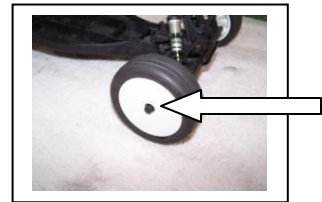


# X - 6 SQUARED INSTRUCTIONS

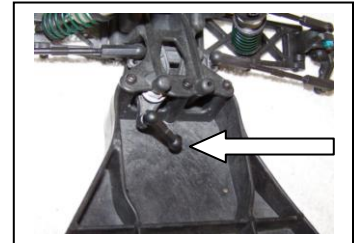
## B4 DISASSEMBLY

### FRONT END

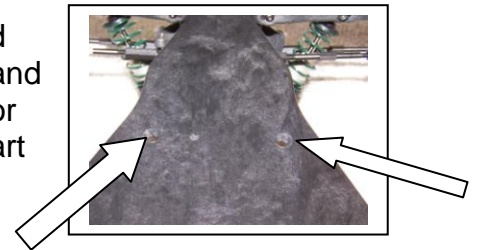
- 1) Take off the body and wing. Save all the body clips and wing angle shims for re-use. Remove the front wheels. Leave the wheel bearings inside the wheels. Save the wheels and nuts for re-use.



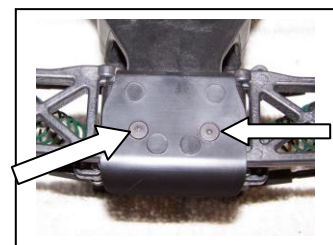
- 2) Disconnect the servo link from the servo horn. Leave it connected to the steering bell crank.



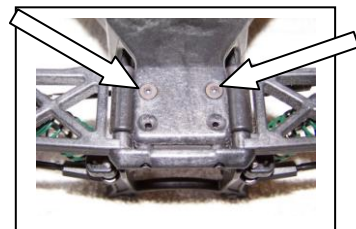
- 3) Remove the two bolts from under the chassis that hold the servo in, and remove the servo. Leave the posts and servo horn attached. Save the two flat-head screws for re-use. One way not to lose them is to thread them part way back into the posts so they will be right there later.



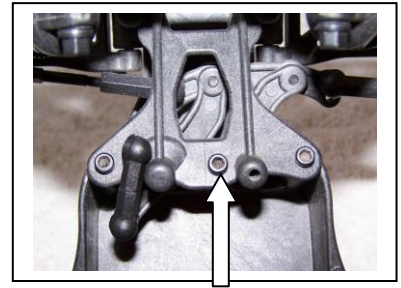
- 4) Remove the two flat head screws that hold on the front bumper. Take off the bumper. Save it and the two screws for re-use.



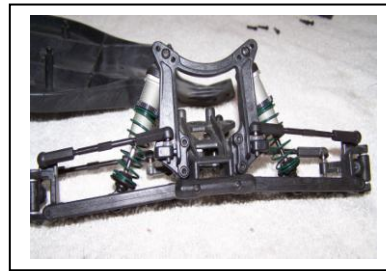
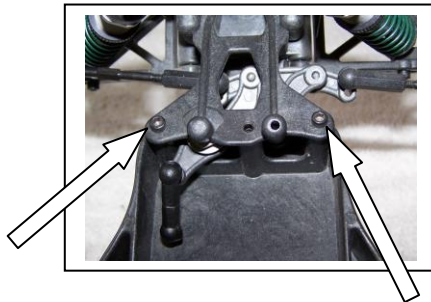
- 5) Remove the two flat head screws which hold the bulkhead to the chassis. Save them for re-use.



- 6) From the top of the car, remove the center screw holding the top plate to the post on the B4 chassis. Save the screw for re-use.



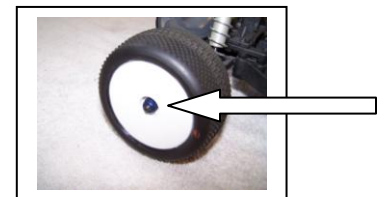
- 7) Remove the two side top plate screws. Save them for re-use. Carefully remove the front end and steering assembly, and set it aside for re-use. Make sure the steering linkage stays in place.



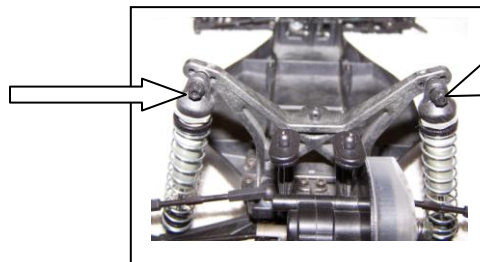
That's it! Let's do the rear of the car.

### **REAR CVDs & HUB CARRIERS**

- 8) Remove the wheels and tires. Save them and the nuts for re-use.



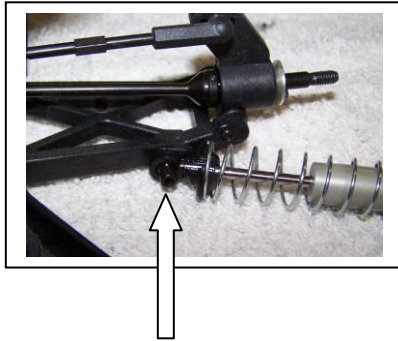
- 9) Remove the two nuts that hold the top of the rear shocks on. Save them for re-use. Slide the shocks off the bolts, and save the mounting bushings for re-use.



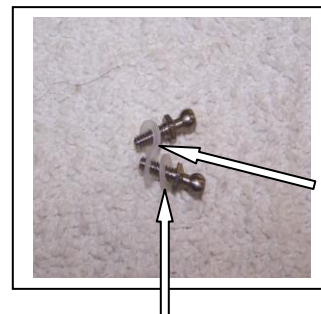
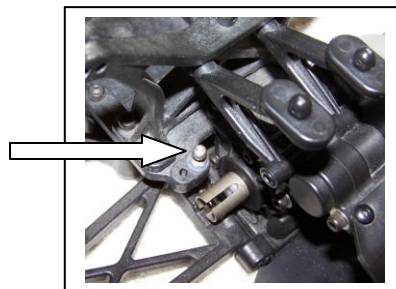
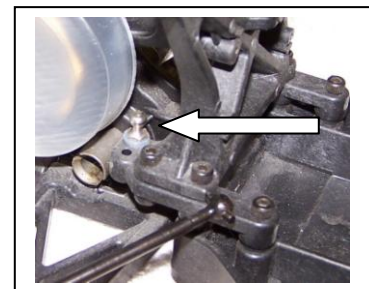
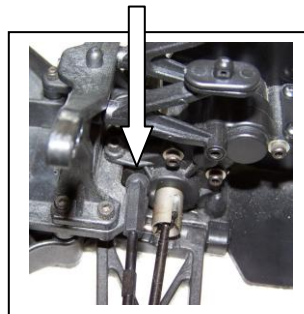
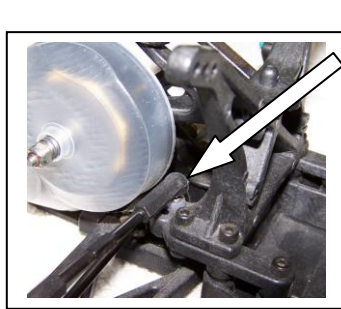
- 10) Remove the nuts that hold the shock bolts in the tower. Remove the bolts, and save the bolts, nuts, bushings and plastic nuts for re-use.



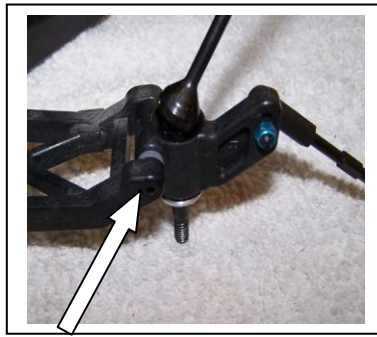
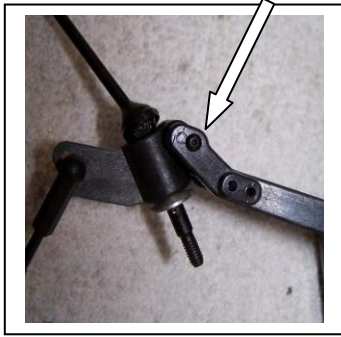
- 11) Remove the bolt that holds the bottom of each rear shock to the rear control arm. Set the shocks and bolts aside for re-use. Do not lose the bushing in the bottom shock eyes.



- 12) Remove the inner camber link ball cups from their studs. Leave them attached to the turnbuckle and leave the other end of the link attached to its ball stud at the hub carrier. Then remove the ball studs. Save the ball studs and any washers that were under them for re-use.



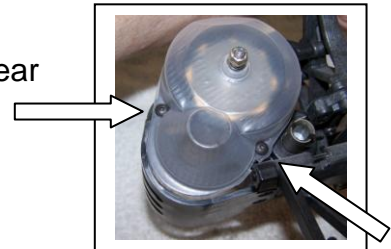
- 13) From the outside end of the front of the rear control arm, remove the little 2-56 screw that holds in the hub carrier. Don't lose it! Now, from the rear of the control arm, use your wrench to push the hinge pin forward so you can remove the pin. The hub carrier, with camber link and CVD assembled, will fall off. Save the spacers. Set all these parts, hub carrier assembly, hinge pin, spacer(s) and little screw, aside for re-use.



- 14) Repeat for the other side.

## TRANSMISSION

- 15) Remove the two button head screws that secure the gear cover. Remove the cover. The cover and screws will not be needed.

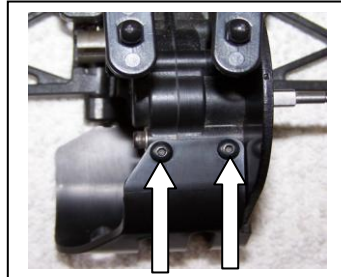
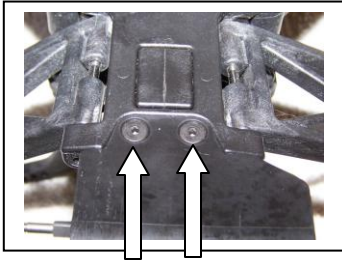


- 16) Remove the slipper nut, then the spring, slipper plate, slipper pad, spur gear, inside slipper pad, and inside slipper plate. Save all these parts for re-use.

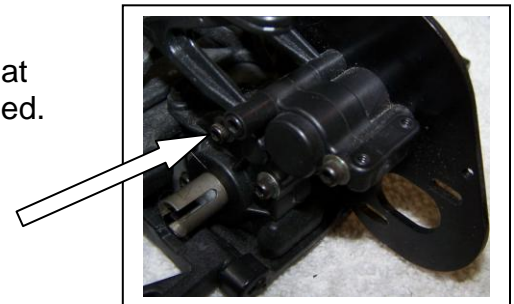




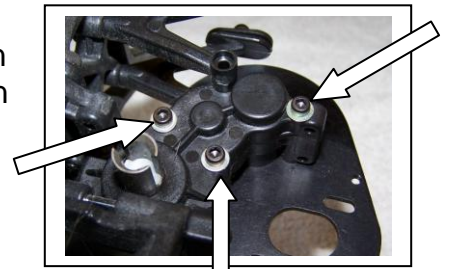
- 17) From under the car remove the two flat head screws that hold the motor guard. Then, from above, remove the two button head screws that hold the motor guard to the top rear of the transmission. The motor guard and screws will not be needed.



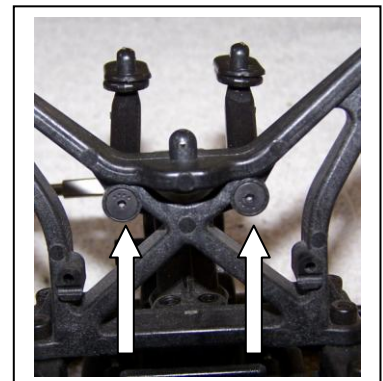
- 18) Remove the long bolt through the transmission that holds the wing mounts. This bolt will not be needed.



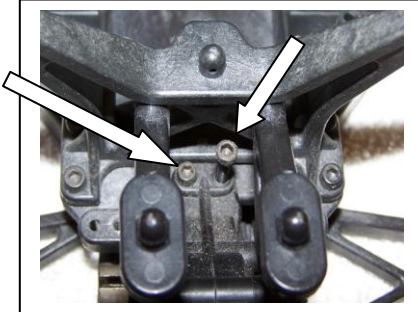
- 19) Remove the three bolts that go through the transmission and hold the motor plate on. Save the bolts for re-use in A12, but the plate will not be needed.



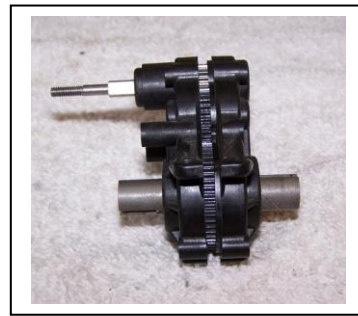
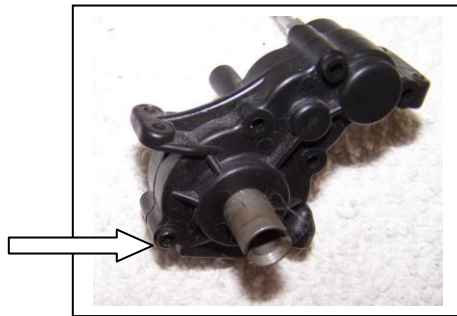
- 20) From the front of the shock tower, loosen the two flat head screws that hold the wing mounts to the tower.



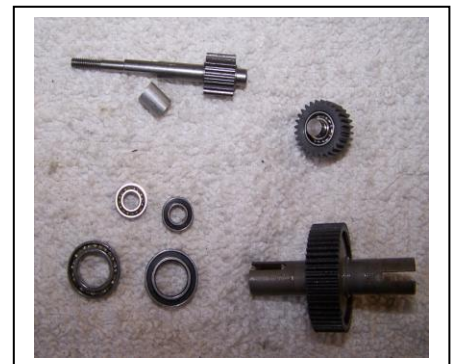
- 21) From the top, put your wrench down between the wing mounts and remove the two cap head screws that secure the transmission to the shock tower. You should now be able to remove the transmission from the car.



- 22) Remove the bottom bolt that holds together the two halves of the transmission case and carefully separate the case halves. Save this bolt for re-use in A10.



- 23) As the case halves come apart, remove and save all of the following parts: Top shaft, spacer, and two 3/8 X 3/16 bearings, Idler gear, two more 3/8 X 3/16 bearings, & idler shaft, Ball differential and two 1/2 X 5/8 outdrive bearings. You will need all the parts from inside the transmission but the two case halves will not be needed.



**That's it! You have now removed all the parts needed to build your X – 6 Squared!**