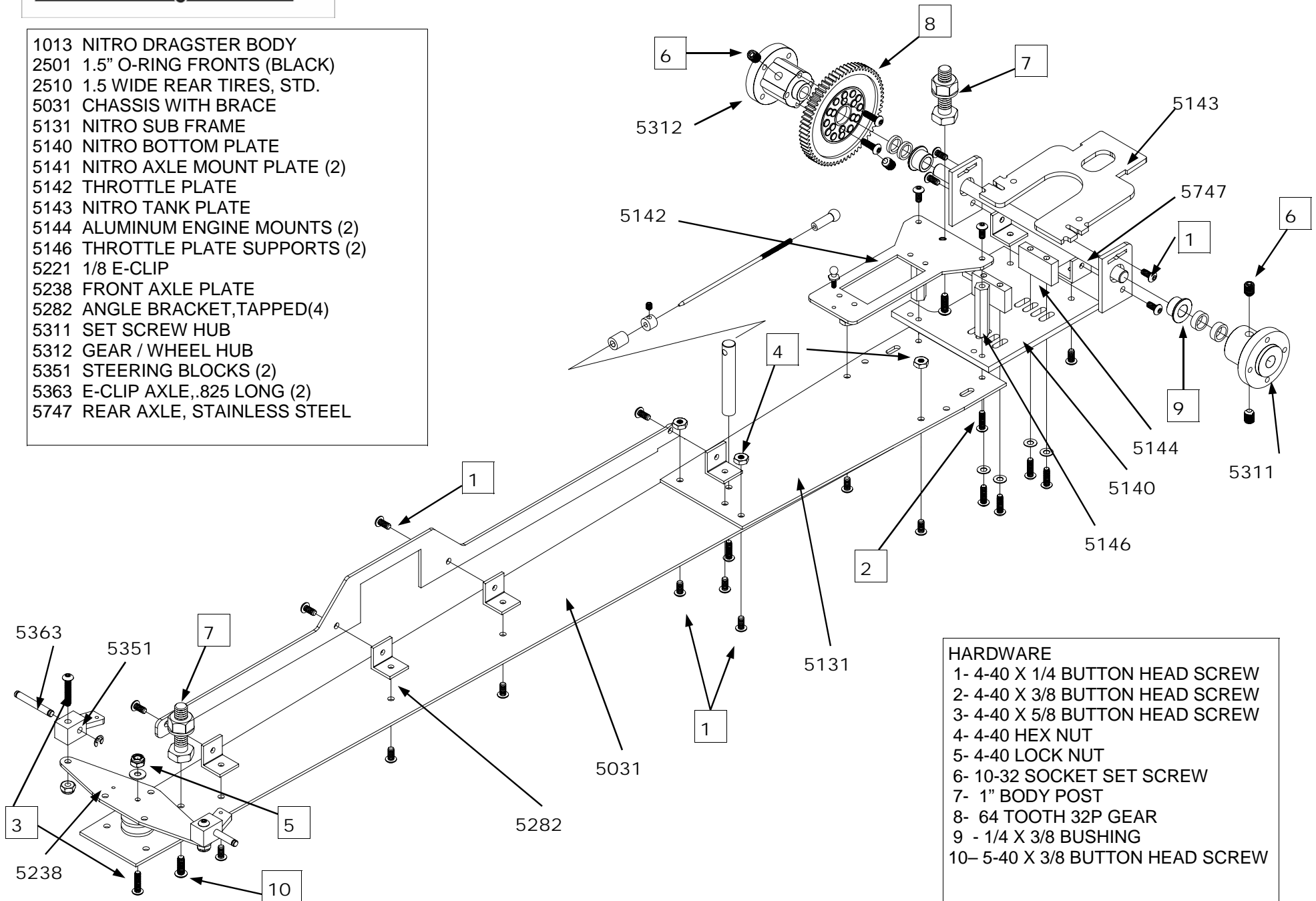




2103 NITRO DRAGSTER KIT

- 1013 NITRO DRAGSTER BODY
- 2501 1.5" O-RING FRONTS (BLACK)
- 2510 1.5 WIDE REAR TIRES, STD.
- 5031 CHASSIS WITH BRACE
- 5131 NITRO SUB FRAME
- 5140 NITRO BOTTOM PLATE
- 5141 NITRO AXLE MOUNT PLATE (2)
- 5142 THROTTLE PLATE
- 5143 NITRO TANK PLATE
- 5144 ALUMINUM ENGINE MOUNTS (2)
- 5146 THROTTLE PLATE SUPPORTS (2)
- 5221 1/8 E-CLIP
- 5238 FRONT AXLE PLATE
- 5282 ANGLE BRACKET, TAPPED(4)
- 5311 SET SCREW HUB
- 5312 GEAR / WHEEL HUB
- 5351 STEERING BLOCKS (2)
- 5363 E-CLIP AXLE, .825 LONG (2)
- 5747 REAR AXLE, STAINLESS STEEL



- HARDWARE**
- 1- 4-40 X 1/4 BUTTON HEAD SCREW
 - 2- 4-40 X 3/8 BUTTON HEAD SCREW
 - 3- 4-40 X 5/8 BUTTON HEAD SCREW
 - 4- 4-40 HEX NUT
 - 5- 4-40 LOCK NUT
 - 6- 10-32 SOCKET SET SCREW
 - 7- 1" BODY POST
 - 8- 64 TOOTH 32P GEAR
 - 9 - 1/4 X 3/8 BUSHING
 - 10- 5-40 X 3/8 BUTTON HEAD SCREW

IMPORTANT ENGINE , CLUTCH, AND EXHAUST INFORMATION

BELOW ARE RECOMMENDED CLUTCH AND EXHAUST SYSTEMS TO USE DEPENDING ON THE ENGINE YOU HAVE CHOSEN. WE ARE SURE THAT THERE ARE MORE , BUT THESE SHOULD BE EASILY OBTAINABLE. THE BEST WAY IS TO GO WITH A SHORT SHAFT SETUP. THIS STYLE CLUTCH IS THE SHORTEST, LEAVING THE MOST ROOM FOR CONNECTING YOUR HEADER TO A REAR EXHAUST ENGINE. IF YOU ARE GOING TO USE A PULL START ENGINE, YOU WILL NEED RJ SPEED #5145 ENGINE MOUNT SPACERS W/ SCREWS TO RAISE THE ENGINE SO THAT THE PULL START WILL CLEAR THE BOTTOM PLATE. WE ALSO PROVIDE PARTS AND INSTRUCTIONS FOR THE LINKAGE TO USE ROTARY OR SLIDE VALVE CARBS. YOU MAY HAVE TO ADAPT SOME OF THE LINKAGE IF YOUR CARB IS VERY DIFFERENT.

FOR SHORT SHAFT THREADED CRANK

DURATRAX:

DTXC7701 FLYWHEEL
DTXC7157 CLUTCH SHOES AND SPRING
DTXC7651 CLUTCH NUT (SHAFT)
DTXC7137 17T 32P CLUTCH BELL
DTXC1527 5X8MM BEARINGS

ASSOCIATED: (SHORTEST)

7618 FLYWHEEL COLLET W/SHIMS
7612 FLYWHEEL
7601 CLUTCH SHOES
7603 CLUTCH SHAFT
2661 E-CLIPS
6902 CLUTCH BELL BEARINGS 3/16X 5/16 (2)
7607 17T 32P CLUTCH BELL
7608 18T 32P CLUTCH BELL

2312 CLUTCH NUT ALLOWS THE USE OF ASSOC. "SG" CLUTCH PARTS TO BE USED ON SHORT SHAFT ENGINES,

FOR ENGINES WITH A SIDE EXHAUST, YOU CAN USE THE HPI A870 MUFFLER FOR SIMPLICITY. ALSO, THE DURATRAX DTXG0612 CAN BE USED . O.S. ALSO HAS SOME MUFFLERS. THERE ARE LOTS OF MANIFOLDS AVAILABLE TO ADAPT SIDE EXHAUST ENGINES TO A PIPE.

FOR "SG" OR "PILOT" CRANKSHAFT

ASSOCIATED PARTS

7618 FLYWHEEL COLLET W/SHIMS
7993 FLYWHEEL
2313 SG CRANK NUT
2310 CLUTCH SHOES
7971 SPRINGS
2320 CLUTCH BELL BEARINGS
2321 RETAINER SCREWS AND SHIMS
7969 19T 32P CLUTCH BELL
7968 20T 32P CLUTCH BELL
7967 21T 32P CLUTCH BELL
2312 CLUTCH NUT INSTEAD OF 2313 TO USE THESE PARTS ON A SHORT SHAFT ENGINE

FOR "LONG SHAFT" (THREADED) CRANKS

LOSI PARTS

LOSA9376 FLYWHEEL AND COLLET
LOSA9372 FLYWHEEL
LOSA9362 CLUTCH SHOE/SPRING
LOSA9369 CLUTCH NUT
LOSA6913 1/4X 3/8 BEARINGS (4)
LOSA9370 CLUTCH NUT CLIPS
LOSA9380 17T 32P CLUTCH BELL
LOSA9381 18T 32P CLUTCH BELL
LOSA9382 19T 32P CLUTCH BELL
LOSA9383 20T 32P CLUTCH BELL

FOR ENGINES WITH A REAR EXHAUST, THERE ARE MANY ADAPTORS AND PIPES TO CHOOSE FROM. YOU NEED TO CHOOSE AN ADAPTOR THAT GIVE YOU THE MOST CLEARANCE BETWEEN THE ENGINE AND LEFT TIRE. THE ASSOCIATED #7737 GT MANIFOLD WOULD TURN THE EXHAUST TO THE REAR, ALLOWING A STRAIGHT SHOT TO A PIPE. O.S. #72103210 HEADER SHOULD DO ABOUT THE SAME. YOU WILL HAVE TO CHOOSE WHAT YOU NEED DEPENDING ON YOUR ENGINE CHOICE.