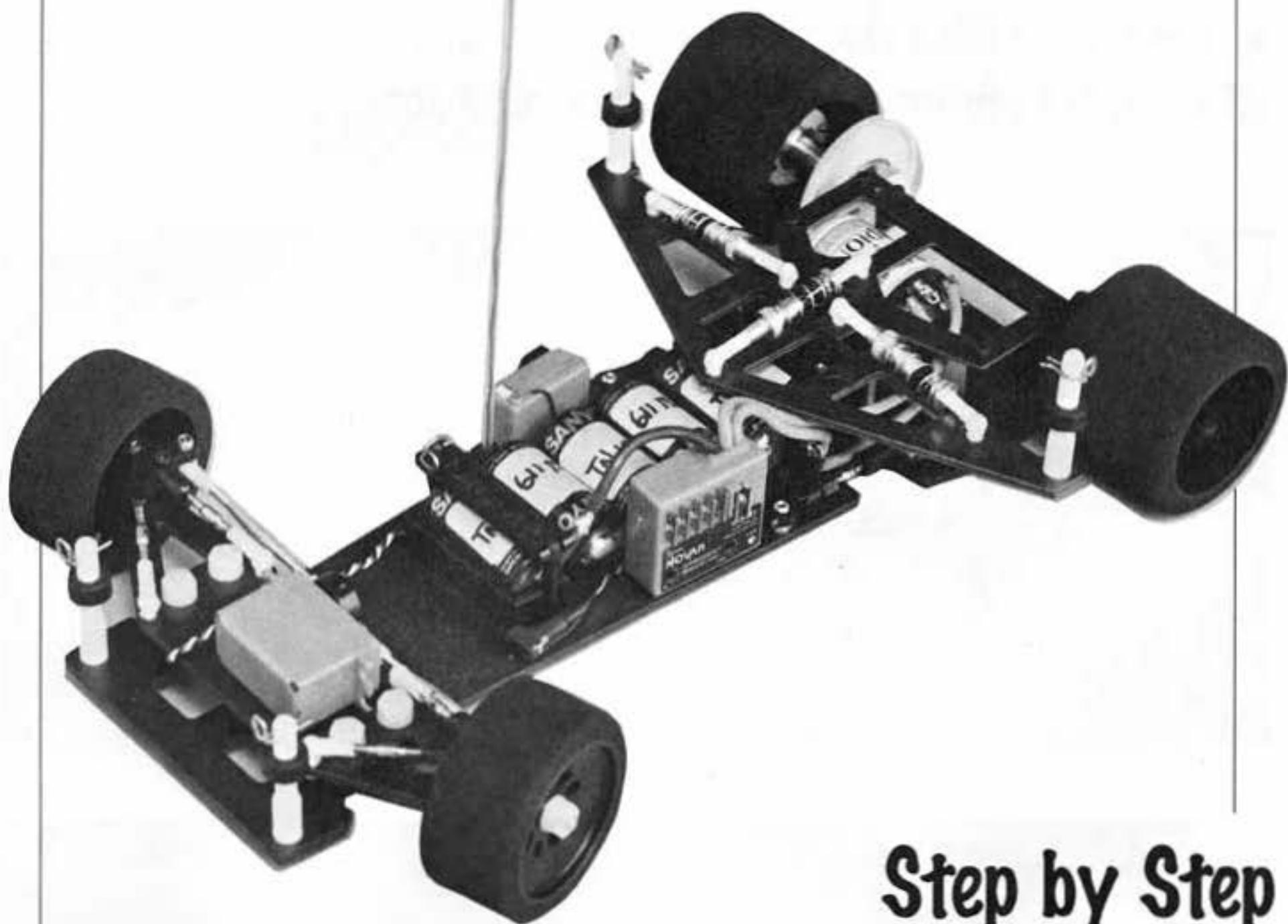
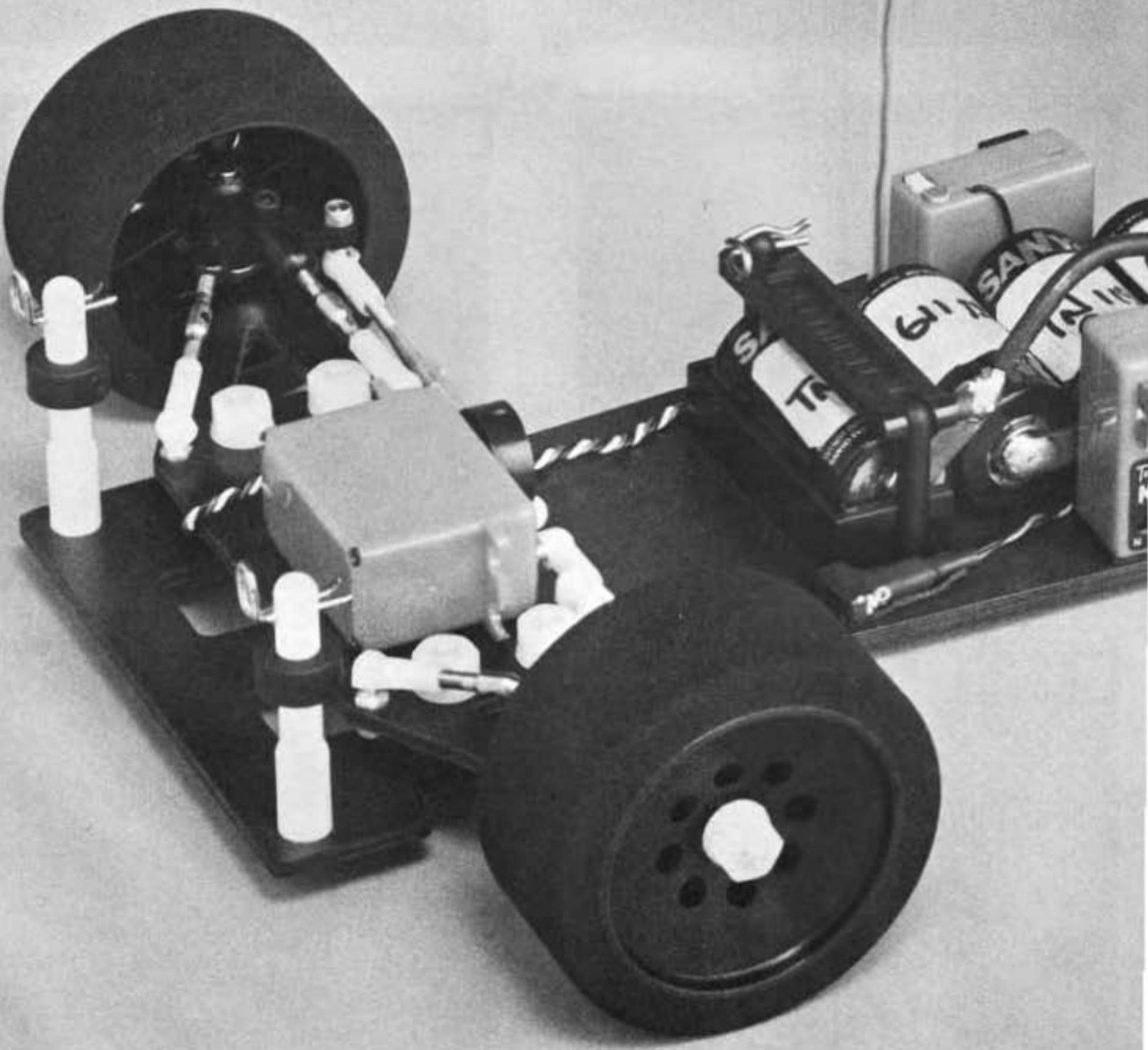


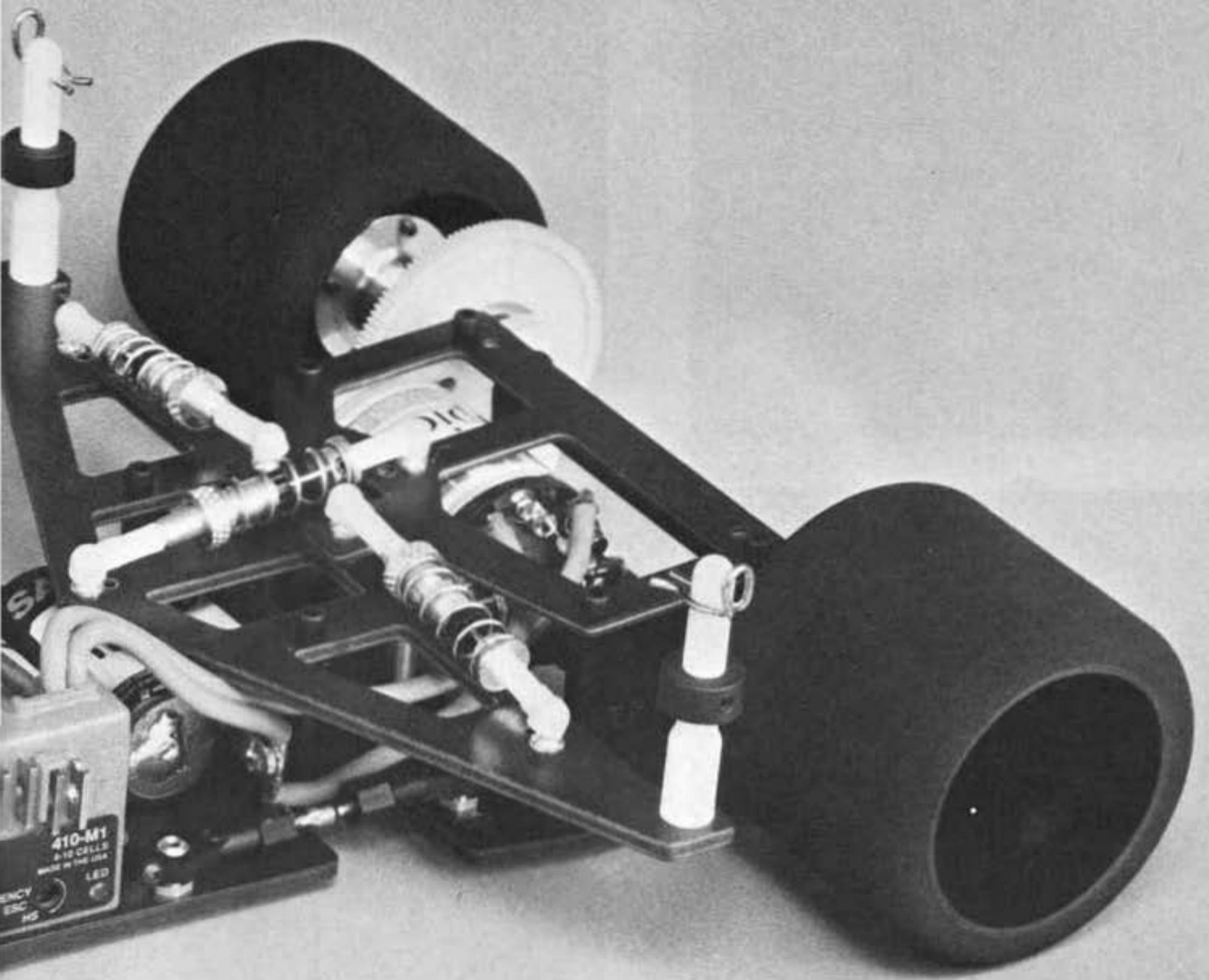
Evolution 10™



Step by Step
Pictorial
Reference
to Build the
IFMAR
World Champion

Evolution 10™





**The Completed
World Champion**

AMENDMENT

The dampener tube assembly included in bag #3 will snap onto the aluminum ball studs of the top pod plate and the triangular shaped chassis plate. Before you snap the dampener tube onto the chassis, slide the dampener rod out of the tube. Now using an Xacto knife carefully trim off 1/4" of the dampener tube and the rod that slides into the tube. Now snap the assembly onto the ball studs.

Evolution 10F™

EVOLUTION 10, 1992-1993 IFMAR WORLD CHAMPION!

Congratulations! You now own the best entry level 1/10th scale on-road pan car in the world. In Pomona at the first ever IFMAR 1/10th Scale On-road World Championships, Trinity unveiled its newest assault weapon, the Evolution 10, and Joel Johnson drove it to victory winning all three "A" mains. Now you have the same technology as used in the EV10 and EV10 Deluxe kits at a price geared for the entry level and budget racer who wants to run stock and modified pan class racing.

The EVOLUTION 10F features technology such as; Low Polar Movement Battery Mounting System™, Reactive Caster™ front suspension, Graphite Pro-Diff, and a MonoSphere™ rear suspension system you won't find on any other cars except those in the EV10 line. Clearly the most advanced budget road racer on the market today.

Superior design combined with precision molded and machined components make the EVOLUTION 10F a snap to put together, but you still need to read and follow the instructions. They will give you tips in the assembly process that will help you when it is time to race.

TAKE YOUR TIME! How careful you assemble the car now is going to determine how well it performs on the track. Don't be in a hurry, through proper car assembly most races are won "on the bench".

Assembly tips from the factory.....

Before you get started, here are some suggestions and tips that will make the assembly of your kit a little easier.

1-Glance through the instructions and pictures once before you start to assemble the kit. This will help get you familiarized with the assembly steps and the pictures. To help eliminate confusion, only open the parts bags when they are called for in the instructions. Otherwise you might mix up small parts which will make the assembly much more difficult.

2-When you empty the parts bags, use a paper plate or a small container to empty it in. This will keep parts from rolling off the table and being lost in your carpet forever.

3-When you are putting screws into plastic pieces, be sure that you do not over tighten them. This could result in the threads in the plastic stripping. Tighten the screws until they are snug.

4-All molded nylon pieces will have a small amount of flashing. Before you assemble these pieces it is a good idea to remove it with an Xacto knife.

5-In the instructions, certain parts are referred to as left and right. Imagine yourself sitting in a full size car in the driver's seat. The driver's side is what will be referred to as the left side.

The passenger side will be referred to as the right side. Please keep this in mind while you are assembling your car.

6-The step numbers in this manual correspond to the pictures in the pictorial assembly manual. Use both for the assembly of this kit. Due to TRINITY's on-going development program, certain parts in the pictorial assembly manual may be different from the actual parts in the kit.

Items required to complete your EV10F.....

- 1- Airtronics Two Channel Radio System
- 1- Novak Electronic Speed Control
- 1- Ex-Tech Matched 1700 SCRC battery pack (EXW378)
- 1- Trinity Midnight Stock (RC2095) or Team Edition 96, 16 double (TE0216) modified.
- 1- Protoform Nissan P-35 1/10th scale body
- 1 Point Blank servo saver
- 1- Trinity 5-cell Receiver pack (RC5093)

Tools & supplies needed to build this kit.....

- #2 Phillips screw driver - large
- Xacto knife
- Small pliers
- Needle nose pliers
- Assorted files
- 400 grit wet/dry sandpaper
- Nut driver set
- 1/8" reamer or drill bit
- Servo tape
- Towel or rag

[Click part number to search eBay](#)

Your EV10F kit contains.....

Part #	Part Description	Qty
BAG # 1		
EV0047	ALUMINUM BALL JOINTS.....	8
EV0048	4-40 ALUMINUM LOCK NUTS	8
EV0049	8-32 x 7/8" ALUM FLATHEAD SCREWS	4
EV0050	8-32 NYLON LOCK NUTS	4
EV4010	TRAILING FRONT STEERING BLOCKS	2
EV0027	1.125" x 4-40 STEEL TURNBUCKLES	4
EV0065	4-40 x 3/8" CAP SCREWS	2
EV0023	FRONT KINGPINS	2
EV0031	1/4" DELRIN BALLS	2
EV0030	NYLON BALL CUPS	8
EV0025	.022" FRONT SUSPENSION SPRING	2
EV0051	FRONT NYLON KINGPIN BUSHING	2
EV0052	NYLON CLEVIS	2
EV0053	FRONT SPACER SET	1
EV0024	NYLON UPPER BALL SUPPORT	2
EV0054	1/8" SILICONE O-RING	2

EV0058	1/8"x 1/4" STEEL WASHERS.....	4
EV0059	1/8" E-CLIPS.....	6
EV0088	2.250" x 4-40 ALUM TURNBUCKLES	2
EV0085	2" NYLON BODY POSTS.....	2
EV0064	4-40 x 3/8" STEEL FLATHEAD SCRS	2
EV0086	NYLON BODY POST COLLARS	2
EV0087	4-40 x 1/8" SET SCREWS	2
EV0090	HOOD PINS	2
EV0100	.050" STEEL ALLEN WRENCH	1
	1/16" STEEL ALLEN WRENCH.....	1
	3/32" STEEL ALLEN WRENCH.....	1
SS2008	1/8" X 5/16" FLANGED BUSHINGS	4
BAG # 2		
EV0064	4-40 x 3/8" FLATHEAD SCREWS.....	11
EV0065	4-40 x 3/8" CAP SCREWS.....	2
EV0068	1/4" ALUMINUM PIVOT BALL.....	1
EV0069	3/16" ALUMINUM STANDOFF	2
EV0070	NYLON REAR BATTERY CUP	1
EV0071	2-56 x 1/4" BUTTONHEAD SCREWS	4
EV0072	NYLON PIVOT BALL SOCKET SET	1
EV0073	1/8" THICK ALUMINUM WASHERS	2
EV0047	ALUMINUM BALL JOINTS.....	2
EV0048	4-40 ALUMINUM LOCK NUTS	2
EV0074	4-40 x 1/2" FLATHEAD SCREWS.....	2
EV0076	ALUMINUM CONTROL LINK BALLS.....	2
EV0083	NYLON FRONT BATTERY CUP.....	1
EV0084	FRONT BATTERY CUP LID.....	1
EV0089	4-40 x 1/2" CAP SCREW.....	1
EV0085	2" NYLON BODY POSTS.....	2
EV0086	NYLON BODY POST COLLARS	2
EV0087	4-40 x 1/8" SET SCREWS	2
EV0090	HOOD PINS	2
EV1001	NYLON ANTENNA MOUNT	1
BAG # 3		
EV0062	NYLON LEFT REAR AXLE BLOCK	1
EV0063	ALUMINUM RIGHT MOTOR BLOCK	1
EV0064	4-40 x 3/8" FLATHEAD SCREWS.....	8
EV0065	4-40 x 3/8" CAP SCREWS.....	4
EV0091	RIDE HEIGHT ADJUSTOR SET	1
EV0047	ALUMINUM BALL JOINTS.....	1
EV0076	ALUMINUM CONTROL LINK BALLS.....	2
EV0027	1 .125" x 4-40 STEEL TURNBUCKLES.....	2
EV0075	NYLON BALL LINK SOCKET	4
EV0071	2-56 x 1/4" BUTTON HEAD SCRWS.....	4
EV0048	4-40 ALUMINUM LOCK NUTS	1
EV0206	DAMPENER TUBE KIT	1
BAG # 4		
EV0033	ALUMINUM SHOCK BODY.....	1
EV0034	NYLON CYLINDER NUT.....	1
EV0035	SILICONE O-RING	1
EV0036N	ALUMINUM SPRING ADJUST NUT	1
EV0037	PRESSURIZATION SPRING	1
EV0038	ALUMINUM ROD END CAP.....	1
EV0039	SHOCK SHAFT	1
EV0040	NYLON SHOCK SHAFT WASHER	1
EV0043	SUSPENSION SPRING	1
EV0087	4-40 x 1/8" SET SCREWS.....	1
EV0030	NYLON BALL CUPS.....	2
BAG # 5		
EV0133	SOLID GRAPHITE DIFF AXLE.....	1
EV0079	ALUMINUM LEFT WHEEL HUB	1
EV0078	ALUMINUM RIGHT DIFF HUB	1
MM120	120 TOOTH MAGIC SPUR GEAR	1
EV0092	1/8" DIFF BALLS.....	12
EV0080	THRUST CONE & WASHER	1
EV0081	BELLEVILLE WASHERS	2
EV6012	6-32 NYLON LOCK NUT	1
EV0082	NYLON AXLE SHIM SET.....	1

EV0056	1/4" x 3/8" BEARING	1
EV0057	1/4" x 3/8" FLANGED BEARINGS	4
EV0093	DIFF RINGS	2
EV1002	SET SCREWS FOR WHEEL HUB	1
EV0065	4-40 x 3/8" CAP SCREWS	8
BAG #6		
EV0200	FIBERGLASS ON-ROAD CHASSIS	1
EV0201	FIBERGLASS FRONT AXLE PLATE	1
EV0202	FIBERGLASS PIVOT BALL PLATE	1
EV0203	FIBERGLASS TOP PLATE.....	1
EV0204	FIBERGLASS BOTTOM PLATE.....	1
EV0205	FIBERGLASS TOP CHASSIS PLATE	1

Assembly step numbers correspond to the picture numbers in the PICTORIAL MANUAL. Complete each step before proceeding to the next step.

Now lets start.....!

FRONT END ASSEMBLY.....

STEP # 1, Your new EVOLUTION 10F chassis is constructed of a matte finish G-10 fiberglass material which resists scratching. Some sanding, with a fine grit sand paper, might be necessary around the outside of the chassis to remove any sharp edges. Before you do this, it might be a good idea to spread some newspaper out to catch the fiberglass dust.

When you are finished, clean off the chassis and dispose of the dust. Be sure you wash your hands with soap and water when you are done.

Additional strength can be added to the chassis by coating the outside edges with a thin layer of super glue. This will also help keep the layers of fiberglass from separating in the event of a hard crash.

Next locate the front axle plate in bag #1. Check for any sharp edges and remove with sand paper. You may also apply a thin layer of super glue to the edges. This will give the axle plate more strength and protect it from layer separation under hard impact.

Locate the two nylon king pin bushings from bag #1. Check for flashing and remove with an Xacto knife. Insert them into the front fiberglass axle plate. The bushings should snap securely into place. It does not matter which side of the front axle plate you put them in, but be sure you put both bushings in from the same side.

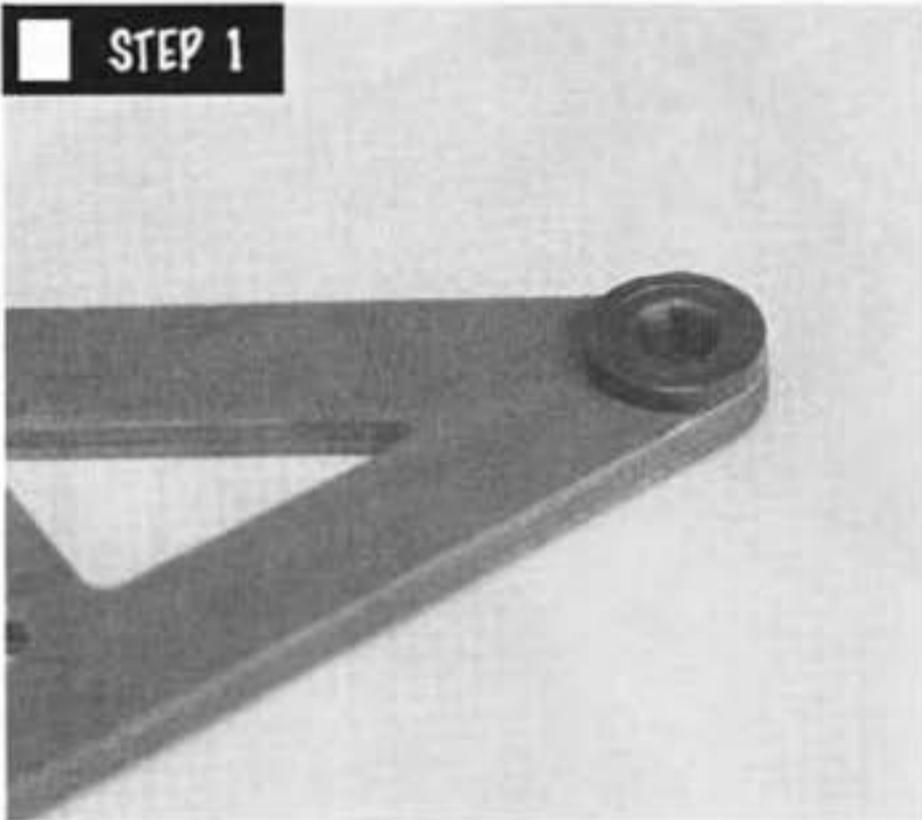
You are now finished with step #1. Put a check mark in the box in the pictorial to show that this step is complete. After you have completed each step from now on, check off the appropriate box so you know which part of the assembly you are on in case of an interruption. You won't miss any steps this way.

STEP #2, Next locate and insert the four aluminum ball studs into the axle plate from the opposite direction as the bushings, and lock into place with the aluminum mini locknuts as shown.

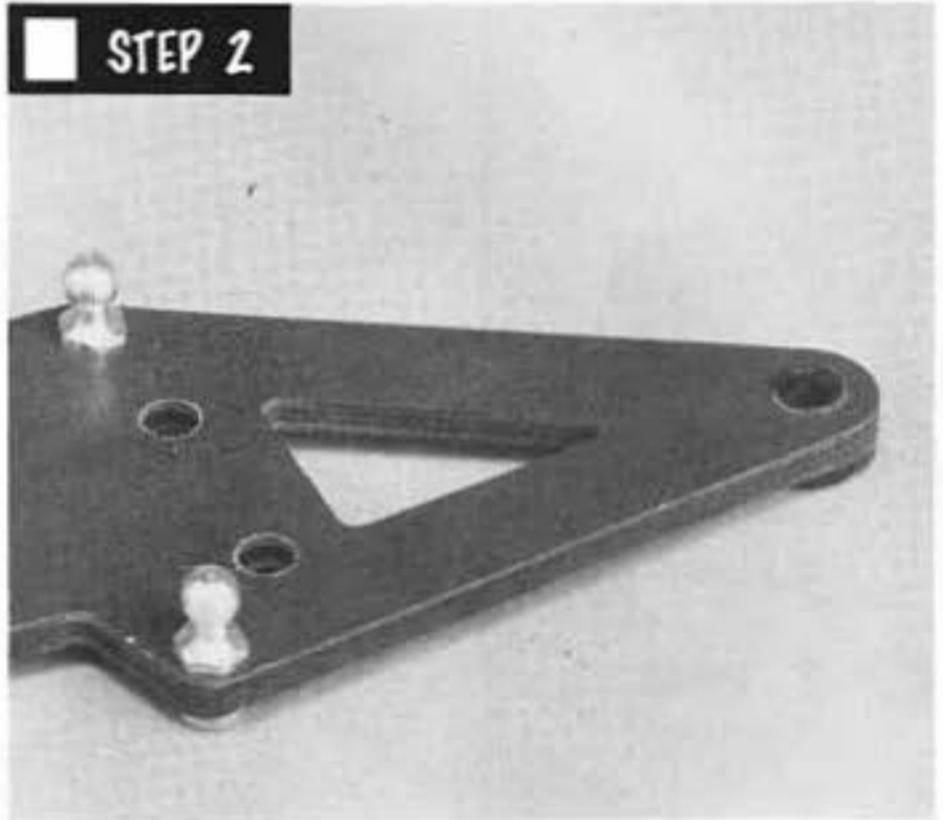
STEP #3, Locate the two upper ball supports and delrin balls and snap the balls into the upper supports, from the top of the supports, using a pair of pliers. Be careful not to mark up either part. A drop of light oil on the ball before snapping it together might make the job easier.

This step by step pictorial is to be used along with the instruction manual when assembling your Evolution 10 car kit. The step numbers correspond to the steps in the instruction manual. Each photo has a box to check as you finish that step in the instruction manual. We suggest checking off the boxes as you proceed. This will eliminate missing any steps. Remember take your time and carefully read the instructions, do not try to assemble your kit using the photos alone. Good luck, and good racing!!!!

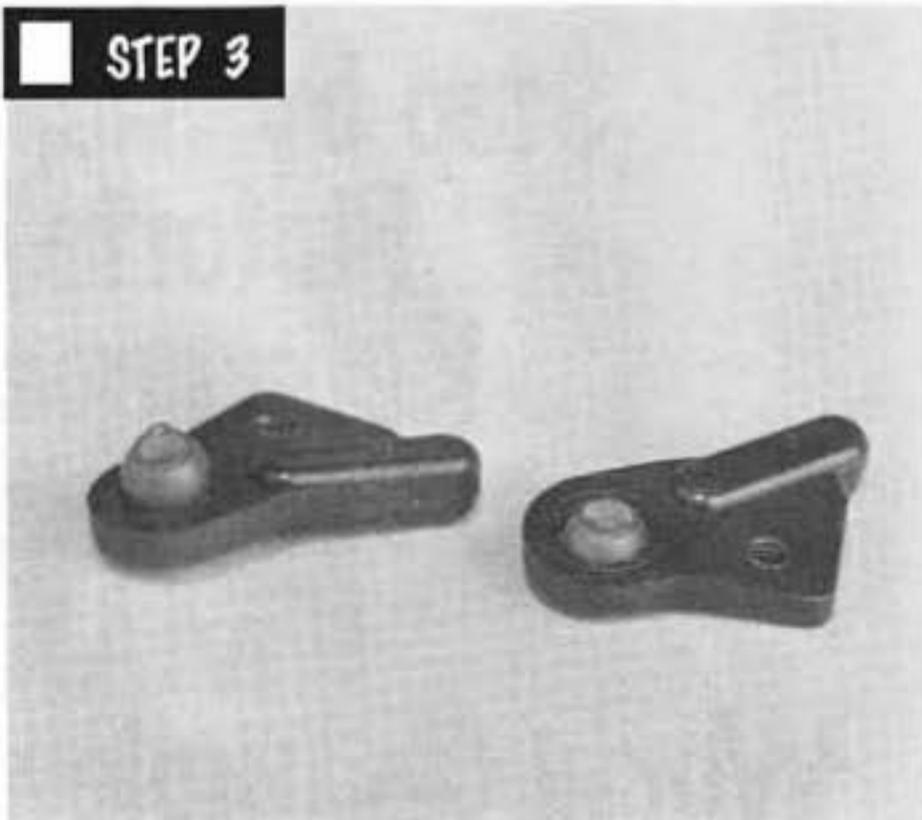
STEP 1



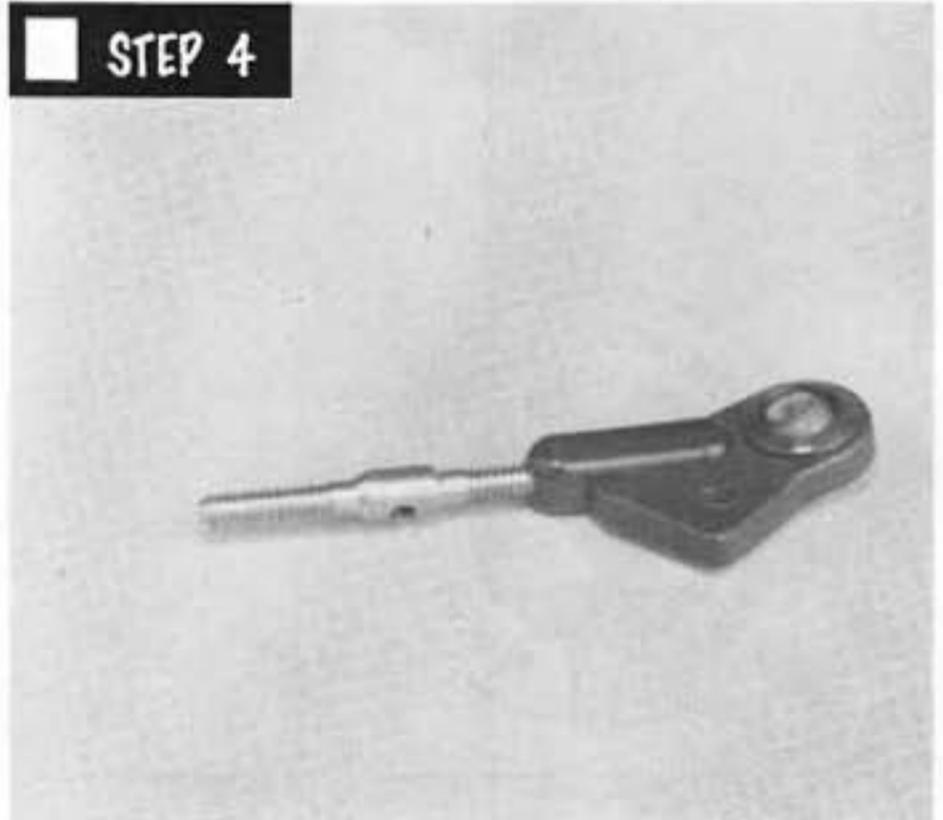
STEP 2



STEP 3



STEP 4



STEP #4, Thread a turnbuckle into each of the upper ball supports about 1/4". Using a .050 allen wrench through the turnbuckle will make it easier to turn. A good tip is insert the right handed threads into the upper ball support and the clevis. This will make adjusting quick and easy.

STEP #5, On the other end of the turnbuckle install a nylon ball cup, also thread it on about a 1/4". There should be about 3/4" between the end of the upper ball support and the end of the ball cup.

STEP #6, On the other turnbuckles, install a nylon ball cup on one end of each, again about 1/4". On the opposite end, thread a nylon clevis also about 1/4". The distance between the two parts should be about 11/16". These lengths will be adjusted later.

STEP #7, Slide the king pin into the bushing on the front axle plate. The king pin should slide freely up and down. If it is too tight, use an 1/8" reamer or drill bit and ream out the bushing. Recheck the kingpin fit and keep reaming until the king pin slides freely. Be careful that you do not ream the hole too large. This will cause the kingpin to fit too loose.

STEP #8, Install an E-clip on one end of each kingpin, a steel washer, a front suspension spring, another steel washer and then a silicone o-ring . The o-ring "fools" the car into thinking it has front shocks. Different degrees of dampening can be achieved by the type of lubrication that you use on the front kingpins. You can use a thick grease or silicone lube for dampening. The o-ring can be removed if less dampening is desired.

STEP #9, Slide the kingpin assembly up through the nylon bushing in the front axle plate as shown.

STEP #10, Place a steering block on each of the kingpins, making sure the steering block slides smoothly on the king pin. Also make sure the trailing arms face the rear of the front axle plate.

STEP #11, Look at the upper ball supports. You will notice that one of the supports has a number 2 molded into it. This support will go on the right side of the front axle plate. Install the upper ball support assembly on the corresponding kingpins above the steering block and secure in place with an E-clip as shown.

STEP #12, Next snap the nylon ball cup from the upper ball support turnbuckle assembly, onto the front aluminum ball stud located on the front axle plate as shown.

STEP #13, Slide the clevis, that is on the other turnbuckle assembly, over the hole in the upper ball support. Make sure that the large hole in the clevis is up and the small hole is down. Lock the clevis into place with the 4-40 x 3/8" cap screws.

STEP #14, Snap the nylon ball cup that is on the other end of the clevis turnbuckle assembly to the rear aluminum ball stud on the front axle plate.

Using an allen wrench, adjust the turnbuckles by turning them until the king pins are straight in respect to both caster and camber. Move the suspension through its travel and see if the suspension has any binding spots during its travel. If it does, remove the king pin from the bushing, and use the 1/8" reamer or drill bit to get the clearance needed to free the suspension throughout the travel. Be careful not to ream the

hole too large as this will cause the kingpin to fit too loose. Anytime you adjust the caster and camber you need to check the kinpin for binding. If the suspension is too tight, the car will not handle properly.

STEP #15, Put the four 8-32 x 7/8" aluminum flathead screws up through the bottom of the chassis in the front four holes.

STEP #16, The spacers provided will raise or lower the front ride height of the chassis. Normally, we use the large spacer along with one small spacer. Select the spacers you want to use and slide them in place over the 8-32 screws on top of the chassis.

STEP #17, Place your pre-assembled front axle assembly over the screws and spacers on the chassis and lock into place using the 8-32 nylon lock nuts.

STEP #18, Fasten the front body posts to the chassis using the 4-40 x 3/8" flat head screws. Hold the posts with pliers while tightening the screws. Make sure you do not over tighten the screws and strip out the threads. Put the body post collars on the posts just under the last set of hood pin holes and lock in place with the 4-40 x 1/8" set screws. These can be adjusted later to the body you choose.

STEP #19, Locate the two aluminum steering turnbuckles. Put a plastic ball socket on each end as shown. Thread them on until the overall length of the assembly is 2". This will be close. The final adjustment will be made after the steering servo is in the car.

STEP #20, In each of the two steering blocks put an aluminum ball stud in from the bottom. Use the aluminum mini locknuts to secure the ball studs in place. A 3/16" nut driver works well for this.

STEP #21, Snap one end of each turnbuckle assembly on the balls in the steering blocks as shown. The two aluminum ball studs and mini locknuts that are left over will go on the servo saver. So they won't get lost, snap them into the other socket on the turnbuckle and thread the locknut on finger tight.

STEP #22, Slide two front bearings onto each steering block axle and use a 4-40 mini locknut to hold them in place.

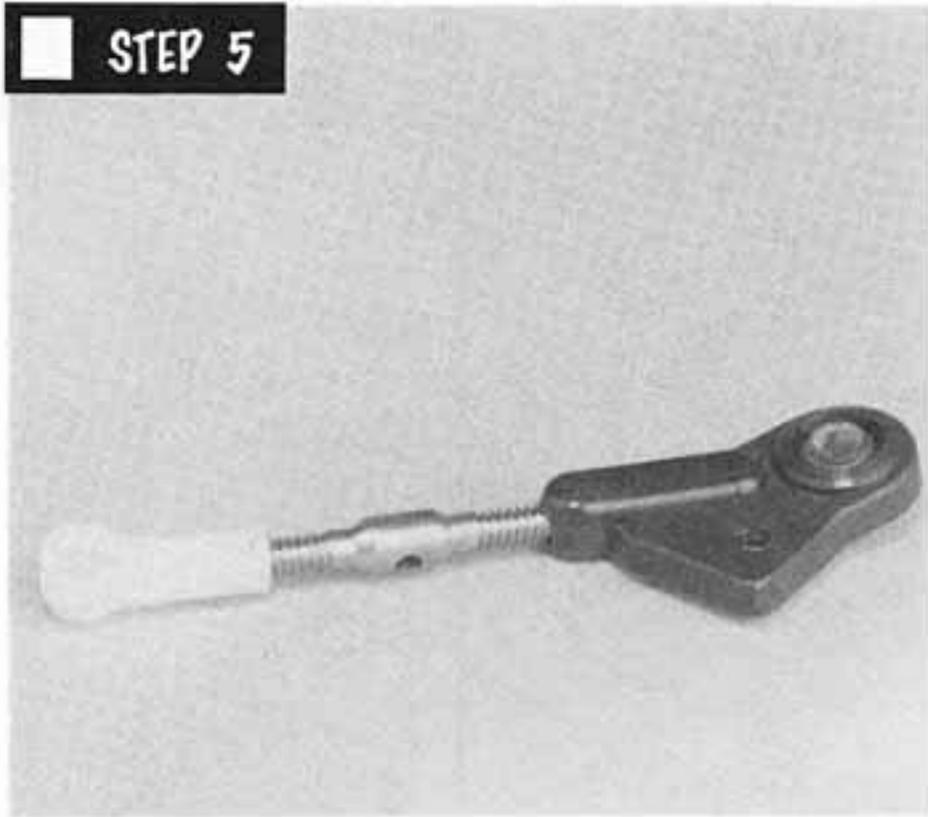
MID CHASSIS ASSEMBLY.....

STEP #23, Open bag #2 and empty contents. Locate the aluminum pivot ball. This is the aluminum ball with no hex on it. Install the aluminum pivot ball between the two halves of the nylon ball sockets along with a drop of silicone lube. The ball socket half with the four protrusions on it, is the top piece. It faces away from the aluminum shoulder on the pivot ball. Make sure the pivot ball is in the correct position before proceeding.

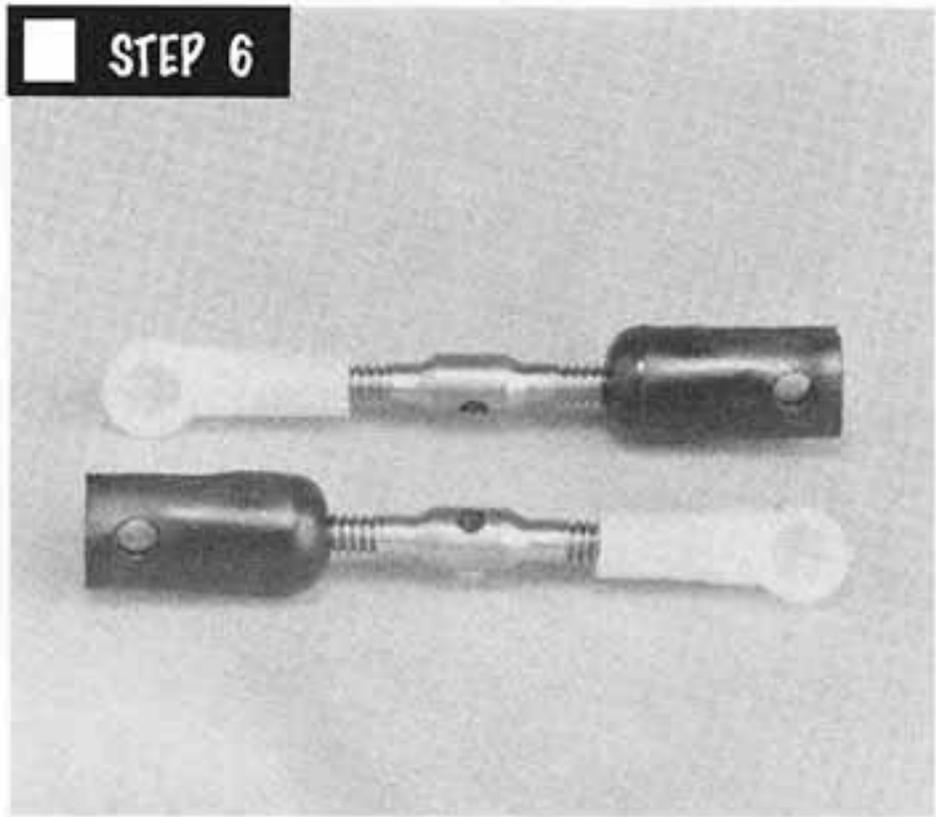
STEP #24, Place the pivot ball assembly into the fiberglass ball plate, with the large round nylon shoulder fitting snugly into the hole in the ball plate. If the fit is too tight, slightly relieve the hole with an Xacto knife. Now lock the pivot ball assembly into place using the four 2-56 x 1/4" buttonhead screws as shown. Make sure the pivot ball rotates freely in the socket. If it is a little tight, loosening the screws 1/4 turn each should free it up.

STEP #25, Insert the two 4-40 x 1/2" flathead screws through the rear holes in the chassis and place one .125" thick washer over each screw.

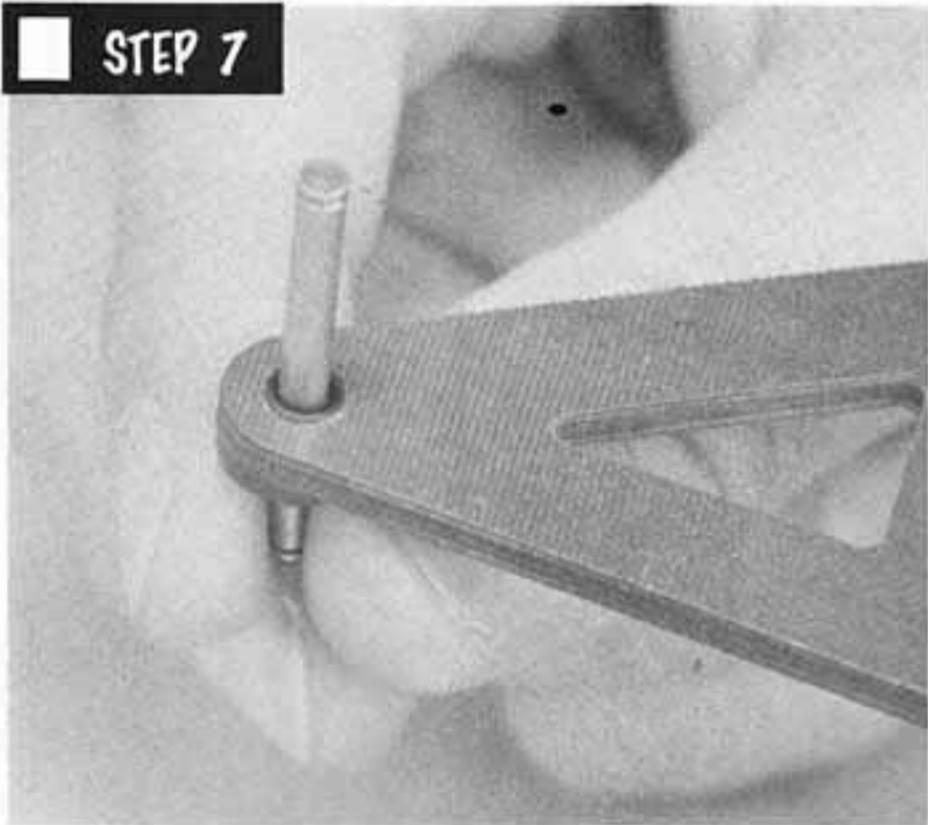
STEP 5



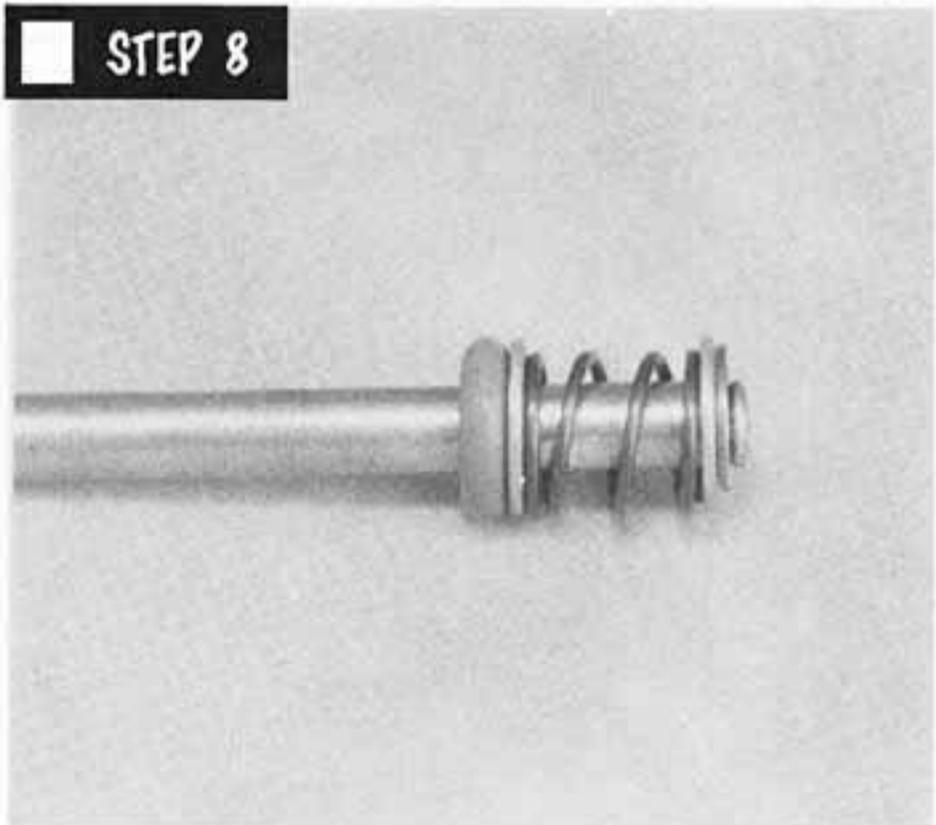
STEP 6



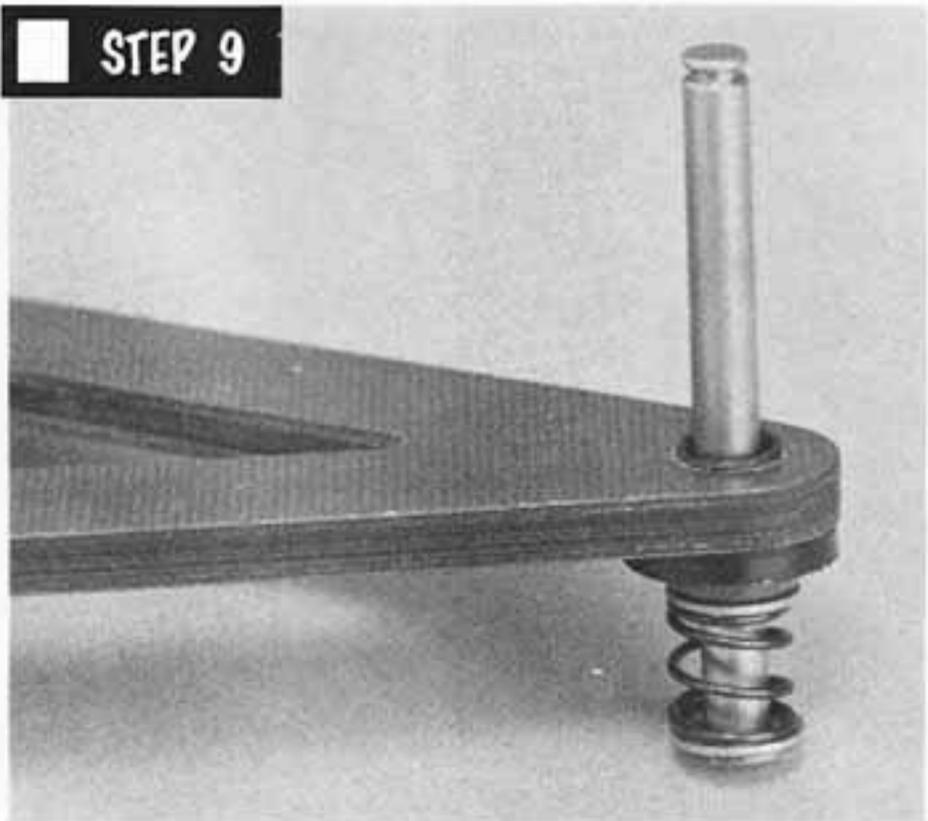
STEP 7



STEP 8

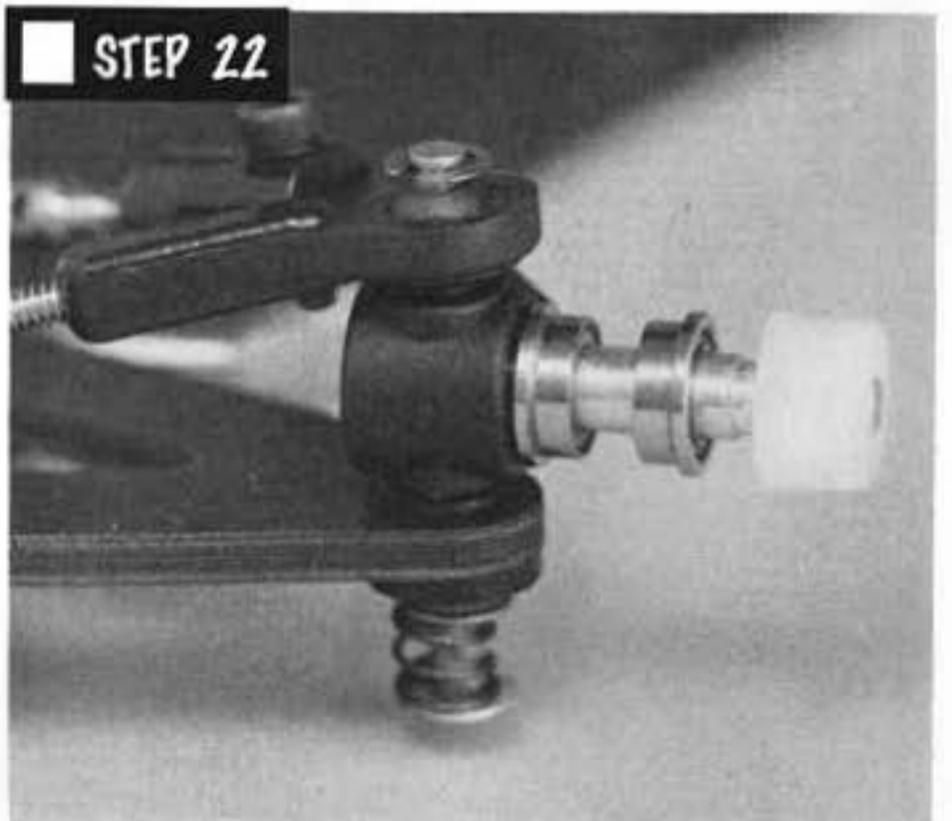
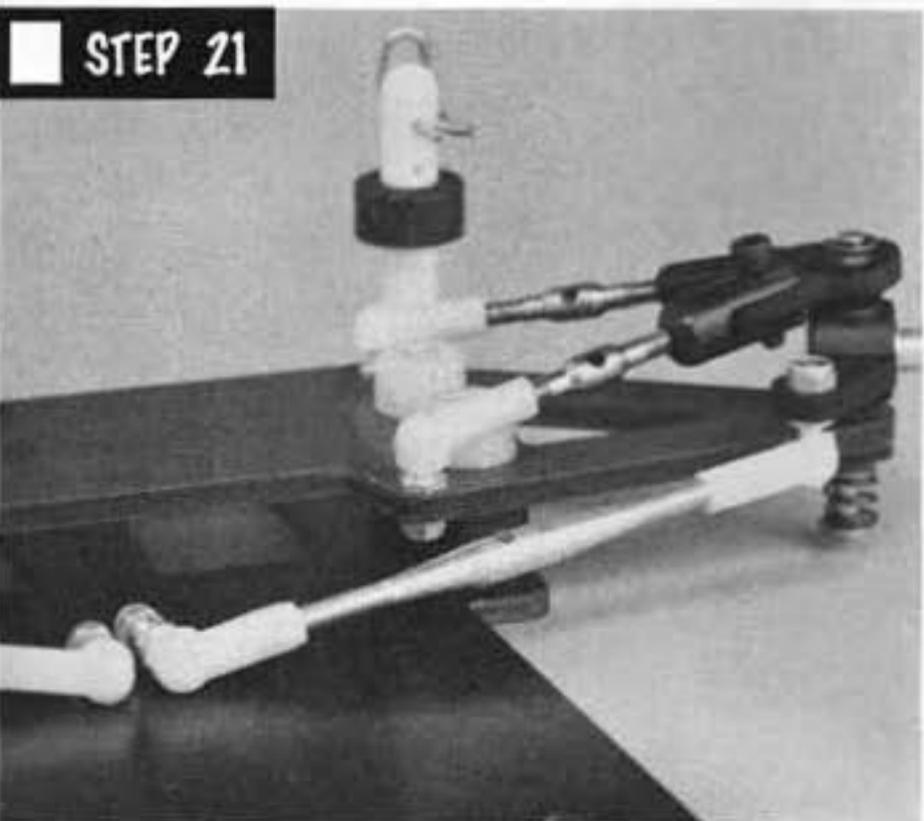
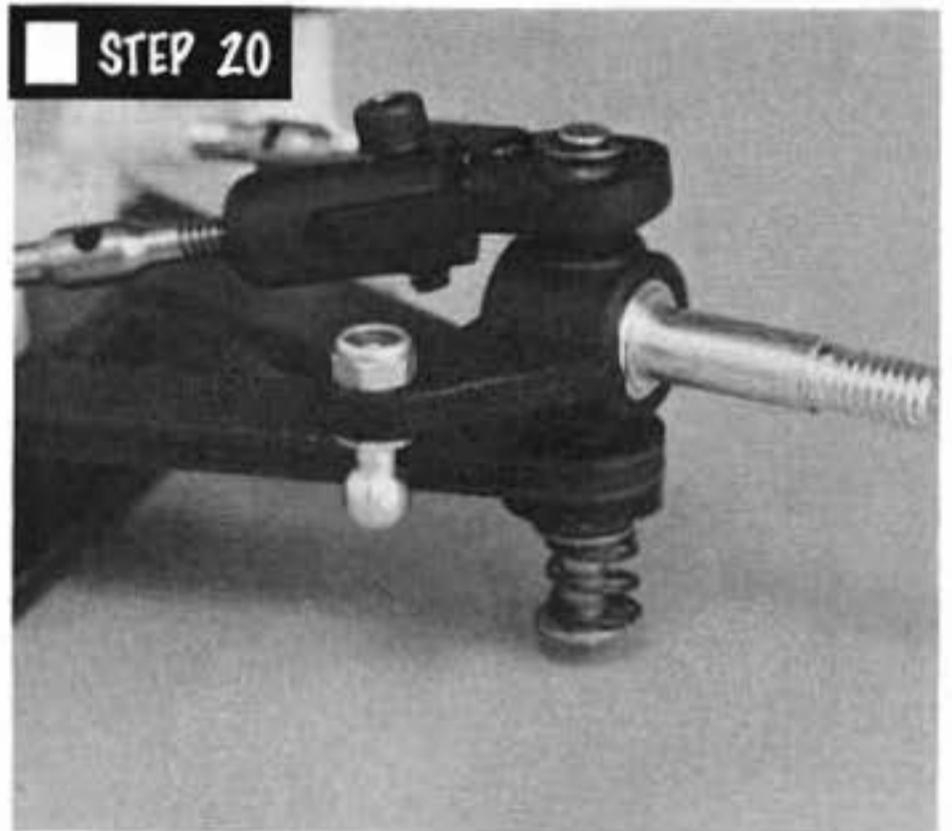
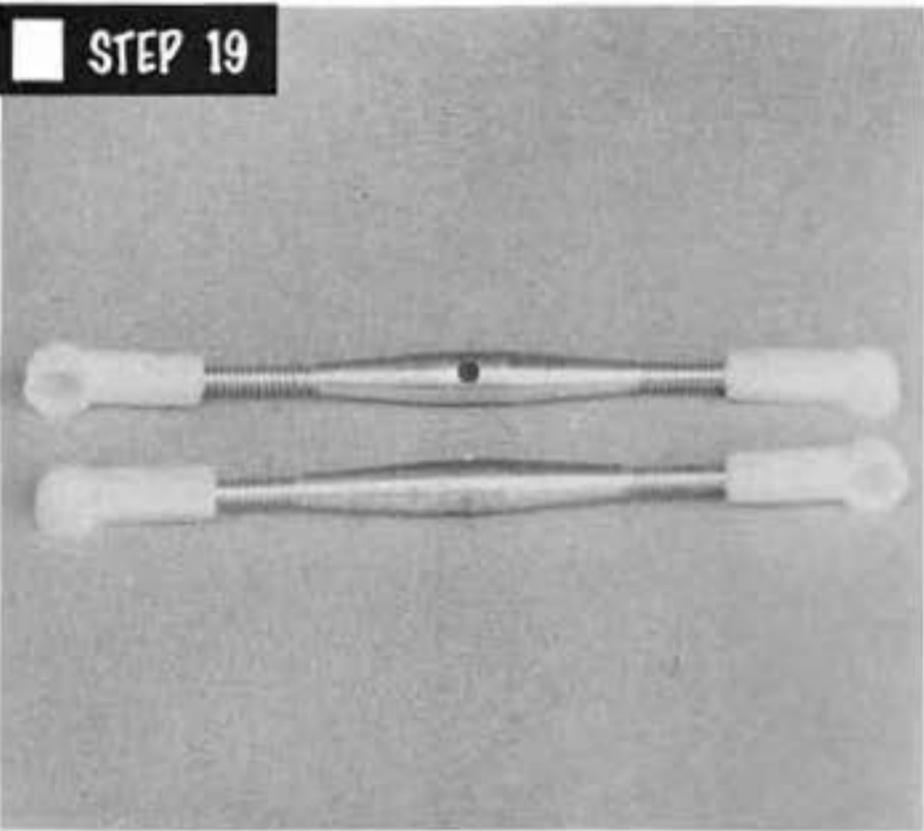
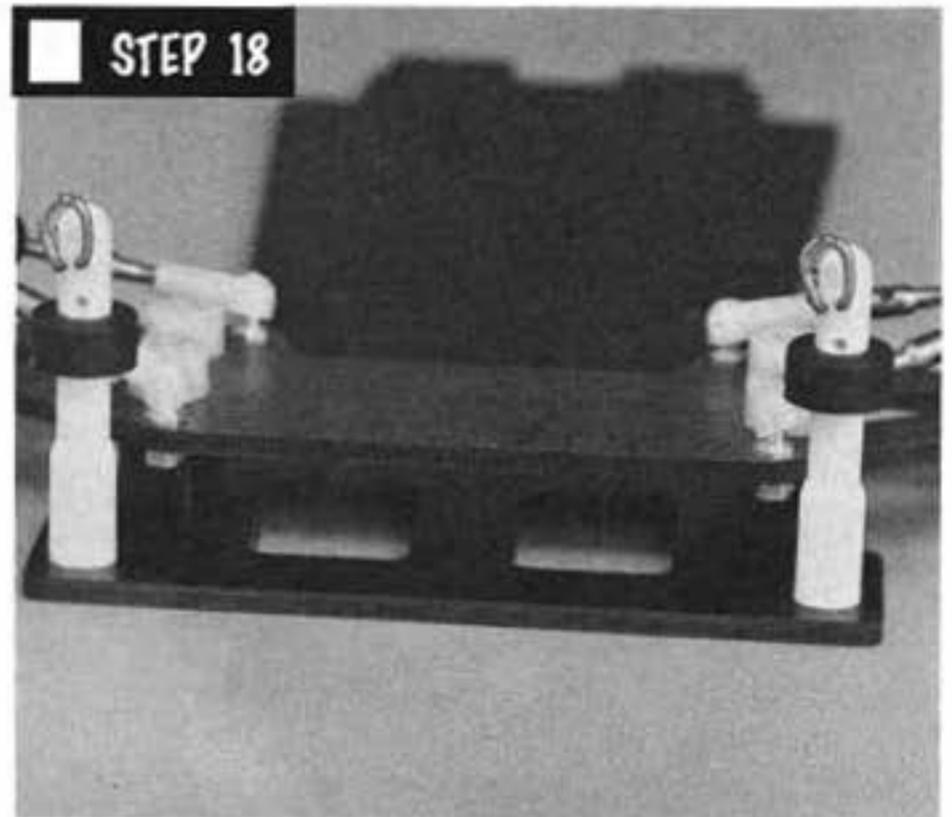
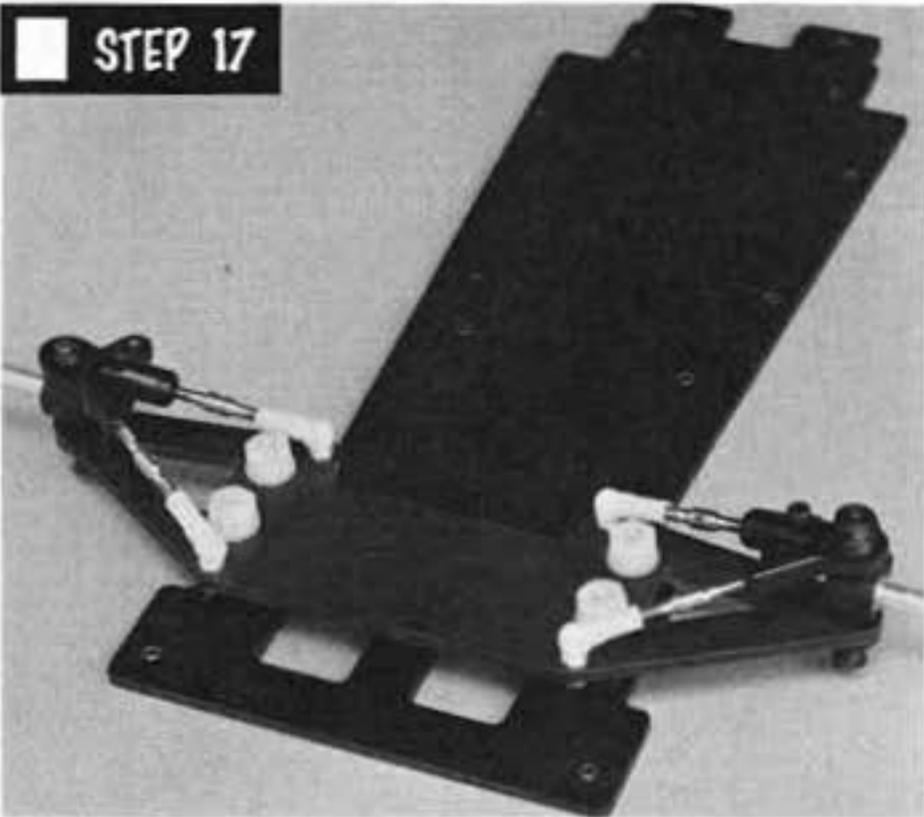


STEP 9



STEP 10





STEP #26, Place the assembled fiberglass pivot ball plate over the screws. Carefully thread an aluminum stand off on each screw. Hold the aluminum stand off with your fingers and tighten the screws. Be careful not to over tighten the screws and strip the threads in the aluminum stand offs.

STEP #27, Locate the rear battery cup and secure it to the chassis using two 4-40 x 3/8" flathead screws.

STEP #28, Find the triangular shaped fiberglass top chassis plate. Install one aluminum ball stud in the forward most hole in the top of the plate, on the same side as the countersunk holes, and lock in place with a 4-40 mini locknut. The countersunk holes are not shown in the picture.

STEP #29, Install an aluminum ball stud in the right forward outermost hole of the two available and lock in place with a 4-40 mini locknut. Keep in mind that the rear outermost holes on the plate are for the body posts.

STEP #30, Fasten the rear body posts to the top plate, in the rear outer most holes, using the 4-40 x 3/8" cap screws. Hold the posts with pliers while tightening the screws. Make sure you do not over tighten the screws and strip out the threads. Put the body post collars on the posts just under the last set of hood pin holes and lock in place with the 4-40 x 1/8" set screws. These can be adjusted later to the body you choose.

STEP #31, Place the top plate assembly on the standoffs and rear battery cup and secure into place using four 4-40 x 3/8" flathead screws. Note : the picture shows cap screws, OOPSI Be careful not to over tighten the screws and strip out the threads in the nylon battery cup.

STEP #32, Install the two .250" aluminum control link balls ,with the hex on them, to the chassis in the holes next to the rear battery cup using two 4-40 x 3/8" flathead screws.

STEP #33, Locate the front battery cup and the lid. You will notice that the lid has a large enough hole in one end to let the 4-40 screw pass through and self tap itself into the other end. Line up holes in the lid with the large hole in the front battery cup and install the 4-40 x 1/2" cap screw. Tighten the screw until resistance is felt in the movement of the lid action. The lid is held in place with a hood pin.

STEP #34, Install the front battery cup on the chassis using two 4-40 x 3/8" flathead screws as shown.

STEP #35, Install the antenna mount as shown using a 4-40 x 3/8" flathead screw.

REAR END ASSEMBLY.....

STEP #36, Open bag # 3 and locate the fiberglass bottom plate. Attach the left nylon axle block to the plate using three 4-40 x 3/8" flathead screws. Be sure you do not over tighten the screws and strip out the threads in the holes.

STEP #37, Attach the right aluminum motor block to the bottom plate using two 4-40 x 3/8" flathead screws.

STEP #38, Install the two .250" aluminum control link balls ,with the hex on them, to the lower plate using two 4-40 x 3/8" flathead screws.

STEP #39, Find the ride height adjustor set. You will notice that there are three different offsets in them. This gives you the option of five different rear axle heights, depending on

how they are placed in the motor blocks. We usually start out with the axle in the middle. Depending on tire size and track conditions, you may choose to use a different setting. When you have chosen the set you are going to use, trim them off the tree, and install them in the blocks on the rear pod as shown. They should fit snug in the holes in the blocks.

STEP #40, Install the rear pod on the chassis pivot ball using a 4-40 x 3/8" flathead screw. Place the screw through the center hole in the rear pod and thread it into the pivot ball. Be careful when tightening the screw. In some cases the pivot ball will try to spin in the socket. Most of the time the screw will tighten with no assistance from a pliers. If it continues to spin, a pair of small needle nose pliers can be used to hold the pivot ball while tightening the screw. A drop of red LockTite can also be used on this screw.

STEP #41, Locate the 4-40 x 1.125" steel turnbuckles and thread a nylon ball link socket on each end to an approximate length of 2.750". Put a 2-56 x 1/4" buttonhead screw in each ball socket but only thread it a couple of turns. Make sure that the heads of the screws are on the same side.

STEP #42, Snap the control link assembly onto the pivot balls that are on the rear pod and chassis, making sure that the screw heads are facing to the outside of the chassis. This makes adjusting the tension on the pivot balls easier. Tighten the 2-56 screws in the sockets until the balls do not rotate in the sockets and then back the screw one or two turns until the balls pivot freely.

The rear pod must be on the car straight in order for the car to run in a straight line. Find a point on the chassis to measure from or you can measure the distance between the rear pod and the chassis. By placing an allen wrench in the turnbuckle hole on turning the turnbuckle, the length will get shorter or longer. Make sure there isn't a bind caused by different length control links. To check for this, move the rear pod in all directions. The action should be free. If it is not free, keep adjusting the control links until it is.

STEP #43, Install an aluminum ball stud in the fiberglass top plate in the center rear hole and the right hole. Lock them in place with the 4-40 aluminum mini locknuts.

STEP #44, Place the top plate on the rear pod and secure in place using the four 4-40 x 3/8" cap screws. Be careful and do not over tighten these screws.

SHOCK ASSEMBLY.....

STEP #45, Open bag # 4 and empty contents into a small container because there are many small parts in this bag. Find the shock shaft and put a drop of oil on the silicone o-ring and slide it onto the shock shaft next to the piston.

STEP #46, Locate the small flat washer. Slide it onto the piston shaft next to the silicone o-ring, making sure that it slides freely.

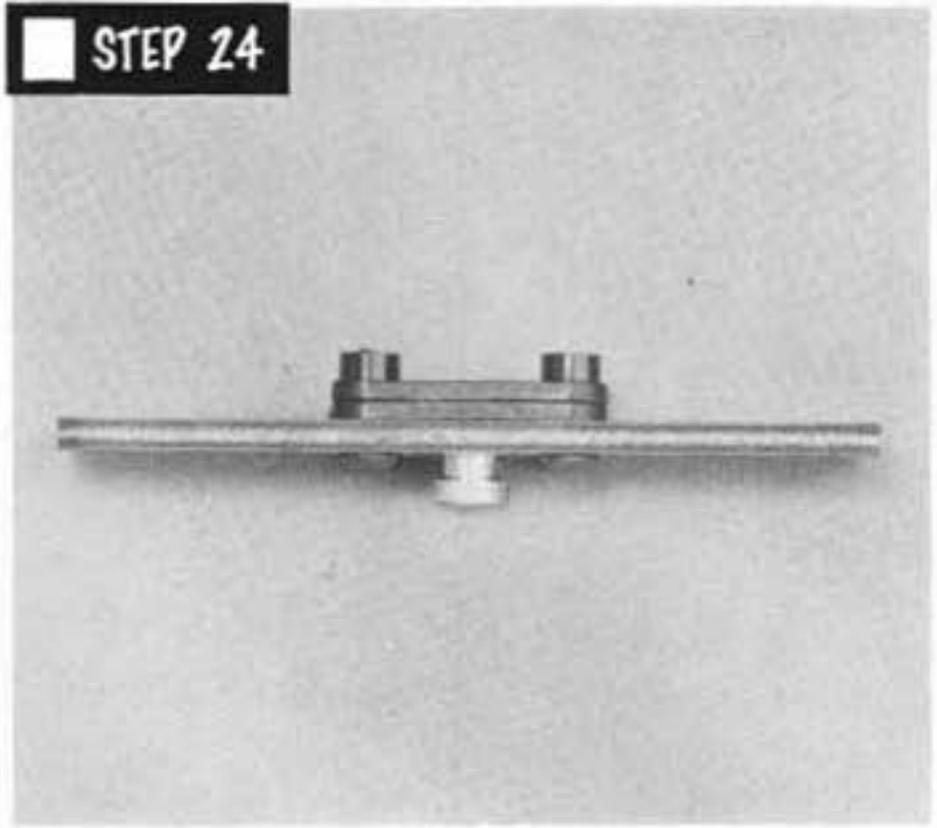
STEP #47, Now slide the small spring and cylinder nut on to the piston as shown. Remove any flashing from the cylinder nut and make sure it to slides freely on the shaft.

STEP #48, Before doing the next steps it would be a good idea to have a rag ready to clean up any mess. Using 20 - 25 weight shock oil, hold the shock body at a slight angle, drip oil down the side of the cylinder and fill the shock body up to the bottom of the threads. This lets the oil fill the cylinder,

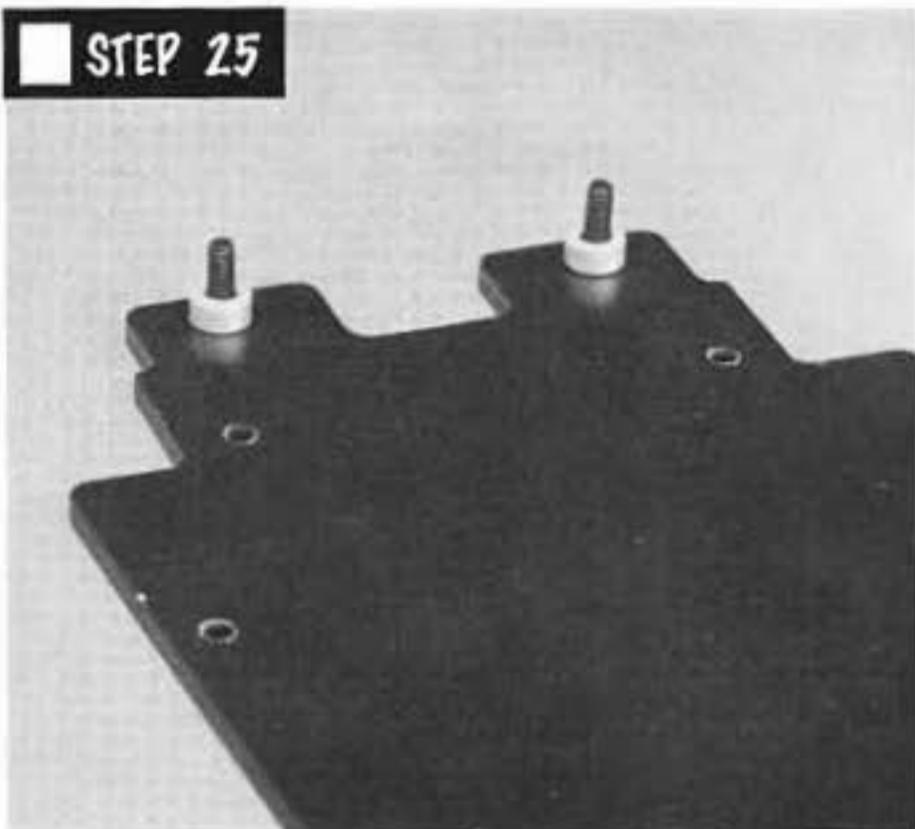
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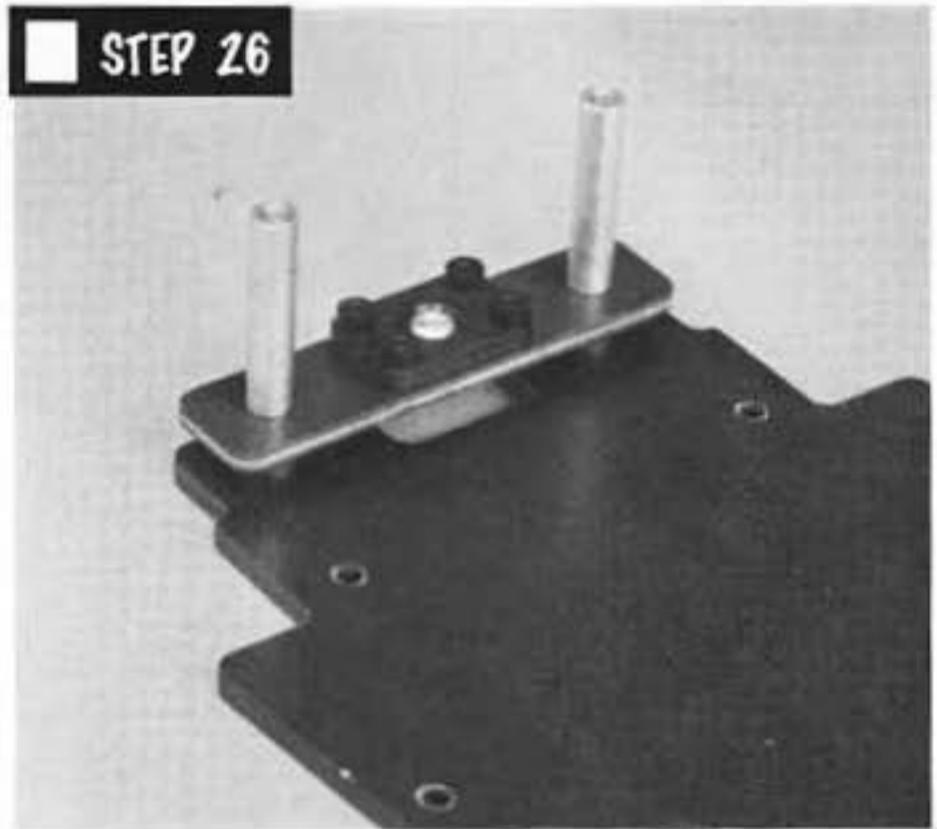
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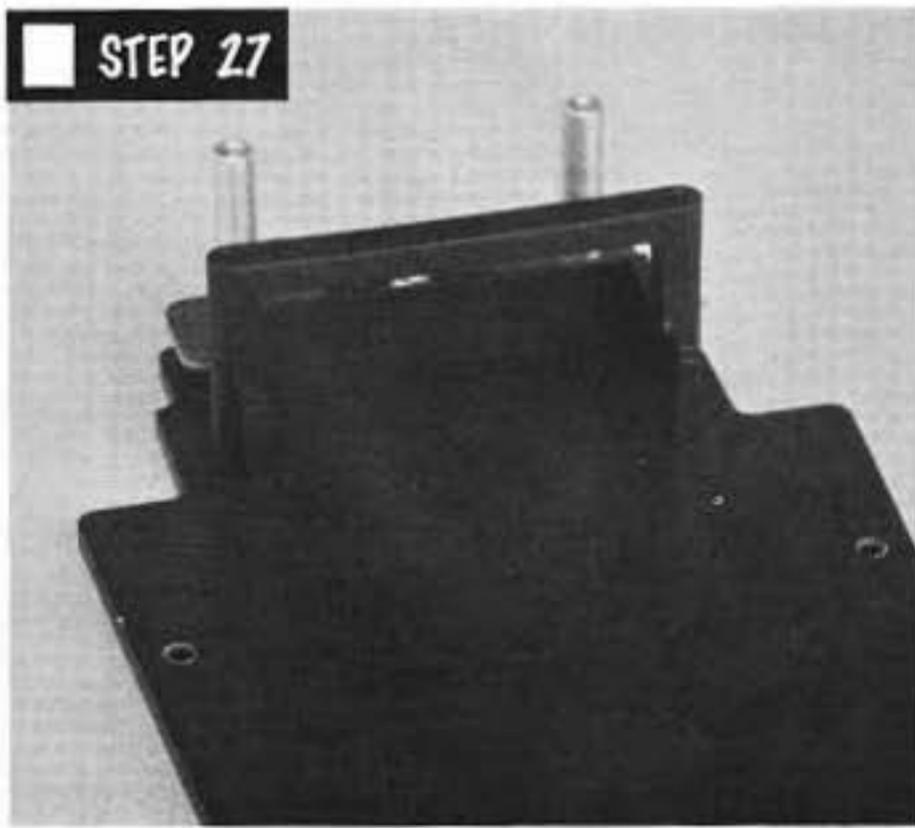
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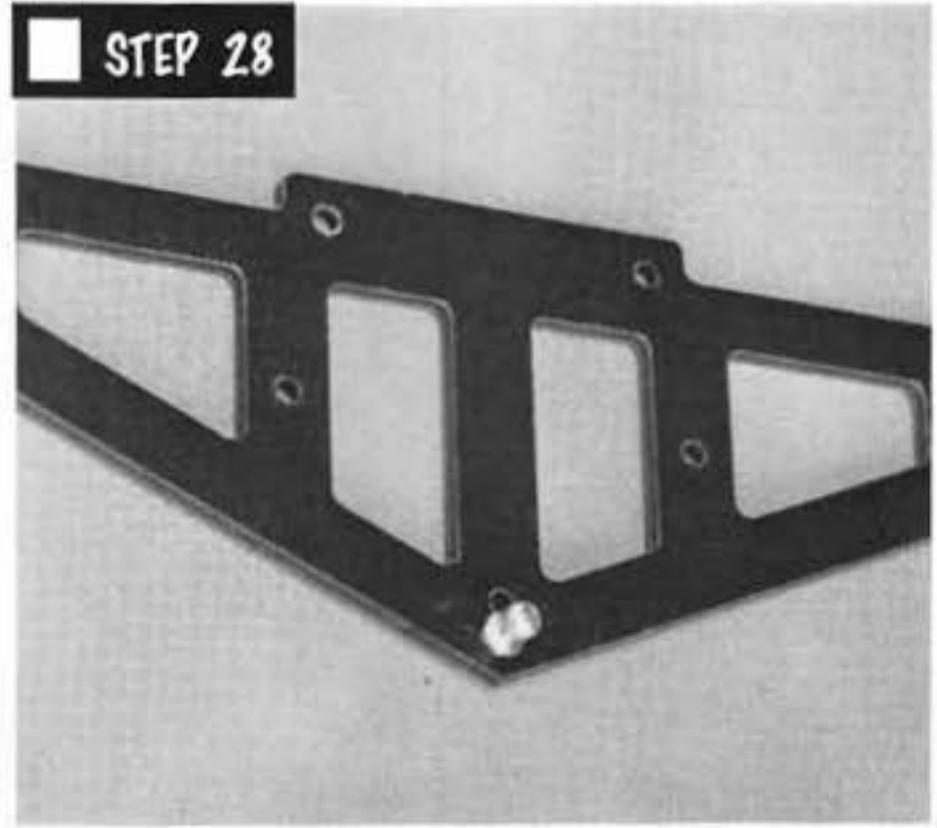
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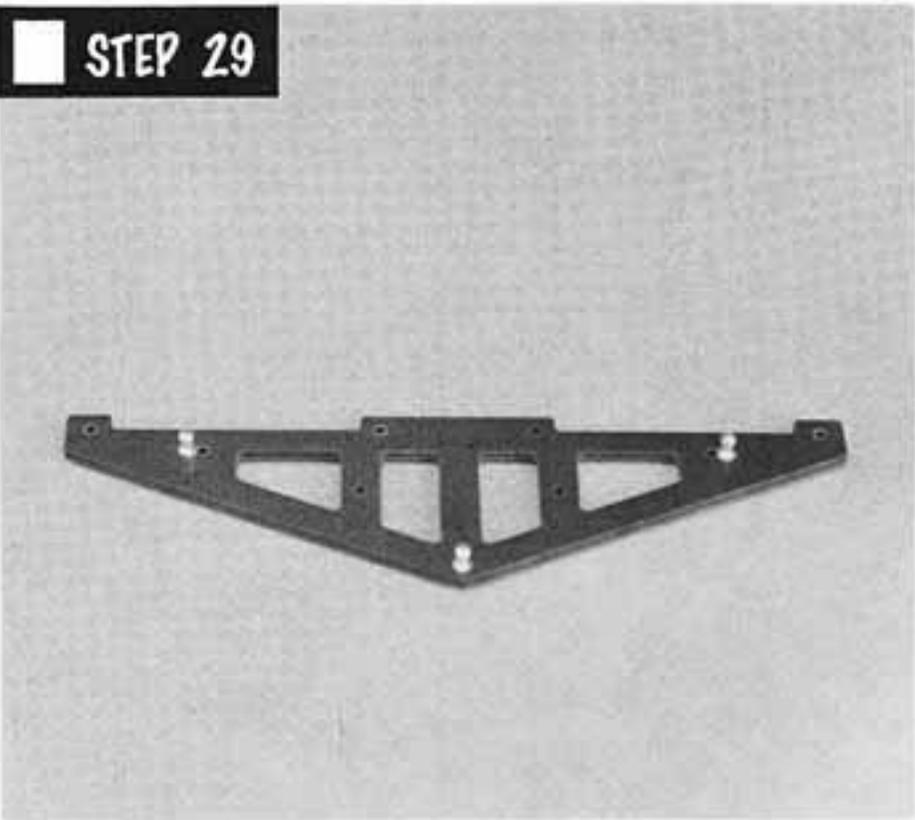
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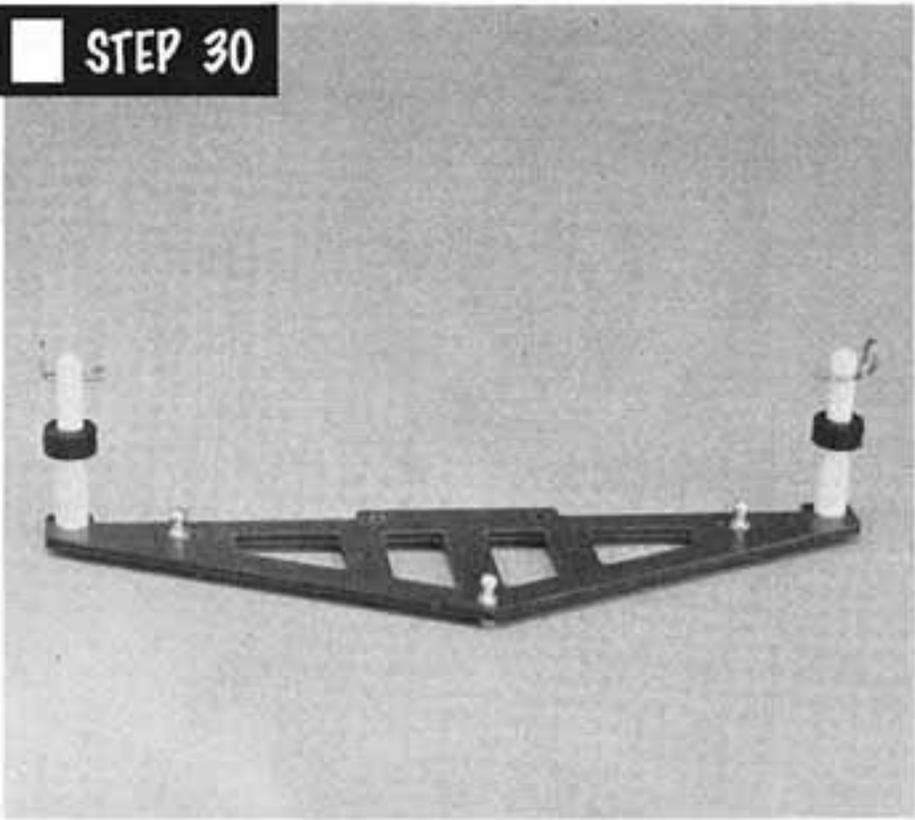
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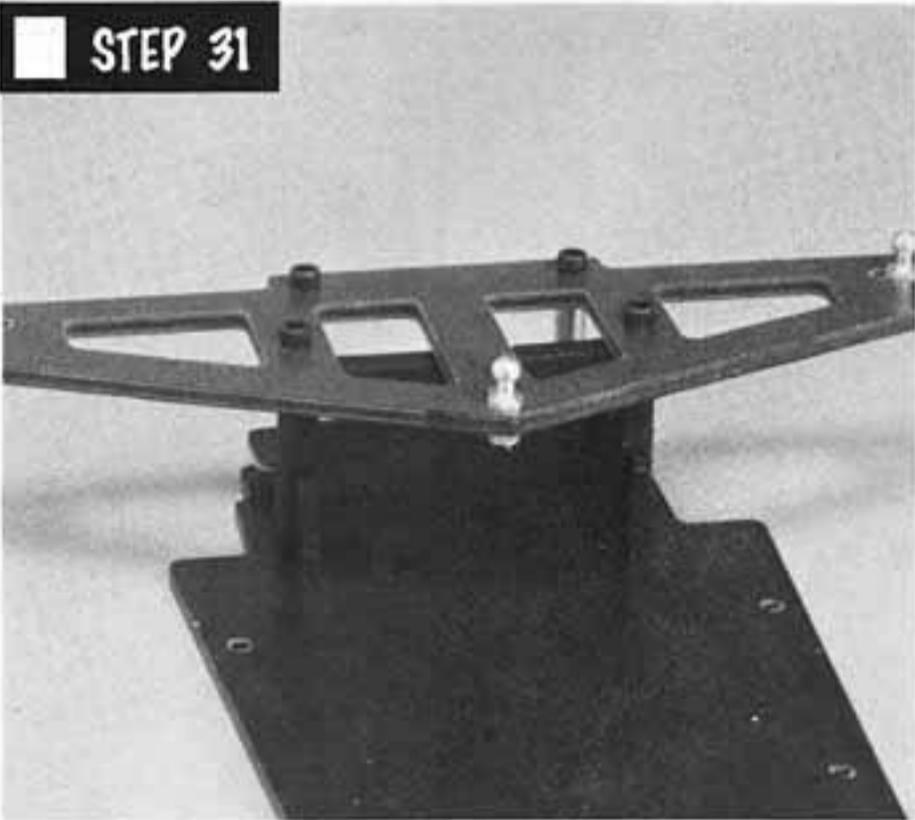
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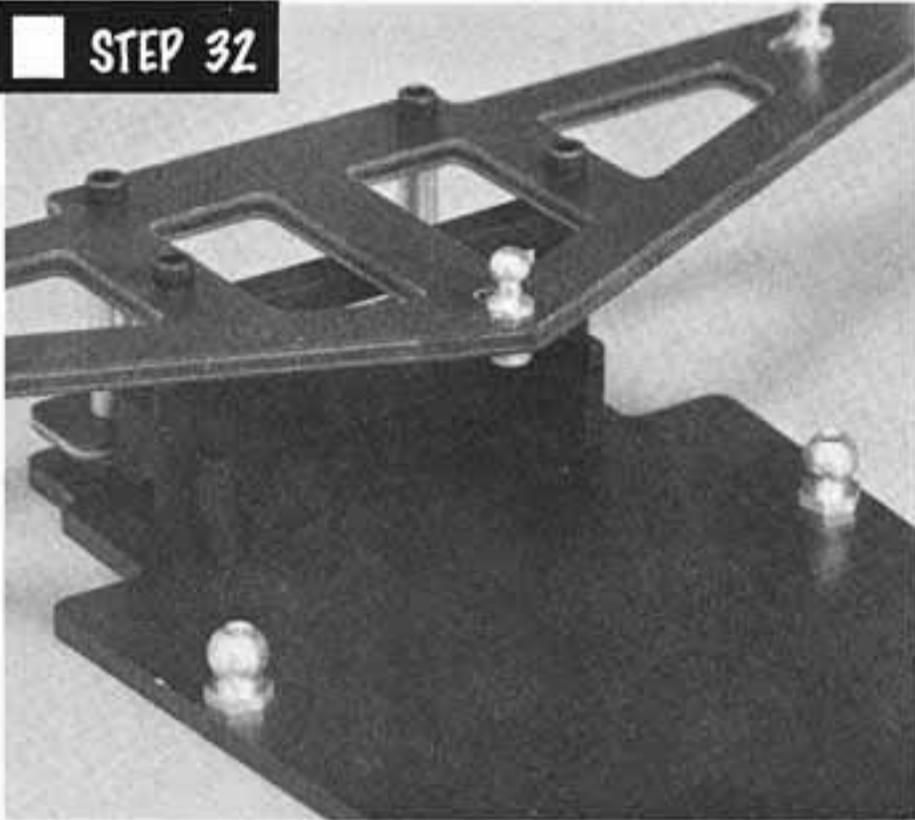
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STEP 31



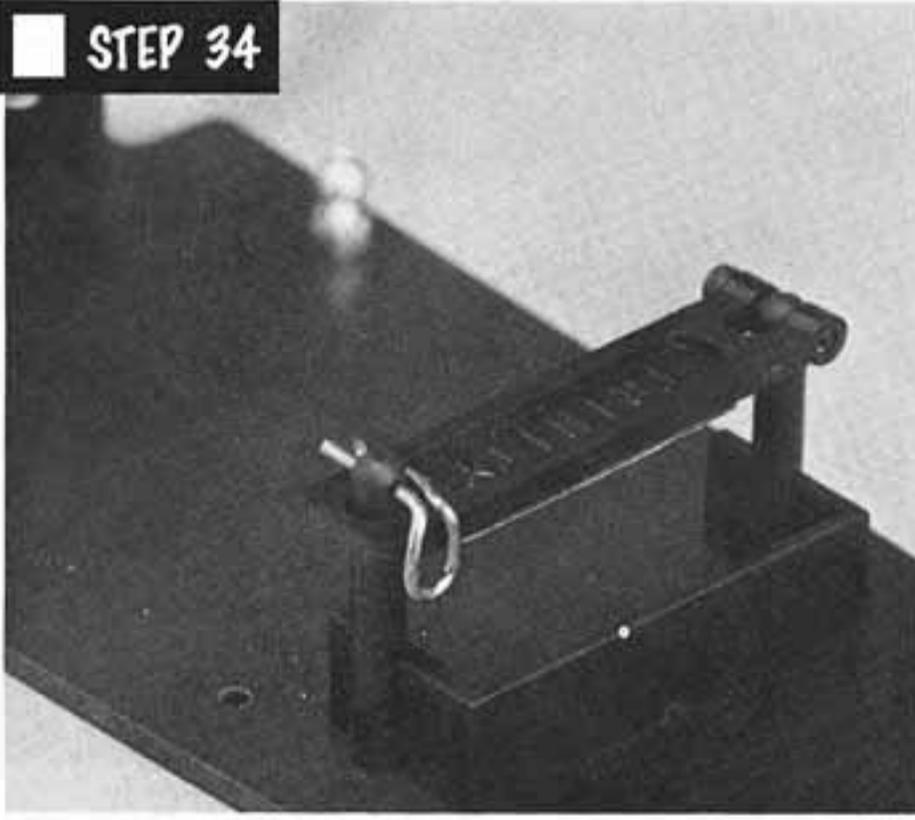
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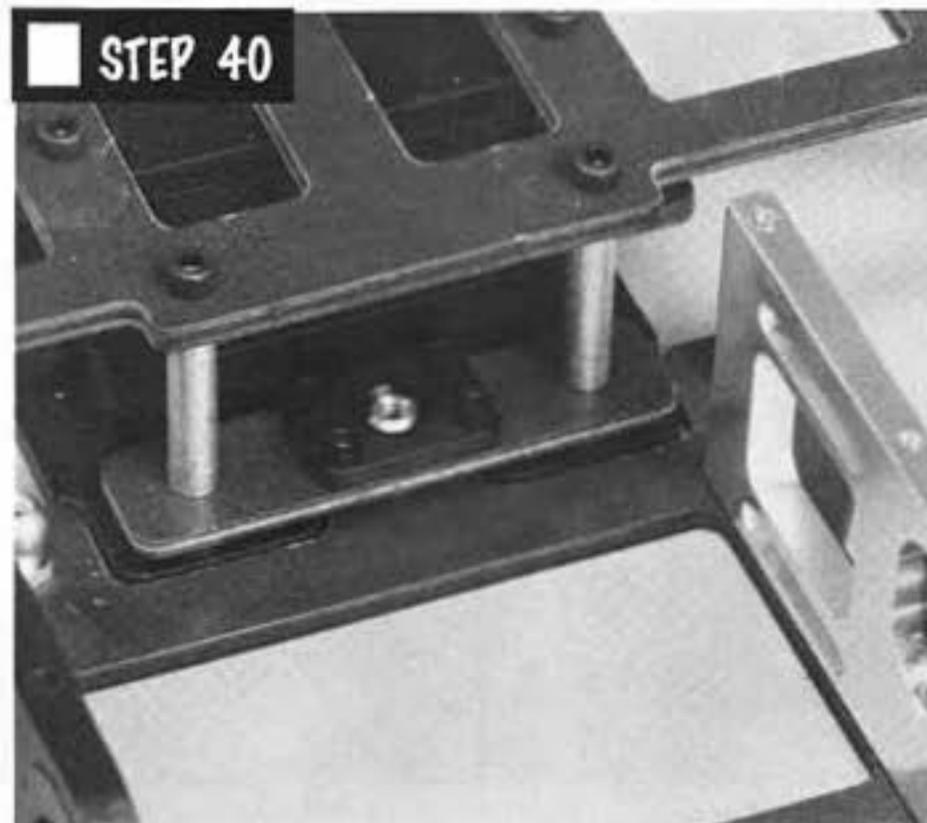
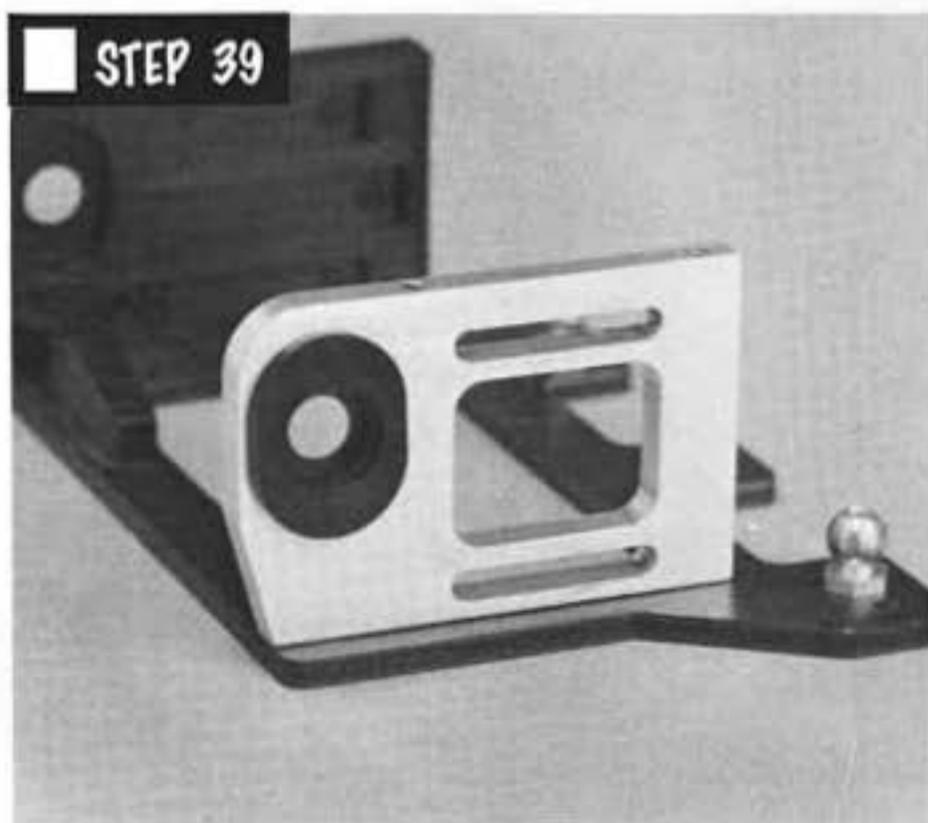
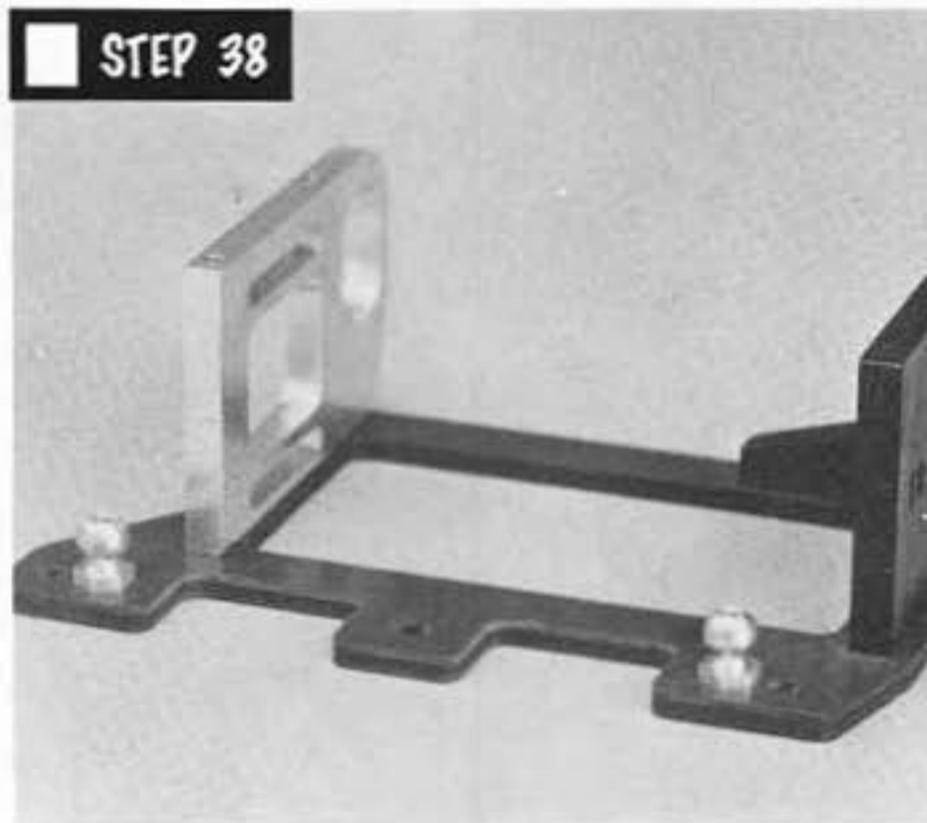
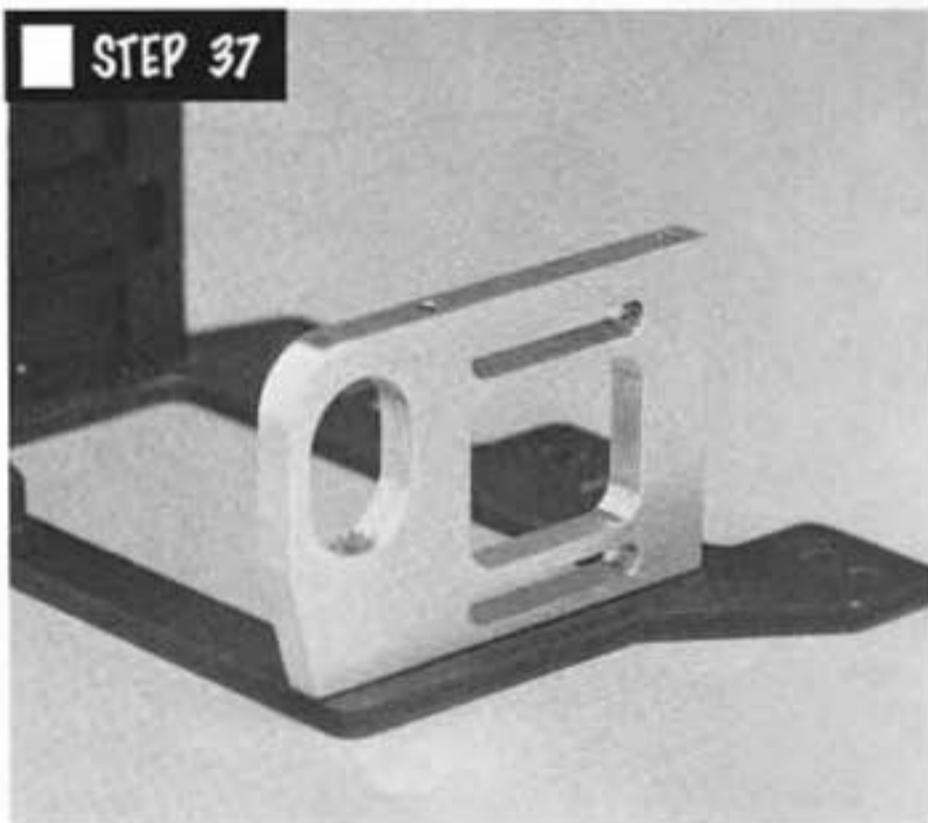
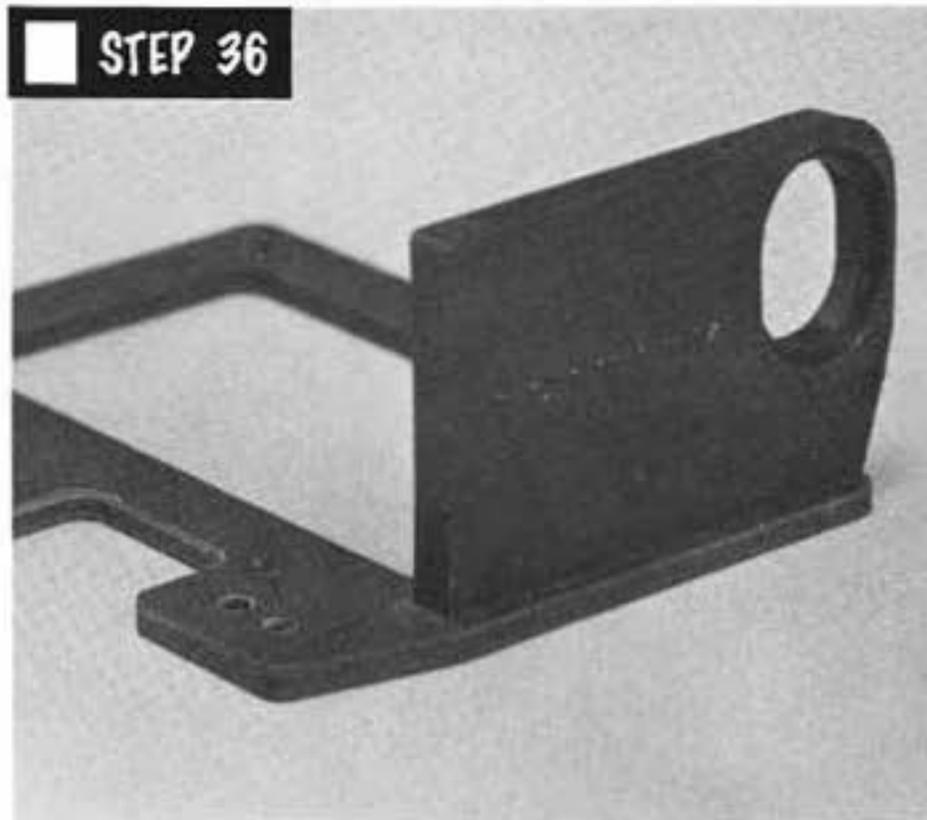
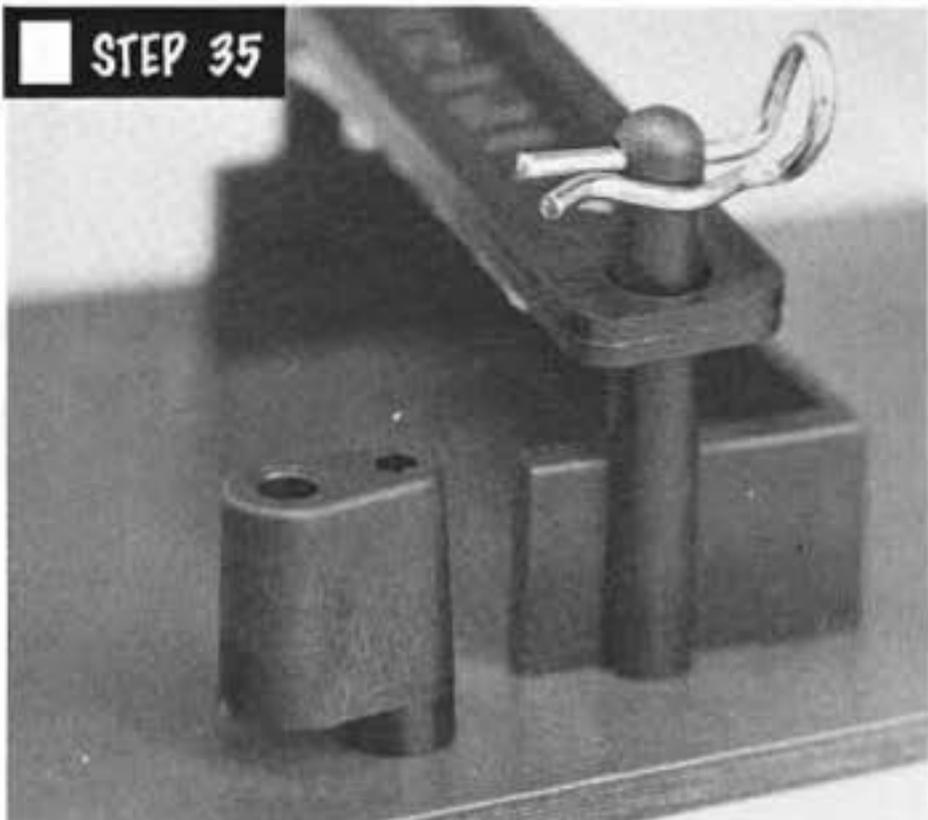


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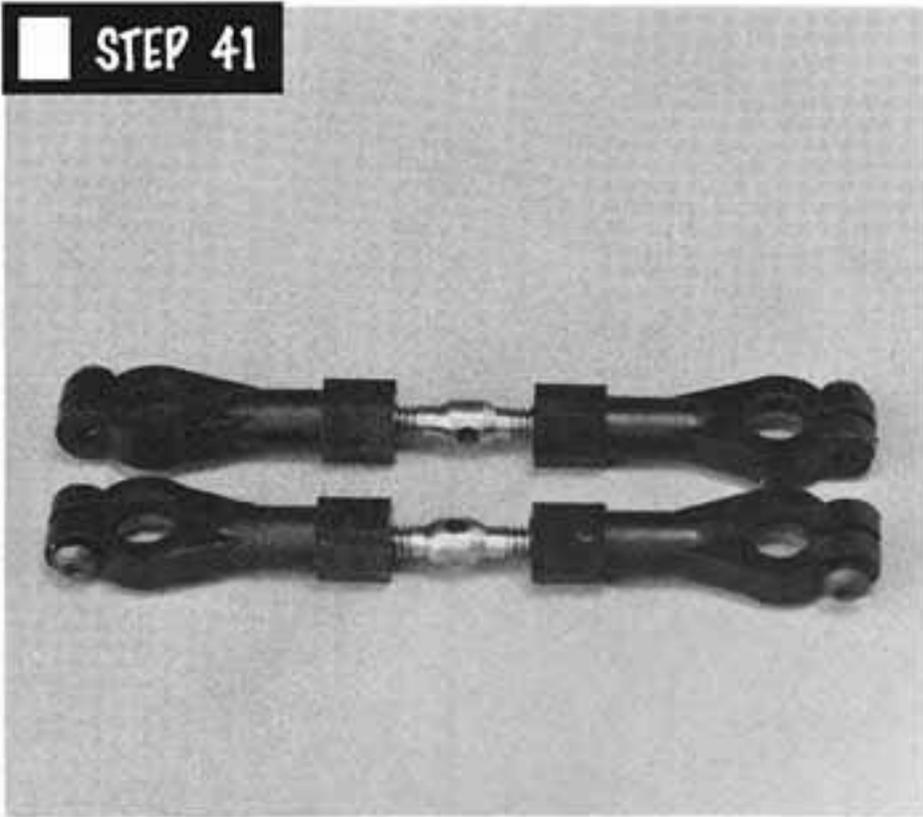


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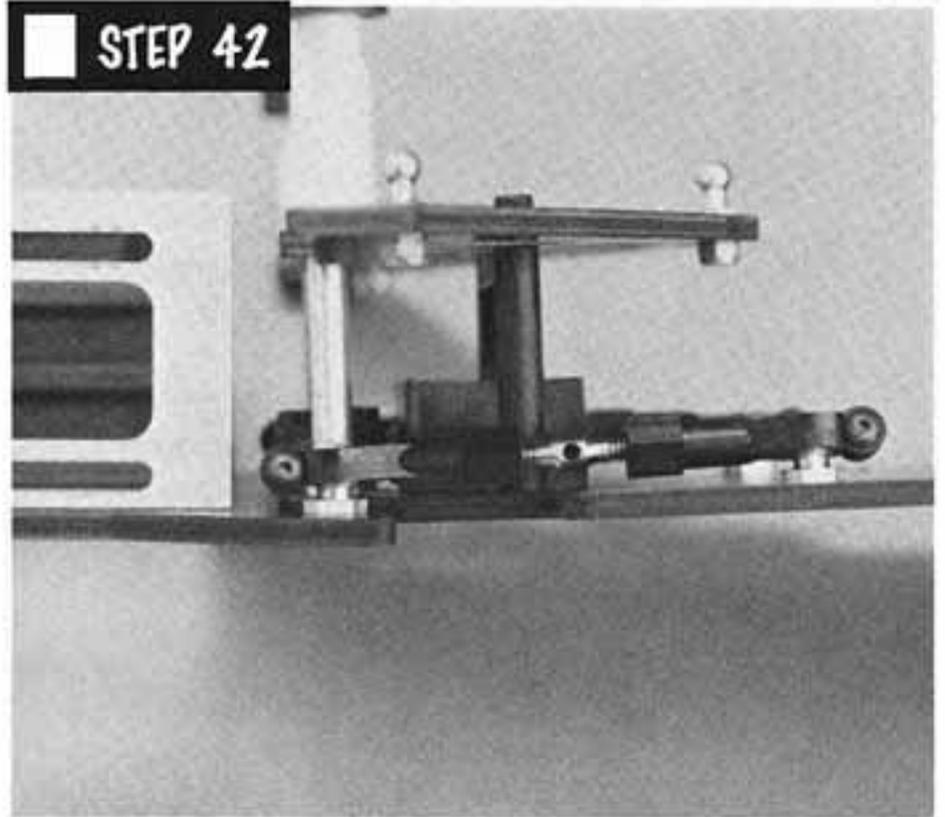




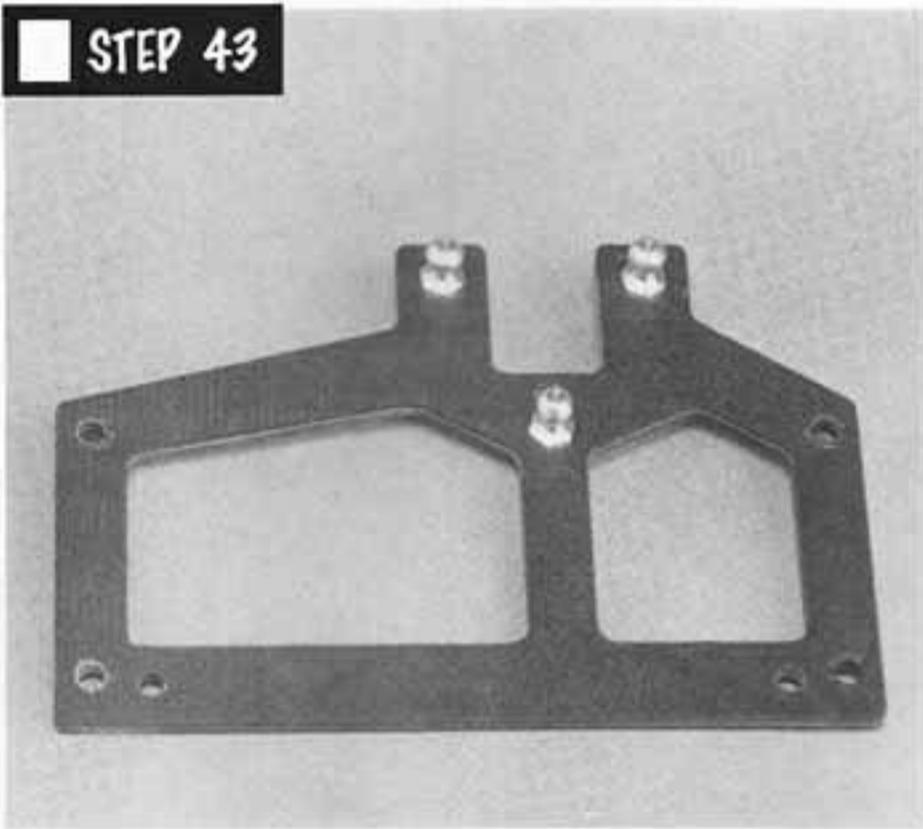
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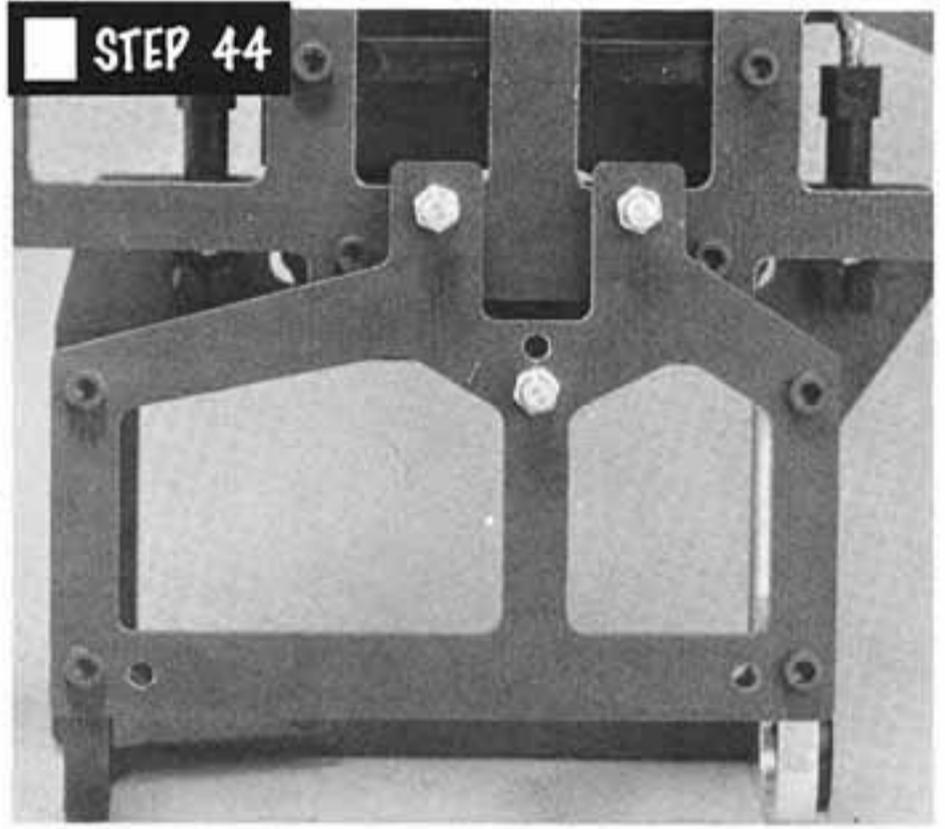
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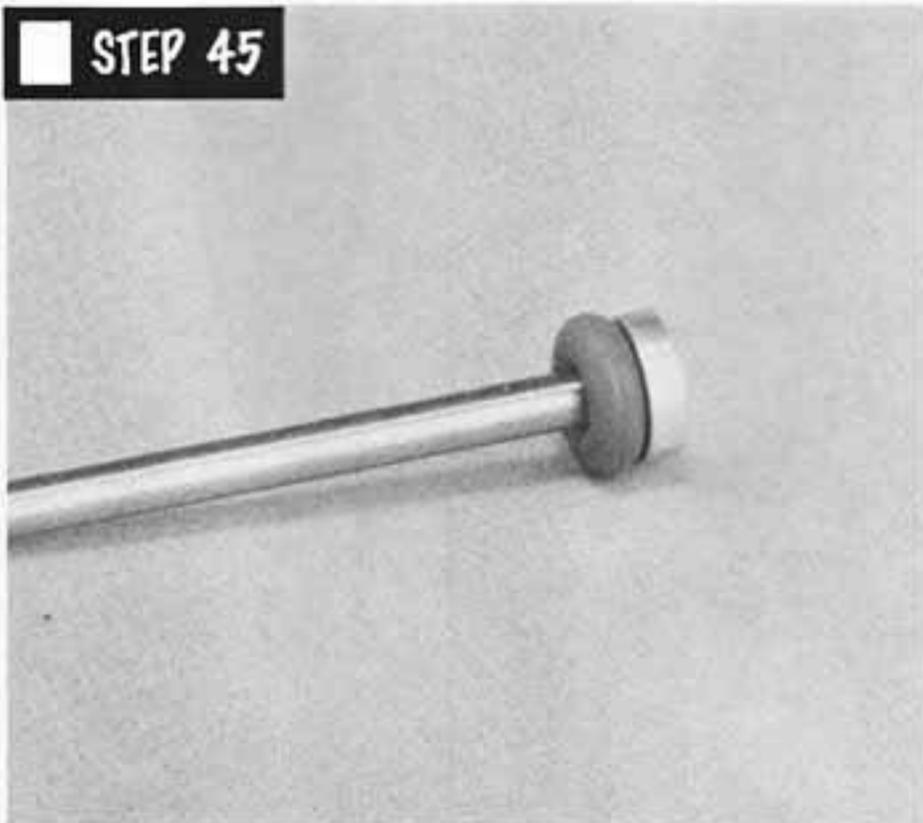
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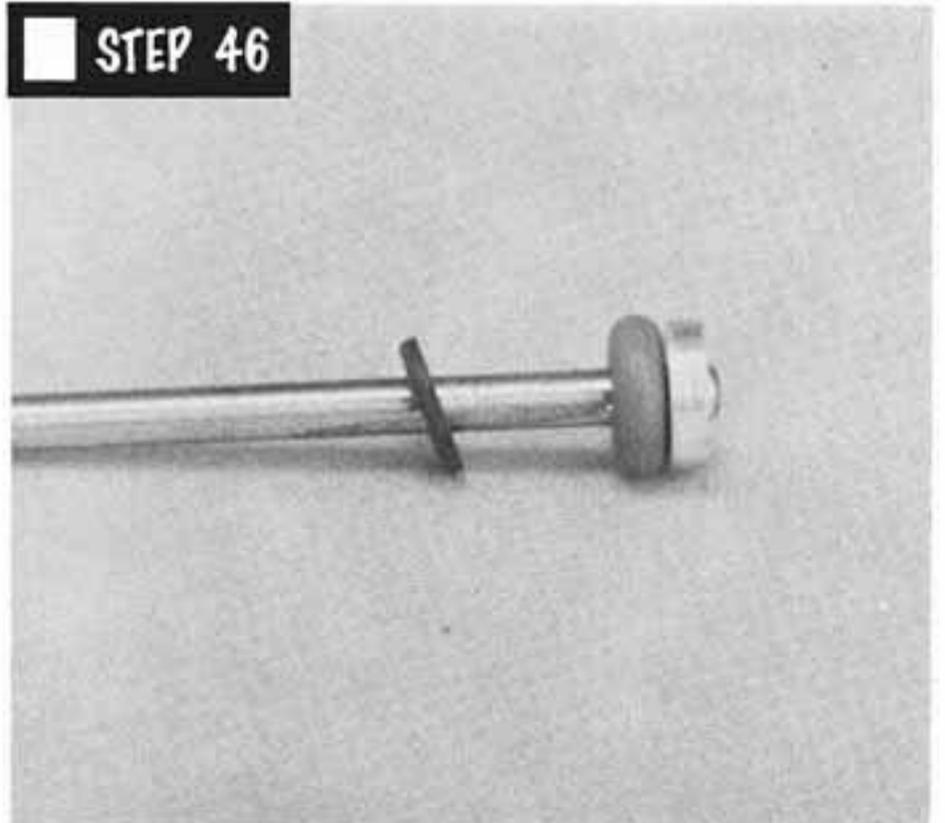
STEP 44



STEP 45



STEP 46



making sure there is no air trapped in the bottom.

STEP #49, By holding the shock body upright, slowly push the piston assembly into the shock cylinder as shown until the nut comes in contact with the shock body.

STEP #50, Thread the cylinder nut one or two turns in the shock body and with your fingers slowly push the piston rod into the shock body until it stops. Oil will come out at this point but don't worry. If you can't press the piston rod in, loosen the cylinder nut until you can.

STEP #51, With the piston rod still depressed in the shock body, tighten the cylinder nut, with your fingers only, until it is tight. When the nut is tight, release the piston rod and the piston should pop up. Check the shock action with your fingers. It should feel smooth. If it feels slushy or bumpy, you have air bubbles in the oil and you will have to start over from step #48

STEP #52, Locate the nylon spring adjuster nut and thread it onto the shock body a couple of turns. Next, holding the shock body firmly, thread a nylon ball cup all the way onto the threaded end of the shock body.

STEP #53, Install the shock spring over the shock body, against the adjusting nut, and attach the aluminum shock shaft end cap on the piston as shown using the 4-40 x 1/8" set screw to hold it in place. Next, thread a nylon ball cup on the shock shaft end cap all the way until the threads seat.

STEP #54, Snap the shock in place on the chassis as shown. We will make final adjustments later.

DIFFERENTIAL ASSEMBLY.....

STEP #55, Locate bag # 5 and empty into a container. There are many small parts that will roll off a table in this bag. Locate the 120 tooth Magic spur gear. Put a small amount of diff grease on one diff ring and snap it into place in the spur gear, greased side facing in. Put an 1/8" diff ball in each hole.

STEP #56, Now snap the other greased diff ring in the other side of the gear, greased side toward the balls.

STEP #57, Find the 1/4" x 3/8" non-flanged bearing. The other four bearings will have flanges on them. Press the non-flanged bearing into the spur gear. It may be necessary to slightly ream the inside of the gear with an Xacto knife to get the bearing to fit.

STEP #58, Now slide the spur gear onto the diff axle. Make sure that the drive ring fits around the lip of the hub on the axle and is seated properly. If you find something to stand the diff axle in while building, it makes assembly much easier.

STEP #59, Next, push a flanged bearing into each end of the aluminum right diff hub. Make sure they fit all the way down in the hole. Slide the diff hub assembly onto the axle. Line up the drive ring with the diff hub.

STEP #60, Now put the thrust cone washer on the axle, on top of the diff hub, followed by the aluminum thrust cone, small end down. Next, put a steel belleville washer on the axle, cone side up, followed with another belleville washer on top of it, cone side up also, and lastly the 6-32 nylon lock nut. Tighten the nut just enough to hold all the parts in place. Over tightening the nut will crush the belleville washers. We will adjust the diff later.

STEP #61, Put the remaining two 1/4" x 3/8" flanged bearings in the ride height adjusters in the motor blocks, they should be snug.

STEP #62, Next, find the nylon axle shims set. You will notice that there are three different thicknesses, 1/16", 1/8", and 3/16". The different widths allow you to change the rear width of the each wheel.

Now locate the wheel hub and slide it on the diff axle next to the nylon spacer and check the side to side play. You only want the axle to move from side to side about a piece of papers thickness. Using the set screws, lock the hub into position on the axle. Spin the axle to make sure it turns freely.

STEP #64, Install the rear tires on the rear hubs using the eight 4-40 x 3/8" screws. Be sure to tighten all the screws equally, otherwise the wheel will not run true. Spin the rear axle and see if the tires are running true. If they are not, loosen or tighten screws until they do run true.

STEP #65, To adjust the diff, turn the car so the rear end is facing you. Hold the left hand tire in your left hand and the right hand tire in your right hand. Now with your right hand thumb on the top of the spur gear, try to rotate the gear forward. If you haven't over-tightened the nut, the gear should slip freely. Tighten the nut on the axle 1/4 of a turn and try again. Keep tightening the nut a 1/4 turn at a time until the gear will not slip. Your diff is now adjusted.

STEP #66, O.K. Now its time for the front wheels to be put on. Go back to the front steering blocks and remove the nuts and bearings from the axles. Press the two bearings into the center of each wheel. Slide the wheel on the steering block axle and lock it in place with the lock nut. Tighten the nut until the wheel has a little side to side play. About the thickness of a sheet of paper again.

This should complete the chassis assembly of your EVOLUTION 10F. Look over the chassis to be sure all of the parts are in the correct position and you do not have any major pieces left over. Now, on to the radio gear installation.

RADIO GEAR INSTALLATION.....

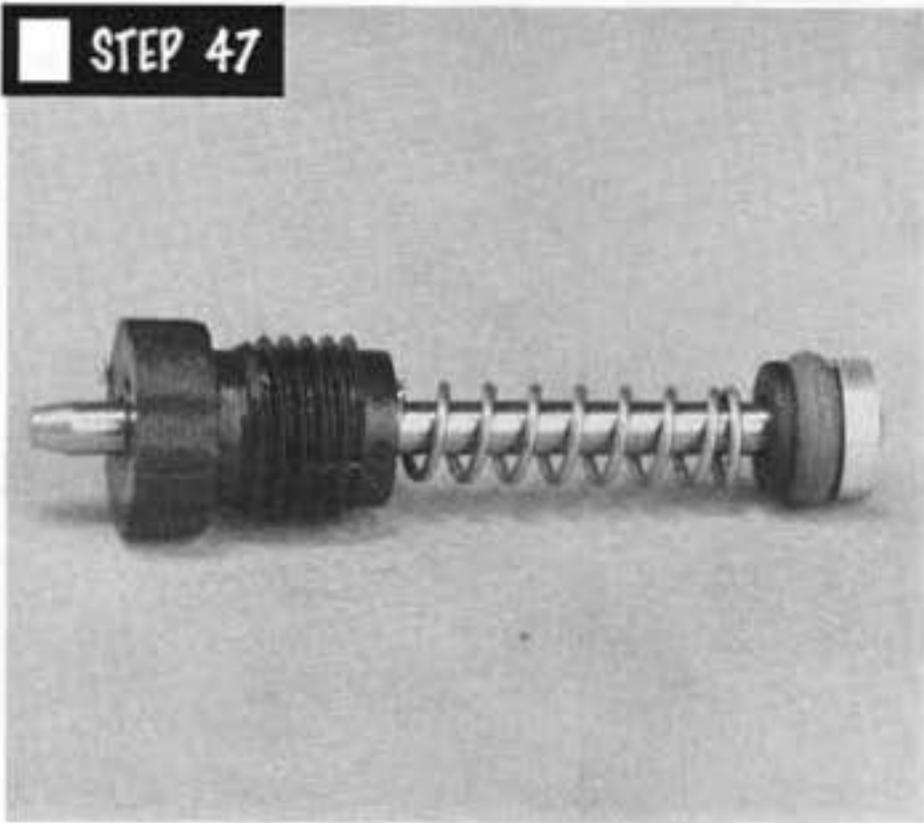
There are a number of good radios on the market today. If you plan on doing a lot of serious racing, we recommend that you do not buy the cheapest radio possible. This will only result in radio interference problems at the race track.

There are many different ways to install radio gear. This is only one way. Put the gear in the way that is best suited for you and your type of racing.

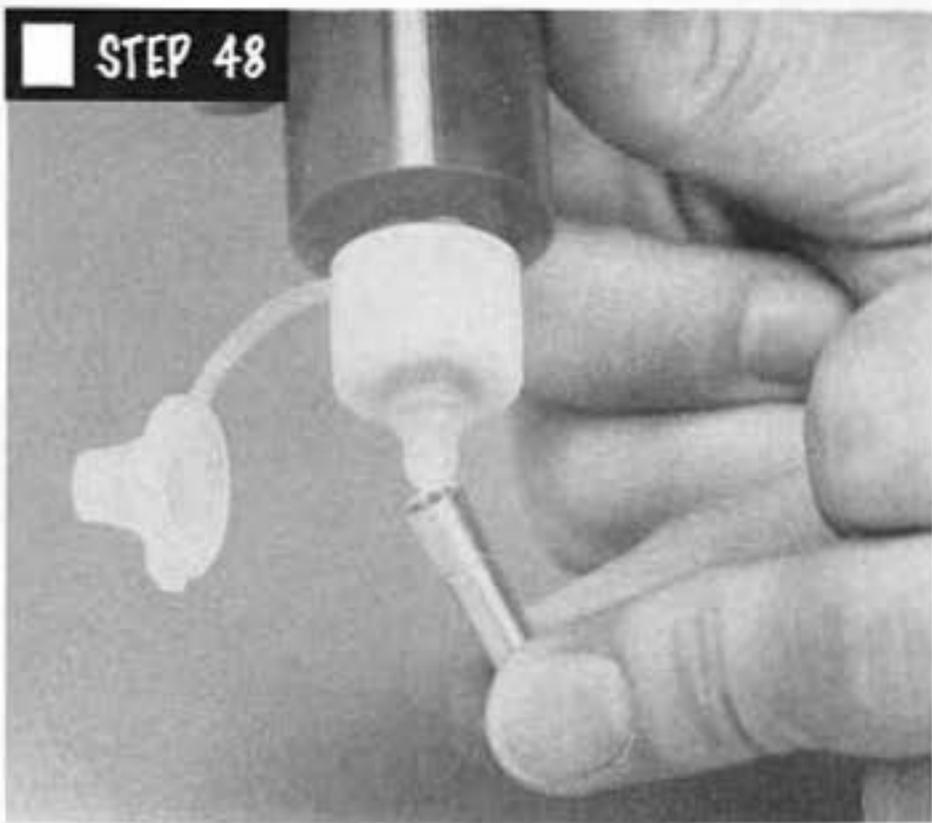
STEP #67, Take the servo you will be using for the steering and remove the screw and control wheel that came on it. Put your servo saver in its place as shown, but do not put the screw back in yet. Now, with your fingers, turn the servo saver all the way to the left and then all the way to the right until it stops. You want to position the servo saver so that it's right in the middle of the stops. Now screw in the servo shaft screw.

STEP #68, Un-snap the aluminum ball joints from the steering linkage and install them in the servo saver as shown. If you mount the balls in the top holes, you will get more steering than mounting them in the bottom holes. It may be necessary to enlarge the holes in the servo saver to get the ball joints in. Use a Xacto knife or the correct size drill bit to do this. Put an

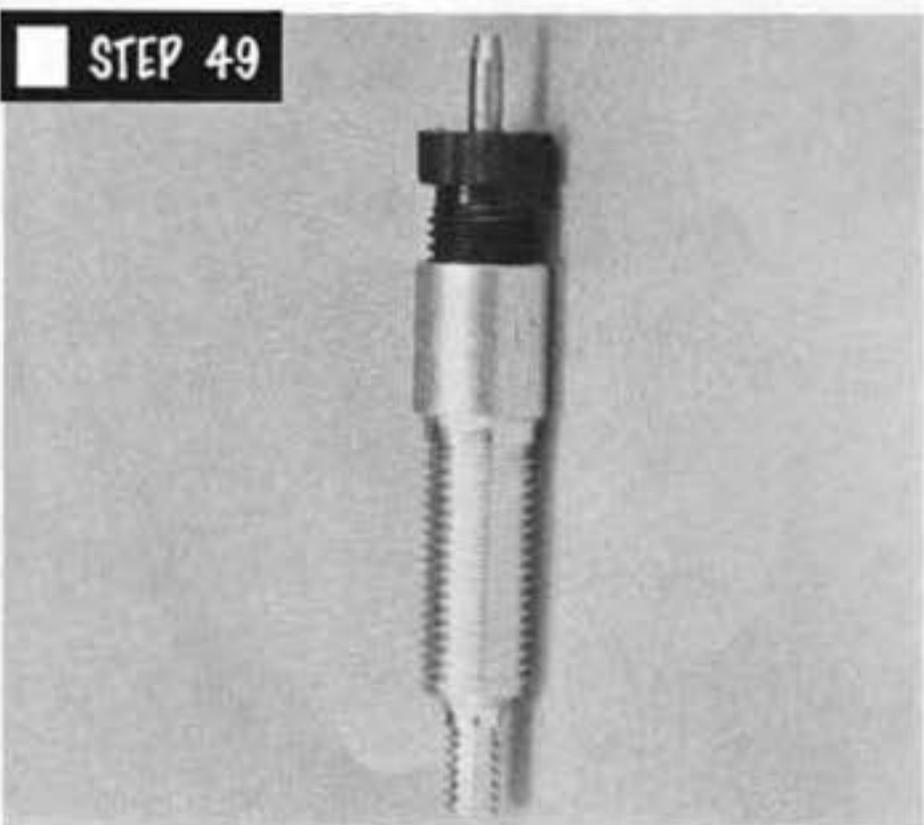
STEP 47



STEP 48



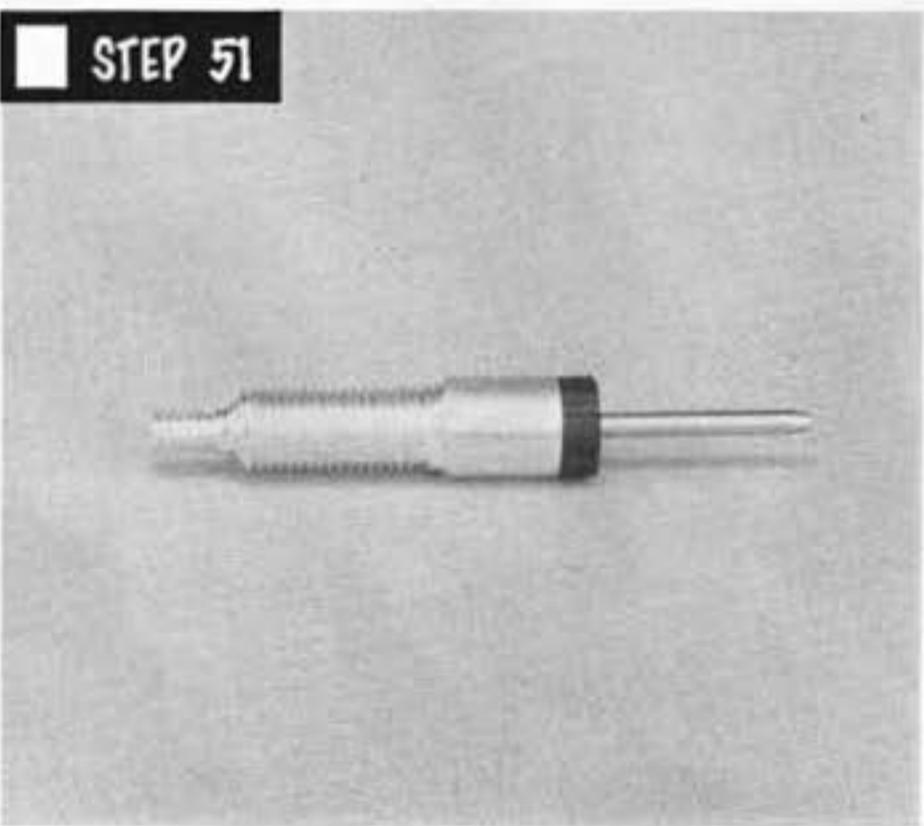
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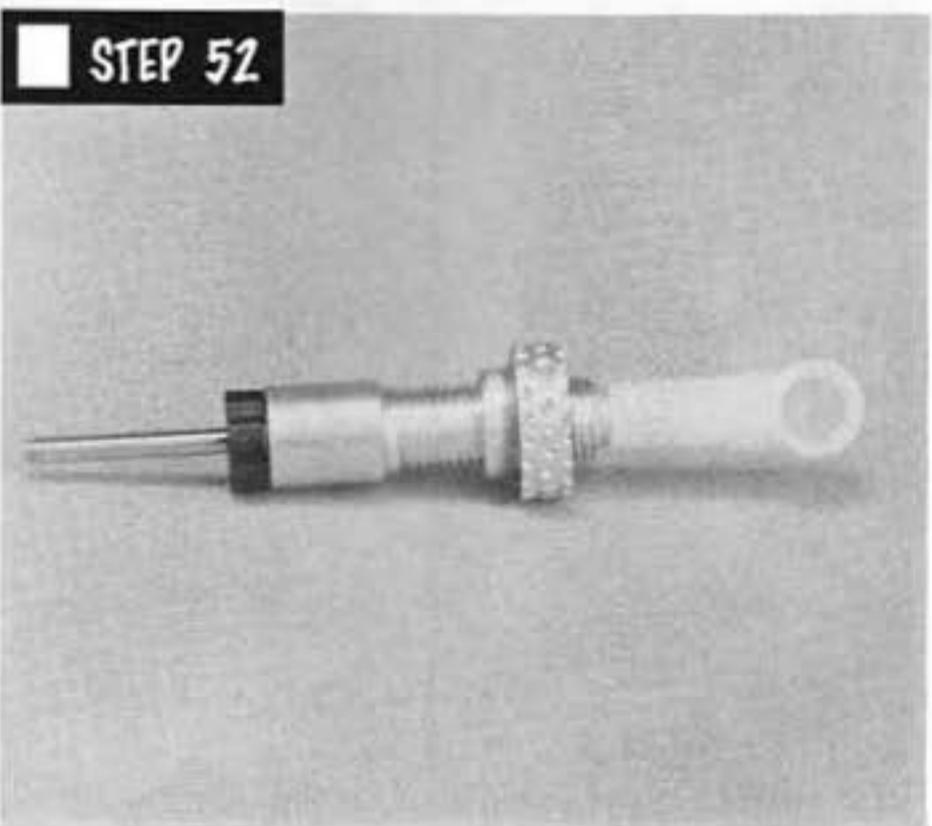
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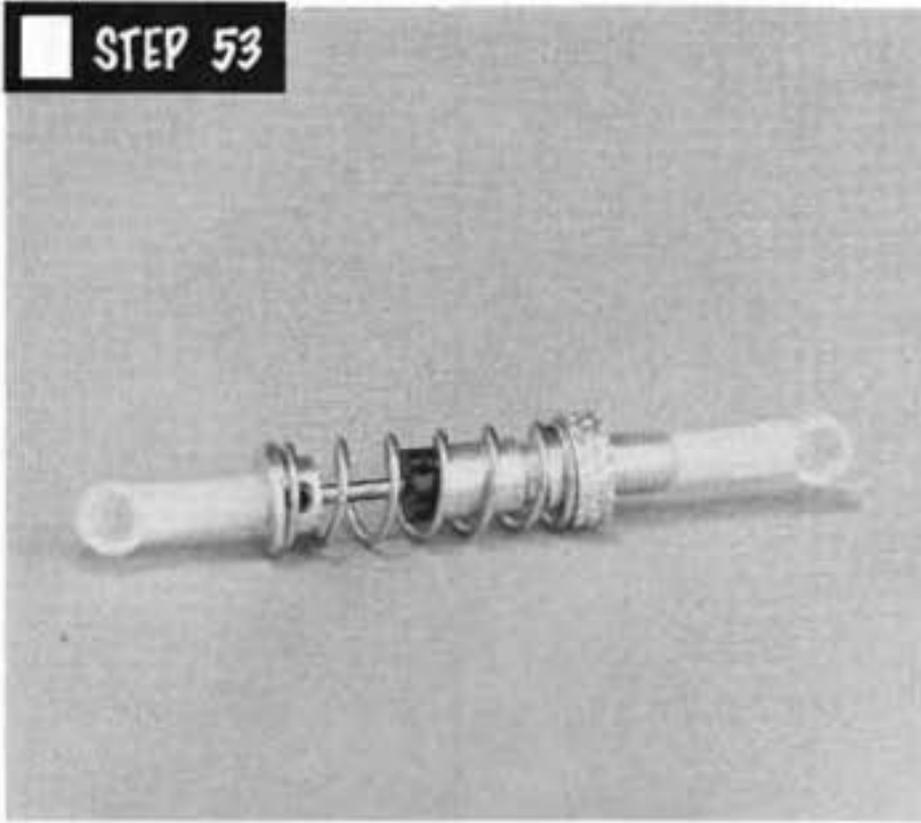
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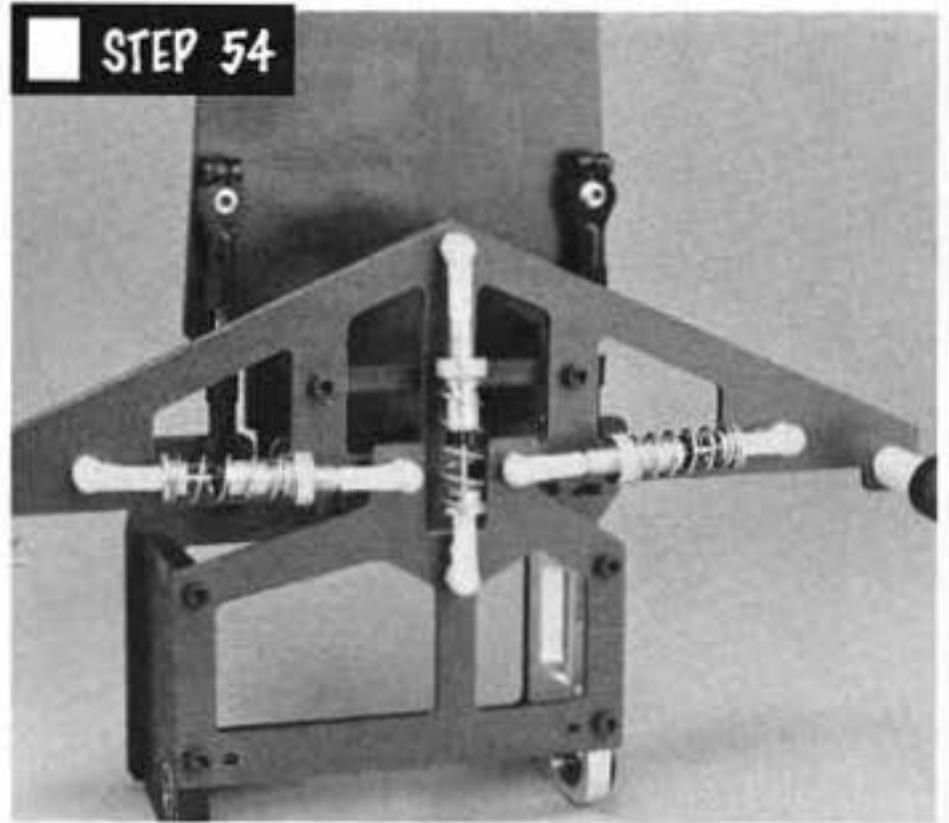
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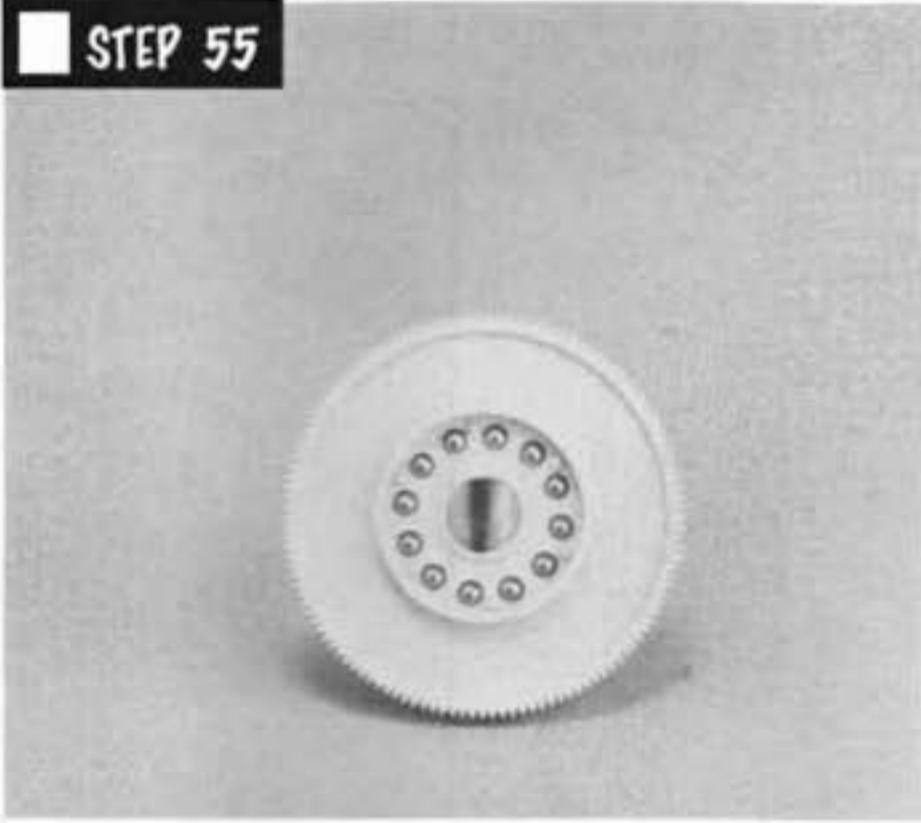
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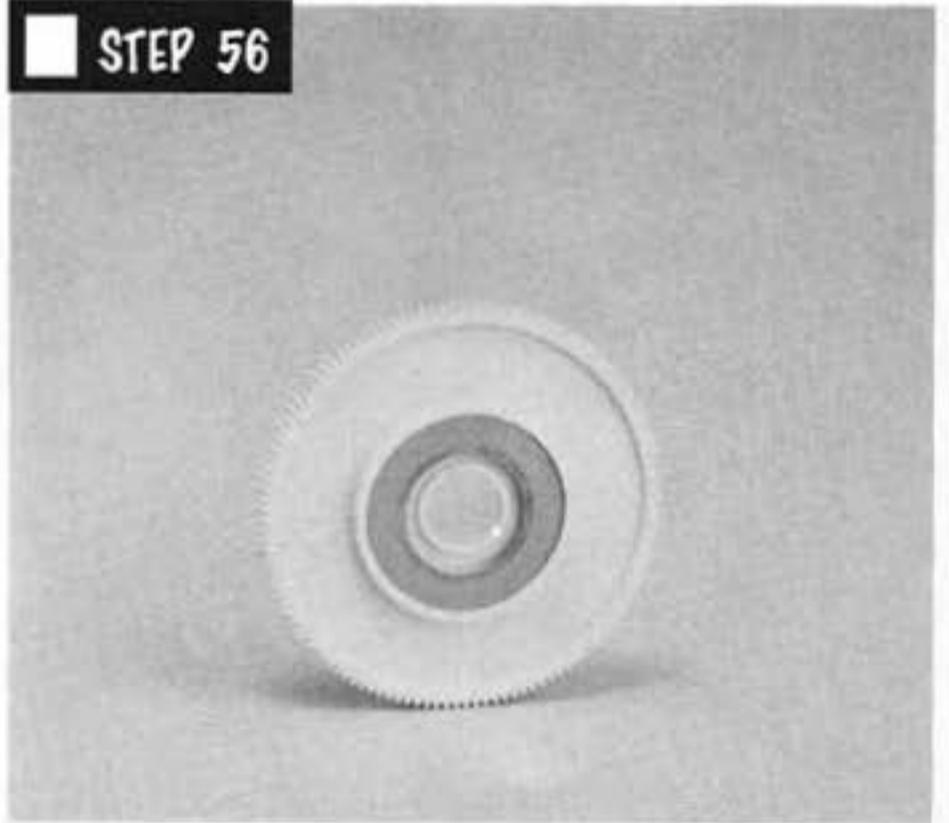
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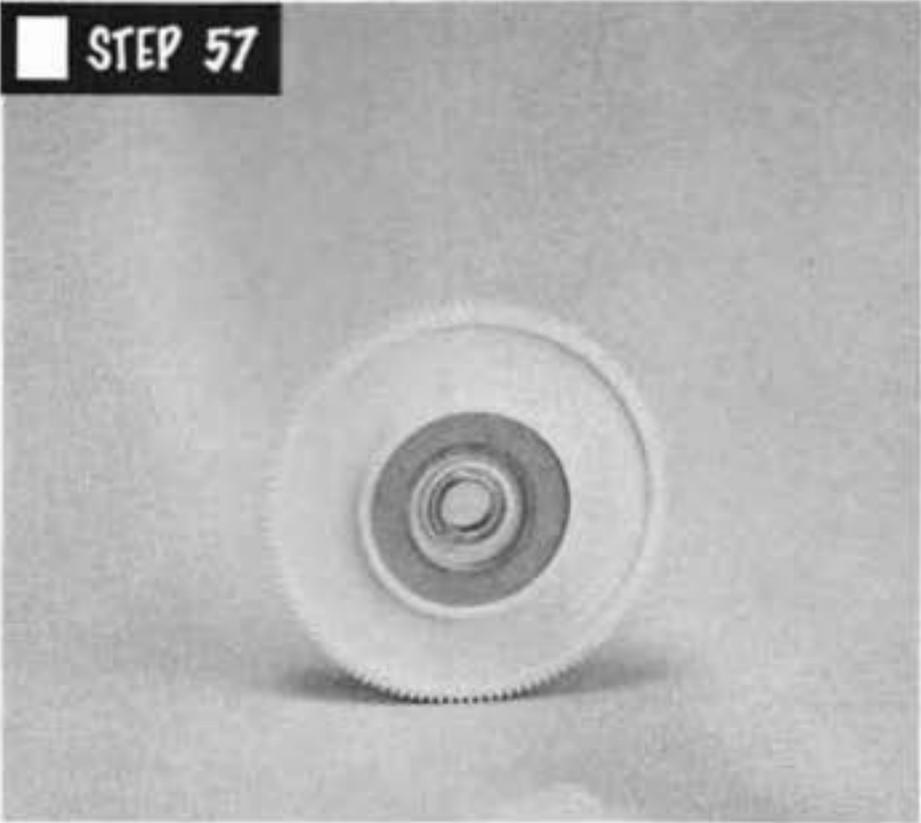
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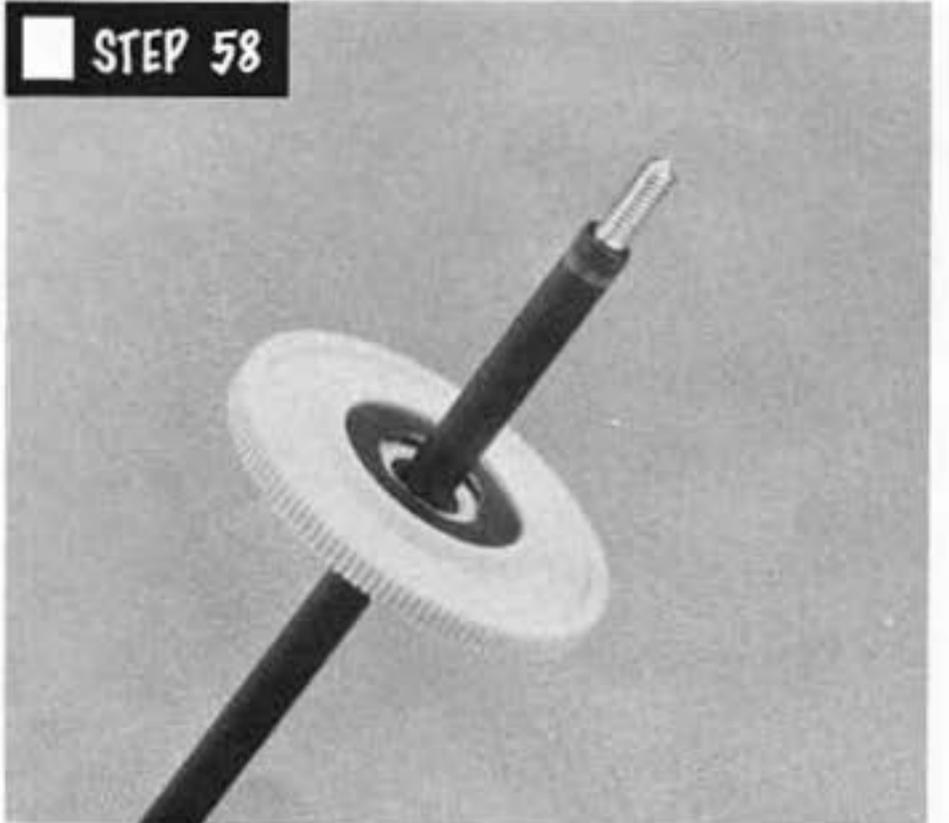
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STEP 57



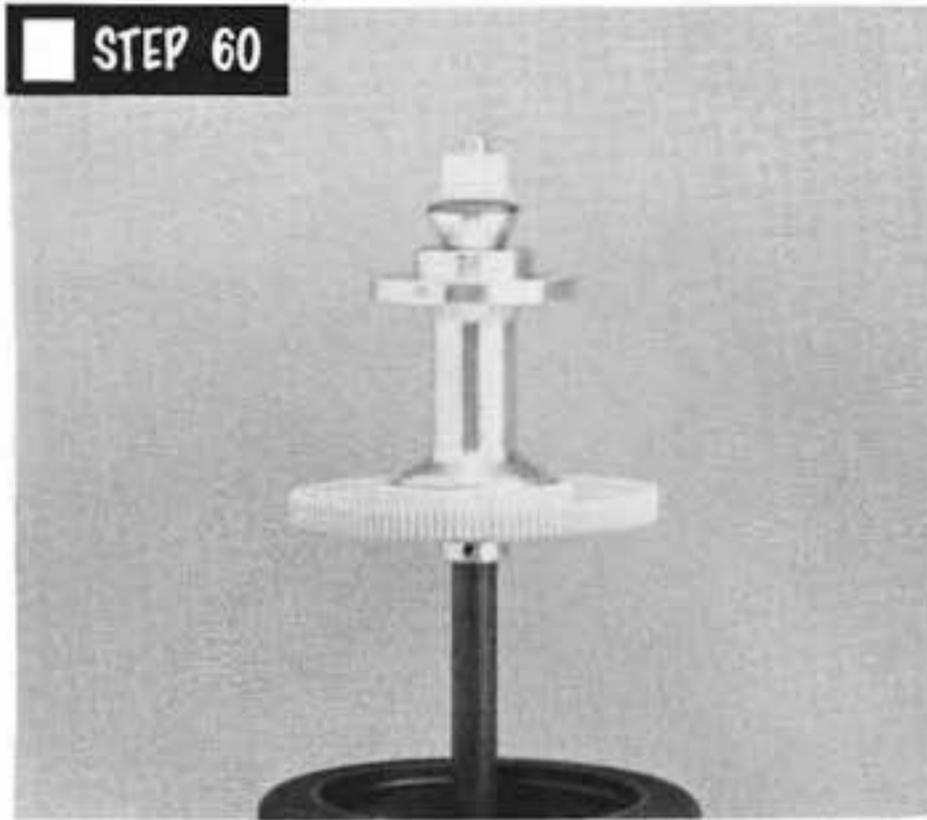
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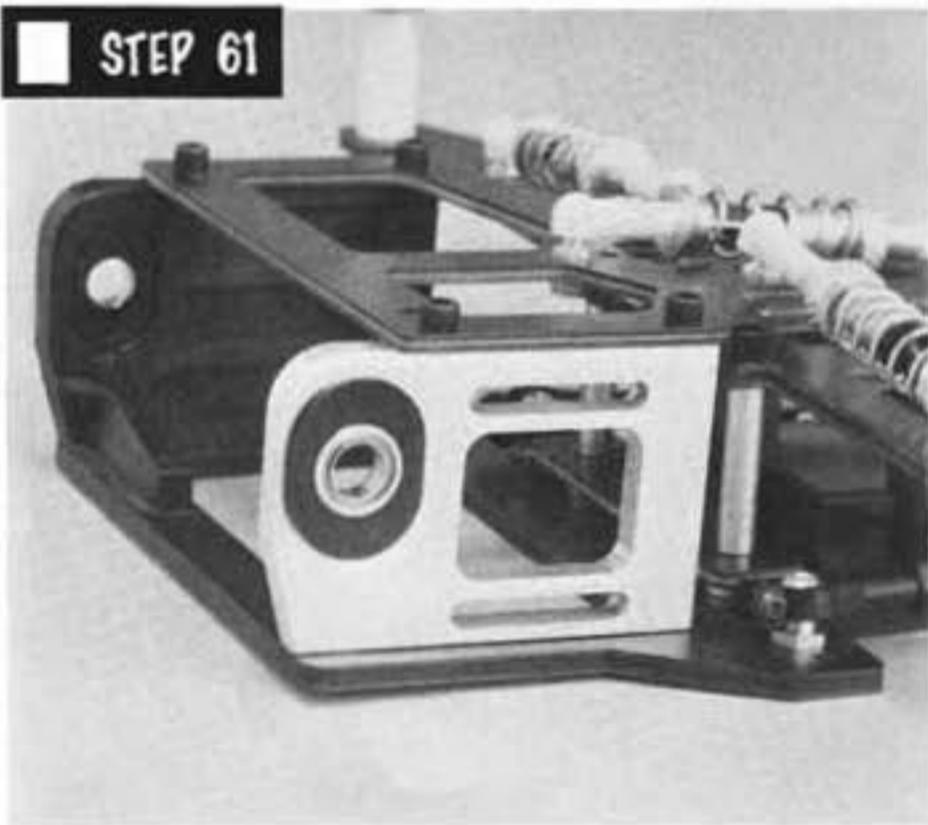
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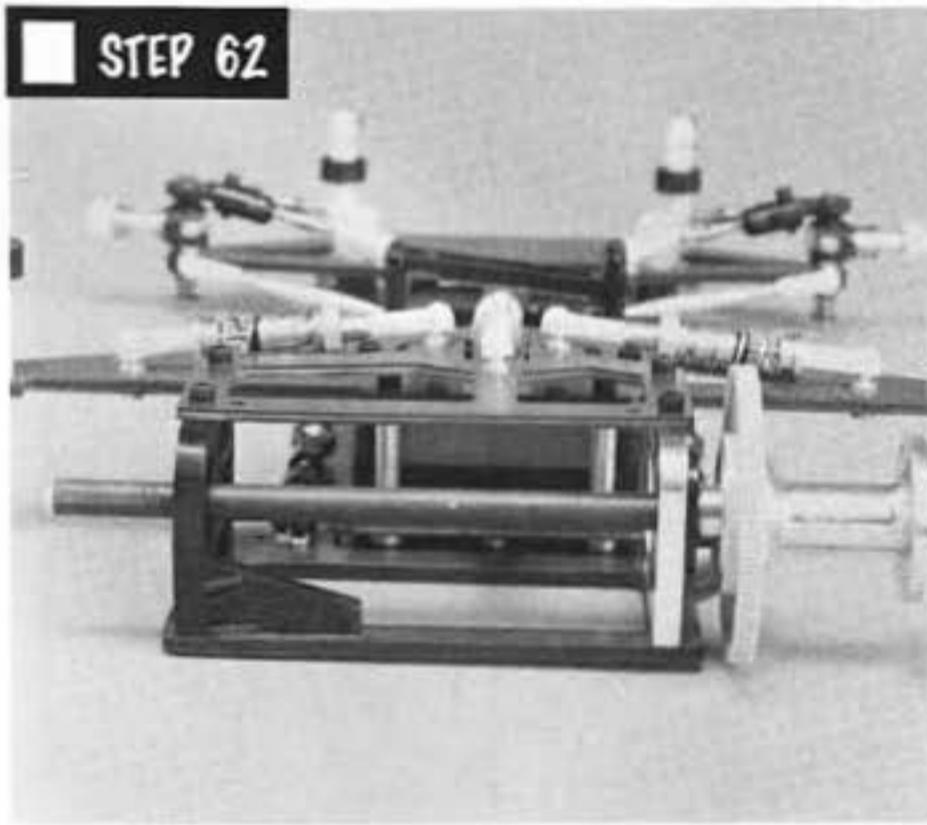
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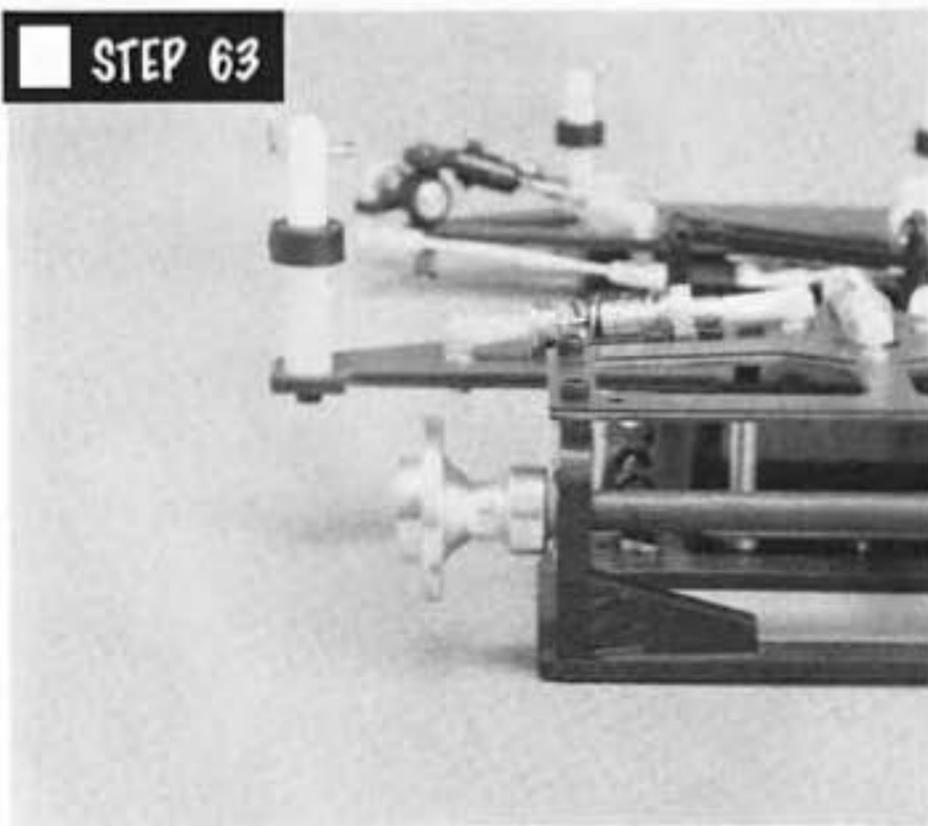
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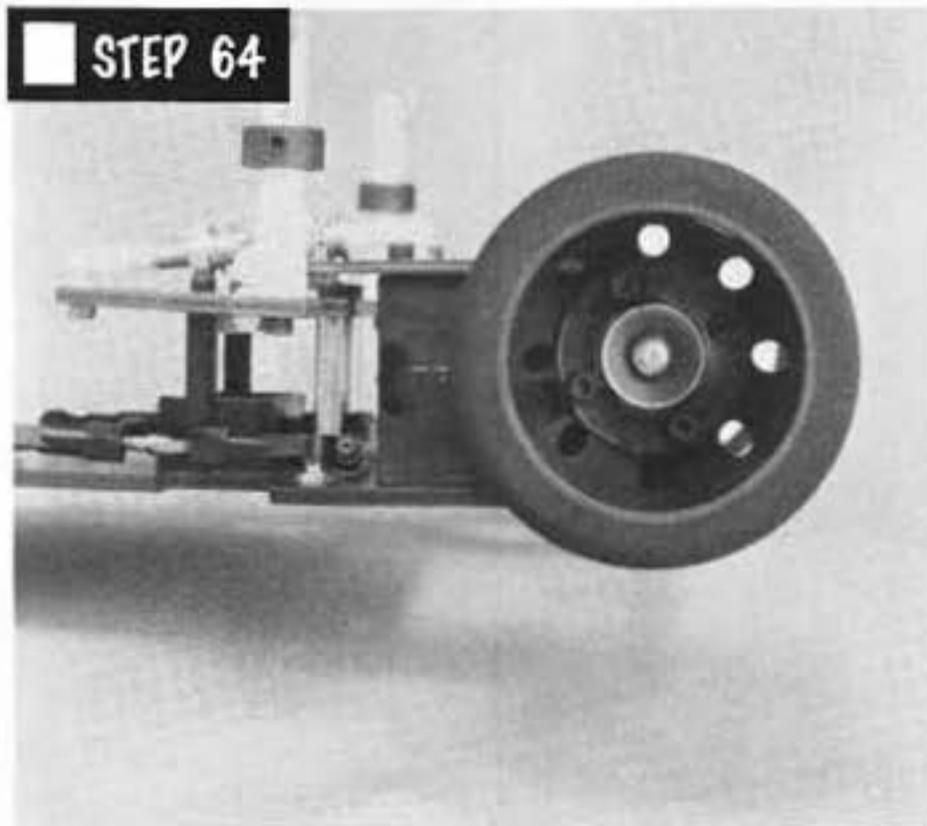
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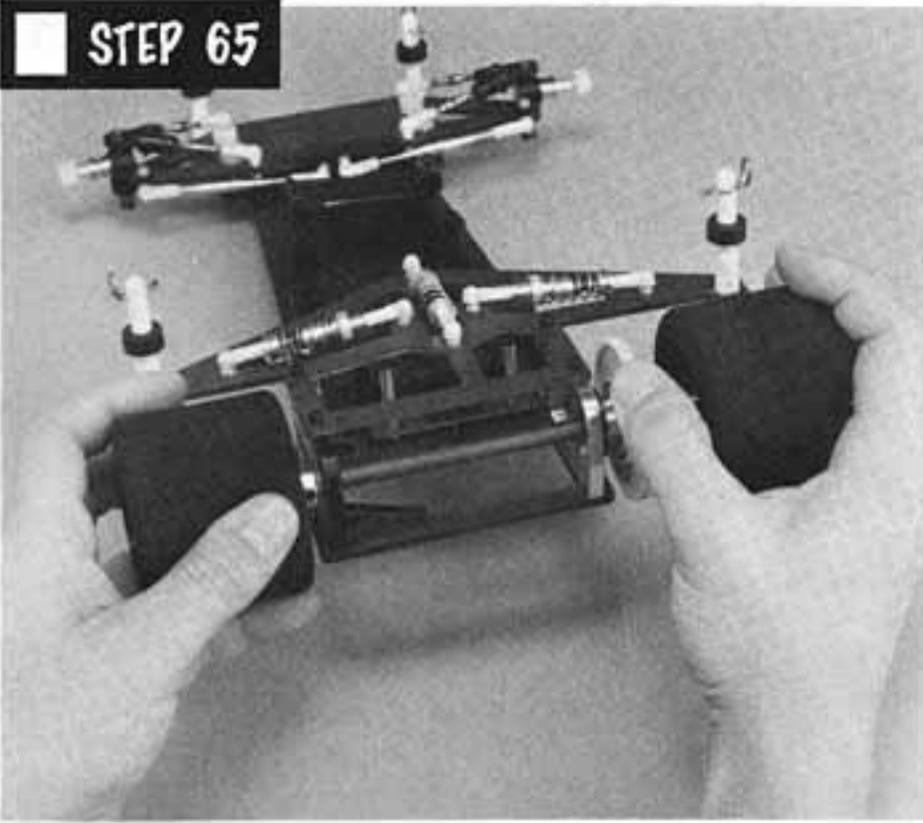
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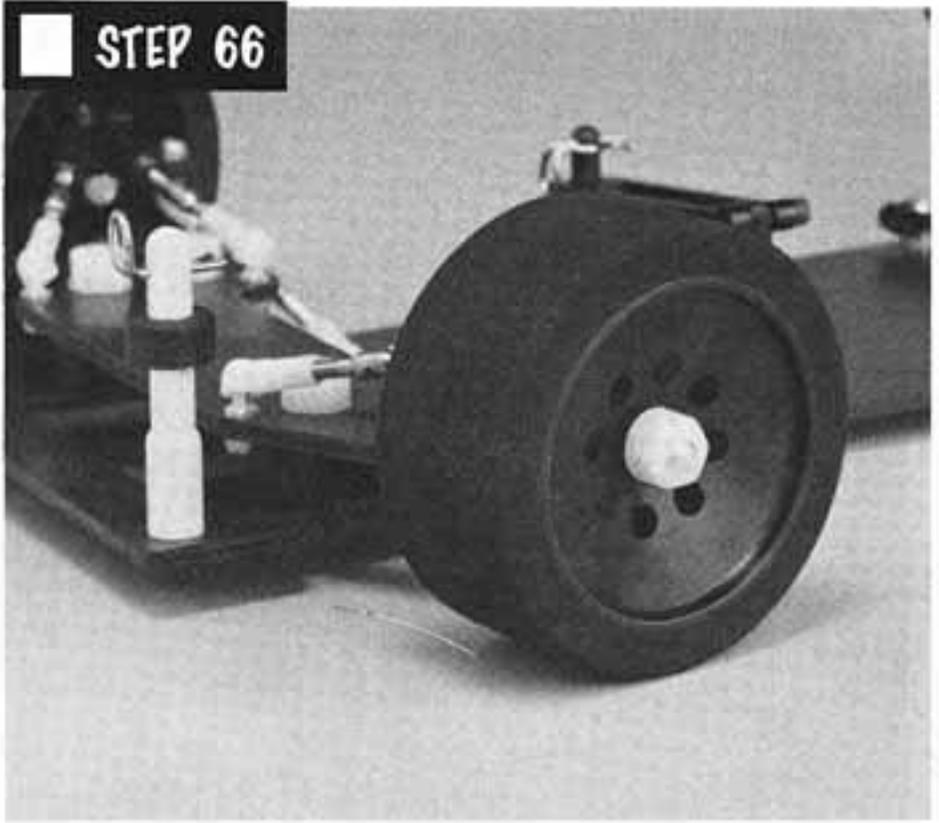
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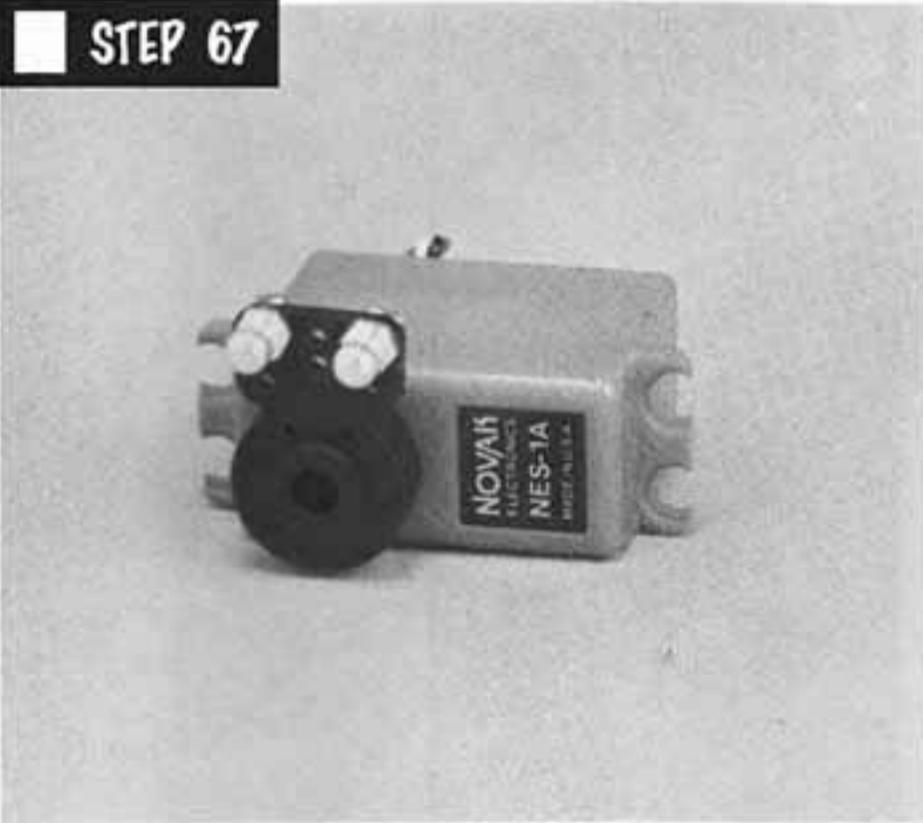
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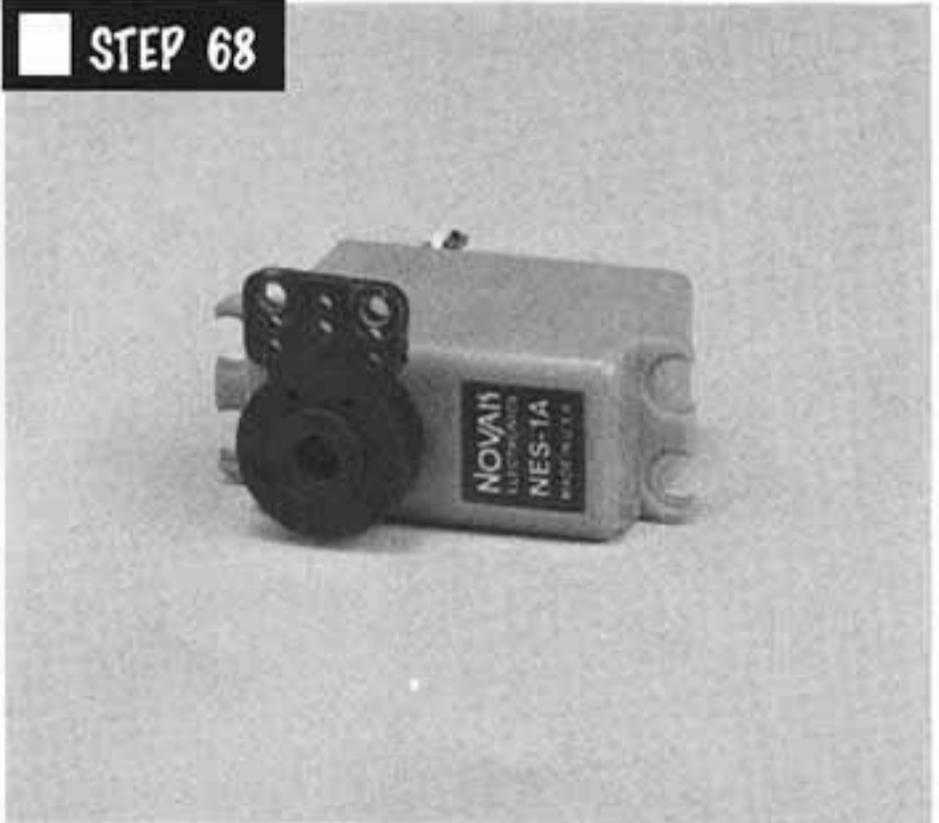
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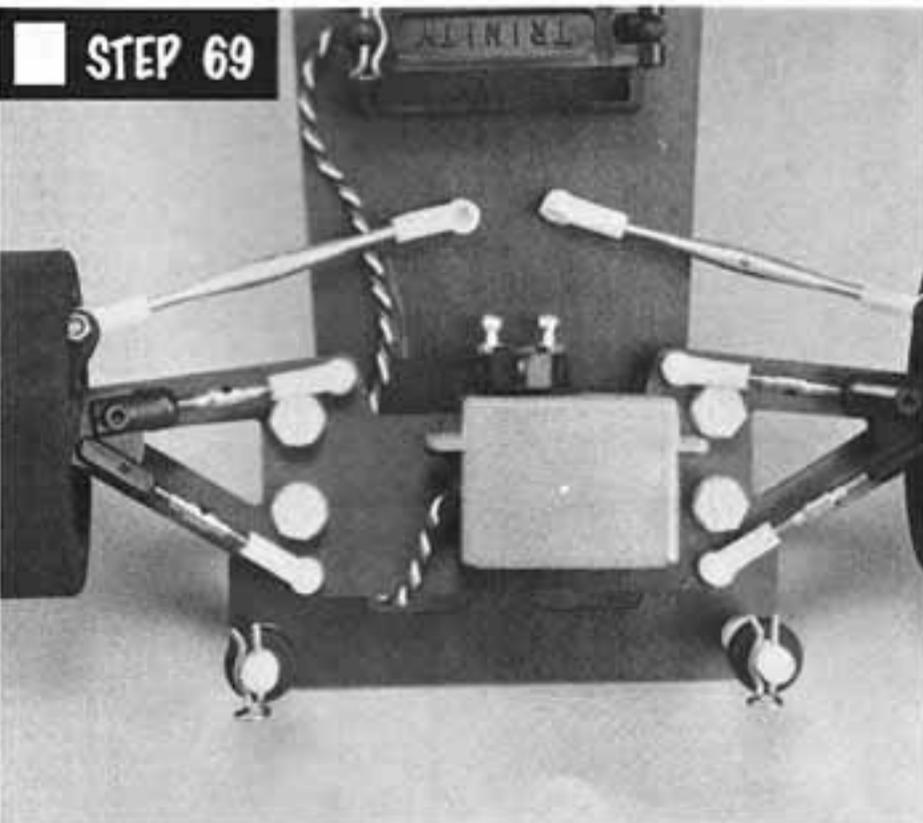
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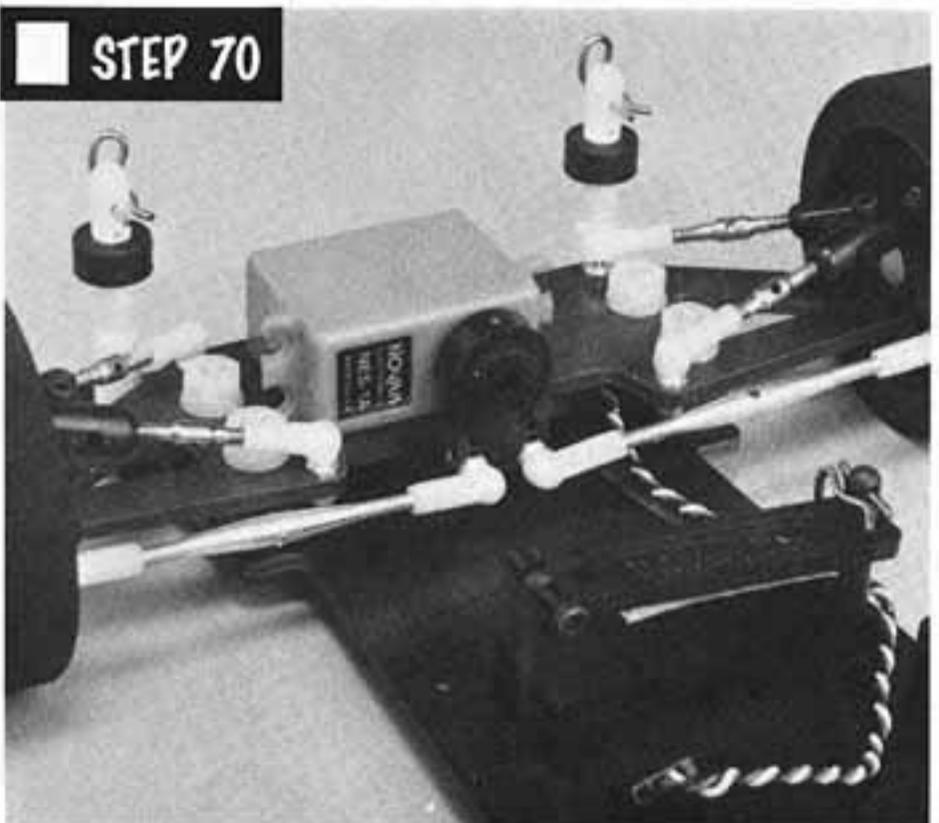
STEP 68



STEP 69



STEP 70



aluminum lock nut on the back side of each ball joint to lock it in place.

STEP #69, Place the steering servo on the front axle plate as shown. It is important that the servo saver is in the middle of the chassis and that the ball joints on the servo saver and the ball joints on the steering blocks are in line. Mark the position of the servo on the axle plate. Put a piece of servo tape on the bottom of the servo and stick the servo in place on the front axle plate.

STEP #70, Now snap the steering linkage cups on the servo saver ball joints. The front wheels on the EVOLUTION 10F should be straight with no toe-in or toe-out. To adjust them, stick a small allen wrench through the hole in the aluminum turnbuckle and turn it. Depending on the direction you turn, the wheels will either toe-in or toe-out. Adjust until both front wheels are parallel.

STEP #71, Position your receiver in the position where the Novak receiver is shown. Attach it to the chassis using double sided servo tape.

Take the receiver antenna wire and run it up the inside of the antenna tube. Leave about 3/8" of an inch of the wire sticking out. Now fold the wire over the end of the tube and put the antenna tube cap to hold the wire in place.

Take any excess receiver wire and neatly fold it up and tie wrap it along side the receiver. Plug the steering servo wire into the appropriate slot in the receiver.

STEP #72, Mount your speed control onto the chassis as shown in the photo using servo tape. Plug the speed control into the receiver and tape the wire down as shown. Using servo tape, attach the on-off switch to the chassis.

STEP #73, Assemble the battery pack as shown. Put the pack in the battery cups and check to make sure you will be able to solder your connecting wires from the speed control to the battery tabs.

STEP #74, Solder the speed control wires in place with the battery pack in the battery cups on the chassis. Refer to the speed control instructions for proper wire hook ups.

STEP #75, Install the motor in the rear pod. Hook up the wires from the speed control to the corresponding positive and negative terminals on the motor.

STEP #76, The spur gear supplied is a 64 pitch gear. You will need to get a 64 pitch pinion gear. The size pinion gear you will need depends on what motor you have and what type of track you are racing on. After you have selected a pinion gear, put it on the motor shaft and lock it in place with a 4-40 set screw. The edge of the pinion gear should be even with the edge of the spur gear.

To set the gear mesh, loosen the motor screws so the motor can slide front to back. Pull the motor toward the rear axle until the pinion gear engages with the spur gear. You should be able to feel a small amount of play in the spur gear. Tighten the motor screws and check the play again. If the gear mesh is too tight, your run time will shorten. If the gears are too loose they will strip out very easily.

CHASSIS SETUP, TWEAKING AND UPGRADES.....

Now that you have your chassis assembled, we can start on

the setup. Always setup your chassis with the motor and batteries installed. This is important, because the chassis will sit differently without the extra weight, and all your adjustments will be worthless when the motor and batteries go in.

You always want to setup your car on a level smooth surface like a flat piece of glass. If you happen to have a tweak board this will come in handy for adjusting the final tweak of the car.

The first place to start is to adjust the rear shock and spring that controls the front to rear movement. Back the spring all the way off so that it does not touch the retainers. Holding the car in your hands and viewing the chassis from the side you should be able to move the pod forward and backwards past the point where the lower pod plate is parallel with the chassis. It is important when flexing the pod to the rear, that you are not pulling the shock against the internal pressurization spring. If this happens lengthen the shock by unscrewing the ball cups a turn or two. This is an important step that most people do not do. When the shock is adjusted correctly it works in both directions and makes the chassis work over bumps. On very bumpy tracks, use the rearward ball mounting hole for the shock on the top plate. This will give more travel to the front and back. Now place the car on a flat surface and adjust the spring so that the chassis sits level.

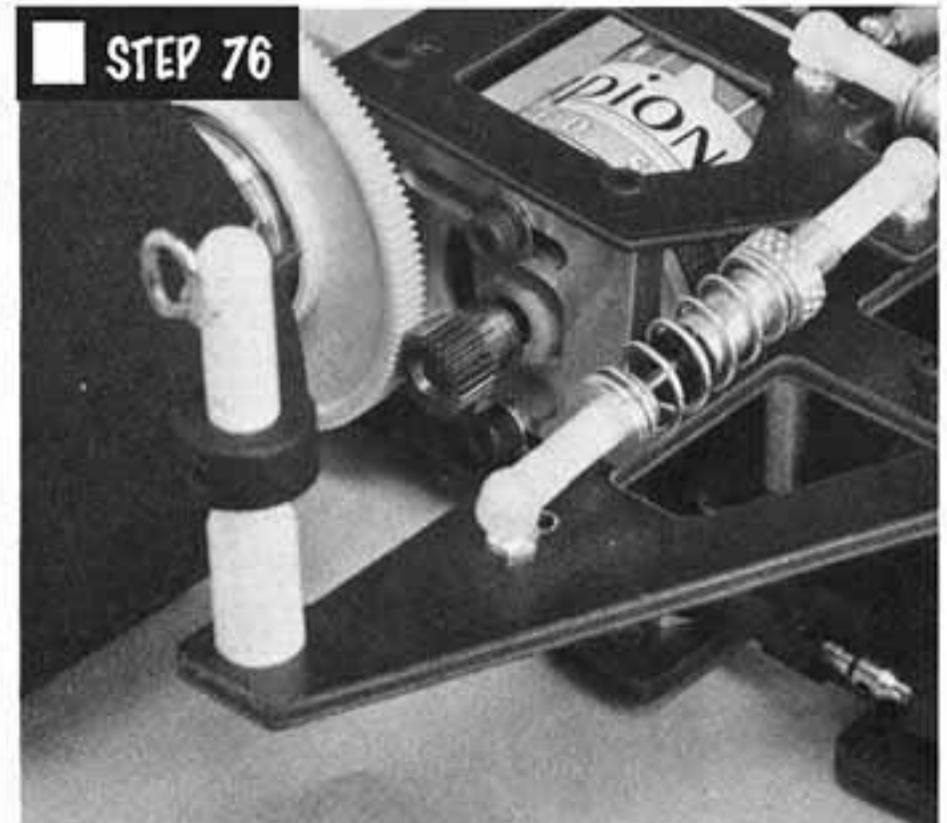
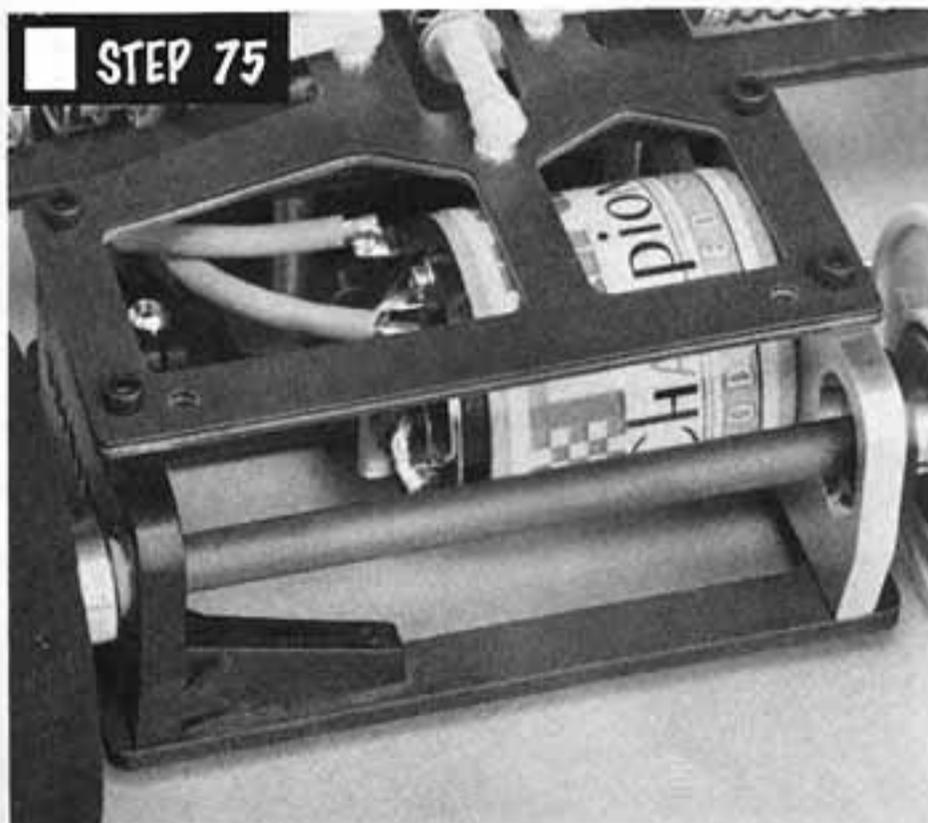
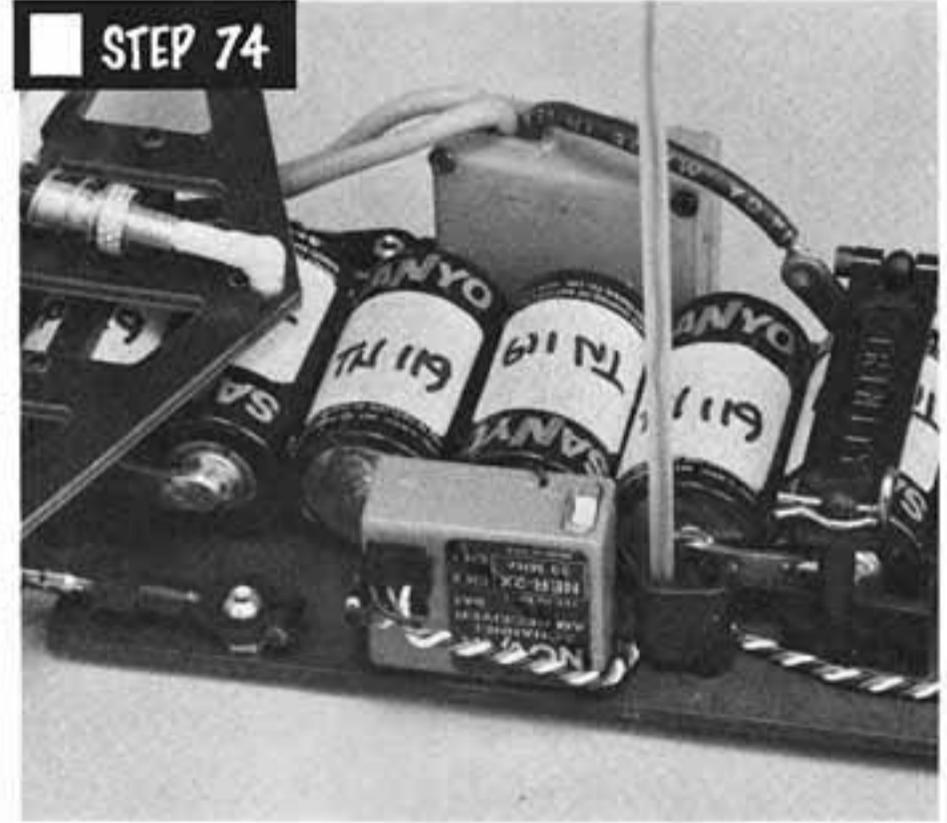
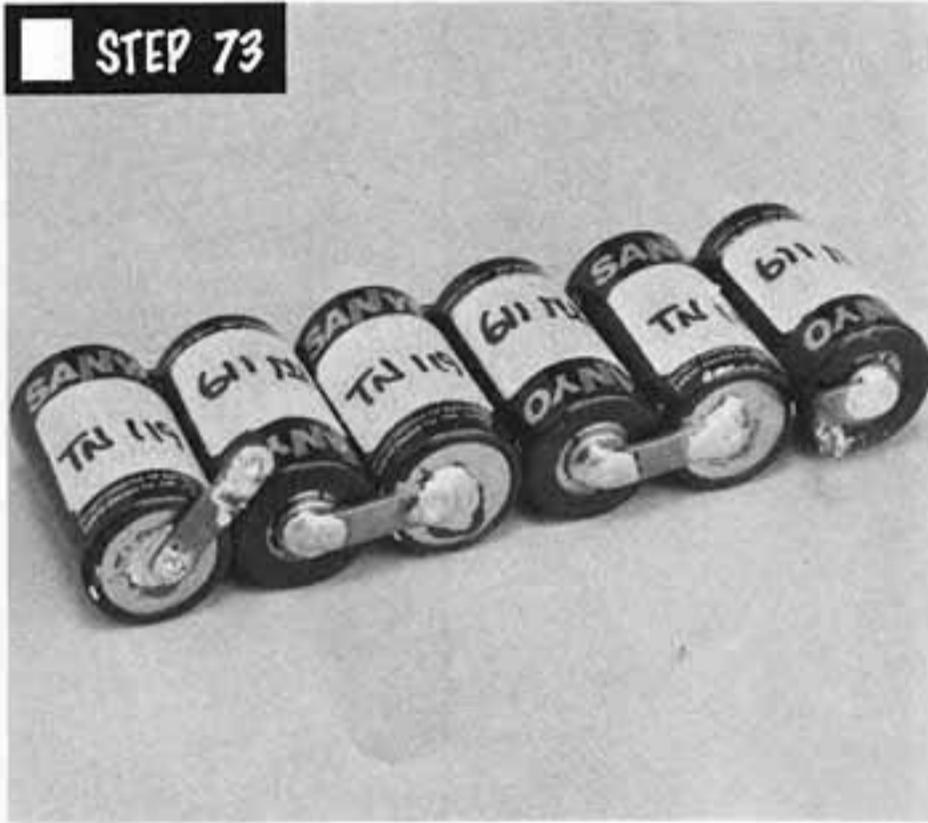
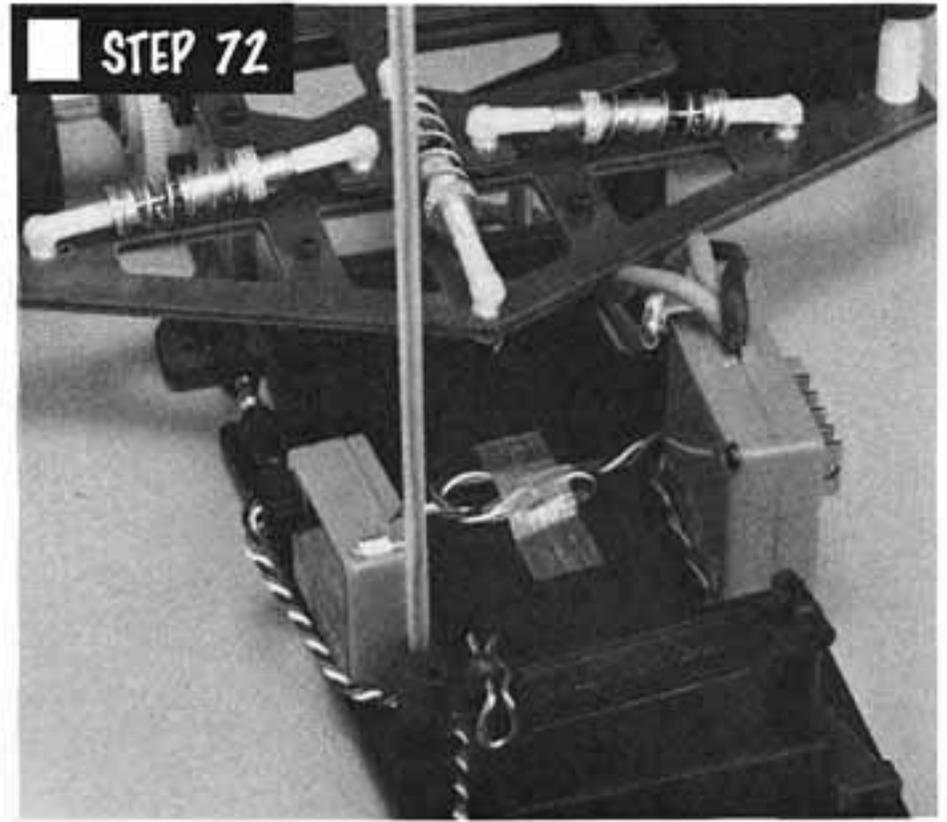
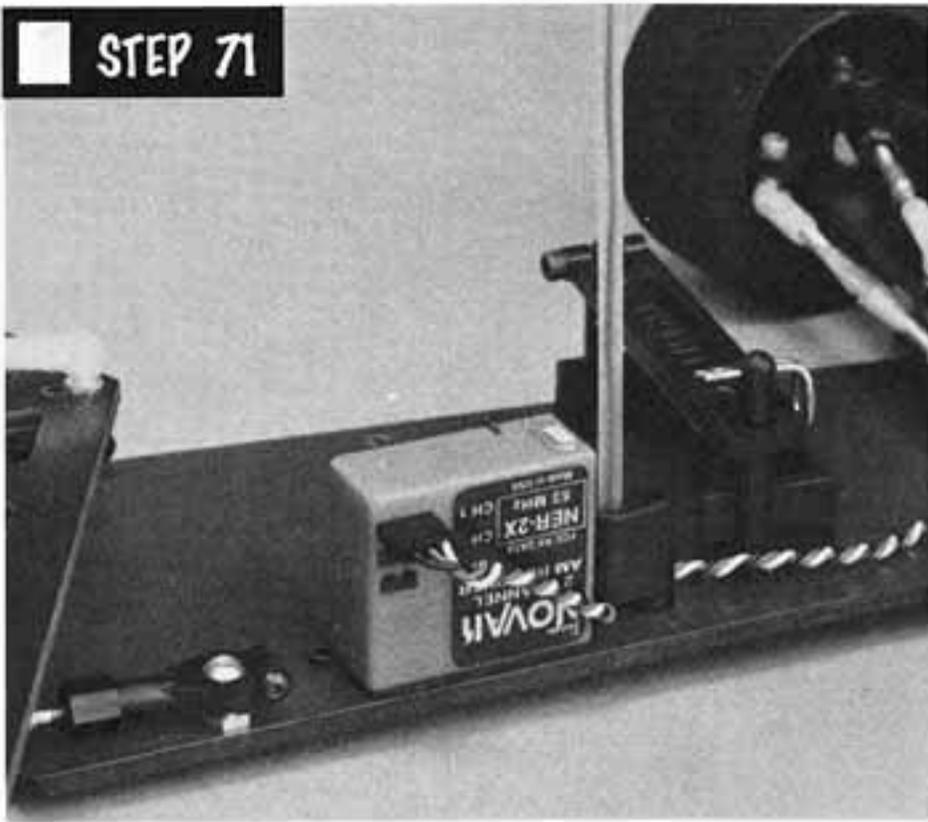
Next on to the front end. The EV10 front end is the most adjustable on the market. Camber, caster and toe in are adjusted by turning the tie-rods that make up the upper "A" arm. These items can all be changed independently from side to side, to really fine tune your car to any possible track conditions.

The best place to start is to set the caster to 1 or 2 degrees. This will change to 0 degrees as the car corners, giving a lot of steering during high speed cornering. By increasing this to 4 or 5 degrees you will get more steering coming out of the turns and less going in, but more stability down the straights. Neither setup is the rule, it all depends on your driving style and the track. Remember for more cornering going into a turn, use less caster, for less steering going in to a turn use more caster. Adjust this to suit your driving style and horsepower.

Looking at the car from the front we usually set the car up with some camber. Tilt the front tires so that the tops of the front tires point inward toward the center of the car (negative camber) about 1/16th of an inch on each side. The best item to use to set this is a draftsman's triangle. Place one side of the triangle flat on the working surface and the other against the outside of the tire. Check the space between the triangle and tire at the top. This space should be about 1/6th of an inch. This will keep the front tires flatter on the track surface during cornering, for more traction and even tire wear. After running a few laps check tire wear and adjust the camber if the tire is wearing unevenly.

Always try to run 1 or 2 degrees toe in. Toe in will make the car run in a straight line, and be more consistent in the turns. Too much toe in will hurt the cars entrance speed into a turn. Always check toe in by slightly pulling the front tires from the rear. This takes out any play in the suspension and bearings, and is the position the wheels will assume as the car moves forward.

In most cases the supplied grease is all the dampening you will need in the front suspension. To increase the dampening, try using a heavier lube like Trinity "Purple Stuff" RC 6050.



The more dampening you use the slower the suspension works and the less steering you get. This is the setup to use on high speed tracks, with fast sweepers.

RIDE HEIGHT

Now that your chassis is all adjusted it is time to start tuning it. Always try to run the chassis as low to the track surface as possible without it dragging. Run it parallel to the track surface. For more steering lower the front, and for more rear bite raise the front, but for starters keep both the front and rear level.

MORE STEERING

To get more steering in your EV10F, try these things.

Lower the front of the chassis.

Add More camber.

Raise the rear upper "A" arm mounting ball studs so there is more reactive caster, use EV0136 Extension Ball Studs.

Use softer front springs.

Use less front dampening.

Increase rear dampening by using a heavier oil in rear shock and dampener tube, use RC7630 30 Weight Shock Oil.

Use stiffer spring in the rear shock, use EV0123 Spring Set.

LESS STEERING

Remove camber.

Raise front chassis ride height.

Use stiffer front springs.

Use more front dampening.

Raise front and rear "A" arm mounting balls so upper "A" arm is closer to parallel with the lower fiberglass plate.

Use lighter rear dampening.

MORE REAR TRACTION

Use softer rear spring and light oil in rear shock.

Use lighter weight fluid in dampner tube, use RC6009 Silicone Lube.

Raise front of chassis.

Make rear track narrower.

Your EV10F is more adjustable then any car you may have owned before. Because of its advanced design, any small changes you make in the suspensions set-up will show a change on the track. Remember to always make small changes, and to make one change at a time. Write down everything you do in a journal, so that if you totally mess up the setup, you have a basic setup to go back to.

EV10F Aftermarket Upgrades.....

Large volume center shock (EV4030) replaces the stock center micro shock. This shock holds more oil and allows for better rear dampening with less maintainance. This shock works excellent on a bumpy track. [Click part number to search eBay](#)

Micro shock (EV0032) replaces the side dampener tube. With the addition of two side micro shocks you will have the ability of setting your cars "tweak". To assemble the micro shocks, follow the same instructions from this booklet, steps #45-#53.

Next you will have to add an aluminum ball stud (EV0047) into the two holes just inside of the rear body posts. Lock them in to place using 4-40 aluminum mini locknuts (EV0048). Now install an aluminum ball stud into the top pod plate where there is no ball stud and lock it in place with an 4-40 aluminum mini locknut. You can now snap the completed shocks onto the top plate and top chassis plate as shown in step #54.

Now that the shocks are installed onto the car, it is time to adjust the two side shocks. The side shocks should be adjusted so there is about .150" of travel in each shock. Adjust this the same as you did when installing the center shock by turning the ball cups in or out . The springs should now be adjusted. Leaving the car on a flat surface, like a piece of flat glass, tighten up the spring retainers so that the retainers just touch the springs. Tighten each spring 1 or 2 more complete turns.

If you have a "tweak" board set the car on the board and adust the side to side shock springs until the tweak board reads that the weight is even on both front wheels.

For those who do not have a tweak board use this method. With the car on a flat piece of glass or other smooth surface, put an Xacto knife directly under the center of the rear of the car and lift up the rear pod. Both rear tires should lift off the ground at the same time. Do this while looking at the car from the rear. If one of the tires lifts first, add tension to the shock spring on the same side as that tire. Adjust the springs until both tires lift off at the same time. It should never take more than 1 turn in either direction to set the tweak. If it does, be sure to check the diameter of both rear tires to see that they are the same size.

Micro Shock Spring Set (EV0123) This spring set will allow you to change spring tensions on the micro shock. Comes with 3 each of 4 different tension springs.

Progressive Front Spring Set (EV0104) Comes with 2 each of 5 different tensions of progressive rate front suspension springs to really fine tune your EV10F.

Constant Rate Front Spring Set (EV0132) Same as above but with a constant rate spring.

Lightweight Purple Aluminum Screw Kit (EV0142) Complete screw kit for the EV10F. This will reduce the overall weight of your EV10F and also makes your car look great!

More Clearance Motor Plates (EV0108) These direct replacement motor plates will give you more ground clearance for bumpy tracks and for high banked oval tracks.

Short Track Chassis (EV0134) On-Road graphite short track chassis. Chassis comes slotted for batteries to lower center of gravity also with adjustable wheelbase for varying track sizes and conditions.

Graphite Front Axle Plate (EV0046) Replacement graphite front axle plate for the EV10F.

Graphite Top Plate (EV0060) Replacement graphite top plate for the EV10F.

Graphite Bottom Plate (EV0061) Replacement graphite bottom plate for the EV10F.

Graphite Top Chassis Plate (EV0067) Relacement graphite top chassis plate for the EV10F.

Graphite Pivot Ball Plate (EV0066) Replacement graphite pivot ball plate for the EV10F.

Graphite Direct Replacement Chassis Plate (EV0094) for the EV10F

EVOLUTION 10F PARTS.....

Part#	Item	Qty	Price
EV0200	Fiberglass Onroad chassis	1	\$29.99
EV0201	Fiberglass Front Axle Plate	1	\$9.99
EV0202	Fiberglass Front Pivot Plate	1	\$3.99
EV0203	Fiberglass Top Pod plate	1	\$8.99
EV0204	Fiberglass Bottom Pod Plate	1	\$8.99
EV0205	Fiberglass Top Chassis Plate	1	\$11.99
EV0206	Dampner Tube	1	\$10.99
EV0023	Front kingpins	2	\$2.99
EV0024	Nylon upper ball supports	2	\$4.50
EV0025	.022" front suspension spring	2	\$2.00
EV0026P	Purple aluminum clevis	2	\$10.99
EV0027	1.125" X 440 turnbuckle	4	\$10.99
EV0029	440 locknuts	4	\$0.99
EV0030	Nylon ball cups	4	\$2.99
EV0031	Delrin balls	2	\$1.99
EV0032	Complete micro shock	1	\$17.99
EV0033	Aluminum micro shock body	1	\$9.99
EV0034	Nylon micro shock cylinder nut	2	\$2.50
EV0035	Silicone oring, micro shock	4	\$0.99
EV0036N	Nylon adjuster nut, micro shock	2	\$2.89
EV0037	Pressurization spring, micro shock	4	\$2.99
EV0038	Aluminum shock shaft cap	2	\$8.99
EV0039	Micro shock shaft	2	\$9.99
EV0040	Brass micro shock shaft washer	4	\$0.99
EV0041	Suspension spring 5 lb.	2	\$2.00
EV0042	Suspension spring 11 lb.	2	\$2.00
EV0043	Suspension spring 15 lb.	2	\$2.00
EV0044	Suspension spring 23 lb.	2	\$2.00
EV0047	Aluminum ball studs	4	\$3.99
EV0048	4-40 aluminum locknuts	8	\$2.99
EV0049	8-32 X 7/8 alum flatheads	4	\$1.49
EV0050	8-32 nylon nuts	4	\$0.99
EV0051	Front nylon kingpin bushings	2	\$1.59
EV0052	Nylon clevis	2	\$1.99
EV0053	Front axle spacer set	1	\$3.59
EV0054	1/8" silicone oring	4	\$0.99
EV0056	1/4" X 3/8" unflanged bearing	1	\$7.50
EV0057	1/4" X 3/8" flanged bearing	2	\$14.00
EV0058	1/8" X 1/4" steel washers	4	\$0.99
EV0059	1/8" eclips	12	\$1.29
EV0062	Nylon left bulkhead	1	\$1.99
EV0063	Aluminum right bulkhead	1	\$14.99
EV0064	4-40 X 3/8" flathead screws	8	\$0.99
EV0065	4-40 X 3/8" cap screws	8	\$0.99
EV0066	Graphite ball plate	1	\$3.99
EV0068	1/4" aluminum pivot ball	2	\$3.99
EV0069	3/16" aluminum standoff	2	\$3.99
EV0070	Nylon rear battery cup	1	\$2.99
EV0071	2-56 steel buttonhead screws	8	\$1.99
EV0072	Nylon pivot ball socket set	1	\$1.99
EV0073	1/8" thick aluminum spacer	2	\$0.99
EV0074	4-40 X 1/2" steel screws	8	\$0.99
EV0075	Nylon ball link socket	4	\$1.99
EV0076	Aluminum control link balls	4	\$6.99
EV0080	Thrust cone	1	\$1.99
EV0081	Belleville washers	4	\$1.99
EV0082	Nylon axle shim set	1	\$1.99
EV0083	Nylon front battery cup	1	\$1.99
EV0084	Nylon front battery cup lid	1	\$1.99
EV0086	Nylon body post collars	4	\$2.99
EV0087	4-40 X 1/8" set screws	8	\$1.29
EV0089	4-40 X 1/2" cap screws	5	\$2.99
EV0090	Body clips	6	\$2.99
EV0091	Ride height adjuster set	1	\$2.69
EV0092	1/8" diff balls	12	\$2.99
EV0093	Diff rings	2	\$2.99
EV0110	Silicone diff lube	1	\$2.50
EV5001	EV10 Video	1	\$19.99

Based on parts list at start of this manual, this list is missing items, but also has items not listed at start.

Click part number to search eBay

EV0099	Progressive ft spring orange, 46 lb	2	\$2.00
EV0100	Progressive ft spring blue, 68 lb	2	\$2.00
EV0101	Progressive ft spring white, 810 lb	2	\$2.00
EV0102	Progressive ft spring red, 1012 lb	2	\$2.00
EV0103	Progressive ft spring green 1214 lb	2	\$2.00
EV0104	Progressive front spring set 2 ea size	1	\$8.00
EV0108	More Clearance Pod Plates	1	\$39.99
EV0120	Left lite purple clamping hub	1	\$25.99
EV0121	EV10SS purple aluminum diff hub	1	\$23.99
EV0122	EV10 Onroad purple alum diff hub	1	\$25.99
EV0123	Micro shock spring set 3ea.	1	\$7.99
EV0125	Constant rate ft spring purple, 14 lb	2	\$2.00
EV0126	Constant rate ft spring black, 16 lb	2	\$2.00
EV0127	Constant rate ft spring green, 12 lb	2	\$2.00
EV0128	Constant rate ft spring red, 10 lb	2	\$2.00
EV0129	Constant rate ft spring white, 8 lb	2	\$2.00
EV0130	Constant rate ft spring blue, 6 lb	2	\$2.00
EV0131	Constant rate ft spring orange, 4 lb	2	\$2.00
EV0132	Constant rate ft spring set, 2 ea.	1	\$11.25
EV0133	EV10 Onroad solid graphite axle	1	\$22.00
EV0135	EV10 Onroad wider front axle plate	1	\$20.00
EV0136P	Extension ball studs short	4	\$6.99
EV0137P	Extension ball studs long	4	\$7.99
EV0138	Diff pinning kit	1	\$5.99
EV0139	Micro shock rebuild kit	1	\$6.99
EV0140	EV10 onroad bearing set	1	\$58.99
EV0141	Diff rebuild kit	1	\$7.99
EV0142	EV10, EV10SS Purple alum screw set	1	\$19.99
EV0143	Purple aluminum mini locknuts	8	\$3.50
EV0144	EV10, EV10SS front oring cup	2	\$1.99
EV0145	Complete micro shock, purple	1	\$19.99
EV0150P	1.1" purple standoff for center shock	1	\$1.99
EV0150	2-56x1/4 Button Head Screws	12 pc	\$5.99
EV0151	8-32x5/8 Flat Head Screws	12 pc	\$4.99
EV0152	4-40x1/2 Socket Head Screws	12 pc	\$5.99
EV0153	4-40x1/2 Flat Head Screws	12 pc	\$4.99
EV0154	4-40x3/4 Socket Head Screws	12 pc	\$4.99
EV1001	Antenna mount	1	\$1.29
EV4017	Steering Turn Buckle Purple	2	\$7.99
EV4019	EV10SS sway bar kit	1	\$29.99
EV4020	EV10SS sway bar top plate	1	\$14.25
EV4021	EV10SS solid graphite axle	1	\$22.00
EV4022	Large volume shock rebuild kit	1	\$3.59
EV4023	EV10SS bearing set	1	\$58.99
EV4024	EV10SS sway bar tuning kit	1	\$14.99
EV4025	EV10SS prebent sway bar wire set	1	\$4.99
EV40301	Large volume shock shaft	1	\$7.99
EV40303	Large volume purple shock body	1	\$9.99
EV40305	Large volume shock adjuster nu-	2	\$2.99
EV40308	Large vol shock shaft purple end cap	1	\$5.99
EV4031	Large volume shock spring .029	2	\$1.99
EV4032	Large volume shock spring .035	2	\$1.99
EV4033	Large volume shock spring .050	2	\$1.99
EV4034	Large volume shock spring .055	2	\$1.99
EV4035	Large volume shock spring .060	2	\$1.99
EV4036	Large volume shock spring set	1	\$6.25
EV4045	EV10SS lite graphite chassis	1	\$82.00
EV4046	EV10SS lite graphite bottom plate	1	\$23.99
EV4047	EV10SS lite graphite nerf wing	1	\$6.99
EV4048	EV10SS lite graphite top chassis plate	1	\$26.00
EV4049	EV10SS lite graphite chassis upgrade	1	\$137.00
EV4050	EV10SS lite left clamping hub	1	\$29.99
EV4051	EV10SS lite hub set	1	\$49.99
EV4052	EV10SS front end rebuild kit	1	\$19.99
EV4053	EV10 onroad front end rebuild kit	1	\$19.99
EV4058	Complete large volume shock purple	1	\$27.99
EV6000	Wide oval & LSD graphite chassis plate	1	\$80.00
D1052	4-40x3/8 Cap Head Screws	12 pc	\$4.99
D1053	4-40x3/8 Flat Head Screws	12 pc	\$4.99
D1054	8-32x7/8 Flat Head Screws	6 pc	\$2.99
D1055	4-40x1/4 Cap Head Screws	12 pc	\$4.99

Click part number to search eBay

EV10F HOP UP PARTS.....

EV0028P	4-40 purple ball studs long	4	\$5.99
EV0047P	Purple aluminum ball studs	4	\$4.99
EV0094	Graphite Chassis	1	\$59.99

Trinity Products Inc., 1901 E. Linden Ave #8, Linden, NJ 07036
Ph: 908-862-1705, Fx: 908-862-6875

* More hop up parts listed on previous page