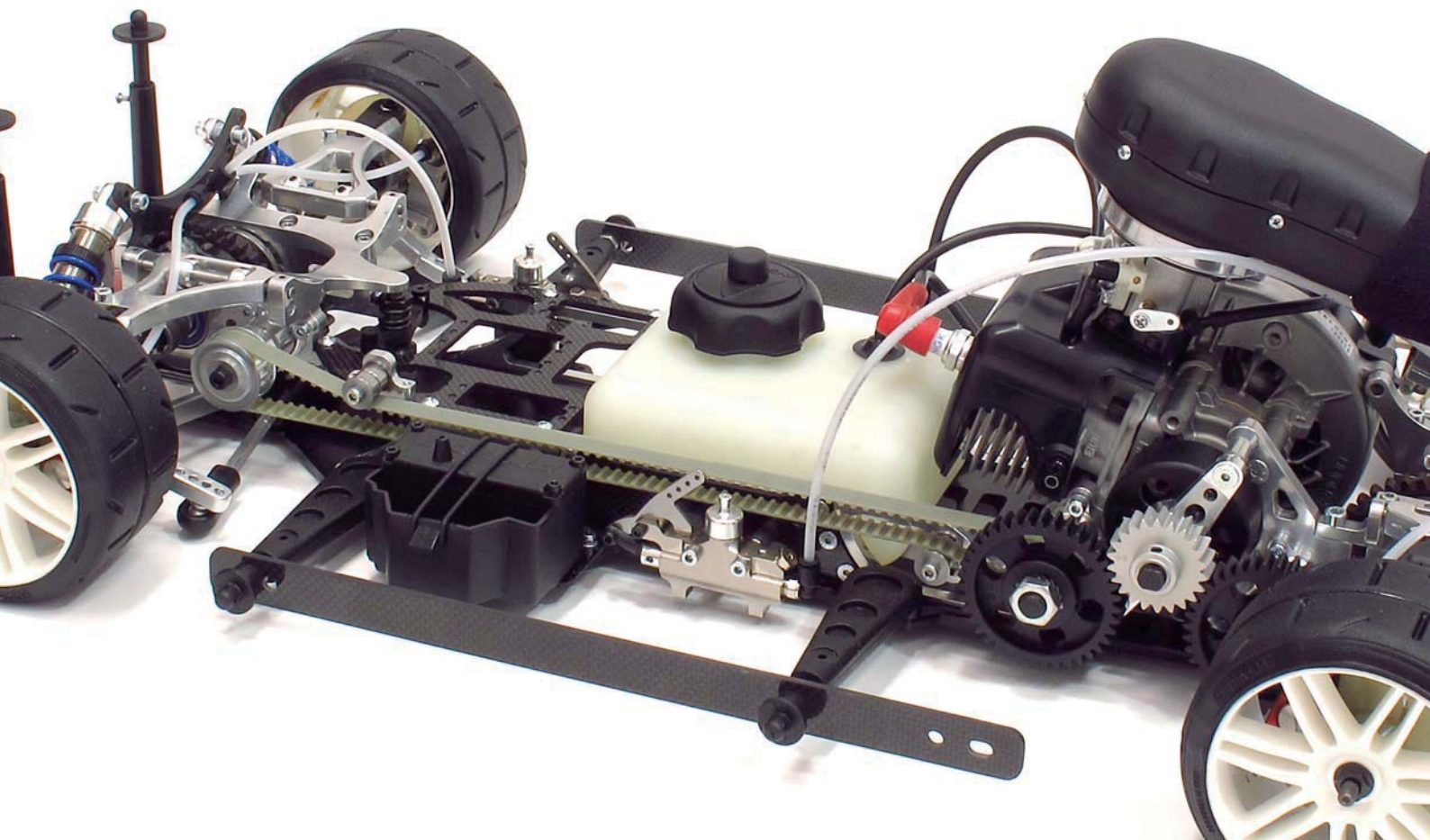




contrast QUATTRO

ASSEMBLY MANUAL



INTRODUCTION

Esteemed friend, thank you for your purchase of the CONTRAST QUATTRO 4WD. This product that you are going to assemble is the result of many years of testing, study and development by a large team of highly qualified people. The aim of CONTRAST project is to offer you a high competition car of scale 1:5 with more features and possibilities than the rest of the existing models and brands. But we also wanted to create a simple car, easy to assemble and dismantle, resistant to bumps and to wear and tear, with a high quality manufacturing and besides... it had to be light.

I believe we have achieved that complex aim with the car you have in your hands, and because of this we hope that you enjoy assembling your CONTRAST QUATTRO and get excited about pushing it to the limit on the track.

CONTRAST is an open-minded brand and we wish to know our customer's opinions, as well as the proposals, criticisms, complaints and everything you want to communicate to us, without forgetting the ideas you may have to make the car evolve. You can get into touch with us either by the postal address below or through the next links in internet:

Web official:

www.contrast-racing.com

Facebook:

Contrast Racing - the official site

Twitter:

Contrast_Racing

Now you are part of the CONTRAST TEAM

Yours sincerely

Daniel Fuertes
Contrast Manager

CONTRAST RACING S.L.

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17300 Blanes (Girona) Spain
info@contrast-racing.com

You will find more information and news about Contrast products on our webs site:

www.contrast-racing.com
www.contrast-racing.com/shop

WARNINGS:

- Before starting the assembly read carefully the first pages of this handbook.
- Follow this handbook's instructions through the assembly to get a proper assembly and a perfect adjustment of all the pieces.
- Keep this handbook after the assembly as it may be a help at any moment.
- Contrast Quattro has been designed to be used on smooth asphalt surfaces. Any use out of these conditions may cause breaking or premature wear and tear of its mechanical pieces.
- Use original spares and replace worn pieces by the same reference number from the Contrast listing. The use of other brands may cause bad behaviour of the vehicle or even a breakdown.
- Contrast Racing S.L. does not take any responsibility for the use that may be given to this product.
- No section of this handbook can be reproduced without a previous consent.
- Due to the continuous evolution of our products, it is possible that any image or explanation of this handbook does not coincide exactly with the real pieces they refer to.

REQUIRED EQUIPMENT

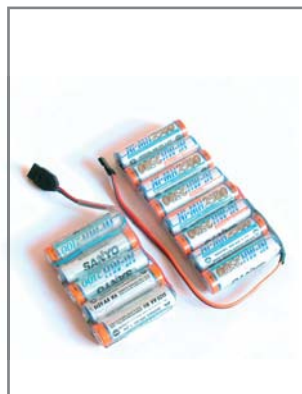
For the right working of the Contrast Neo you will need the following additional equipment, not included in the kit:



Two or three channel transmitter with batteries, receiver and frequency.



Two or three standard or big size 1:5 servos

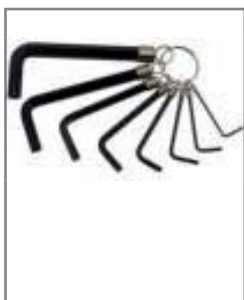


Battery pack for the radio system and servos' working



Unleaded petrol mixed with oil

NECESSARY TOOLS



Allen tools 1.5, 2, 2.5, 3, 4 y 5



plane tools 5.5, 7, 8, 10, 13, 17



Screwdriver, philips type



Screwdriver plane



cut pliers



Tip pliers



Clips pliers



Cutter



Scissors



Calibre



Plastic hammer



grease and oils



Soft screwlock

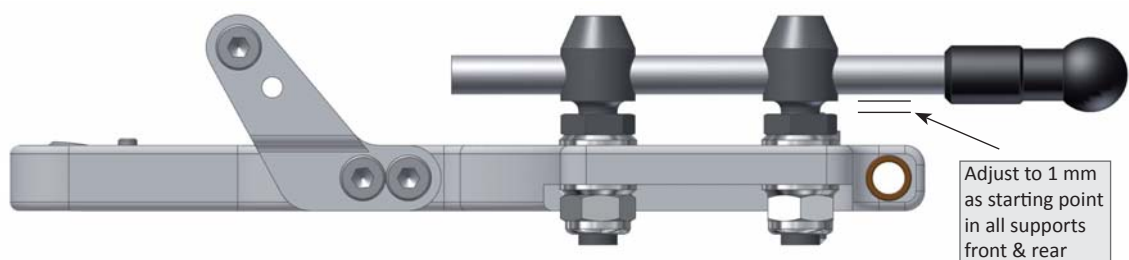


Medium screwlock



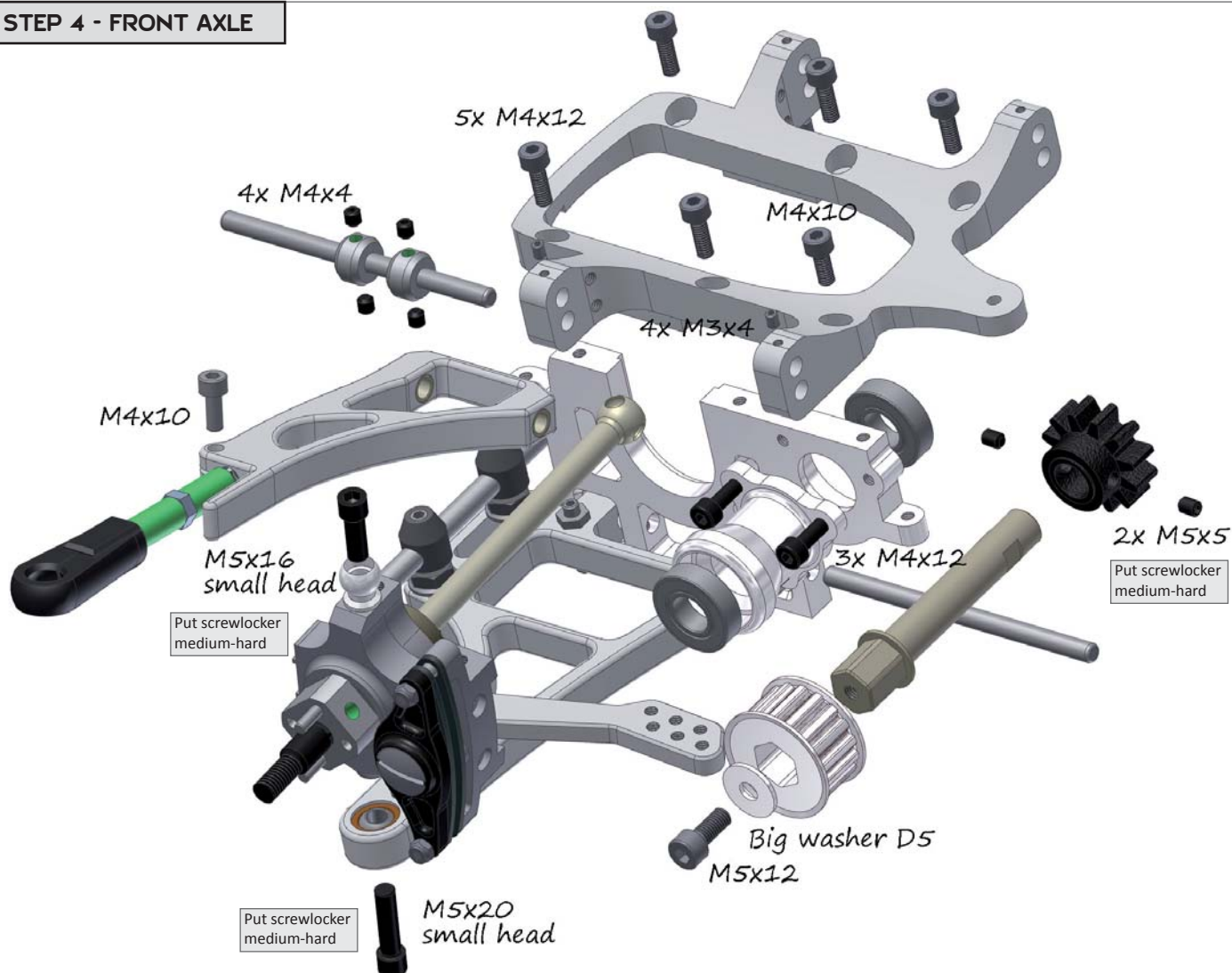
Alcohol or cleaners

STEP 1 - FRONT DRIVE SHAFT



Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts. Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 4 - FRONT AXLE



Before assembling the shock absorbers verify that the movement of the wishbones is soft in its entire course with no frictions or hard points.



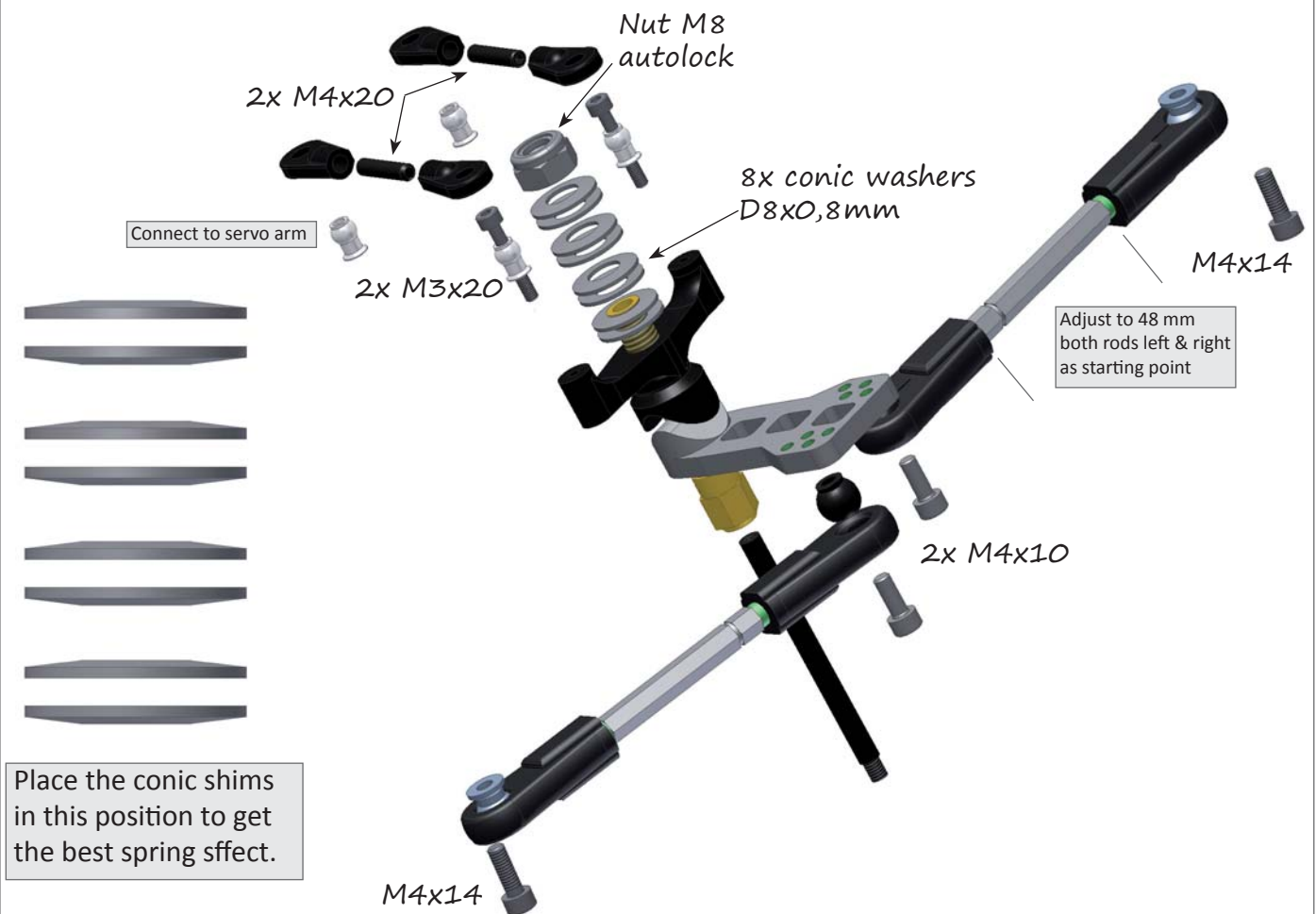
Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts. Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 5 - FRONT DAMPER SUPPORT



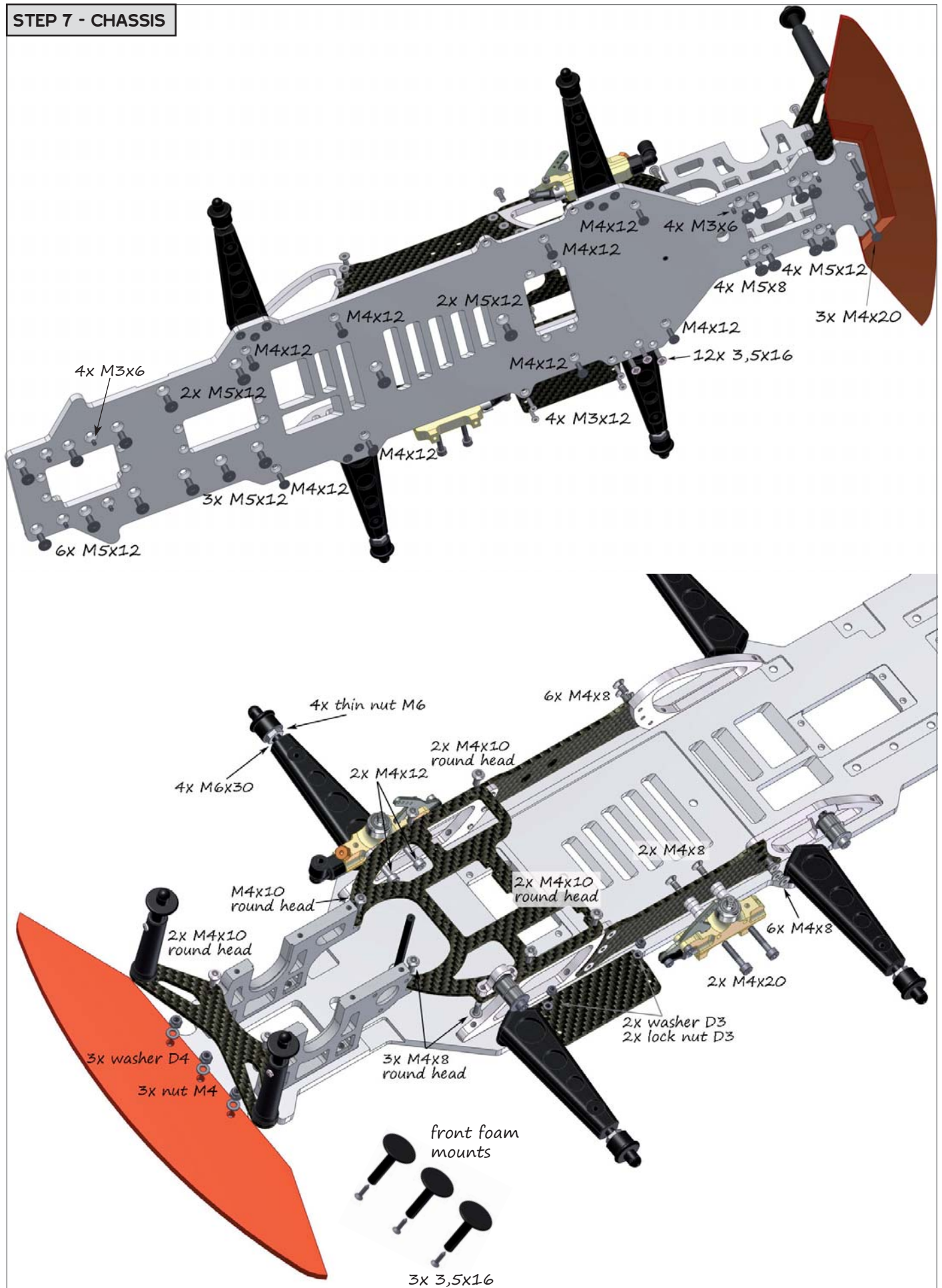
STEP 6 - SERVO SAVER

The servosaver is a really very important piece in the car. This servosaver is adjustable in hardness with the wingnut that presses the conic shims which work as hard spring. Adjust the nut M8 till start to press the washers. The good preasure is when the Nut and the upper side of brass shaft are in same higher.



Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts. Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 7 - CHASSIS



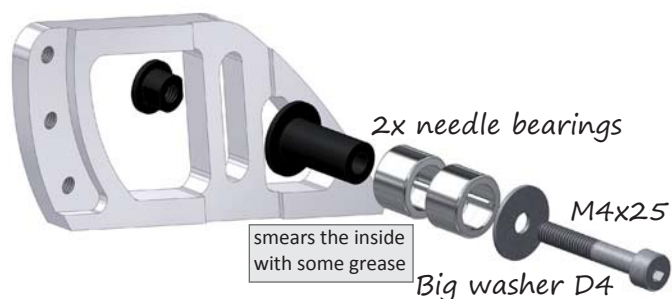
Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts.
Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 8 - BELT TENSORS

FRONT



REAR



STEP 9 - FRONT BODY SUPPORT

Adjust the height of the two pins depending on the type of body and the inclination of the front.

Cut one section if your bodysell need a lower position of the pin

Round head
3x10

Round head
3x10

Round head
2x M4x10

2x Washer D4

2x M4x14

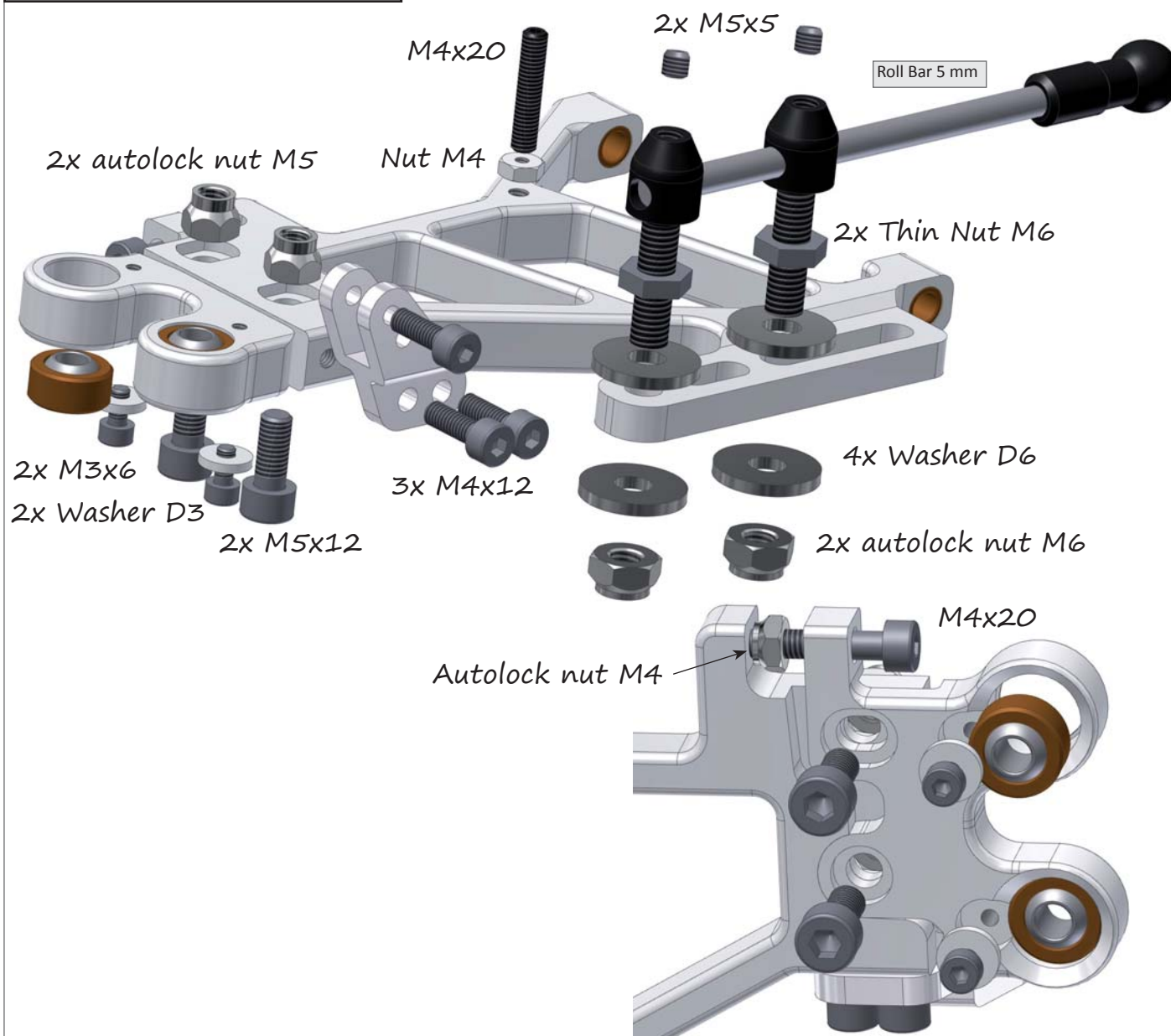
STEP 10 - REAR UPRIGHT



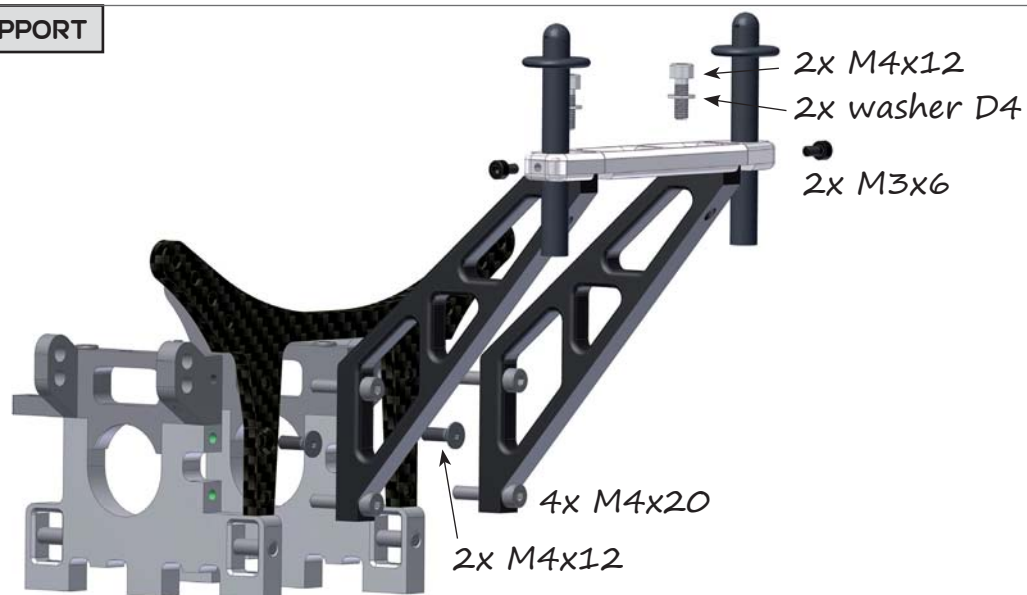
The right and left rear uprights are identical and interchangeable.
The upper arms also are identical and interchangeable.

Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts.
Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 11 - REAR LOWER WISHBONE

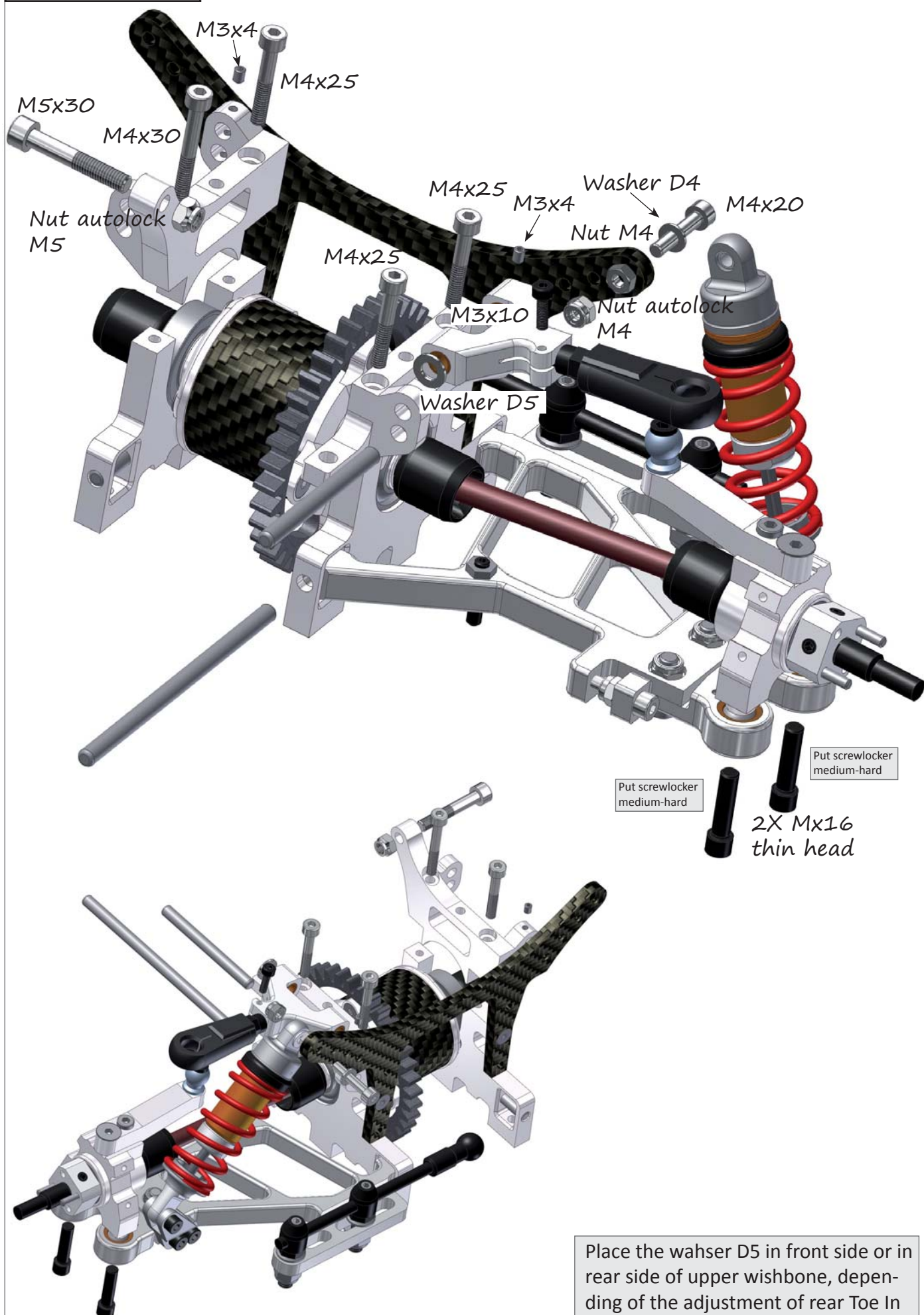


STEP 12 - REAR BODY SUPPORT



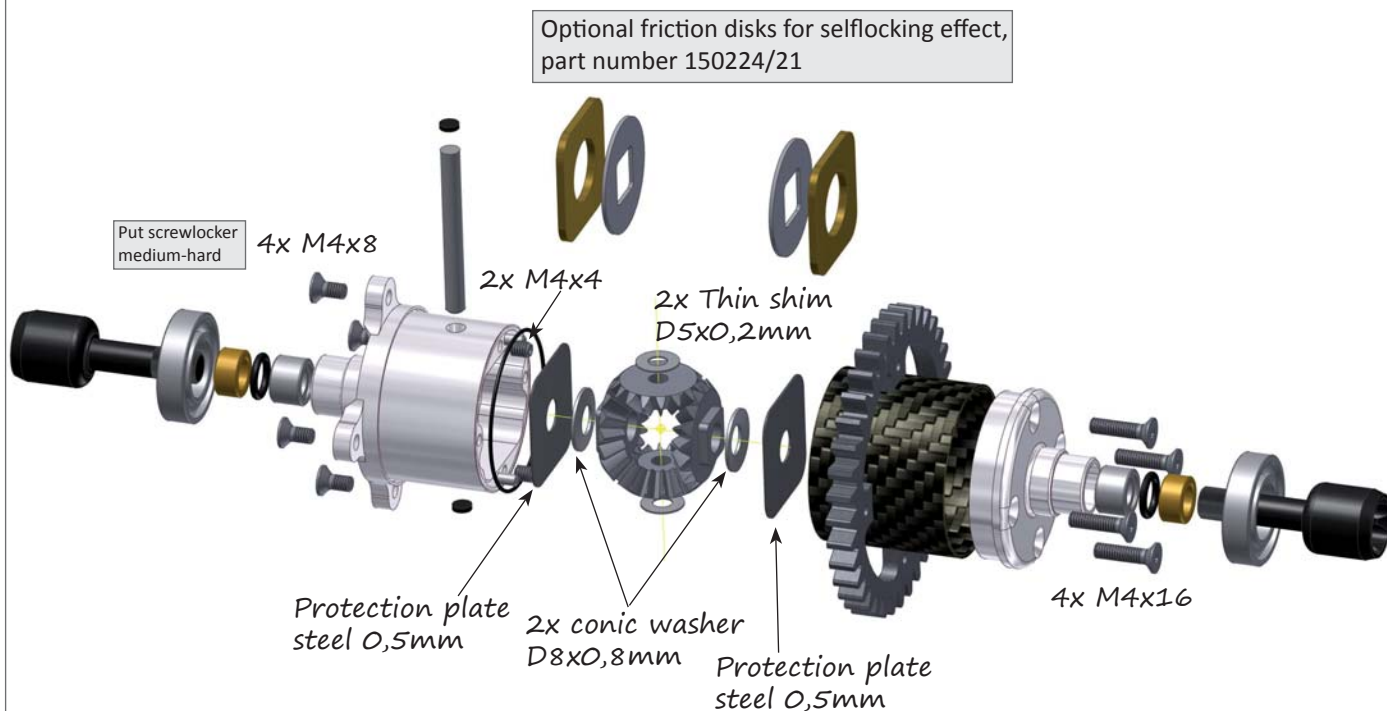
Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts. Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 13 - REAR AXLE



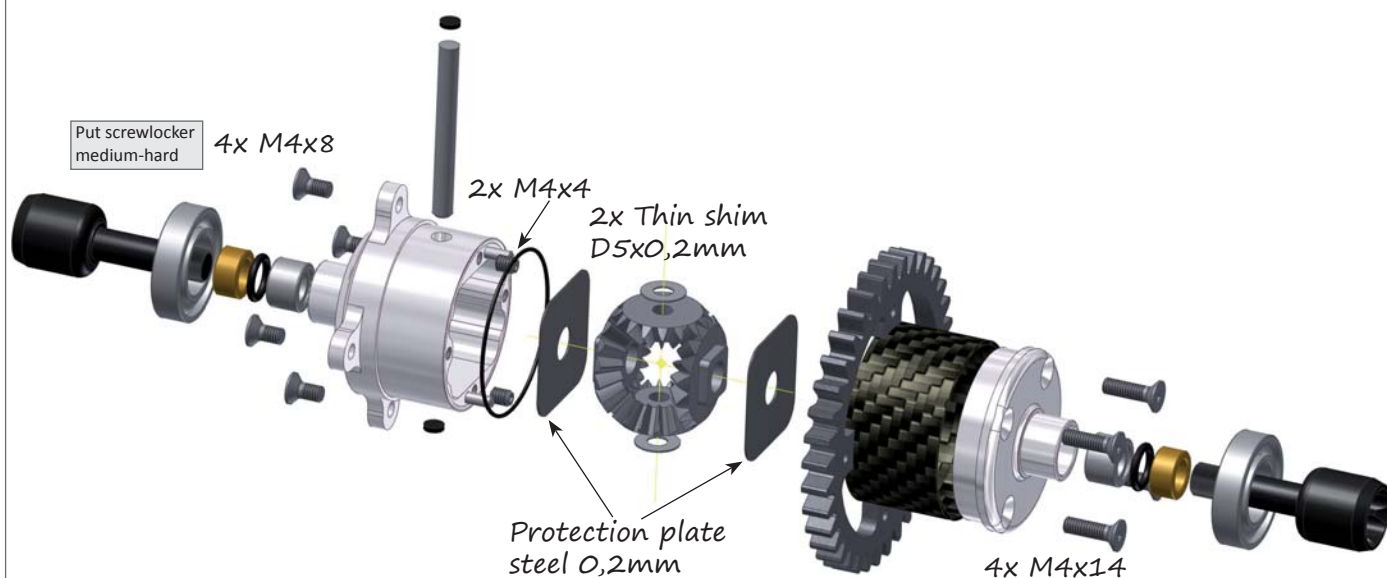
Place the wahser D5 in front side or in rear side of upper wishbone, depending of the adjustment of rear Toe In

STEP 14 - REAR DIFFERENTIAL



Fill the differential with a little quantity of white hard grease Contrast. In good conditions of adherence in track is possible to fill the diff till 50% of his volumen or more.

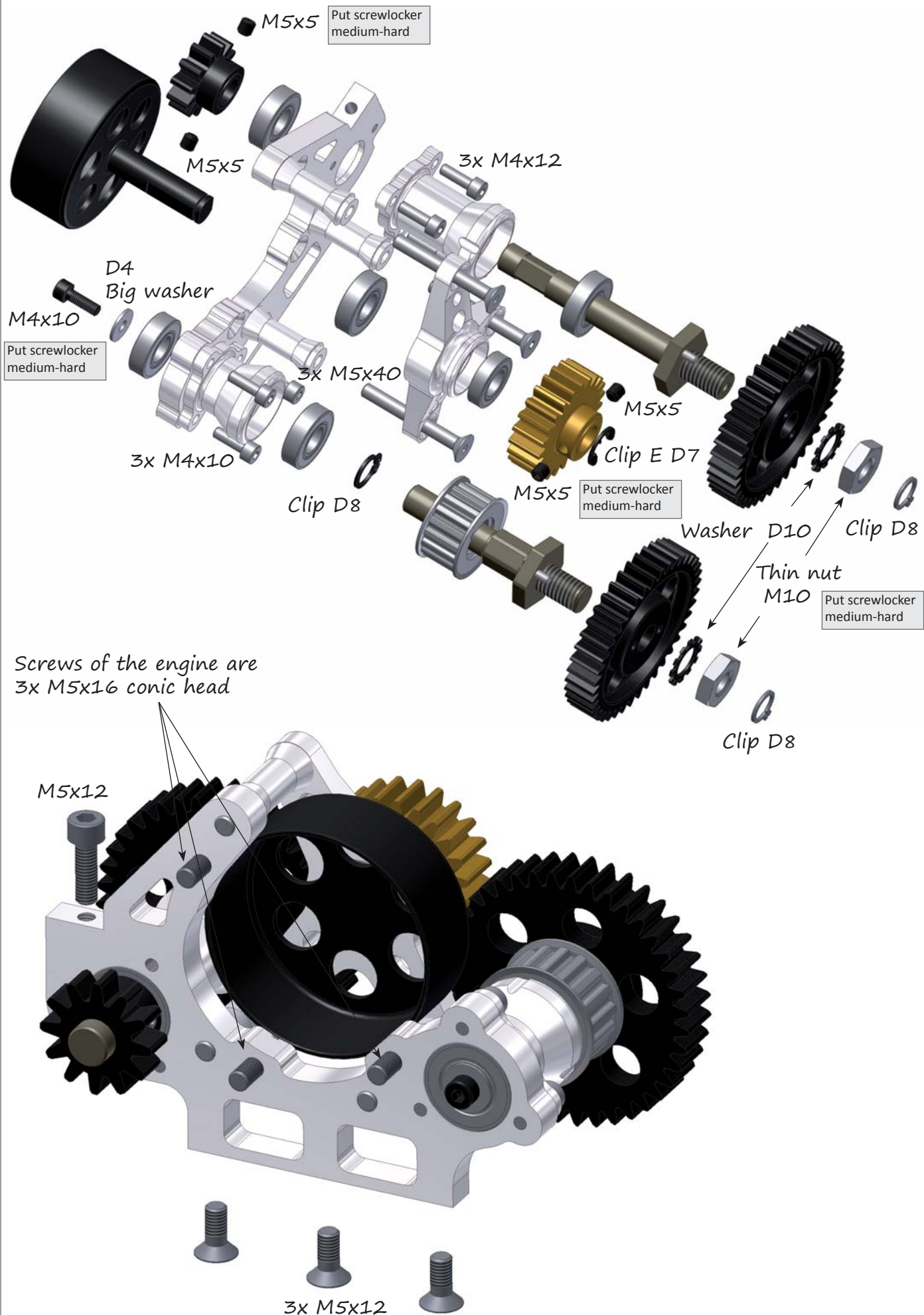
STEP 15 - FRONT DIFFERENTIAL



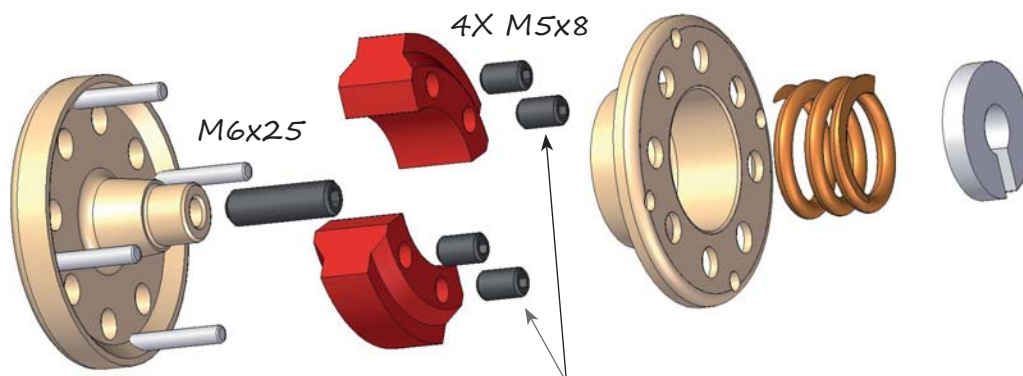
Fill the differential with high quantity of white hard grease Contrast. In good conditions of adherence in track is possible to fill the diff till 50% of his volumen or more.

Remember apply liquid screwlocker with soft hardness in all the threads of screws or nuts. Special critic points that need higher hardnes of screwlocker will be detailed in the draws

STEP 16 - TRANSMISSION



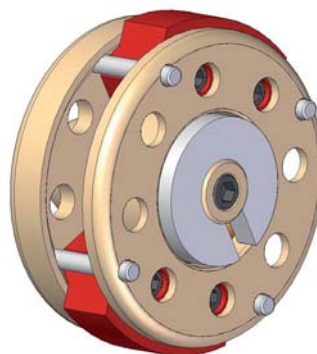
STEP 17 - ADJUSTABLE CLUTCH



Use 4 x screws M5x8 inside the shoes and/or 4 shoes only if you want a soft performance as in rainy conditions or off road use. If you want a hard and fast racing acceleration use only two red shoes with 3.0 spring and no screws inside.

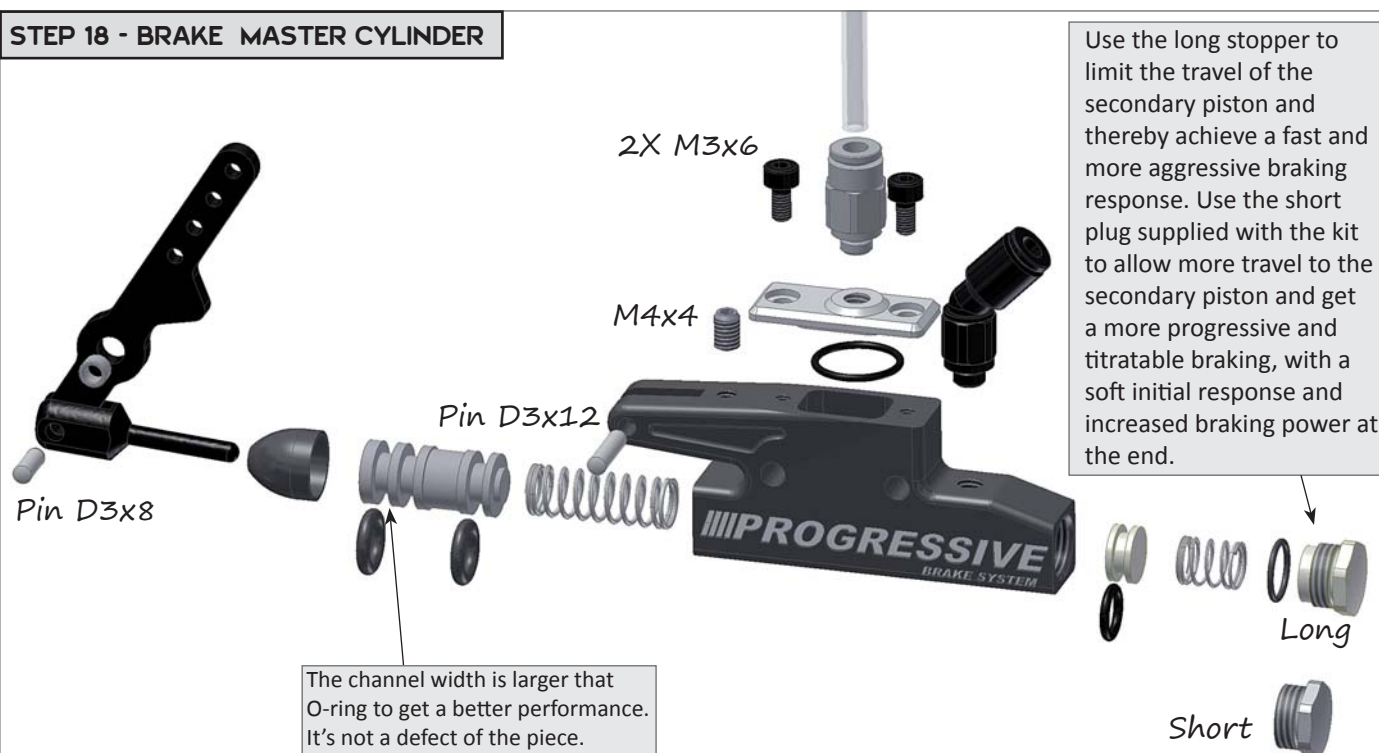
SPRING LEVELS

150202/55 Very soft spring 2,8 mm (optional)
150202/6 Medium spring 2.9 mm (optional)
150202/66 Hard spring 3.0 mm (Include in the kit)



Adjust tension of spring by this special nut using a screwdriver through the clutch bell inside this cut. The correct adjust for on road use is between 9000 rpm to 11.000 rpm

STEP 18 - BRAKE MASTER CYLINDER



The channel width is larger than O-ring to get a better performance. It's not a defect of the piece.

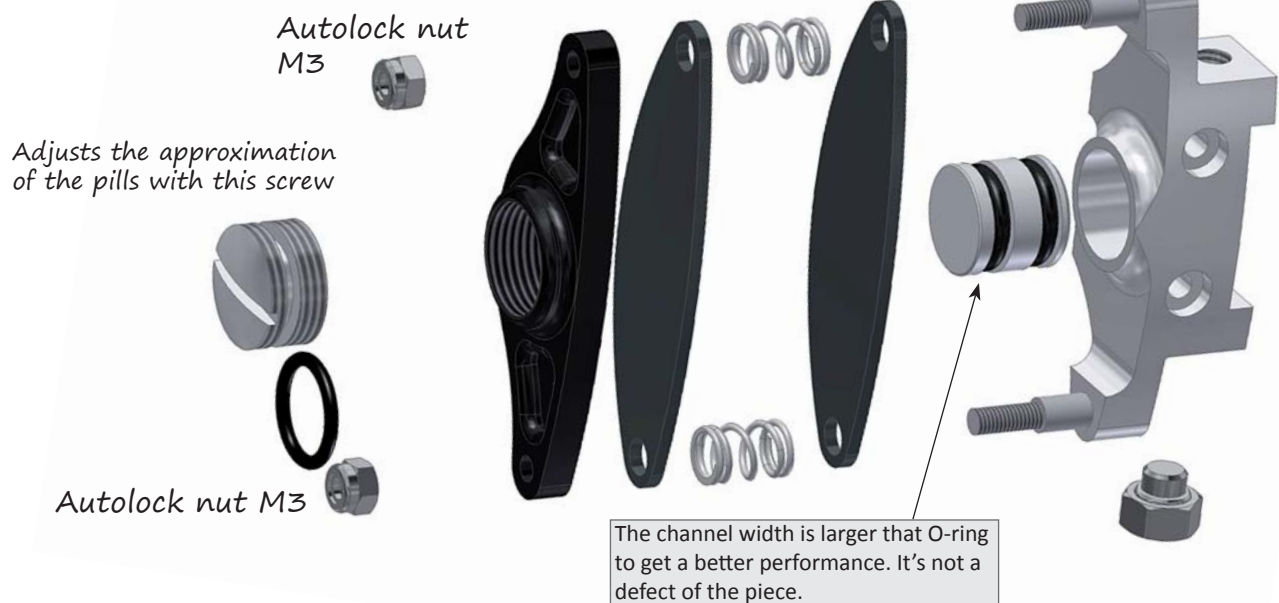
Use the long stopper to limit the travel of the secondary piston and thereby achieve a fast and more aggressive braking response. Use the short plug supplied with the kit to allow more travel to the secondary piston and get a more progressive and titratable braking, with a soft initial response and increased braking power at the end.

Short

Long

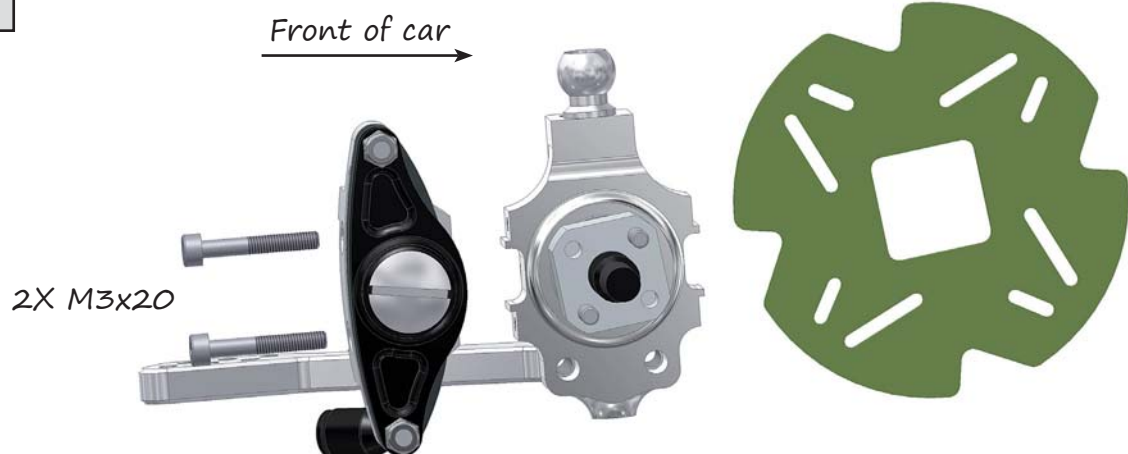
When assembling the O-rings in the piston and assembling the piston into cylinder, smear everything with soft grease; this will improve the bomb softness and will make the life of the joints longer.

STEP 19 - BRAKE CALLIPER

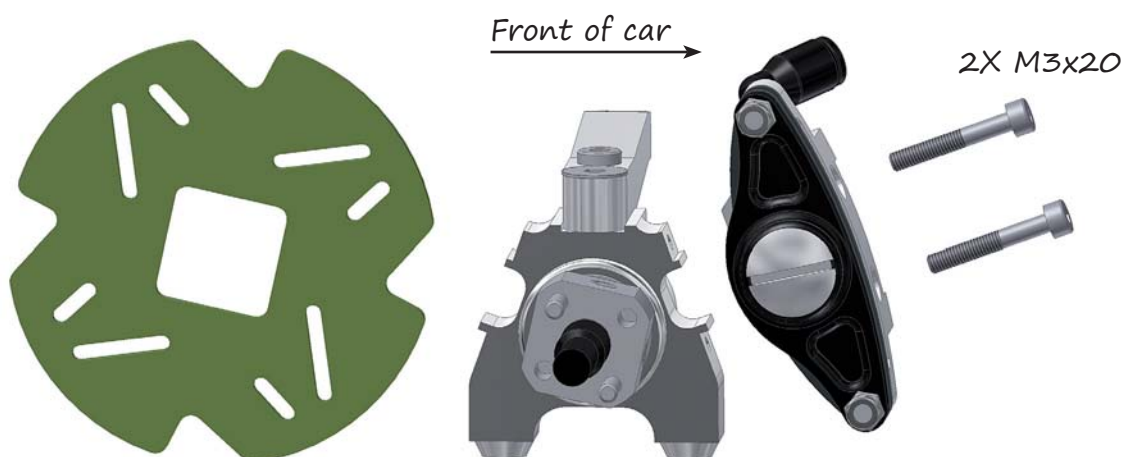


When assembling the O-rings in the pistons and assembling the pistons into calliper, smear everything with soft grease; this will improve the softness and will make the life of the joints longer.

FRONT



REAR



STEP 20 - SHOCK ABSORBERS

Optional associated parts:

150120/161 Closed piston shock, 2u.

150120/181 Piston shock set 2holesx1,6, 2u.

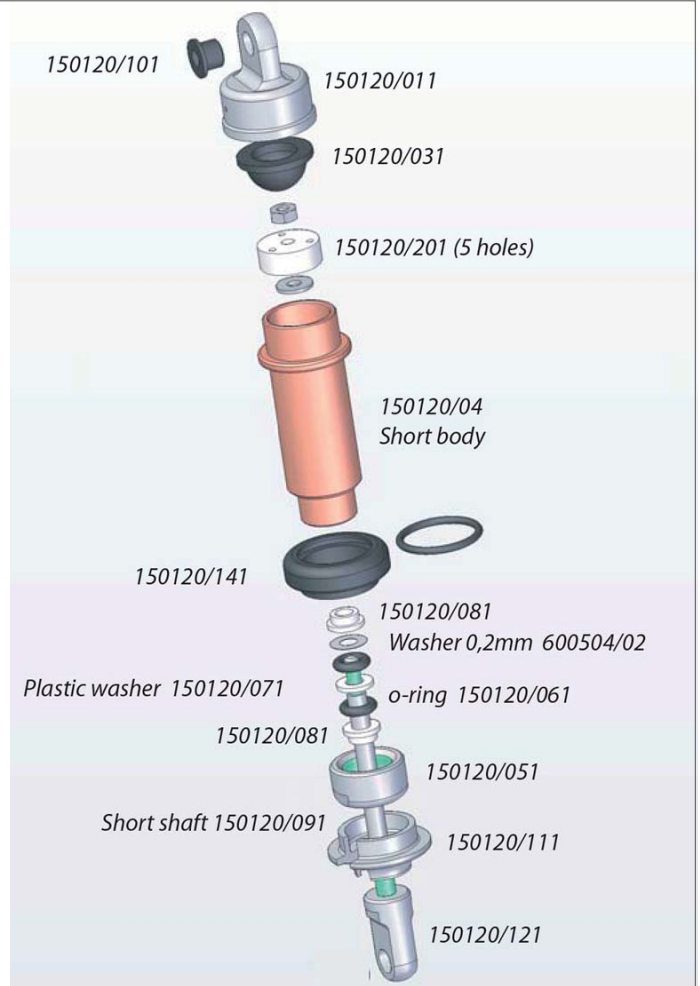
150110/x Spring sets

150111/xx Silicon oil

150097 Fast support shocks set 4u.

150101 Carbon front long damperplate

150103 Carbon rear damperplate



STEP 21 - MODIFICATIONS TO PLACE THE ENGINE ZENOAH



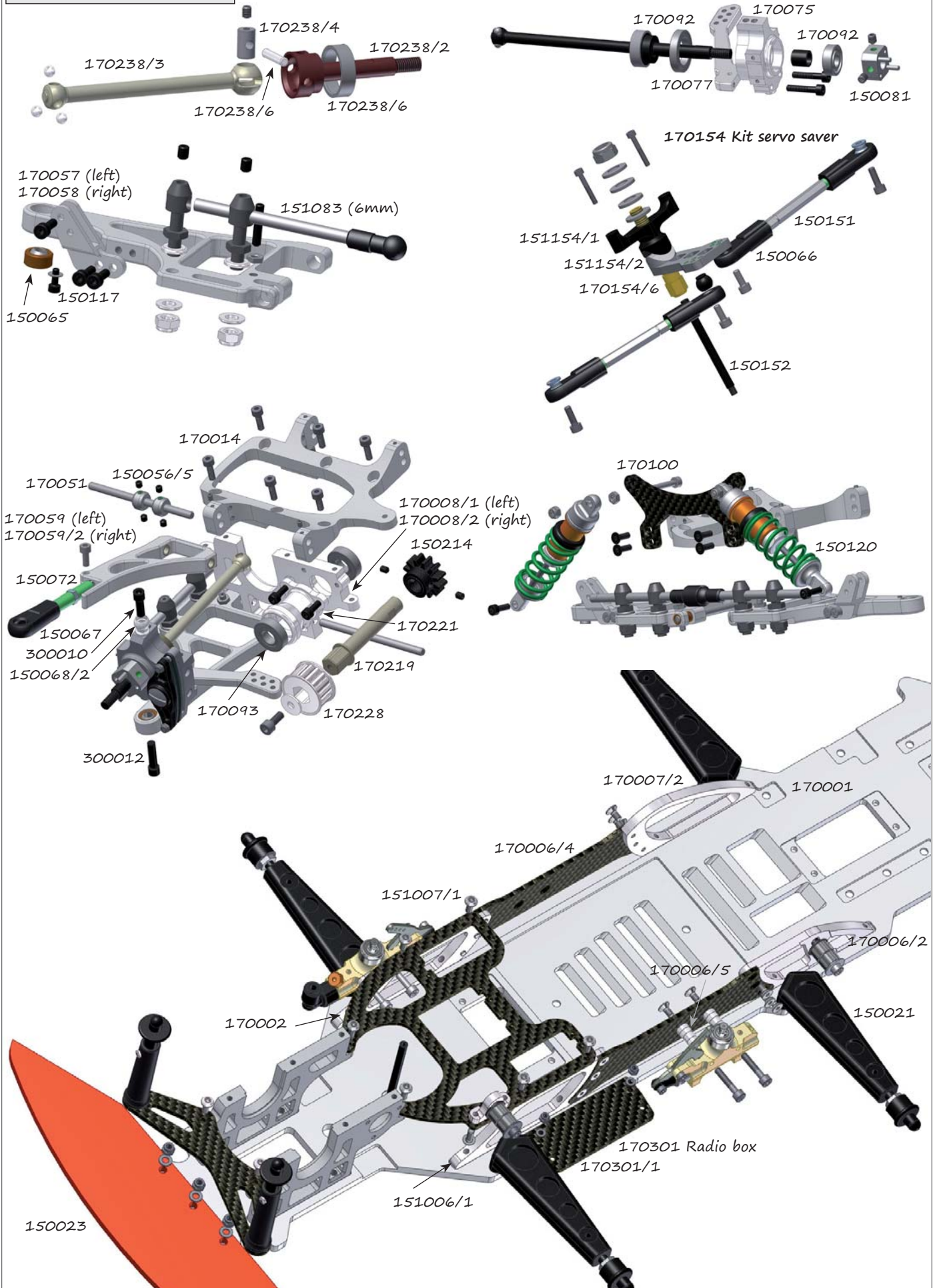
Cut this part of the engine cover to allow the installation of the pipe "on the right side"

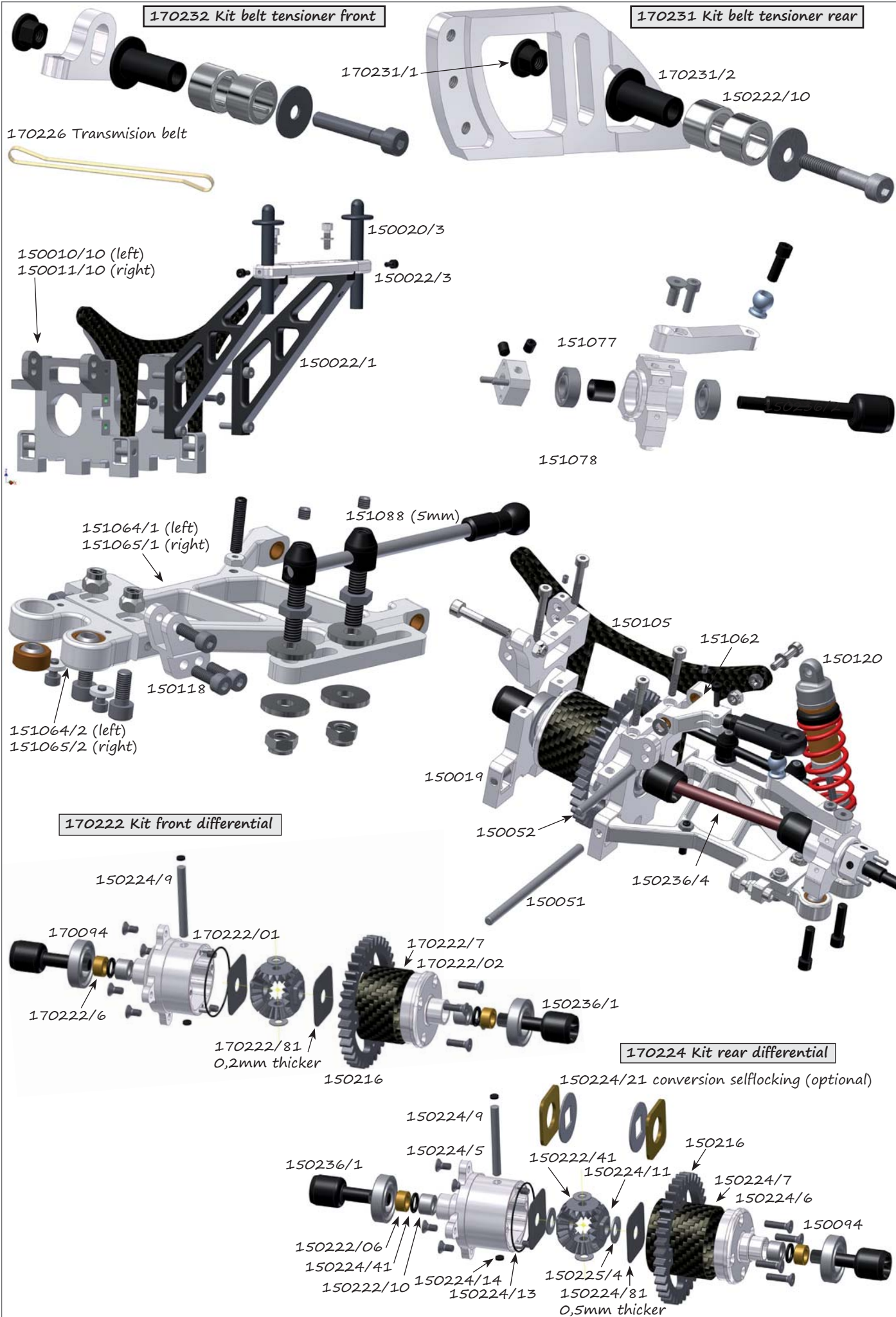


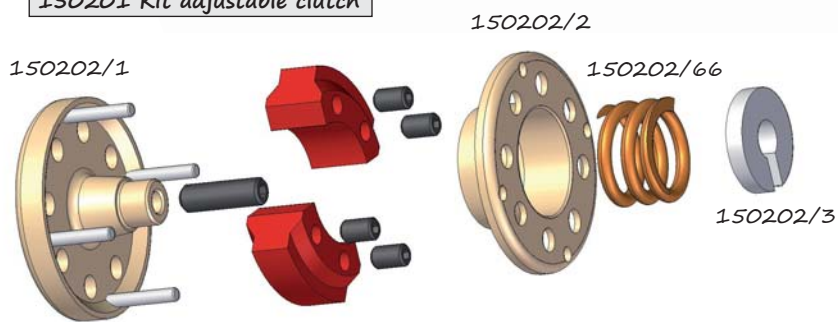
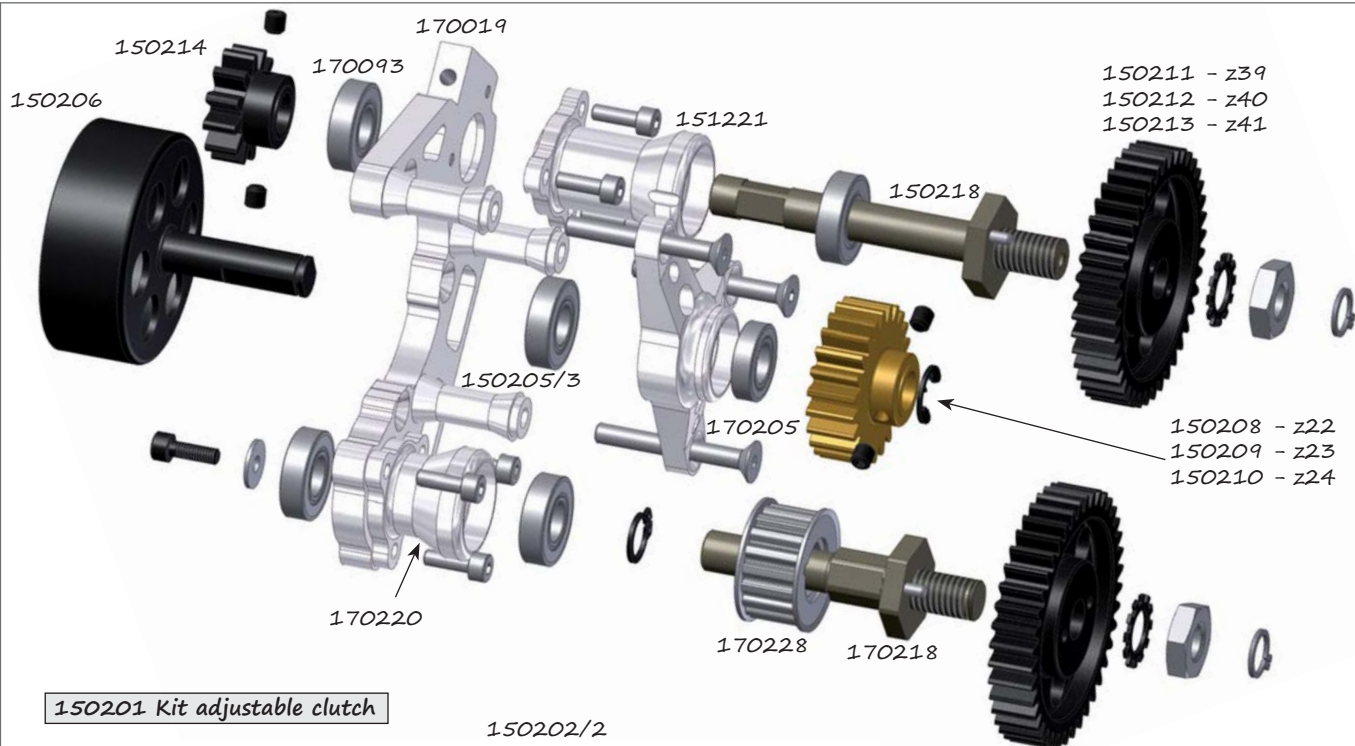
Cut this paddle to allow the best adjustment with the engine and transmission support, part number 170019

PART NUMBERS

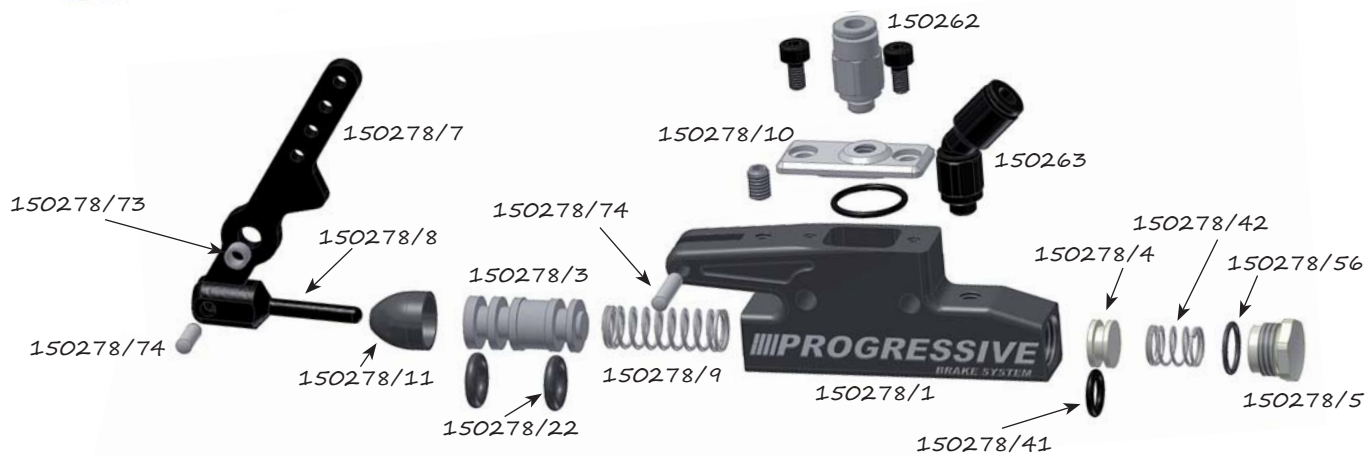
170238 Kit front drive shaft







150278 Kit Progressive master cylinder



150280 Kit brakes calliper BIG MAC

