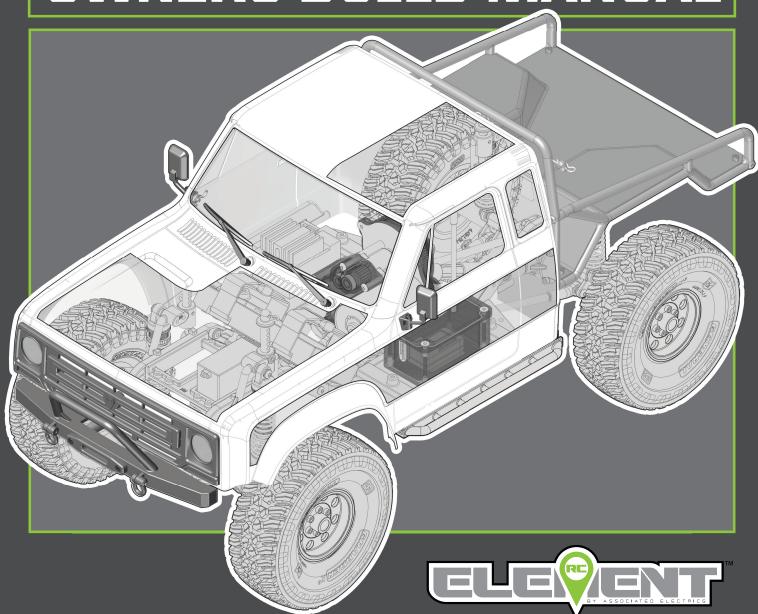


SENDERO HD PICK-UP TRUCK BODY



# **OWNERS BUILD MANUAL**







Associated Electrics, Inc. 21062 Bake Parkway Lake Forest, CA 92630

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 $\label{prop:factoryTEAM} \textit{FACTORYTEAM} \ is \ a \ \textit{Registered Trademark of Associated Electrics, Inc.}$ 

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GREEN SLIME is a Registered Trademark of Associated Electrics, Inc.

### ITEMS NEEDED

The following items are required to build or maintain your Enduro Trail Truck.

- I.5mm Allen Wrench (#1500)
- 2mm Allen Wrench (#1501)
- 2.5mm Allen Wrench (#1503)
- Pliers
- Long Nose Pliers
- 5.5mm Nut Driver (#1507
- 7mm Nut Driver (#1508)

### OTHER HELPFUL ITEMS

The following items aren't required, but will aid in the building and maintaining of your Enduro Trail Truck.

- Threadlock (#1596)
- Green Slime (#1105)

### Your journey begins here.



### INTRODUCTION

WILL SO

Thank you for purchasing this Element RC product. This assembly manual contains instructions and tips for building and maintaining your new Enduro chassis. Please take a moment to read through this manual to help familiarize yourself with these steps. We are continually changing and improving our designs; therefore, actual parts may appear slightly different than in the illustrations. New parts will be noted on supplementary sheets located in the appropriate parts bags.

### **ENDURO TRAIL TRUCK**

A performance rig built to endure. When hitting the trail, you want to do it with confidence and the answer is the all new Enduro Trail Truck!

At the heart of the Enduro is our revolutionary Stealth® X gearbox. Although the exterior appears to have a conventional 3-gear transmission look, the inside is far from conventional. The Stealth® X features the ability to adjust the rear drive ratio independently of the front drive across three levels: stock overdrives the front end 5.7% (installed in RTR), option I provides a one-to-one drive ratio front-to-rear (available separately), and option 2 overdrives the front end I1.83% (included with RTR).

Feeding the power to the tires are 3-piece telescopic driveshafts with an extruded aluminum center section, universal front drive axles, and hardened steel ring and pinion gears. With the Enduro drivetrain, delivering useful power will not be an issue.

We relocated the steering link assembly from the conventional location, to behind the axle (BTA). This feature greatly improves approach angle and front end clearance, making rough terrain much easier to handle.

The Enduro Trail Truck comes ready for adventure right out of the box, with performance-driven Reedy Power electronics. The all-new, ultra-smooth and powerful, 16-turn 5-slot brushed crawler motor and Reedy Power SC480X electronic speed controller with T-plug connector, supply ample power to this tough rig. Controlling the beast on the trail is our 3-channel XPI30 2.4GHz radio and Reedy Power high-torque I320MG metal gear servo.

With all this packed in one box, we know the Enduro Trail Truck is ready for the trail... Are you?

### **FEATURES**

- Stealth X Gearbox with adjustable overdrive gears
- BTA steering [Behind the Axle]
- CMS [Chassis Mounted Servo]
- Integrated servo winch mount
- Adjustable front track barUniversal front drive axles
- Stamped steel C-Channel frame rails
- Enclosed receiver box
- 12mm wheel hexes
- Adjustable front and rear bumper mounts
- Adjustable width rock sliders
- Two battery boxes (Shorty and regular size!)
- Threaded aluminum shock bodies
- Aluminum steering plates
- $\bullet \ Aluminum \ motor \ plate$
- Adjustable body posts
  Optimized rod ends for more fluid axle articulation

- Adjustable rear shock mount positions
- Telescopic driveshaft's front and rear
- Extruded aluminum driveshaft splines
- · One-piece rear axle design
- Splined front axle with adjustable caster
- Machined input pinion gear
- Metal ring gear
- Machined steel top shaft
- Metal idler gears
- Heavy duty 5mm diameter steel links
- Precision metal ball bearings included
- Steel servo horn
- Licensed 1.9"x4.65" General Grabber X3 tires

### **ELECTRONICS:**

- Water resistant 2S-3S LiPo compatible Reedy SC480X brushed electronic speed control with adjustable drag brake and T-plug battery connector
- Smooth and powerful Reedy
  Crawler 16T 5-slot brushed motor
- XPI30 2.4GHz radio system (3 Channel)
- Reedy high-torque 1320MG metal gear servo (13kg/180 oz.)

### SENDERO BODY FEATURES:

- Sendero body thermoformed in high-strength polycarbonate
- Two-piece cab and bed design
- Clear windows
- Molded grill
- Replaceable headlight lenses
- Pivoting side mirrors
- LED headlights
- Adjustable front bumper

# HARDWARE 1:1 SCALE VIEW HARDWARE USED WITH OPTIONAL REPLACEMENT PART NUMBERS

FLAT HEAD SCREW	S (FHCS)	SOCKET H	IEAD SCREWS	(SHCS)	SHIMS ANI	D WASHER	S	
	<b>2.5x10</b> mm (31350)			2x5mm (31511) Aluminum (8566)	<u> </u>	•	250x.125x	.015 (7337)
	<b>2.5×14mm</b> (41077)			2x8mm (7187)	<b>O</b>	Servo	Horn Spac	cer (42041)
	<b>3x8mm</b> (25201)			<b>2.5x6mm</b> (41079)		Driv	ve Gear Sh	im (42027)
	<b>3x10</b> mm (25202)			<b>2.5×10</b> (41087)				
	3x12mm (25203)		]	<b>2.5×14</b> (71032)	MISC. SCR	EWS oulder Screv	w 3x4x10n	nm (42070)
	3x14mm (89208)			2.5×16 (41086)	<b></b>		Screw	<b>Pin</b> (42022)
BUTTON HEAD SCR	REWS (BHCS)	SET SCRE	:WS				D: 0 !!	(42010)
	2.6×10mm (41088) Self Tapping Thread		]	3x3mm (25225) 3x16mm (4689)			Pin 2x11n	nm (42019)
	<b>3x5mm</b> (31530)	PIVOT BAI	LLS		LINKS			
	3x6mm (31531)		Pivot E	<b>Sall, Short</b> (42041)			_	II4mn
	3x8mm (31532) Aluminum (8552)	Pivo	ot Ball, Long, Upp	oer Shock (42041)	83mm	3mm	100mm	
	3x10mm (25211) Aluminum (8554)	LOCK NUT	M3	<b>Locknuts</b> (25215) Juminum (31550)	73mm			
	<b>3x12mm</b> (89202)		M4 Locknut	<b>W/Flange</b> (25391)				
	3x14mm (25187)	BEARINGS	S					
	<b>3x16mm</b> (89203)		53	(10x4mm (91560)				
	3x18mm (2308)		7x I	<b>4x3.5</b> mm (91474)				
	<b>3x20</b> mm (25188)		10:	« <b>15×4</b> mm (91563)				
	3x28mm (41078)					— Ц		



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5/8/2023

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INTRODUCTION

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BODY BUILD (BAG 11)

16 CATALOG

OPTIONAL GEARBOX BUILD

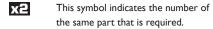
**25** TRAIL TIPS

BACK COVER

# **USING THIS MANUAL**



This symbol indicates a special note or instruction in the manual.



This symbol indicates the order within a step to assemble parts

a step to assemble parts.





This symbol indicates where Black Grease should be applied.



This symbol indicates where Green Slime can be applied. \*not included



This symbol indicates where Thread Lock Adhesive should be applied. \*not included



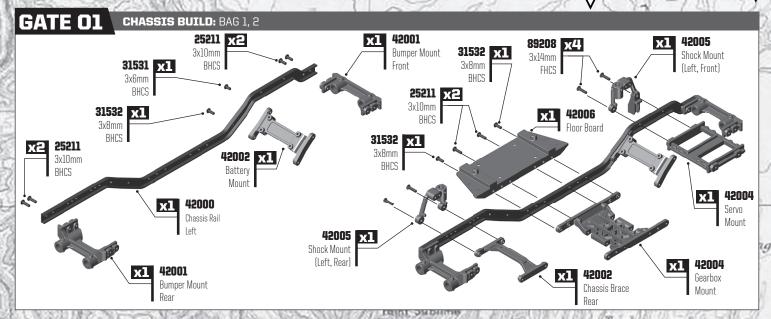
This symbol indicates where Shock Fluid should be applied.

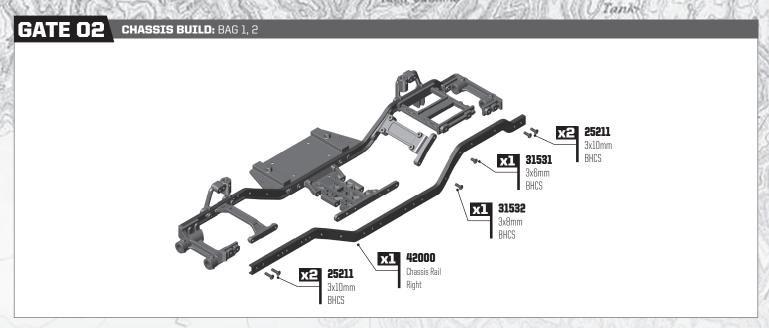


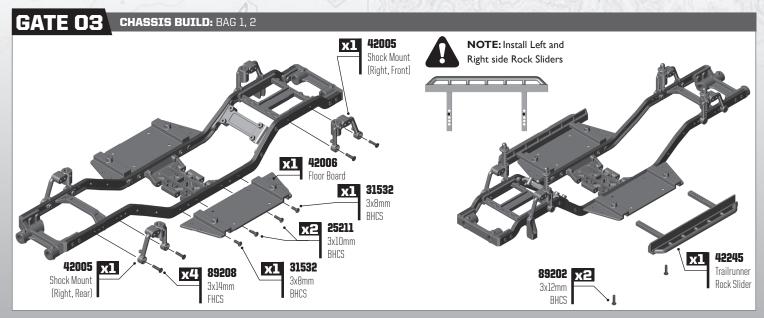
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.

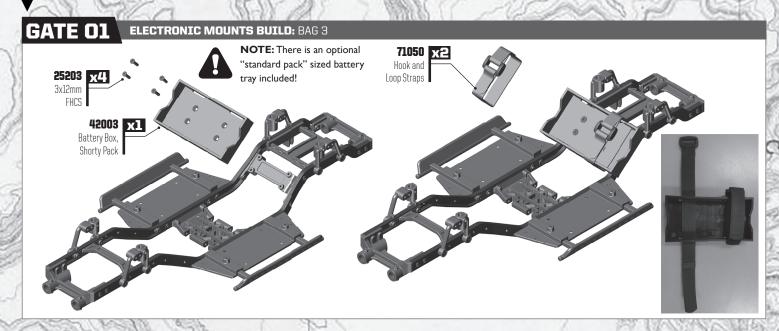


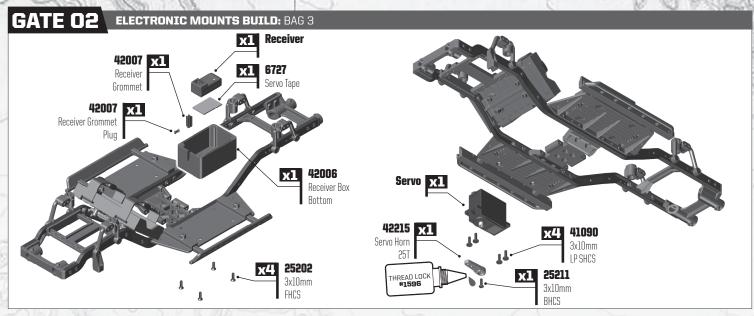


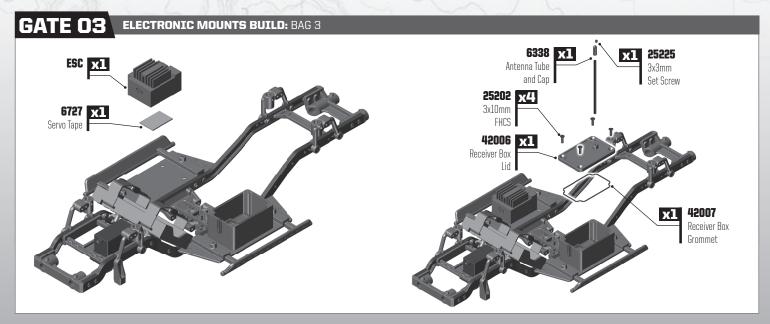




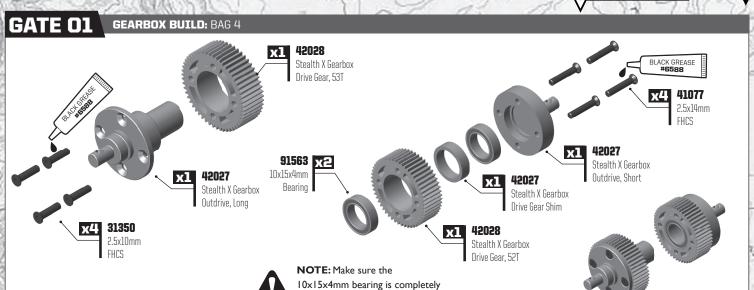




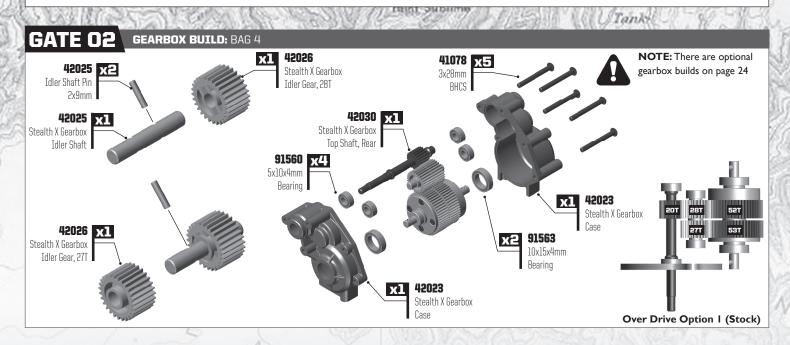


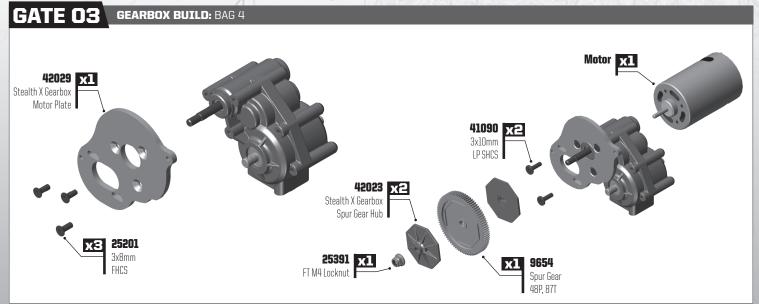




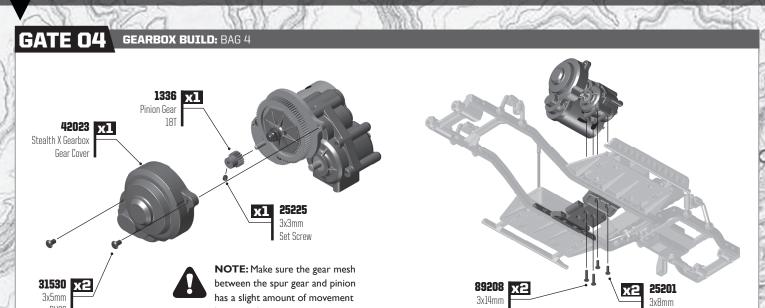


seated in the short outdrive





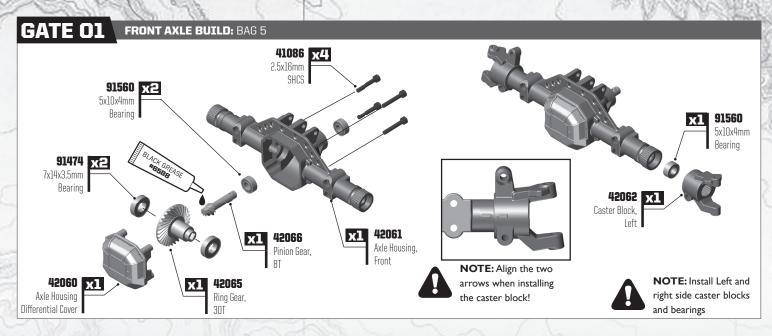
BHCS

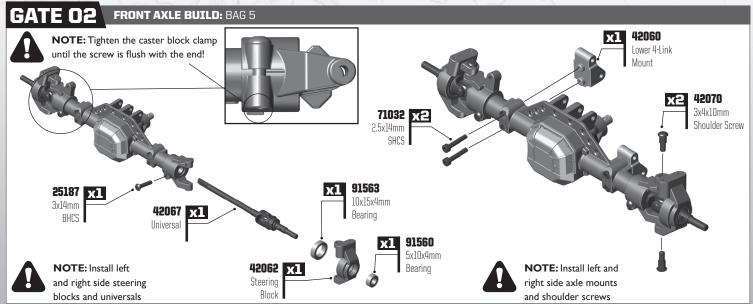


FHCS

FHCS

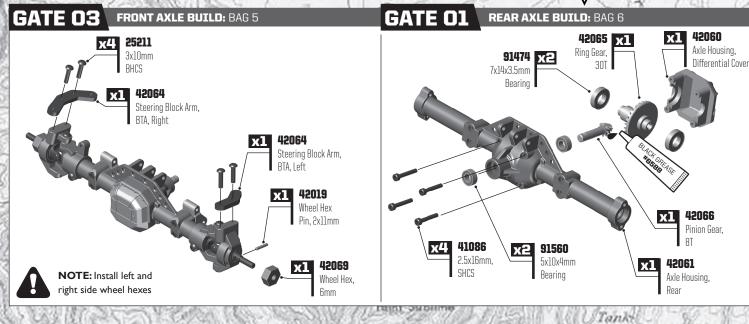
between the two gears.

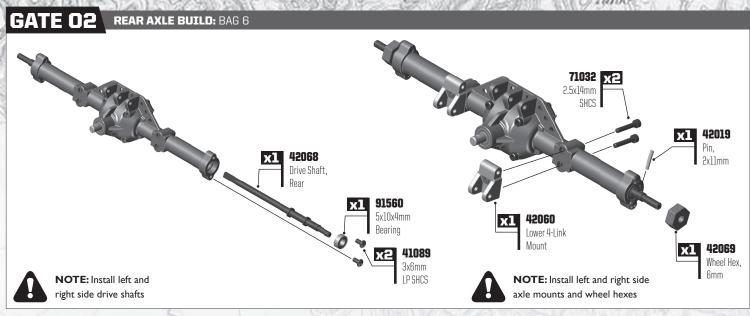


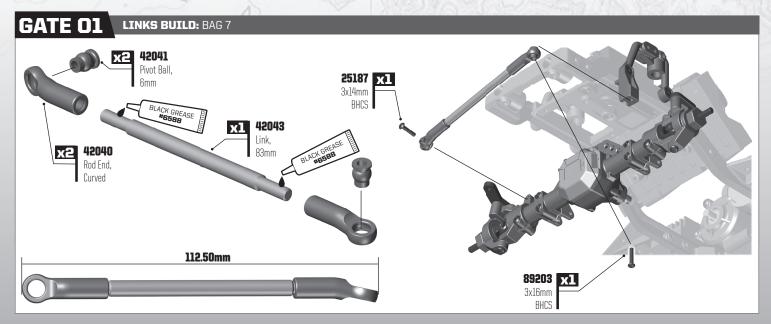


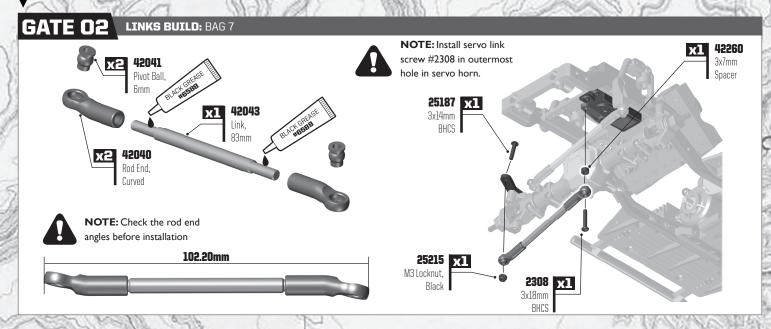


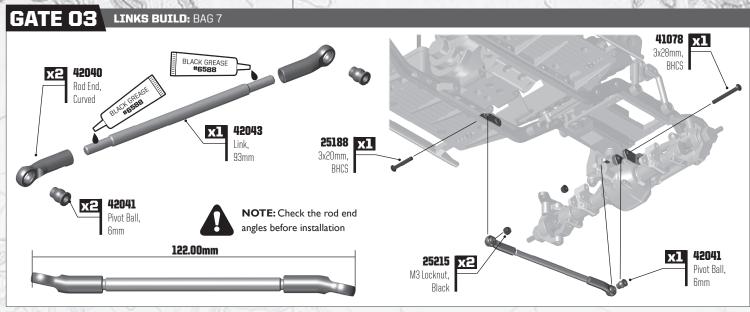


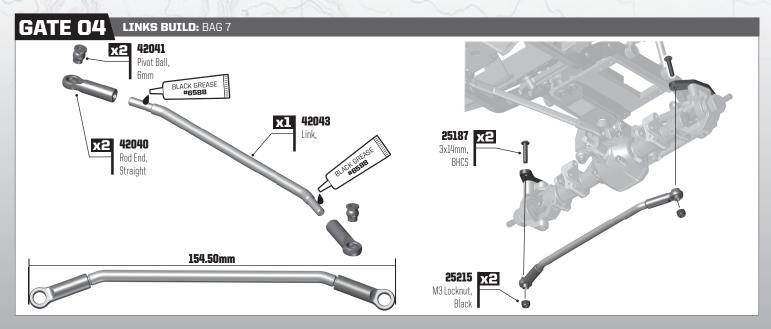






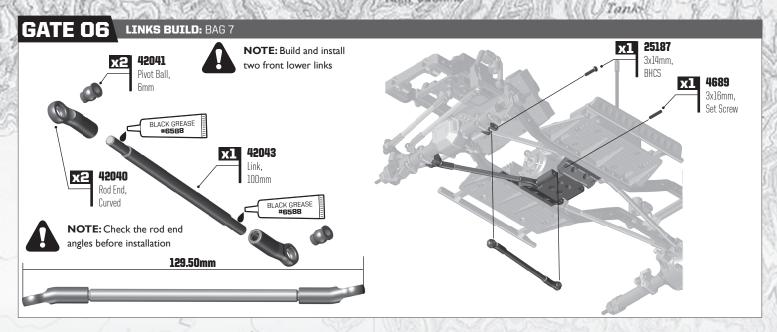


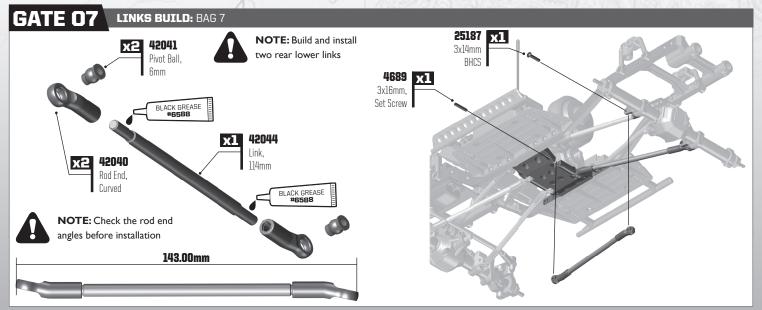


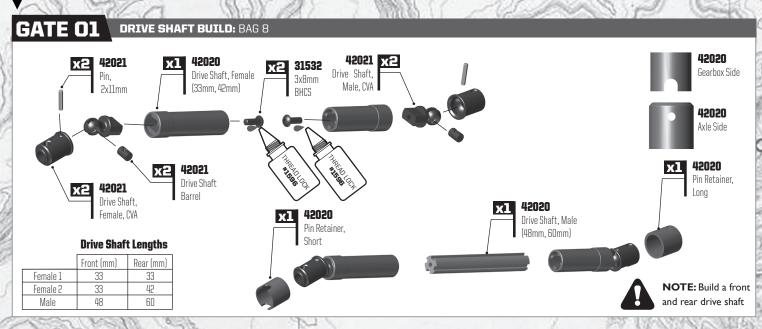


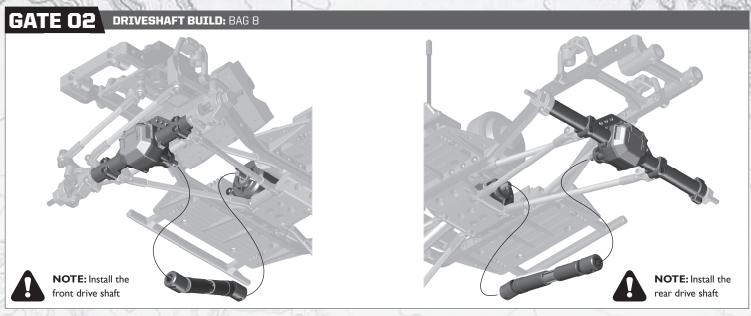


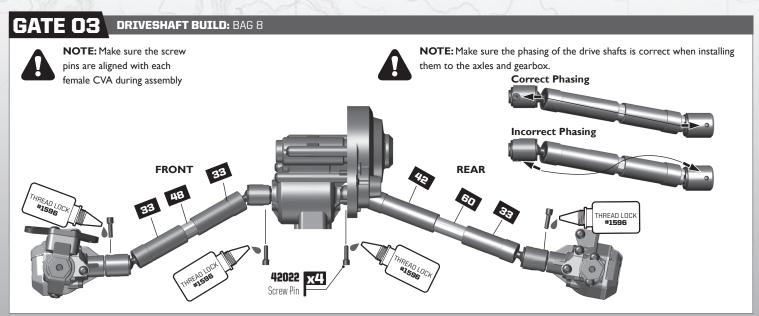




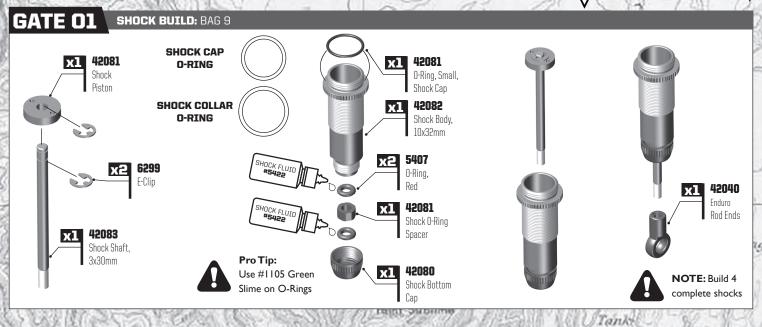








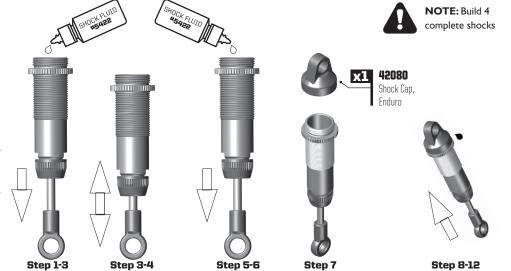


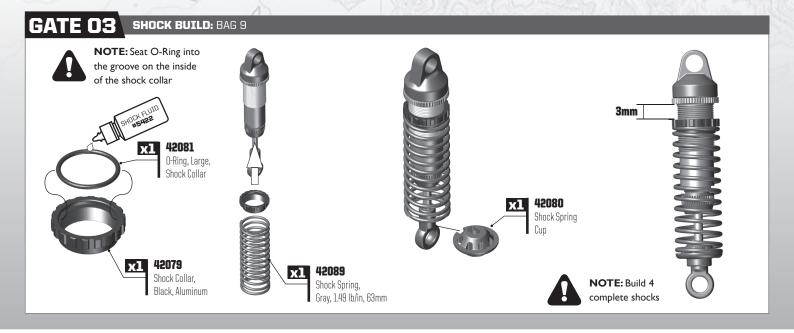


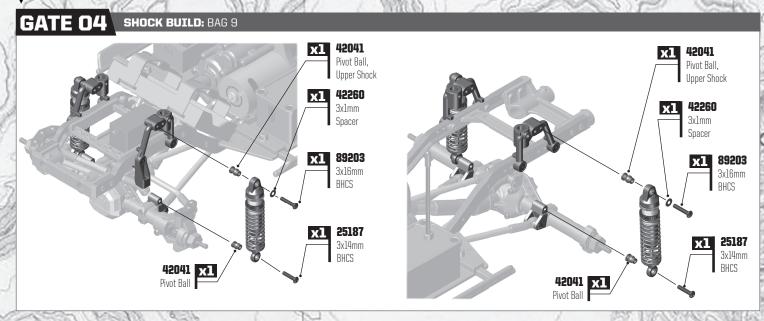
# GATE 02 SHOCK BUILD: BAG 9

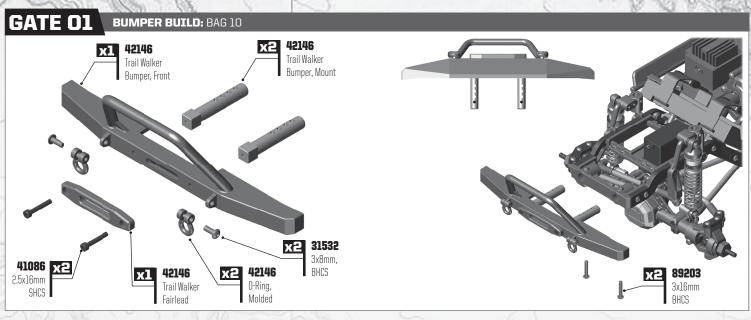
### **Shock Bleeding Steps:**

- 1. Pull shock shaft down.
- Fill shock body 3/4 full with silicone fluid.
- 3. Slowly move the shock shaft up and down to remove air from under piston.
- 4. Wait for bubbles to come to surface.
- 5. Fill shock body to top with silicone fluid.
- 6. Place a drop of oil in the cap and on cap threads.
- 7. Install cap and tighten completely.
- Slowly compress shaft all the way to the top. If there is pressure at the top of the stroke, there is too much oil or air. You must bleed it out.
- 9. Slowly pull shaft out.
- 10. Unscrew the cap 3/4 turn and tilt the shock at a slight angle.
- 11. Slowly compress the shaft to push out excess oil and air.
  You should see bubbles coming out from under the cap.
- 12. With the shaft compressed, tighten the cap and re-check for pressure at the top of the stroke. If there is still pressure, repeat steps 9 thrull.



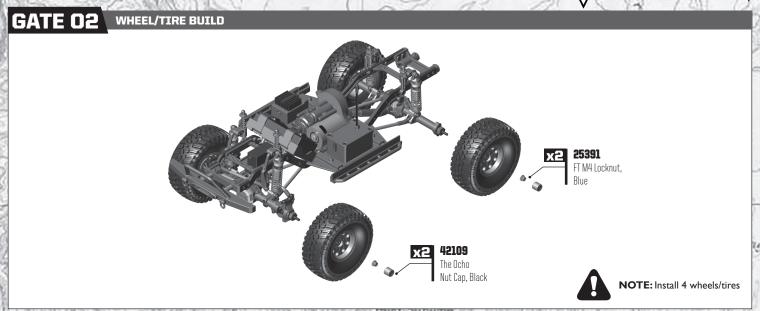


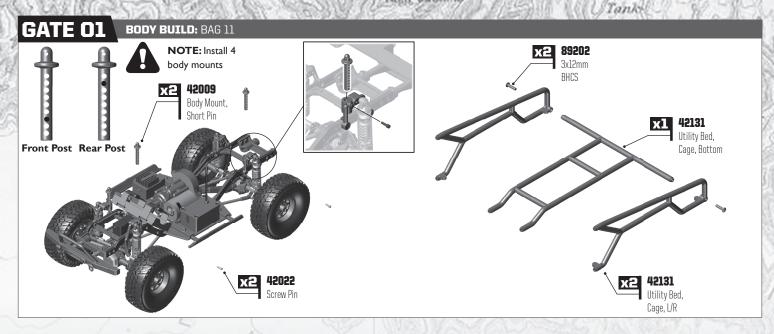


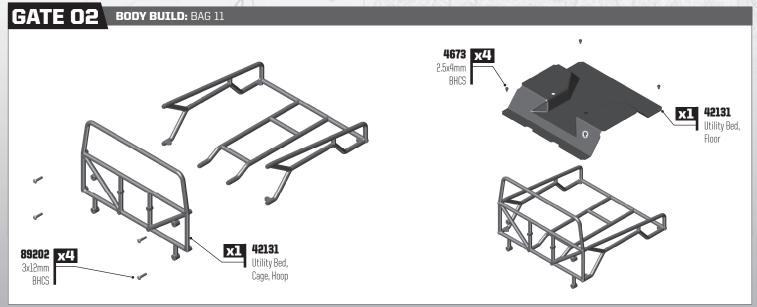


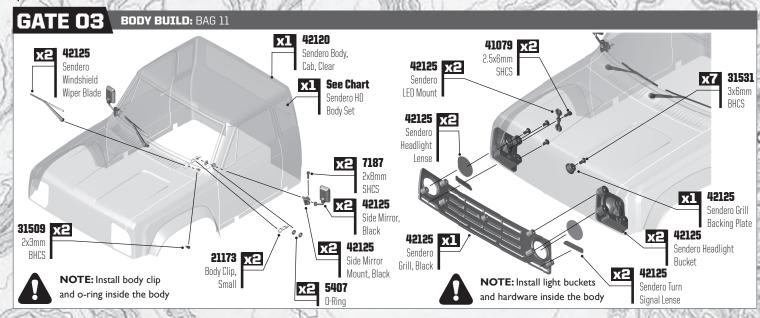


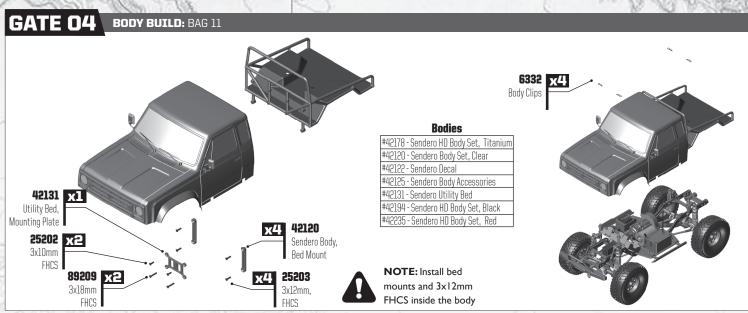


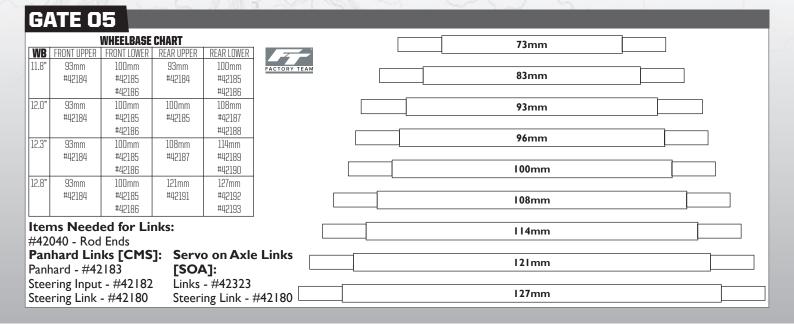














## GATE 01

### STEALTH X: BUILD CONFIGURATION: MOTOR MOUNT FACING REAR (STOCK)



### **OVERDRIVE:**

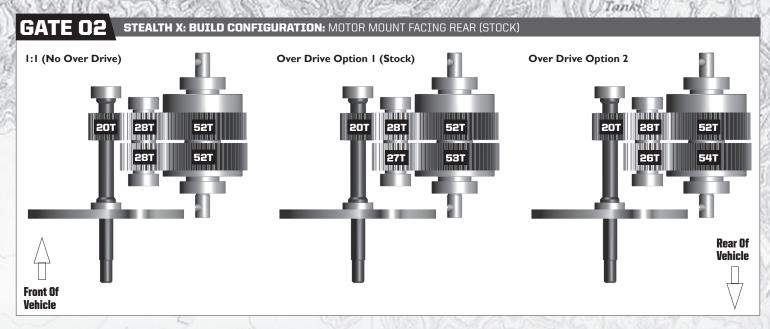
Overdrive is a scenario where the front and rear wheels do not rotate at the same speed. The Stealth X gearbox is designed to allow the front wheels to spin faster than the rear wheels. Overdrive is advantageouse when climbing up rock faces because the front tires will want to pull the vehicle up the rock. On desents, the rear tires rotating slower than the front tires will help keep the chassis more stable and keep the rear tires planted on the ground.

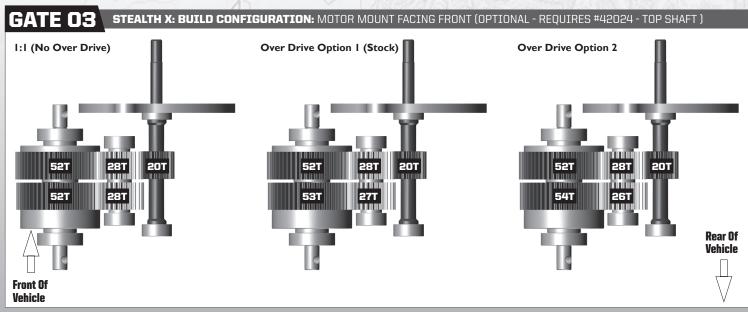
### Stealth X:

The Stealth X gearbox allows the driver to change the front to rear drive ratios with 3 separate ratio adjustments to the rear drive shaft. The driver has the option to flip the gearbox direction (motor mount facing the front) the optional inverse top shaft (#42024) is required.

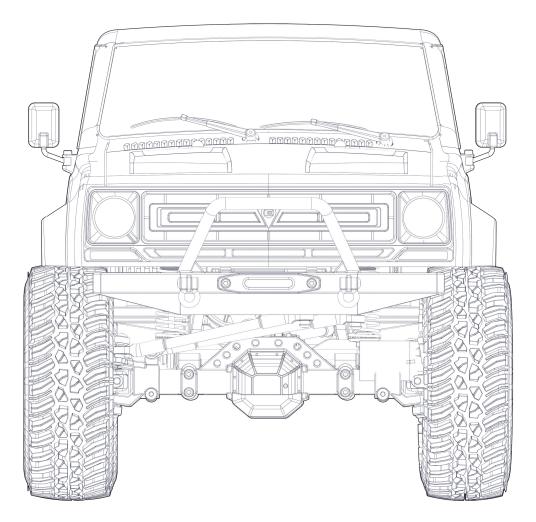
### **Please Note:**

The 20T top shaft, 28T idler gear, and 52T drive gear will always be meshed together in all 6 gearbox configurations.











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