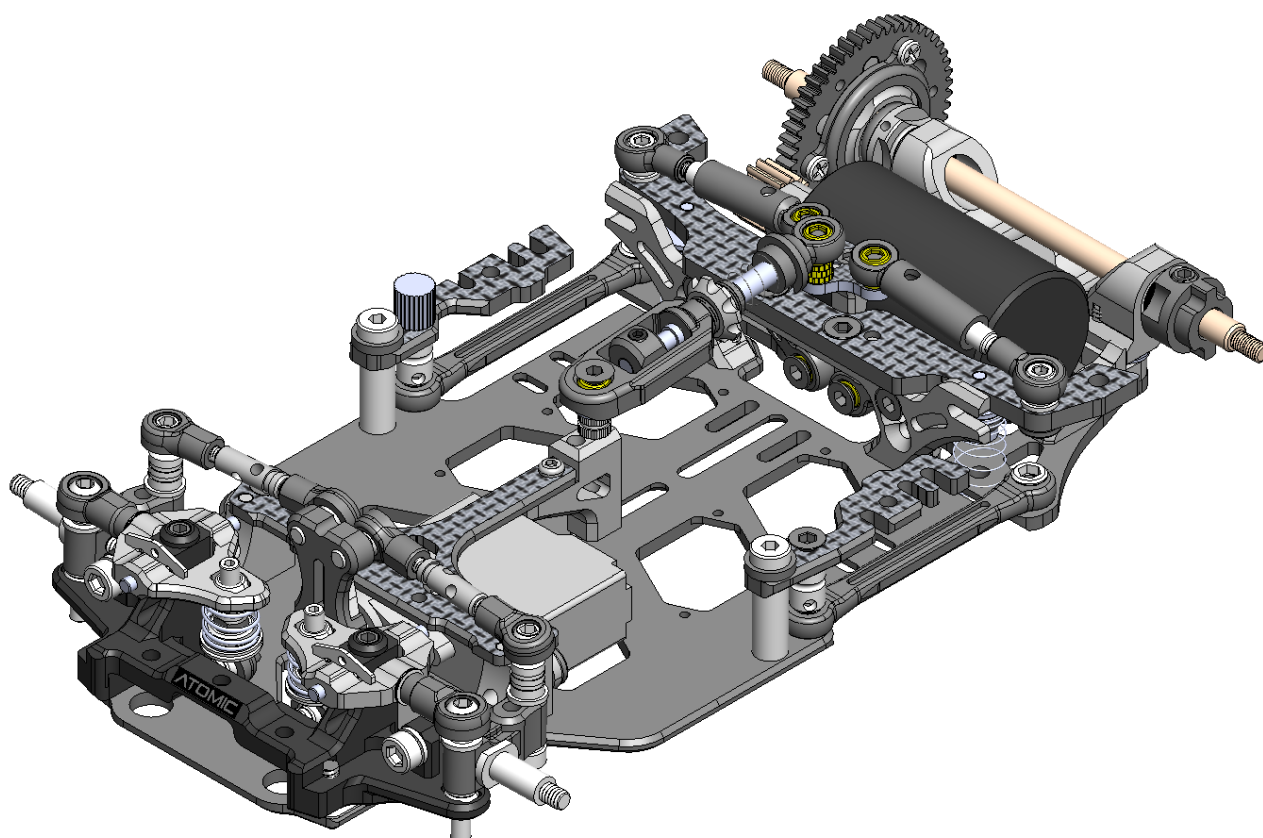
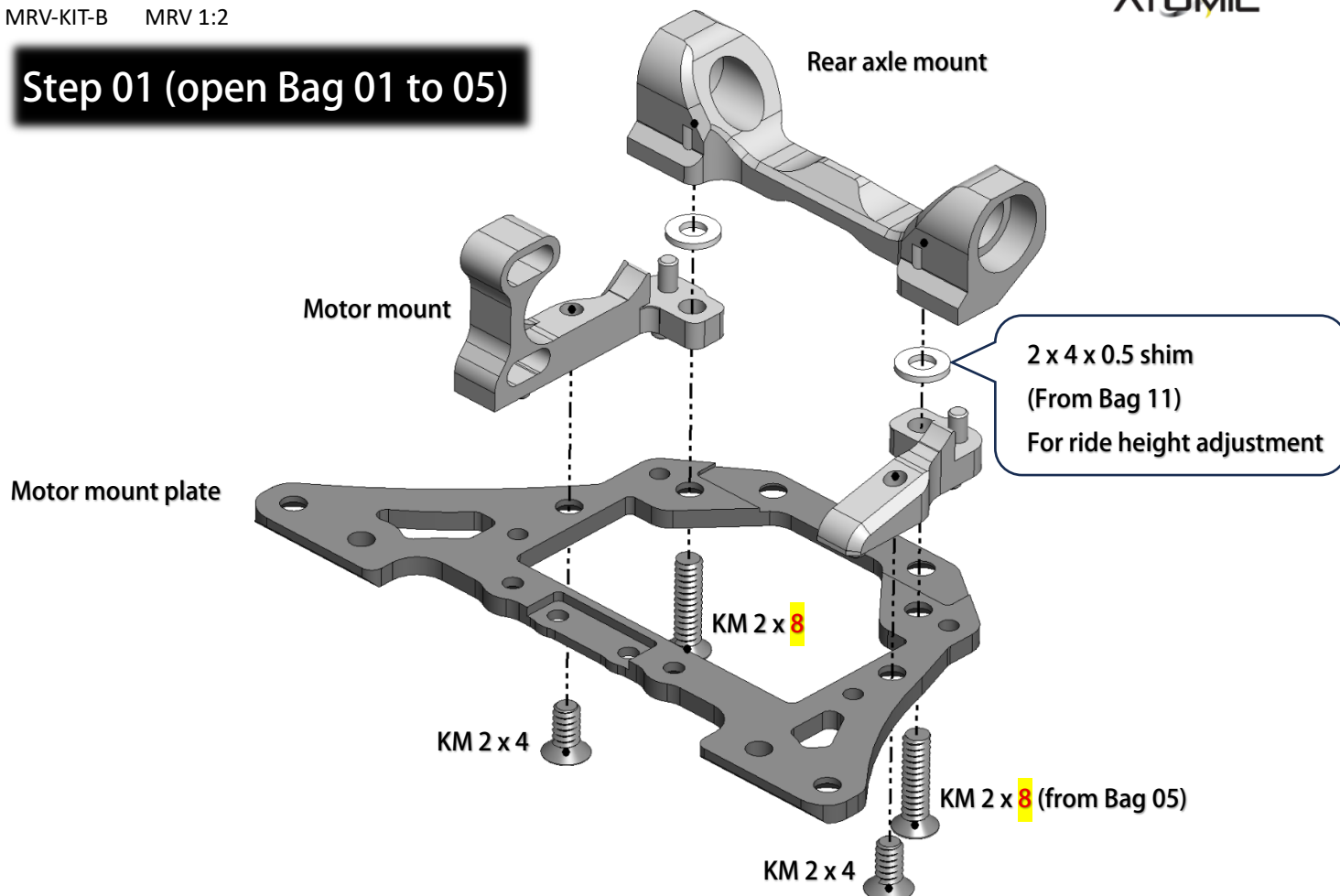


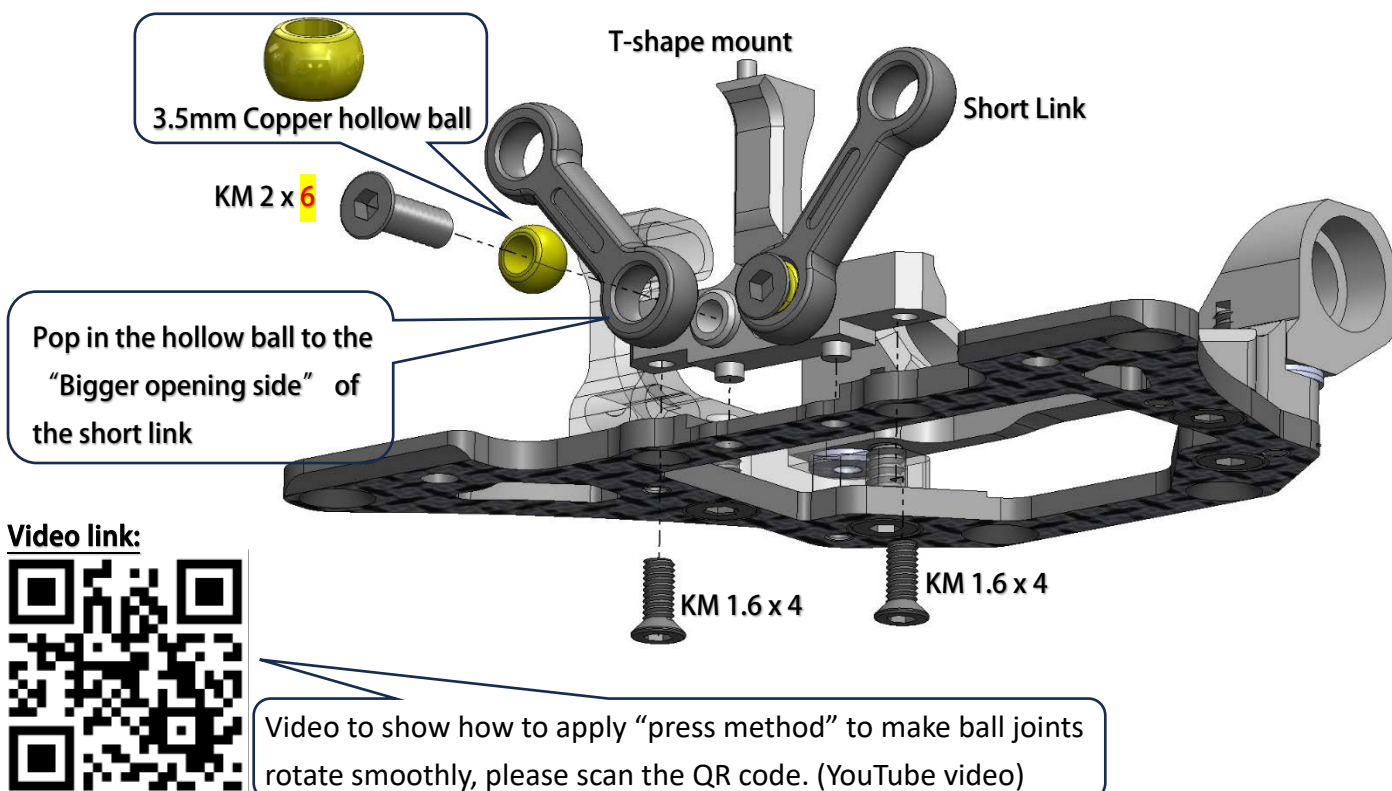
# MRV

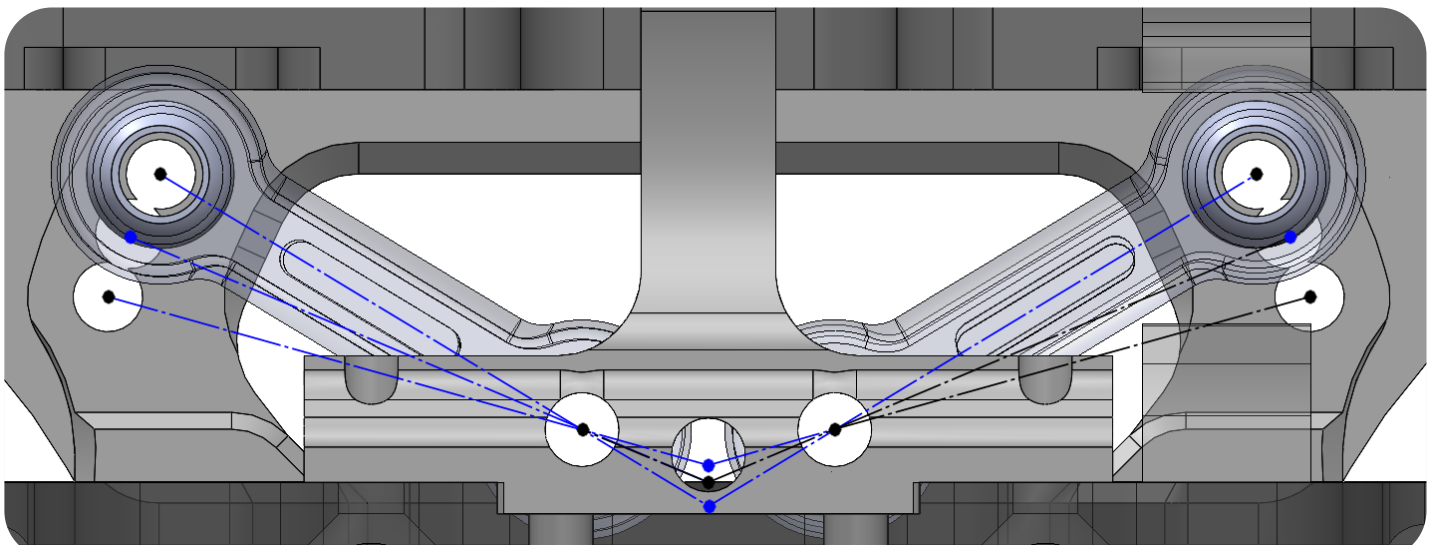
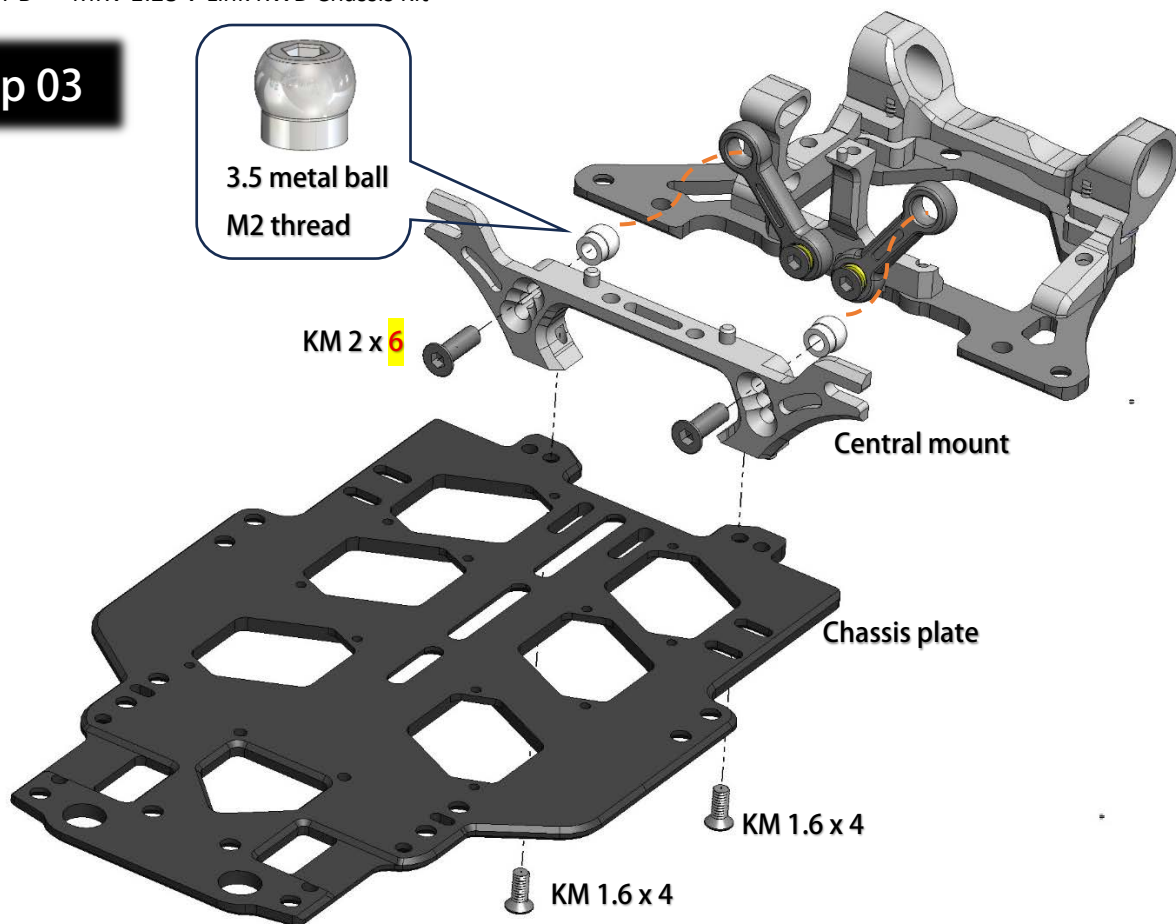


## Step 01 (open Bag 01 to 05)



## Step 02 (open Bag 06)



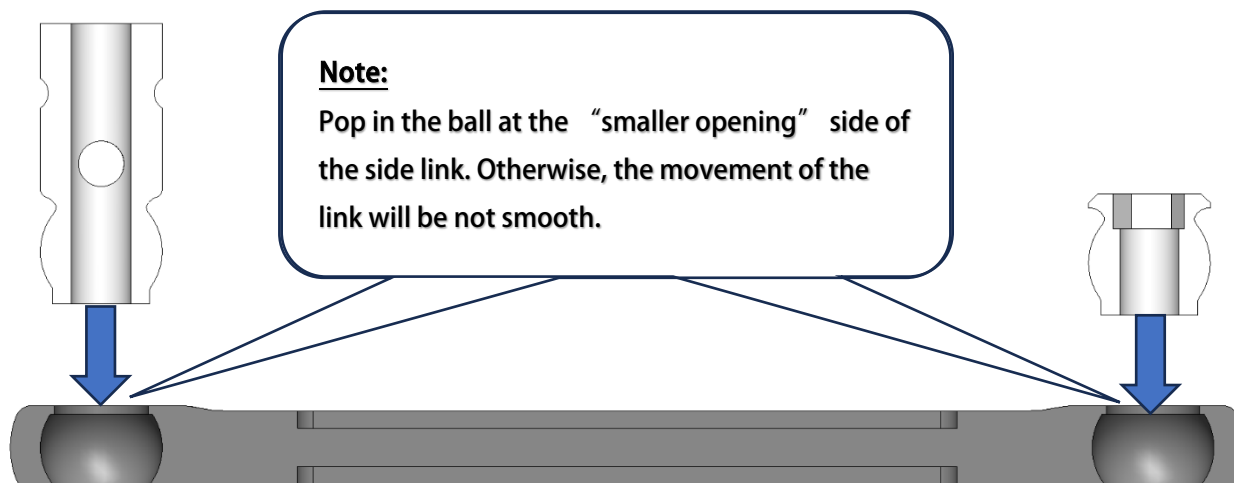
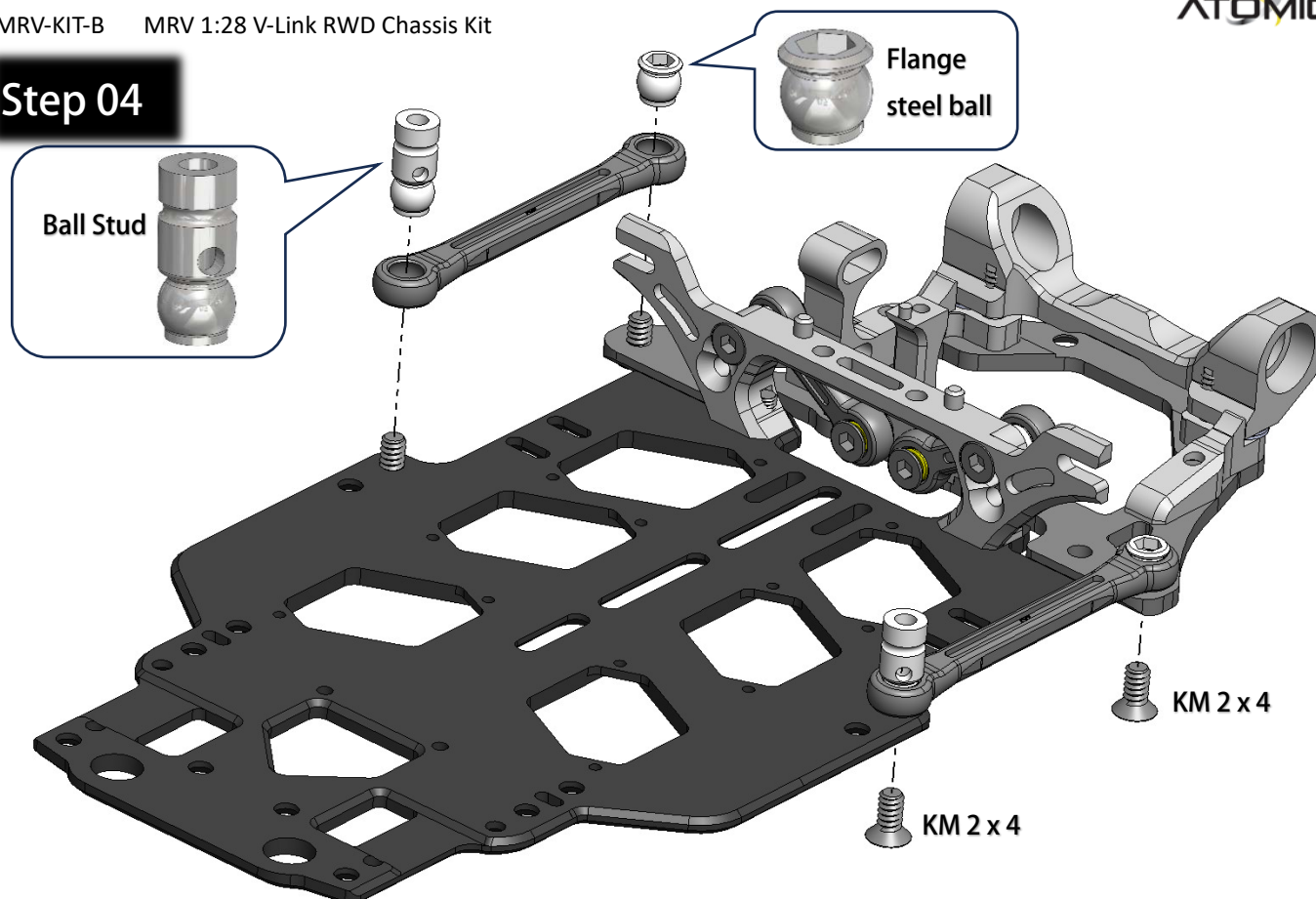
**Step 03****Note:**

Top Hole = Low Roll Center; more rear grip and rear rotation is slower, easy to drive

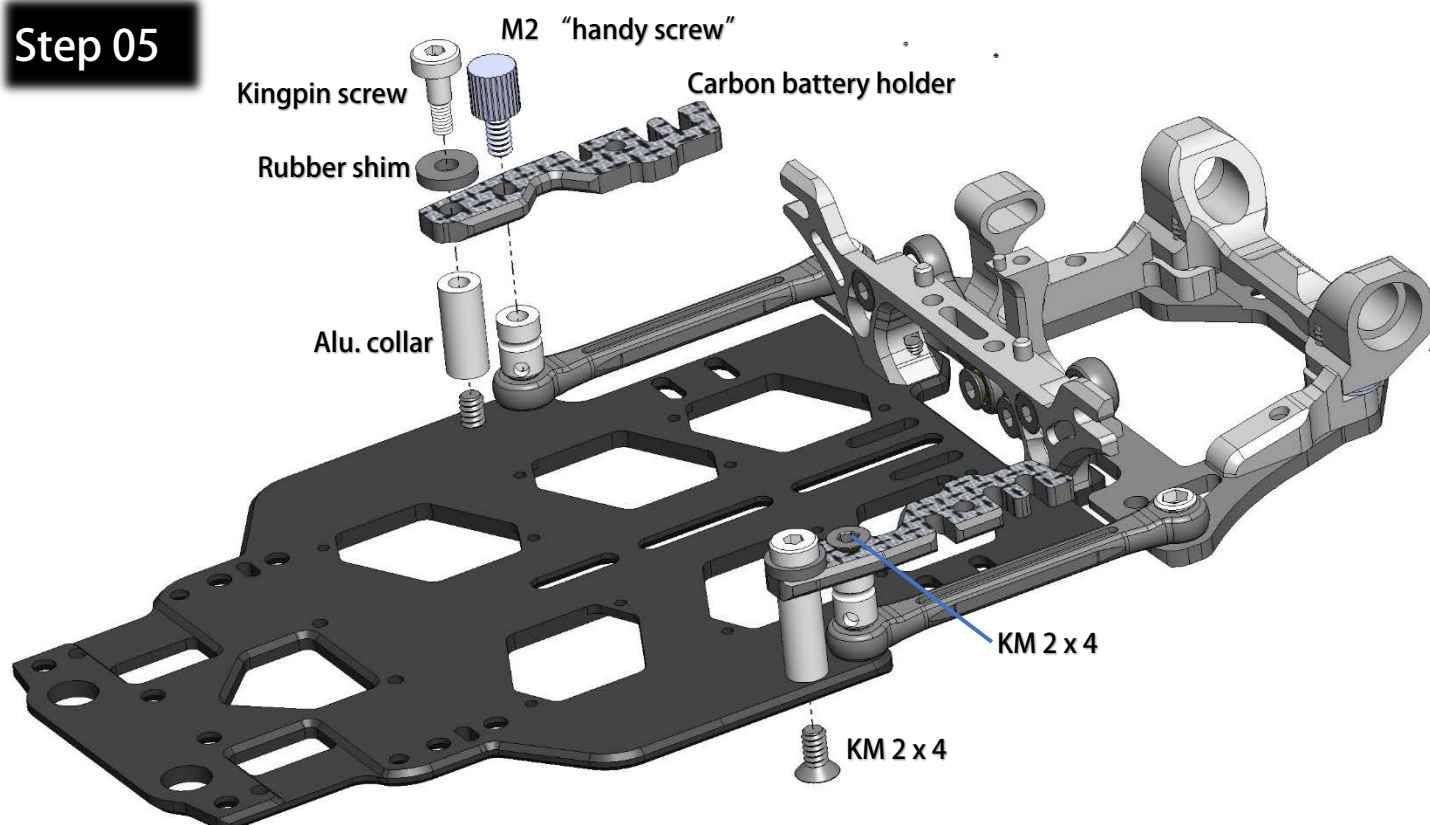
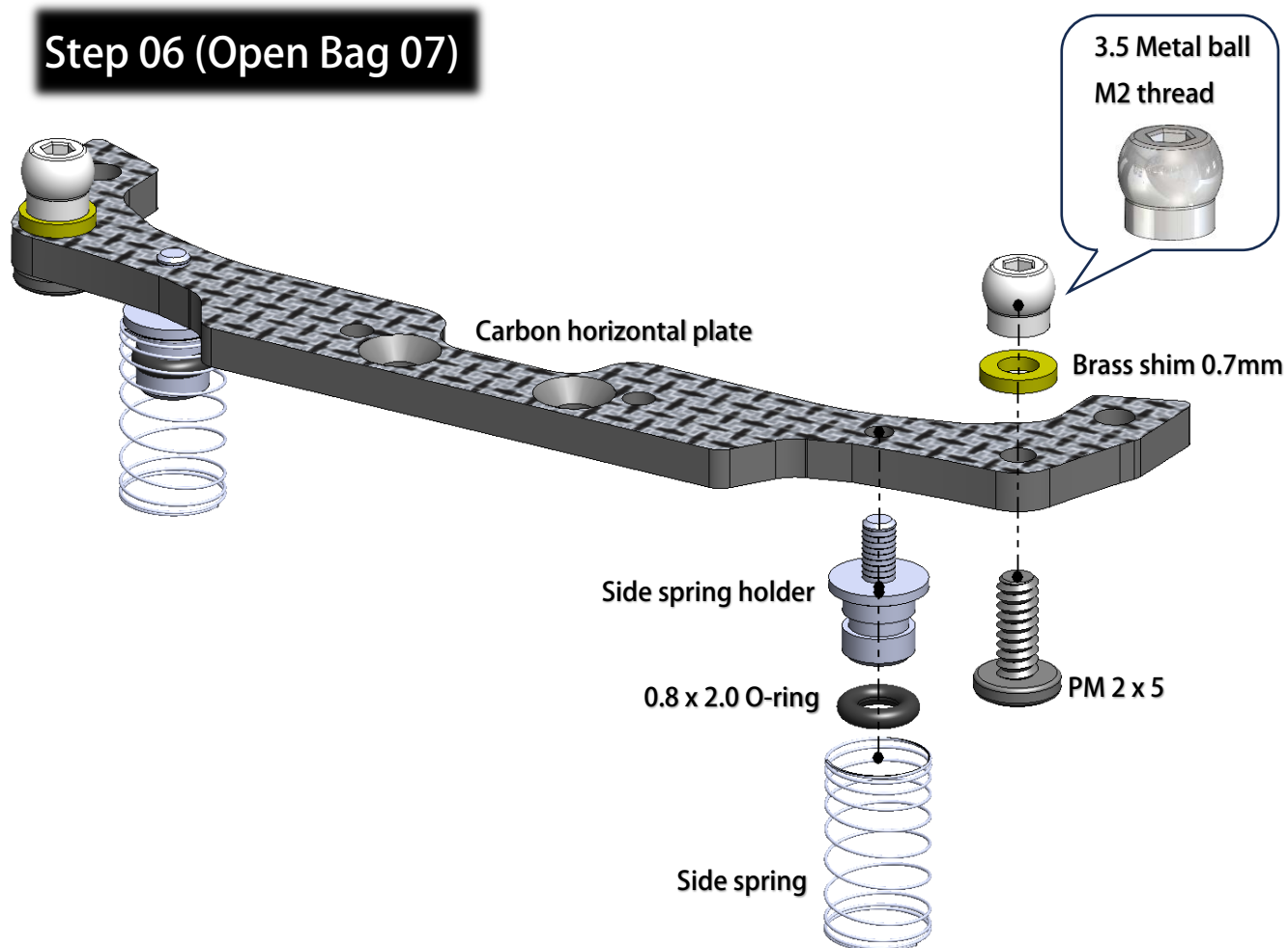
Middle Hole = Middle Roll Center; medium rear grip, faster rear rotation, more aggressive steering

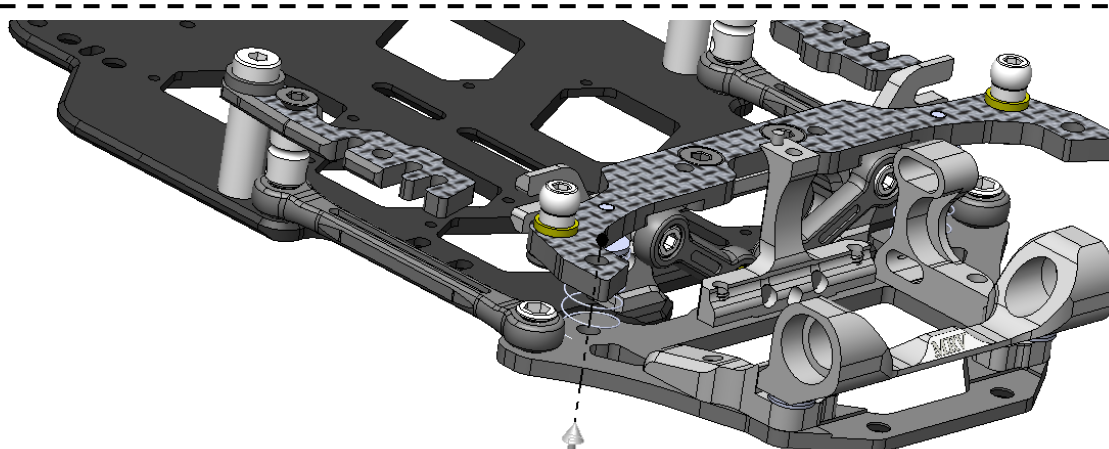
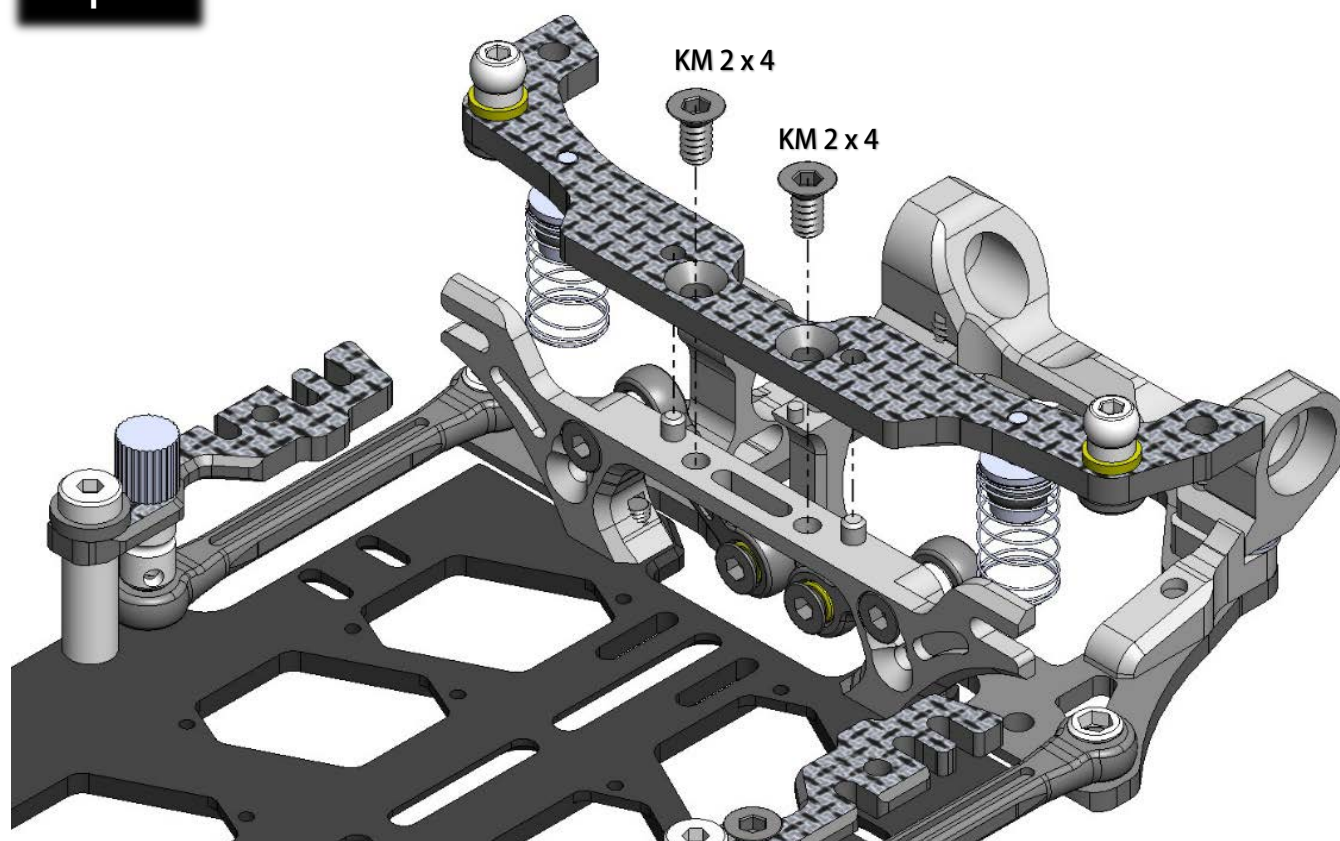
Bottom Hole = High Roll Center; fastest rear rotation, less rear grip, very aggressive steering.

**\*\* we recommend starting with the Top Hole and feel the car handling first.**

**Step 04**



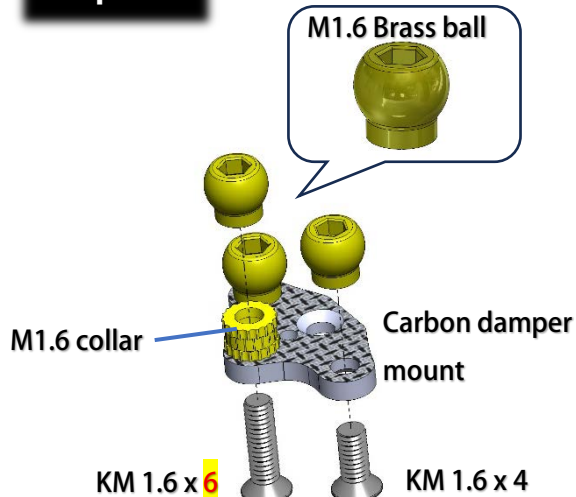
**Step 05****Step 06 (Open Bag 07)**

**Step 07**

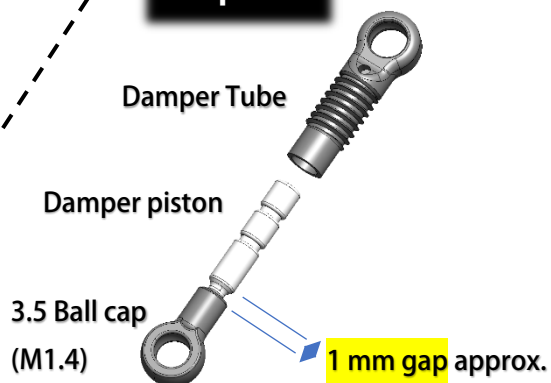
1.5mm hex tool

Using the 1.5mm hex tool to adjust the side spring holder, to make the spring just touch the motor pod plate. And adjust the balance of the side spring, check the level of the motor pod plate.

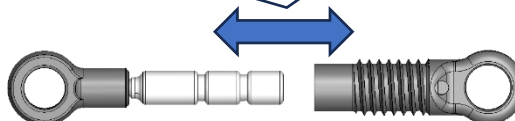
## Step 08



## Step 09

**Note:**

Move the damper piston in and out 10 times to remove the plastic flash or debris of the tube. After doing this the system will be smooth.



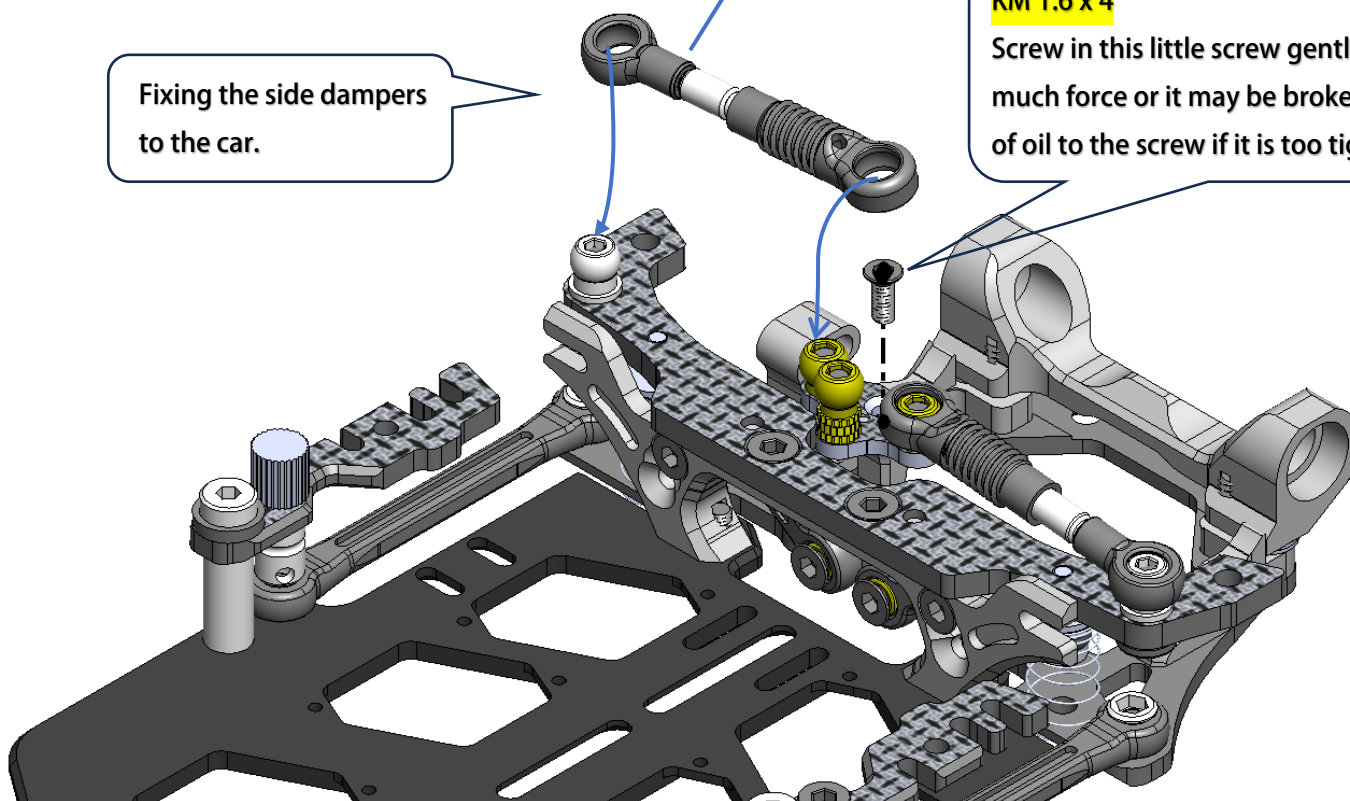
## Step 10

Apply #25000 grease to the side dampers.

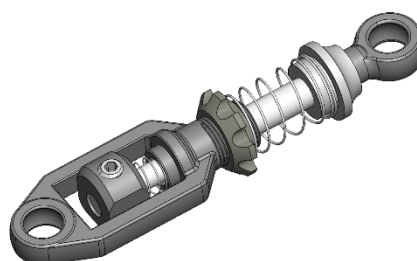
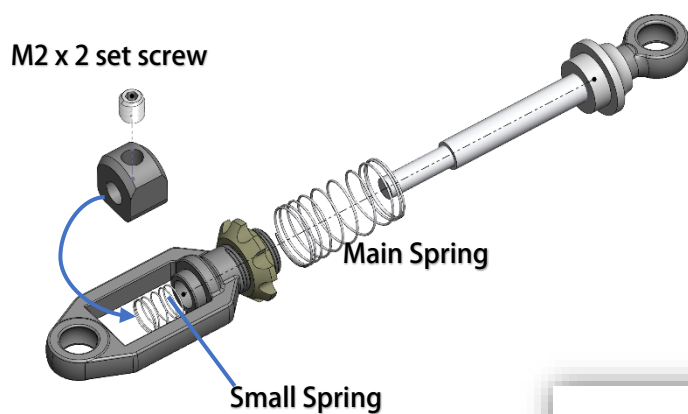
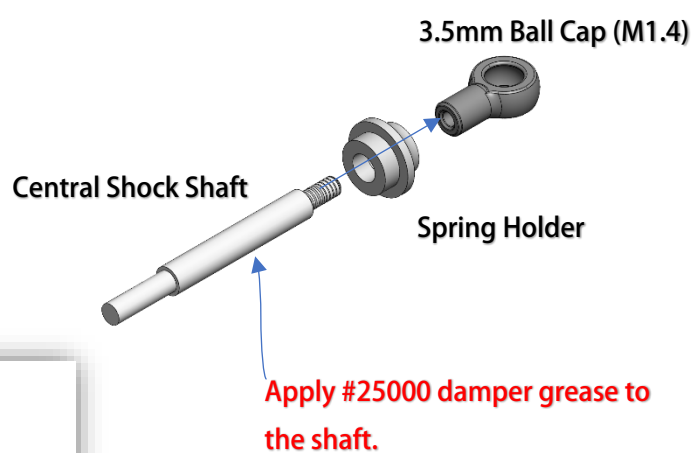
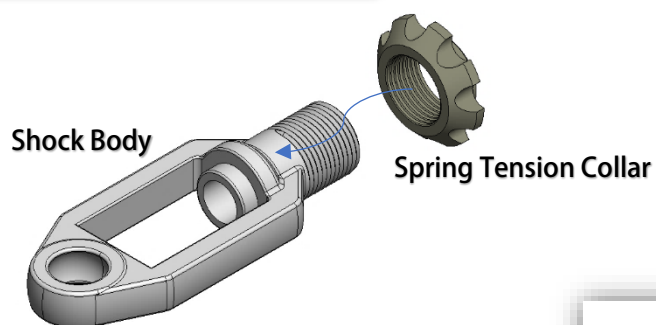
Fixing the side dampers to the car.

KM 1.6 x 4

Screw in this little screw gently, don't put too much force or it may be broken. Add a drop of oil to the screw if it is too tight to screw in.

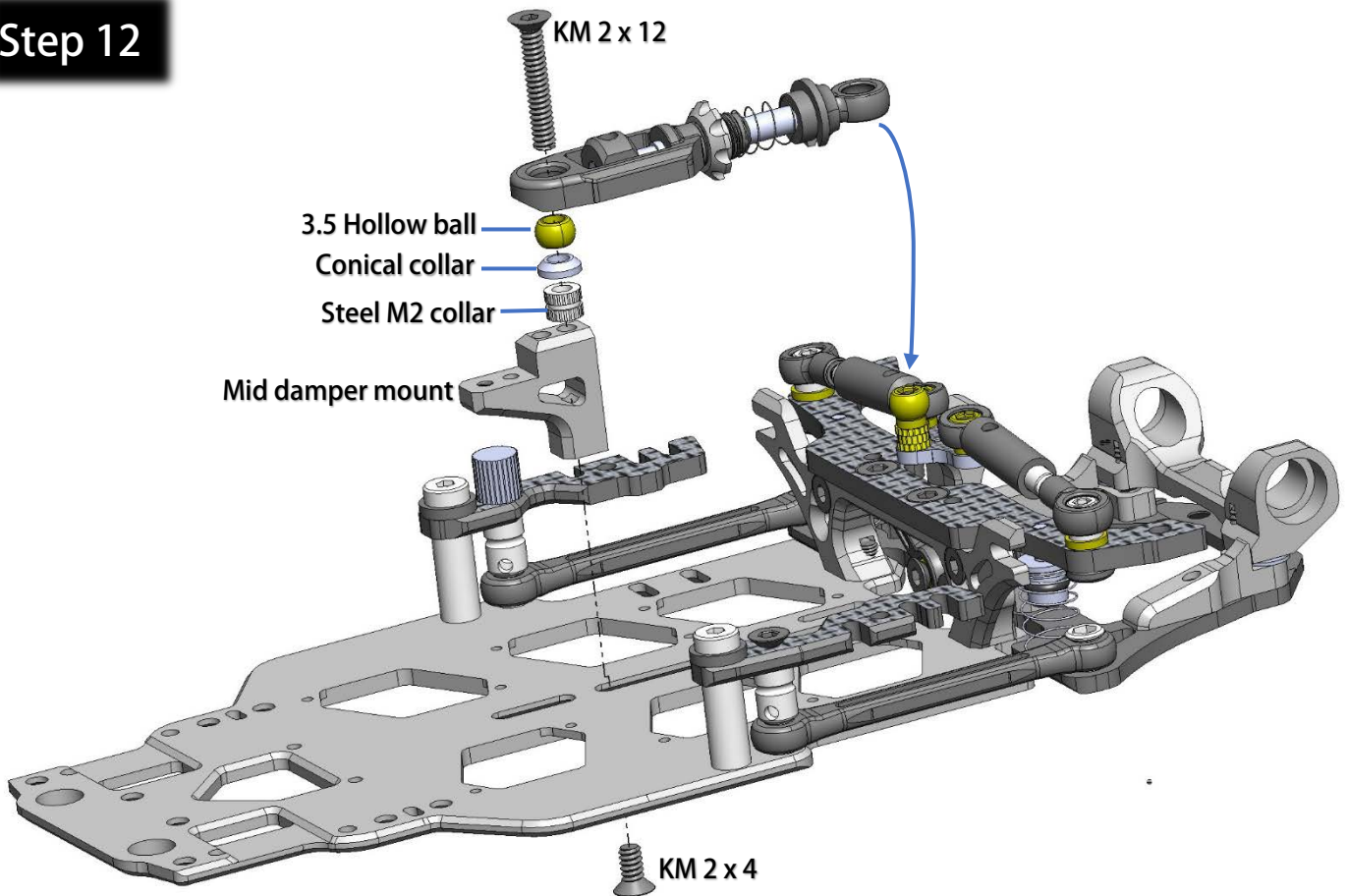


## Step 11 (Open Bag 08)

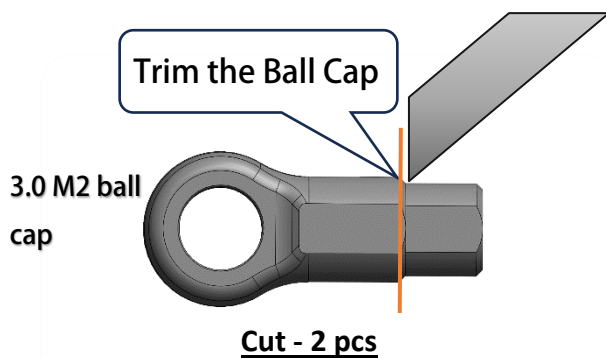




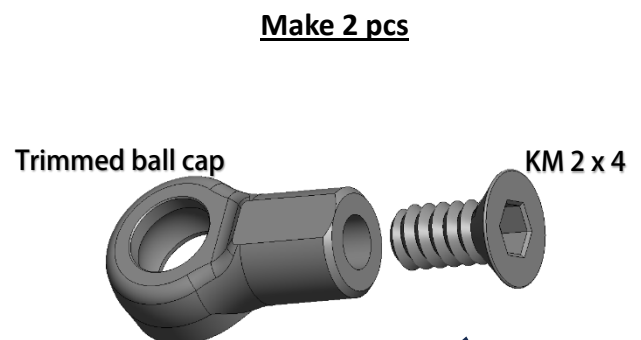
## Step 12



## Step 13 (Open Bag 09)

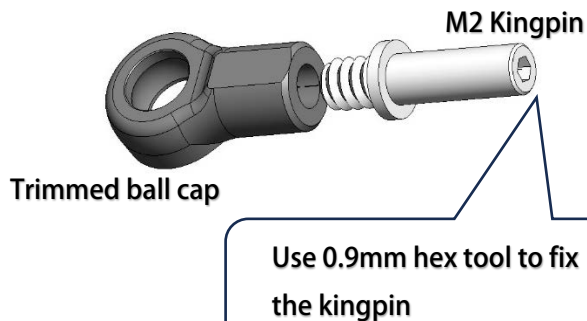


## Step 14

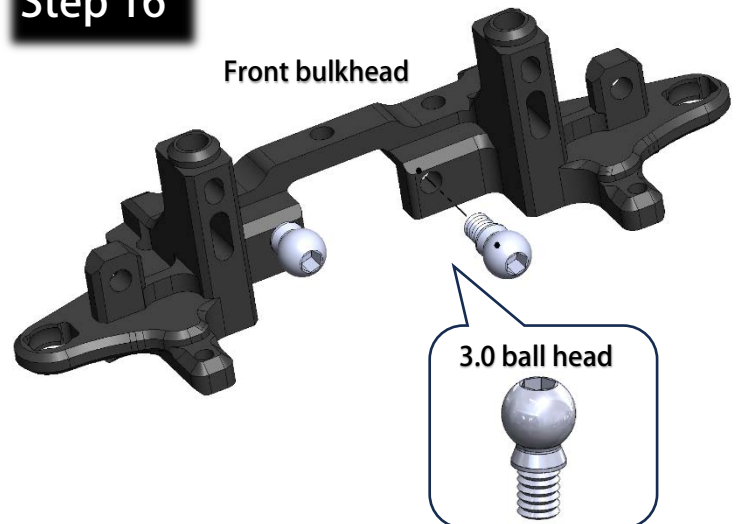


Use a M2 screw to make a thread to the trimmed ball cap. It will be easier for the next step of fixing a kingpin.

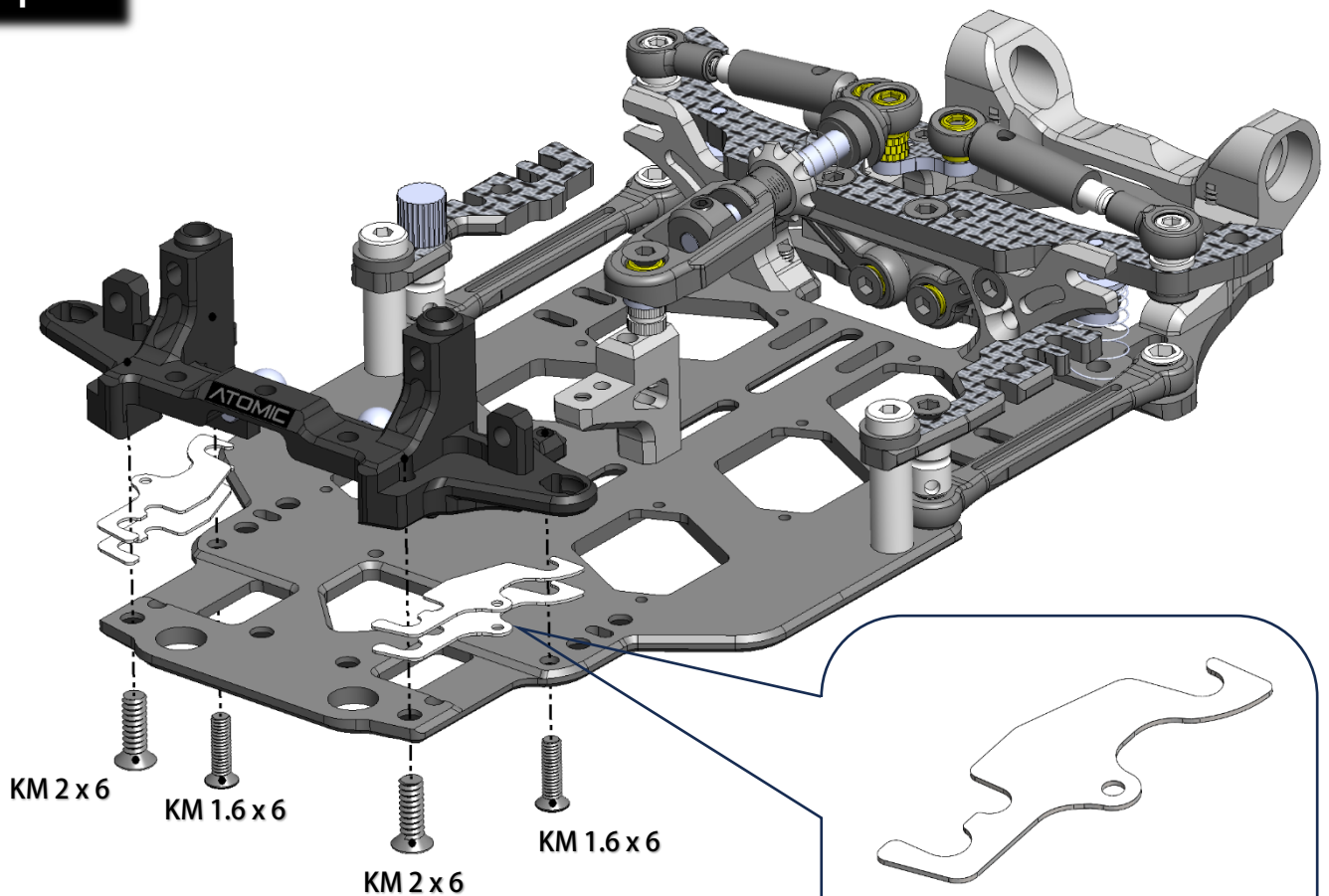
## Step 15

**Make 2 pcs**

## Step 16

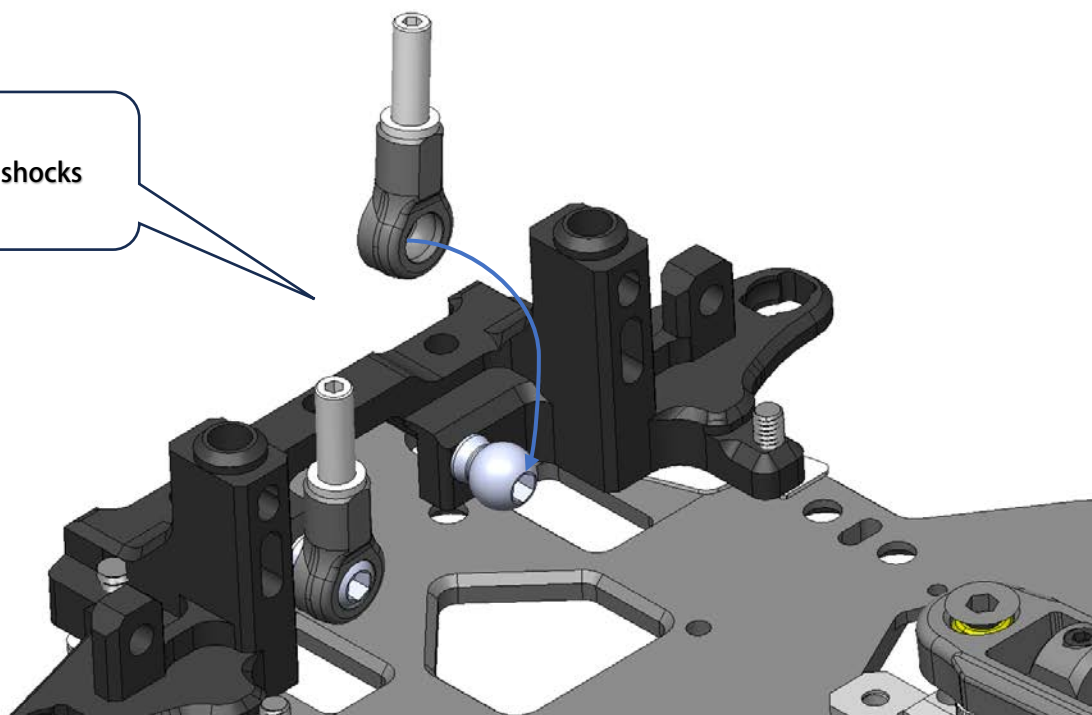


## Step 17

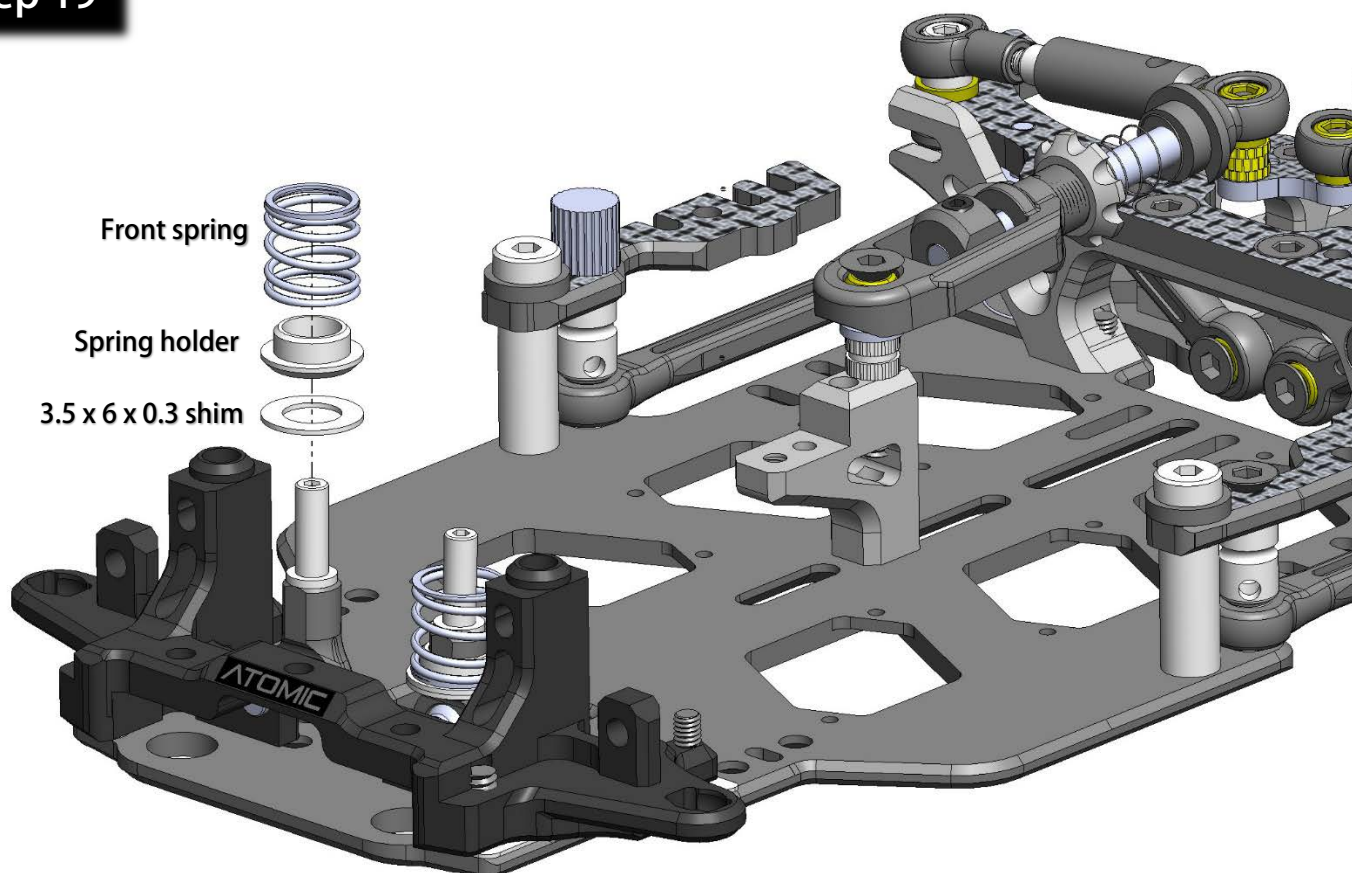


## Step 18

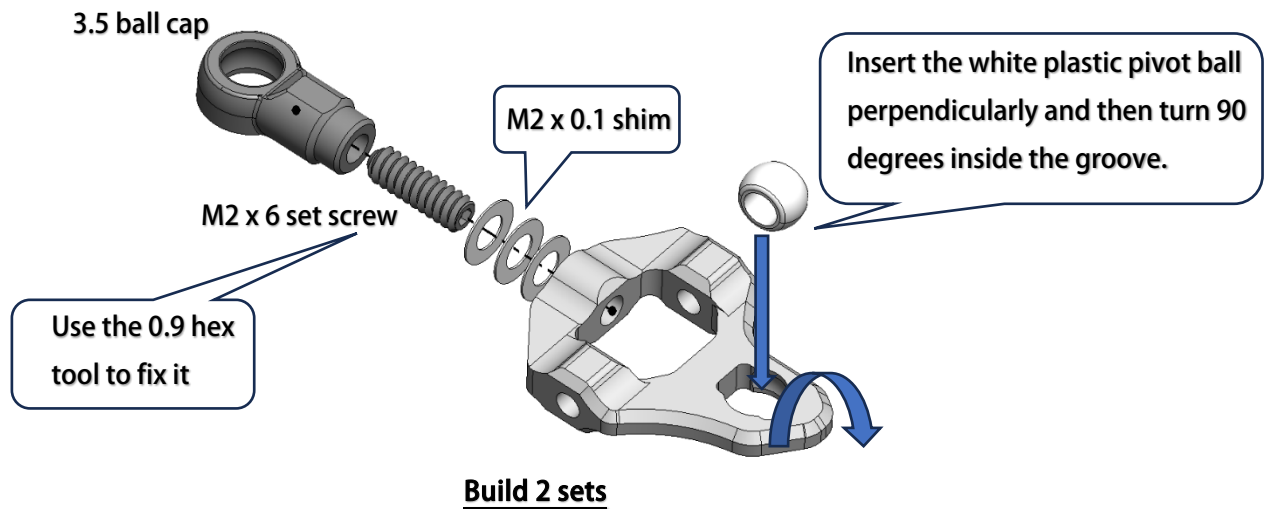
Fix the front shocks



## Step 19



## Step 20 (Open Bag 10)

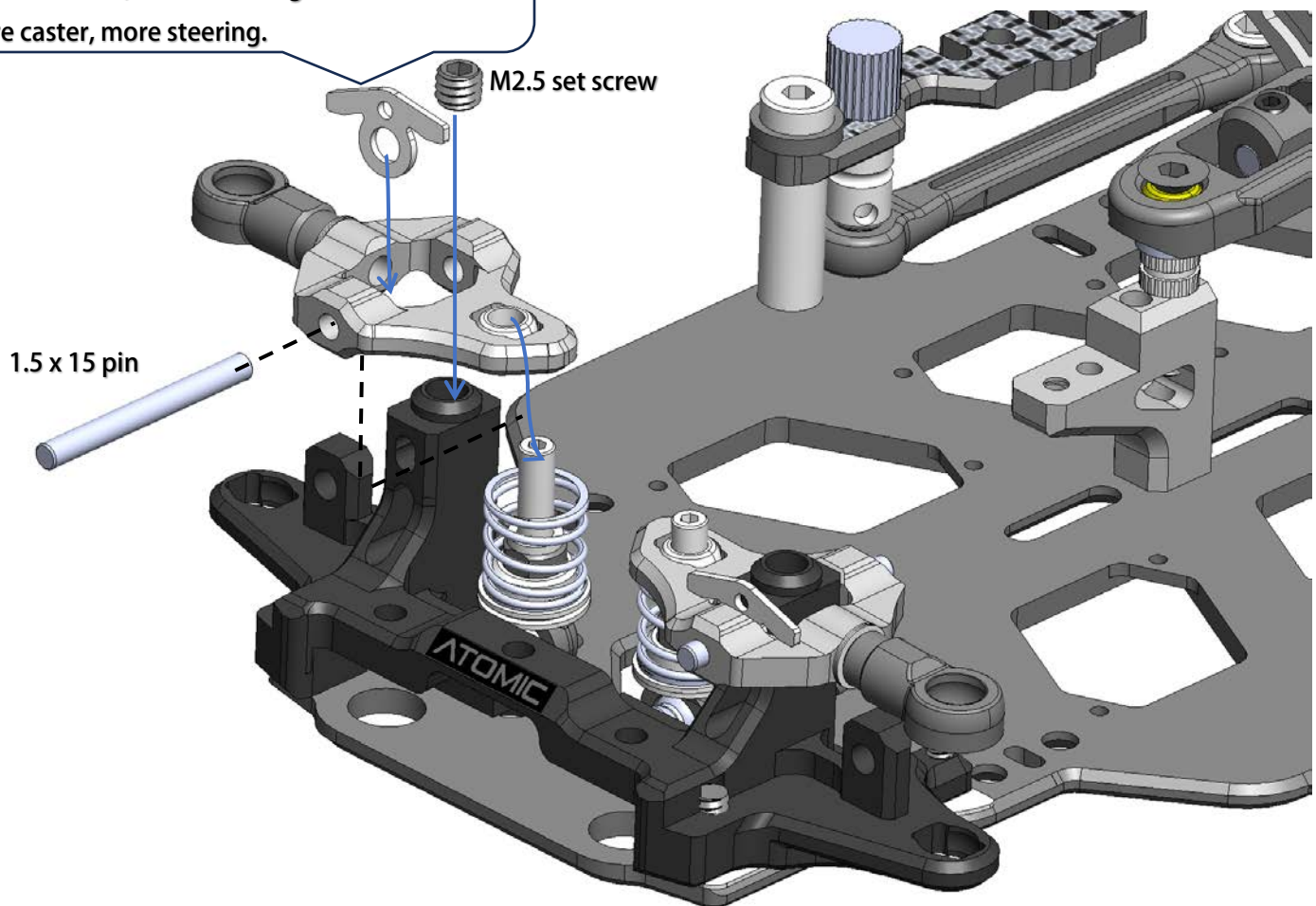


### Caster shim:

Put in the front, the caster angle is zero degree.

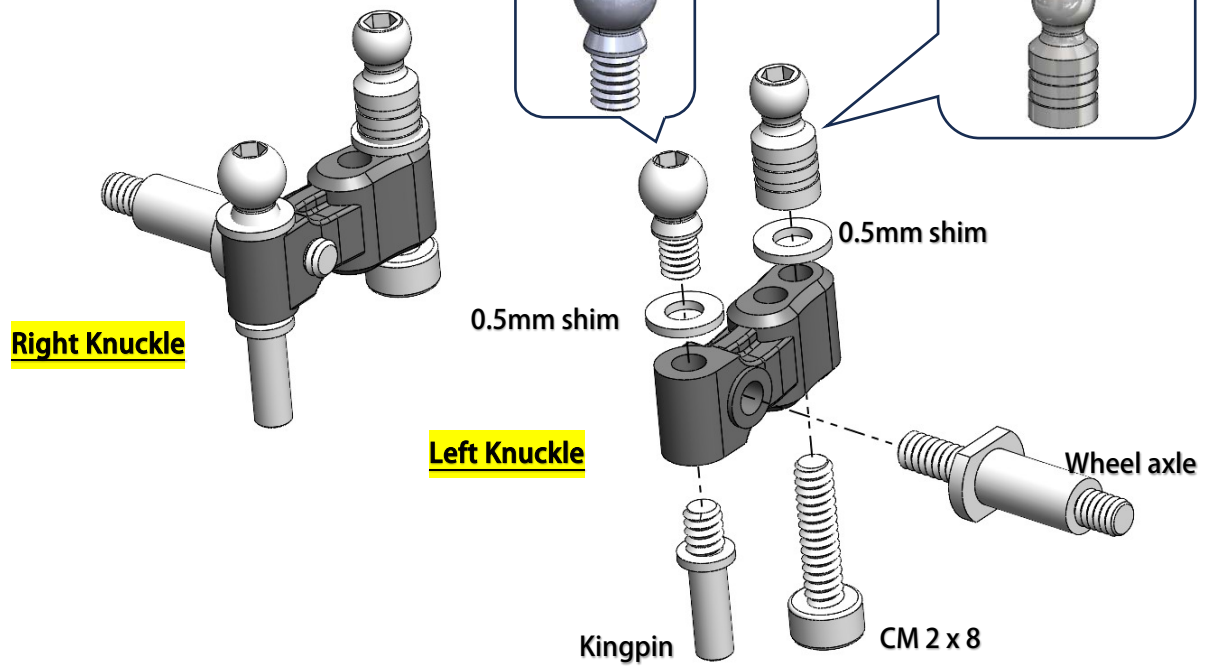
Put in the back, it will be 2 degrees.

More caster, more steering.

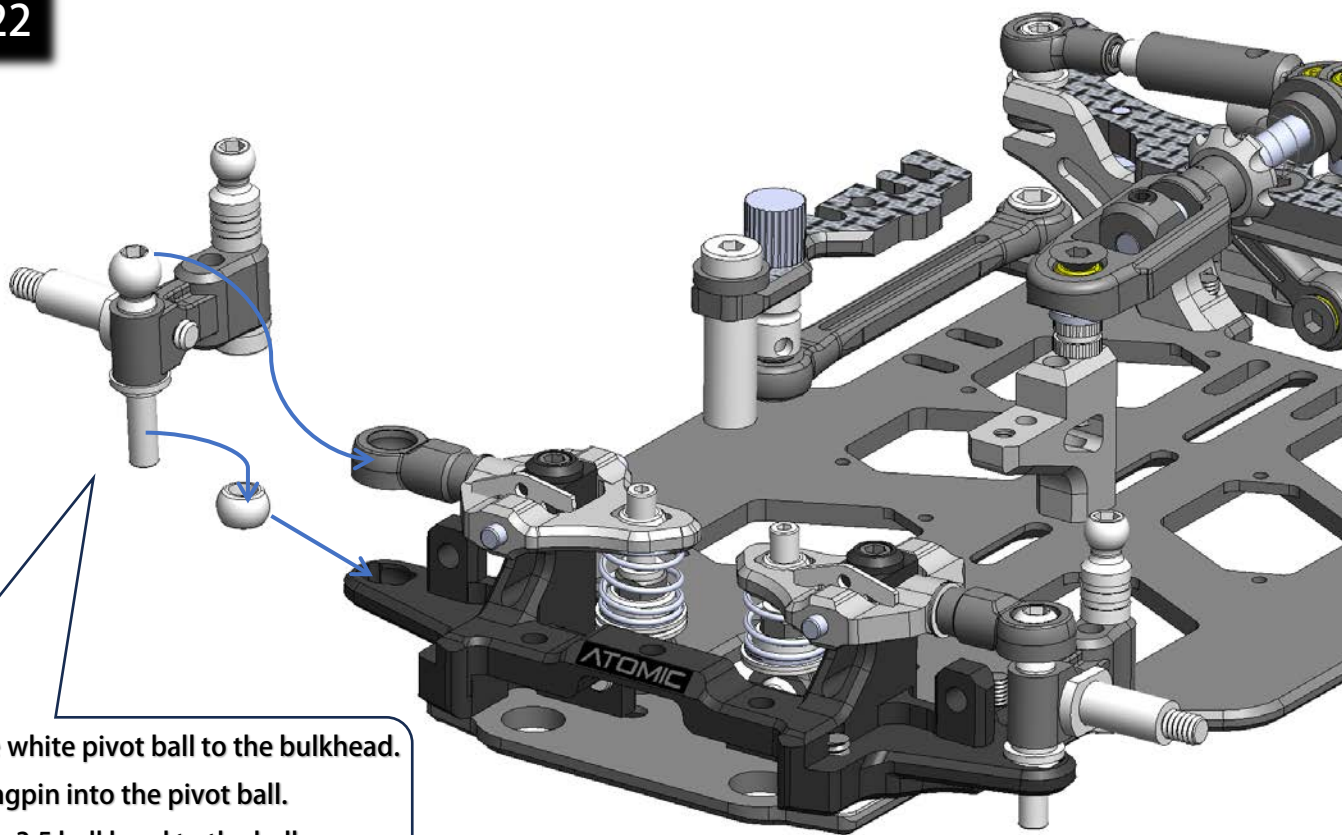




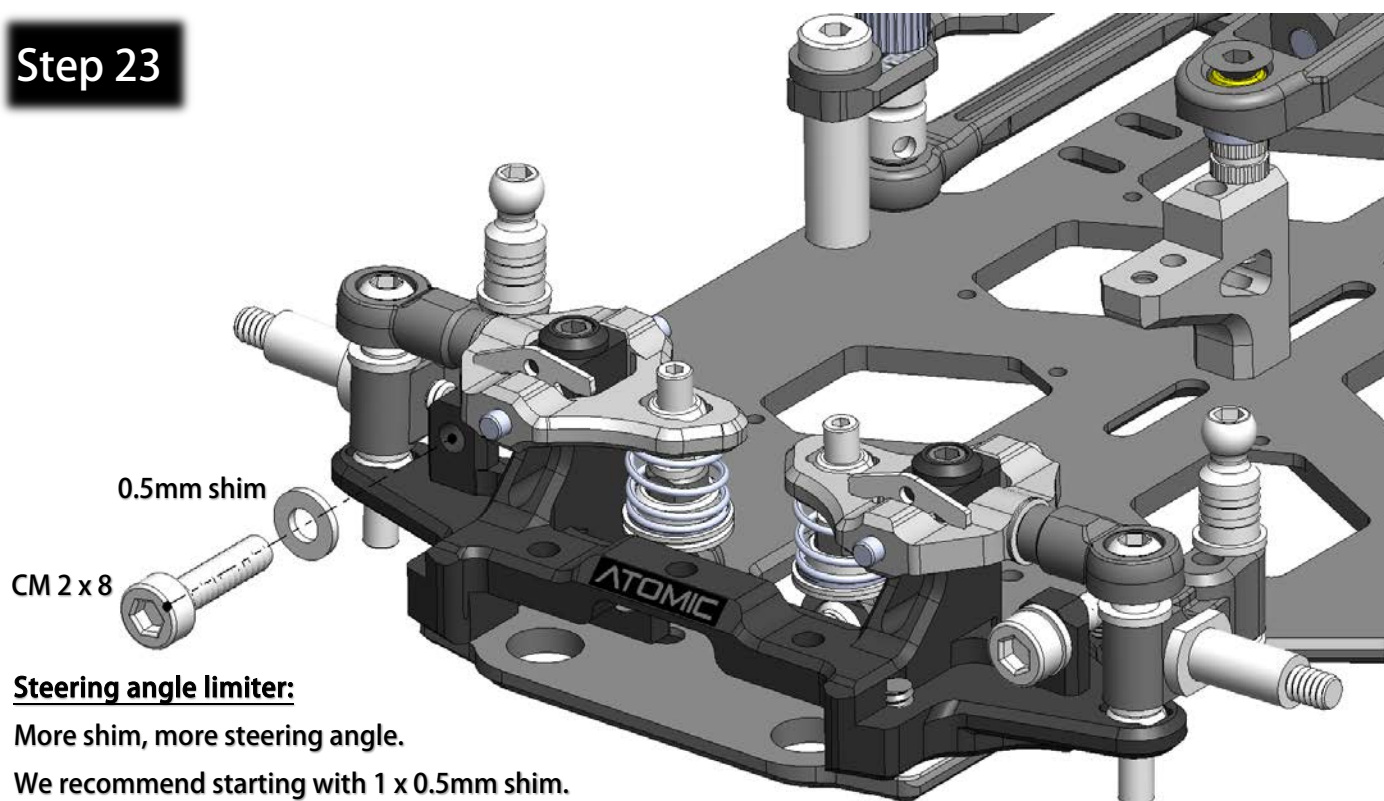
## Step 21 (Open Bag 11)



## Step 22



## Step 23



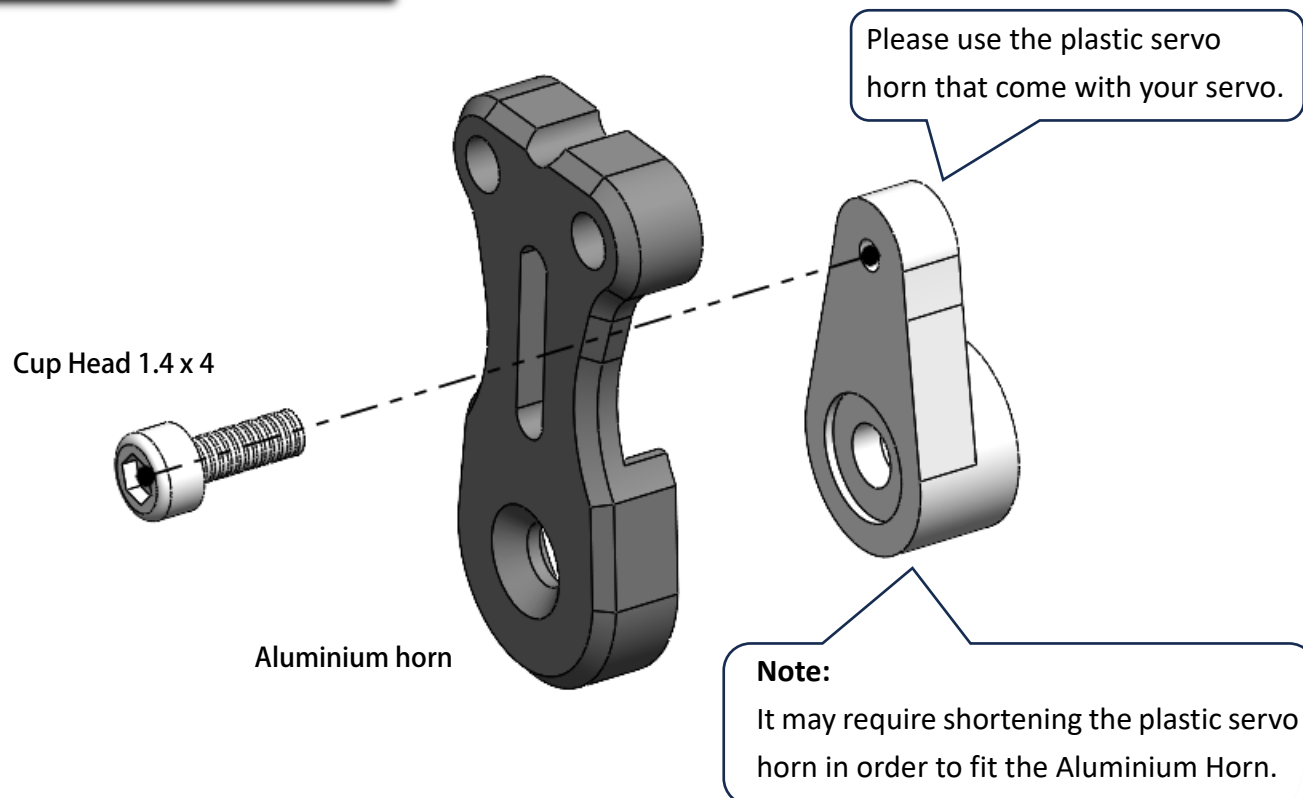
### Steering angle limiter:

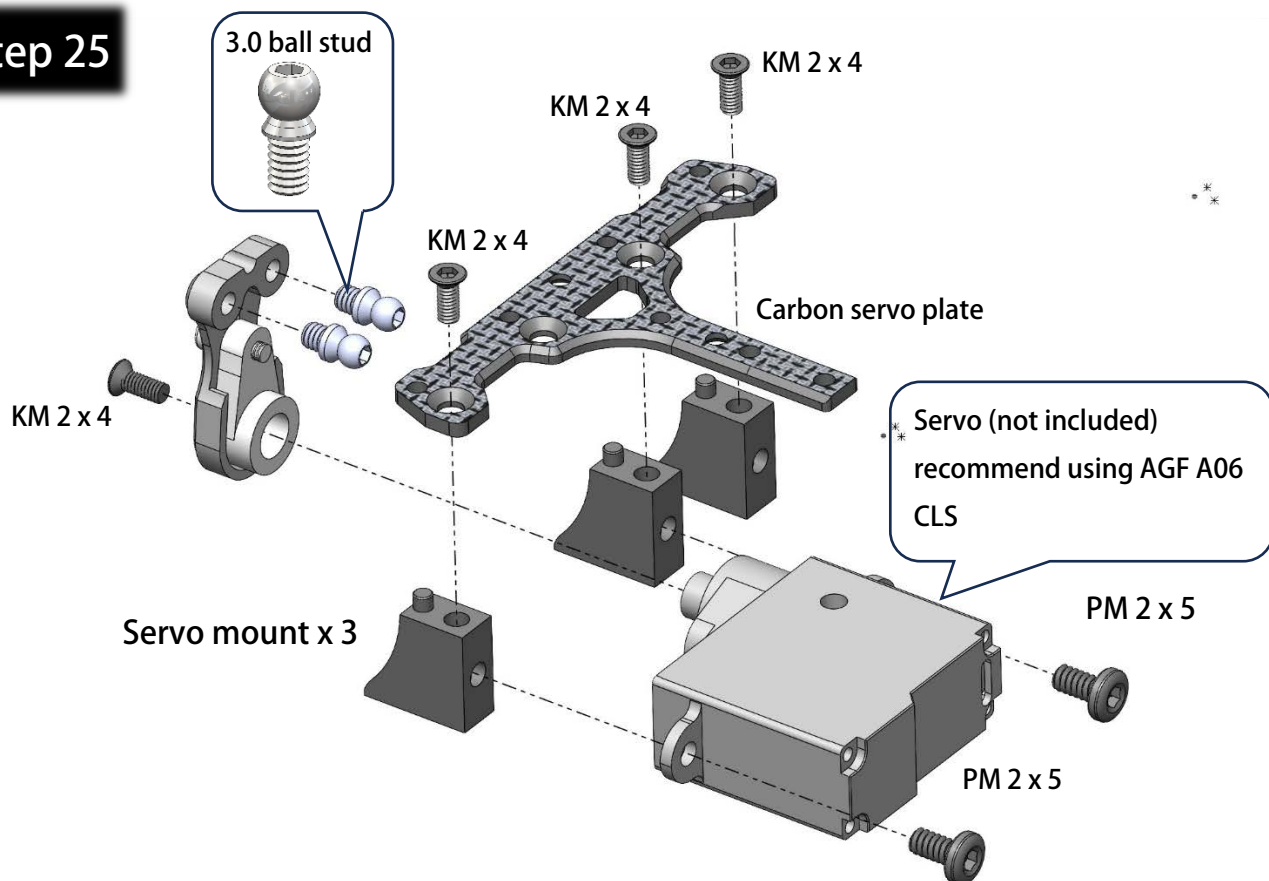
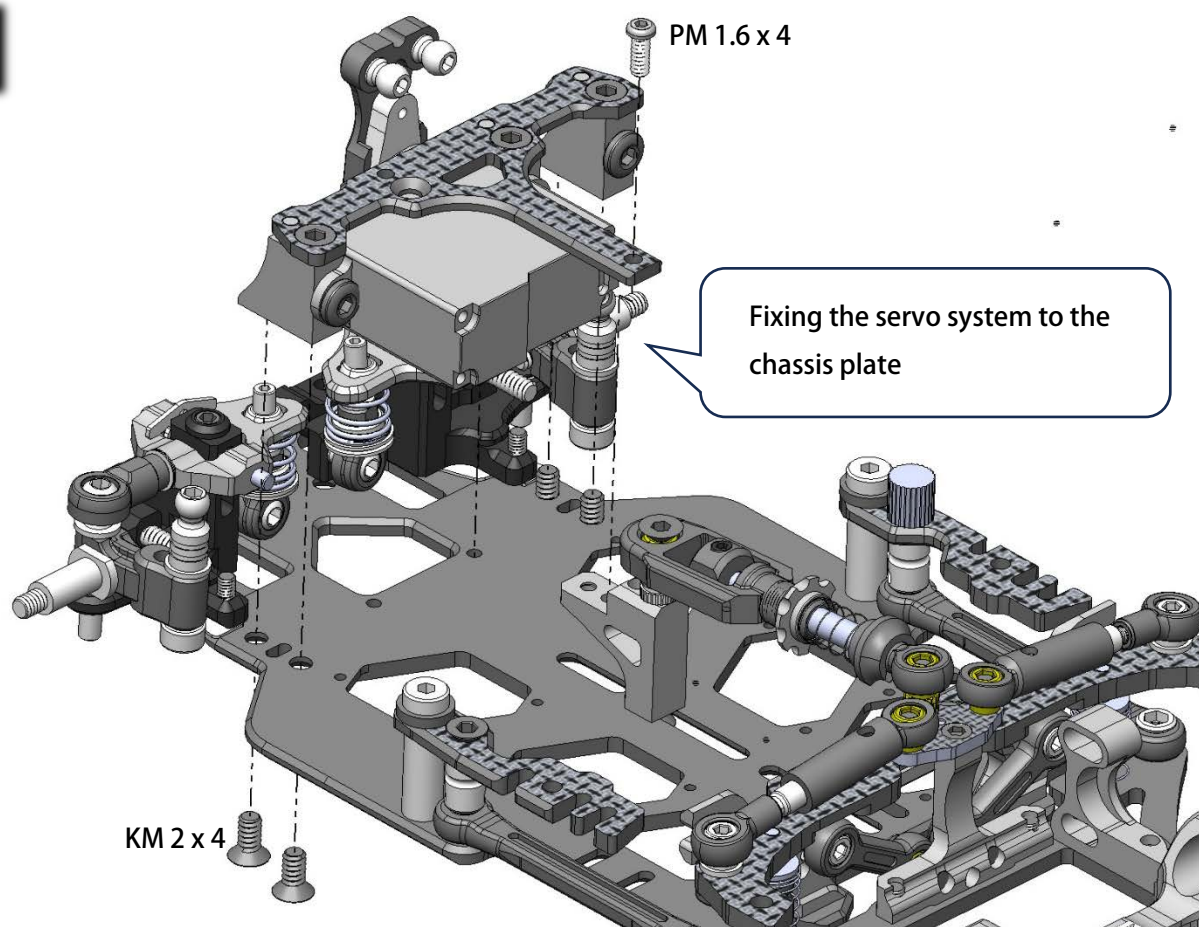
More shim, more steering angle.

We recommend starting with 1 x 0.5mm shim.

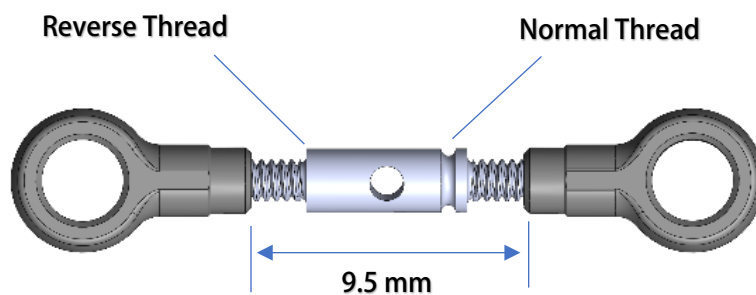
If you are an experienced racer, then you can ignore this step.

## Step 24 (Open Bag 12)



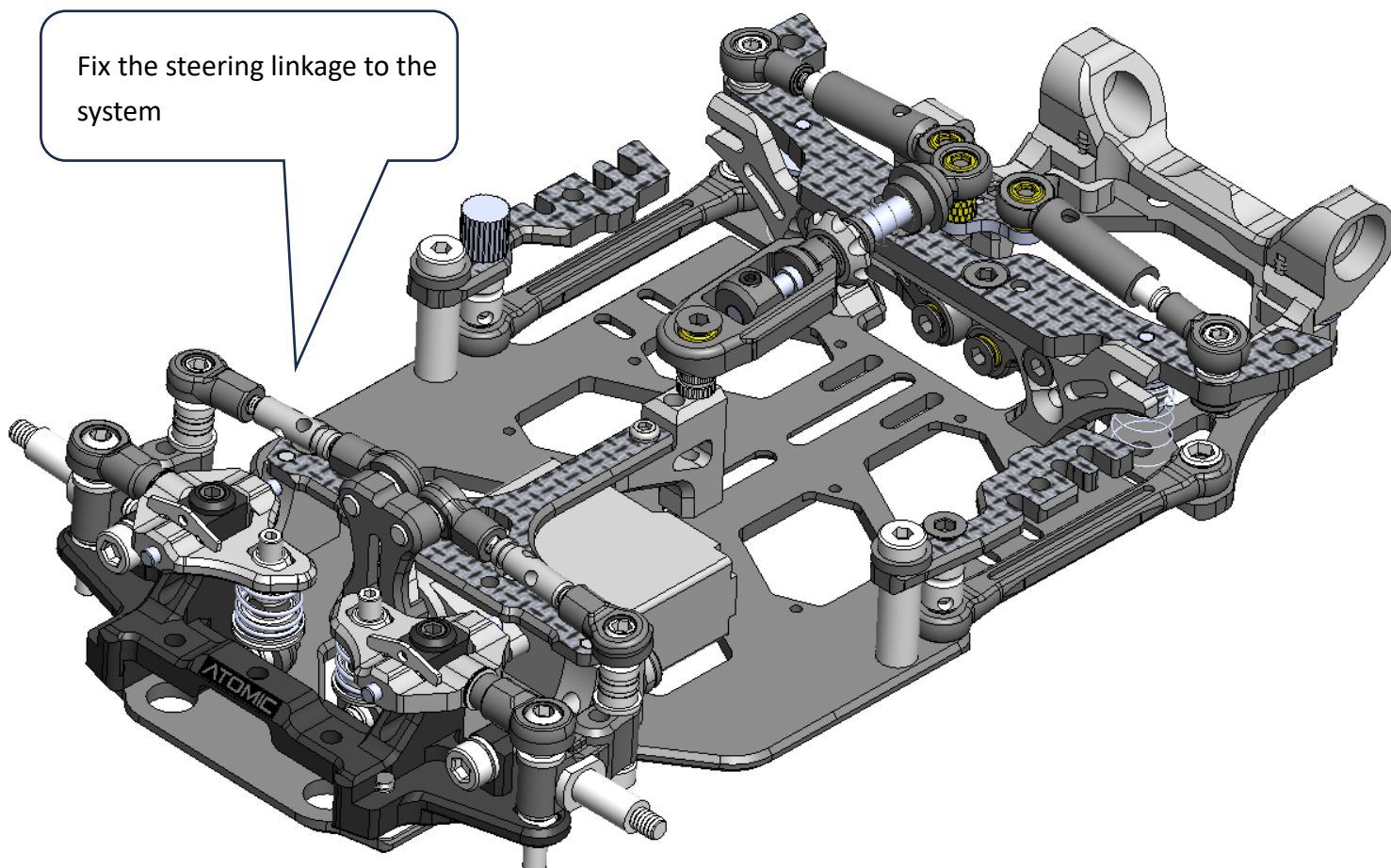
**Step 25****Step 26**



**Step 27**

Turnbuckle and 3.0 Ball cap:

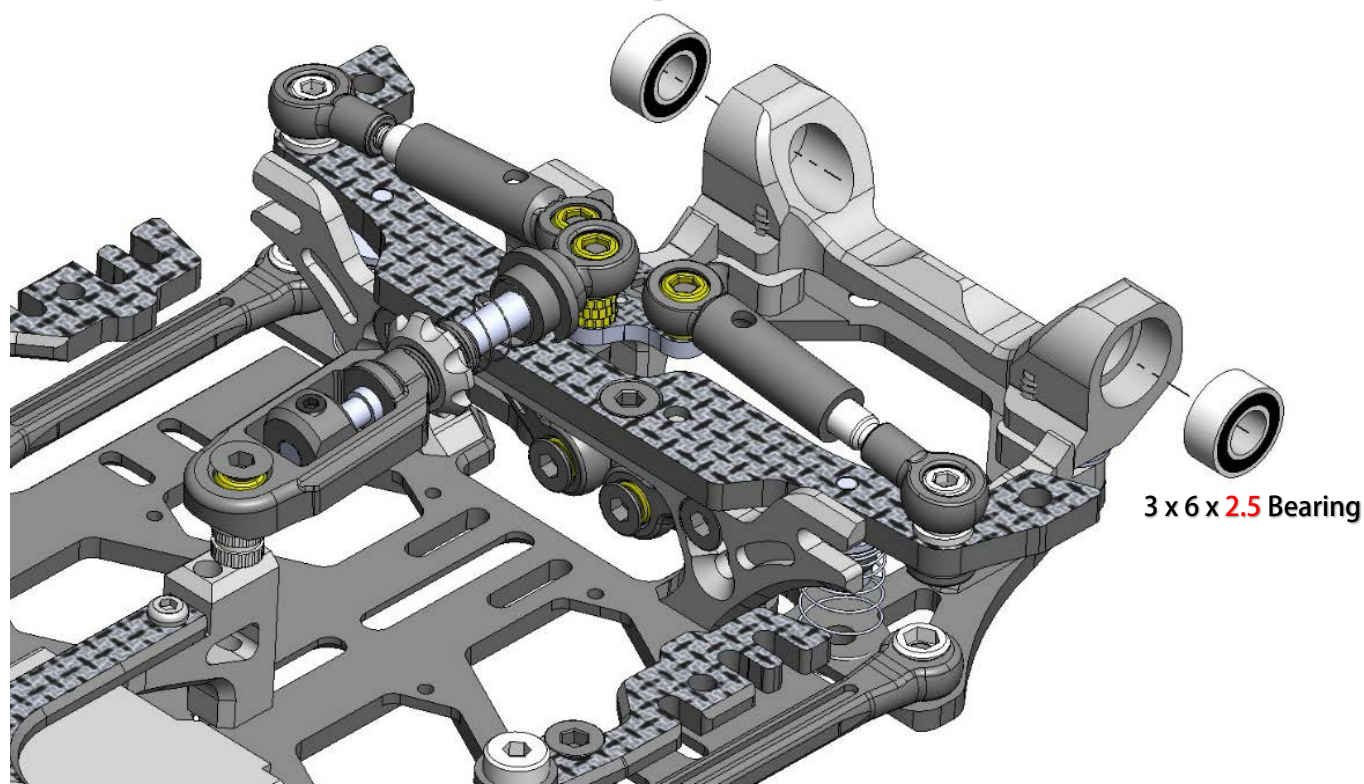
Fix the steering linkage to the system



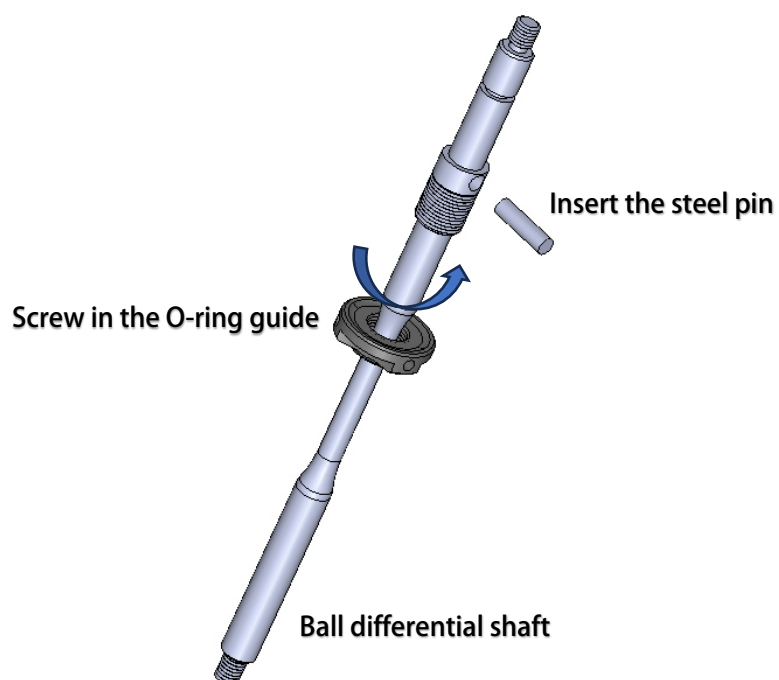


## Step 28

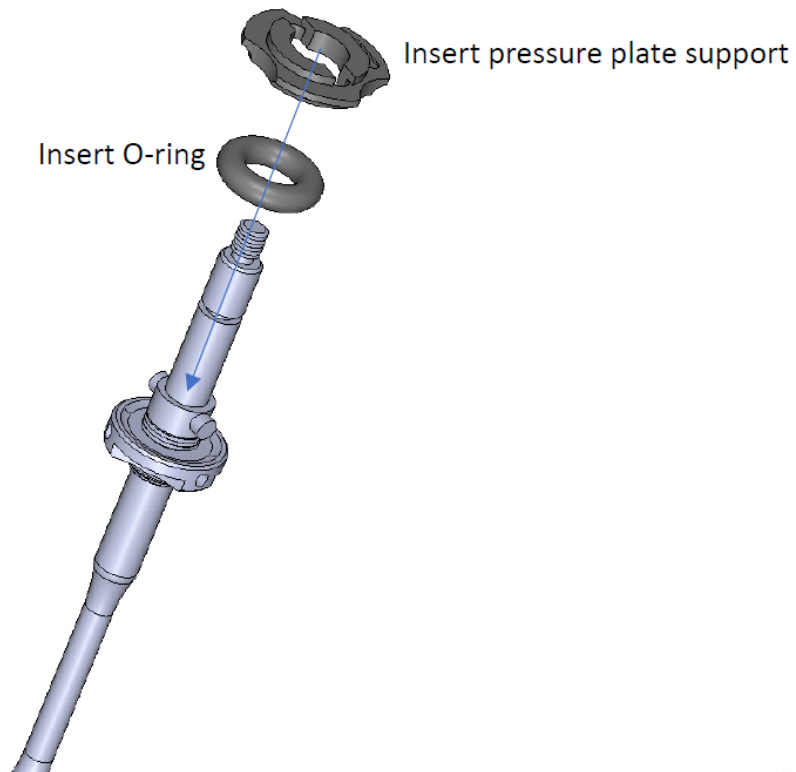
3 x 6 x 2.5 Bearing



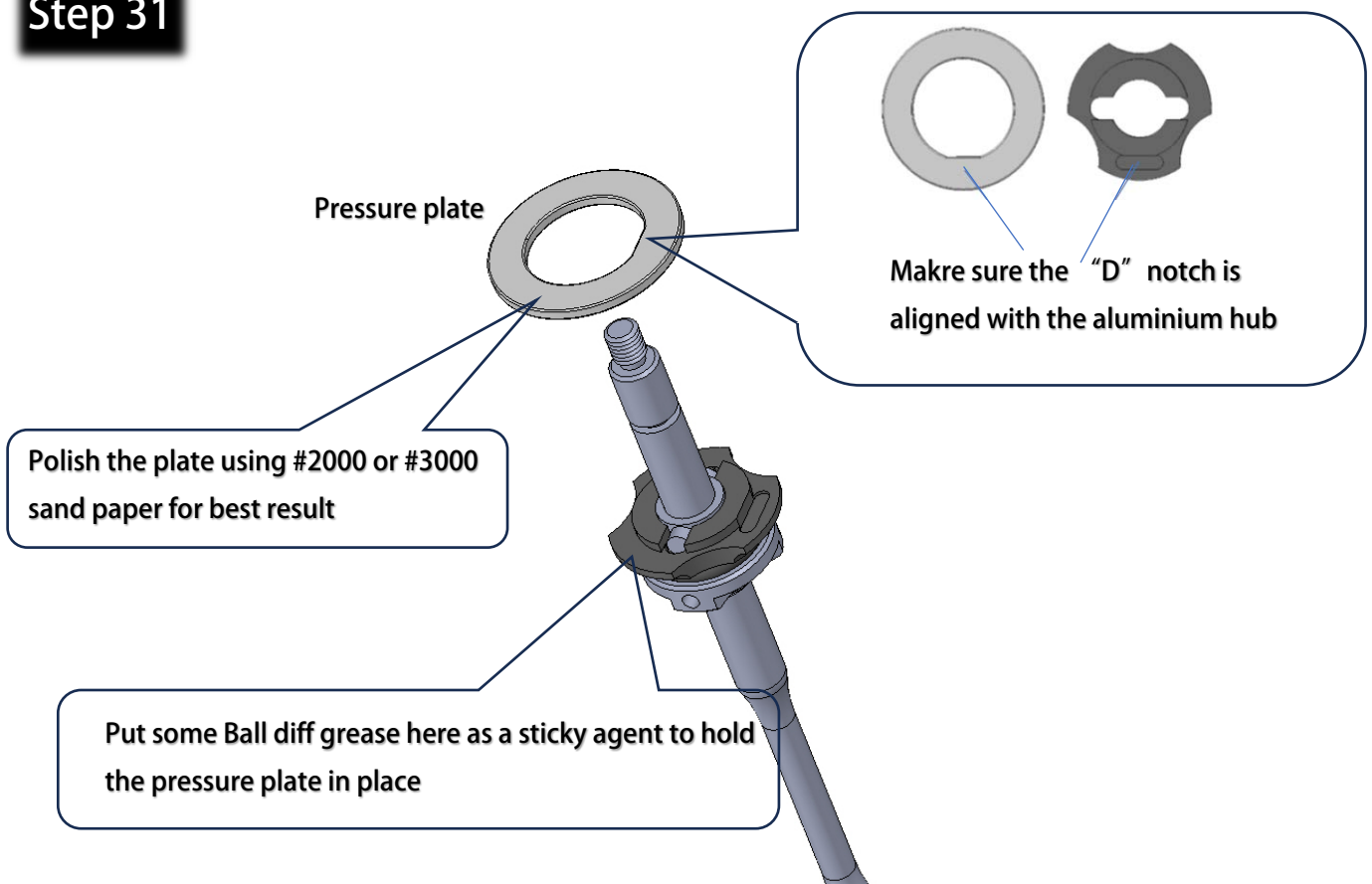
## Step 29 (open Bag 13 and 14)



## Step 30



## Step 31



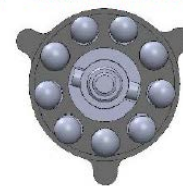
## Step 32

**Note:**

Make sure to use the 2mm thick bearing here. NOT the 2.5mm thick one

3 x 6 x 2 Bearing

9 Ball – Stable more grip



6 Ball – More steering

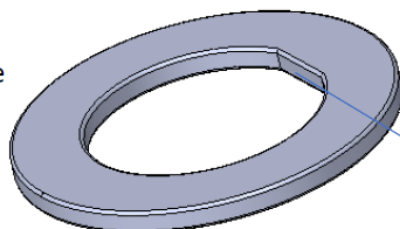


Pop in the little balls

- 1- Apply Ball Diff Grease to hand palm.
- 2- Then put the balls on palm as well.
- 3- Rub the balls with finger to make sure the grease is evenly on the each of ball surface.
- 4- Put the balls in the ring.

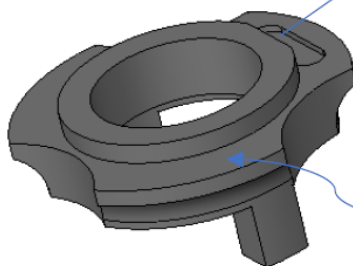
## Step 33

Pressure plate



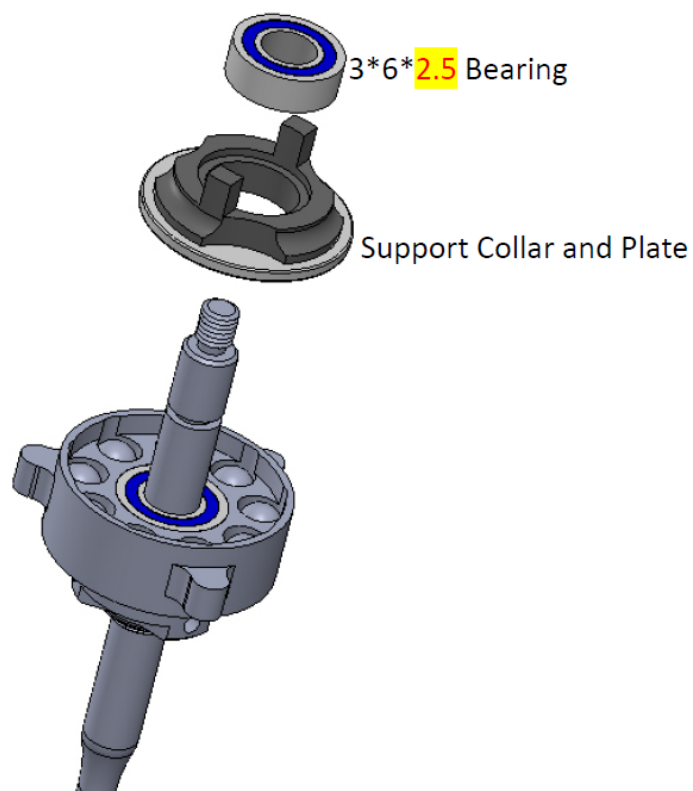
Make sure the flat notch is matched.

Support Collar

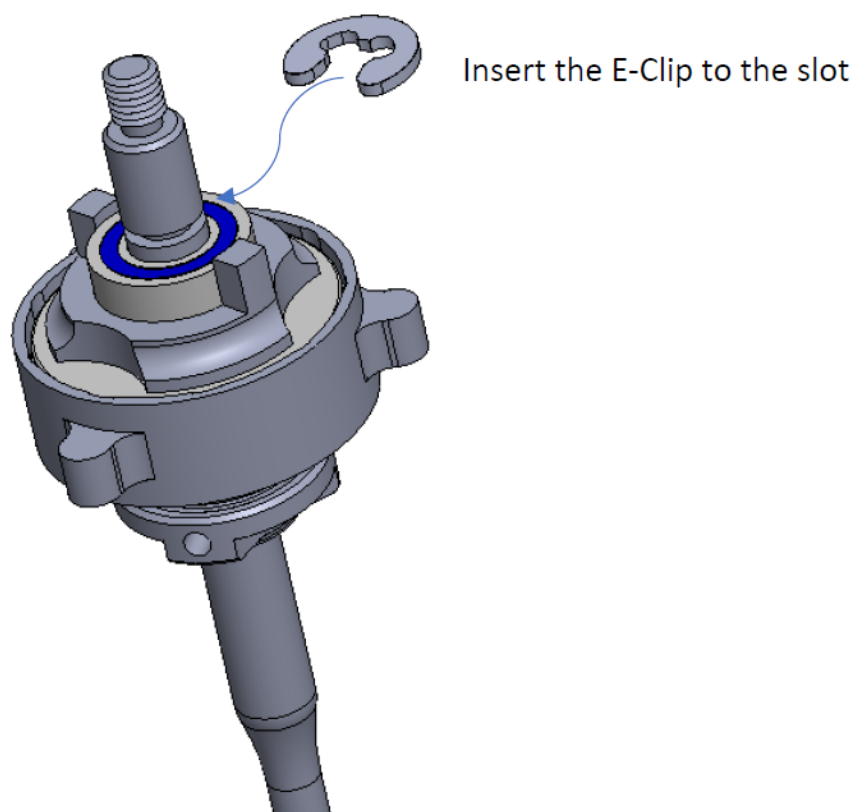


Apply Ball Diff Grease to the surface, as sticky agent to hold the pressure plate in place.

## Step 34

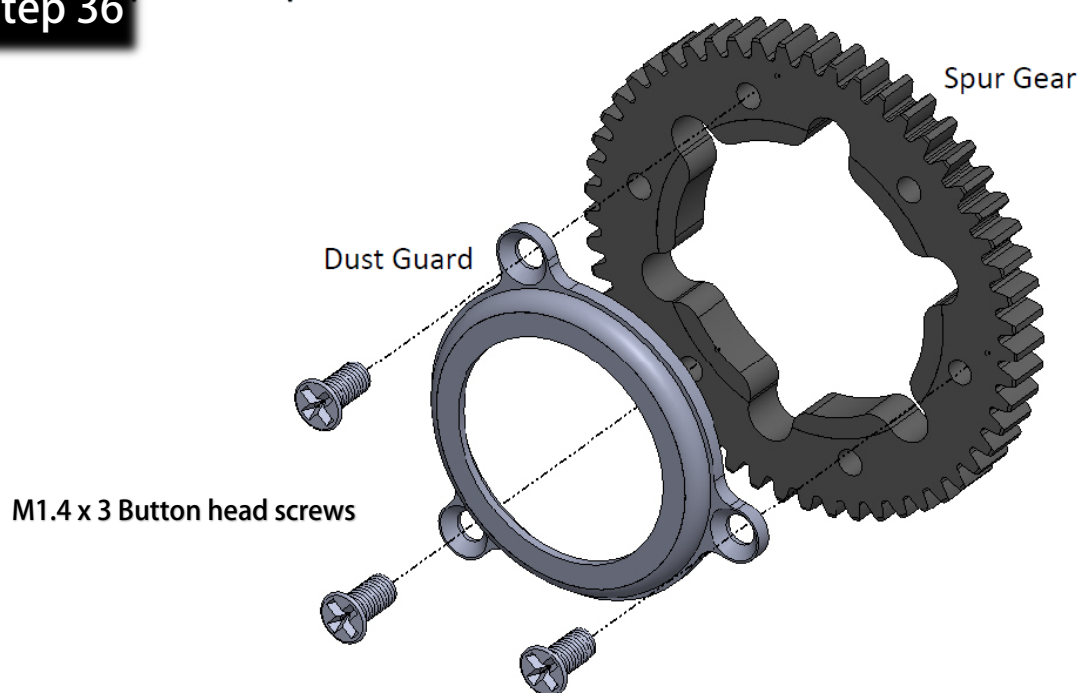


## Step 35

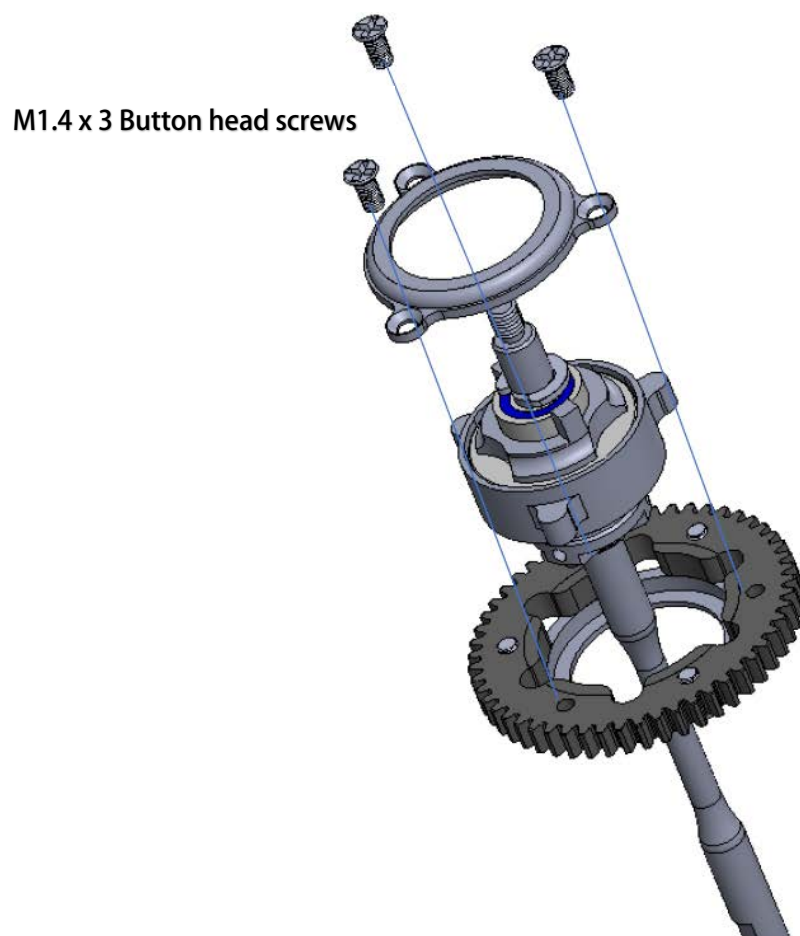




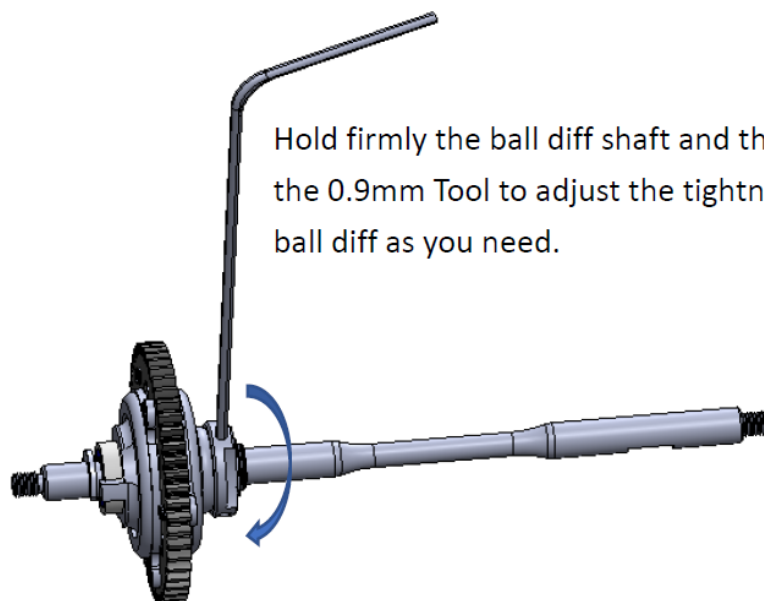
## Step 36



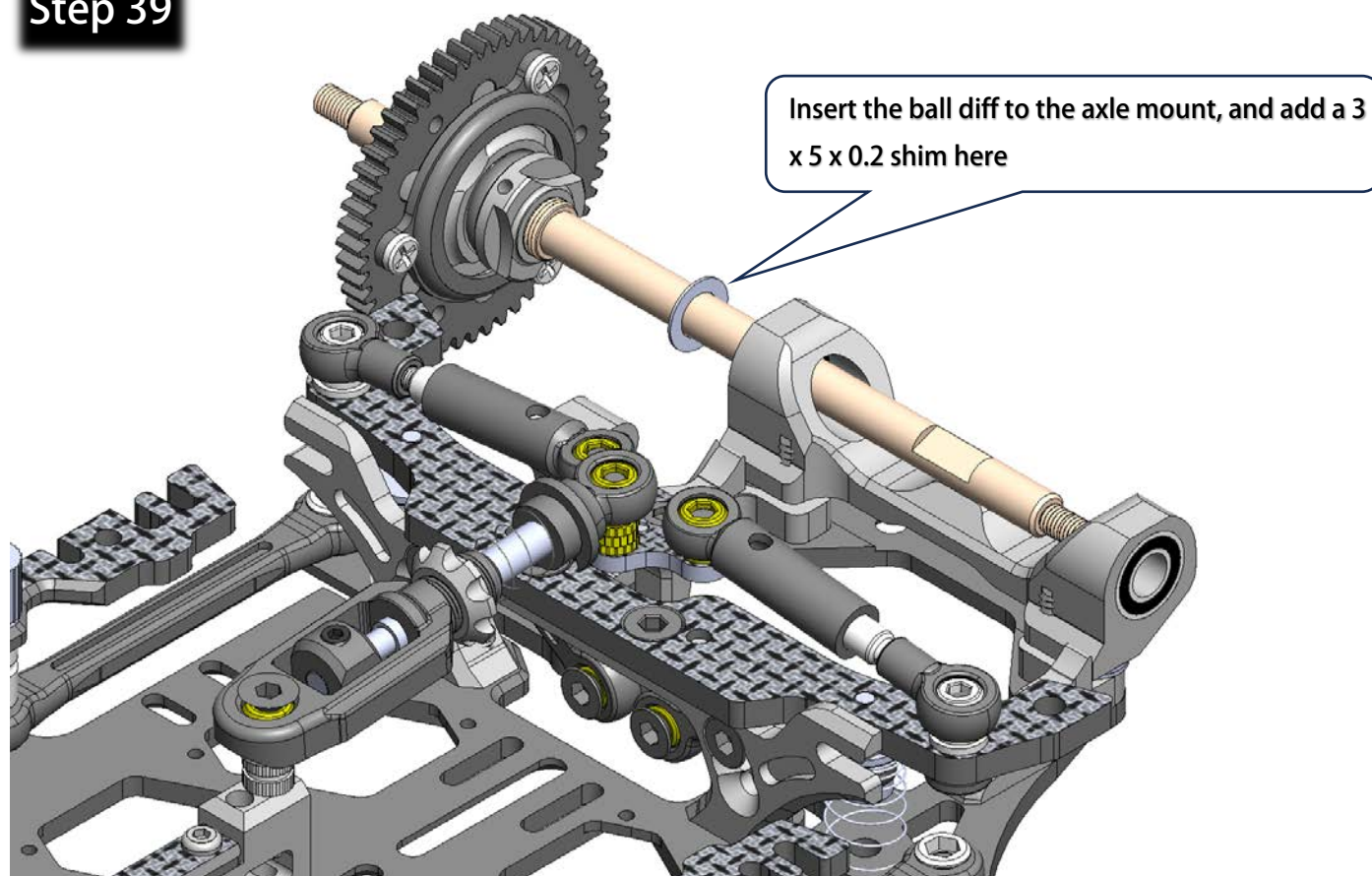
## Step 37



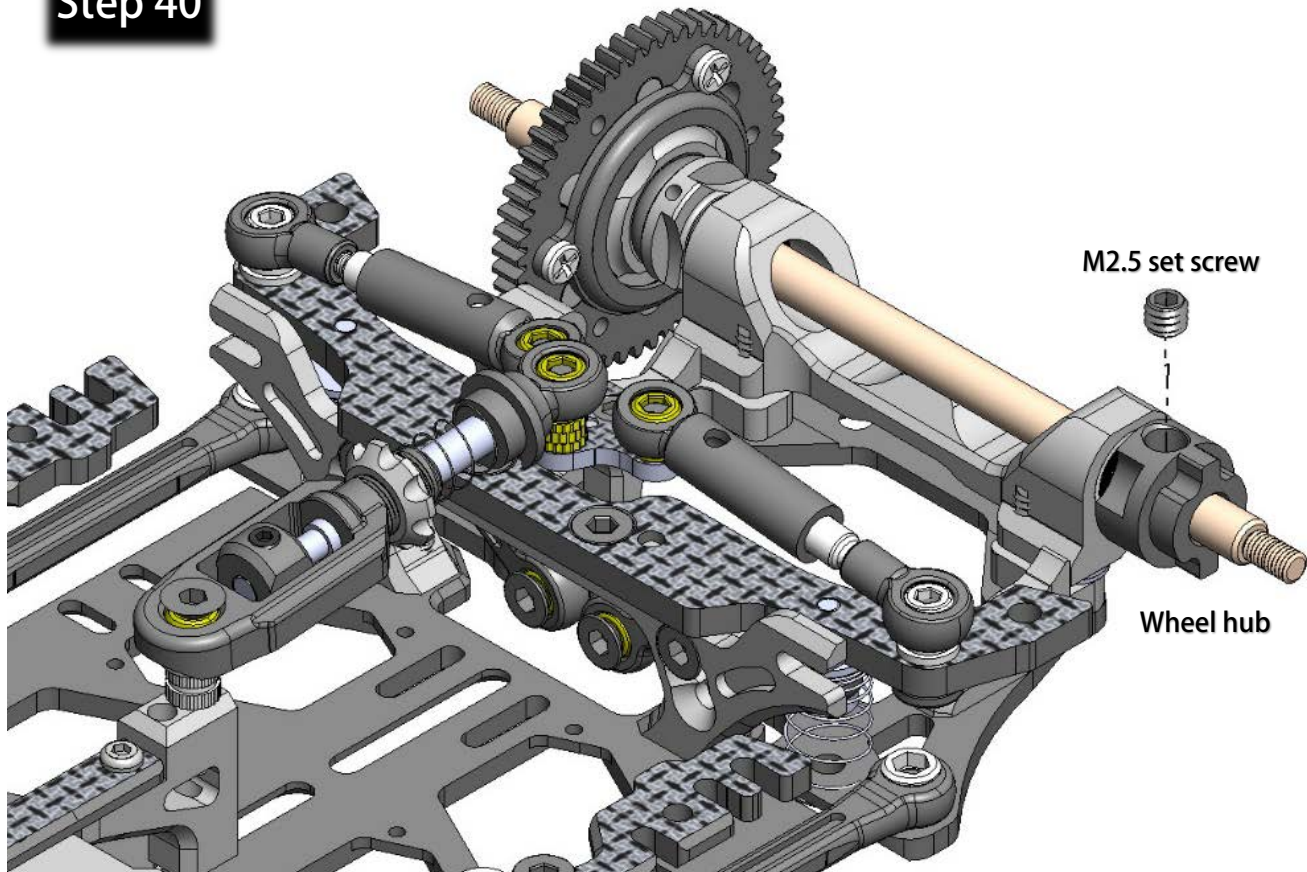
## Step 38



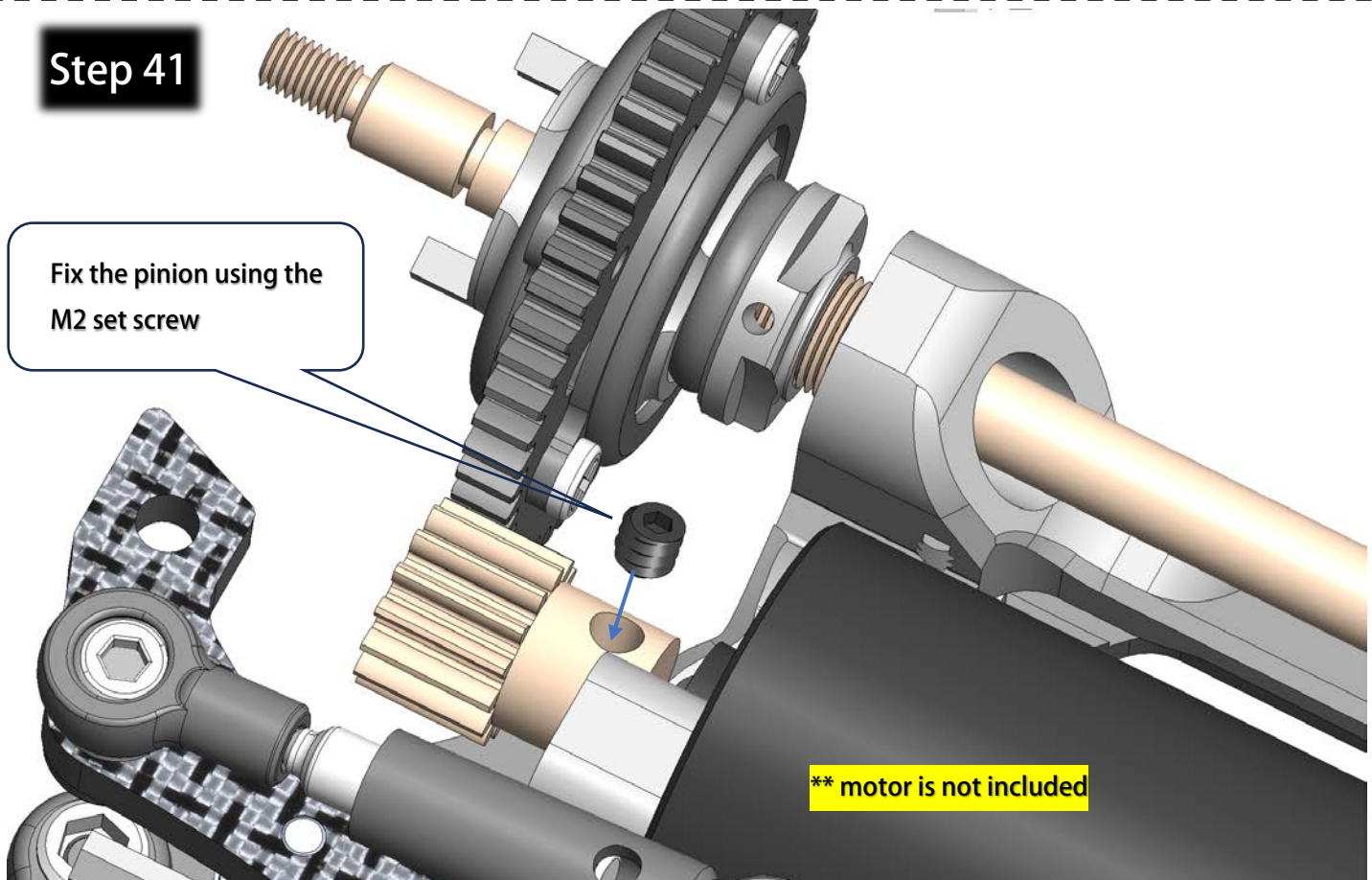
## Step 39



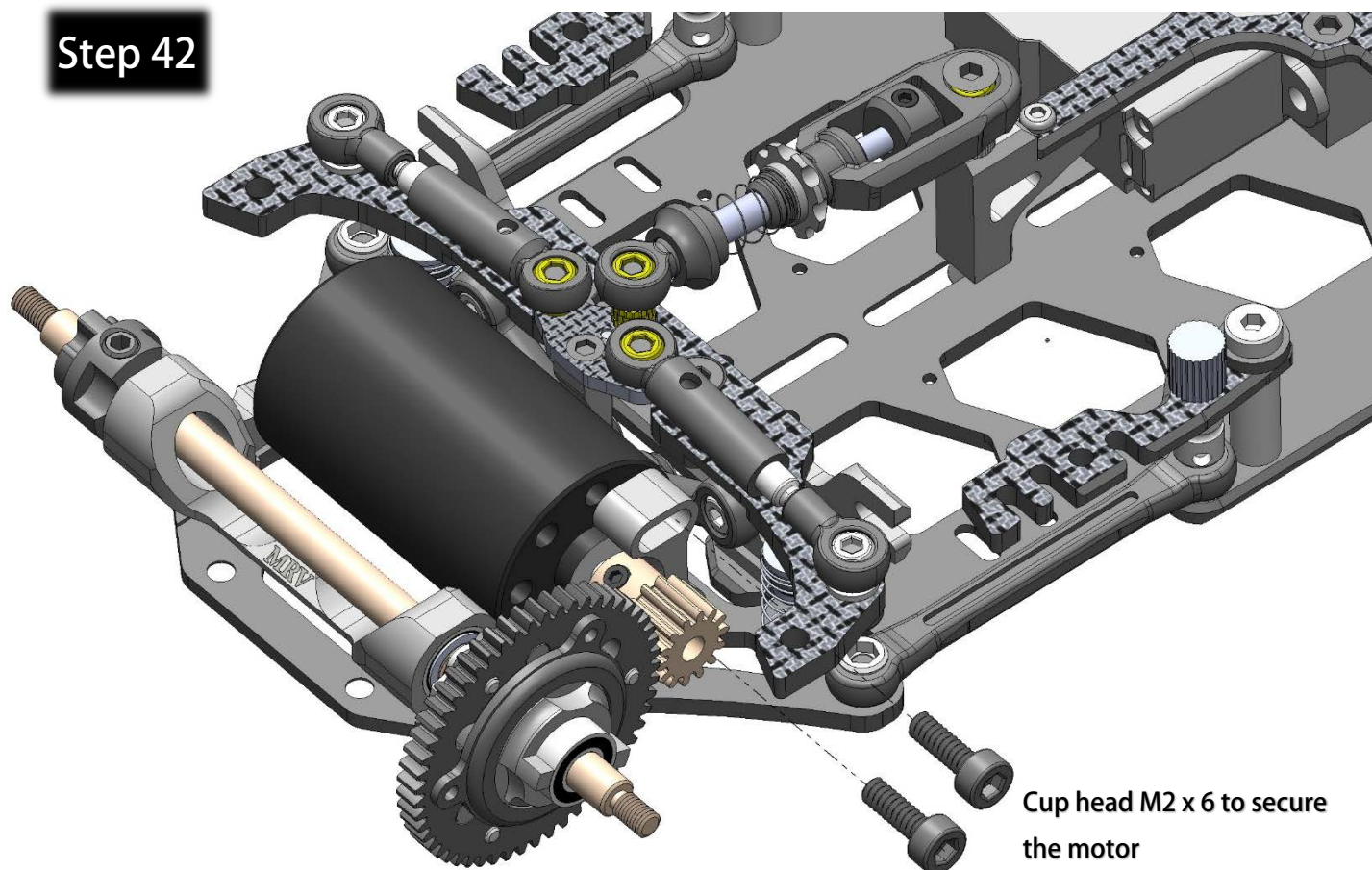
## Step 40



## Step 41





**Step 42****Chassis assembly finished**