

Mounting instruction for 2WD Off-Road Buggy Leopard 2 Competition, Item N°. 67005

We congratulate you on buying this FG Competition model. Please check the contents of the construction set, respectively of the bags. The individual bags have been thoroughly packed by us and their weight and content has been checked. When purchasing the individual bags, please check their weight and their closure by staples which must not have been removed or opened and closed several times. It is possible that the weight of an individual bag deviates by 5 grams. In case of claims due to missing parts, you always need to present the label indicating the weight at your specialized dealer. By checking the weight of the bag, you may exclude that larger parts or several parts are missing.

Weight of the individual bags/ boxes:

Item N°. 67005

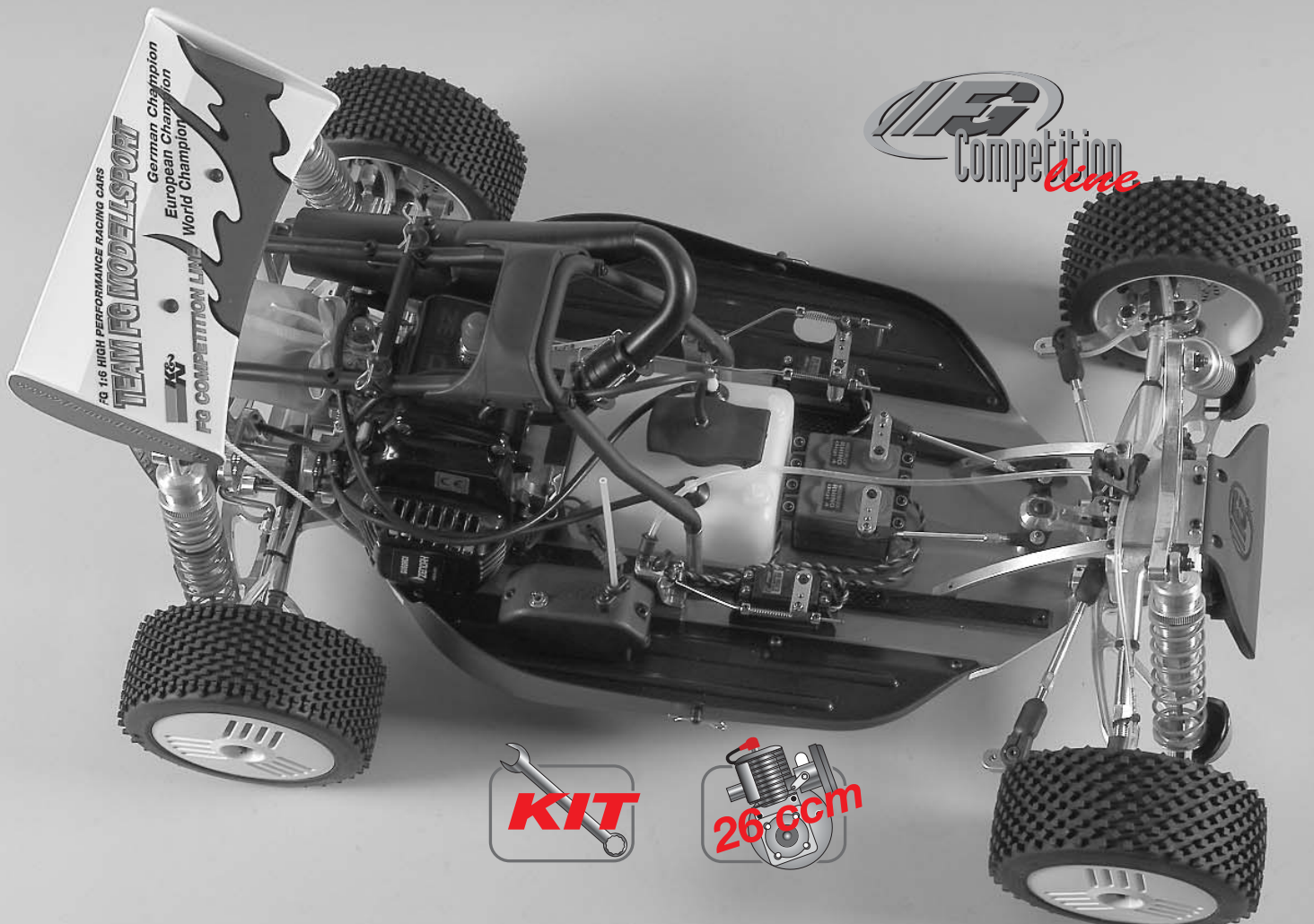
Bag A	=	0,158 kg
Bag B	=	0,848 kg
Bag D	=	0,671 kg
Bag E	=	0,743 kg
Bag F	=	0,897 kg
Bag G	=	0,173 kg
Bag H	=	0,439 kg,
Bag I	=	0,388 kg
Bag J	=	0,078 kg
Bag K	=	0,249 kg
Bag L	=	0,343 kg
Bag M	=	0,303 kg
Bag N	=	0,027 kg
Bag O	=	0,352 - 0,365 kg
Bag Q	=	0,382 kg

The RCS, accumulators and battery charger are not included in the delivery volume.



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E.67005_e_011210



Please thoroughly keep this construction manual for spare parts orders!

The handling with fuels requires circumspective and careful handling. Imperatively observe the security advices.

- Refuel only if the engine is switched off!
- Take off the body.
- Thoroughly clean the area around the fuels nipple.
- Remove the fuel filler cap and carefully fill in the fuel mixture.
- Smoking or any kind of open fire is not admitted.
- Fuels might contain solvent-like substances. Avoid contact with skin and eyes. Wear gloves for refueling. Do not inhale fuel vapors.
- Do not spill any fuel. If you have spilled fuel immediately clean the engine and the model.
- Make sure that no fuel will get into the soils (environmental protection). Use an appropriate mat.
- Do not refuel in enclosed rooms. Fuel vapors accumulate at the soil (risk of explosion).
- Transport and store fuels only in admitted and labeled canisters. Keep fuel out of the range of children.
- The operator is responsible for any damages caused to third persons in the operating range of the model, respectively of the engine, if they are injured or in case of property damage.
- The model must only be passed on to persons who are familiar with this model and its operation, always provide the operating manual.
- Persons with implanted heart pacemakers must not work on running engines and on live parts of the ignition system when the engine is being started.
- The engine must neither be started nor operated in enclosed rooms (without sufficient ventilation).
- When starting the engine, avoid inhaling the exhausts.
- The model must neither be started nor operated without air filter or without exhaust system.
- Before every start perform a functional check of the safety-relevant parts.
- The throttle rods must always return automatically to the idle position.
- Any cleaning, maintenance and repair works must only be performed with the engine being switched off. The engine and silencers are getting very hot. In particular do not touch the silencer.

Comments regarding the construction manual:

Before starting the assembly please see through this construction manual. This way you will get an overview of the whole execution.

Please check by means of the parts or bag list if the construction kit is complete and also check the weight of the individual bags for the positions. Only this way you may be sure that all parts which you need for the assembly are available. If a part is missing, please immediately contact your specialized dealer.

Table of contents

Position 1: CFRP chassis stiffening, ABS splash guards, battery holder

Position 2: Differential gear

Position 3,4: Aluminium rear axle mounts, rear lower wishbones

Position 5-7: Rear axle

Position 8: Shock absorbers

Position 9: Shock mount, spoiler mount, rear damper protection

Position 10-15: Engine, air filter, gear, fuel tank

Position 16-18: Roll bar, tuning pipe, starter rope

Position 19-24: Servos, receiver box, servo saver

Position 25,26: Front lower wishbones, stabilizer, front axle plate

Position 27-29: Front axle, uprights, front bumper

Position 30,31: Throttle rods

Position 32-35: Hydraulic brake system

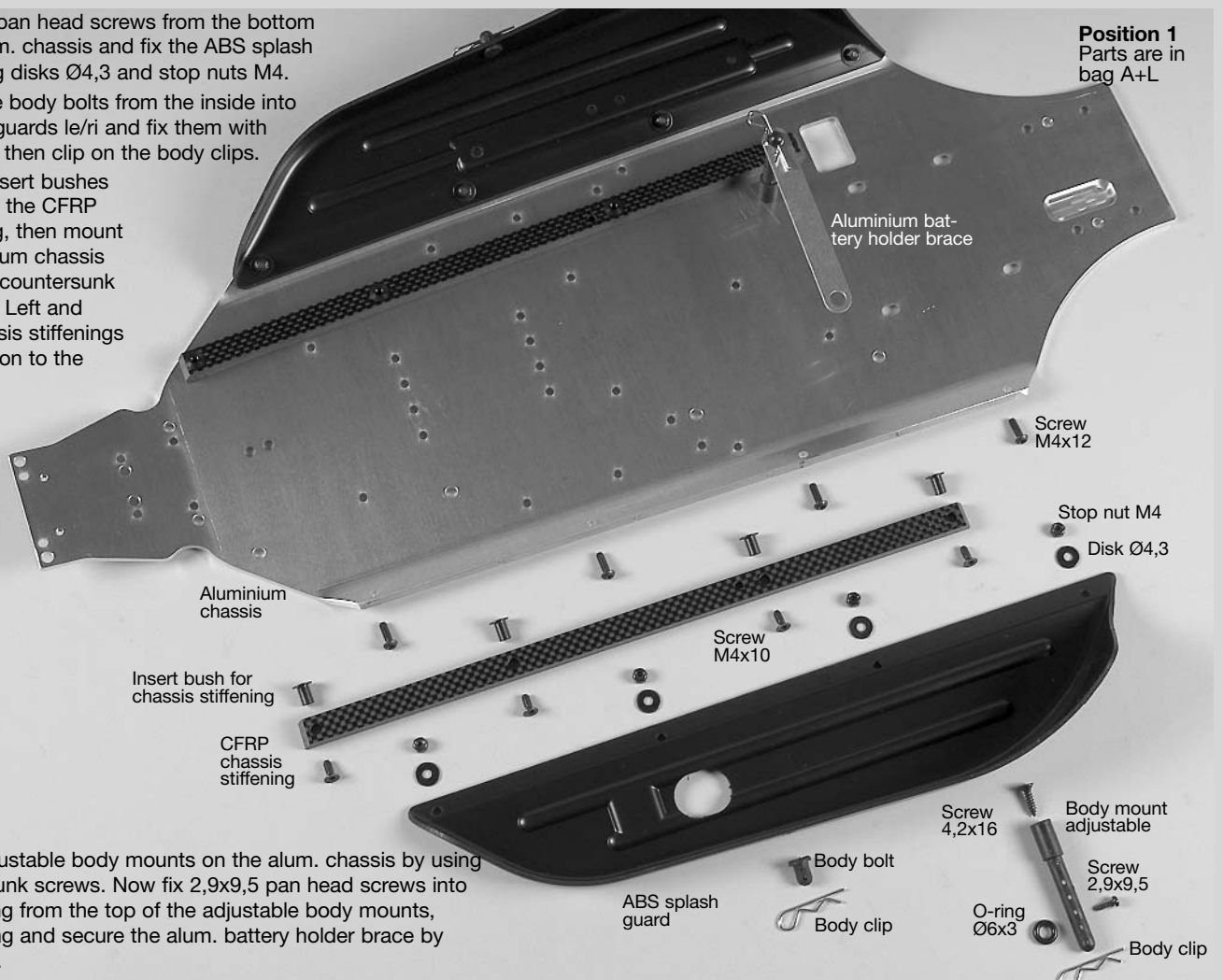
Warranty conditions for engines:

FG Modellsport assumes no liability for defects if the engine has been modified by installation of parts of foreign origin or if engine parts for tuning purposes were worked on or were modified and the damage stands in causal interrelationship with the modification. Further the liability for defects of power-increased engines is excluded. In this case also the compensation liability is excluded.

1. Press M4x12 pan head screws from the bottom side into the alum. chassis and fix the ABS splash guards le/ri using disks Ø4,3 and stop nuts M4.

2. Now press the body bolts from the inside into the ABS splash guards le/ri and fix them with some superglue, then clip on the body clips.

3. Impress the insert bushes from the top into the CFRP chassis stiffening, then mount it on the aluminium chassis by using M4x10 countersunk screws. Caution! Left and right CFRP chassis stiffenings differ, pay attention to the borings.



4. Mount the adjustable body mounts on the alum. chassis by using 4,2x16 countersunk screws. Now fix 2,9x9,5 pan head screws into the second boring from the top of the adjustable body mounts, impress the o-ring and secure the alum. battery holder brace by using body clips.

The inserting of the diff. gearwheels or of the complete package is much easier if you use the FG mounting tool Item N°. 08505.

1. Insert the diff. gearwheels in the alum. diff. housing as described in position 2. The inserting of the diff. gearwheels is much easier if you use the FG mounting tool Item N°. 08505.

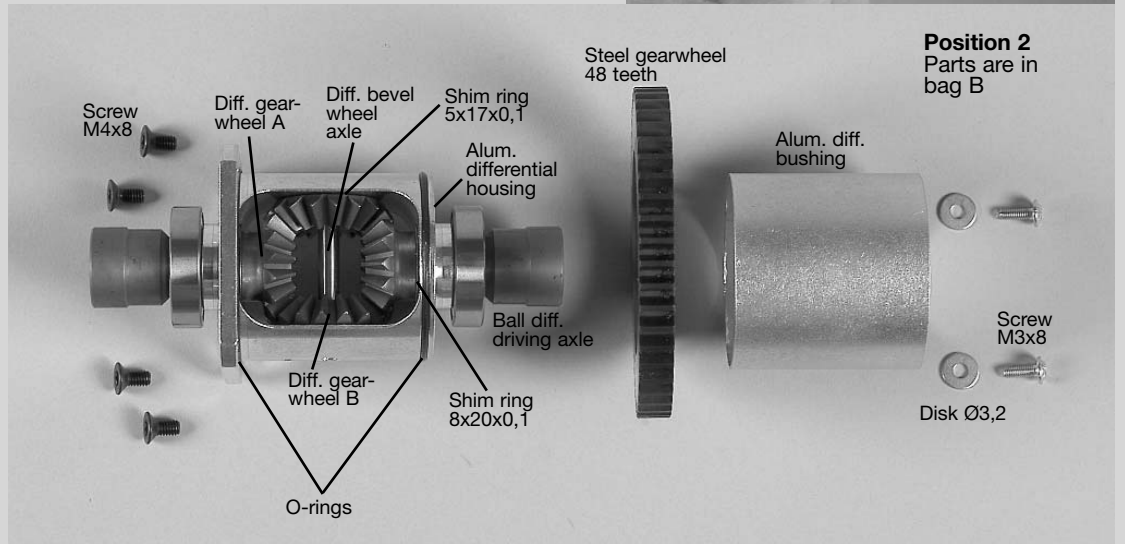
2. Lubricate the ball diff. driving axles slightly with grease and press them into the alum. differential housing.

3. Mount the diff. bevel wheel axle. If the bevel gear axle respectively the driving axles can only be pushed in severely or if they cannot be pushed in at any position, then you have to dismount the bevel gearwheels again and repeat the mounting.

4. If the gearwheels have too much clearance, correct it by using the enclosed shim rings 5x17x0,1 and 8x20x0,1. Please make sure that the gearwheel clearance is not set too narrow.

5. Lubricate the gearwheels slightly with some multipurpose grease, for example Item N°. 06501.

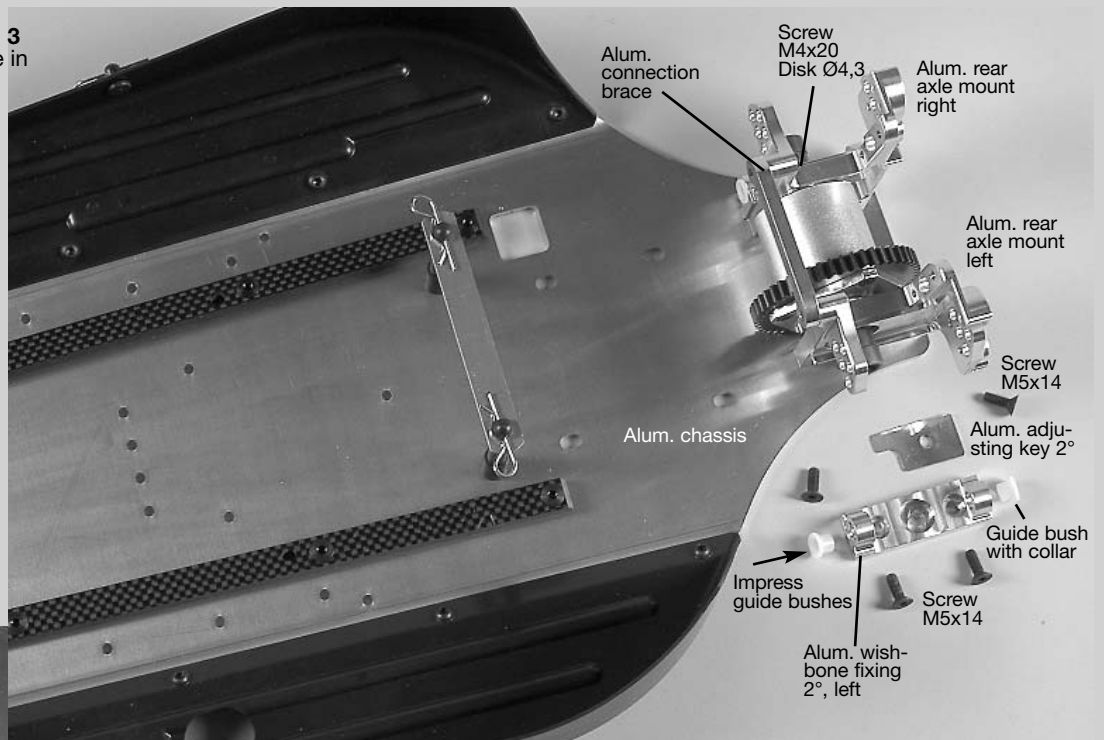
6. Now press the parts as shown in position 2 on the alum. differential housing in the given sequence: O-ring large, o-ring small, steel gearwheel 48 teeth, alum. diff. bushing. Fix the complete unit by using M3x8 pan head screws and disks Ø3,2. Mount the steel gearwheel 48t. to the alum. diff. housing using M4x8 countersunk screws.



All metric screws need to be secured with thread lock fluid.

Position 3
Parts are in bag B

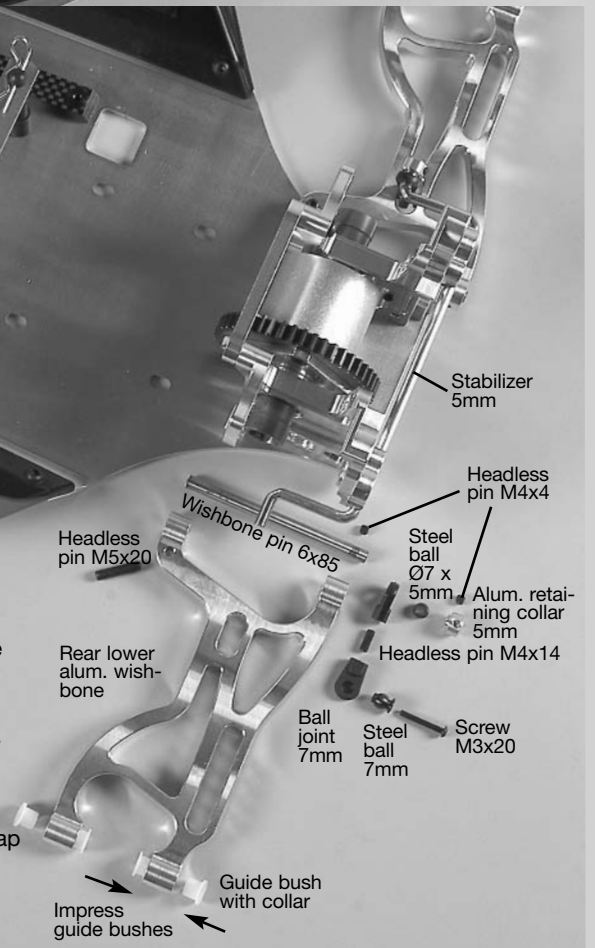
1. Press the aluminium rear axle mounts left/right on the ball bearings of the differential gear as shown in position 3.
2. Place the alum. rear axle mounts left/right on the alum. chassis and fix them using M5x14 countersunk screws.
3. Mount the alum. connecting brace to the right alum. rear axle mount using M4x20 pan head screw and disk Ø4,3.
4. Impress the guide bushes with collar into the alum. wishbone fixings 2° left/right and mount them with alum. adjusting key 2° and M5x14 countersunk screws to the rear axle mounts left/right.



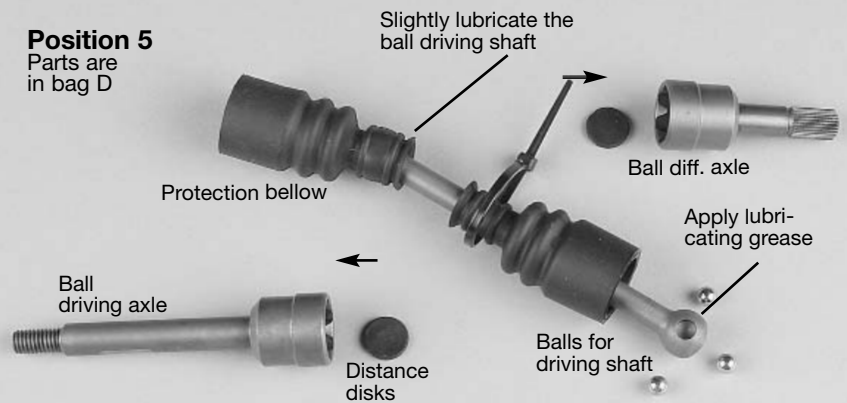
Position 4
Parts are in bag B

1. Impress the guide bushes with collar into the rear lower alum. wishbones from inside and outside.
2. Screw the headless pin M5x20 from the top centrally into the rear lower alum. wishbones using screw retention.
3. Fix the rear lower alum. wishbones with wishbone pins 6x85mm to the alum. wishbone fixings 2° left/right, groove and thread must face backwards.
Make sure the mounted wishbones can be moved easily up and down.
4. Screw the 7mm ball joints on the M4x14 headless pins until they are in contact and until they are 90° twisted. Impress a steel ball 7mm and steel ball Ø7x5mm each one side of the ball joints 7mm.
5. Press the ball joints 7mm with the side of the steel ball Ø7x5mm on each side of the 5mm stabilizer and fix them using the 5mm alum. retaining collar (collar facing the ball joint) and the headless pin M4x4.
6. Mount the ball joints 7mm with the side of the steel ball 7mm to the rear lower alum. wishbones (with the collar of the steel ball facing backwards) using M3x20 pan head screws. Impress the 5mm stabilizer into the alum. rear axle mounts.

Hint: To withdraw the rear lower wishbone pins 6x85mm screw an M4 screw into the tap hole of the wishbone pins 6x85mm and pull them out.



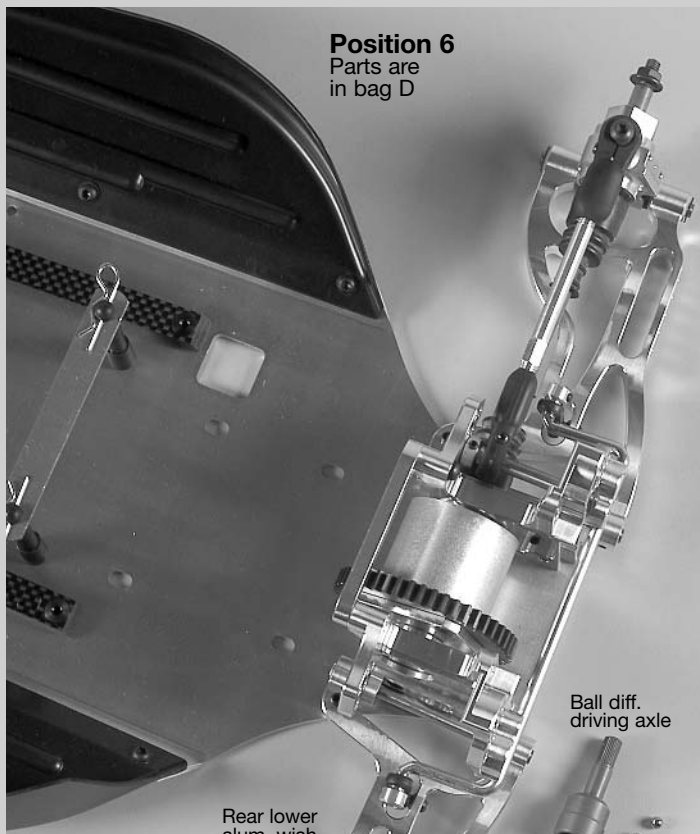
Position 5
Parts are in bag D



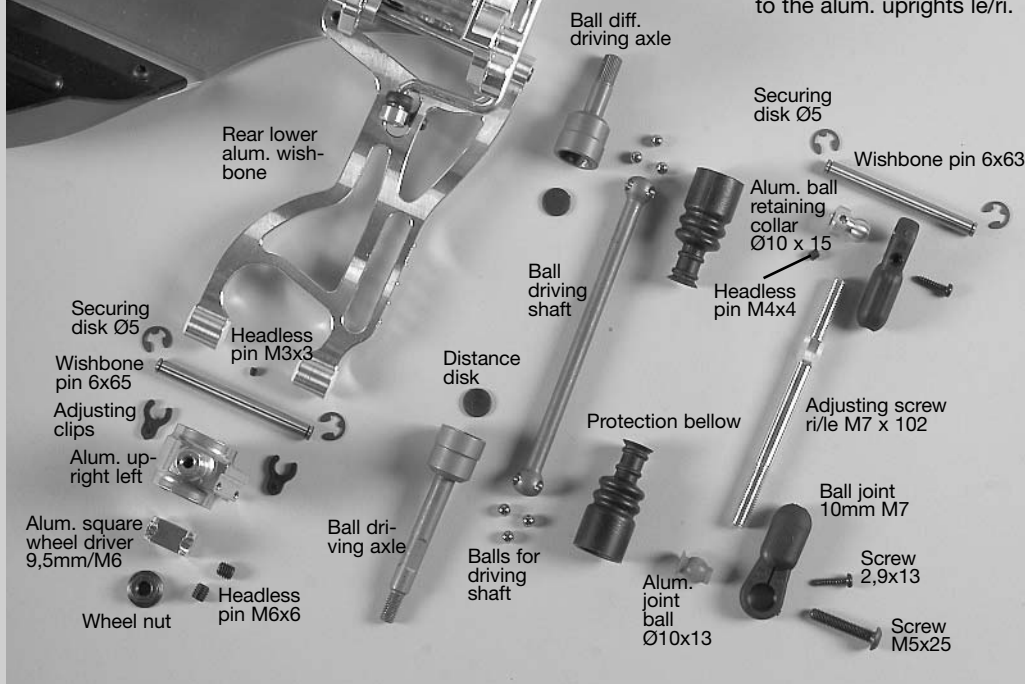
Mounting of the ball driving shafts

Stick the distance disks into the round recess of the ball driving axles as well as in the ball diff. axle using some multipurpose grease. Mount the protection bellows to the ball driving shafts according to the illustration. Slightly grease the ball area when mounting the protection bellows. Apply some lubricating grease on the ball holes of the driving shafts and impress the balls. The balls will be held by the lubricating grease and this way the driving shaft can be mounted more easily. Now push the complete ball driving shaft into the differential axle and driving axle. Push the protection bellows over the ball diff. axles and driving axles.

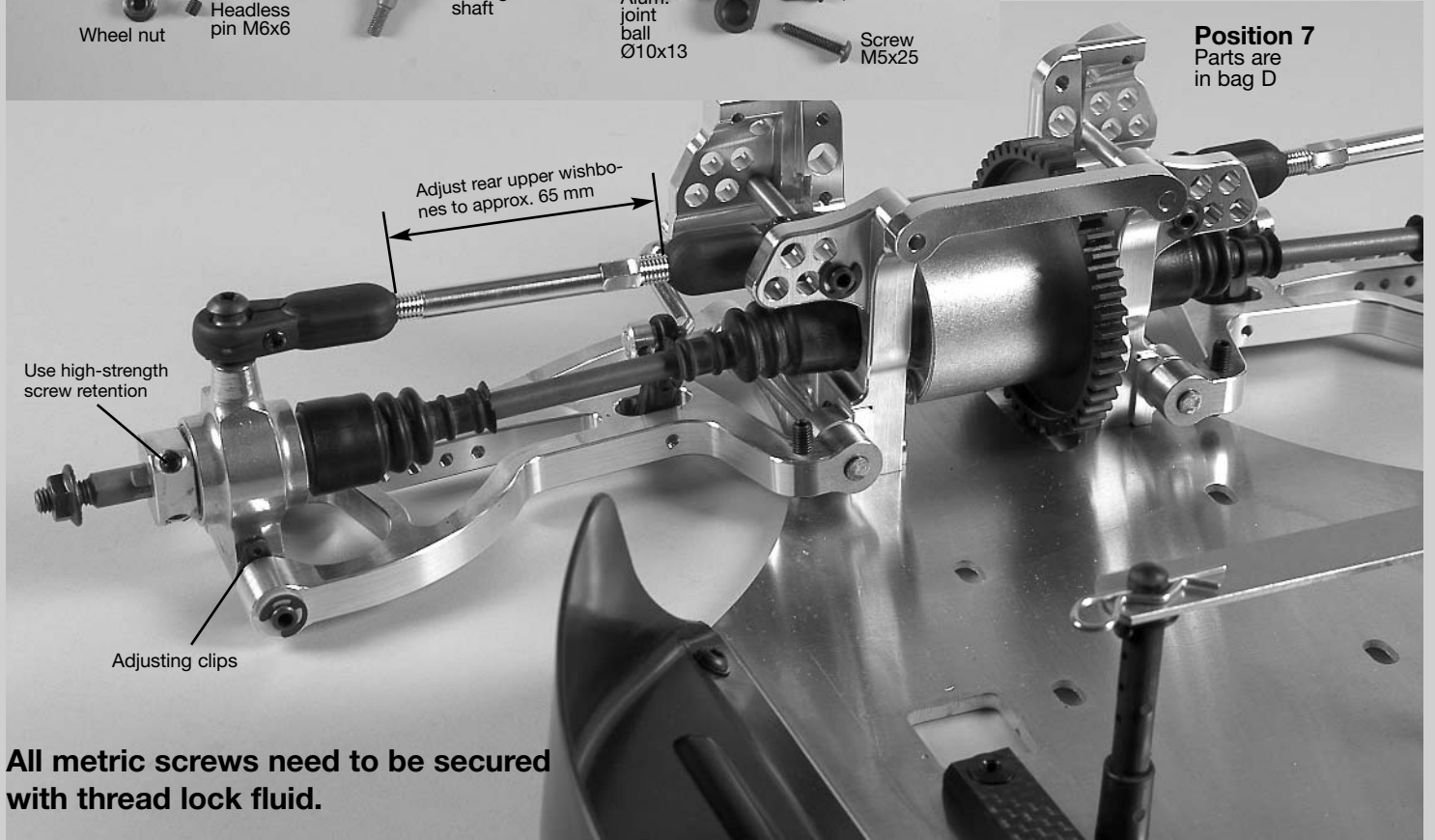
Position 6
Parts are
in bag D



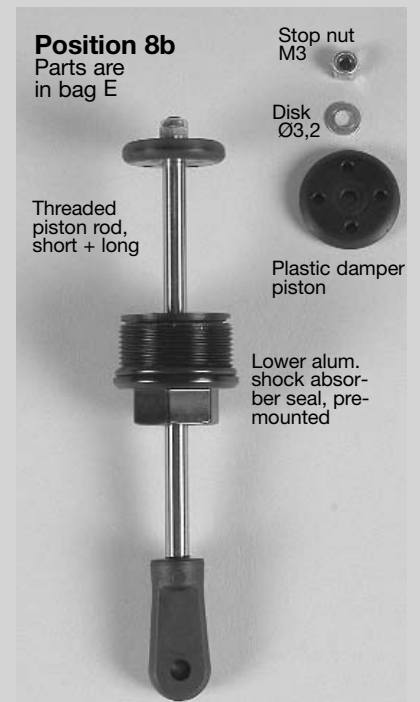
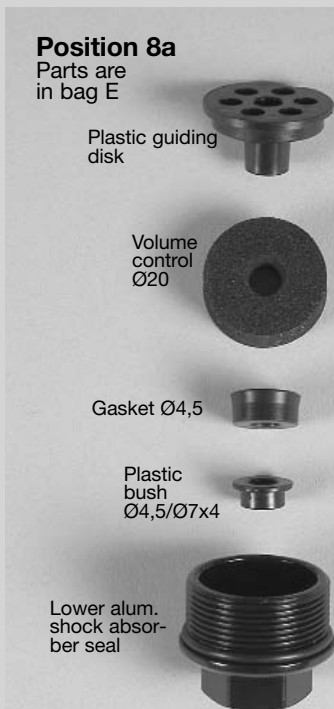
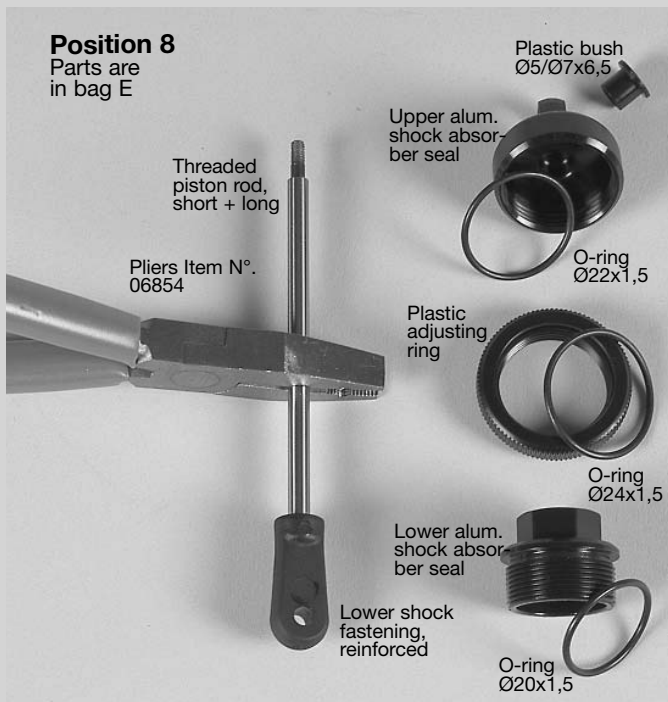
1. Press the ball driving axles of the premounted ball driving set (position 5) into the alum. uprights equipped with ball bearings and fix the alum. square wheel driver 9,5mm/M6 (shoulder facing the ball bearing) on the areas of the ball driving axles (use high-strength screw retention).
2. Push the alum. uprights and wishbone pins 6x65mm into the rear lower alum. wishbones as shown in position 6.
3. Press each one adjusting clip front and rear between the alum. uprights and rear lower alum. wishbones on the wishbone pins, secure the alum. uprights with M3x3 headless pins. Check the alum. uprights on free movement.
4. Screw the ball joints 10mm M7 on the adjusting screws ri/le M7x102mm, impress alum. joint ball $\varnothing 10 \times 13$ and alum. ball retaining collar $\varnothing 10 \times 15$ each one side of the ball joint 10mm M7, then screw the 2,9x13 pan head screws into the ball joints 10mm M7 and adjust the ball clearance (position 7).
5. Mount the wishbone pins 6x63mm (with the side of the alum. ball retaining collar $\varnothing 10 \times 15$, collar in driving direction) through the premounted upper wishbones, now mount the alum. rear axle mounts ri/le into the lower inside boring and secure them using $\varnothing 5$ securing disks and M4x4 headless pins.
6. Fix the premounted upper wishbones through the alum. joint ball $\varnothing 10 \times 13$ (collar facing the alum. upright) using M5x25 pan head screws to the alum. uprights le/ri.



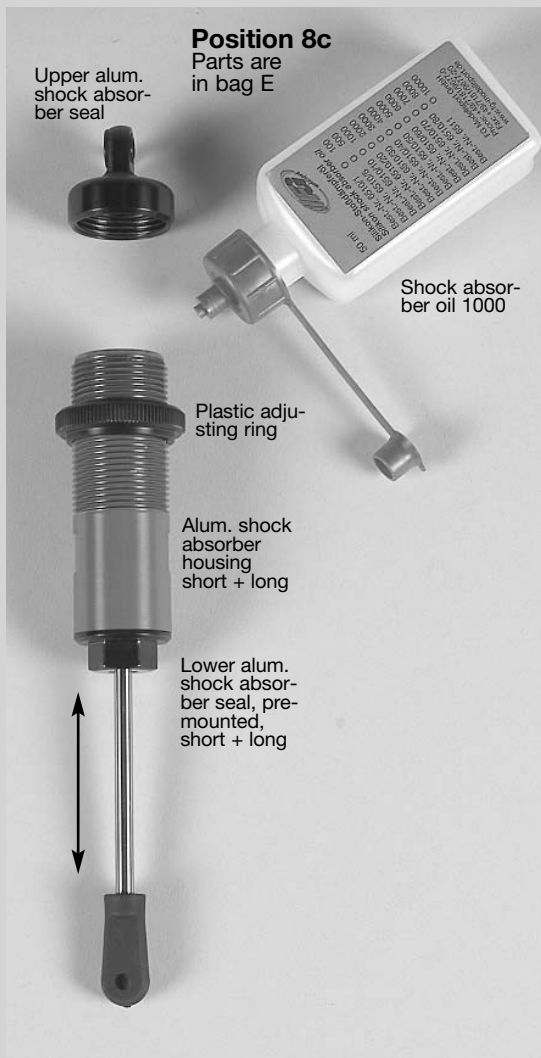
Position 7
Parts are
in bag D



All metric screws need to be secured with thread lock fluid.



1. Press plastic bush $\text{Ø}5/\text{Ø}7 \times 6,5$ into the upper alum. shock absorber seals as shown in position 8 and insert the o-ring $\text{Ø}22 \times 1,5$ in the groove.
2. Insert o-ring $\text{Ø}24 \times 1,5$ in the groove of the plastic adjusting rings.
3. Mount the o-ring $\text{Ø}20 \times 1,5$ into the groove of the lower alum. shock absorber seals.
4. Screw the lower reinforced shock fastenings on the thread of the threaded piston rods short and long until the thread can not be seen anymore. Make sure you do not damage the piston rod. Therefore we recommend to use the pliers Item N° 06854.
5. Impress the plastic bushes $\text{Ø}4,5/\text{Ø}7 \times 4$ and gaskets $\text{Ø}4,5$ into the lower alum. shock absorber seals, then press the volume control $\text{Ø}20$ on the plastic guiding disks and impress into the lower alum. shock absorber seals.
6. Push the threaded piston rods short and long carefully and with some shock absorber oil through the pre-mounted alum. shock absorber seals as shown in position 8b, then mount the plastic damper piston with disk $\text{Ø}3,2$ and stop nut M3. Do not tighten the stop nuts M3 too firm, make sure the plastic damper pistons can still be moved.



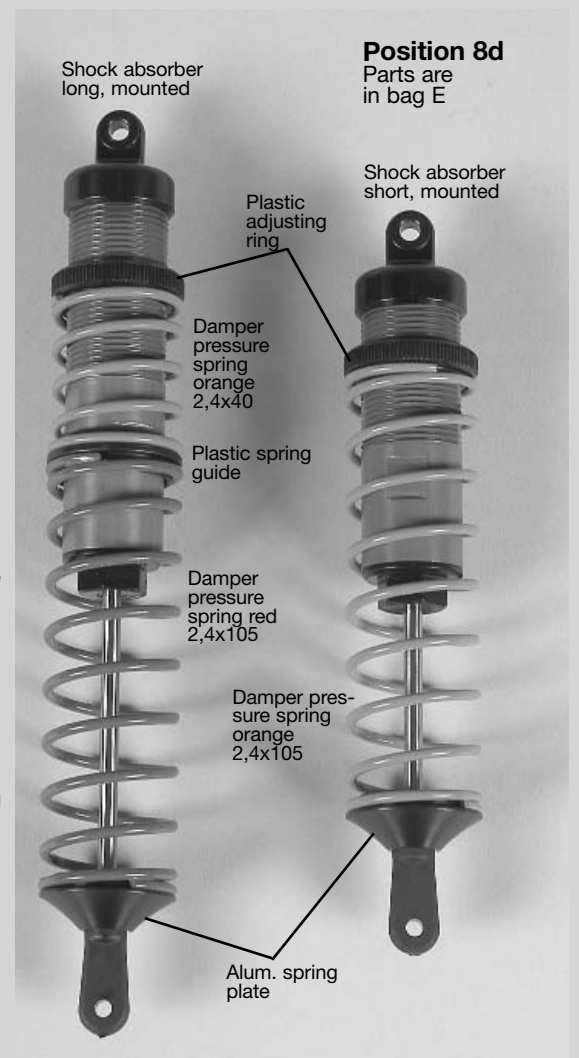
7. Screw the plastic adjusting rings with some oil on the alum. shock absorber housing short and long as shown in position 8c.

8. Fix the assembled alum. shock absorber seals with short piston rod into the short shock absorber housing.

Fix the assembled alum. shock absorber seals with long piston rod into the long shock absorber housing.

9. Fill the shock absorbers with shock absorber oil up to the top and move the piston rod carefully several times in and out so that the air bubbles in the oil come upwards. As soon as no air bubbles appear anymore, pull the piston rod completely out and lock the shock absorbers with the upper alum. shock absorber seals.

10. Mount the orange damper pressure spring $2,4 \times 40$, the plastic spring guide and red damper pressure spring $2,4 \times 105$ on the long rear shock absorbers and secure them with the alum. spring plates as shown in position 8d. Fix the orange damper pressure spring $2,4 \times 105$ on the short front shock absorbers and secure it using the alum. spring plates.



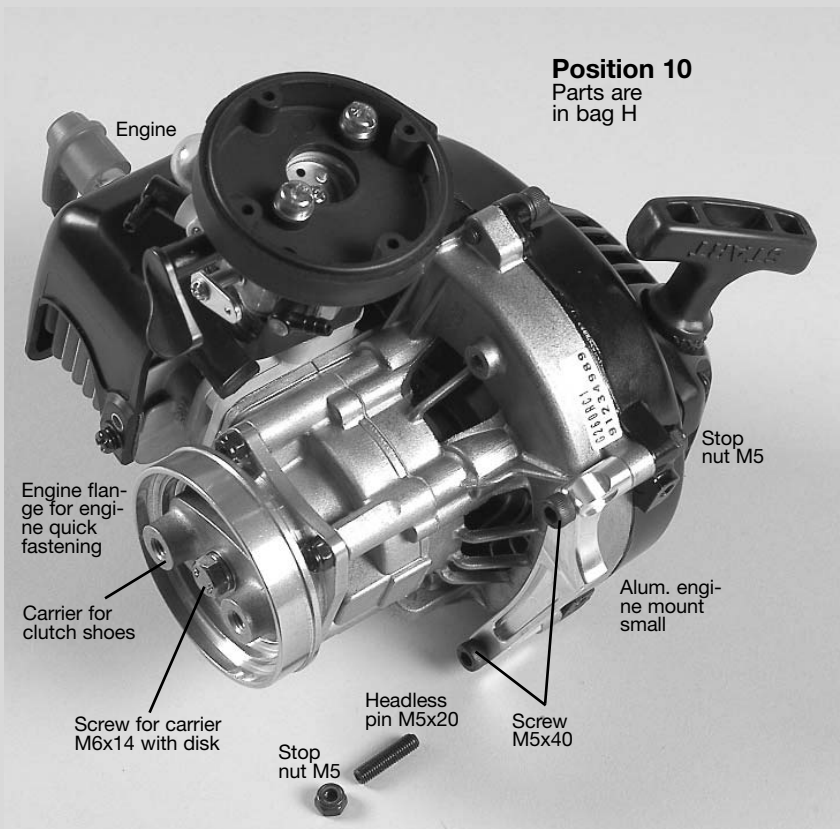
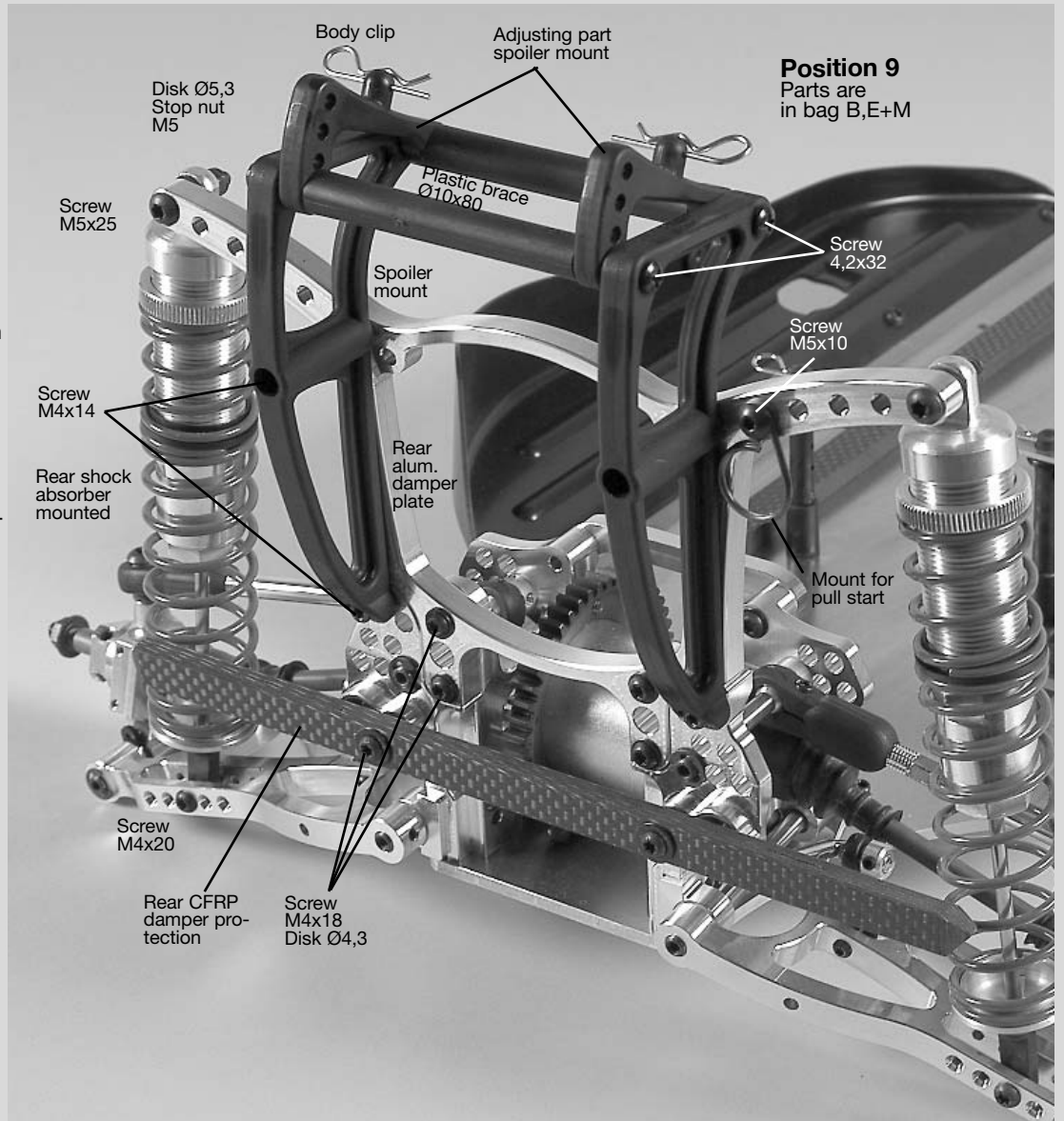
1. Fix the rear alum. damper plate to the le/ri alum. rear axle mounts using M4x18 pan head screws and disks Ø4,3 (Mount the cut-out of the alum. shock mount in driving direction).

2. Mount the rear assembled lower shock absorbers to the rear lower alum. wishbones (medium threaded hole) using M4x20 pan head screws. Screw M5x25 pan head screws in the outer threaded holes of the alum. damper plate rear, then fix the shock absorbers at the top using disks Ø5,3 and stop nuts M5.

3. Mount the rear CFRP damper protection to the le/ri alum. rear axle mount using M4x18 pan head screws and disks Ø4,3 on both sides of the rear CFRP damper protection.

4. Fix the spoiler mount at the rear alum. damper plate using M4x14 cylinder head screws, mount the plastic brace Ø10x80mm and the adjusting parts spoiler mount in between using 4,2x32 pan head screws as shown in position 9. Clip the body clips on the adjusting parts spoiler mount.

5. Assemble the mount for the pull start to the rear alum. damper plate using M5x10 pan head screws as shown in position 9.



1. Mount the small alum. engine mount to the engine using M5x40 pan head screws and counter with M5 stop nuts. For this purpose the original screws of the engine have to be removed.

2. Apply screw retention lacquer on the four headless pins M5x20 and screw them into the engine housing until they poke out of the housing approx. 9mm.

3. Press the engine flange for the engine quick fastening (with the cutout facing the cylinder) on the housing or respectively the headless pins and fix it using M5 stop nuts.

4. Fix the carrier for the clutch shoes to the engine using an M6x14 hexagon screw with pressed on disk.

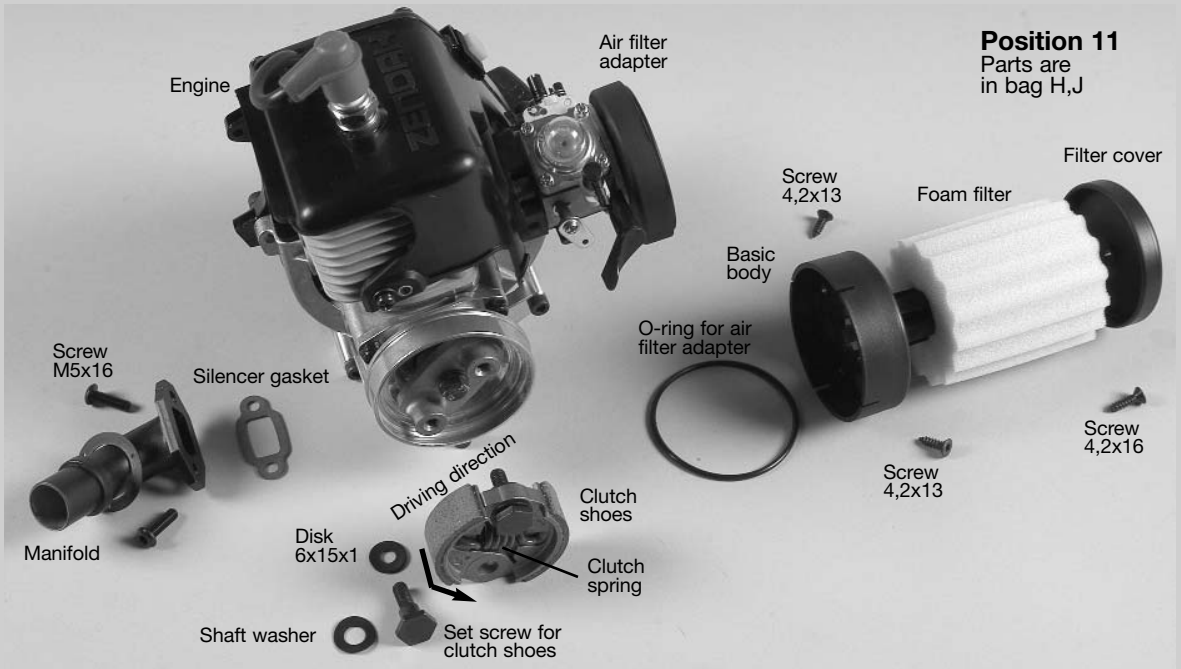
Hint: If the FG piston stop pin Item N°. 08542 is used, the assembling of the clutch shoe carrier will be considerably simplified.

All metric screws need to be secured with thread lock fluid.

1. Clip the clutch spring in the clutch shoes and push the clutch shoes together as pictured.

2. Place the shaft washers on the set screws for the clutch shoes and push them from the side with the arrows (running direction of the engine) into the clutch shoes, then fix it on the clutch shoe carrier using 6x15x1 disks.

Hint: If the FG piston stop pin Item N°. 08542 is used, the assembling of the clutch will be considerably simplified.



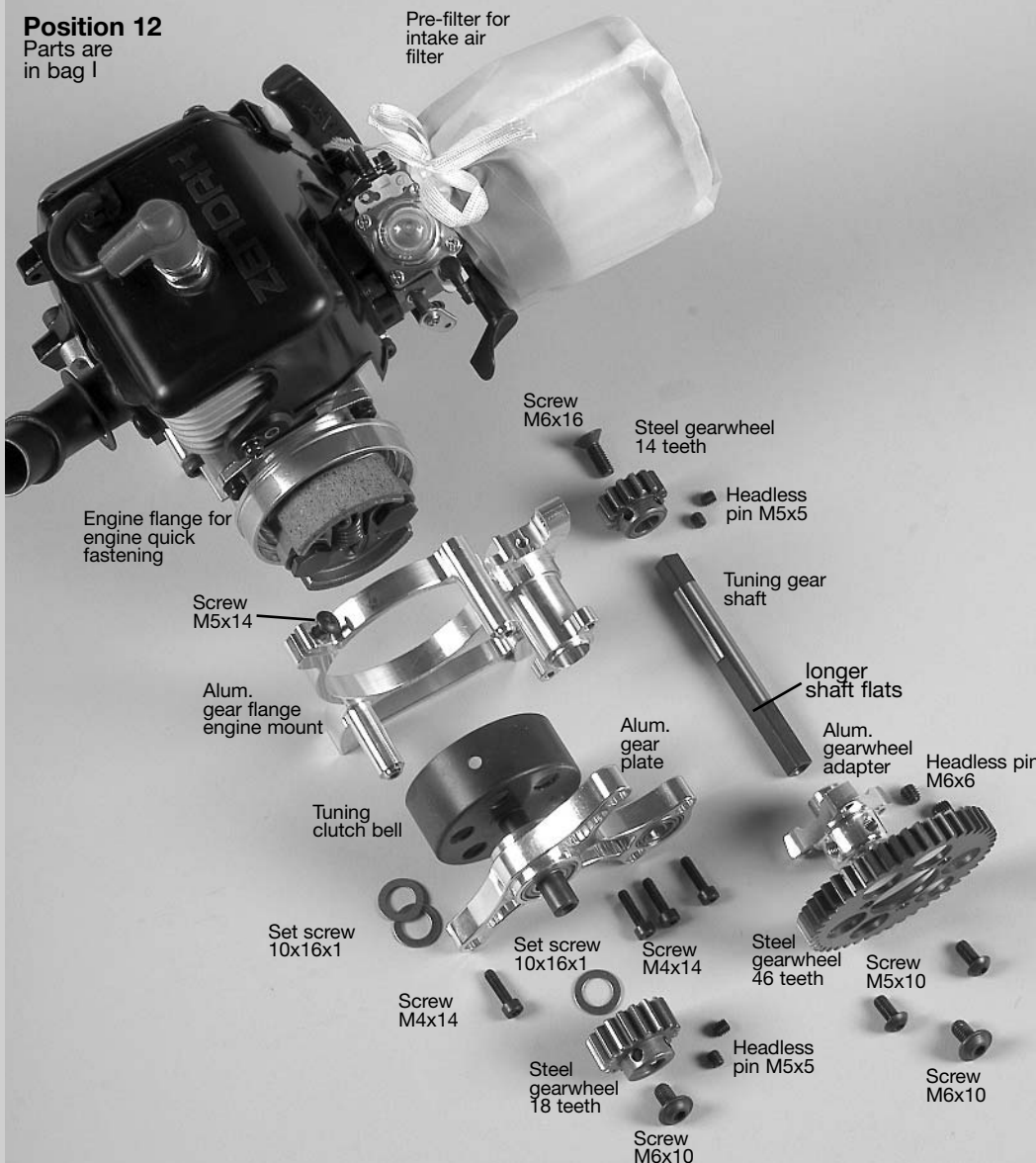
3. Mount the manifold to the engine using M5x16 pan head screws and silencer gasket.

4. Insert o-ring for air filter adapter in the basic body and fix it to the air filter adapter using 4,2x13 countersunk screws.

5. Press the oiled foam filter on the basic body and fix it with the filter cover and a 4,2x16 countersunk screw.

Hint: The enclosed foam filter is ready-to-use and oiled. If at a later point of time a filter is required which is ready-to-use, please proceed as follows: in order to oil the foam filter place the filter together with some FG filter oil for foam filter Item N°. 06441 in a plastic bag and press together to rub it in.

Position 12 Parts are in bag I



1. Pull the pre-filter for the intake air filter over the completely mounted air filter, pull it together with the lace and fix it with a tie.

2. Impress the tuning clutch bell with two set screws 10x16x1 in the alum. gear plate as shown in position 12, now mount set screw 10x16x1 and steel gearwheel 18 teeth on the flats of the tuning clutch bell using M5x5 headless pins, secure with M6x10 pan head screw.

3. Assemble the alum. gear plate at the alum. gear flange-engine mount using M4x14 cylinder head screws. Screw M5x14 pan head screw into the alum. gear flange-engine mount, but do not tighten yet.

4. Press the tuning gear shaft at the side with the longer shaft flats flush into the alum. gearwheel adapter and secure with M6x6 headless pins and M6x10 pan head screws.

5. Mount steel gearwheel 46 teeth to the alum. gearwheel adapter using M5x10 pan head screws.

6. Press the tuning gear shaft through the ball bearings of the alum. gear plate and alum. gear flange-engine mount.

7. Press the steel gearwheel 14 teeth on the tuning gear shaft as shown in position 12 and fix it using M5x5 headless pins on the flats of the tuning gear shaft, secure with M6x16 countersunk screw. Use high-strength screw retention.

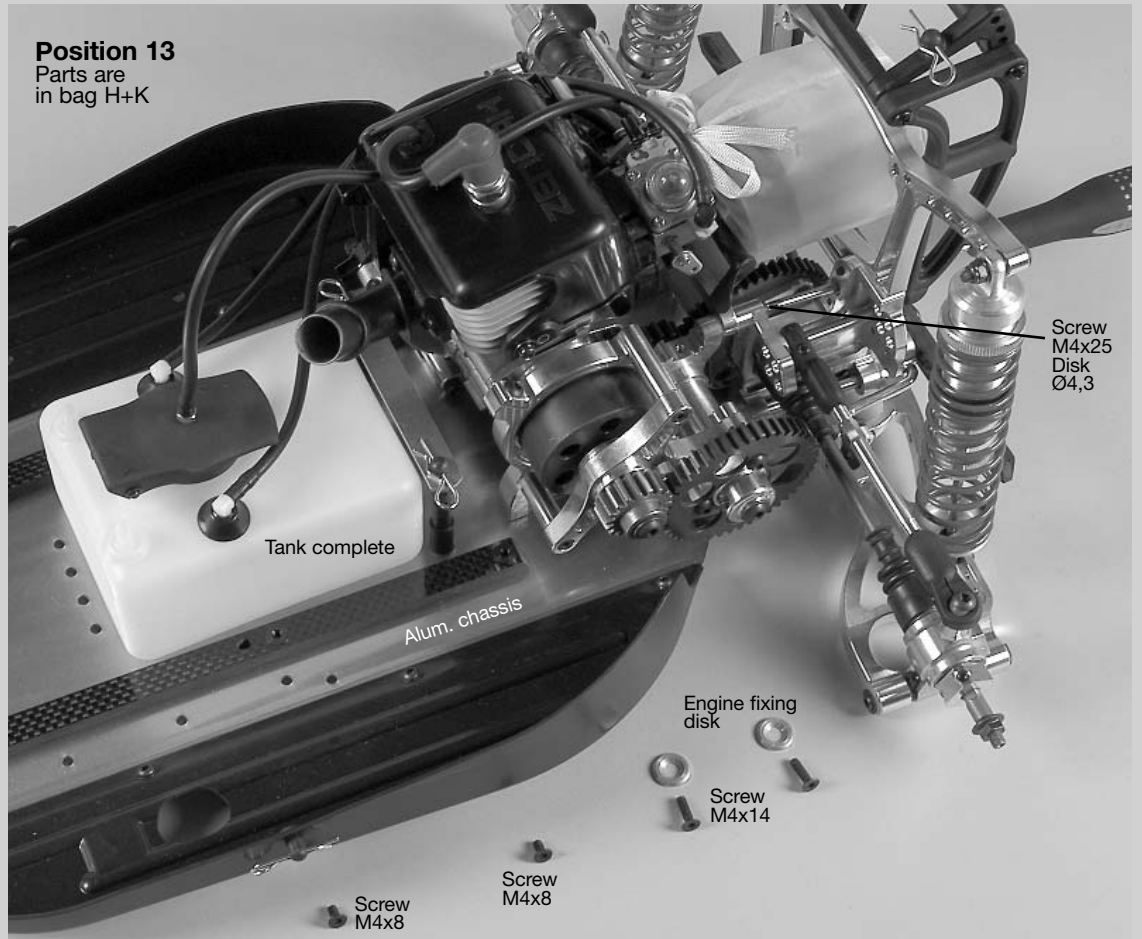
8. Plug the complete gear unit on the engine flange for engine quick fastening.

All metric screws need to be secured with thread lock fluid.

1. Insert the premounted engine in the alum. chassis as illustrated in position 13 and fix it using an M4x25 pan head screw and disk Ø4,3 through the left alum. rear axle mount, also fix it with the alum. connecting brace at the alum. gear flange-engine mount. Just apply the M4x25 pan head screw, do not tighten yet (see also position 14).

2. Mount the pre-assembled engine in the alum. chassis using M4x14 countersunk screws and engine fixing disks.

3. Fix the tank in the alum. chassis using M4x8 countersunk screws as shown in position 13.



Position 13
Parts are
in bag H+K

Screw
M4x25
Disk
Ø4,3

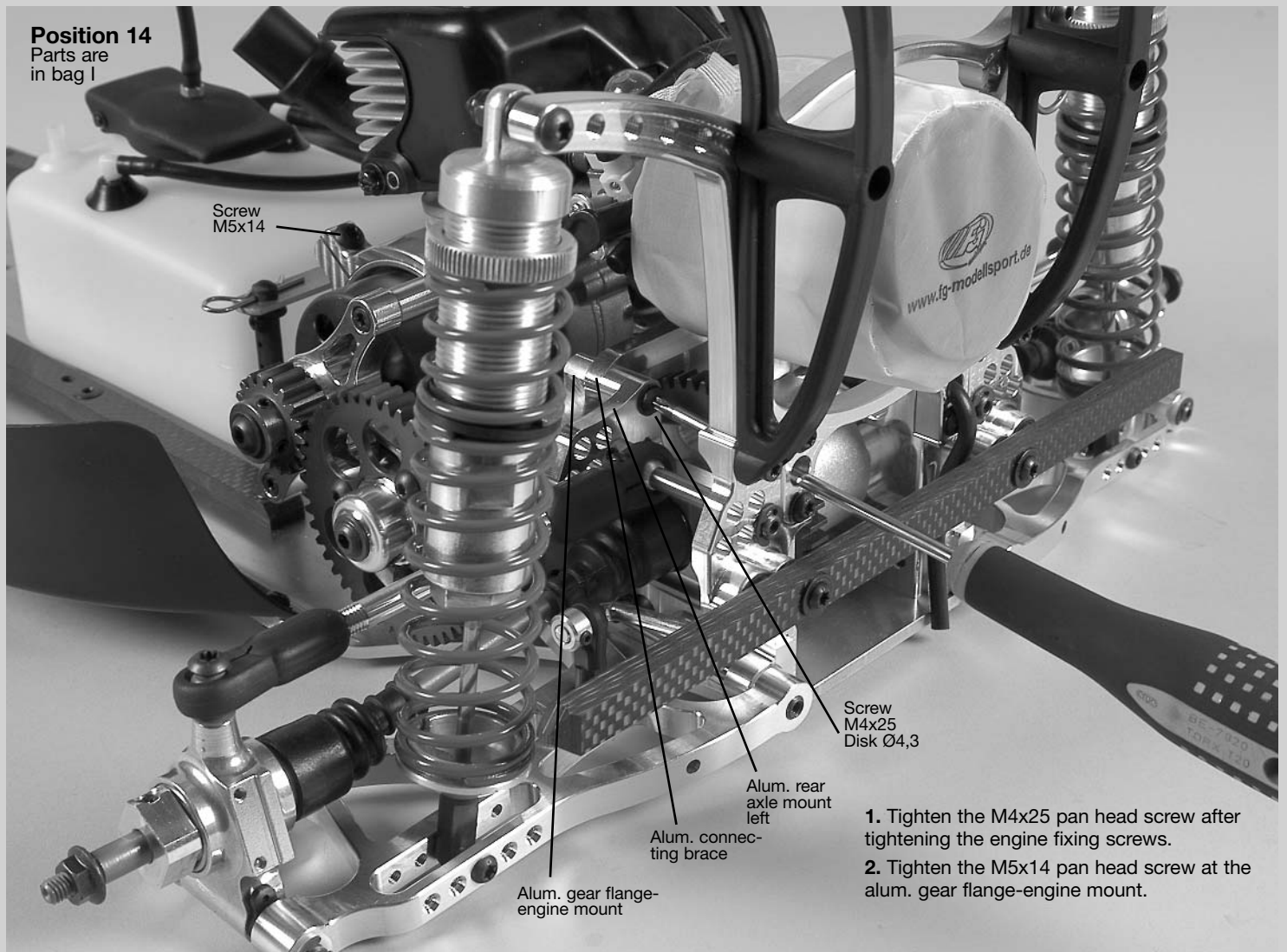
Engine fixing
disk

Screw
M4x14

Screw
M4x8

Screw
M4x8

Please pay attention that drive gearwheels, drive shafts a.s.o. can be moved easily and without any resistance.



Position 14
Parts are
in bag I

Screw
M5x14

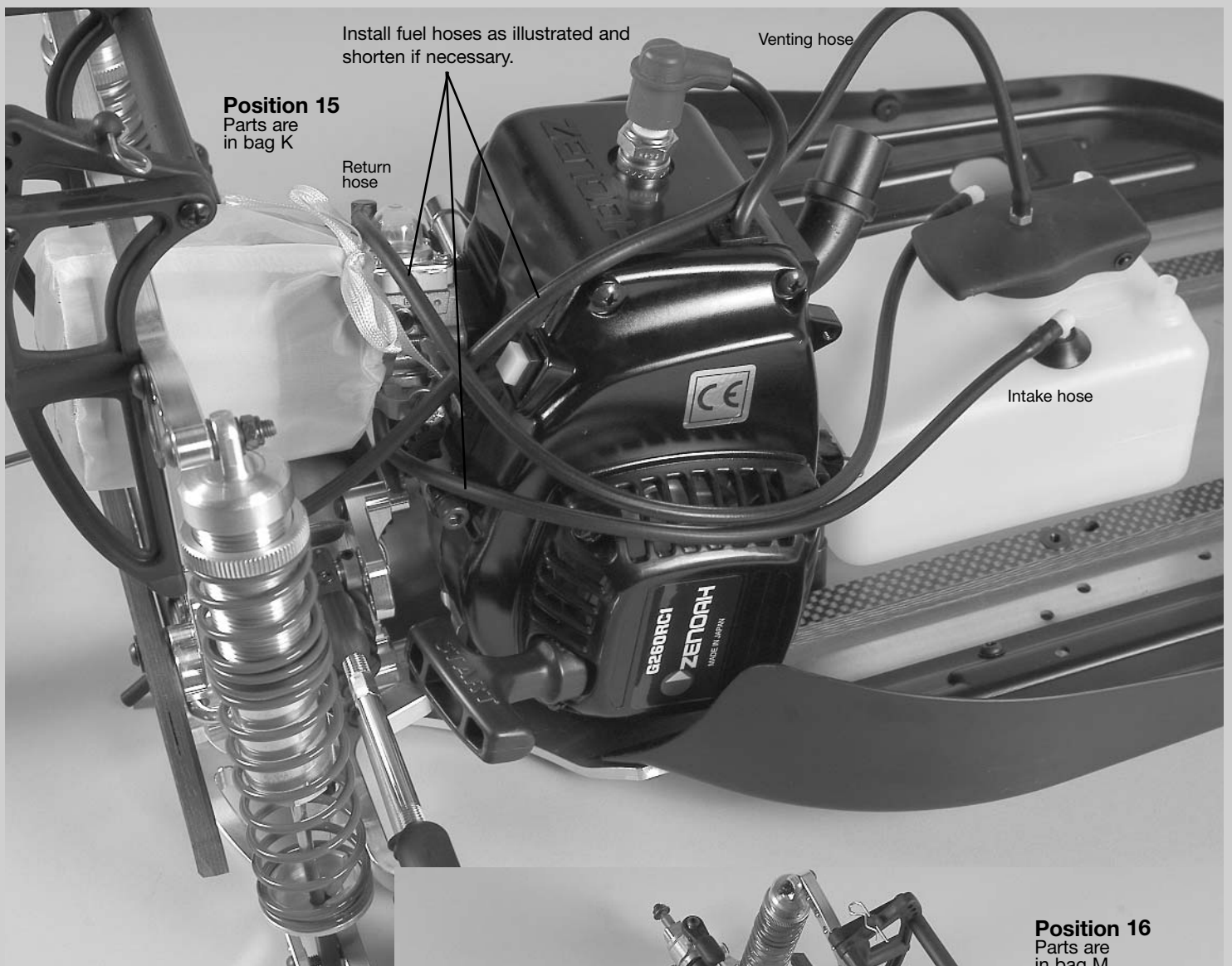
Screw
M4x25
Disk
Ø4,3

Alum. rear
axle mount
left

Alum. connect-
ing brace

Alum. gear flange-
engine mount

1. Tighten the M4x25 pan head screw after tightening the engine fixing screws.
2. Tighten the M5x14 pan head screw at the alum. gear flange-engine mount.



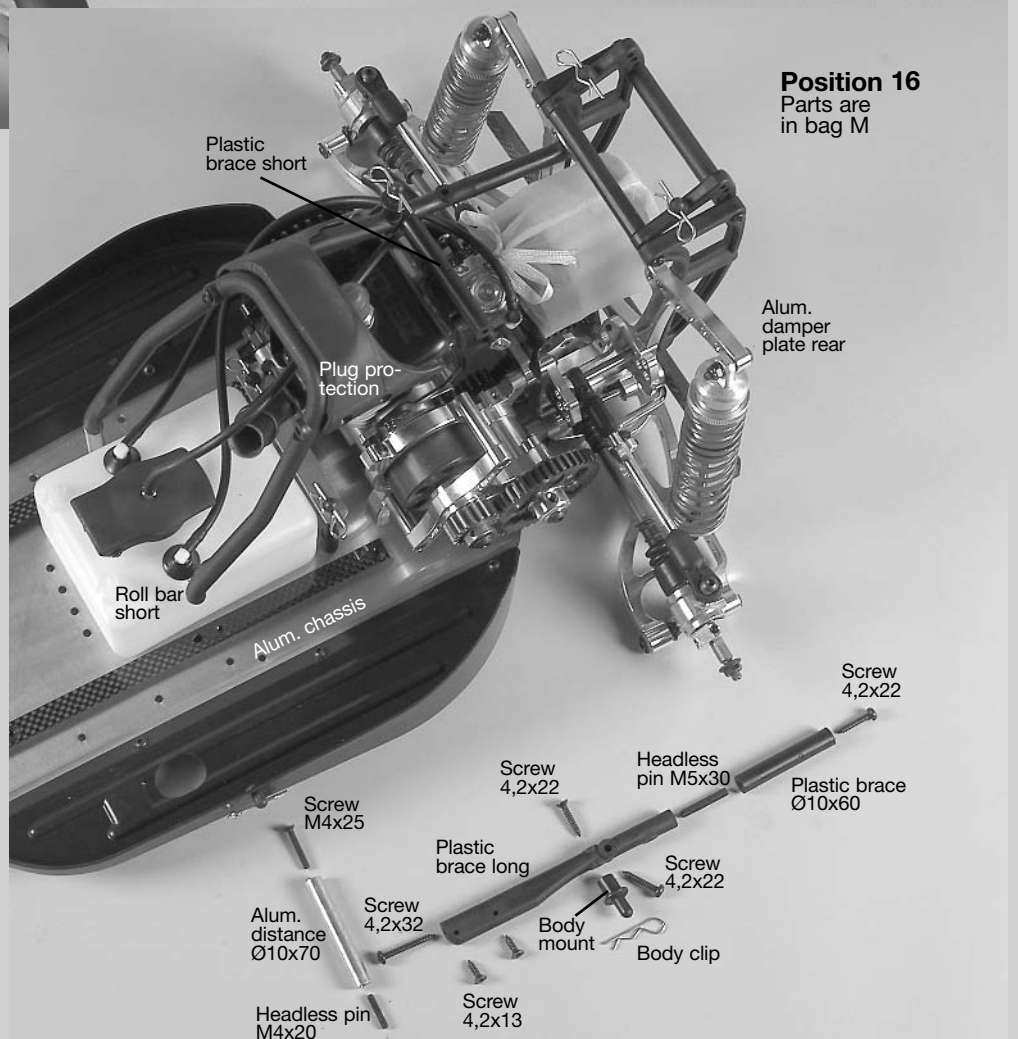
1. Screw M4x20 headless pins centric into the short roll bar and screw the alum. distances $\text{\O}10 \times 70\text{mm}$ on top, then mount the complete roll bar through the CFRP chassis stiffening to the alum. chassis using M4x25 countersunk screws.

2. Screw M5x30 headless pins centric into the plastic braces $\text{\O}10 \times 60$ as shown in position 16, then screw on the long plastic braces.

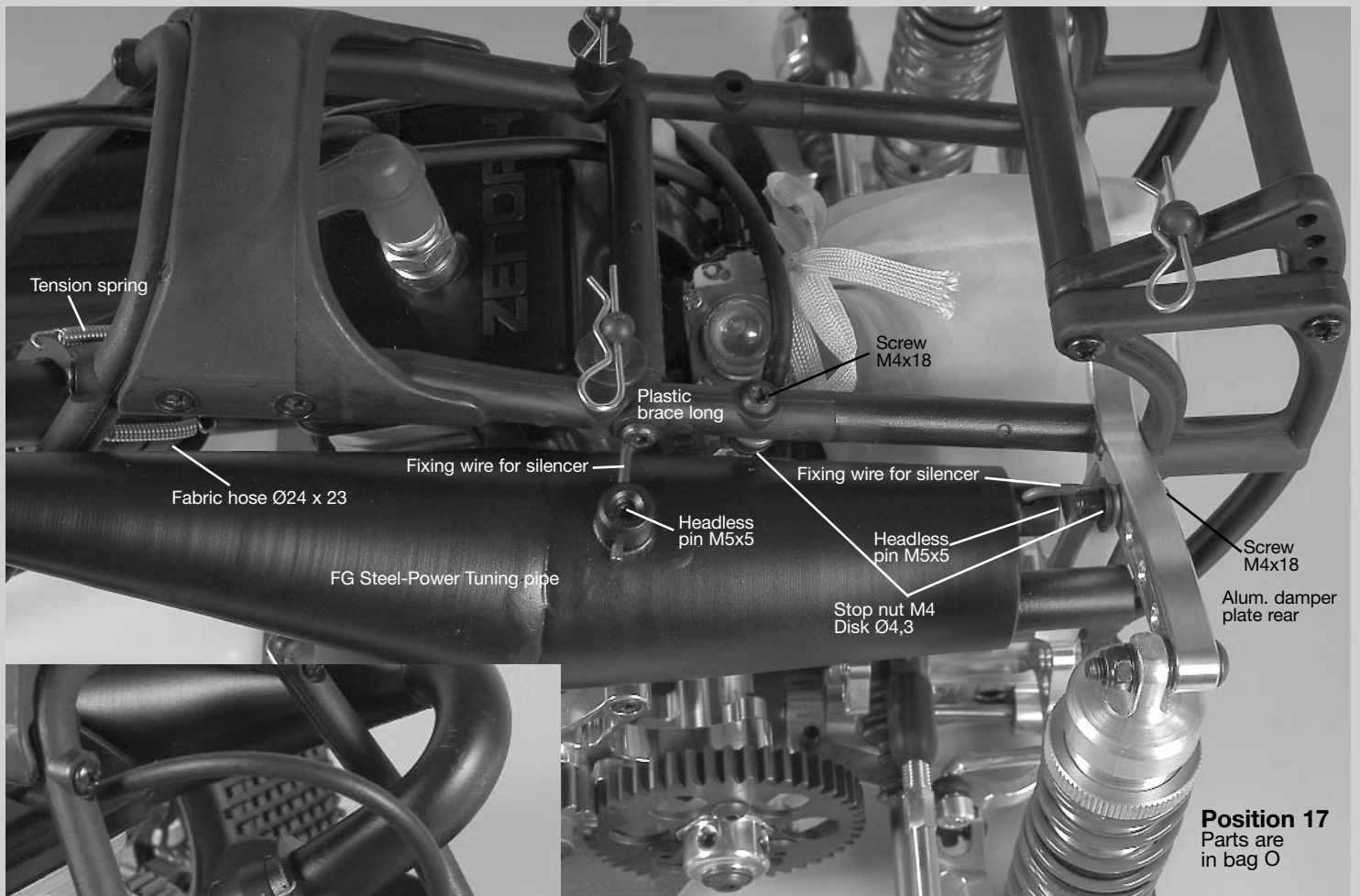
3. Fix the body mounts from the bottom at the long plastic braces into the front boring using 4,2x22 countersunk screws and press the body clips on. Mount the long pre-assembled plastic braces to the rear alum. damper plate and to the short front roll bar using 4,2x22 and 4,2x32 pan head screws as shown in position 16.

4. Fix the short plastic brace to the long plastic brace using 4,2x22 pan head screws as illustrated in position 16.

5. Assemble the plug protection at the long plastic braces using 4,2x13 countersunk screws.



All metric screws need to be secured with thread lock fluid.

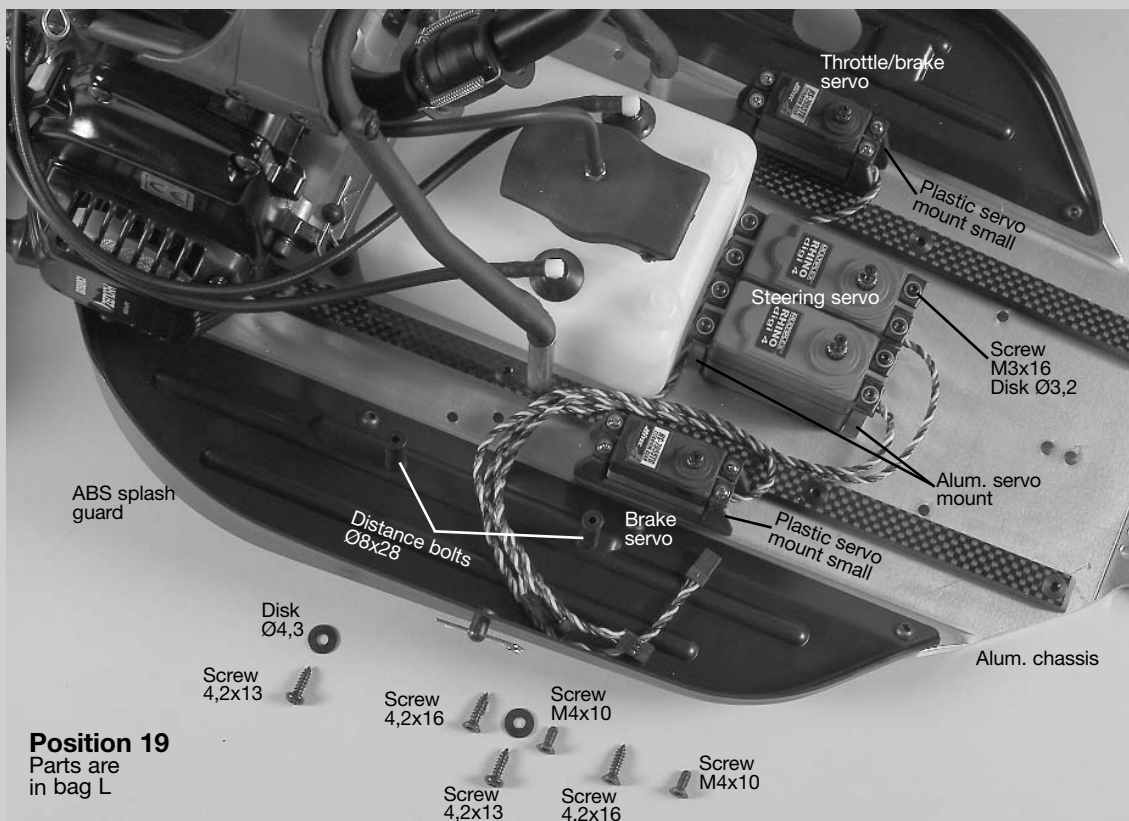


1. Press the FG Steel-Power Tuning pipe with fabric hose on the manifold as shown in position 17 and secure with the tension springs. Dampen the fabric hose before with some oil or grease.

2. Bend the fixing wires for the FG Steel-Power Tuning pipe as illustrated in position 17 and fix them at the long plastic brace and the rear alum. damper plate using M4x18 pan head screws, disks Ø4,3 and stop nuts M4. Clamp the fixing wires with the M5x5 headless pins. Align the silencer via both fixing wires in a way that it does not touch at any position.

Position 18
Parts are in bag B

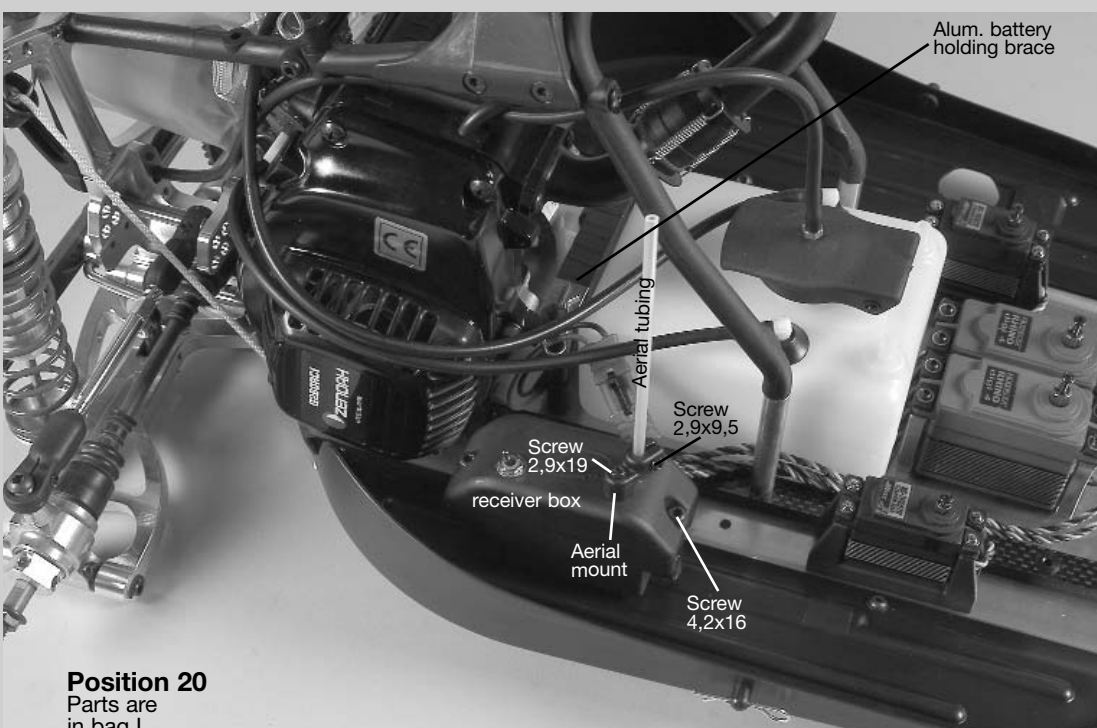




Before you start mounting the remote control components, please also thoroughly read the enclosed RC manual and deal with transmitter, receiver and servos. Charge the receiver and transmitter batteries and check the parts on their function.

1. Mount distance bolts Ø8x28mm to the right ABS splash guard using 4,2x13 pan head screws and disks Ø4,3 as shown in position 19.
2. Fix the small plastic servo mount to the alum. chassis using 4,2x16 countersunk screws. Mount the throttle/brake servo and brake servo into the small plastic servo mounts using the enclosed fixing rubber bushings and screws as shown in position 19.
3. Fix the alum. servo mount to the alum. chassis using M4x10 countersunk screws. Mount the steering servos into the alum. servo mounts using the enclosed fixing rubber bushings, M3x16 pan head screws and disks Ø3,2 as shown in position 19.
4. Assemble the receiver battery to the alum. battery brace using insulating tape as illustrated in position 20.
5. Fix the aerial mount at the top part of the receiver box using a 2,9x19 pan head screw. Press the aerial tubing into the aerial mount and clamp it using a 2,9x9,5 pan head screw.
6. Press the bottom part of the receiver box on the distance bolts Ø8x28mm. Connect the servo cable, battery cable a.s.o. to the receiver and check on function.
7. To lead the cables through you have to drill a hole of approx. Ø8mm at a suitable place of the receiver box top.
8. Store receiver and the rest of the cables in the receiver box, push the aerial cable of the receiver into the aerial tubing.
9. Place an o-ring between the receiver box bottom and receiver box top for sealing.
10. Screw the receiver box on the distance bolts Ø8x28mm using 4,2x16 pan head screws.

Hint: Cover the bottom part of the receiver box with some foam in order to protect the receiver against vibrations.

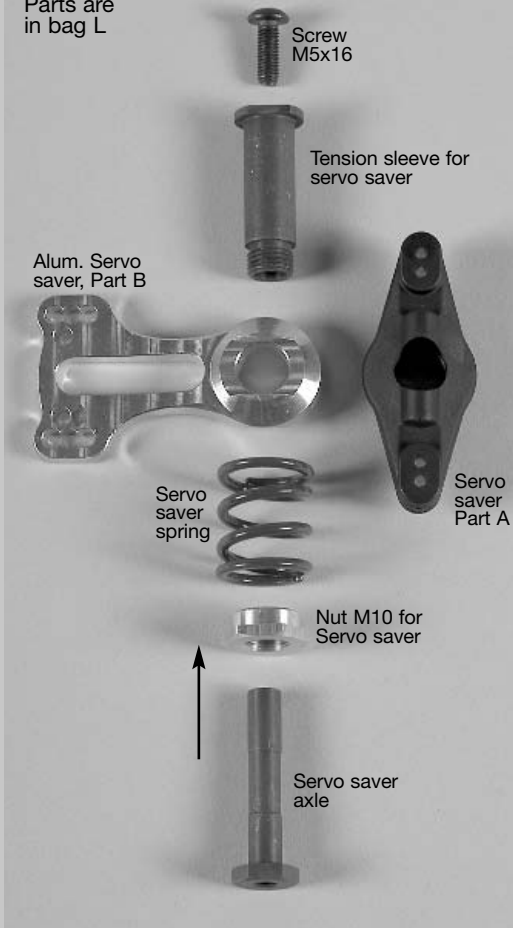


Due to the constricted space conditions we recommend to use the FG Mini Racing pack 06543/01 for the receiver/servo power supply. Additionally the FG receiver cable Item N°. 06547/02 or FG receiver cable with switch FG/JR Item N°. 06551 is required.

All metric screws need to be secured with thread lock fluid.

Position 21

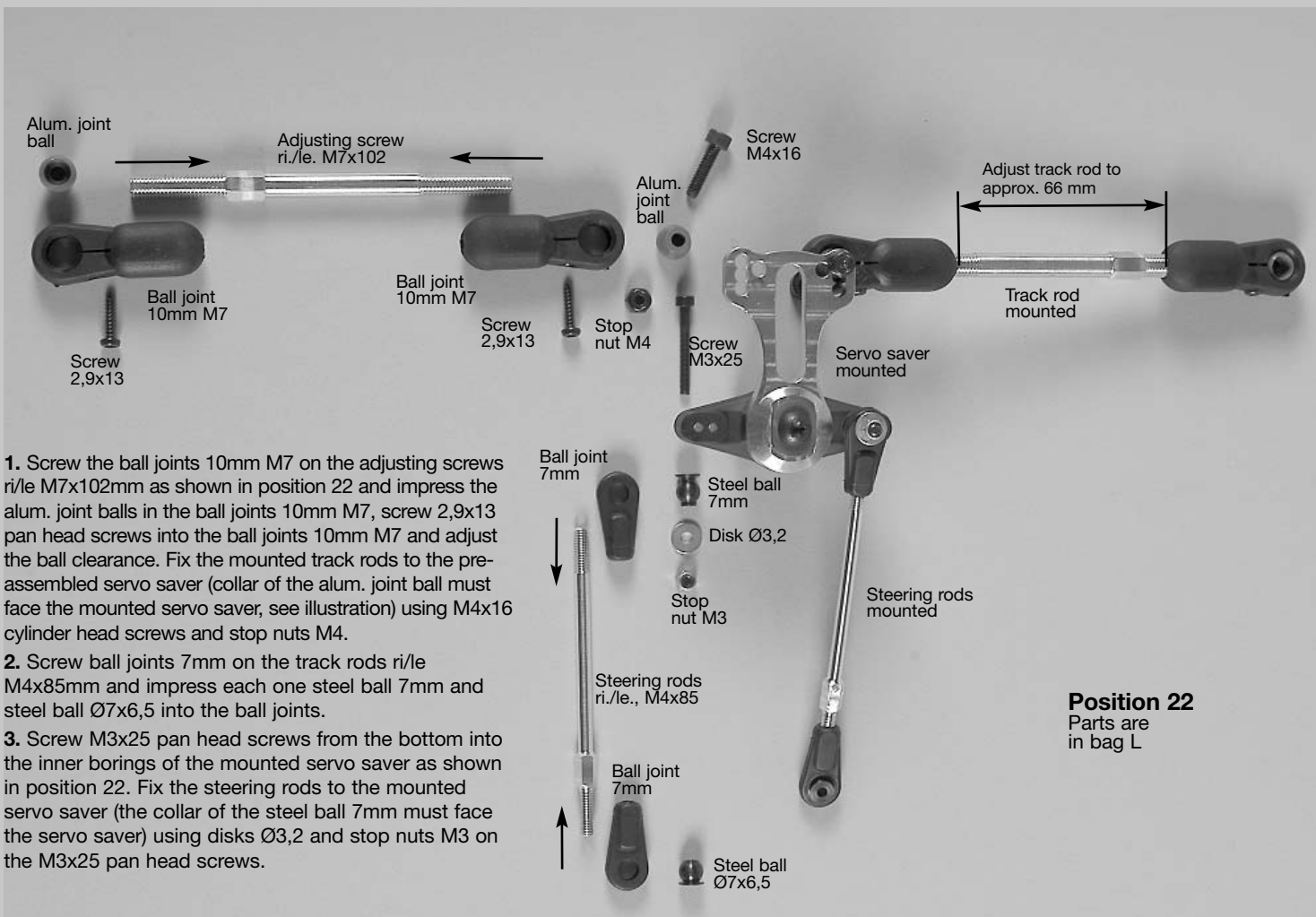
Parts are in bag L



1. Impress the tension sleeve for servo saver from the top through alum. servo saver part B and servo saver part A.

2. Mount the servo saver spring with nut M10 for servo saver on the thread of the tension sleeve for servo saver as shown in position 21 and check servo saver on smooth running.

3. Lubricate the servo saver axle slightly and press it from the bottom into the tension sleeve as shown in position 21. Secure the servo saver axle with an M5x16 pan head screw. Use screw retention lacquer.



1. Screw the ball joints 10mm M7 on the adjusting screws ri./le M7x102mm as shown in position 22 and impress the alum. joint balls in the ball joints 10mm M7, screw 2,9x13 pan head screws into the ball joints 10mm M7 and adjust the ball clearance. Fix the mounted track rods to the pre-assembled servo saver (collar of the alum. joint ball must face the mounted servo saver, see illustration) using M4x16 cylinder head screws and stop nuts M4.

2. Screw ball joints 7mm on the track rods ri./le M4x85mm and impress each one steel ball 7mm and steel ball Ø7x6,5 into the ball joints.

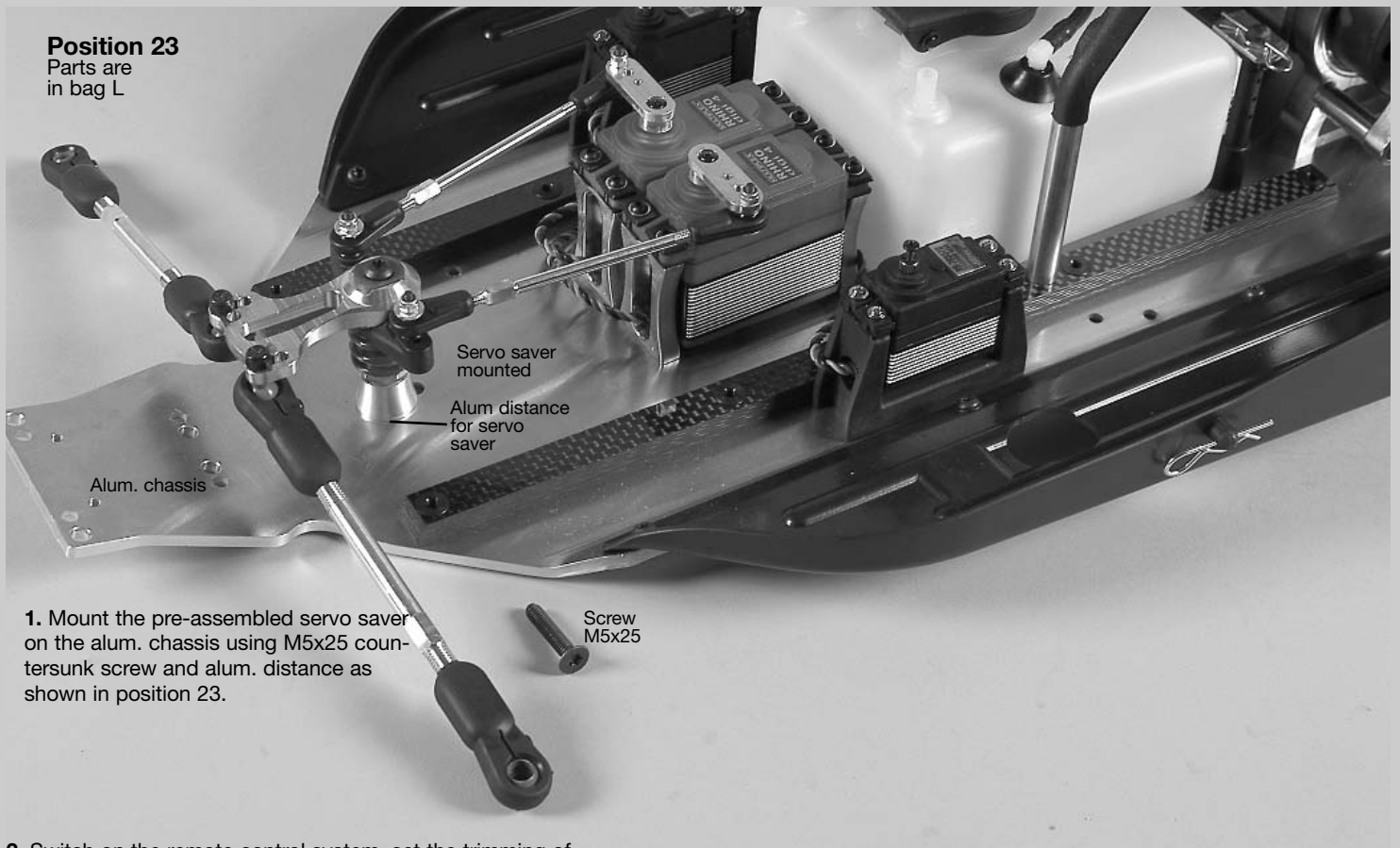
3. Screw M3x25 pan head screws from the bottom into the inner borings of the mounted servo saver as shown in position 22. Fix the steering rods to the mounted servo saver (the collar of the steel ball 7mm must face the servo saver) using disks Ø3,2 and stop nuts M3 on the M3x25 pan head screws.

Position 22

Parts are in bag L

Position 23

Parts are
in bag L



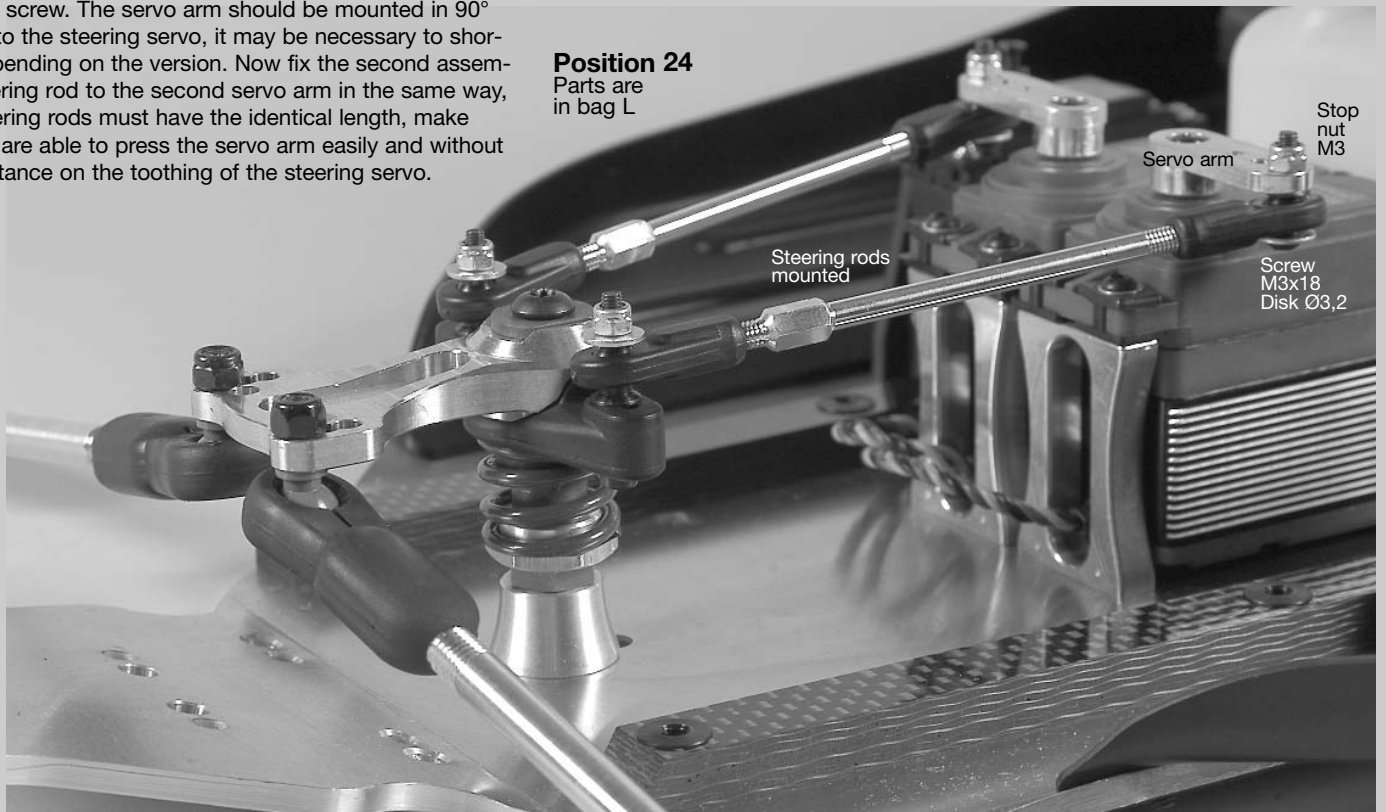
1. Mount the pre-assembled servo saver on the alum. chassis using M5x25 countersunk screw and alum. distance as shown in position 23.

2. Switch on the remote control system, set the trimming of the steering to central position.

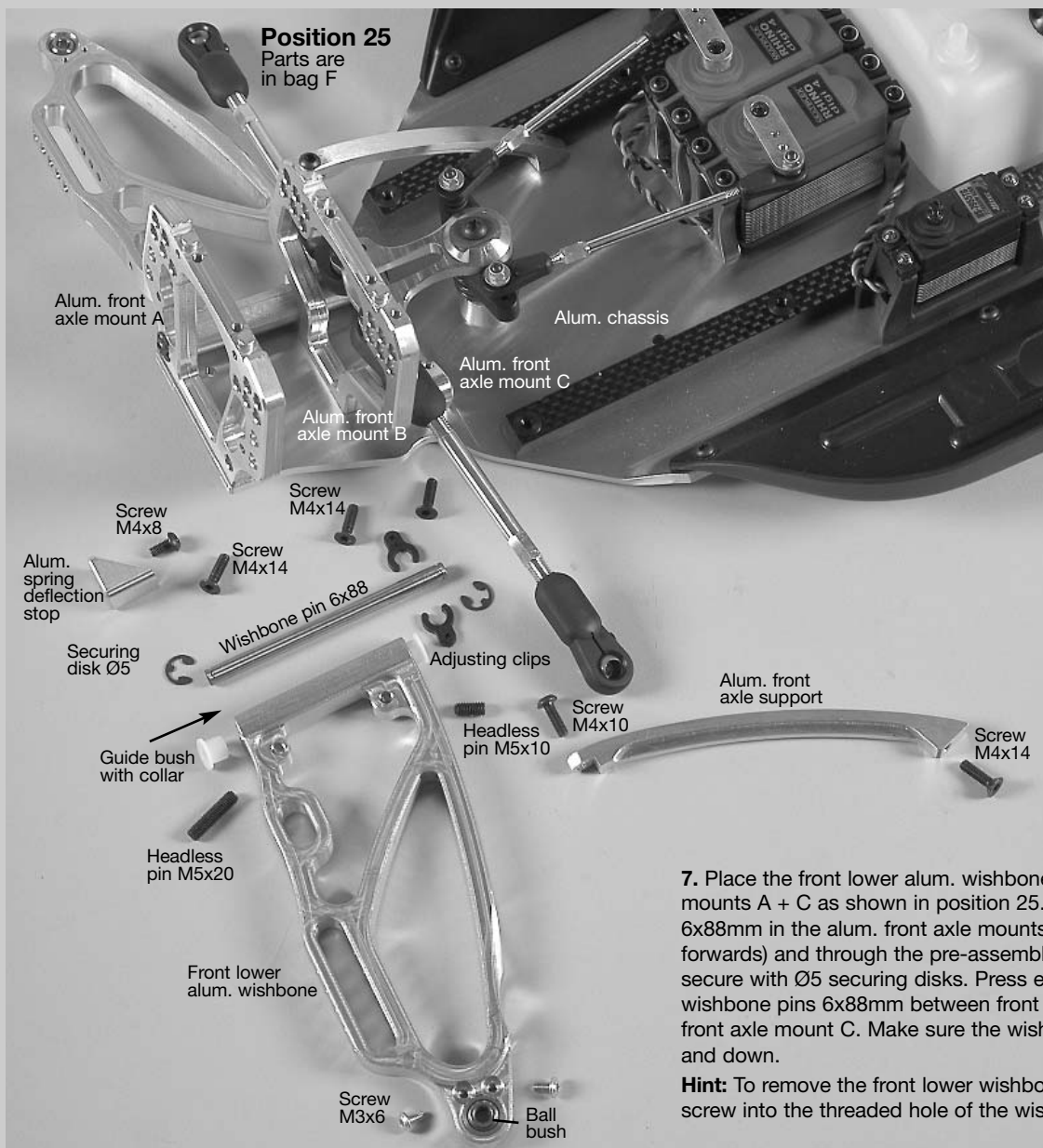
3. First mount an assembled steering rod (collar of the ball must face towards the servo arm) to the servo arm using M3x18 pan head screw, disk Ø3,2 and stop nut M3 as shown in position 24. Press the servo arm on the tothing of the steering servo as illustrated in position 24 and fix it with enclosed screw. The servo arm should be mounted in 90° position to the steering servo, it may be necessary to shorten it depending on the version. Now fix the second assembled steering rod to the second servo arm in the same way, both steering rods must have the identical length, make sure you are able to press the servo arm easily and without any resistance on the tothing of the steering servo.

Position 24

Parts are
in bag L



All metric screws need to be secured with thread lock fluid.



Position 25
Parts are in bag F

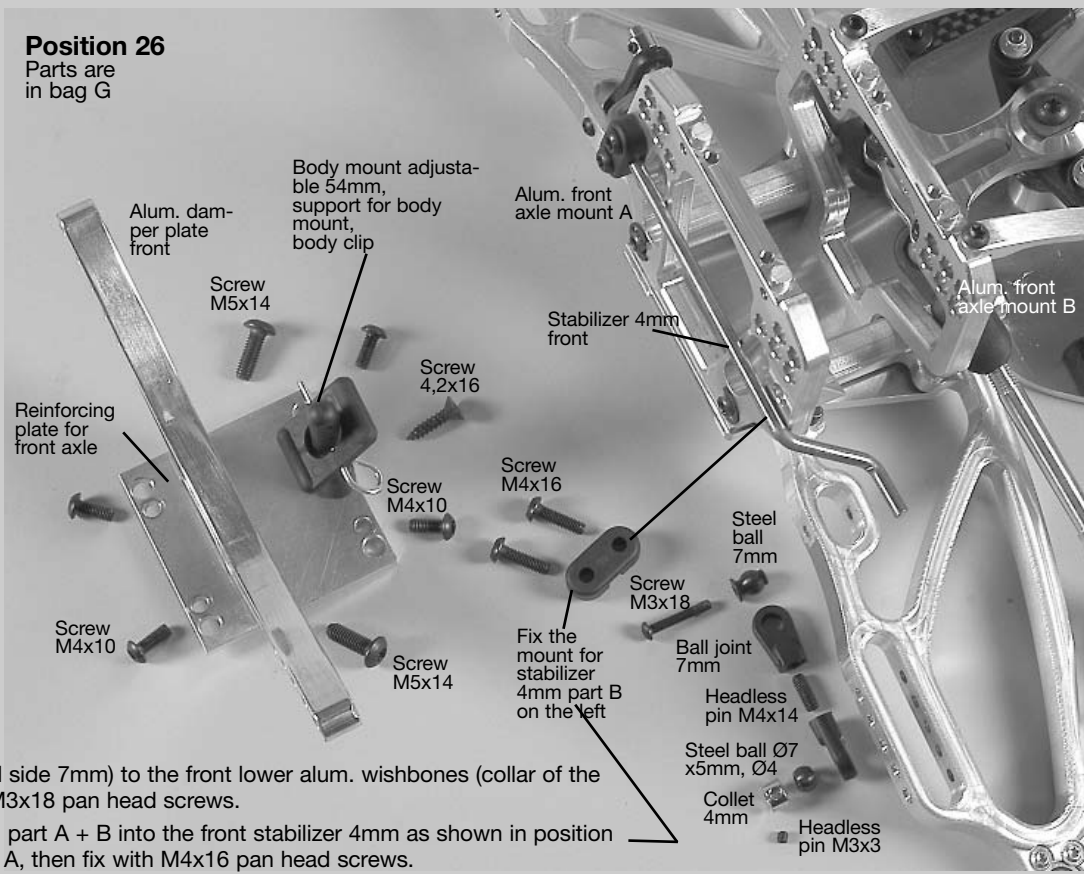
1. Place the alum. front axle mounts A, B and C on the alum. chassis and fasten them using M4x14 countersunk screws as pictured in position 25.
2. Mount the alum. spring deflection stops to the alum. front axle mount A using M4x8 pan head screws as shown in position 25.
3. Mount the alum. front axle support to the alum. front axle mount B using M4x10 pan head screws and to the alum. chassis using M4x14 countersunk screws as illustrated in position 25.
4. Secure the impressed ball bushes in the front lower alum. wishbones with M3x6 pan head screws.
5. Press the guide bushes with collar into the front lower alum. wishbones.
6. Screw the M5x20 headless pins centric from below and the M5x10 headless pins centric from the top into the front lower alum. wishbones as shown in position 25 (use screw retention).

7. Place the front lower alum. wishbones between the alum. front axle mounts A + C as shown in position 25. Impress the wishbone pins 6x88mm in the alum. front axle mounts A + C (threaded hole must face forwards) and through the pre-assembled front lower alum. wishbones, secure with Ø5 securing disks. Press each two adjusting clips on the wishbone pins 6x88mm between front lower alum. wishbone and alum. front axle mount C. Make sure the wishbones can be moved easily up and down.

Hint: To remove the front lower wishbone pins 6x88mm screw an M4 screw into the threaded hole of the wishbone pin 6x88mm and pull it out.

1. Mount the front alum. damper plate to the reinforcing plate for the front axle using M5x14 pan head screws as shown in position 26.
2. Fix the support for body mount to the adjustable body mount 54mm as pictured in position 26 and fasten it at the reinforcing plate for front axle using an 4,2x16 countersunk screw.
3. Fasten the assembled reinforcing plate on the alum. front axle mounts A + B using M4x10 pan head screws.
4. Screw ball joints 7mm on the M4x14 headless pins until they are in contact and 90° distorted. Impress each one steel ball 7mm and steel ball Ø7x5mm, Ø4 in one side of the ball joints 7mm.
5. Press the ball joint 7mm (steel ball side Ø7x5mm, Ø4) on each one end of the front stabilizer 4mm and fasten with collet 4mm and headless pin M3x3.

Position 26
Parts are in bag G

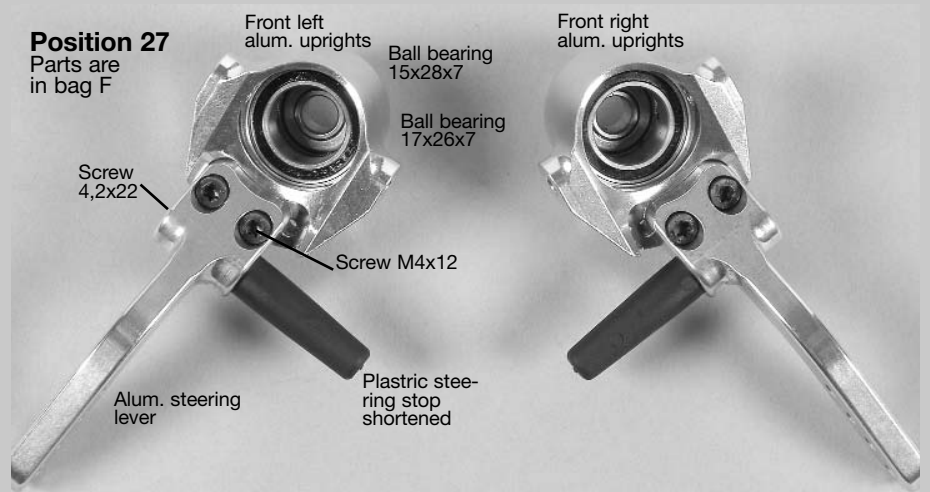


6. Mount the ball joint 7mm (steel ball side 7mm) to the front lower alum. wishbones (collar of the steel ball must face forwards) using M3x18 pan head screws.
7. Press the mount for stabilizer 4mm part A + B into the front stabilizer 4mm as shown in position 26, impress in alum. front axle mount A, then fix with M4x16 pan head screws.

1. Mount the alum. steering lever to the front alum. uprights right/left using M4x12 cylinder head screws as shown in position 27.

2. Fix the plastic steering stop shortened to the alum. steering lever using 4,2x22 pan head screws.

Tip: The front alum. uprights on the right and left side are the same, but according to the position of alum. steering lever and plastic steering stops they have to be built differently.



All metric screws need to be secured with thread lock fluid.

1. Press the guide bushes with collar into the front upper alum. wishbones.

2. Screw the hexagon nuts M10 LH thread on the wishbone track rods M10/M8x108mm and turn them into the front upper alum. wishbones, then screw ball joints for M8 on the wishbone track rods M10/M8x108mm and impress aluminium joint ball Ø5/10x15mm in the ball joints for M8.

3. Press the wishbone pins 6x60mm through the pre-assembled front upper alum. wishbones into the alum. front axle mounts A + B and secure with Ø5 securing disks.

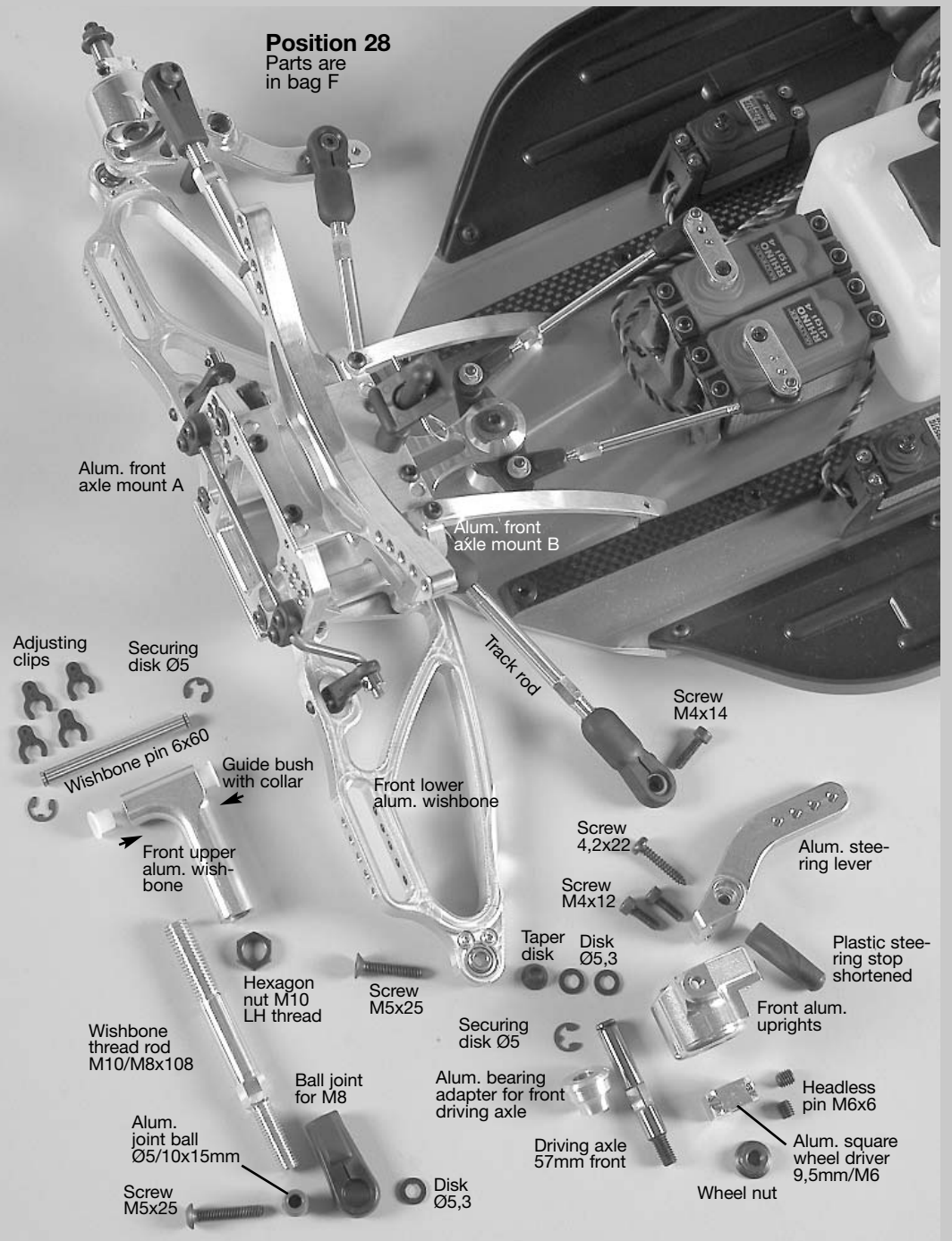
4. Press each four adjusting clips in the front between alum. front axle mount A and front upper alum. wishbones on the wishbone pins 6x60mm.

5. Press Ø5 securing disks into the groove of the front driving axles 57mm and impress them with the alum. bearing adapter for front driving axle into the pre-assembled alum. uprights le/ri as shown in position 28. Mount alum. square wheel driver 9,5mm/M6 (offset facing the bearing) with M6x6 headless pins on the flats of the front driving axles 57mm. Use high-strength screw retention.

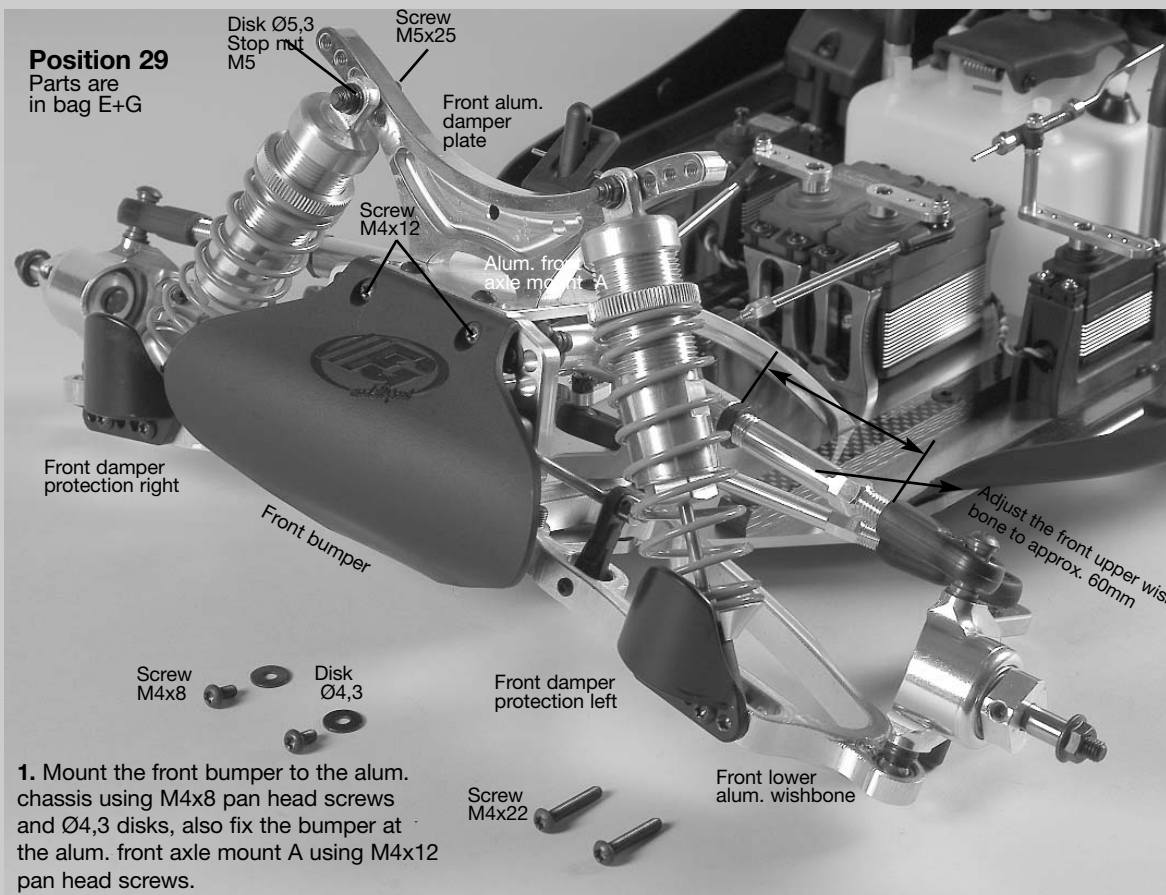
6. Fix the le/ri alum. uprights to the lower alum. wishbones with two disks Ø5,3 between taper disk and alum. uprights by using M5x25 countersunk screws.

7. Mount the alum. le/ri uprights to the assembled upper alum. wishbones with a disk Ø5,3 between alum. joint ball Ø5/10x15mm and alum. uprights using M5x25 pan head screws.

8. Mount the track rods (collar of the alum. joint ball must face the alum. steering lever) into the second thread hole from the top using M4x14 cylinder head screws.



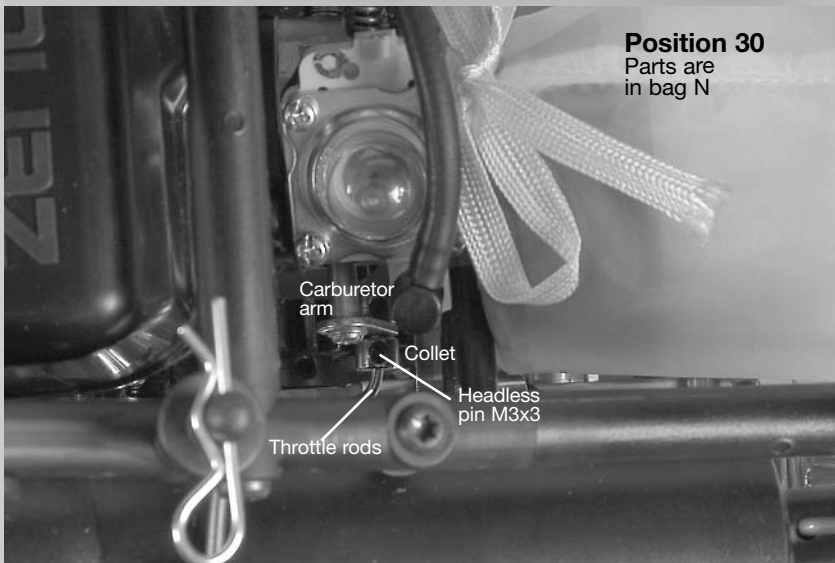
Hint: Always mount the taper disks with the thinner side facing the ball bush.



Position 29
Parts are in bag E+G

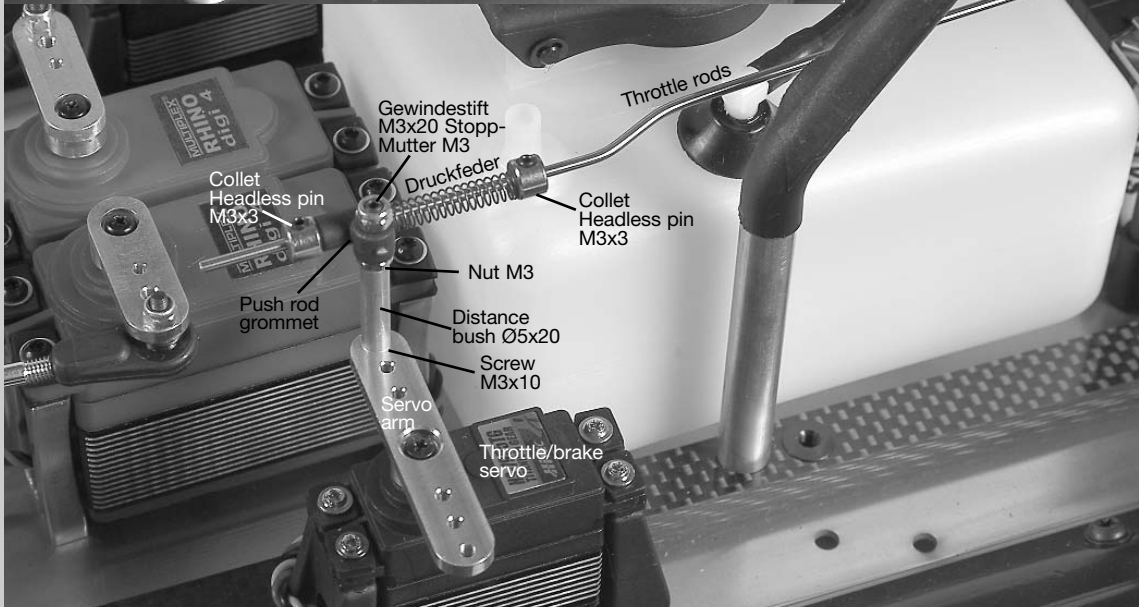
1. Mount the front bumper to the alum. chassis using M4x8 pan head screws and Ø4,3 disks, also fix the bumper at the alum. front axle mount A using M4x12 pan head screws.

2. Mount the front assembled shock absorbers at the bottom with M4x22 pan head screws and le/ri damper protection into the second thread holes from the outside to the front lower alum. wishbones. Screw M5x25 pan head screws into the second thread hole from the inside of the front alum. damper plate, then fasten the top of the shock absorbers with Ø5,3 disks and stop nuts M5.



Position 30
Parts are in bag N

1. Mount the throttle rods to the carburetor arm using collets and M3x3 headless pins. Leave a slight clearance between collets and carburetor arm. Pay attention that the carburetor arm is free movable.



Position 31
Parts are in bag N

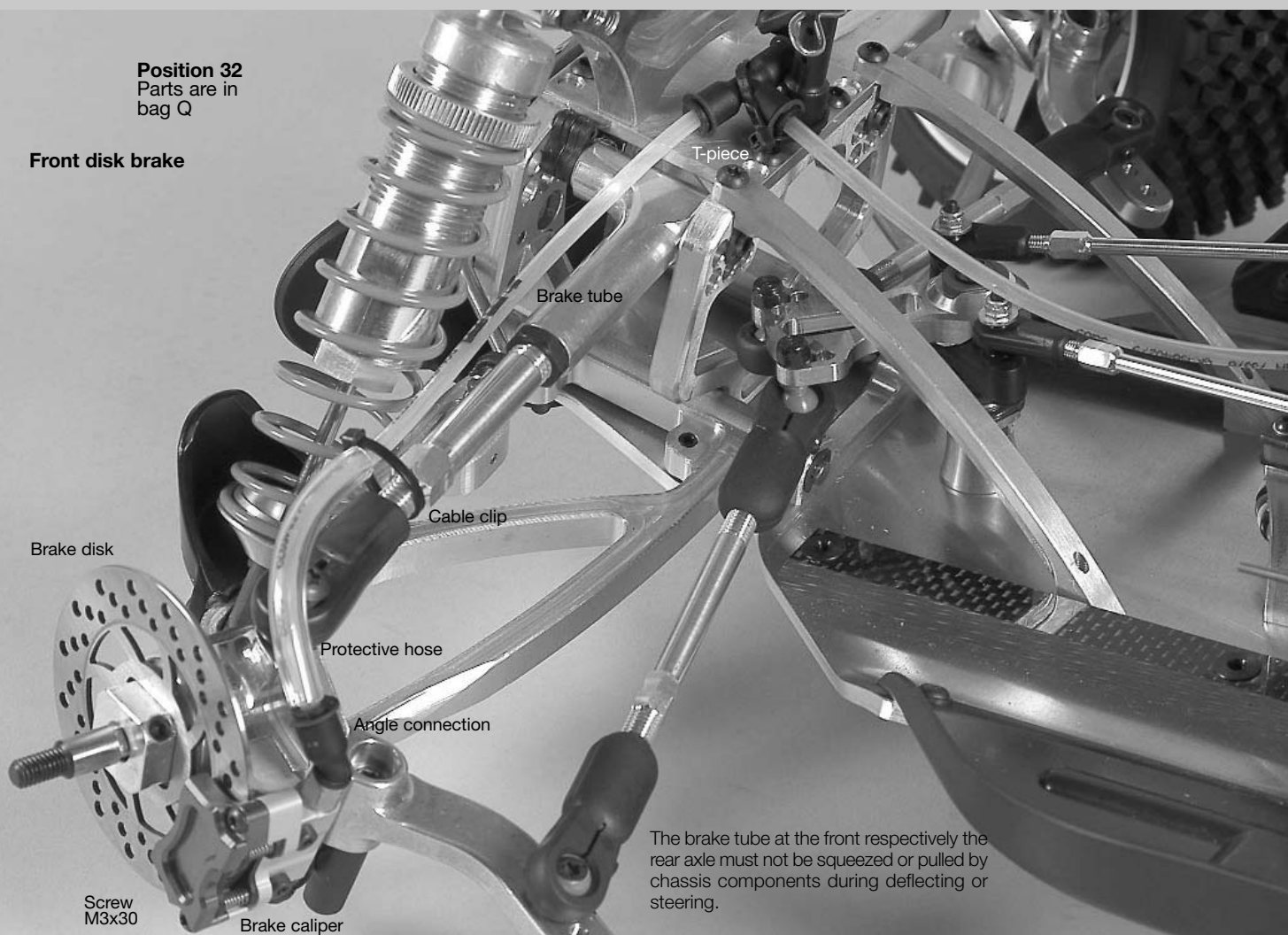
1. Mount the distance bush Ø5x20 to the servo arm using an M3x10 pan head screw as shown in position 31. Screw nut M3 on the headless pin M3x20 and turn it into the distance bush Ø5x20 until approx. 12mm are left visible, now counter with M3 nut.

2. Push the collet, pressure spring, push rod grommet and collet on the throttle rods, thereby press the push rod grommet on the headless pin M3x20 and secure with an M3 stop nut. Fix the collets with M3x3 headless pins. Switch on the remote control system. Adjust servo for throttle/brake in neutral position. Now clamp the grommet at the push rod grommet with an M3x3 headless pin. Adjust transmitter at full throttle position and check if the carburetor arm is set at full throttle position, too.

Hint: Do not tighten the stop nut M3 at the push rod grommet. Push rod grommet and throttle rods must be free-moving, easy movable and mustn't touch or jam.

Position 32
Parts are in
bag Q

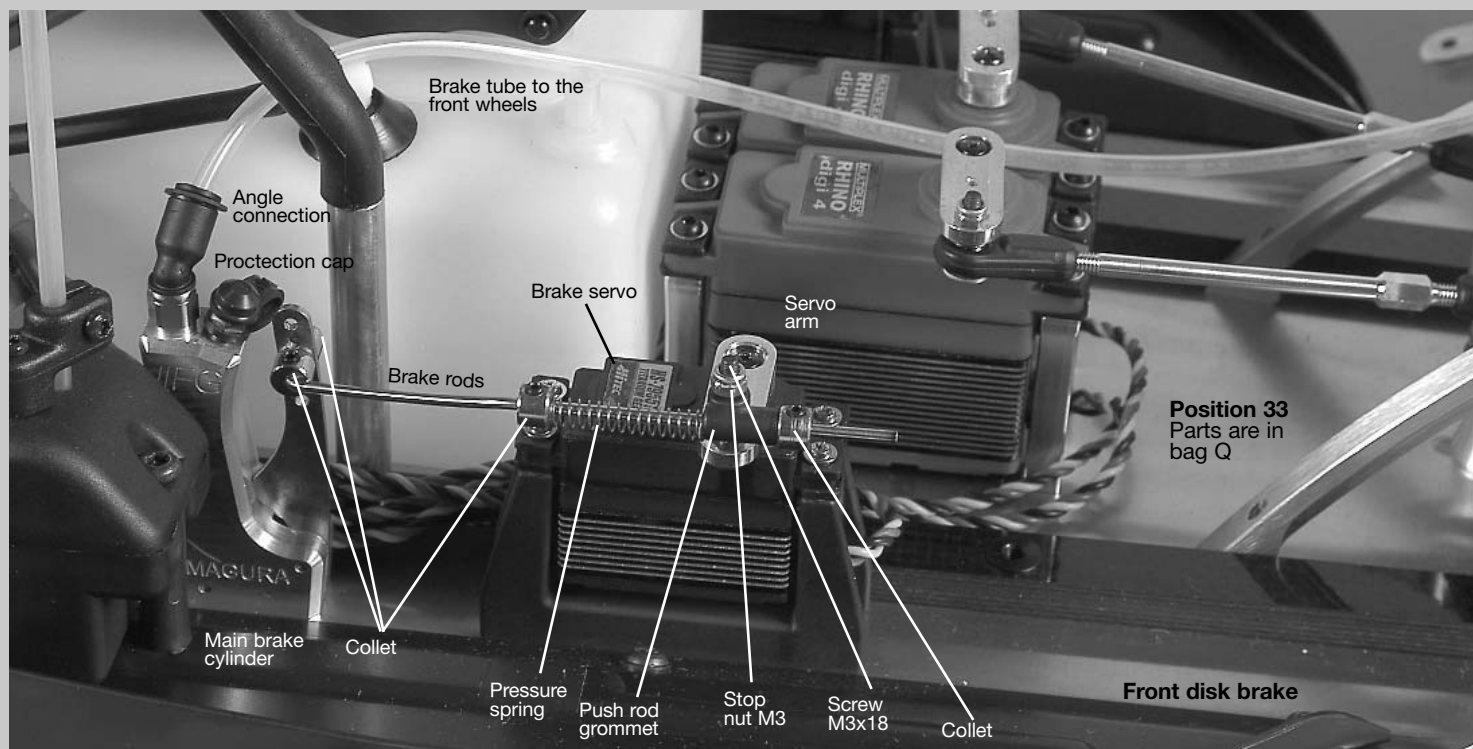
Front disk brake



The brake tube at the front respectively the rear axle must not be squeezed or pulled by chassis components during deflecting or steering.

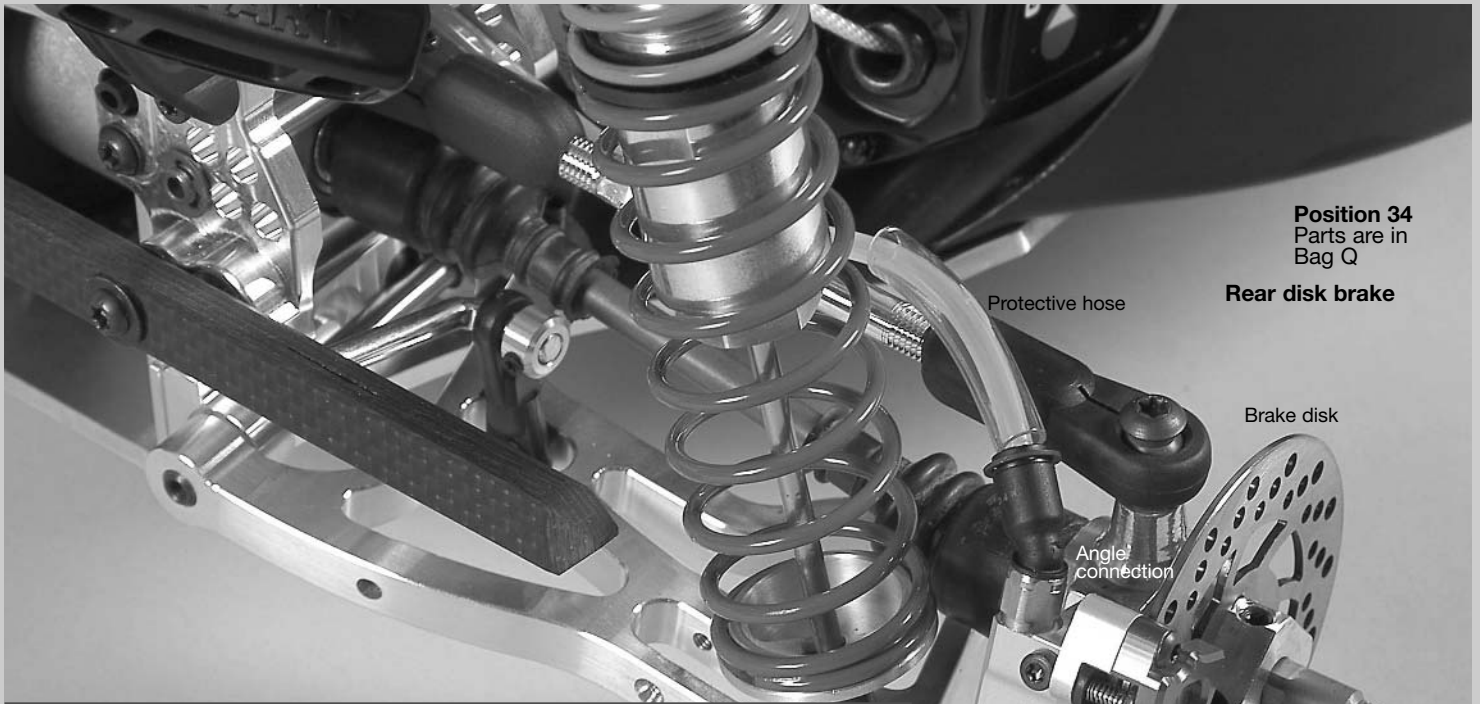
All metric screws need to be secured with screw retention lacquer, pay attention to enclosed brake manual.

1. Mount each one angle connection and one valve each main brake cylinder as described in position 33 and 35. Do not tighten the valves too firm, otherwise the valve seat might be damaged.
2. Mount the main brake cylinder on the chassis plate for the front wheels (right driving direction) respectively the rear wheels (left driving direction) as shown in position 33 and 35.
3. Place the brake disks on the square wheel drivers, then fasten the brake calipers at the uprights using M3x30 screws. Now mount the angle connections and the valves as described in position 32 and 34.
4. Arrange the brake tubes as illustrated. Pay attention to the following when you mount the brake tube: Shorten the brake tube only with a sharp knife or the FG cutting knife Item N°. 09449! Please make sure that the brake tubes to front respectively rear axle are long enough and allow the full steering angle (front axle) respectively spring deflection. Press the brake tubes completely into the T-pieces respectively angle connections. Don't lay the brake tubes too close at hot vehicle components as exhaust manifold or silencer.



Position 33
Parts are in
bag Q

Front disk brake



Position 34
Parts are in
Bag Q

Rear disk brake

Protective hose

Brake disc

Angle
connection

Brake caliper

Screw
M3x30



Brake tube

T-piece

Cable clip

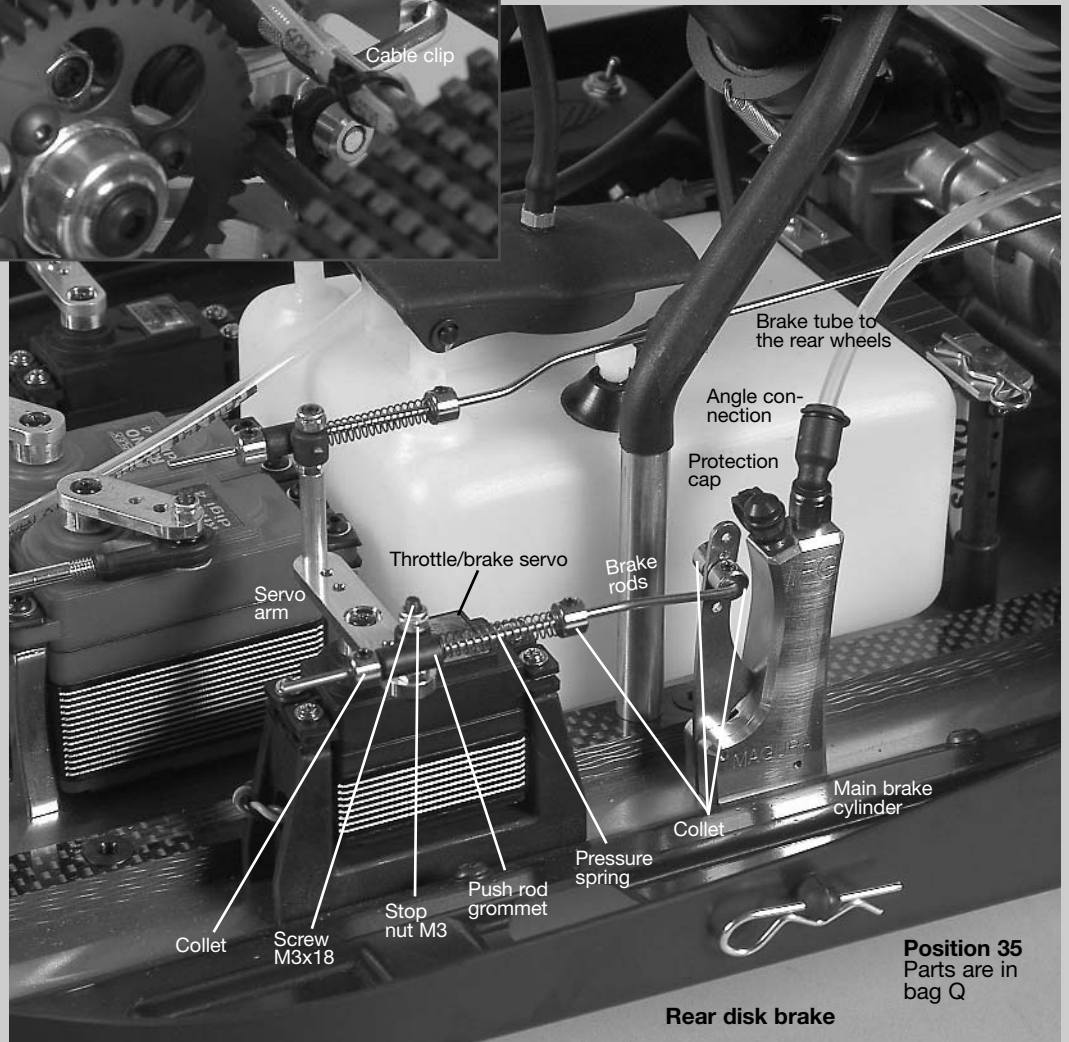
The brake tube at the front respectively the rear axle must not be squeezed or pulled by chassis components during deflecting or steering.

5. Install the brake rods with pressure spring and collets as described in position 33 and 35. Left side in driving direction for the rear axle, right side for the front axle. According to the mounting height and the size of the servos the brake rods need to be bent slightly towards the main brake cylinder. Bend the brake rods according to the circumstances. Nevertheless it should run smoothly and should not touch anywhere.

6. Fill and bleed the brake system. For filling and bleeding please refer to the enclosed brake manual.

7. Place rubber protective caps on the valves.

8. Impress securing rings into the angle connections and T-pieces.



Brake tube to
the rear wheels

Angle
connection

Protection
cap

Throttle/brake servo

Brake
rods

Main brake
cylinder

Collet

Collet

Screw
M3x18

Stop
nut M3

Push rod
grommet

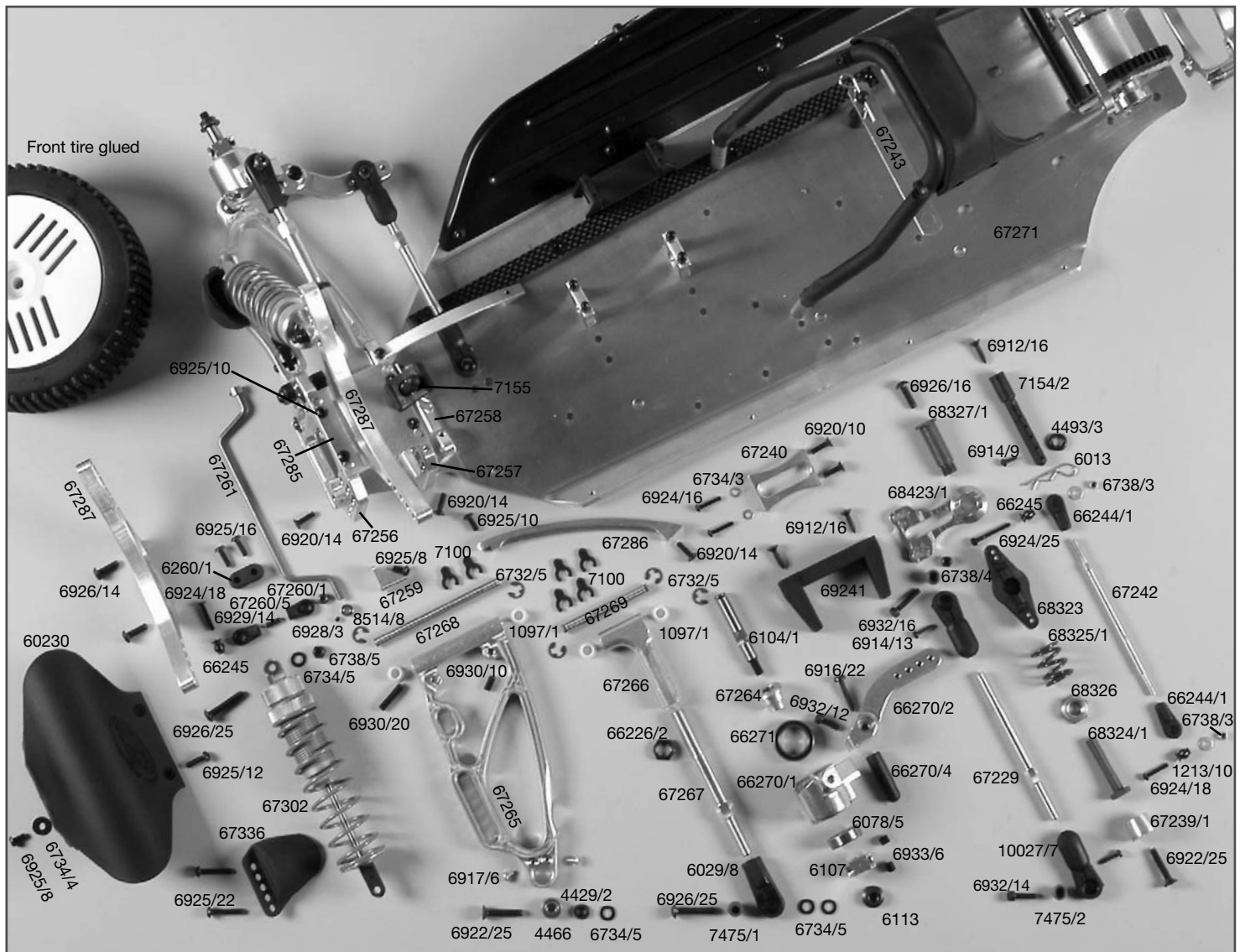
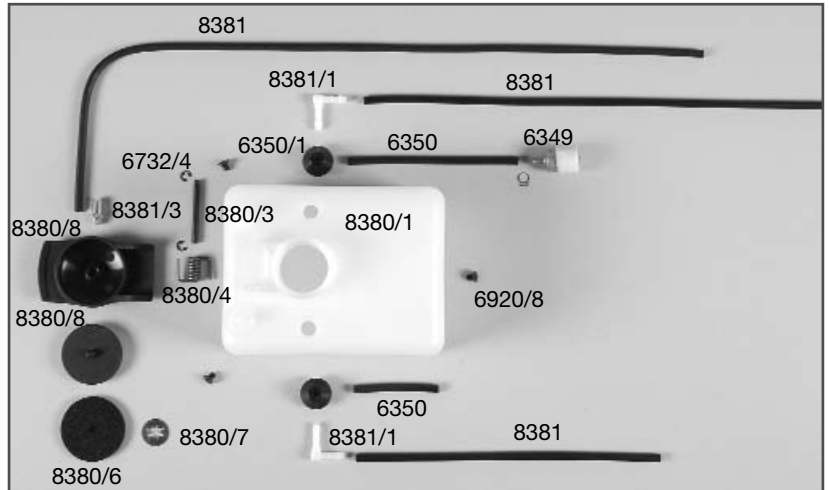
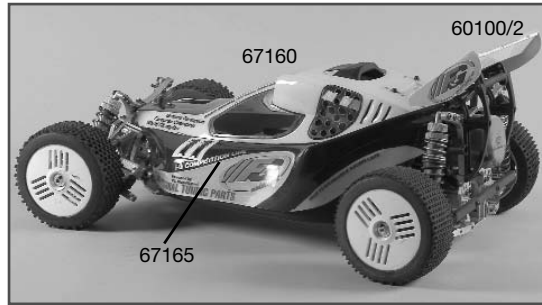
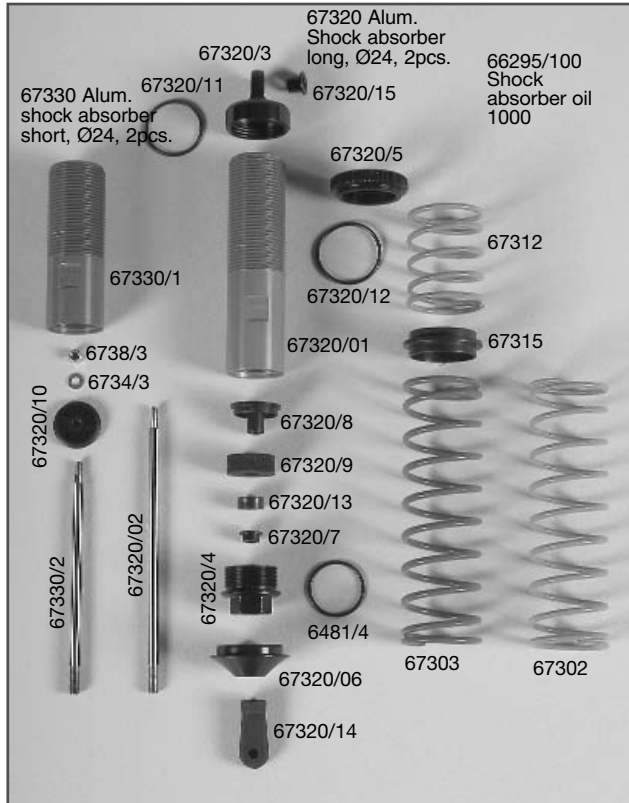
Pressure
spring

Position 35
Parts are in
bag Q

Rear disk brake

Exploded view for
Leopard 2 Competition, Item N°. 67005

E.67005-170910



Ersatzteilliste für

7300/9 Zenoahmotor G230RC/04

7384 Zenoahmotor G260RC

- 7301/8 Kurbelgehäuse A+B, 1 St.
- 7303/8 Dichtung, 2 St.
- 7304/2 Kugellager, 2 St.
- 7305/8 Kurbelgehäuseabdichtung, 1 St.
- 7306/8 Zylinder-Fußdichtung, 1 St.
- 7307/9 Zylinder G230/04, 1 St.
- 7307/10 Tun.-Zylinder f. FG Zenoah02, 1 St.
- 7308/9 Kolben G230/04, 1 St.
- 7309/9 Kolbenring G230/04, 1 St.
- 7310 Kolbenbolzen, 1 St.
- 7311 Kolbenbolzensicherung, 2 St.
- 7312 Nadellager kompl., 1 St.
- 7312/1 Zentrierscheiben f. Nadellager, 2 St.
- 7313/8 Kurbelwelle kompl., 1 St.
- 7313/1 Keil für Kurbelwelle, 1 St.
- 7314 Sechskantmutter, 1 St.
- 7315 Mitnehmer f. Kuppl.-Backen, 1 St.
- 7315/1 Schraube f. Mitnehmer, 1 St.
- 7316 Kupplungsbacken, 2 St.
- 7317/8 Kupplungsfeder, 1 St.
- 7318 Passschrauben f. K.-Backen 2 St.
- 7319/8 Luftnadel G230/260RC, CY, 1St.
- 7323/9 Seilzugstartv. kpl./G230/260RC, CY, 1St.
- 7323/10 Federkassette /G230/260RC, CY, 1St.
- 7323/11 Seilrolle/G230/260RC, CY, 1St.
- 7323/12 Startersel/G230/260RC, CY, 1St.
- 7323/13 Startergriff/G230/260RC, CY, 1St.
- 7323/14 Starterklinke/G230/260RC, CY, 1St.
- 7323/15 Druckfeder/G230/260RC, CY, 1St.
- 7323/16 Schraube/ Scheib./ G230/260RC, CY, 3St.
- 7326/8 Sicherungsring/G230/260RC, CY, 1St.
- 7328/2 Zündkerzenstecker 1 St.
- 7328/8 Zündspule/ G230/260RC, CY, 1St.
- 7330/8 Schrauben f. Schalld.M5x60/Zen.,CY 2St.
- 7332 Schalldämpferdichtung /Zenoah, CY, 2St.
- 7334/8 Schraubensatz-Motor, Set
- 7335 Dichtung f. Isolator /Zenoah, CY, 1St.
- 7336 Isolator, 1 St.
- 7337 Dichtung f. Vergaser /Zenoah, CY, 1St.
- 7339/8 Vergaserschrauben/ G230/260RC, CY, 2St.
- 7340/8 Aus-Schalter/ G230/260RC, CY, 1St.
- 7341/8 Motorgehäuse A, 1 St.
- 7342/8 Motorgehäuse B, 1 St.
- 7343/8 Zündkerze/ G230 RC, CY, 1St.
- 7344/8 Kabeldurchführung/ G230/260RC, CY, 1St.
- 7354/8 Distanzstück/ G230 RC, CY, 1St.
- 7355/8 Vergaser/ G230/260RC, CY, 1St.
- 7356/8 Luftfilter/G230/260RC, CY, kompl., 1St.
- 7357 Luftfilter-Einsatz / Zenoah, CY, 2St.
- 7361/8 Vollgasdüsennadel/ Feder, 2 St.
- 7362/8 Leerlaufdüsennadel/ Feder G230/04, 2 St.
- 7363 Membrane-Satz, 2 St.
- 7364 Vergaserdeckel, 1 St.
- 7365 Standgasschraube/ Feder, 2 St.
- 7365/9 Standgasschr./Feder G230/260RC04, 2St.
- 7366/8 Drosselklappe, 1 St.
- 7367/8 Schenkelfeder, 1 St.
- 7370 Membrane-Satz, 2 St.
- 7371 Kunststoffteil m. Vergaser-Nippel, 1 St.
- 7372 Metallteil f. Pumpe, 1 St.
- 7372/1 Schrauben für Metallteil, 4 St.
- 7373 Pumpe, 1 St.
- 7374 Vergaserhebel, 1 St.

Spare parts list for

7300/9 Zenoah engine G230RC/04

7384 Zenoah engine G260RC

- 7301/8 Crank case housing A+B, 1 pce.
- 7303/8 Seal ring, 2 pcs.
- 7304/2 Bearings, 2 pcs.
- 7305/8 Crankshaft gasket, 1 pce.
- 7306/8 Cylinder gasket, 1 pce.
- 7307/9 Cylinder G230/04, 1 pce.
- 7307/10 Tun.-Cylinder f. FG Zenoah 02, 1 pce.
- 7308/9 Piston G230/04, 1 pce.
- 7309/9 Piston ring G230/04, 1 pce.
- 7310 Gudgeon pin, 1 pce.
- 7311 Gudgeon pin clips, 2 pcs.
- 7312 Needle bearing, 1 pce.
- 7312/1 Spacer washer, 2 pcs.

- 7313/8 Crankshaft complete, 1 pce.
- 7313/1 Key for crankshaft, 1 pce.
- 7314 Hexagon nut, 1 pce.
- 7315 Clutch block carrier, 1 pce.
- 7315/1 Clutch blocks, 2 pcs.
- 7316 Clutch spring, 1 pce.
- 7317/8 Dowel screws f. clutch blocks, 2 pcs.
- 7318 Cooling fan/G230/260RC, CY, 1pce.
- 7319/8 Pull start unit/G230/260RC, CY, 1pce.
- 7323/8 Starter hous./G230/260RC, CY, 1pce.
- 7323/9 Rope pulley/G230/260RC, CY, 1pce.
- 7323/10 Starter ratchet/G230/260RC, CY, 1pce.
- 7323/11 Press. spring/G230/260RC, CY, 1pce.
- 7323/12 Starter handle/G230/260RC, CY, 1pce.
- 7323/13 Starter ratchet/G230/260RC, CY, 1pce.
- 7323/14 Press. disks/G230/260RC, CY, 1pce.
- 7323/15 Securing ring/G230/260RC, CY, 1pce.
- 7326/8 Spark plug cap, 1pce.
- 7328/2 Ignition coil/G230/260RC, CY, 1 pce.
- 7328/8 Sews f. silencer M5x60/Zen.,CY,2pcs.
- 7330/8 Silencer gasket /Zenoah, CY, 2pcs.
- 7332 Screw set engine
- 7334/8 Insulator gasket/Zenoah, CY, 1pce.
- 7335 Insulator, 1 pce.
- 7336 Carburetor gasket/Zenoah, CY, 1pce.
- 7337

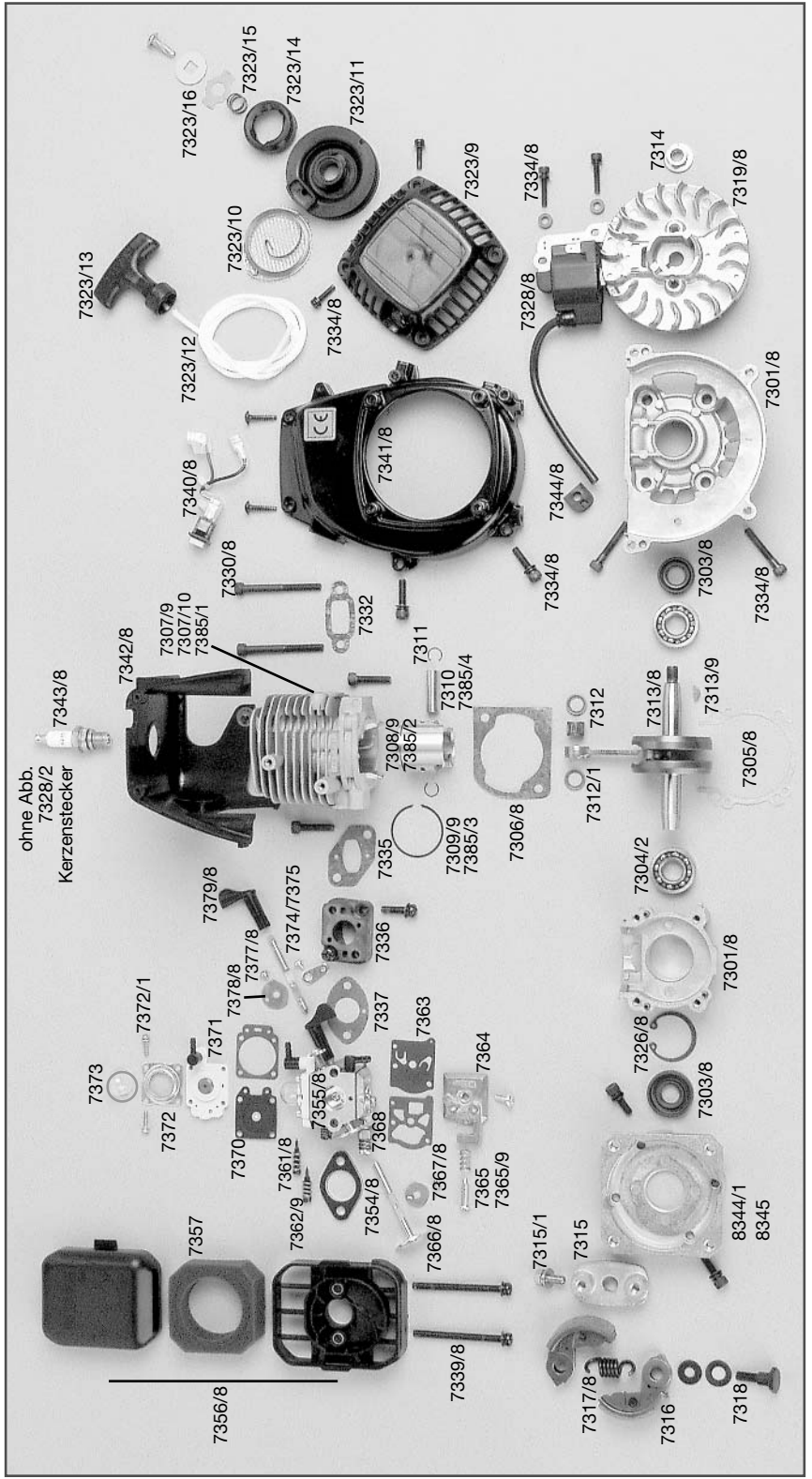
- 7339/8 Screws f. carb./G230/260RC, CY, 2pcs. 7379/8 Choke lever, 2 pcs.
- 7340/8 Circuit breaker/G230/260RC, CY, 1pce. 7385/1 Cylinder 26 ccm, 1 pce.
- 7341/8 Engine housing A, 1 pce. 7385/2 Piston 26 ccm, 1 pce.
- 7342/8 Engine housing B, 1 pce. 7385/3 Piston ring 26 ccm, 1 pce.
- 7343/8 Spark plug G230 RC, CY, 1pce. 7385/4 Gudgeon pin 26 ccm, 1 pce.
- 7344/8 Cable bush./G230/260RC, CY, 1pce. 8344/1 Coupling flange Solo/Zeno horizontal
- 7354/8 Spacer block/G230RC, CY, 1pce. 8345 Coupling flange Zenoah vertical
- 7355/8 Carburetor/G230/260RC, CY, 1pce.
- 7356/8 Air filter/G230/260RC, CY, 1pce.
- 7357 Air filter foam, Zenoah, CY 2pcs.
- 7361/8 Needle(full-speed)/ spring, 2 pcs.
- 7362/9 Needle(idle speed)/spring
- 7363 Diaphragm, 2 pcs.
- 7364 Carburetor cover, 1 pce.
- 7365 Throttle screw /spring, 2 pcs.
- 7366/8 Valve, 1 pce.
- 7368 Leg spring, 1 pce.
- 7370 Diaphragm set, 2 pcs.
- 7371 Plastic part with carb. nipple, 1 pce.
- 7372 Metal part f. pump, 1 pce.
- 7372/1 Screws f. metal part, 4 pcs.
- 7373 Pump, 1 pce.
- 7374 Carburetor arm, 1 pce.
- 7375 Screw f. carburetor arm, 1 pce.
- 7377/8 Choke shaft w. screw, 2 pcs.
- 7378/8 Choke flap, 1 pce.



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- 7375 Schraube f. Vergaserhebel, 1 St.
- 7377/8 Choke-Welle m. Schraube, 2 St.
- 7378/8 Choke-Klappe, 1 St.
- 7379/8 Choke-Hebel, 2 St.
- 7385/1 Zylinder 26 ccm, 1 St.
- 7385/2 Kolben 26 ccm, 1 St.
- 7385/3 Kolbenring 26 ccm, 1 St.
- 7385/4 Kolbenbolzen 26 ccm, 1 St.
- 8344/1 Kuppl.-Flansch Zenoah liegend, 1 St.
- 8345 Kuppl.-Flansch Zenoah stehend, 1 St.

