



Use Picture for reference!

The inside pin blocks are labeled (f-front) and (r-rear) or the shorter one goes to the rear; to install them just use four stainless steel 4-40 screws that are included and screw them down from underneath. The long aluminum post is for the rear battery strap hold so install that with a stainless steel 4-40 screw that was included (not used in the Oval kit). The steering block is mounted with two stainless steel 4-40 screws that are included; the left steering arm is mounted with the included M2 x 12mm stainless screw by sliding the M2 x 12 screw through the arm and threading it to the small hole in the new nylon steering block. The very small aluminum shims are for under the diff housing to hold it level; when installing the diff housing slide the screw from under the chassis through the small aluminum shim and then into the underneath hole of the diff housing (don't lose these because they are small). There is no middle bearing support for the rear bearing so you will need to remove it from the drive shaft and keep it as an extra. Install the rest of the kit as it was taken apart. Follow the instructions on how to cut your old top-plate apart so that you can get the two top diff housing halves.. Install the new top-plate, mount the aluminum antenna holder and install electronics. If you are running on carpet you might want to use some fuel tubing (or similar) inside of your shocks to keep them limited to their travel or lowered. We run about 5 mm or so and run a Speed 8 Parma 12th scale body that is cut short by about 2 inches. There are other pictures available on our website www.diggitydesigns.com, Please email us at sales@diggitydesigns.com with any questions or comments but most of all Have Fun!!!

Here are some Tips:

- 1) You will need to purchase an extra rear block from Associated to install in the front of the new Carbon Fibre chassis.
- 2) You will need to use driveshaft shims again from Associated to space the driveshaft towards the rear of the kit. This will make it so that the spur gear doesn't have a chance of moving or sliding to the front of the kit and rubbing on the Carbon Fibre. 2 or 3 shims should be enough.
- 3) You must use adjustable turnbuckles only!! The stock plastic one piece turnbuckles will not work on this kit. The ball studs on the top-plate are a little higher than the stock ones because of the Carbon Fibre thickness so if you are using the plastic one piece turnbuckles you wont be able to adjust the camber.
- 4) The battery brace has offset holes in it, these holes need to be closer to the inside of the kit with the thicker side towards the outside of the kit/ This is so it will not rub or hit your steering linkage.

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