

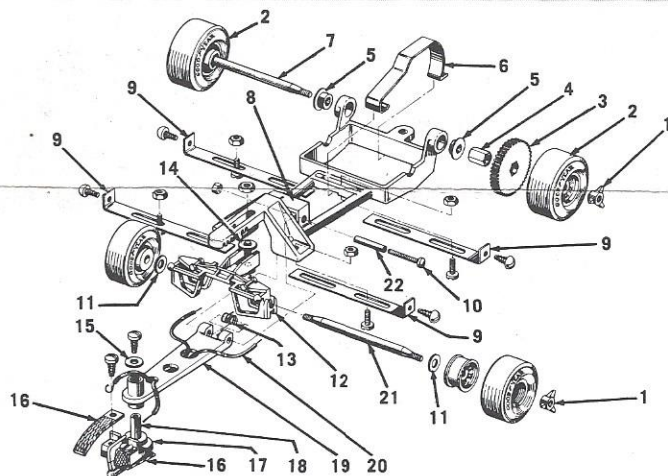


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CHASSIS

SIDEWINDER

GEAR RATIO MAY BE CHANGED TO SUIT ANY SPECIFIC TRACK. THE TOTAL NUMBER OF TEETH (DRIVEN GEAR TEETH PLUS PINION TEETH) SHOULD EQUAL 56 FOR THE 4300, AND 64 FOR THE 4400 CHASSIS. FOR CHANGING THE PINION, A COX GEAR PULLER, CAT. NO. 4050, IS RECOMMENDED. THIS TOOL WILL ALLOW YOU TO REMOVE A PINION AS WELL AS PRESS ONE ON WITHOUT DAMAGING YOUR MOTOR. BY REMOVING REAR WHEEL AND AXLE ASSEMBLY, PINION CAN BE CHANGED WITHOUT REMOVING MOTOR FROM CHASSIS.



ASSEMBLY INSTRUCTIONS (Read carefully before assembling)

A. Assemble Tires to Wheels (wide Tires on wide Wheels and narrow Tires on narrow Wheels). Slide end of either Axle (both Axles are the same) through wheel hub of either rear (largest) Wheel (2). Thread one of the four Knock-Off Nuts (1) onto the Axle (7) and tighten. Place nylon Axle Bushings (5) into Axle Bearings in Motor Carrier. Slide Axle, with Wheel Assembly (2), through Bushings. Place Spur Gear Adaptor (4) into hex in hub of remaining rear Wheel assembly. Put Spur Gear (3) onto Adaptor. Slide Wheel assembly, with Spur Gear and Adaptor, onto rear axle. Thread Knock-Off Nut onto end of Axle and tighten.

B. Place Guide Arm Spring (13) between Guide Arm Bearings with long tail of Spring resting on top surface of Guide Arm (19). While holding Spring in place, position Guide Arm to Motor Carrier (8) so that Guide Arm Bearing holes align with Motor Carrier Bearing holes and short tail of Spring extends up through small hole in top surface of Motor Carrier. Slide Brass Tube (22) through aligned holes and Spring. Slide the longest screw (10) through Tube and secure with nut.

C. Using two of the three flathead self-tapping Screws, attach the two pieces of Braid (16) to the Guide (17). DO NOT TIGHTEN SCREWS. Slip the Guide Post (18) into Guide Arm Boss and secure with short flathead self-tapping Screw with Washer (15) WASHER MUST BE USED UNDER HEAD OF SCREW. Tighten Screws only enough to cause slight drag when guide is rotated.

D. Attach Front-End-Suspension (12) to Chassis with largest remaining flathead Screw and Nut—1/32" Thick Nylon Spacer (14) must be used on Screw BETWEEN these two parts. ("teeth" in Motor Carrier Arm will permit back and forth adjustment of Front End Suspension; therefore, it is not necessary to tighten Screw and Nut until desired Chassis length has been determined.)

E. Slide Front Axle (21) through Front Suspension. Place 3/32" Thick Nylon Spacer (11) and Wheel on each end of Axle, thread on remaining two Knock-Off Nuts and tighten with Wrench provided.

F. Attach Body Mounting Brackets (9) to Motor Carrier with four flathead Screws and Nuts.

G. If you have a 4300 Chassis, install a Cox-X100 Motor. If you have a 4400 Chassis, install a Cox-X200 Motor. (not included in this package) Use Clip (6) to hold Motor securely to Chassis. Route Motor Lead Wires (20) through holes in Guide Arm. Wrap Motor Lead Wire ends under screw heads holding braid and tighten screws. Most tracks are wired so that the positive (red) Motor Lead should be attached to the right hand braid. If car runs backward when put on track, reverse Motor Lead wire connections at the Guide. Adjust wheelbase length to your car body and tighten Front Suspension Screw. Adjust Body Mounting Brackets to fit length and width of car body. Bend ends up or down as needed. Attach the body to Mounting Brackets with the four roundhead nickel plated self-tapping screws and you're ready to go.

L. M. COX MANUFACTURING CO., INC.

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P.O. Box 476 • Santa Ana, Calif.

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