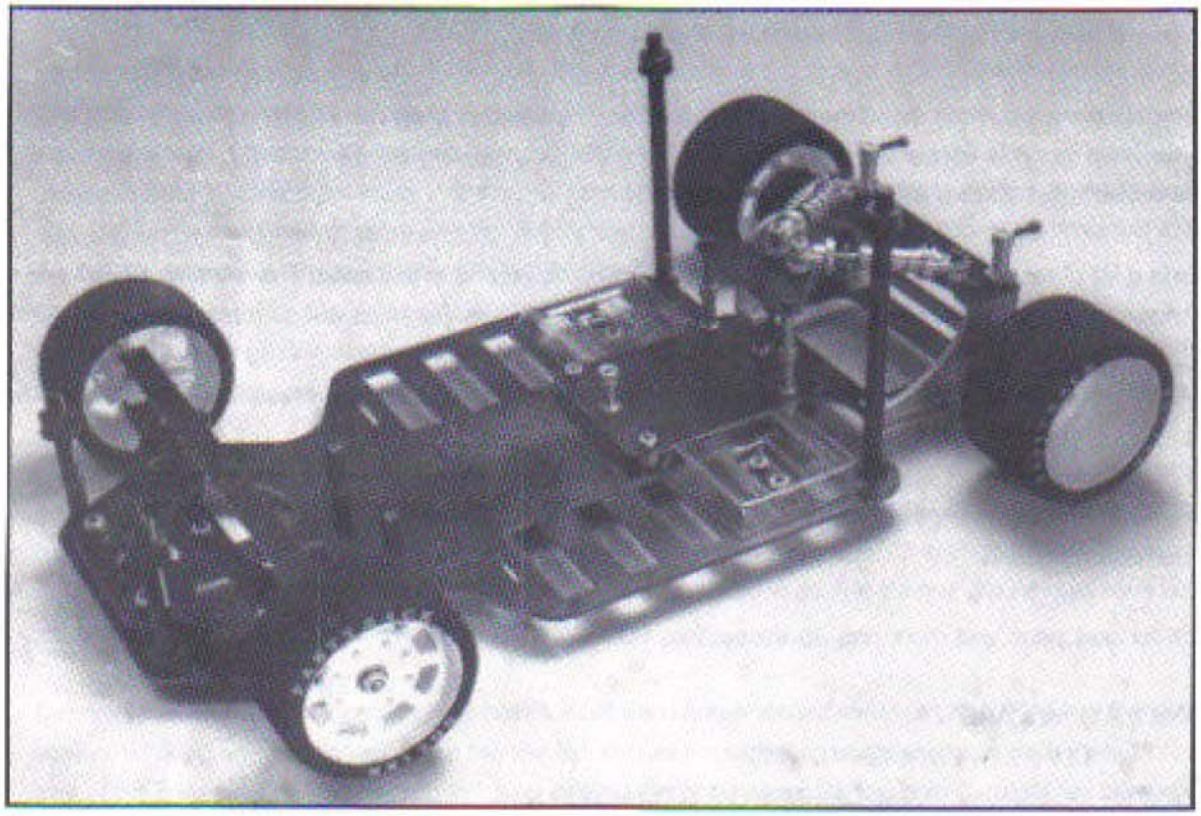
SUPER SPORT

and

SUPER SPORT LTO®

ASSEMBLY INSTRUCTIONS



BOLINK R/C CARS

420 HOSEA ROAD

LAWRENCEVILLE, GEORGIA 30245

(404) 963-0252

A WEB SITE FOR THE SERIOUS RACER

PREFACE - READ THIS FIRST

This instruction book covers three BoLINK car kits:

1. BL-1369 "Super Sport"
2. BL-1365 Super Sport LTO®
3. BL-1373 California Flyer

The chassis assembly for all is the same. The main difference is that the Super Sport LTO® has a chassis with all six batteries on the left, and the rear body mounts go on an extended shock plate instead of on the chassis. Both have adaptors for stick battery packs. There is also an extra sheet with instructions and pictures for the special parts of the California Flyer.

These kits are complete less electrics. You will need to add your favorite motor, batteries and two channel radio control system. If you are not going to purchase an electronic speed control, we recommend BoLINK's 4620 resistor type speed control. It's designed to work with most servos and gives you variable speed forward, brakes and a constant speed reverse.

Assembly of this kit will not be difficult if you look over the entire instructions. Start from the beginning and read each step over. Look at the picture, then assemble the parts. You can probably assemble the kit by looking at the pictures, but you will miss a lot of important information that is in the text.

In some sections, we recommend the use of a thread locking liquid to keep certain parts from vibrating loose. The best we have found is Loctite 242 (blue). It holds the parts, yet they can still be removed. Hex wrenches to fit all of the socket head screws are included with this kit.

There is a list of replacement parts and hop up accessories at the end of this book. There is also a hardware chart that shows the comparative sizes of the hardware that is included with this kit as well as replacement part numbers.

As with all BoLINK cars, all replacement parts are easily obtained and should be available through your local hobby store.

Take your time assembling this kit and you will have an R/C car that will provide you with many hours of fun and low maintenance costs.

Watch for new parts and more hop up accessories from BoLINK.

BoLINK's R/C cars **ARE**

COMPLEX ENOUGH TO WIN . . .

SIMPLE ENOUGH TO ENJOY

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CHASSIS ASSEMBLY

Remove the chassis parts from Bag 20 and hardware from Bag 22.

1. Put two of the ¾" long screws in the front two holes in the chassis plate and screw the two front axle supports down tight on them.

2. Put three more ¾" screws through the three holes that are about 1¾" behind the first two. Install steel washer, then jam nut (thin one) and tighten securely. Slide a ¼" silicone tube on each of the three rear screws.

   Remove front axle plate from chassis parts bag.

3. Install a rubber grommet in each of the three 3/16" holes. Use one of the small hex wrenches to push them in place. Lube the inside of the grommets and the two front holes in the axle plate with the silicone lube from Bag 31-S.

4. Slide the axle plate down over the five screws. Make sure that the grommets stay in the axle plate. Put a rubber washer on each front screw and nylon insert locknut on all five. Tighten the front two nuts only enough to take out the vertical play. Do not squeeze the rubber washers. Tighten the rear nuts until the front axle plate is level or leaning back slightly. Make sure all three are about even.

5. Locate two kingpins (the ones without knurls). Put a small amount of thread lock on the threads and screw a jam nut all the way onto each one.

6. Insert kingpins into the outer holes in the front axle plate from the top and install a locknut on each. Hold the very top with a small pair of pliers and tighten locknuts securely. Now check the top of the kingpins and use a small file to remove any burrs you may have left with the pliers.

7. Put an E-clip in the groove of each stub axle (like kingpin with knurls) and tap or press into each steering block. Note that the angled portion of each steering block should be pointed away from the threaded end of the axle.

8. Lube the kingpins with silicone and slide the steering blocks onto them with the stub axles pointed outward and the angled portion of the steering blocks to the rear. Remove the springs and kingpin brace from the chassis parts bag. Install the springs, the kingpin brace and an E-clip on each side. The kingpin brace goes on with the mounting hole toward the front of the car, so that the widest portion goes to the rear. You should have locknuts left over to attach the front wheels later.

9. Get radio tray and suspension ball brace from chassis parts bag and hardware from 23-L. Find two 5-40 flathead screws ½" long and two ⅝" long. Put the two ⅝" screws through the two holes inside the battery slots at the rear of the chassis plate and the two ½" long ones in the holes about 2" forward. Carefully lay chassis down on a flat surface with the screws pointed up. Install one hex spacer down over each screw with the countersunk (beveled around the hole) side down.

10. Install radio tray and ball brace. Put locknuts on front screws and shock mount supports on rear two screws. Tighten all securely. You will have parts left over for T-plate to radio tray assembly.

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Open Bag 32 and proceed as follows.

11. Install motor mount and axle carrier to T-plate with four 4-40 x ¼" flathead screws. Use Loctite 242 or other thread lock on these.

12. Install two 4-40 x ½" cap screws in rear hole of motor mount and axle carrier from the bottom side.

13. Install rear brace and then wing mounts on the rear screws. Install one 4-40 x ¼" screw through the rear brace into the other hole in the left axle carrier. Do not put a screw in the other hole on the motor mount — one of the shock mounting bolts will go there.

14. Find the round black nylon suspension ball housing and aluminum ball left from Bag 23-L. Note the two small holes near the outer edge of the housing. This is the top side. The suspension ball will be pressed in from the *opposite* or bottom side. Lube the ball with a small amount of silicone or oil and press the small end into the housing. Use a large pair of pliers, vise or small hammer. Once it is all the way in it should rotate fairly easily. Now use a hobby knife or 1/16" drill to open the two small holes through the bottom side.

15. Put a 5-40 x ½" cap screw in the ball from the bottom (the head will go into the counterbore) and attach to the T-plate with two #2 flathead screws.

16. Now you are ready to attach the T-plate to the radio tray. You should have one 5-40 x ½" flathead screw left from 23-L. Put it through the front hole in the T-plate and install the last hex radio tray spacer on it. Note that one side is countersunk — this side should be up. Install T-plate assembly to radio tray. The antenna mount goes on the front and a 5-40 locknut on the rear. Both should be tightened securely. Attach the shock mounting plate to the shock mount support with two 4-40 x ¼" cap screws. The narrow portion goes toward the rear of the car.

16L. The Super Sport LTO has a larger shock mount that also supports the body posts. It mounts with the angled portion to the rear.

17. Assemble the shocks with the separate instructions and attach to the shock plate and rear brace as shown. On the shock plate install the screws in the two rear holes from the bottom. Slide one shock bushing on each one.

18. Install a shock on each and add a 5-40 locknut on each. Tighten the locknuts carefully — only until the nut is snug on the bushings. If you over tighten them the shock will not move freely on the bushing. Attach the rear of the left shock to the rear brace in the same manner. Make sure you have installed it with the set screw in the collover collar pointed up.

19. The right shock is mounted in the front hole on the right side of the rear brace. This uses a 4-40 x ½" cap screw and washer. You should use thread lock on this one.

Move the rear end back and forth and up and down a small amount to make sure the shocks move smoothly.

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REAR AXLE ASSEMBLY - 1369 ONLY

20. Remove the two large oilite bushings from Bag 25. Press one into each motor mount from the outside. Open Bag 28 and remove the rear axle. Slide it through the axle bushings. If it fits tight you will need to align the bushings. Do this by sliding it through one and stopping it just before it goes through the other one. Look through the bearing to see if the axle lines up with the hole. If not, push the axle in the direction it should go to line up. Put the axle through from each side to check this, then through both. If it is not still free, put a drill on the end without threads, oil the bearings and run the drill for a few minutes to help align the bearings and polish the axle surface. The axle must turn freely.

21. Remove the two 1/16" thick aluminum washers from Bag 28-A. Install one on the long end of the axle, slide it through the bushings from the motor mount side, then add the other one.

Slide the hub with set screw holes on this end. Make sure you leave a small amount of side play in the axle, then install both set screws. Tighten them each a little at a time to make sure you don't warp the hub.

Remove the diff balls from the bag and snap one into each hole in the gear. Put a small amount of silicone on each one.

22. Assemble the diff parts as follows:

Drive ring, gear with balls, 2nd drive ring, aluminum adaptor and hub (hub should slide easily on the axle, use a hobby knife to remove burrs from the center hole if necessary), then add thin steel washer, blue ball cage, thick steel washer, belleville (cone) washer and nut. Make sure that both drive rings are properly lined up on the hubs before tightening the nut. Tighten the nut until you can hold both hubs and the gear is fairly hard to turn with your thumb. Final adjustment will be done when you first run the car.

23. Remove the four small bushings from Bag 25 and the front tires from Bag 8-D. Press one bushing into each side of each front wheel.

Put a drop of oil on each front axle, slide the wheel on and install the locknut. Tighten it until the wheel won't turn easily, then back it up until the wheel turns easily and there is a very small amount of sideplay.

Attach the rears with two (2) 5-40 x ½" cap screws each.

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REAR AXLE ASSEMBLY - 1373 ONLY

20. Remove all parts from Bag 28-D and the two larger ball bearings from Bag 26. Install them in the motor mount and axle carrier from the outside. Note that one of the ball bearings in Bag 28-D does not have a flange — snap it into the gear and set the gear aside.

21. Install one axle shim on the long end of the axle. Slide it through the rear end from the motor mount side and install another axle shim and aluminum set screw hub on the axle carrier side. Make sure there is a small amount of side play in the axle and fasten hub with two 4-40 set screws from Bag 28-D. Check the side play after tightening and redo if necessary.

Now install the two remaining ball bearings in the diff hub. Make sure they go in all the way. Remove the diff balls from the bag and snap them into the outer row of holes in the gear. Lube them with a small amount of silicone from the shock bag.

22. Place one drive ring on the axle, then the gear with ball bearing, then the second drive ring and diff hub. Now make sure the drive rings are straight on the axle hub and diff hub.

Next, add the blue thrust bearing, thick washer, cone washer and diff nut. Tighten it only enough to remove side play. Over tightening the diff nut can pull the stud out of the end of the axle. Tighten the diff nut slowly a little at a time until the gear will not slip very easily. Further adjustment should be made when you are ready to run the car.

The rear tires will be attached to the hubs with two 5-40 x ¼" cap screws each.

23. Get the four ball bearings left in Bag 26 and install two in each front wheel. Install one front axle shim on each stub axle, then install front wheels and locknuts. Wheels should be installed with flat side out to give the best overall handling, but they can be turned around to give a wider track width in the front and reduce front traction.

24. Remove the body post parts from Bag 9. The shorter posts go on the front of the chassis next to the front axle mounts. Hold the post in place with pliers and tighten the flathead screw.

25. Repeat this process for the rear posts that are located at the rear of the chassis, or on the extended shock/body mount plate for the Super Sport LTO.

26. The best way to mount the body correctly is to mark the position of the mounting holes and wheel cutouts before painting. Set the body down over the completed chassis. See that you have the wheels centered in the wheel wells and the body overhanging both sides the same. Use a Sharpie marker to mark where the posts will go through the body and where the wheel wells need to be cut out. These can be removed later with alcohol or BoLINK Body Wash (BL-2516).

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BODY PAINTING

You should select a type of paint that is made for lexan bodies. Several types are available in spray cans or in bulk to brush on. Most automotive lacquers will stick, but be careful not to use a type of thinner that will attack the body. Most paints are best applied in two or more light coats, rather than one heavy coat.

Regular automotive masking tape will work well if you are careful to press all edges just before you paint each color. The darker colors should be sprayed first, then the lighter ones. You can use automotive pinstriping tape to lay out designs and use masking tape to fill in large areas. The striping tape can be curved and makes a very clean, sharp line.

After the paint has dried completely, trim out the body and mount it on your car. BoLINK has a wide variety of decals to choose from to dress up your body. Several styles of numbers are available, sponsor decals and others.

Now you have completed the assembly until you get a motor and speed control. The following parts deal with motor speed control, battery and radio installation.

MOTOR INSTALLATION

Bag 18 contains the motor mounting screws, washers, pinion gear and set screw. Make sure that you have installed proper capacitors on your motor per the motor manufacturer's instructions prior to mounting in the car.

Install the pinion gear on the motor shaft with the set screw. Put the motor in the car and make sure you have the pinion lined up with the axle gear before tightening it. The gears we have included are for the average use. BoLINK has a wide variety of 32 and 48 pitch pinion and diff gears to suit your needs.

Use the screws with washers provided to attach the motor to the motor mount. Slide the motor back until the gears mesh, then a very small amount forward so that there is a small amount of play in the gears. Turn the gear a few times to make sure you have it correct, then tighten the screws and check the gear mesh again.

WING ASSEMBLY

Locate Bag 36. It contains all wing parts except for a 12" piece of music wire that may be separate in the kit box. First, cut out the wing as shown. Then bend the wire as indicated in the first drawing. Now set the wing over the wires and mark two holes about ¾" back from the front edge of the wing that line up with the wires. Make sure that the wing is centered on the wires. Cut out the holes about ¼" diameter (a hole punch works great for this). Now insert the wing buttons through the wing from the top and slide the wires through the small holes in the buttons under the wing. Next make the final bends in the wing wires. Thread the two set screws into the bottom of the wing buttons to lock them to the wire.

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BATTERY ASSEMBLY

Both of these kits come with adaptors that allow you to use standard stick type battery packs. Instructions for their assembly are included in the bag with the parts. If you wish to build and use single cells and saddle packs, follow the instructions below.

This car requires six single cell sub-C batteries. Many types are available, and you should make sure you get the correct ones to suit your needs. Refer to battery assembly drawing and picture 1-A. BoLINK's nylon battery mounts are the most reliable battery holding devices we have ever seen. Extra sets are available from BoLINK (BL-5378 & 5378-B).

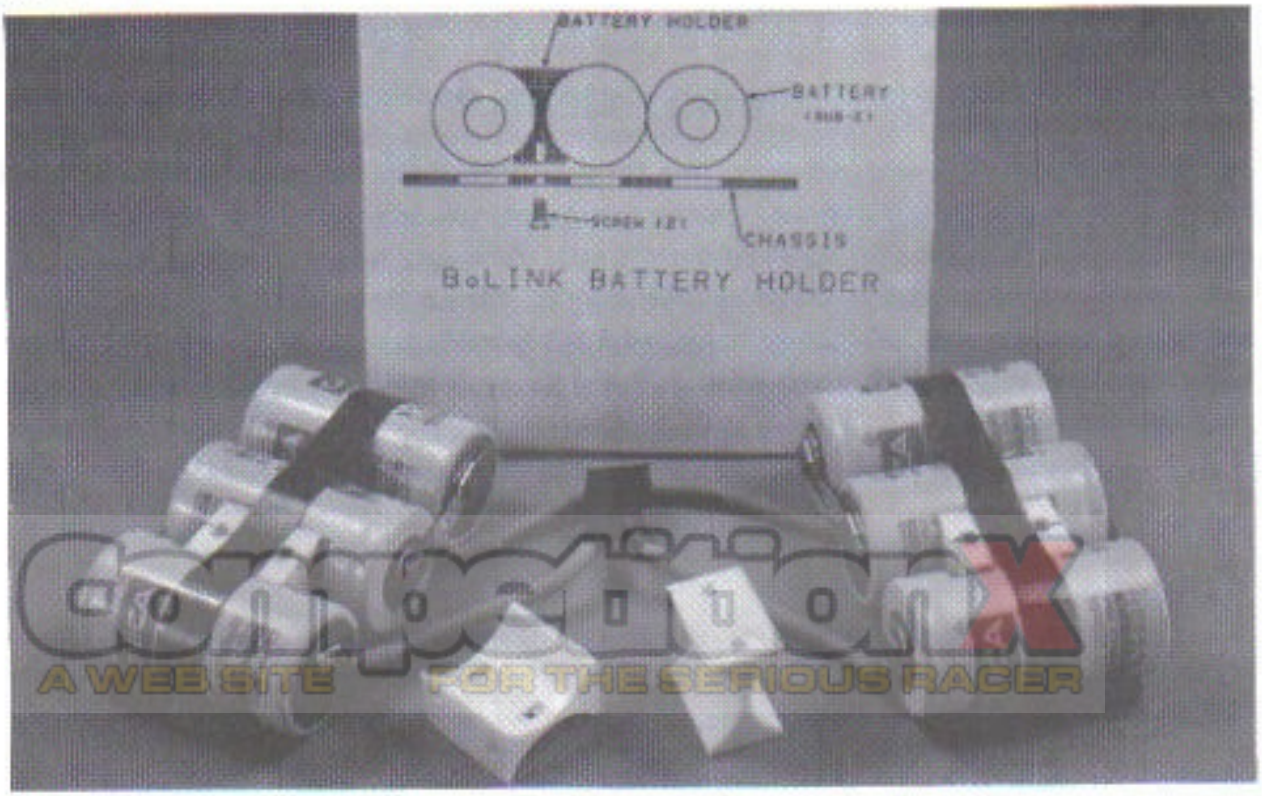
Use double sided tape included to cover curved sides of battery holders. Press one battery against each side. Make sure that batteries are centered on holders. If necessary, mount holders to chassis, then install batteries to make sure they line up with the slots in the chassis.

If you're using six cells, add the front battery on each side. Attach it with super glue or servo tape. Remove pack from car and wrap around pack with fiberglass filament tape to make sure batteries stay attached to holder. Make sure the tape does not cover the mounting holes.

For seven cells, mount the last battery on top of either side (left is preferred) between the two front cells.

DO NOT OVER TIGHTEN the screws that attach battery holders to the chassis — you can strip them if you try. They only need to be snug, they won't vibrate out.

Wiring Batteries — Batteries should be connected with at least 16 guage wire. We suggest BoLINK silicone wire (BL-4636) and braided battery connectors (BL-4724). Use a soldering iron that is hot enough to solder to the batteries quickly — too much heat can damage the cells. Make sure that your jumper and lead wires are long enough. Set the packs in the car chassis to measure them.



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RADIO INSTALLATION

This kit comes with the chassis drilled for servo mount posts that are included with the car. The hole locations are set up to fit a Futaba S-32 servo or a Novak NES-1A, since these are the most popular for use in 1/10 cars. If you're using a different type servo you may have to relocate the posts. The servo must be mounted with the output shaft in the center of the car. We recommend the use of a Kimbro servo saver. They are available from BoLINK or most hobby shops and made to fit most popular servos. The servo saver has a spring in it that will give a little if you hit something with your front wheel and keep you from stripping the gears in the servo. The servo should be mounted on the chassis with servo tape included in this kit. If using one of the servos mentioned above, attach the posts to the chassis with screws provided. The servo should fit between the posts with the mounting ears just in front. The servo saver should be mounted pointing up.

We have included instructions for the BoLINK resistor type speed control (BL-4620) that is included with some kits. If you're going to use an electronic speed control we recommend mounting it on the radio plate and the receiver on the chassis. Follow the wiring diagram included for the speed control. If you're using the resistor speed control, you may want to put the receiver on the radio plate and speed control with servo behind the steering servo.

Take the end of the receiver antenna wire and tape it to the top of the fiberglass antenna mast. Run the wire down the mast and tape it every 3-4 inches. Roll up excess wire and tape it on the receiver. DO NOT CUT THE WIRE.

The BoLINK 4620 speed control is pre-wired and ready to mount to almost any size servo. The servo and bracket should be wiped clean before installation. Cut a piece of servo tape large enough to cover flat part of bracket and stick it on. DO NOT remove protective paper from the other side. Hold bracket against one side of servo, align it so that servo output is centered on the speed resistor and the top of the speed resistor is about level with the top of the servo wheel. Mark the servo or bracket for alignment, then peel the protective paper and stick the bracket to the servo.

If you are going to operate your receiver from the car battery pack instead of the one that comes with the radio, you will have to cut the lead wires going to the receiver battery pack and wire them to the speed control as shown in the wiring diagram.

Charge your car battery pack according to the instructions that came with it so you can test your radio. Hook up all receiver and servo wires, install batteries in your transmitter and receiver. Move throttle on transmitter to full speed and turn receiver switch off while holding it there. This will stop throttle servo in the full speed position so you can mount the wiper arm. Mount wiper arm to servo wheel so that wiper button is on full speed band to speed control. Make sure that wiper makes good contact with resistor. Now turn radio system on and set low speed throttle stop so that the wiper arm stops somewhere in braking area as shown on wiring diagram. Moving the throttle back on your transmitter should make the wiper arm contact the lever on the speed control micro switch for reverse. The wiper also must be in contact with the brake band on the speed control. You can increase the amount of braking power by setting your TX throttle stop to make the wiper stop closer to the micro switch.

This kit also includes BoLINK's Adjust-a-Link steering parts (Bag 34). Note that the black tie rod ends go on the right hand threaded ends of each tie rod and the gray ones on the others. Screw both tie rod ends on about the same amount, then you can make adjustments easily. Tie rods should be attached to the rear of the steering blocks and servo output (servo saver) with #2 x ⅜" screws provided. Make sure you have adjusted the throttle and steering on the bench before you try to run the car.

Now make sure that the steering trim lever on your transmitter is centered. If the servo arm on your steering servo is not pointed straight up remove and replace so that it is. Now adjust the steering linkage so front wheels are straight. Now that all radio gear is working, turn it off so you can mount the rest of it to the radio tray.

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RACING YOUR ELIMINATOR

The completion of the assembly of your Eliminator does not mean you are ready to set the car down and go fast on any surface. The suspension on this car is relatively simple, but you should know how to adjust the different parts to make the car handle its best. The better the car handles, the easier it is for you to drive. We hope that this section will help you get your Eliminator handling well so that you will enjoy racing more.

You should never change more than one thing at a time on your car so that you will know exactly what caused your car's handling to get better or worse. The best thing to do is keep a book on your car setup from race to race. This way you will be able to go back to a setup that worked well at a particular track. Also note that a more powerful motor will change the car's handling. If you have good rear traction, more horsepower can make the car push more and if you are marginal on rear traction, a faster motor can make matters worse. Use the information we have provided and soon you will be able to set up your car for any situation.

Caster Adjustment — Caster describes the angle of the kingpin that the steering block rides on. More caster means that the top of the kingpin is leaned more towards the back of the car. Under most conditions, having more caster will make your car understeer (push away from the turn) when you apply power coming out of a turn. We recommend that the kingpins be very close to vertical or one to two degrees positive caster (leaned back). Caster adjustment is accomplished by adjusting the two outer locknuts that hold the front end plate to the chassis. Both should be kept even for tracks with left and right turns.

Camber is the angle of the tire contact with the track surface, that is whether the tire sits flat, or the inside or outside touches first. The problem with camber is that it changes as either side of the front suspension is depressed. The problem that most often occurs is the outside of the tire "cones" or wears unevenly. Most of the time the outside wears the most. You can add a small amount of camber to correct a slight coning of the front tires by tightening the center locknut that holds the front end plate to the chassis. For more severe cases, we recommend removing the stub axles from the steering blocks, putting a slight bend in them, and re-installing them. Example: For a road course where the outside of both tires wear more than the inside, bend both stub axles upward. Example: For an oval where the car wears the right tire more on the outside edge and more on the inside edge of the left tire, bend the right one up and the left one down. A 1° to 3° bend should be all that is necessary for most situations.

The coning can also be caused by an over abundance of rear traction, that is that you have so much rear traction, that nothing you can do to the front will give you enough. Remember that good handling is a balance of front and rear traction. You can not gain one without losing a little of the other.

Side Roll Adjustment — Side roll (the amount of twist the T-plate has in relation to the chassis) is controlled by two things.

If you want to limit the amount of side roll without affecting the rate (amount of force), thread two 4-40 screws through the two holes in the front radio tray and adjust them down close to the T-plate. This will cut down the amount of side roll. If you want to make the car turn better one way than the other, tighten the screw on the opposite side a little. Be careful here. If you want to change the roll rate, tighten the rear shock springs a little. You may occasionally find that you want the side roll as loose as possible. In this case you may wish to remove the two shocks and put one of them in the center.

Front Springs — The front springs that are included with this kit should be good for most surfaces. If the car wants to keep turning when you come out of a turn, especially on banked tracks, make the right front slightly stiffer than the left one by installing a 1/16" shim above the spring, as the right front does most of the work on an oval track. BoLINK has a new front spring set that gives you five different sets of springs (BL-5131-A).

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Wing Adjustment — Another way to change the car's handling is to adjust the angle of the wing and the position of the wing on the wires. Putting more angle in the wing or moving the wing back on the wires will give more rear bite and less front bite and the effect will be greater as the car's speed increases. You should make sure that the holes through the rear of the body for the wing wires are large enough (½ to ¾" diameter) to prevent the wires from hitting the body as the car's rear suspension moves.

Do not forget that the most important factor in making your Eliminator handle properly is the tire compound combination. If the front tires are too soft you may not be able to get enough traction with any chassis adjustments. Good handling is a balance of front and rear traction. You should always run the hardest combination of tires that will make your car handle well. You can add traction without going to a softer tire with the use of a traction additive such as BoLINK's Max Trak (BL-6029) for outdoors and BoLINK's Carpet Tack (BL-6031). For instance, if your car has good front bite and the rear is a little loose, use the additive on the rears to bring up the bite without going to a softer tire that may cause your car to hop. This is usually caused by the rear roll being too loose or having tires that get enough traction to cause the car to lift up on the inside, lose traction, and then get bite again. Listed below are the tire compounds available from BoLINK at the present time.

FRONTS		REARS	
Orange Dot	Extra Firm	Blue Dot	Firm
Blue Dot	Firm	Green Dot	Medium
Green Dot	Medium	Green / Yellow	Split
Yellow Dot	Medium Soft	Yellow	Medium Soft

The type of body you run on your car will also affect the handling. All of BoLINK's racing bodies are wind tunnel tested for the best possible airflow, but each one has slightly different handling characteristics. You will find that certain ones will give you more traction, especially in the front. These will be better for short tracks where you may need quicker steering. Other ones are more neutral and will be better for long tracks where less steering is needed.

Mount your body as low as possible to keep down the amount of air flowing under the chassis, but make sure that it does not drag on the track or your tires. You can also gain a small amount of front and rear traction by raising the rear of the body, but this will also add more drag, which will slow the car down on the faster portions of the track.

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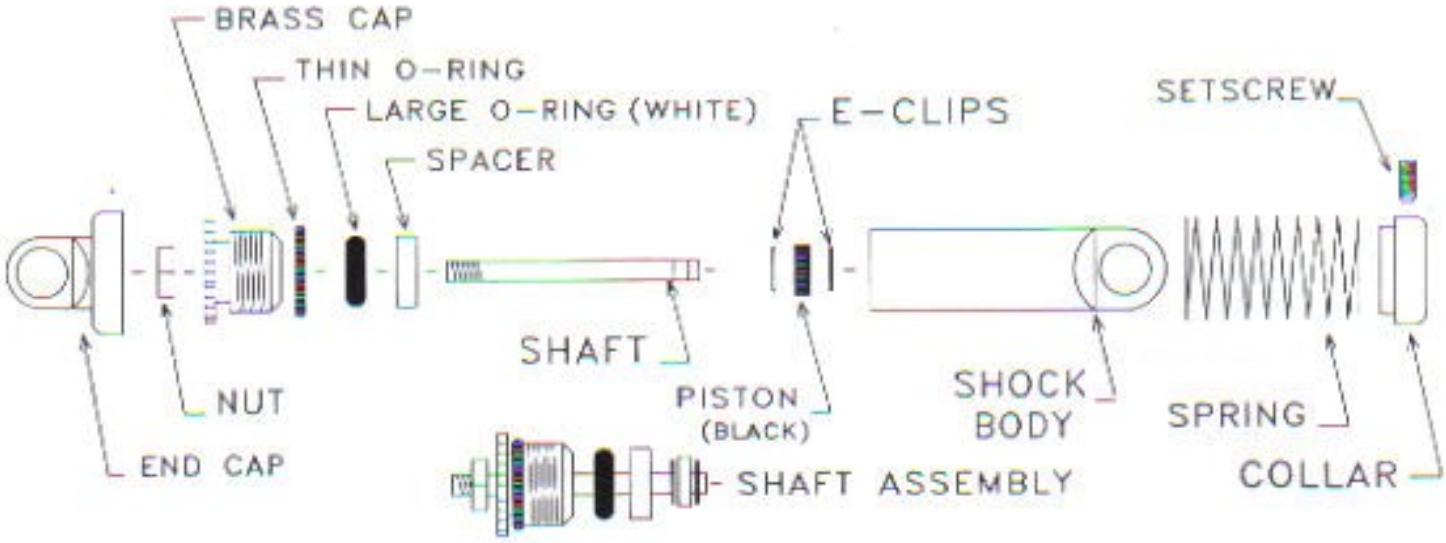

BL-5171 SHOCK ASSEMBLY

Remove all parts from bag. Make sure no small parts are left inside shock body. Snap one of the small E-clips on to the groove closest to the middle of the shaft. Slide the piston (black plastic) onto the shaft and install the other E-clip. Slide the white plastic spacer down the shaft, then the white rubber o-ring.

Carefully install the thin black o-ring down past the threads on the brass end cap. Look inside the shock body, you will see a ridge about ⅛" below the bottom of the threads. Fill shock to approximately ⅛" below the ridge with BL-6028 shock fluid. Now push shaft assembly into shock slowly. Push it all the way to the bottom to remove any air in the bottom and lift up about ⅛". Carefully install brass end cap. If tightening of brass cap forces shaft out of shock, you have too much fluid in it. Remove a small amount and re-install shaft and brass end cap. Hold flat part of shock and tighten cap. DO NOT HOLD BODY OF SHOCK WITH PLIERS. This can destroy shock. Now extend shaft, install brass nut and end cap. Make sure nut is tight against cap. Use thread lock if you wish.

Slide spring down over shock body and install collar and set screw. DO NOT OVER TIGHTEN SET SCREW. These shocks come with soft springs. Stiff springs are available, order BL-5173.

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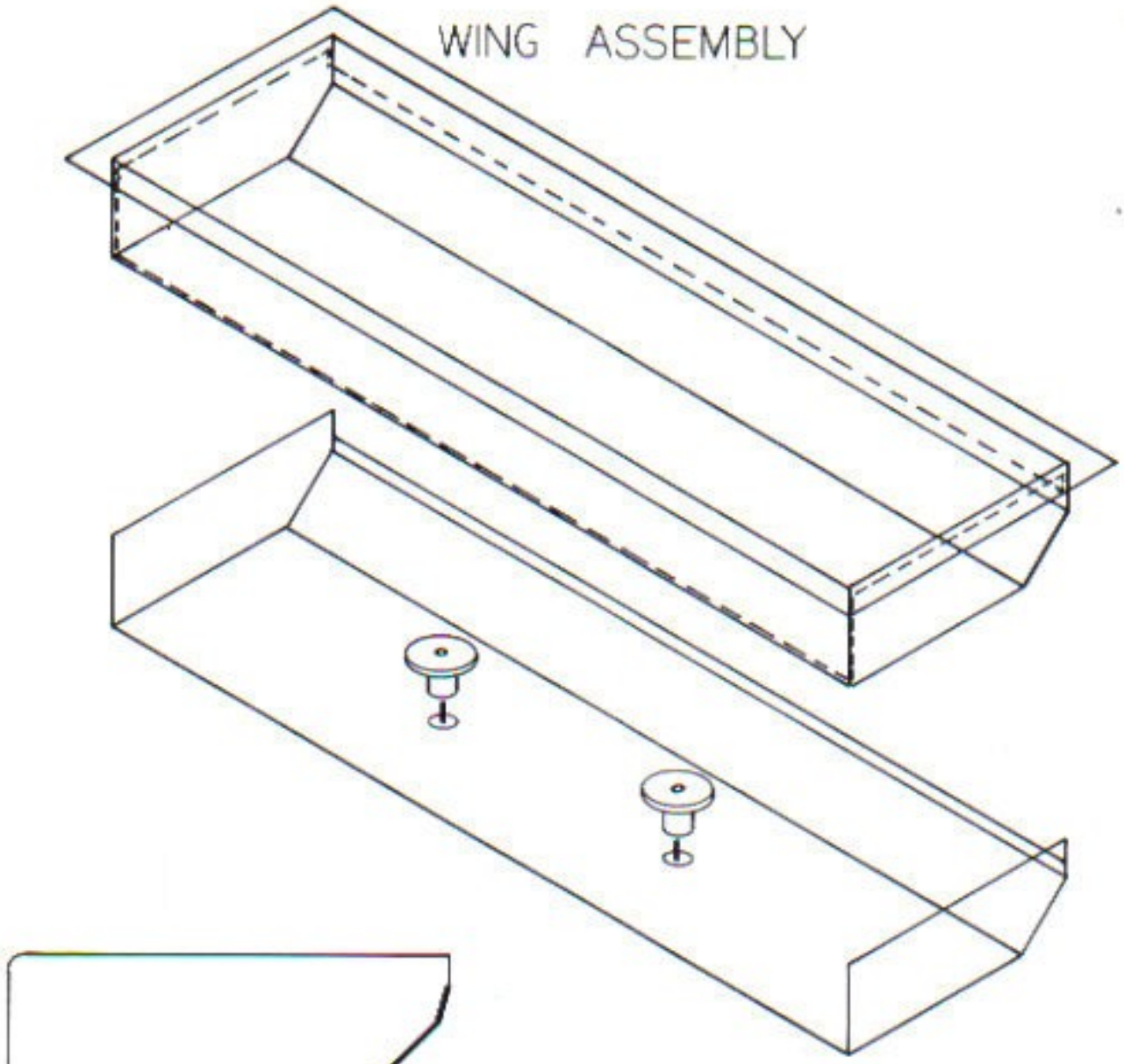
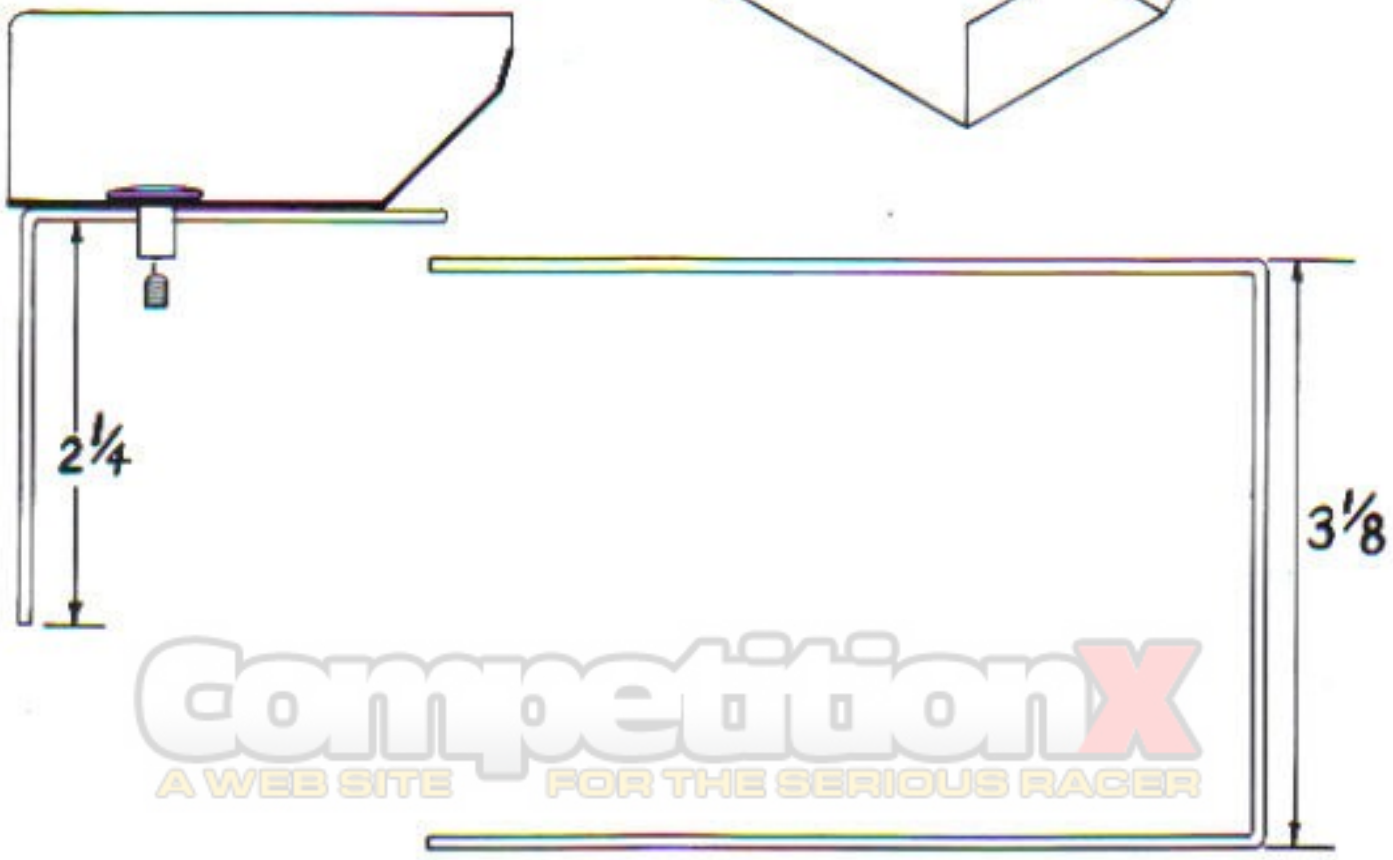
WING ASSEMBLY





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SUPER SPORT AND ELIMINATOR PARTS & ACCESSORIES LIST

BL-5066	$30.00	Super Sport (Fiberglass)
*BL-5074	24.95	Super Sport LTO Chassis
BL-5162	10.00	T-plate
BL-5165-S	4.95	Rear Motor Mount
BL-5166-S	4.95	Left Axle Carrier
BL-5164	3.00	Rear Brace
BL-5171	15.95	Replacement Shocks
BL-5180	11.00	Eliminator Ft. Axle (Fiberglass)
*BL-5183	8.95	Rear Body Mount LTO
BL-5181-A	9.00	Eliminator Radio Tray & Brace for Ball Susp.
BL-5191-A	3.95	Replacement Susp. Ball & Socket
BL-5192	3.95	King Pin Brace
BL-5351	3.00	Steering Blocks
BL-5364	3.50	Threaded Stub Axle
BL-5365	2.00	Servo Mt. Posts
BL-5366-A	4.50	Elim. Ft. Hardware Kit
BL-5377	3.75	Elim. King Pins
BL-5378	3.00	Elim. Battery Holders (Pair)
BL-5378-A	1.50	Elim. Battery Holder (Screws)
BL-5378-B	10.00	Elim. Battery Holder (4 pairs)
BL-5381	2.25	Elim. Rubber Parts Kit (Grommets & Washers)
BL-5382	3.25	Elim. Ant. Mount Kit
BL-5383	2.00	Fiberglass Ant. with Tip
BL-5452	1.50	Rear Oilite Bushings
BL-5457	1.25	Front Oilite Bushings
BL-5730	6.00	Steel Axle (Assoc. Gears)
BL-3511	3.95	Nylon Wheel Hubs
BL-5735	2.25	Thrust Bearings Set
BL-5751	1.50	.125 Dia. Diff. Ball Assoc. Type
BL-5752	1.50	Assoc. Type Drive Rings
BL-5253	1.30	Nylon Spacer Assortment
BL-5221	1.00	E-Clips
BL-2403	1.25	E-Z Grip Hood Pins

* These parts are items that come in the 1365 kits. Other popular accessories are listed below.

BL-2601	Stock Car Numbers
BL-2602	Chrome Stock Car Numbers
BL-2623	Oval Racing Sponsor Decals
BL-2325	1991 Thunderbird Body
BL-2339	1990 Pontiac Body
BL-2738	Super Speedway Wing Kit (Short)
BL-5131-A	Pro Spring Kit
BL-5456	Front Ball Bearings (2 pairs)
BL-5453	Rear Ball Bearings (1 pair)
BL-5754	Graphite Axle
BL-3514	Left Side Aluminum Hub
BL-3518	Diff. Side Aluminum Hub

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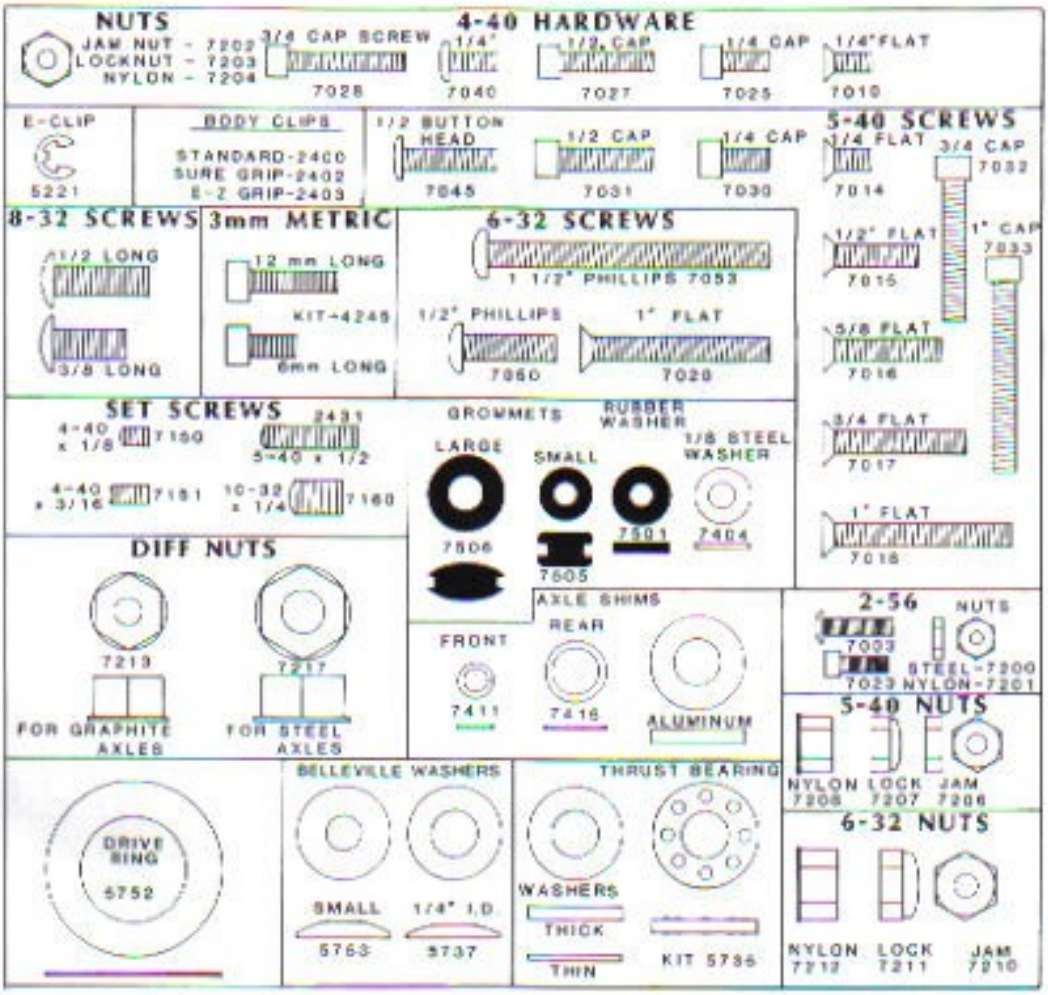
See BoLINK's current price sheet for many more parts and accessories for your car.

HARDWARE IDENTIFICATION CHART



THE ABOVE CHART WILL HELP YOU IDENTIFY THE HARDWARE INCLUDED IN YOUR BOLINK CAR KIT. THEY ARE SHOWN IN APPROXIMATE ACTUAL SIZE, SO YOU CAN COMPARE THE ACTUAL PARTS TO THE DRAWINGS. ALSO SHOWN ARE THE PART NUMBERS FOR EACH PART SOLD SEPARATELY. SEE YOUR CURRENT BOLINK PRICE SHEET FOR A COMPLETE HARDWARE LISTING. PLEASE NOTE THAT **ALL** HARDWARE ITEMS SHOWN ABOVE ARE NOT IN EVERY KIT.

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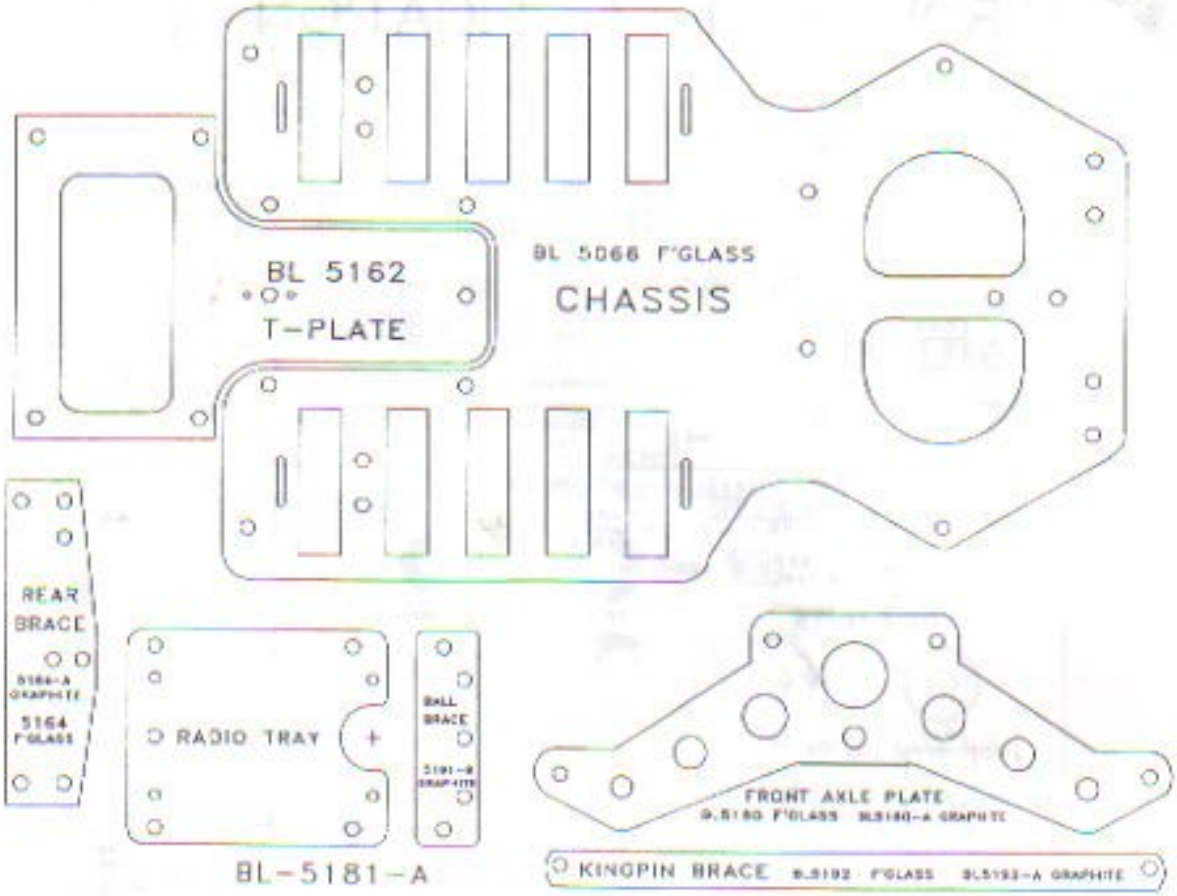

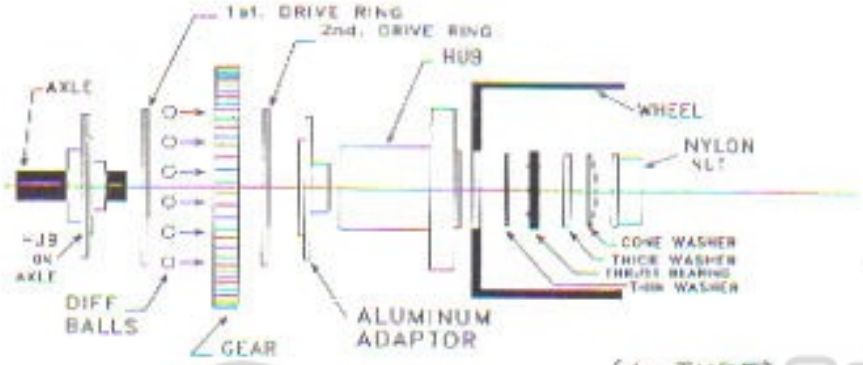

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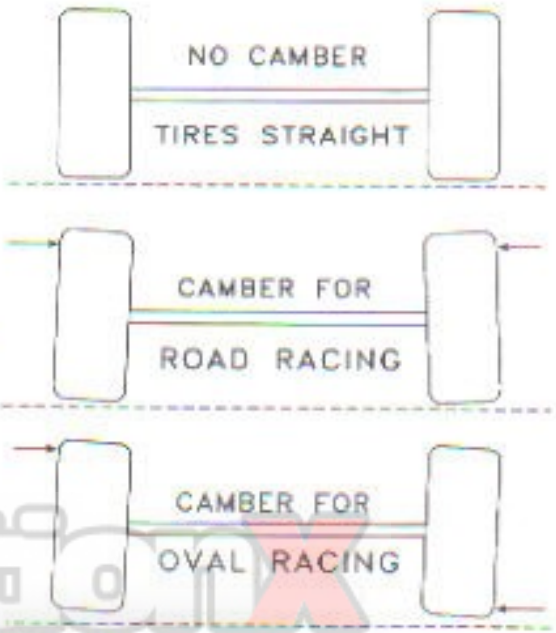
DIFFERENTIAL ASSEMBLY (STEEL)



VIEW FROM FRONT OF CHASSIS

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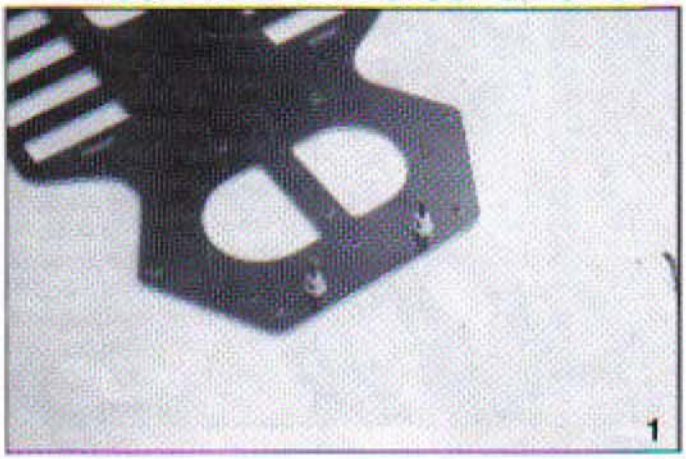
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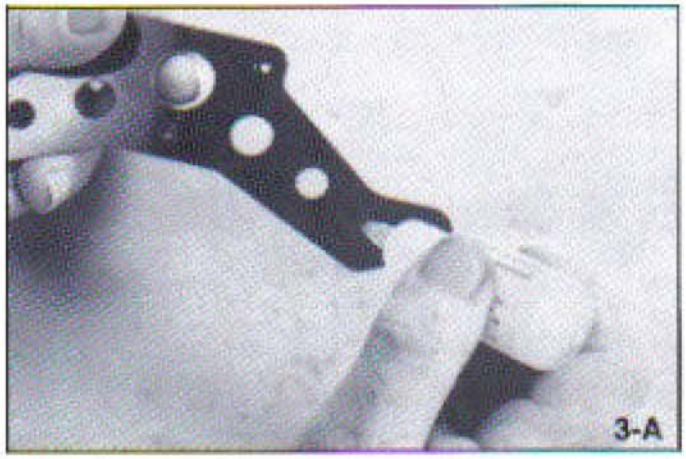
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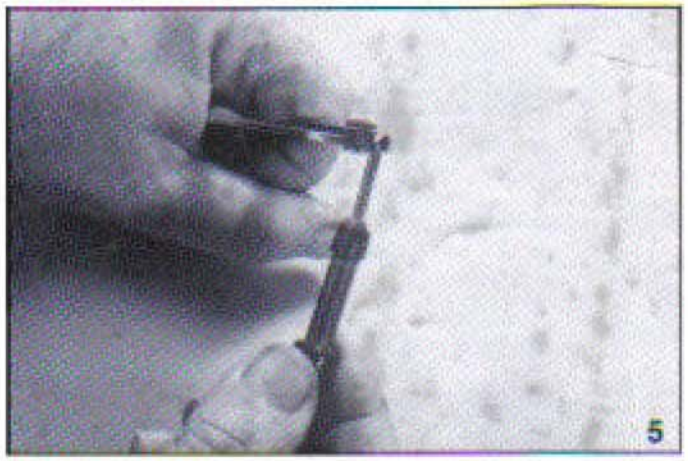
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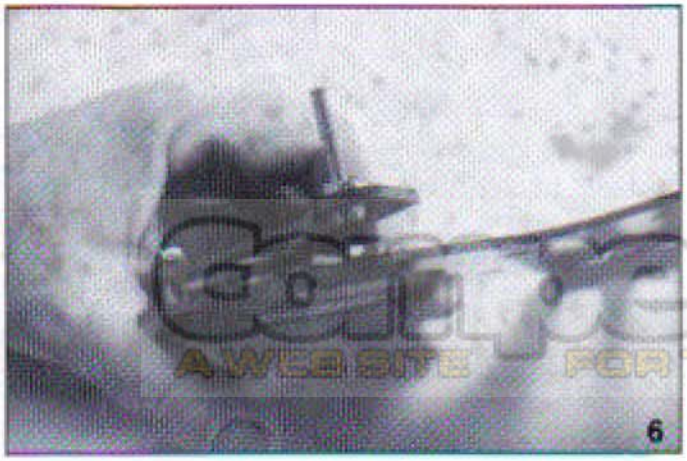
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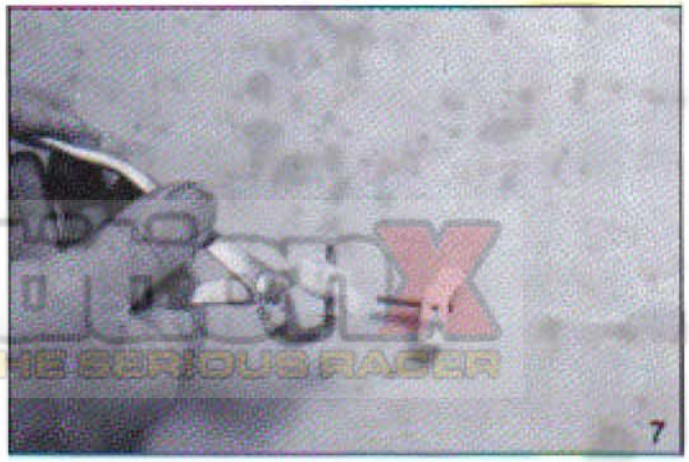
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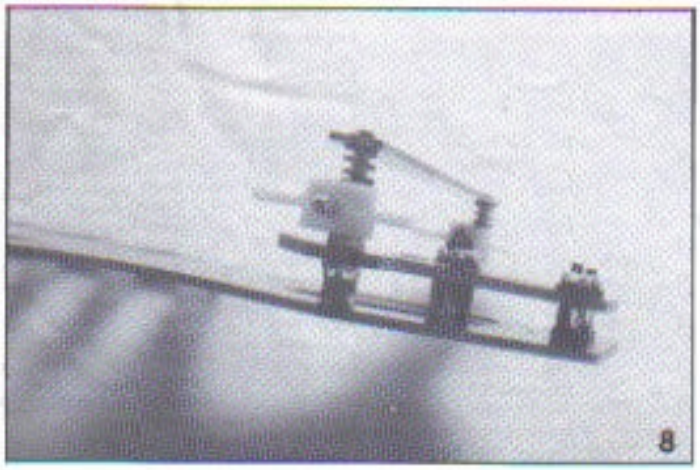
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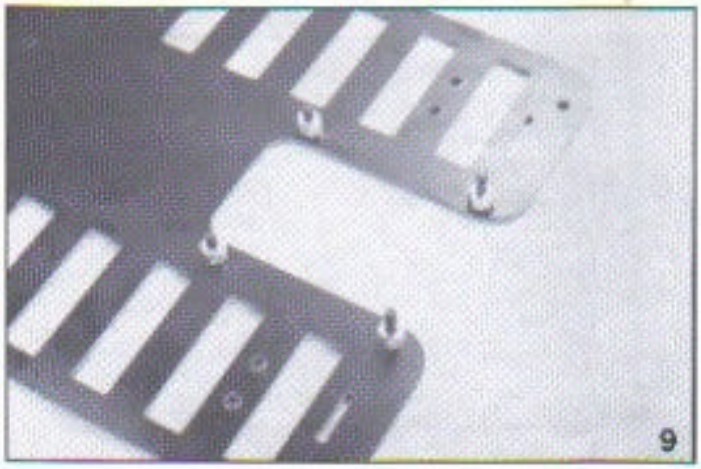
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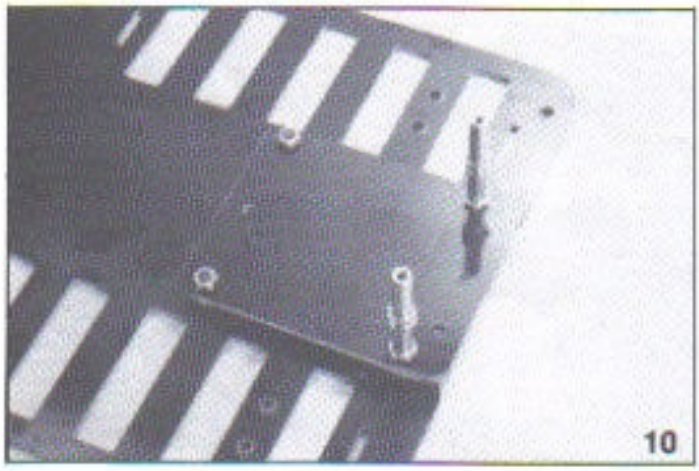
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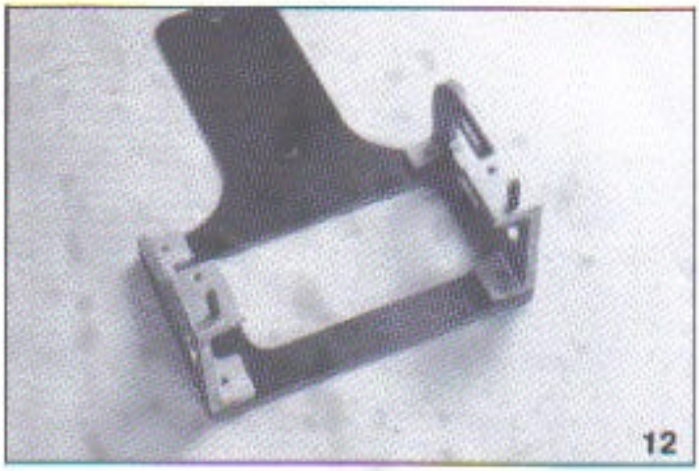
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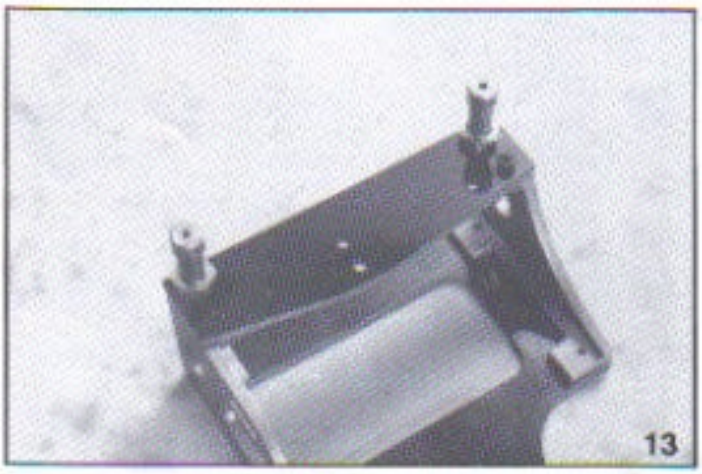
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14-A

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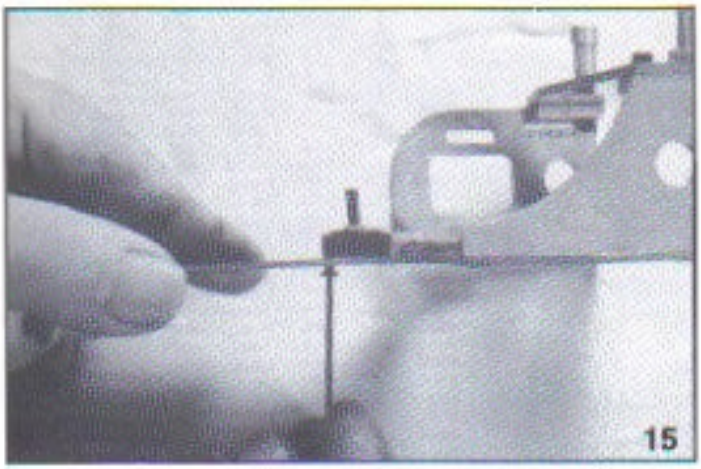
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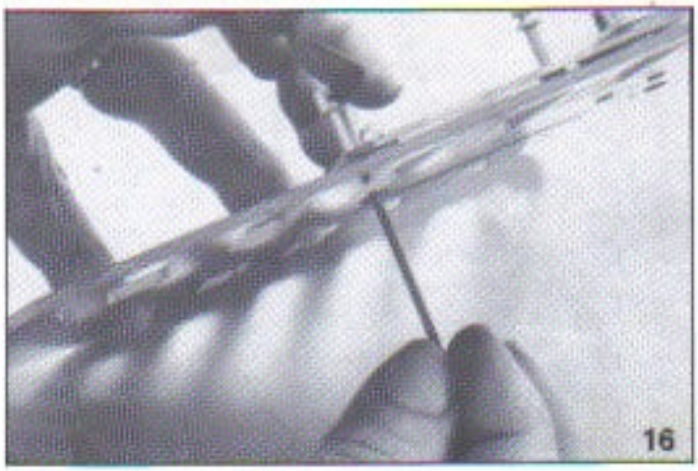
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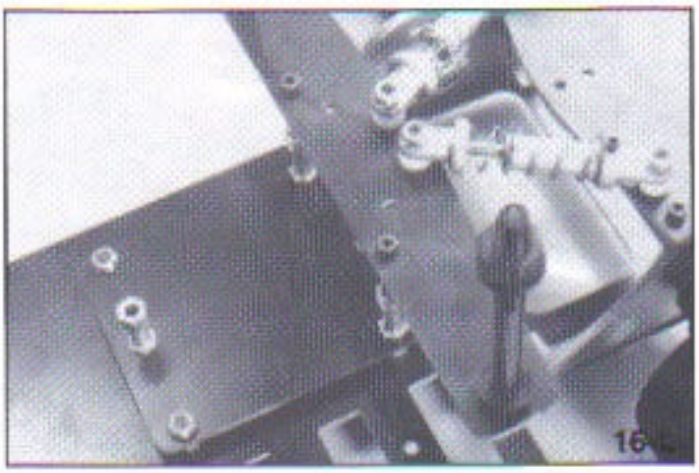
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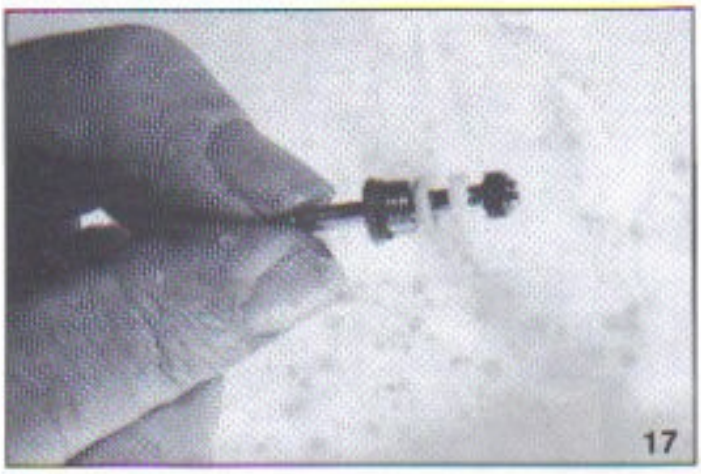
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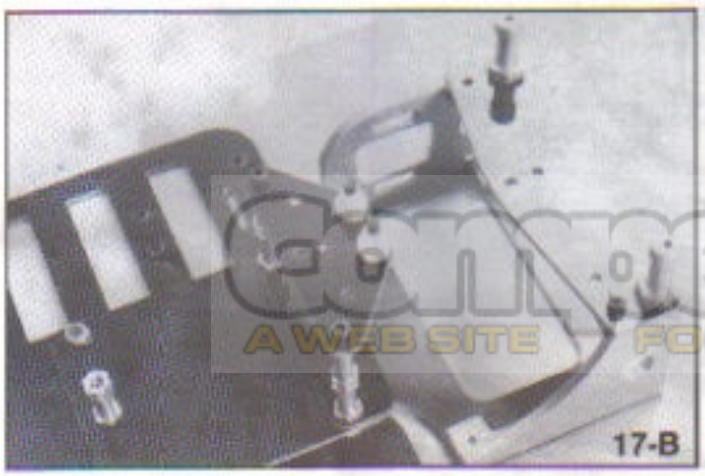
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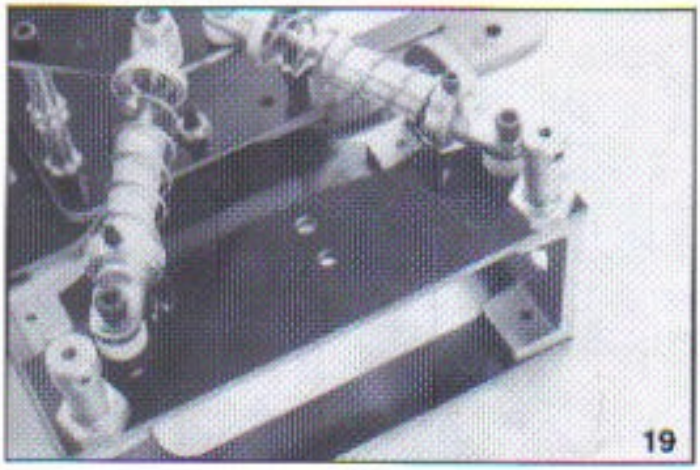
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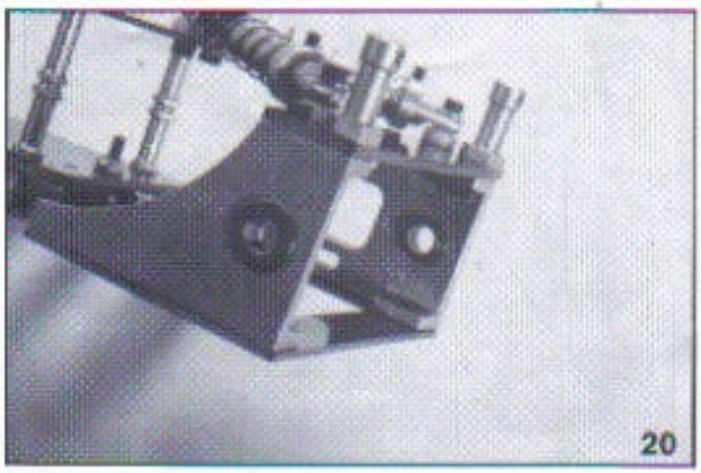
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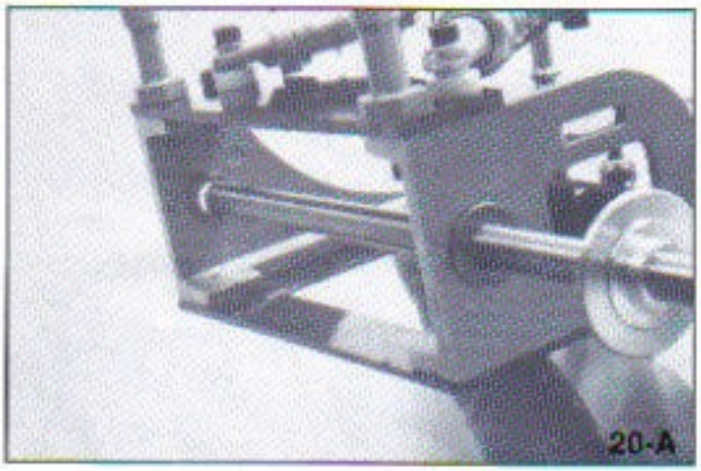
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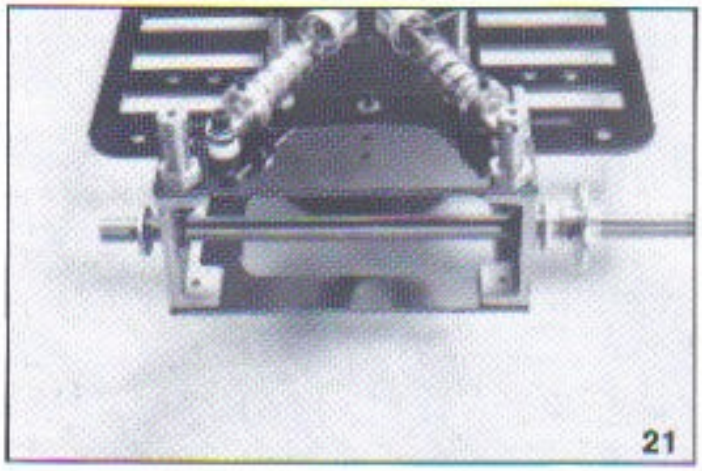
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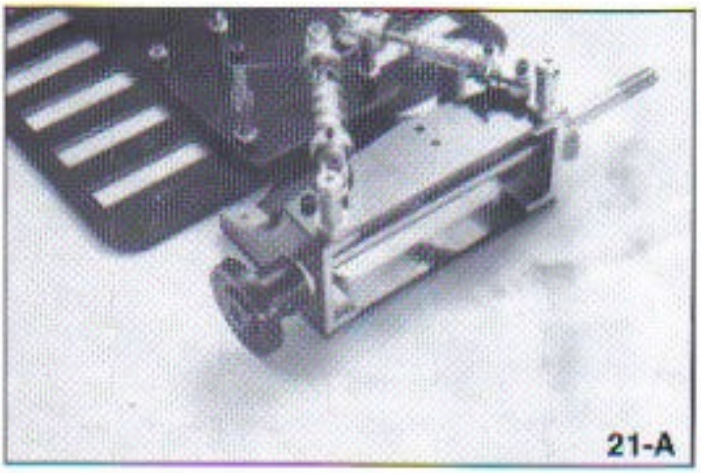
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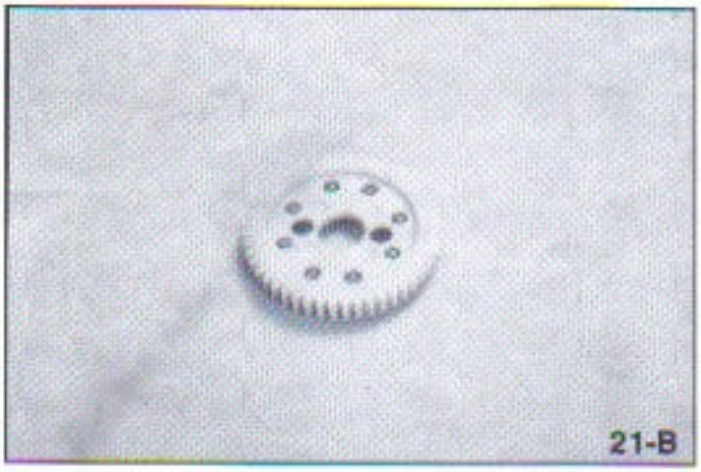
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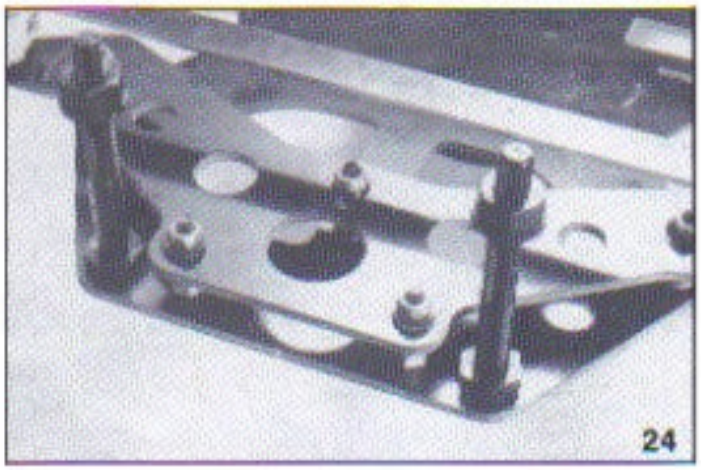
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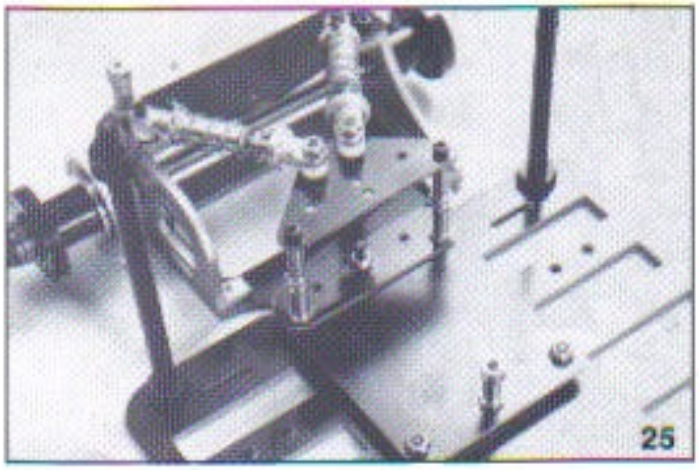
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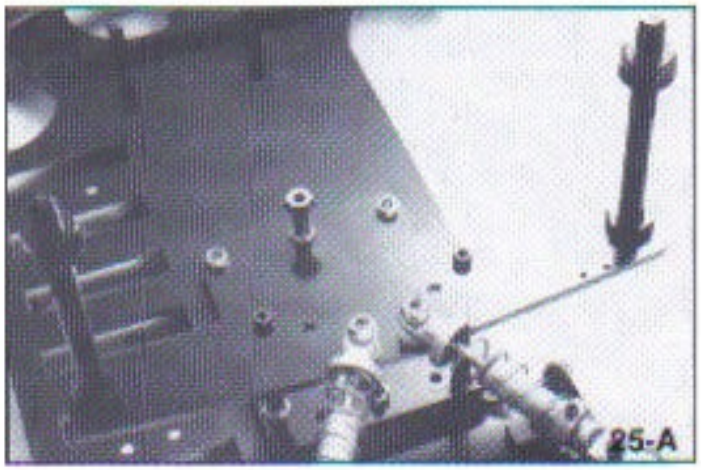
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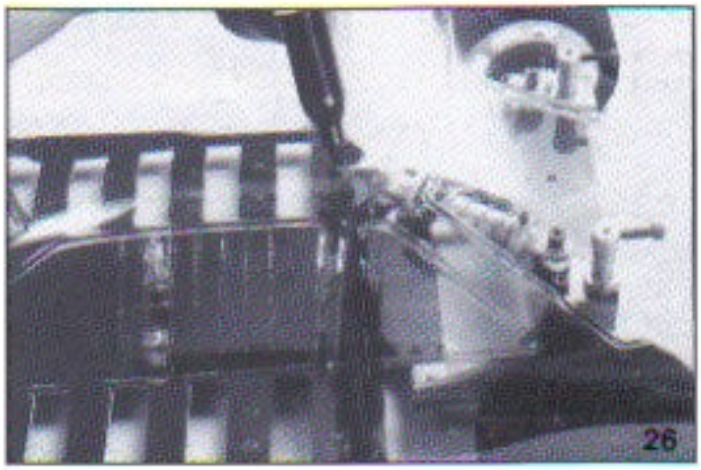
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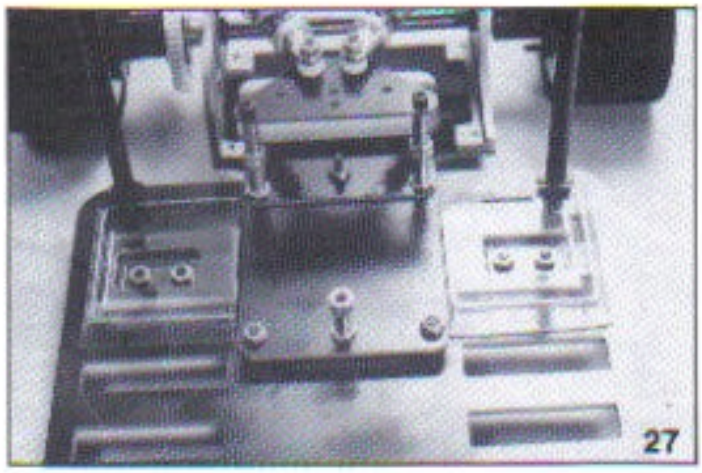
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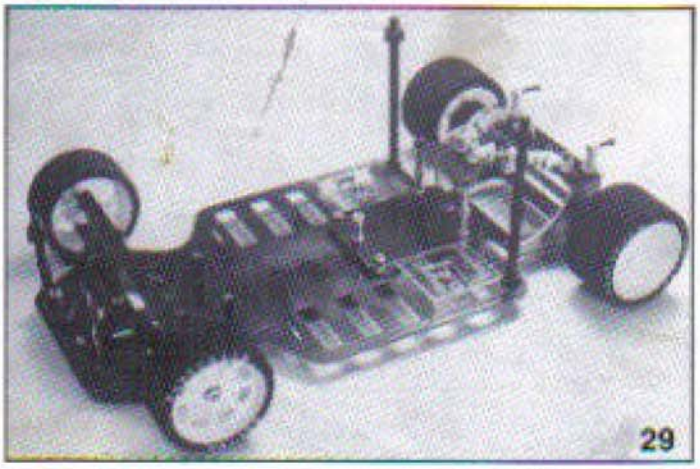
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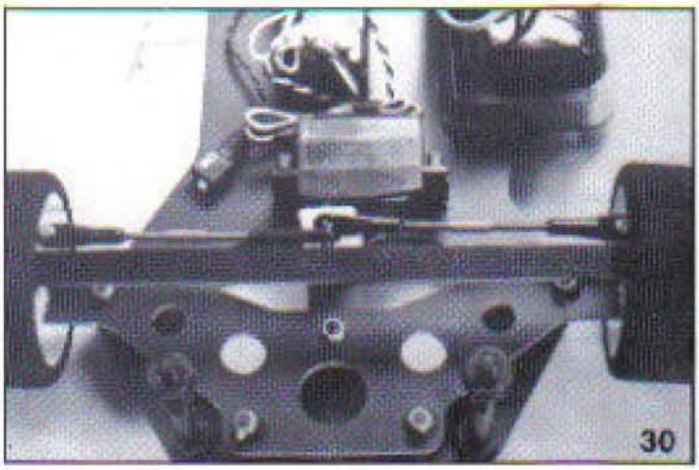
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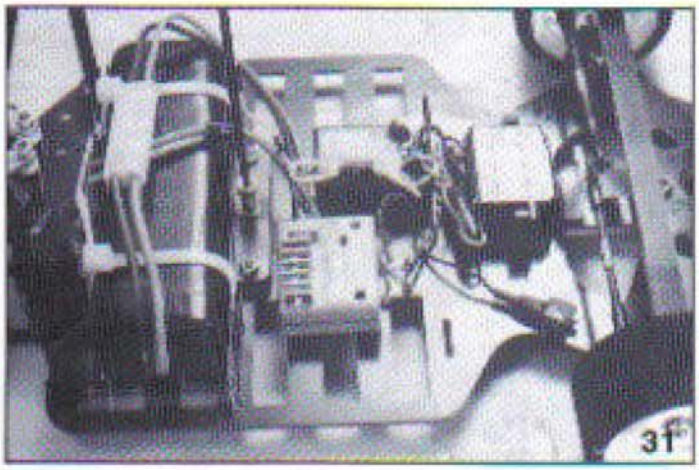
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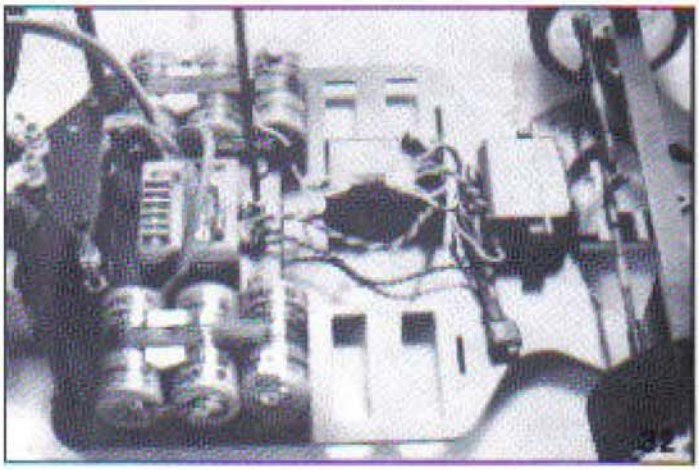
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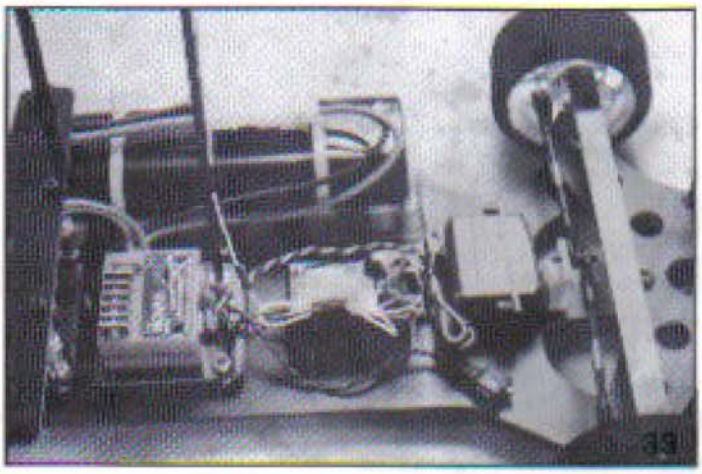
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