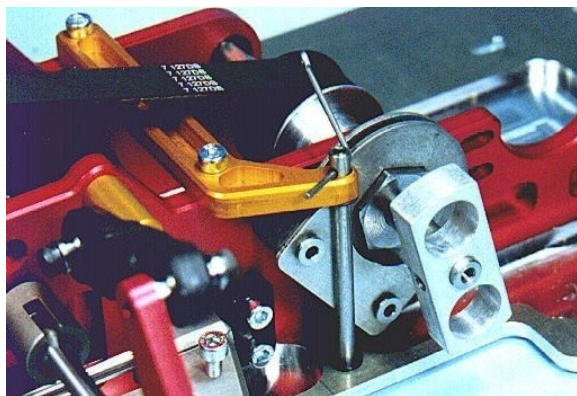


## 76/ 106 Throttle Link & Rear Brake Assembly Instructions - Sheet 13



76/260	Brake Disk
76/261	Backing Plate Brake Pad
76/262	Brake Pad - Ferodo
76/263	Brake Cam
76/264	Brake Lever Wire
76/265	Pillar - Brake Pad Mounting
76/266	Top Pivot Plate
76/267	Bottom Pivot Bush Moulding
76/268	Override Moulding - Brake/Throttle
76/269	Throttle Link - Threaded Rod
76/270	Brake Link - Plain Wire
76/271	Brake Adjuster Screw
76/272	Springs - Over ride
76/273	Throttle Brass Ball & M2 Nut
76/274	Cup Moulding - Throttle Ball
76/275	Collar Alloy 2.7mm Hole
91205	'E' Clip - 5mm Shaft
93/203	M3 Washer - Heavy
93/204	M3 x 4mm Grub Screw
93/206	M3 x 6mm Socket Cap Screw
93/216	M3 x 16mm Socket Cap Screw
94/212	M4 x 12mm Socket Cap Screw

- 1). Fit brake bush to chassis.
- 2). Fit circlip to brake cam, and fit to upper brake support.
- 3). Pass the assembly under belt, engage cam in brake bush and fit to side plate.
- 4). Screw the knurled alloy adjuster through the throttle/brake over ride moulding.
- 5). Fit the brake arm to the rear brake cam and form to a suitable shape.
- 6). Fit collets and spring to the brake arm and pass through the adjuster.
- 7). Remove throttle arm from engine & refit upside down to make the movement occur in the correct plane.
- 8). Fit throttle ball to hole in arm.
- 9). Screw white plastic moulding on to threaded wire with collets and spring, and fit to moulding as shown.
- 10). When radio installed, with throttle control on the transmitter in neutral position adjust front brakes to be just clear and the throttle closed.
- 11). With the brake balancer screw adjust the rear brakes to synchronise with the front brakes.
- 12). Track testing will require careful balancing of rear to front braking power. Too much front brakes causes serious understeer into corners, and too much rear causes rear end break away.
- 13). With the transmitter adjustments ensure that the throttle achieves full movement without stalling the servo.

