 recommended)
- 8 “AA” Alkaline batteries

Additional items needed to operate

- Glow igniter
- Air filter oil
- Car fuel
- Fuel bottle

Note: Dynamite® offers a starter pack that includes the above items plus it includes extra glow plugs, a plug wrench and fuel line. (DYNSTART2).

Recommended Tools



While the Mayhem™ ST comes assembled and no tools are required, you'll find the following tools helpful when maintaining your Mayhem ST:

Recommended Tools

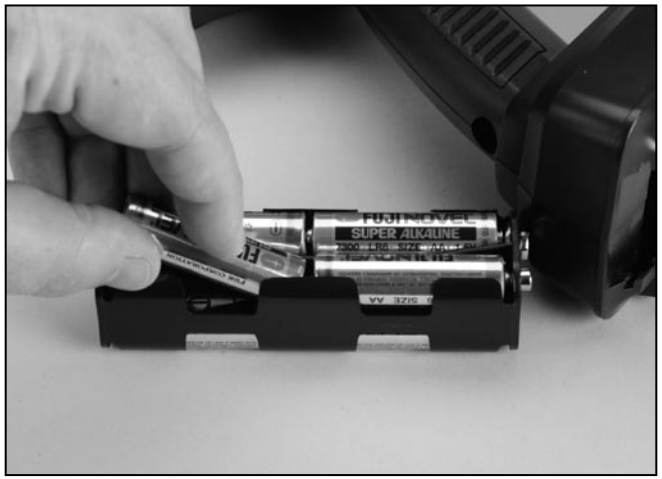
- 1.5mm hex wrench
- 2mm hex wrench
- 2.5mm hex wrench
- 3mm hex wrench
- Small flat screwdriver
- #1 Phillips screwdriver
- Needle-nose pliers
- 8mm nut driver
- Lexan scissors

Step #1
The receiver pack included with your Mayhem™ ST will require charging. Open the radio box and remove the receiver pack. Plug the battery lead into the supplied charger. The initial charge should take approximately 4 hours. Partially discharged batteries will take less time.

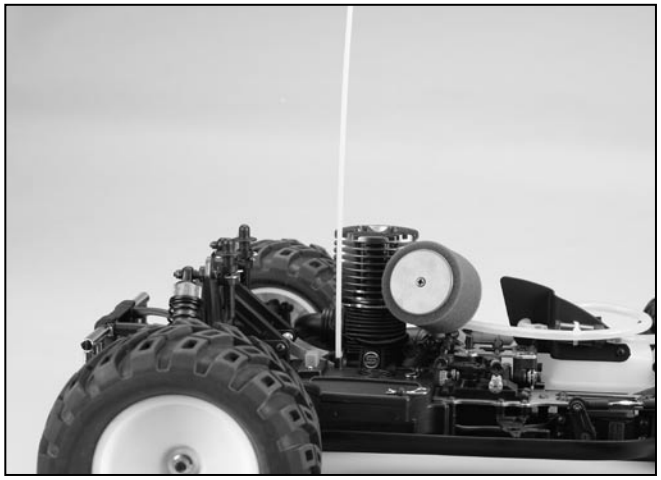
Note: Do not leave unattended while charging. If the battery becomes warm it is fully charged, discontinue charging immediately. Overcharging may damage the battery.

When the battery is warm to the touch, reinstall the battery into the battery box and connect the battery to the open plug.

Note: Because of the voltage required to power the steering servo, we recommend only using 6-volt battery packs like the one supplied and only powered though the Y-harness in channel 2 of the receiver.



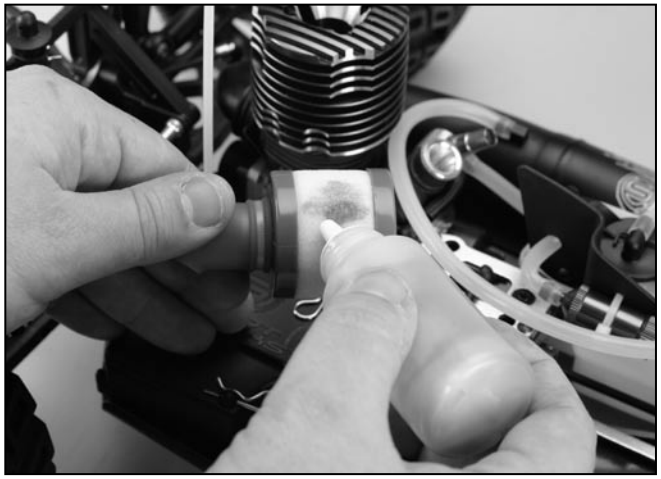
Step #2
Install 8 “AA” batteries in the transmitter noting the proper direction of each cell.



Step #3
Insert the antenna tube in the top of the radio box. Feed the receiver antenna through the tube until several inches extend out the top. Install the antenna tip.

Step #4
Install a charged 6-cell 7.2-volt battery in the starter and attach the plug.

Step #5
Turn on the transmitter and then the receiver. Check to make sure that the servos are operating correctly and that the carburetor closes when the throttle trigger is released.



Step #6
Apply air filter oil (not included) and spread the oil uniformly onto the air filter allowing it to saturate the foam element.

Congratulations! Your Mayhem™ ST is ready to rip!

Engine Starting and Break-in

Your First Runs

If this is your first gas car, we highly recommend that you have an experienced gas car driver help during the first startups and runs. He will be able to help you properly adjust your engine for break-in and then tune your engine for reliable performance.

Before attempting to start your new truck, be sure to read this section and fully understand each step before starting your engine. Pay particular attention to the needle settings recommended for starting and to the break-in procedures suggested to the right.

Fuel and Glow Plug

> **Note**: Using the proper fuel and glow plug is vital in achieving reliable performance and is a must for long engine life. You must use fuel and glow plugs that are specifically designed for model car use.

Never use any type of model airplane glow fuel!

We recommend a high-quality car fuel containing 20% nitro methane (Blue Thunder 20% Sport fuel is recommended). A glow plug is included that is ideal for breaking-in your new engine. During the break-in process, it's not uncommon to go through one or two glow plugs, as microscopic particles of metal (from the cylinder/piston wearing in) bond themselves to the plug element causing glow plug failure. We recommend the Dynamite® MC-59 Glow Plug (DYN2508) as the best replacement glow plug for this engine.

Air Filter

A clean, properly oiled air filter is a must to keep dirt out of the engine. Using a quality air filter oil like (DYN2502), spread the oil uniformly onto the air filter allowing it to saturate the foam element.

The Sportwerks™ .26 engine features a slide-valve carburetor and includes three inserts of various diameters. These carburetor inserts are used to alter the power curve of the engine. The three diameters included have the following effect:

6.5mm – Gives smooth controllable acceleration; offers best fuel mileage; best-used for slick tracks/surfaces or beginning gas drivers.

7.5mm – Develops good mid-range power; easier to control than the 9mm insert; best for medium traction, average-sized tracks/areas.

9mm – Offers explosive, sometimes difficult to control acceleration; uses the most fuel; used only for high traction, large track/open areas; for expert drivers only.

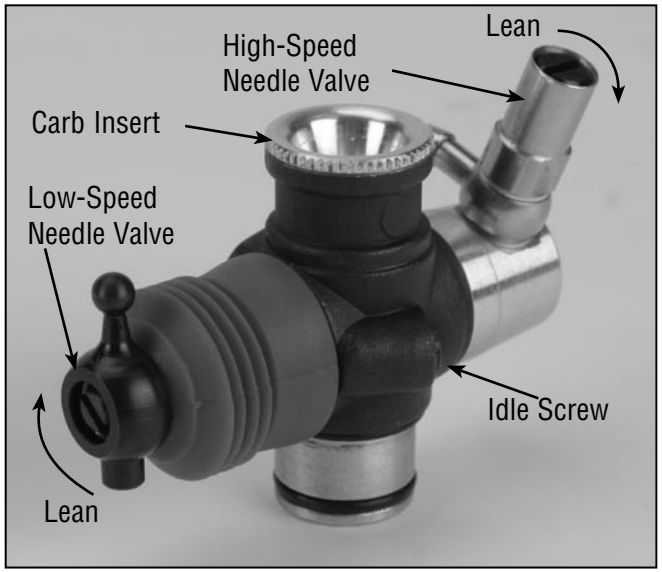
Setting the needles

While the needles are preset at the factory, it's a good idea to verify that the needles are properly set slightly rich for break-in. Following are the recommended starting settings:

High-Speed Needle: 3 1/2 turns out (counterclockwise) from closed

Low-Speed Needle: 2 turns out (counterclockwise) from closed.

Note: When checking the adjustment of the low-speed needle, it is crucial that the throttle slide is closed completely and that you do not over-tighten the needles. When you feel resistance, immediately stop turning. This is the closed position.



Starting Your Engine For The First Time

Break-in

The first startups and the first several minutes that your engine is running is the most critical time of its life and, in many ways, dictates how well it will perform and how long it will last.

During the first runs, when the engine starts, the exhaust should emit blue/white smoke, indicating that the engine is rich (a good thing during break-in). During the first tank of fuel, you may wish to set a higher than normal idle speed in order to keep the engine from stalling. Drive your truck while "blipping" the throttle and avoid operating the engine at full throttle for more than 2–3 seconds at a time. Run the entire first two tanks of fuel in this manner. After the first two tanks of fuel, begin leaning out the high-speed needle valve 1/8 turn at a time. It generally takes about 5 or 6 tanks of fuel before you'd want to start tuning for "maximum" power. Patience during break-in will be rewarded with an engine that performs reliably and to its maximum power potential. Remember, glow plug failure is a common occurrence when breaking in a new engine. To test your plug, let the engine idle at a properly adjusted low-speed needle setting with the glow igniter attached. Then, remove the igniter. If you hear no appreciable change in engine rpm, the plug is still good. If the engine loads up and the rpm's decrease, it's time to replace the glow plug.

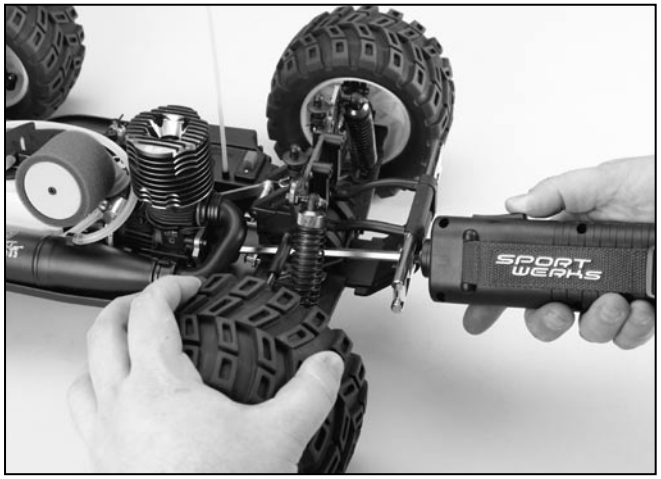
Starting the Engine

Step 1
Fill the tank with fuel

Step 2
Turn on the transmitter and receiver and confirm that the radio system is working properly.

Step 3
Attach the glow driver to the glow plug.

Step 4
Fully insert the electric start shaft into the back of the engine. Press the start button for ten seconds then stop. The engine should turn over but likely won't yet start. Continue these ten second starting attempts several times until the engine starts.



Note: Should the engine not turn over when the electric starter is applied, the engine may be flooded (hydro-locked). Excess fuel in the combustion chamber can prevent the piston from traveling through its full range of compression, effectively "locking up" the engine. Should this occur, remove the glow igniter from the plug and, using a glow plug wrench (DYN2510), remove the glow plug and turn the model upside down. Give the starter a few short blips to clear the fuel from the combustion chamber then re-install the glow plug and try again.

You may find it necessary to "blip" the throttle on the transmitter (applying throttle on/off) while trying to start the engine, as new engines are more difficult to start due to the tight piston/cylinder fit.

Never start an engine above 1⁄4 throttle or damage to your engine could occur!

Adjusting the Carburetor

Tuning your Engine

When tuning the needle valves for maximum performance, adjust them in small increments, 1⁄16 turn at a time. An engine should not be run too lean; doing so severely shortens the life of the engine. When an engine is set too lean, it will run very strong at first but will soon begin to sag and hesitate or stall when accelerating. The best way to tune an engine is by using an infrared temperature gauge, but you can also use water to check the head temperature. (Refer to "Fine Tuning Your Engine")

Fine-Tuning Your Engine

As you gain experience, you'll be able to tune your engine based on the engine's sound and feel during acceleration and at full throttle. Until you've developed this skill, we recommend the following method of engine tuning.

Start your engine and drive your truck aggressively for about two minutes.

Place a drop of water on the cylinder head.
If the water sizzles away (evaporates immediately), the needle setting is too lean.
A correct needle setting will result in the water evaporating slowly, in about 5–10 seconds. If the water does not evaporate, the needle setting is too rich. Lean the high-speed needle 1/8 of a turn and run the engine again, adjusting the needle setting to get the desired evaporation rate of 5–10 seconds. Check the temperature each time you change the needle mixture. **Do not let the engine overheat, as this will damage the engine!**

Tuning the Low-Speed Needle

The low-speed needle (also referred to as the idle mixture or idle needle) should be set after you're satisfied with the high-speed needle setting. After achieving the engine's proper operating temperature, reduce the engine throttle to idle for about 15 seconds. Now pinch the fuel line with your fingers close to the carb fuel inlet nipple while carefully listening to the engine rpm. If the engine dies immediately without an increase in rpm, the low-speed needle is set too lean.

If the rpm's increase dramatically and then the engine dies, the setting is too rich.

The ideal setting results in the rpm 's increasing a slight amount (about 200 rpm's) after pinching the fuel line before dying.

Setting the Idle rpm

The last setting to be made is the idle rpm. Turning the idle stop screw clockwise increases the idle speed; whereas turning the screw counterclockwise will make the engine idle at a lower rpm. Ideally, the engine should idle just fast enough to give a reliable idle but not engage the clutch and, of course, never flame out.

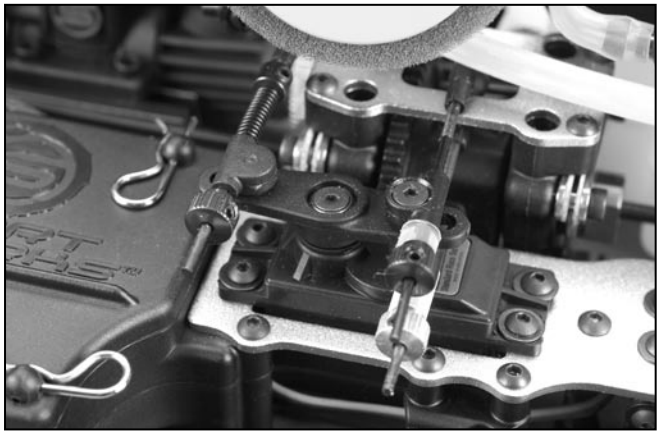
After Run Engine Maintainance

After you're finished racing for the day, it's important to empty the fuel tanks and run the remaining fuel from the engine. Continue to try to start the engine for several seconds after it will no longer fire to ensure that all fuel is out of the engine. Put several drops of after run oil in the carburetor and turn the engine over on the starter box for several seconds to coat the internal engine parts with after run oil.

Clean the air filter regularly, using warm soapy water then allowing it to air dry before applying air filter oil. Keeping your air filter clean and oiled is vital to the life of your engine.

Brake Linkage Setup

Although the brake linkages are pre-set at the factory, it may be necessary to adjust them if you take the vehicle apart for cleaning or maintenance. The following covers the installation and adjustment of the linkages in such instances.



Step #1
Turn on the radio system and adjust the throttle trim to the desired neutral position.

Step #2
Install the arm with attached linkage on the servo adapter such that the brake linkage will be parallel to the arm with the brake ball links attached.

Step #3
Be sure the ball links are snapped onto the front and rear brake and on the carburetor.

Note: It may be necessary to adjust the position of the throttle return spring to allow the ball link to snap on the ball.

Step #4
Adjust the position of the return spring collar until the correct tension is achieved. With the throttle at neutral, the spring should just close the carburetor barrel with light tension.

Step #5
Loosen the setscrew in the blue knurled knob and slide the knob such that it just contacts the molded pivot on the arm; retighten the setscrew.

Step #6
Adjust the full throttle position with the programming in your transmitter such that the carburetor is full open just as the trigger reaches the full throttle position. By rotating the blue throttle knob, you can now precisely adjust the throttle dead band (the amount the throttle moves before the carburetor barrel actually opens) without disturbing the spring preload settings.

Step #7
With the throttle at neutral, pull the front (silver knob) brake linkage through the molded pivot such that the front brakes are slightly applied. Loosen the setscrew on the silver adjusting knob and slide it into position such that it just contacts the molded pivot and retighten the setscrew.

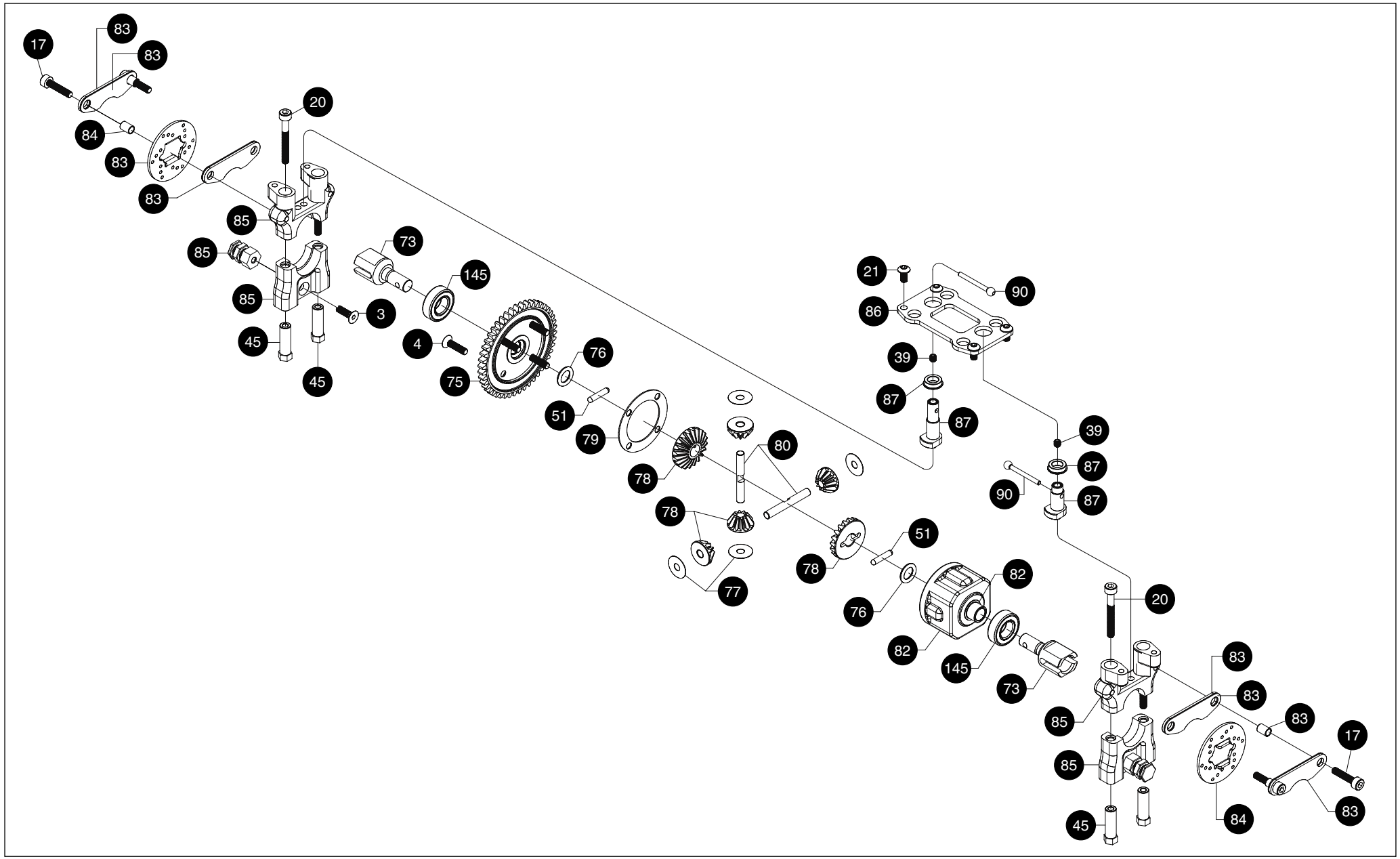
Step #8
With the throttle at neutral, pull the rear (red knob) brake linkage through the molded pivot such that the rear brakes are slightly applied. Loosen the setscrew on the red adjusting knob and slide it into position such that it just contacts the molded pivot and retighten the setscrew.

Step #9
Cut off the excess lengths of linkage to clear the body.

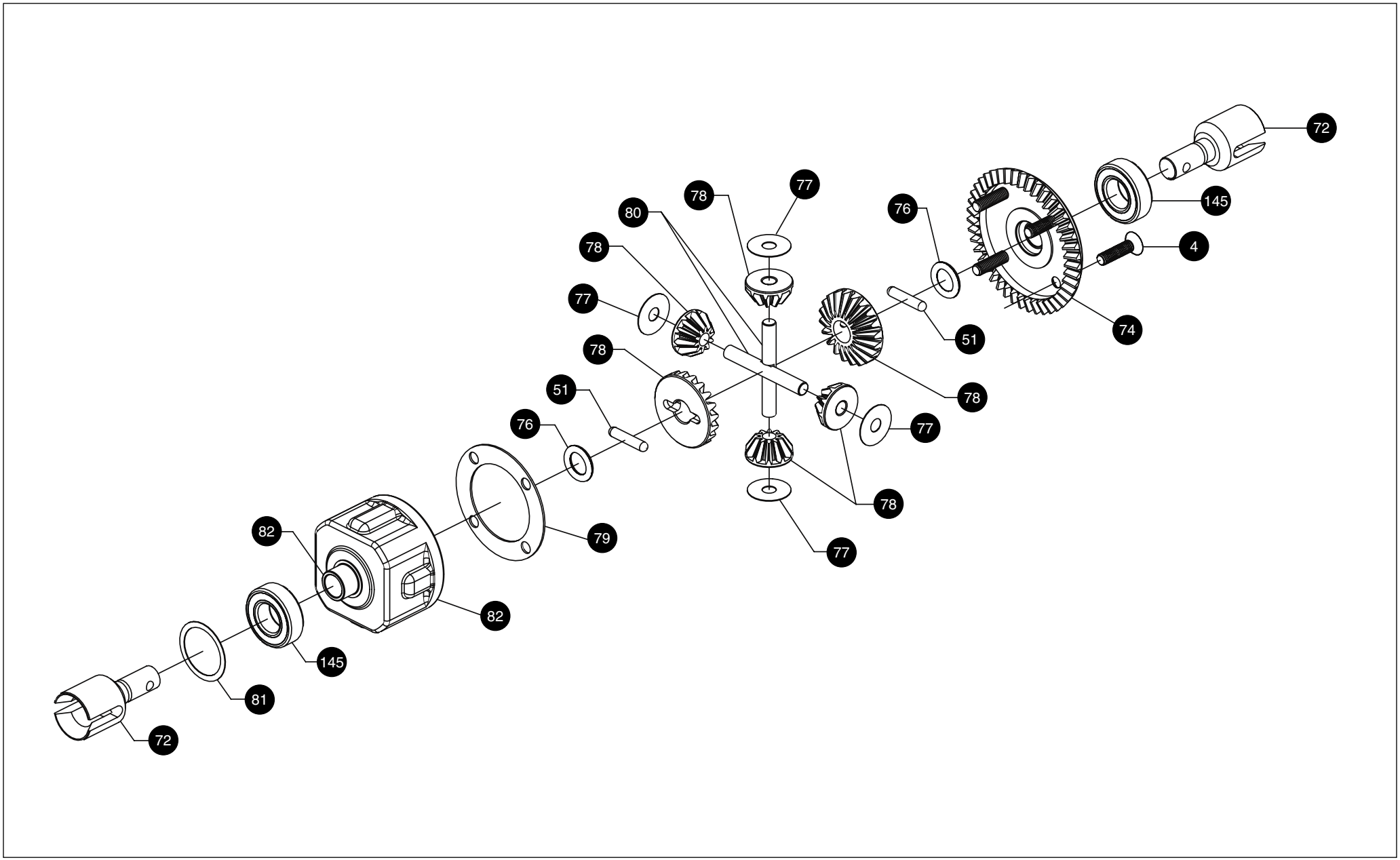
By rotating the silver adjusting knob, the front brakes can be accurately adjusted; rotating the red knob will affect the rear brake adjustment.

Initial Brake Adjustment
With the radio on and the throttle trim at neutral, adjust the front brake using the silver adjusting knob until it just starts to apply pressure to the front tires. Now back the front brake off one turn. Adjust the rear brake using the red adjusting knob until it just starts to apply slight pressure to the rear tires then back the rear brake off 1/2 turn. These are the neutral starting settings for the front and rear brakes.

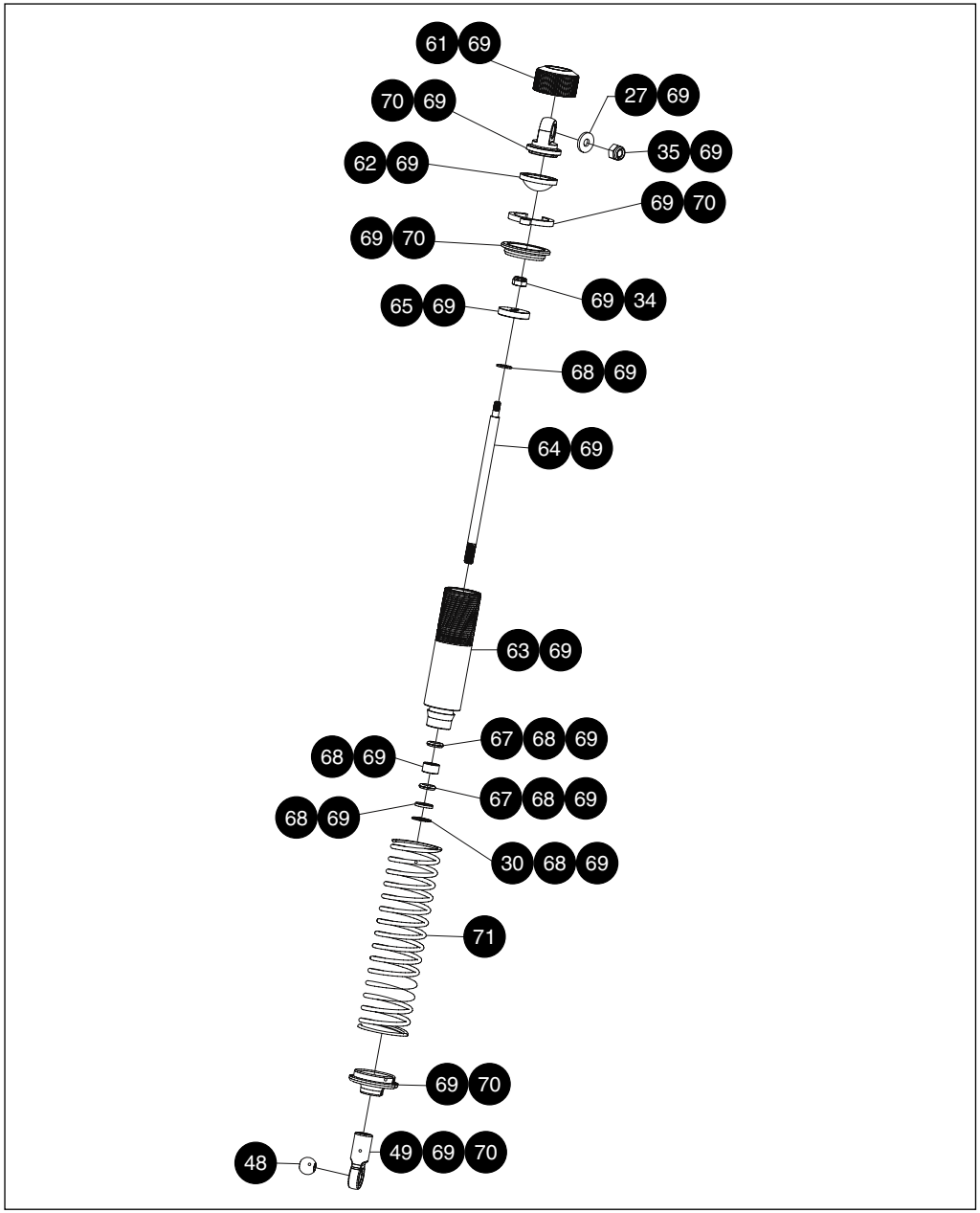
Center Differential

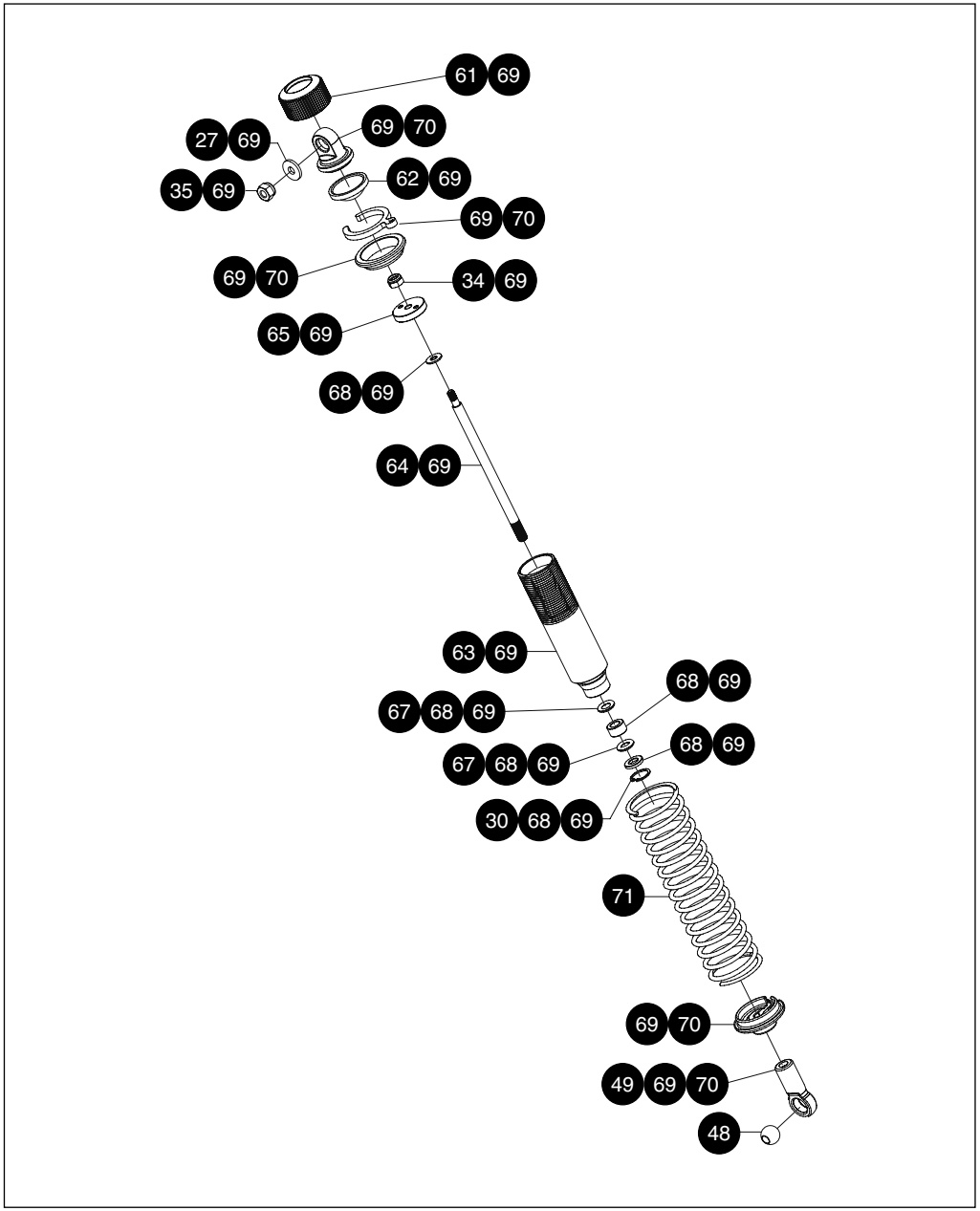


Front/Rear Differential

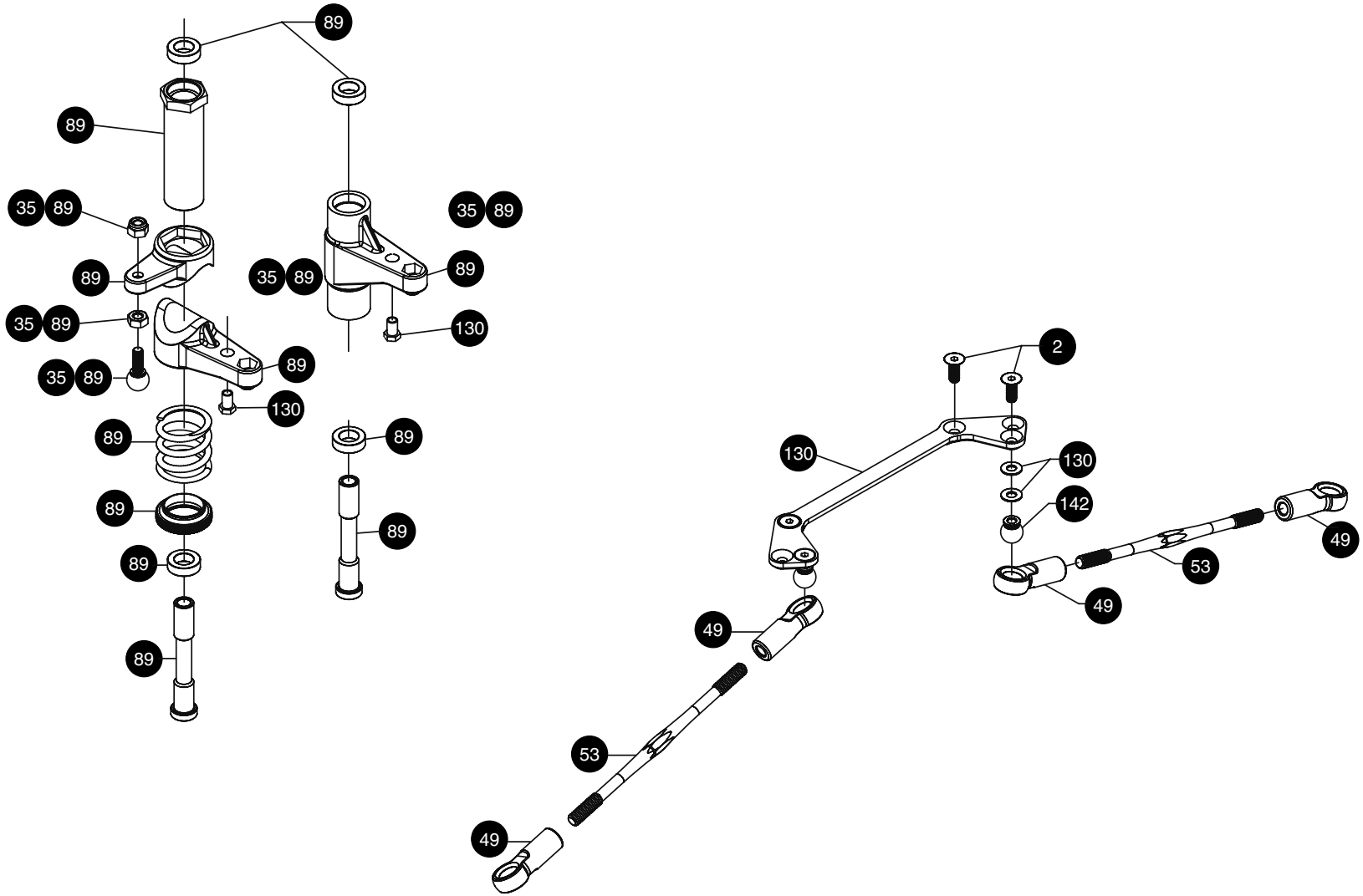


Front and Rear Shocks

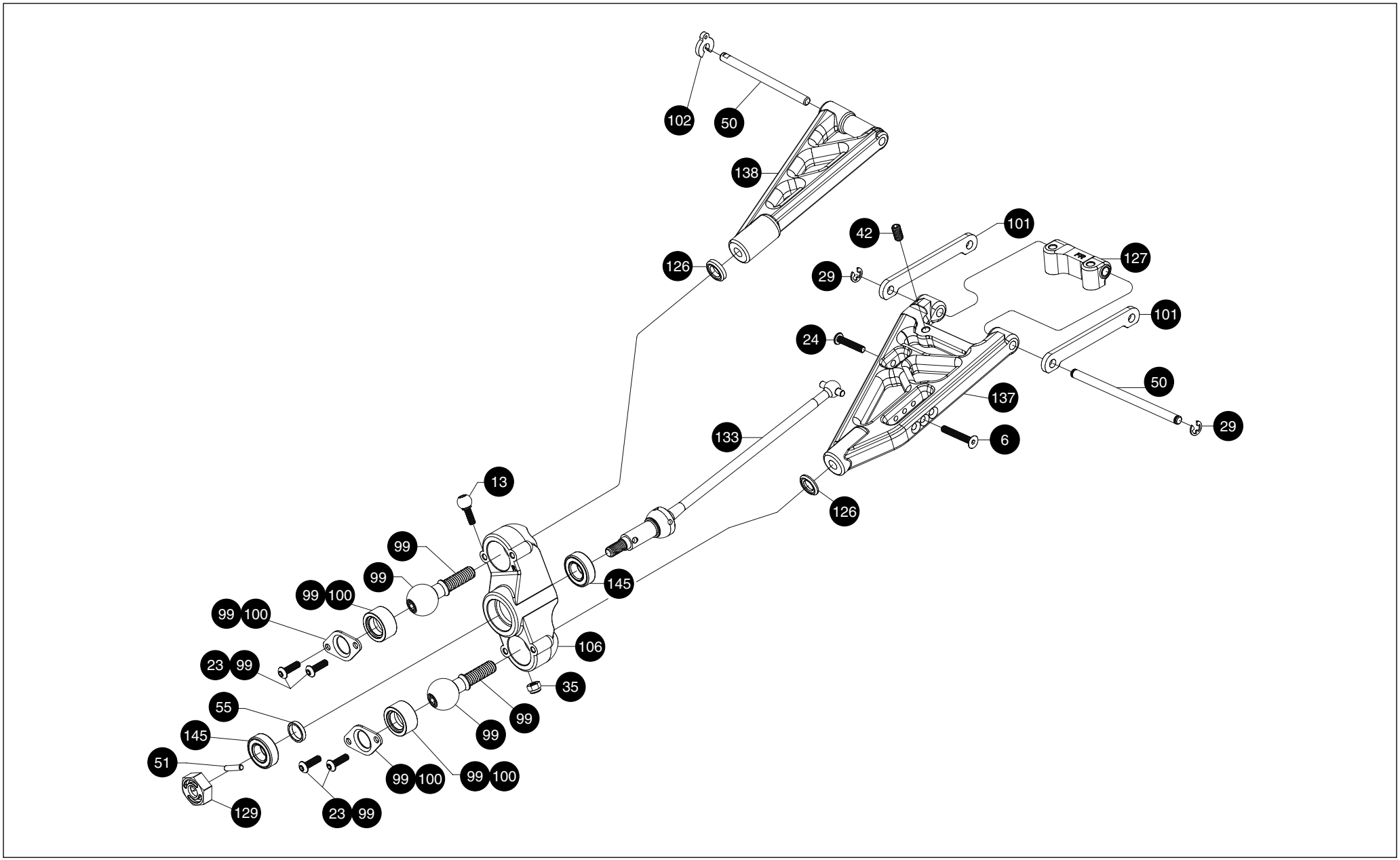




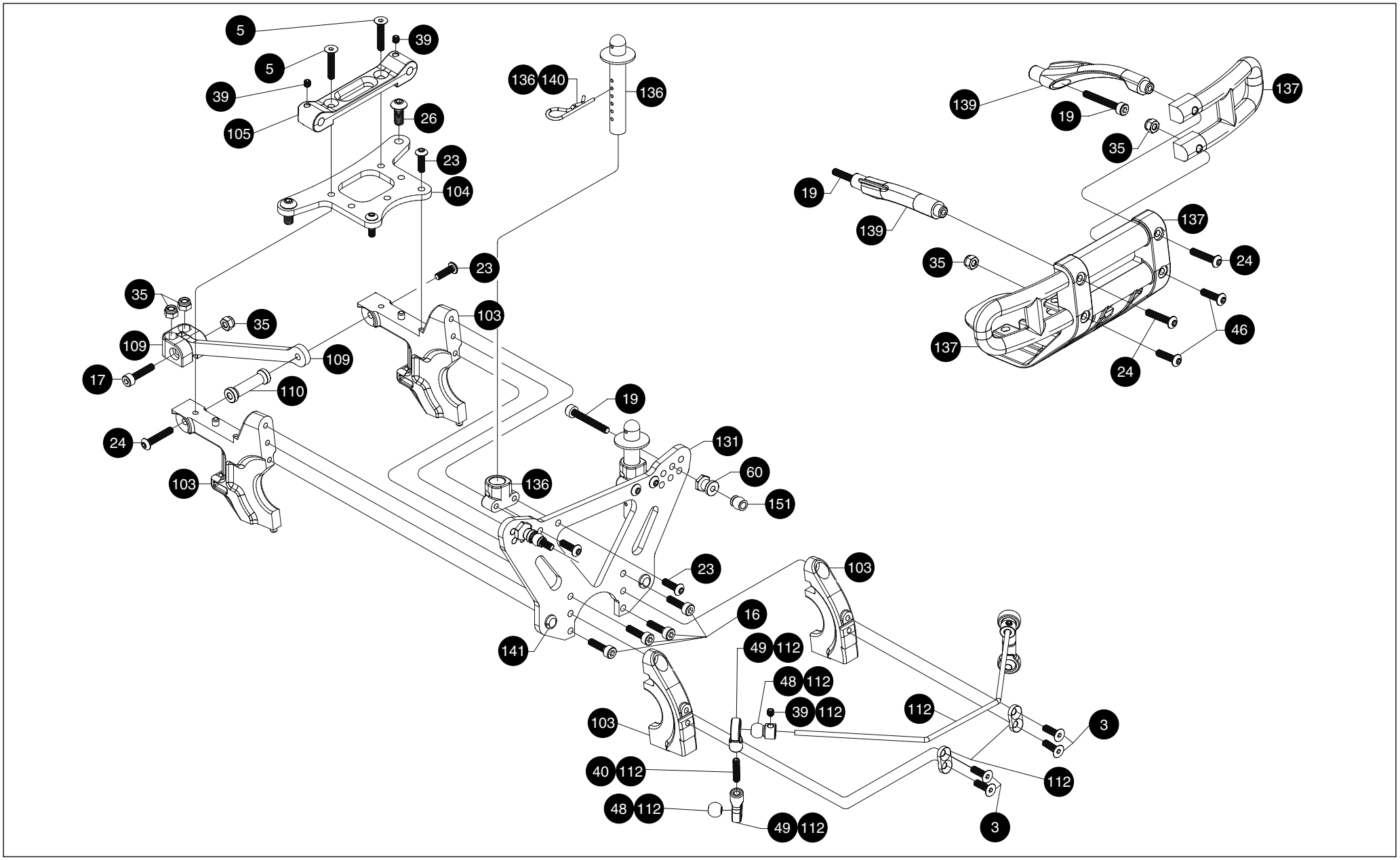
Steering Bellcrank



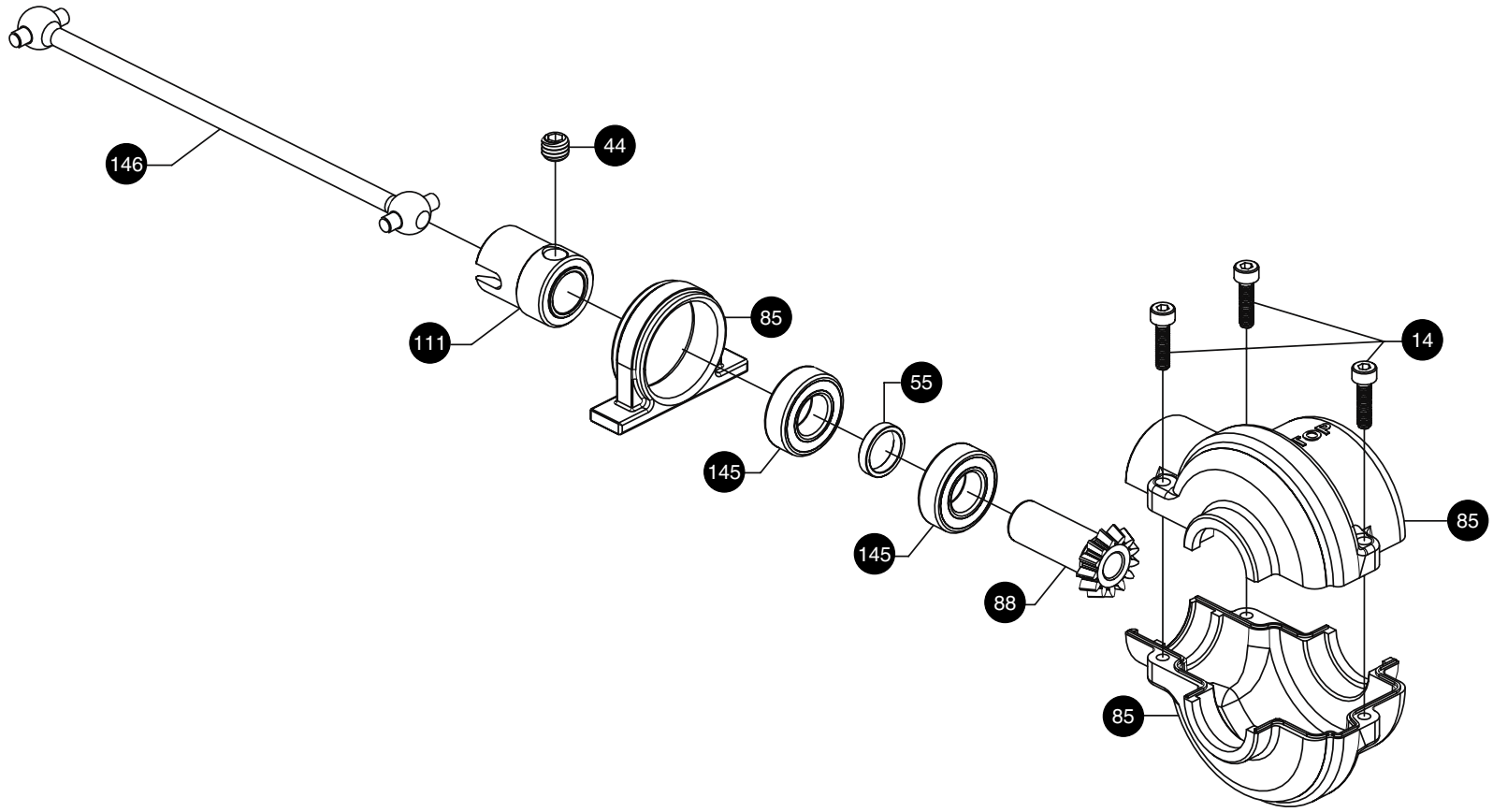
Front Suspension

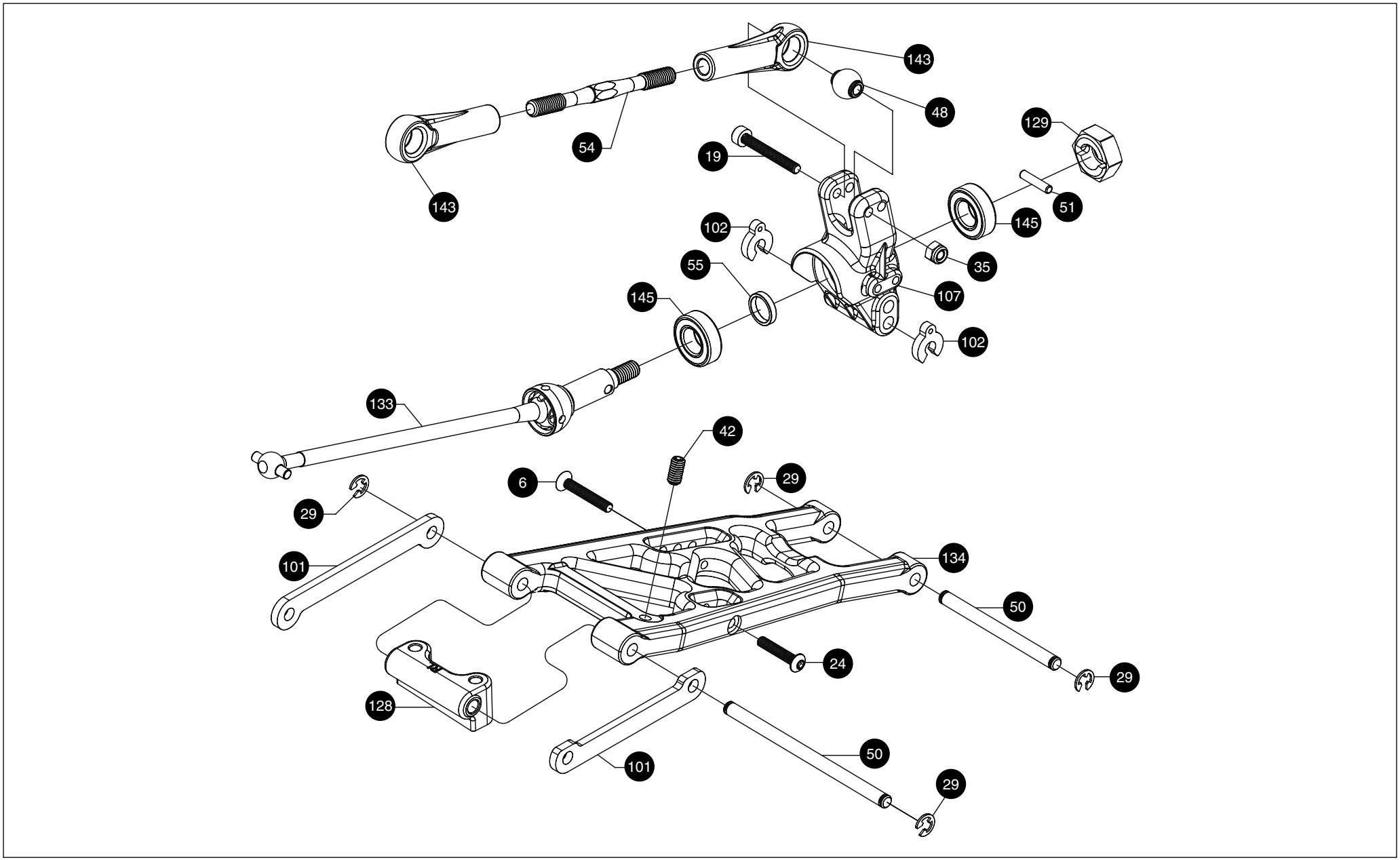


Front Gearbox Mount



Center Drive Shaft - Front

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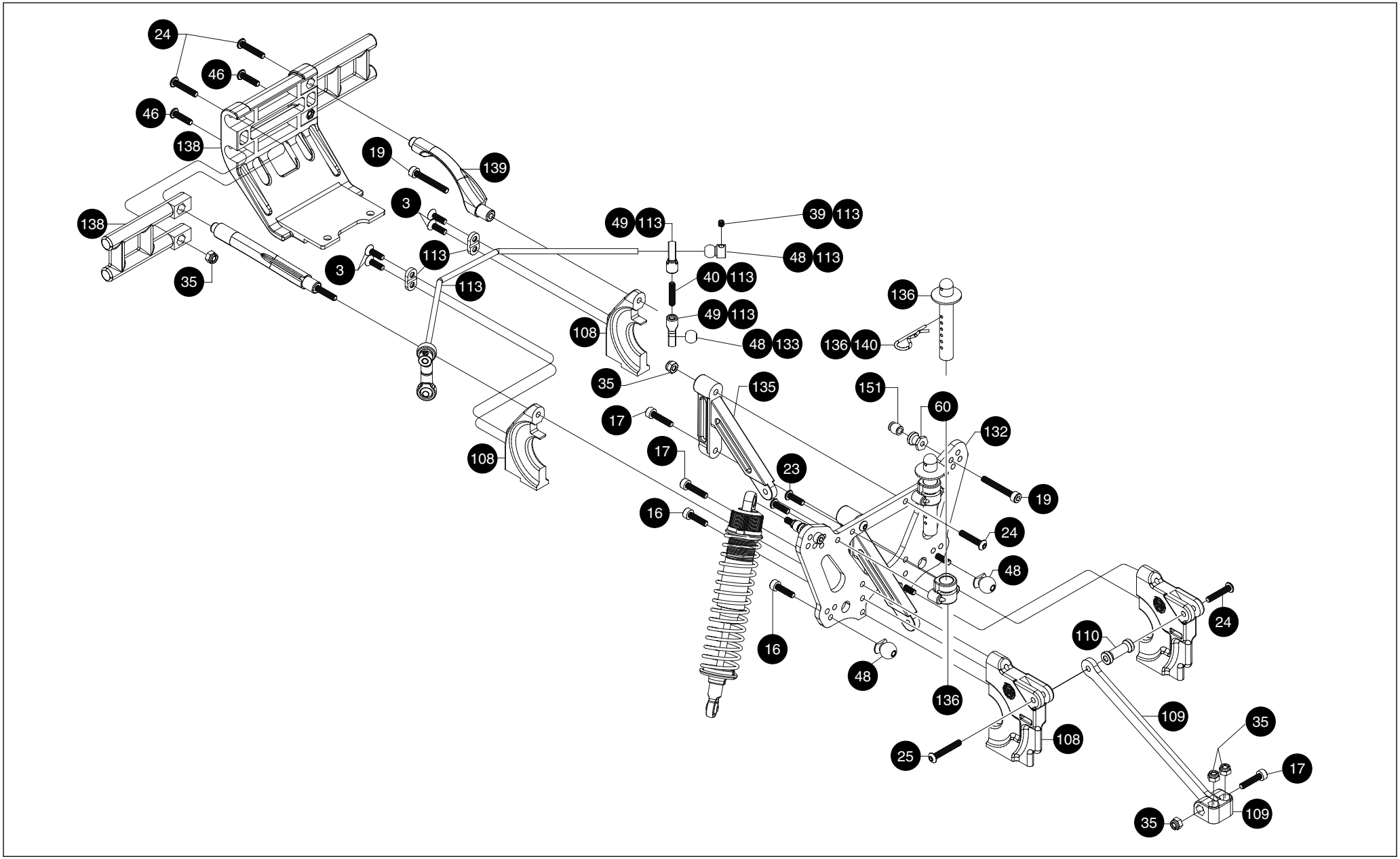
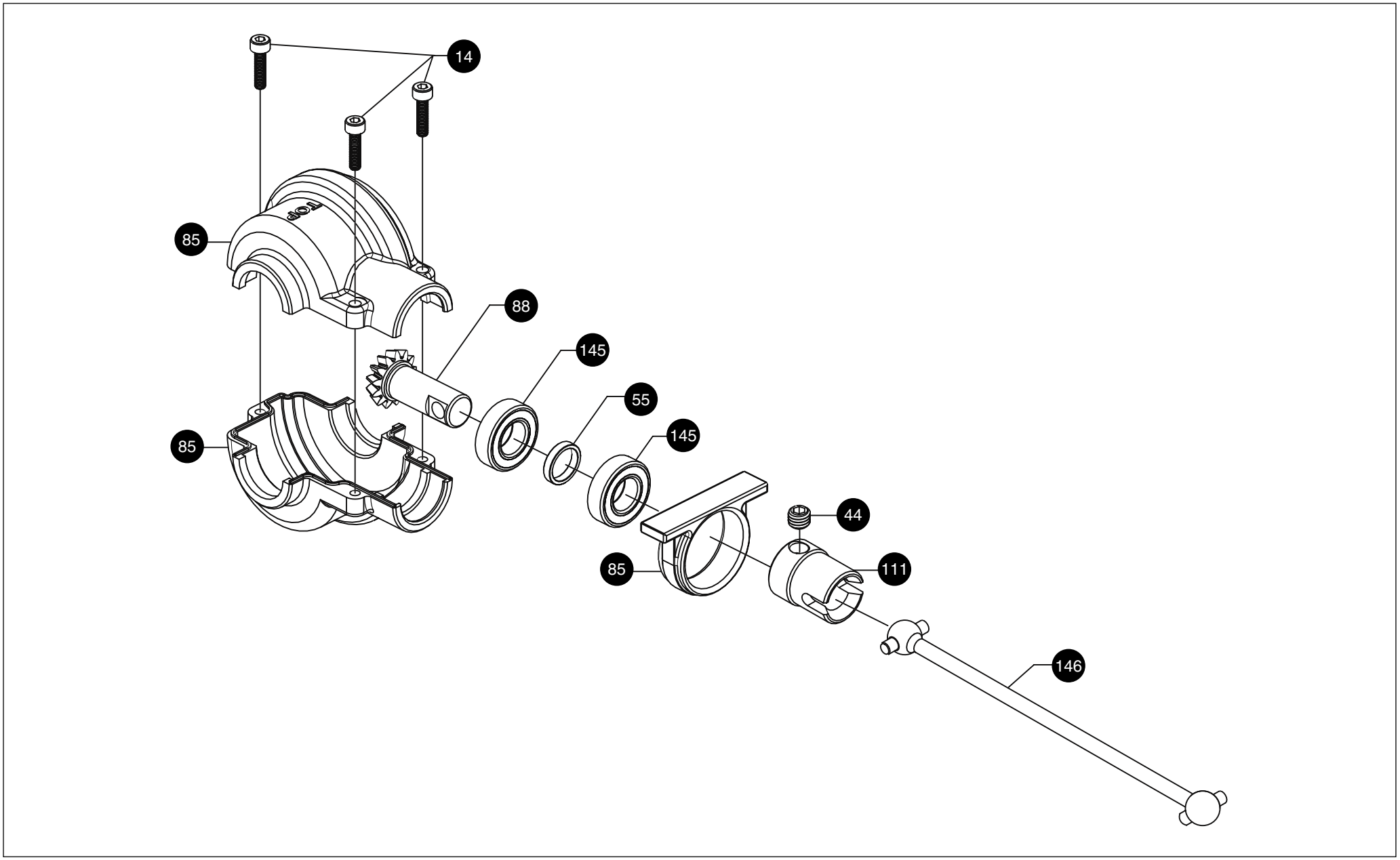
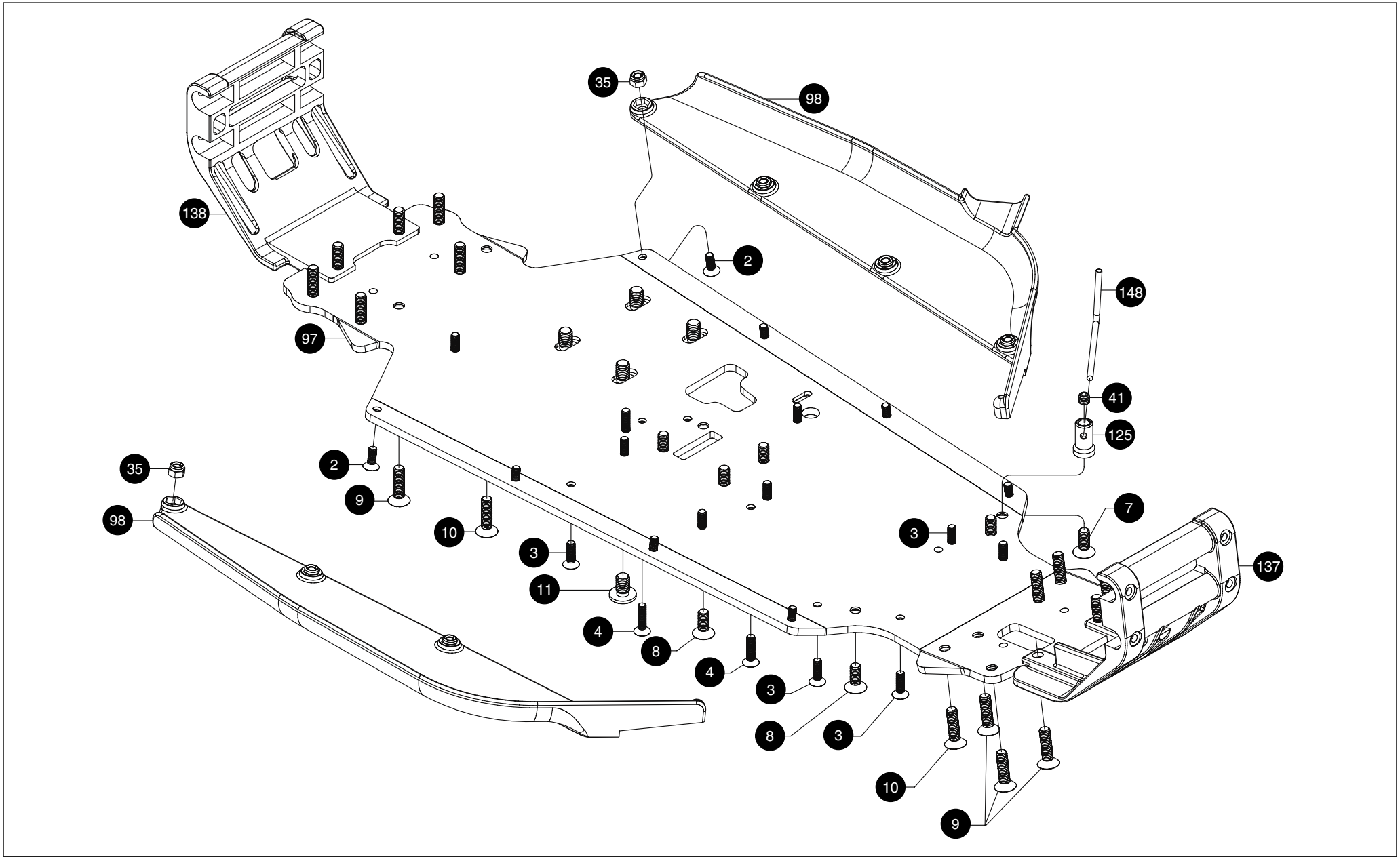
Rear Gearbox Mount



Center Driveshaft - Rear

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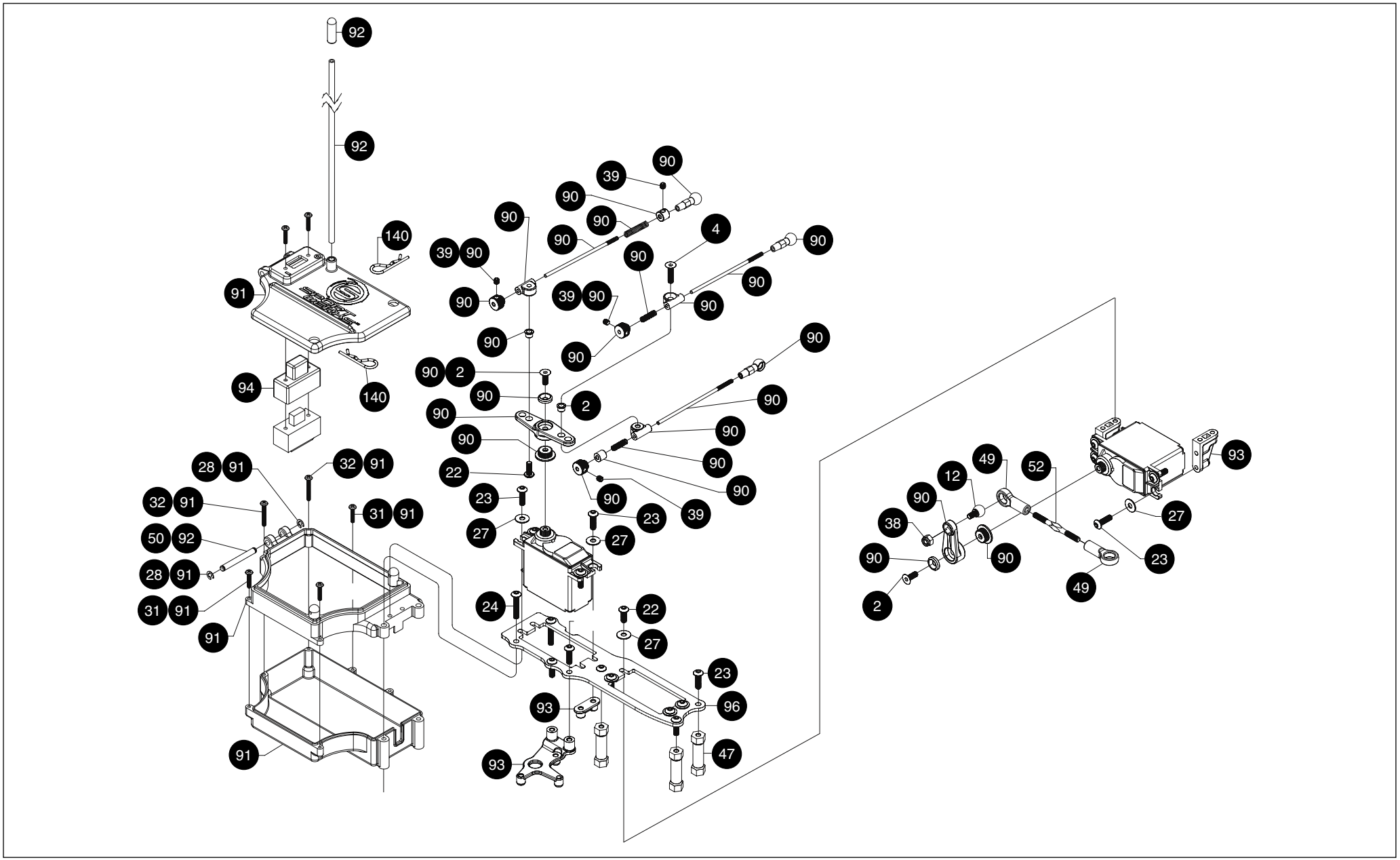
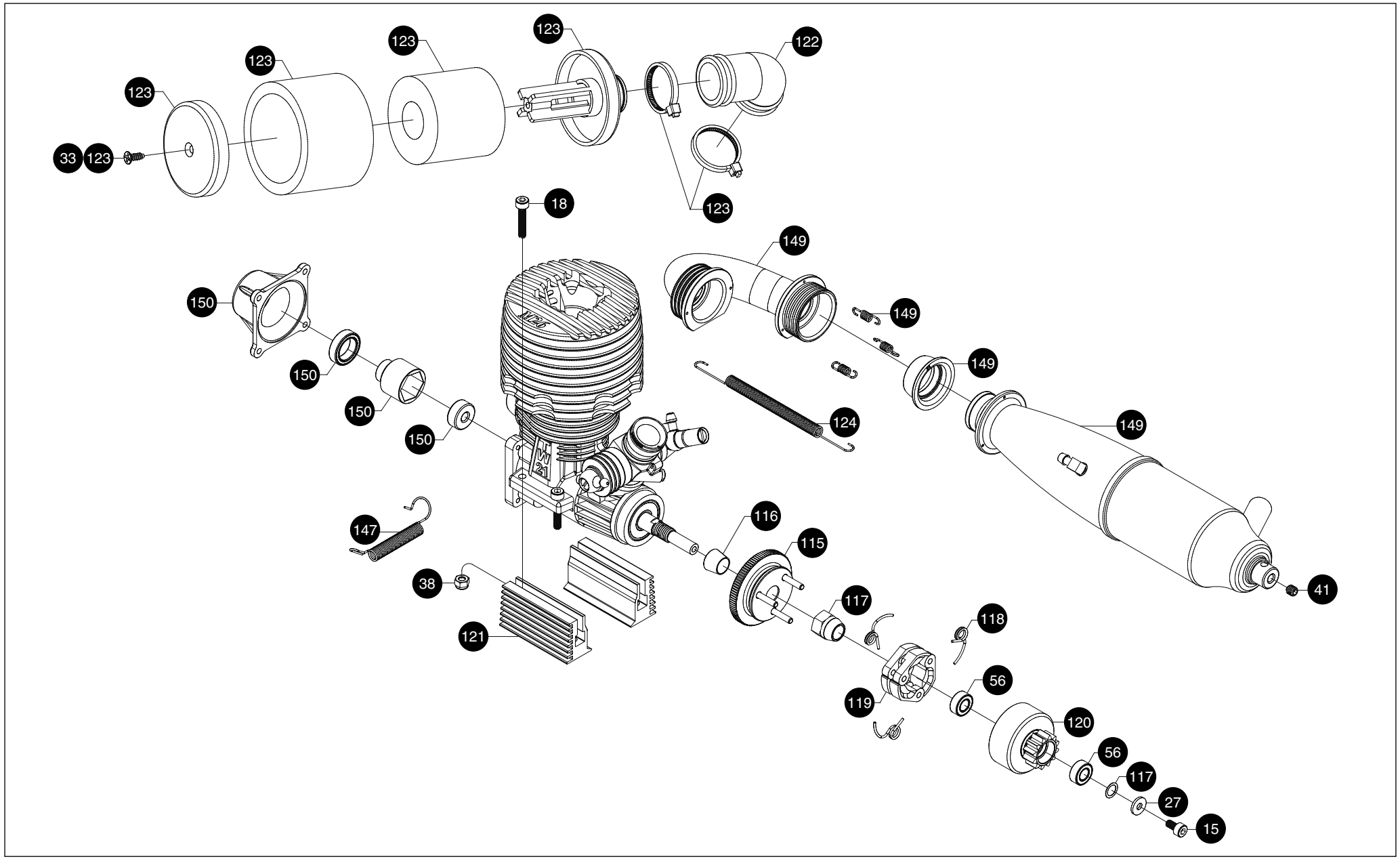
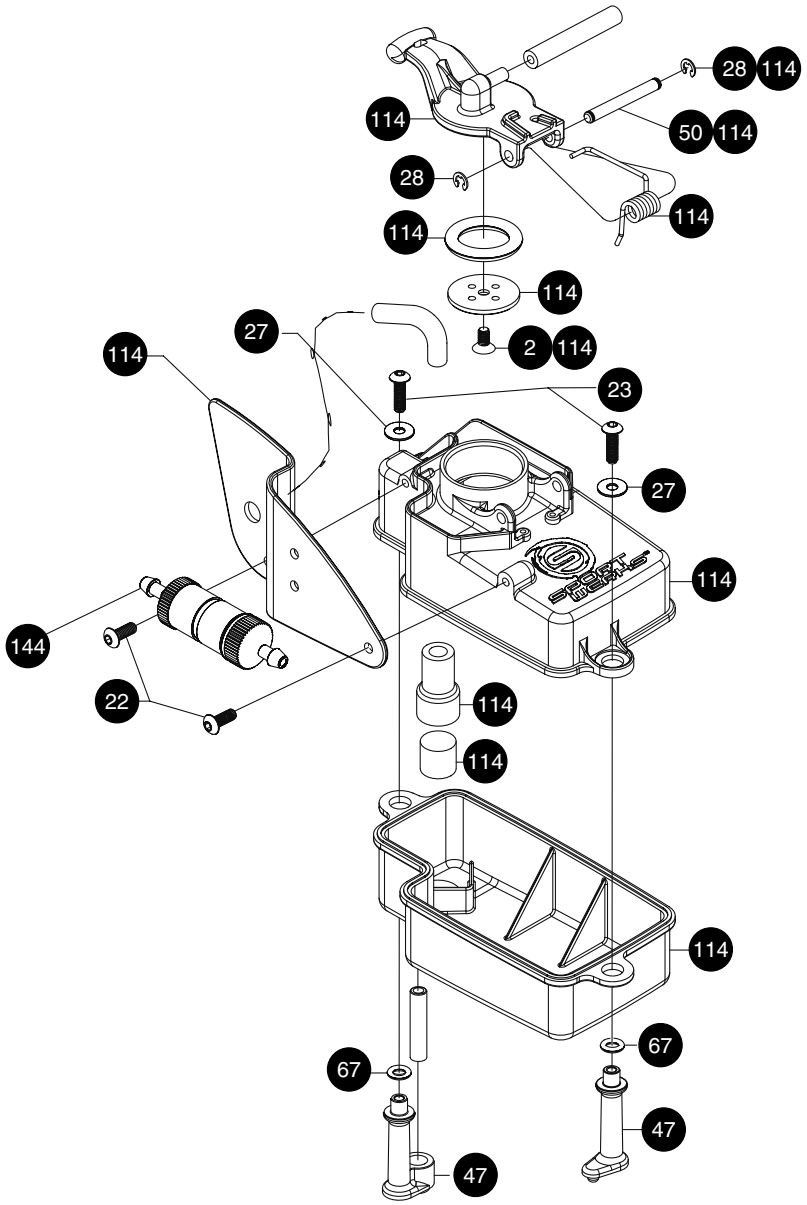
Radio Tray Assembly



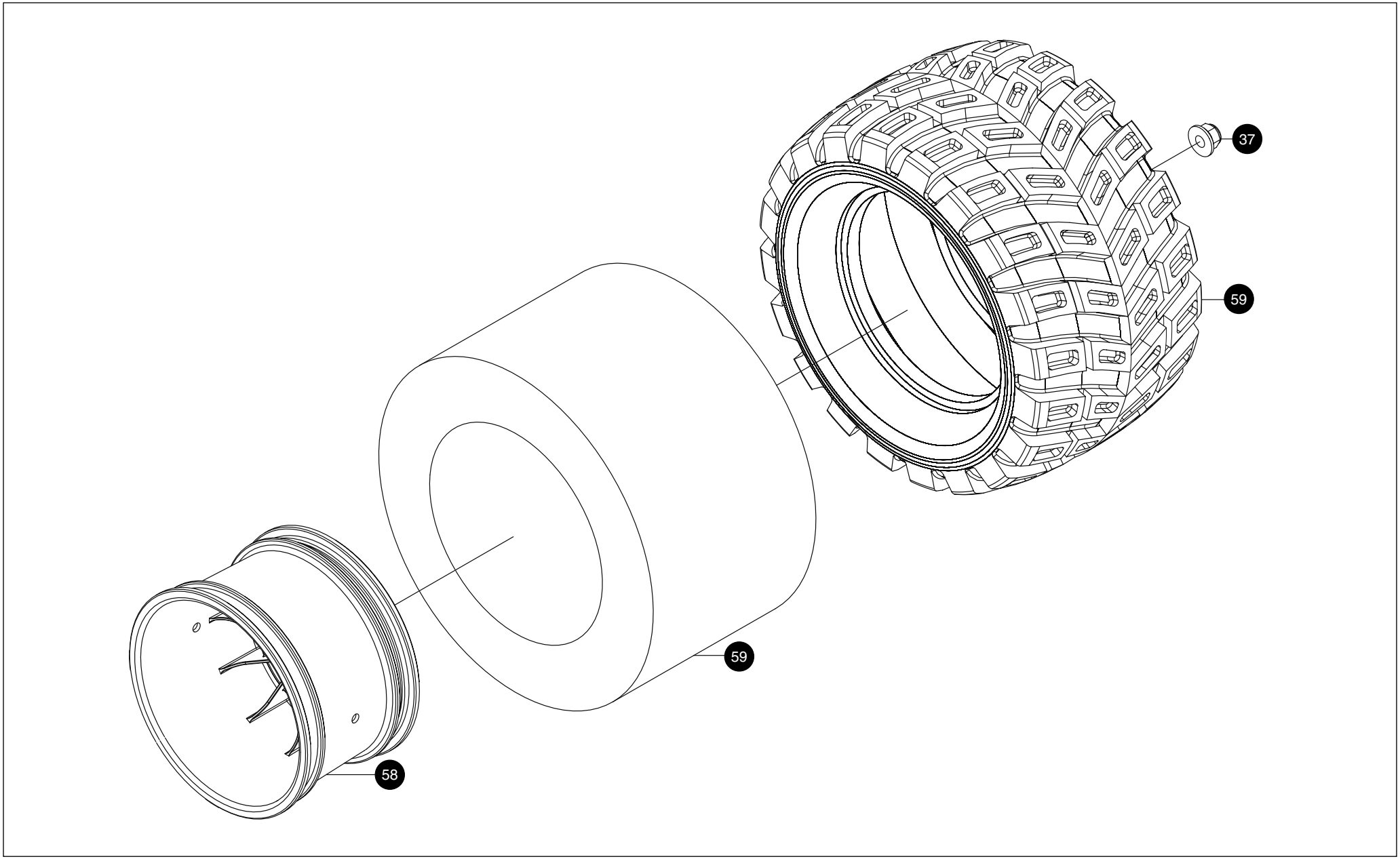
Engine/Clutch/Air Fliter



Fuel Tank Assembly



Wheel and Tire Assembly



Key #	Stock#	Qty	Description
1	SWK2022	8	3mm x 6mm Flathead Screw
2	SWK2024	8	3mm x 8mm Flathead Screw
3	SWK2026	8	3mm x 10mm Flathead Screw
4	SWK2028	8	3mm x 12mm Flathead Screw
5	SWK2032	8	3mm x 16mm Flathead Screw
6	SWK2036	8	3mm x 20mm Flathead Screw
7	SWK2054	8	4mm x 8mm Flathead Screw
8	SWK2056	8	4mm x 10mm Flathead Screw
9	SWK2062	8	4mm x 16mm Flathead Screw
10	SWK2064	8	4mm x 18mm Flathead Screw
11	SWK2074	8	5mm x 8mm Engine Mount Screw
12	SWK2087	8	6.8mm x 11mm Ball Stud
13	SWK2089	8	6.8mm x 14mm Ball Stud
14	SWK2106	8	2.5mm x 10mm Socket Head Cap Screw
15	SWK2122	8	3mm x 6mm Socket Head Cap Screw
16	SWK2128	8	3mm x 12mm Socket Head Cap Screw
17	SWK2130	8	3mm x 14mm Socket Head Cap Screw
18	SWK2132	8	3mm X 16mm Socket Head Cap Screw
19	SWK2139	8	3mm x 23mm Socket Head Cap Screw
20	SWK2141	8	3mm x 25mm Socket Head Cap Screw
21	SWK2222	8	3mm x 6mm Button Head Screw
22	SWK2224	8	3mm x 8mm Button Head Screw
23	SWK2226	8	3mm x 10mm Button Head Screw
24	SWK2232	8	3mm x 16mm Button Head Screw
25	SWK2234	8	3mm x 20mm Button Head Screw
26	SWK2256	8	4mm x 10mm Button Head Screw
27	SWK2282	8	3mm Washers
		2	Wing Buttons
28	SWK2290	8	1/8 E-Clips
29	SWK2292	8	3mm E-Clips
30	SWK2296	8	7mm Snap Ring
31	SWK2306	8	2mm x 10mm Phillips Head Screw
32	SWK2311	8	2mm x 15mm Phillips Head Screw
33	SWK2324	8	3mm x 8mm Phillips Head Screw
34	SWK2380	8	2.6mm Lock Nuts
35	SWK2382	8	3mm Lock Nuts
36	SWK2384	8	4mm Lock Nuts
37	SWK2386	4	5mm Flanged Lock Nuts
38	SWK2392	8	3mm Nuts
39	SWK2419	8	3mm x 3mm Set Screw
40	SWK2430	8	3mm x 14mm Set Screw
41	SWK2440	8	4mm x 4mm Set Screw
42	SWK2441	8	4mm X 8mmm Set Screw
43	SWK2450	8	5mm x 4mm Set Screw
44	SWK2450	8	5mm x 5mm Set Screw
45	SWK2460	4	Theaded Chassis Inserts
46	SWK2228	8	3mm x 12mm Button Head Screw
47	**SWK2465**		**Chassis Standoff Bag**
		1	Front Fuel Tank Standoff
		1	Rear Fuel Tank Standoff
		2	Radio Tray Standoff
48	**SWK2470**		**Pivot Ball Bag**
		6	6.8mm Pivot Ball
		2	8.8mm Flange Pivot Ball
		2	8.8mm Pivot Ball
		4	6.8mm Flanged Pivot Ball
49	**SWK2480**		**Rod End Bag**
		4	6.8mm Short Rod End
		2	6.8mm Medium Rod End
		4	6.8mm Long Rod End
		2	8.8mm Rod End
		4	6.8mm Shock Rod End
50	SWK2500	2	(Rear) Outer Suspension Hinge Pins 50mm
50	SWK2505	2	(Front) Upper Suspension Hinge Pins 56mm
50	SWK2510	2	(Rear) Inner Suspension Hinge Pins 70mm
50	SWK2515	2	Hinge Pins for Radio Box, Fuel Tank Lid

Key #	Stock#	Qty	Description
51	**SWK2522**		**Pin Bag**
		4	Wheel Hub Pins
		2	Outdrive Pins
		2	CVD Coupler Pins
52	SWK2550	1	Steering Link / Turnbuckle 3x36mm
53	SWK2564	2	Tie Rod / Turnbuckle 4x74mm
54	SWK2570	2	Camber Link / Turnbuckle 5x60mm
55	SWK2600	4	Bearing Crush Sleeve
56	SWK2620	2	Clutch Bearings 5x10x4mm
57	SWK2720	1	Mayhem ST Body (Pre-cut & Painted)
58	SWK2750	2	ST Dish Wheels, White
59	**SWK2860**		**Truck Tires/Inserts**
		2	1/8 Truck Foam Inserts
		2	1/8 Truck Tires
60	SWK3000	4	Shock Standoff Nuts
61	SWK3004	2	Shock Caps
62	SWK3006	4	Shock Bladders
63	SWK3010	2	Shock Body
64	SWK3018	2	Rear Shock Shaft 64mm
65	SWK3020	4	Shock Piston 2-Hole 1.2mm
67	SWK3022	4	Shock O-Ring
68	**SWK3024**		**Shock Rebuild Kit**
		2	Washer 2.5x5mm
		2	Adjustment Collar O-Ring
		4	Shock O-Ring
		2	Shock Shaft Bushing 3.4mm
		2	Shock Shaft Bushing 1mm
		2	Snap Ring 7mm

Key #	Stock#	Qty	Description
69	**SWK3028**		**Rear Shock Set**
		2	Shock Bladder
		2	Washer 2.5x5mm
		2	Adjustment Collar O-Ring
		2	Adjustment Collar
		4	Shock O-Ring
		2	Shock Shaft Bushing 3.4mm
		2	Shock Shaft Bushing 1mm
		2	7mm Snap Ring
		2	Shock Cap
		4	1mm Spring Clip
		4	2mm Spring Clip
		4	3mm Spring Clip
		4	4mm Spring Clip
		4	5mm Spring Clip
		4	6.8mm Shock Rod End
		4	Upper Spring Retainer
		4	Lower Spring Retainer
		4	Shock Eyelet
		2	3mm Washer
		2	3mm Lock Nut
		2	Shock Adjustment Collar
		2	2.6mm Lock Nut
		2	Shock Piston 2-Hole 1.2mm
		2	Rear Shock Shaft 64mm
		2	Rear Shock Body
		2	Rear Buggy Spring

Key #	Stock#	Qty	Description
70	**SWK3040**		**Shock Molded Parts Bag**
		4	1mm Spring Clip
		4	2mm Spring Clip
		4	3mm Spring clip
		4	4mm Spring Clip
		4	5mm Spring Clip
		4	Upper Shock Eyelet
		4	Upper Spring Retainer
		4	Lower Spring Retainer
		4	Shock Rod End 6.8mm
71	SWK3060	2	Rear Buggy Springs
72	SWK3070	2	F/R Diff Output Yoke
73	SWK3072	2	Center Diff Output Yoke
74	SWK3075	1	45T Diff Gear
75	SWK3076	1	46T Steel Spur Gear
76	SWK3078	2	Differntial O-Rings
77	SWK3080	4	Spider Gear Shims .25mm
78	**SWK3082**		**Diff Gear Bag**
		2	Bevel Gears
		4	Spider Gears
79	SWK3086	1	Differential Gasket
80	SWK3088	2	Differential Cross Pins
81	SWK3090	2	Differential Shims
82	**SWK3092**	**2**	**Differential Case**
		2	Bearing Mount (insert in molded part)
83	**SWK3094**	**4**	**Brake Pads**
		4	Brake Pad Spacers
84	SWK3096	2	Brake Discs

Key #	Stock#	Qty	Description
85	**SWK3098**		**Diff Housing Bag**
		1	Lower Diff Housing
		1	Upper Diff Housing
		1	Bearing Support
		1	Center Diff Housing (upper)
		1	Center Diff Housing (lower)
		1	Brake Standoff
86	SWK3102	1	Center Diff Support Plate (RTR)
87	**SWK3104**		**Brake Cam Bag**
		1	Rear Brake Cam
		1	Front Brake Cam
		2	Brake Post Bushings
88	SWK3105	1	11T Differential Pinion

Key #	Stock#	Qty	Description
89	**SWK3108**		**Steering Servo Saver Bag**
		1	Servo Horn Adapter 23T
		1	Servo Horn Adapter 24T
		1	Servo Horn Adapter 25T
		1	Steering Servo Arm
		4	Steering Bellcrank Bushings
		1	Upper Servo Saver
		1	Lower Servo Saver
		1	Steering Bellcrank Left
		1	Throttle Ball Cup
		2	Bellcrank Post
		1	Servo Saver Spring Retainer
		1	Servo Saver Spring Retainer
		3	3mm x14mm Ball Stud
		3	3mm Lock Nut
		1	3mm Nut
		2	Drag Link Bushing
		2	3mm x 10mm Flathead Screw
		1	Steering Drag Link
		1	Bellcrank Shaft
		1	3mm x 8mm Socket Head Cap Screw
		1	Countersunk Washer

Key #	Stock#	Qty	Description
90	**SWK3110**		**Throttle Linkage Bag**
		2	Threaded Servo Arm Guide Pivot
		1	Countersunk Servo Arm Guide Pivot
		1	Servo Horn Adapter 23T
		1	Servo Horn Adapter 24T
		1	Servo Horn Adapter 25T
		1	Throttle/Brake Servo Arm
		1	Linkage Adjuster-Red
		1	Linkage Adjuster-Blue
		1	Linkage Adjuster-Silver
		3	Linkage Wire
		1	Locking Collar
		1	Lonkage Spring
		1	Silicone Tubing-Rear Brake
		1	Silicone Tubing-Front Brake
		4	3mm x 3mm Set Screw
		3	Throttle Ball Cup
		2	Ballrod Linkage
		1	3mm x 8mm Socket Head Cap Screw
		1	Countersunk Washer
		2	Servo Arm Bushing
91	**SWK3112**		**Radio Box Bag**
		1	Radio Box Bottom
		1	Radio Box Center
		1	Radio Box Top
		1	Hinge Pin
		2	1mm E-Clip
		6	2mm x 10mm Phillips Head Screw
		1	2mm x 15mm Phillips Head Screw
			Antenna Bag
92	SWK3114	1	Antenna
		1	Antenna Cap

Key #	Stock#	Qty	Description
93	**SWK3116**		**Mount Bag**
		2	Servo Mounting Pads
		2	Stand-Up Servo Mounting Pads
		1	Fronnt Body Mount
		1	Rear Body Mount
		1	Transponder Mount
		2	Steering Servo Mounts
94	SWK3118	1	Switch Cover
95	SWK3120	3	Servo Tray Standoff (RTR)
96	SWK3122	1	Servo Tray (RTR)
97	SWK3124	1	3.2mm Chassis (RTR)
98	**SWK3128**		**Chassis Mud Guard Bag**
		1	Mud Guard (Left)
		1	Mud Guard (Right)
99	**SWK3130**		**Pillow Ball Asembly Bag**
		4	Pillow Ball 14.6mm
		4	Pillow Ball Insert
		4	Pillow Ball Retainer Plate
		4	Pillow Ball Cap
		8	3mm x 10mm Button Head Screw
100	**SWK3132**		**Retainer Plate/Ball Cap Bag**
		4	Pillow Ball Retainer Plate
		4	Pillow Ball Cap
101	**SWK3133**		**Pin Brace Bag**
		3	Hinge Pin Brace (RTR)
		1	Rear Hinge Pin Brace (RTR)

Key #	Stock#	Qty	Description
102	SWK3138		Caster/Camber Shim Bag
		2	Upper Hinge Pin Bushing
		2	Camber Shim 1mm
		2	Camber Shim 1.5mm
		2	Caster Shim Shim 2mm
		4	Caster Shim 2.5mm
103	**SWK3140**		**Front Bulkhead Bag**
		1	Front Bulkhead, F support
		1	Front Bulkhead, R support
104	SWK3144	1	Top Plate (RTR)
105	SWK3146	1	Upper Hinge Pin Support
106	**SWK3152**		**Steering Knuckle Bag**
		1	Front Left Steering Knuckle
		1	Front Right Steering Knuckle
107	**SWK3154**		**Rear Hub Bag**
		1	Left Rear Hub
		1	Right Rear Hub
108	**SWK3158**		**Rear Bulkhead Bag**
		1	Rear Bulkhead, F support
		1	Rear Bulkhead, R support
109	**SWK3160**		**Chasis Stiffner Bag (RTR)**
		2	Chassis Stiffner Mount
		1	(FR) Chassis Stiffner (RTR)
		1	(RE) Chassis Stiffner (RTR)
110	**SWK3164**		**Bulkhead Brace Bag**
		1	Front Bulkead Brace
		1	Rear Bulkead Brace

Key #	Stock#	Qty	Description
111	SWK3173	2	Center Drive Cup
112	**SWK3180**		**Front Sway Bar Bag**
		2	Sway Bar Pivot Ball
		2	3mm x 14mm Set Screw
		4	3mm x 3mm Set Screw
		1	Front Sway Bar
		2	Sway Bar Mounts
		4	6.8mm Short Rod End
		2	6.8mm Pivot Balls
113	**SWK3182**		**Rear Sway Bar Bag**
		2	Sway Bar Pivot Ball
		2	3mm x 14mm Set Screw
		4	3mm x 3mm Set Screw
		1	Rear Sway Bar
		2	Sway Bar Mounts
		4	6.8mm Short Rod End
		2	6.8mm Pivot Balls
114	**SWK3184**		**Fuel Tank**
		1	Lower Tank Half
		1	Upper Tank Half
		1	Fuel Tank Lid
		1	Fuel Tank Baffle
		1	Fuel Tank Internals
		1	3mm x 6mm Flathead Screw
		1	Hinge Pin (radio box, fuel tank lid)
		2	1mm E-Clip
		1	Cap Spring
		1	Fuel Tank Cap Gasket
		1	Splash Guard
		2	3mm x 8mm Button Head Screw

Key #	Stock#	Qty	Description
115	SWK3190	1	Flywheel
116	SWK3192	1	Collet
			Clutch Nut Bag
117	SWK3194	1	Clutch Nut
		4	Shims
118	SWK3196	3	Clutch Springs
119	SWK3198	3	Clutch Shoes
120	SWK3213	1	13T Clutch Bell
121	SWK3227	2	Engine Mounts (RTR)
122	SWK3230	1	Air Cleaner Boot
123	**SWK3232**		**Air Filter Bag**
		1	Air Filter Top
		1	Air Filter Bottom
		1	Foam Filter
		2	Tie Wrap
		1	3mm x 8mm Phillips Head Screw
124	SWK3234	3	Manifold Springs
125	SWK3240	1	Tuned Pipe Mount
	SWK3255	1	Mayhem Sticker Sheet
126	SWK9138		Aluminum Camber Shims 1, 1.5, 2mm: MAY
		2	
		4	
127	**SWK3270**		**Front Aluminum Inner Suspension Mount Bag**
		1	Front Left Aluminum Inner Suspension Mounts
		1	Front Right Aluminum Inner Suspension Mounts
128	**SWK3272**		**Rear Aluminum Inner Suspension Mount Bag**
		1	Rear Left Aluminum Inner Suspension Mounts
		1	Rear Right Aluminum Inner Suspension Mounts

Key #	Stock#	Qty	Description
129	SWK3274	4	Aluminum Wheel Hex
130	**SWK3275**		**Truck Ackerman Rack Kit**
		1	Truck Ackerman Steering Rack
		4	6.8mm Pivot Ball
		6	Shim Washers
		2	Cone Washer
		2	3x16mm Flathead
		2	3x10mm Flathead
		2	Threaded Rack Bushing
131	SWK3278	1	Front Shock Tower
132	SWK3280	1	Rear Shock Tower
133	SWK3282	2	F/R Truck CVD's
134	SWK3284	2	Rear Lower Arms
135	SWK3286	2	Rear Shock Tower Support
136	**SWK3288**		**Truck Body Mount Bag**
		4	Truck Body Mounts
		4	Body Mount Holders
		8	Body Clips
137	SWK3290	2	Front Lower Arms
138	SWK3291	2	Front Upper Arms
137	**SWK3293**		**Front Skid Plate/Bumper Bag**
		2	Bumper Braces
		2	Front Bumper Tubes (chrome)

Key #	Stock#	Qty	Description
138	**SWK3294**		**Rear Skid Plate/Bumper Bag**
		1	Rear Skid Plate/ Bumper
		2	Rear Bumper Tubes (chrome)
139	SWK3296	4	Bumper Braces
140	SWK3297	8	Body Clips
141	SWK3298	2	Hinge Pin Bushings
142	SWK3299	4	6.8mm Pivot Ball
143	SWK3300	4	8.8mm Long Rod End
144	SWK3244	4	Large Fuel Filter Blue
145	SWK2660	4	Rubber Sealed Bearings 8x16x5mm
146	SWK3175	2	Dogbone
147	SWK3233	2	Throttle Return Springs
148	SWK3238	1	Tuned Pipe Mounting Wire
149	**SWK9203**		**High Torque Tuned Pipe**
		1	Pipe
		1	Manifold
		3	Pipe Springs
		1	Manifold Seal
		1	Pipe Seal
150	SWK3261	1	Electric Start Backplate/One-Way
151	SWK3002	4	Shock Bushings

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