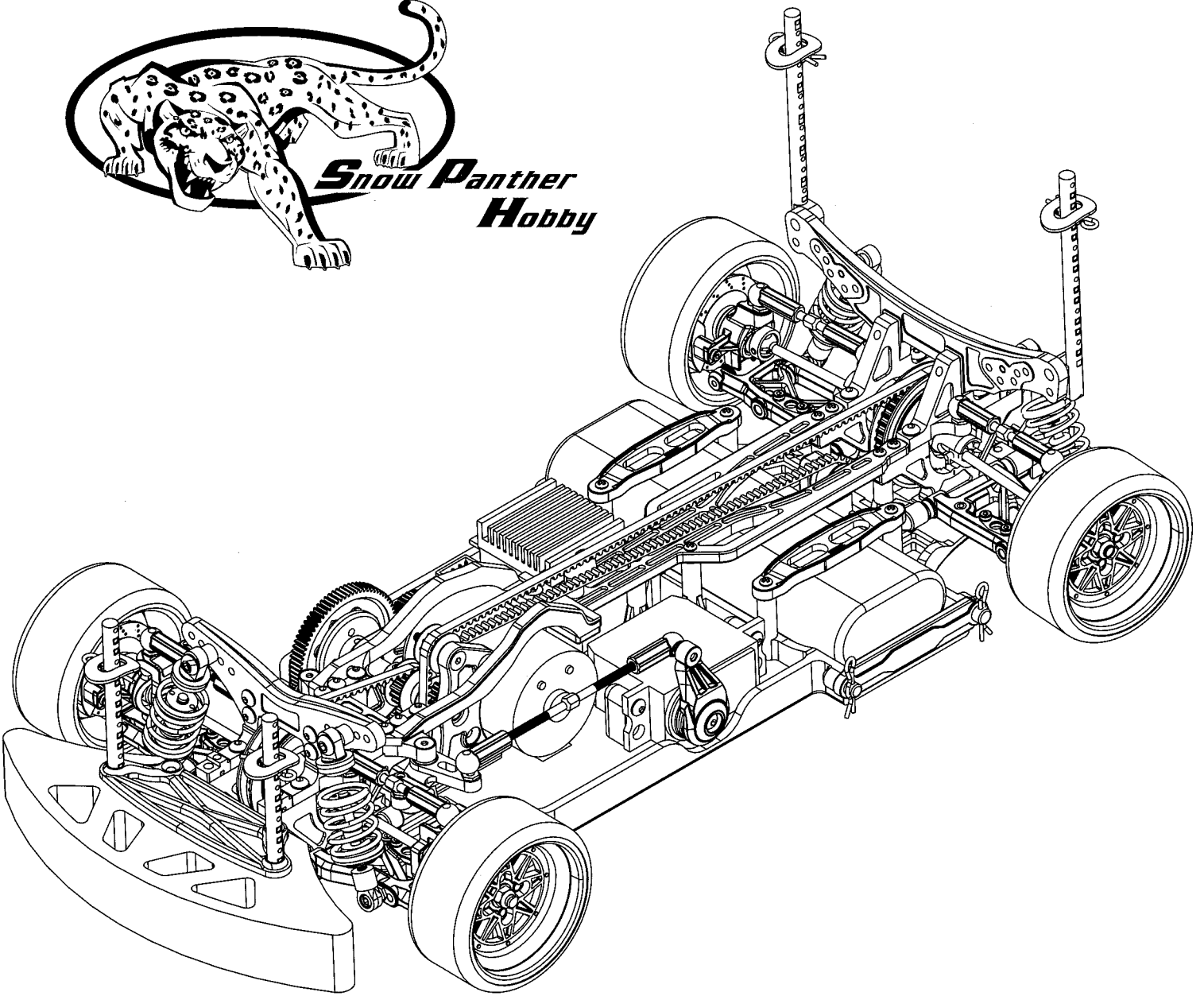
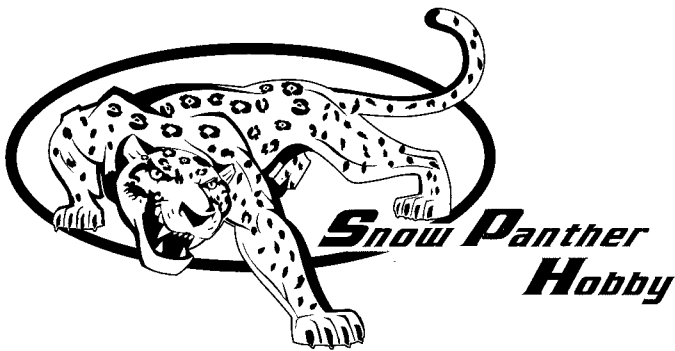


Instruction Manual

MISSION-D

CHASSIS KIT



1/10th SCALE RC 4WD HIGH PERFORMANCE CAR

Specification

Thanks for selecting our product. This kit is designed for drifting hobby players and uses good quality parts to make best performance. Please read through the instruction manual and make sure fully understanding before assembling. Following the steps in instruction manual can make the kit be assembled correctly.



Cautions



- *Never run R/C models on the street.
- *Never run R/C models in a crowded area or near children.
- *Do not run R/C models in a narrow space.



- *Do not run in water or sand.
- *Running R/C models in improper areas may result in an accident causing injury or property damage.

The proper R/C model operating procedures

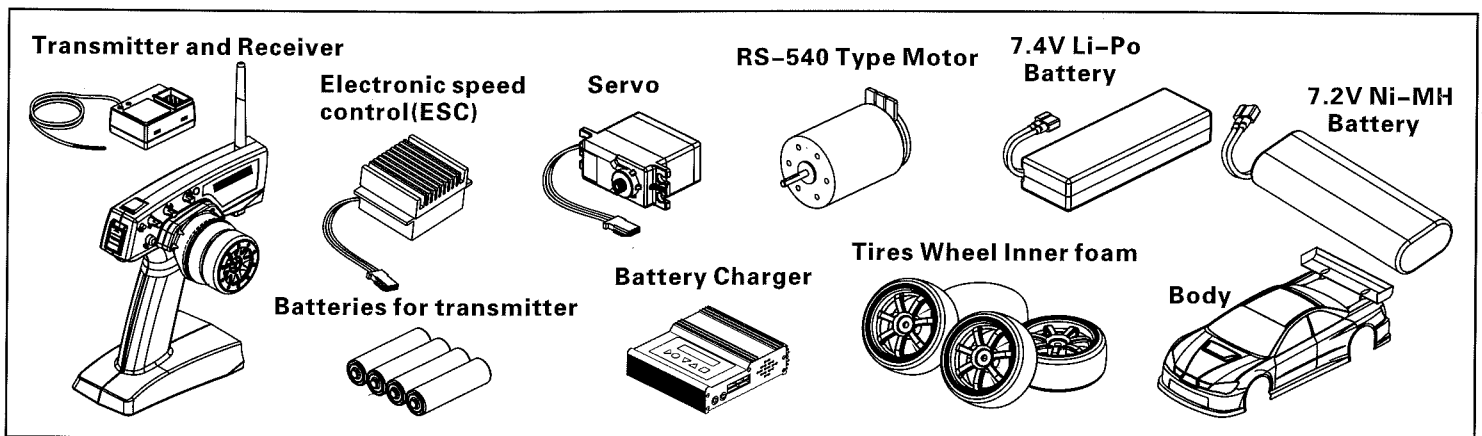
*Always follow the steps below when start and finish operating:

1. Make sure the wheels do not contact the ground before start operating,
2. Check the receiver switch at OFF position.
3. Connect battery pack.
4. Switch on transmitter.
5. Switch on receiver.

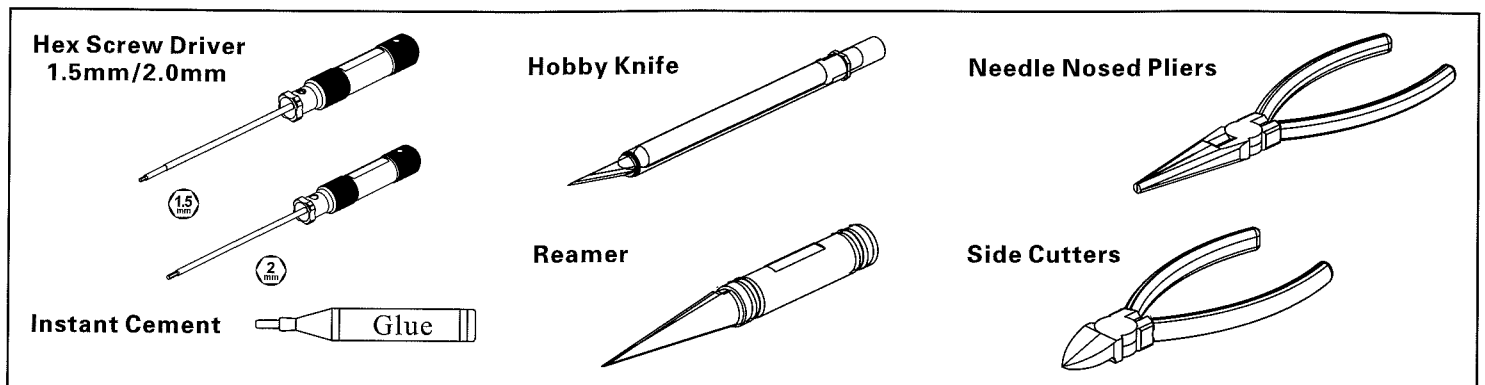
*Opposite sequence to finish operating:

1. Switch off receiver.
2. Switch off transmitter.
3. Disconnect battery pack.

1 Equipment may needed for different kit version

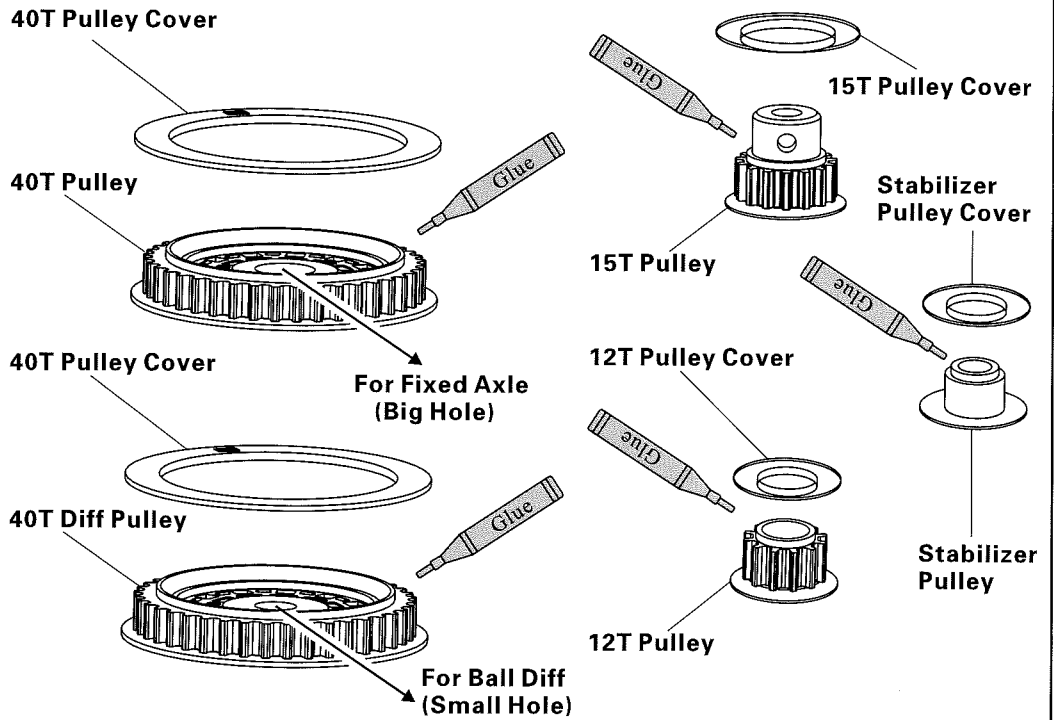


2 Tools Needed For Assembly .Sold Separately









1 Use Instant Glue to Mount the Belt Pulley Cover

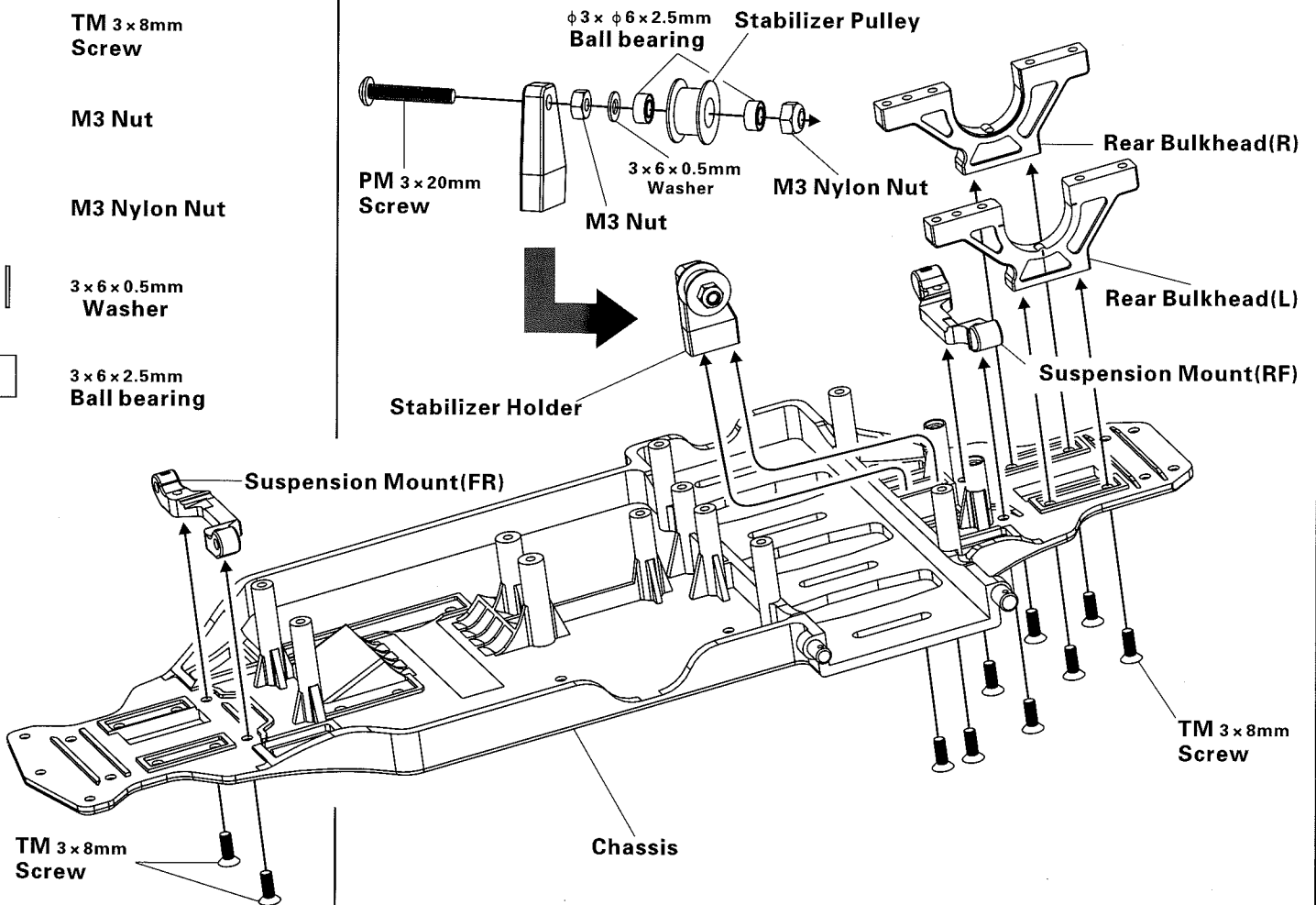
1 Belt Pulley Mounting











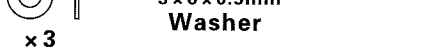
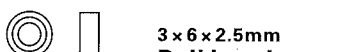
2

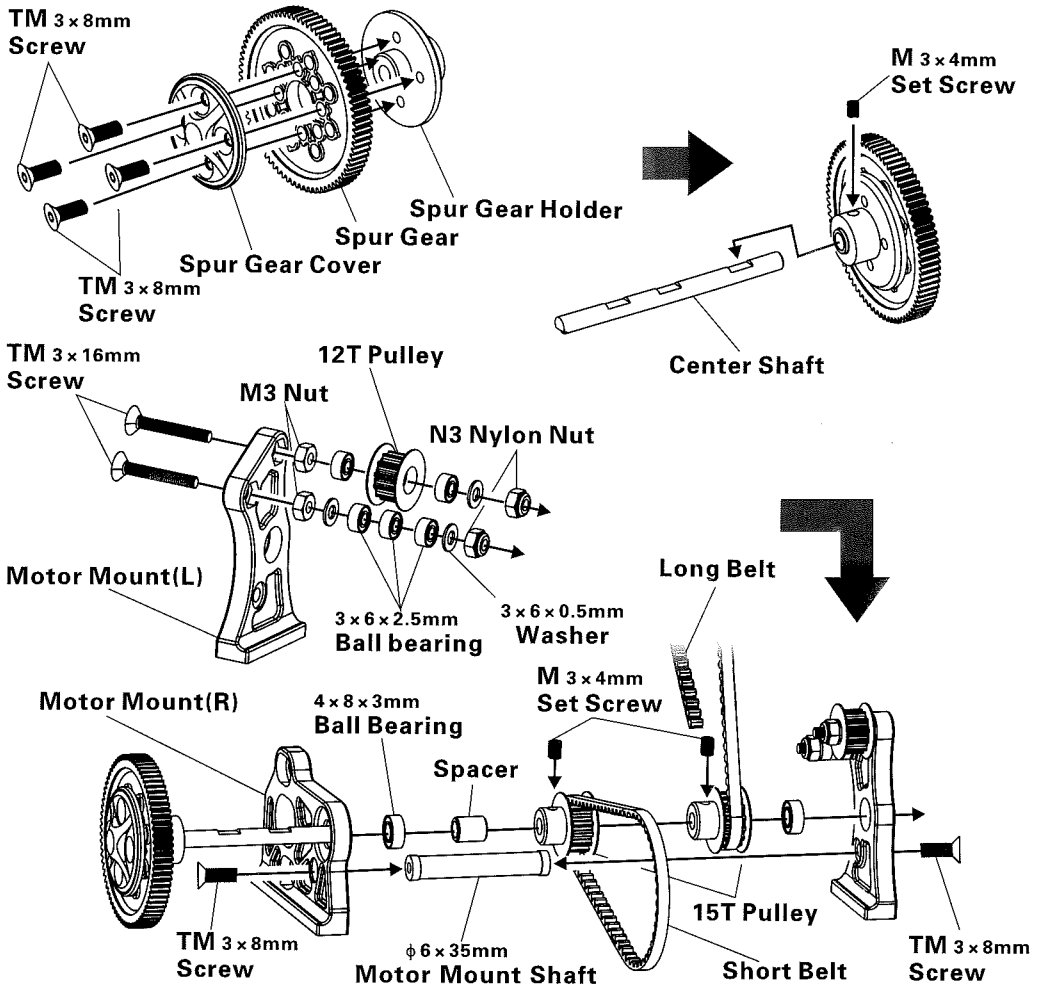
2 Attaching Belt Stabilizer, Suspension Mount and Rear Bulkhead

-  **PM 3x20mm Screw**
x 1
-  **TM 3x8mm Screw**
x 10
-  **M3 Nut**
x 1
-  **M3 Nylon Nut**
x 1
-  **3x6x0.5mm Washer**
x 1
-  **3x6x2.5mm Ball bearing**
x 2




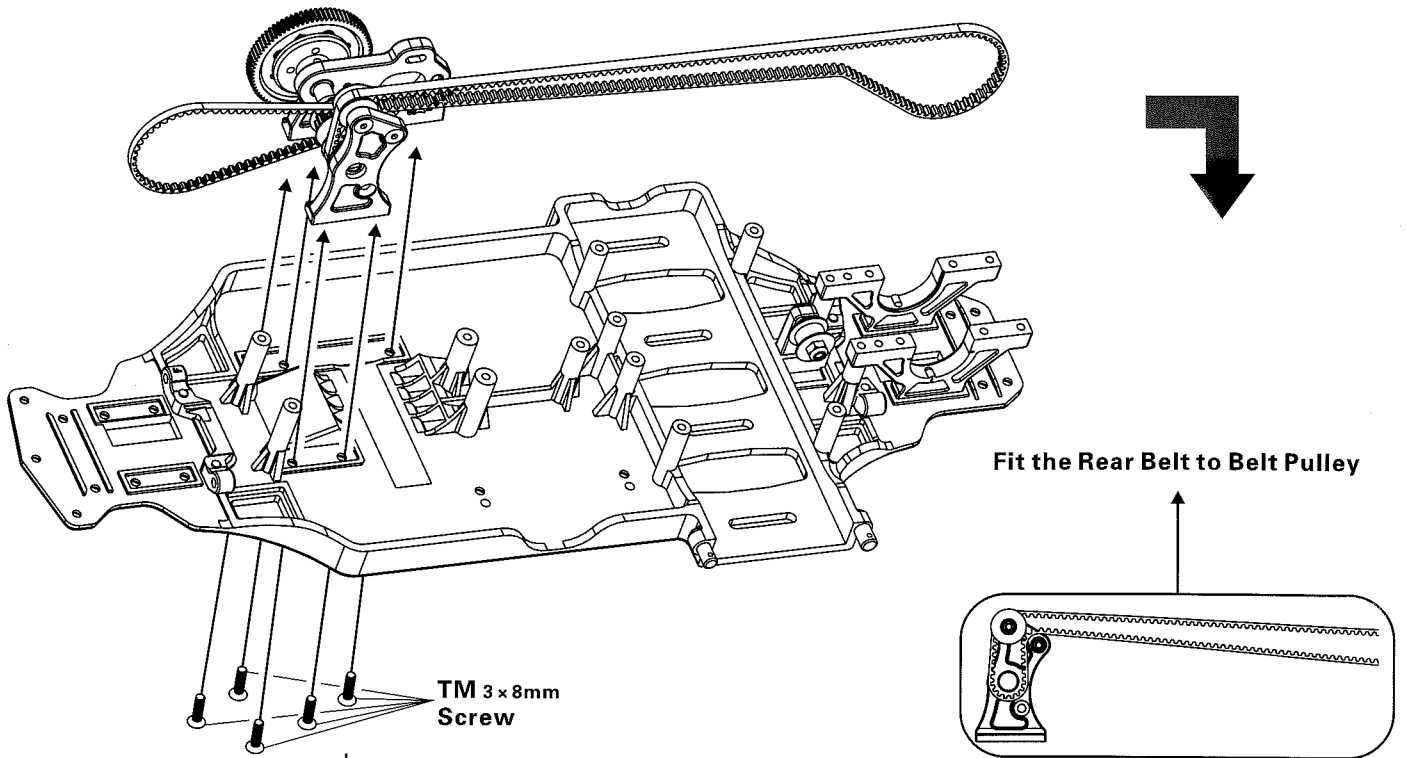
3 Attaching Spur Gear on Motor Mount

-  **TM 3x8mm Screw**
x 6
-  **TM 3x16mm Screw**
x 2
-  **M3 Nut**
x 2
-  **M3 Nylon Nut**
x 2
-  **3x6x0.5mm Washer**
x 3
-  **3x6x2.5mm Ball bearing**
x 5
-  **M 3x4mm Set Screw**
x 3
-  **4x8x3mm Ball Bearing**
x 2
-  **φ4x58mm Center Shaft**
x 1
-  **φ6x35mm Motor Mount Shaft**
x 1



4 Attaching Motor Mount on Deck

-  **TM 3x8mm Screw**
x 5



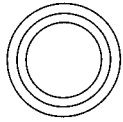
5



PM 2x5mm
Screw
x 3

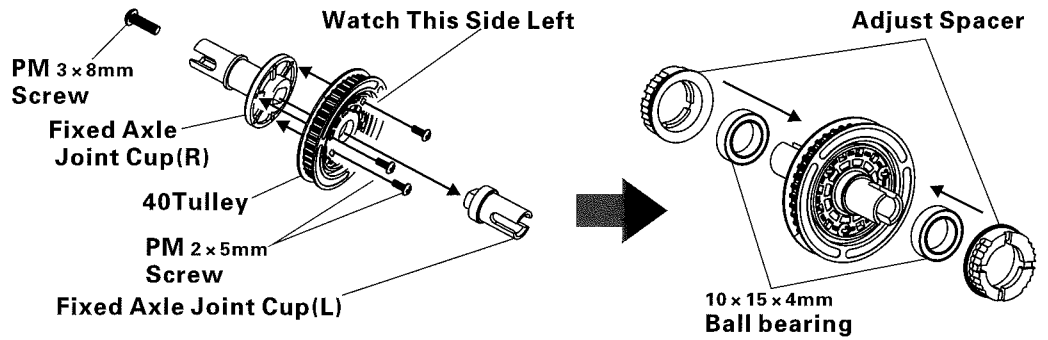


PM 3x8mm
Screw
x 1



10x15x4mm
Ball bearing
x 4

5 Rear Fixed Axle



6



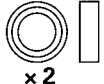
PM 2.5x16mm
Screw
x 1



3/32 inch
Steel Ball
x 12



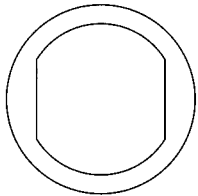
6x2.5mm
Trust Bearing
x 1



5x8x2.5mm
Ball bearing
x 2

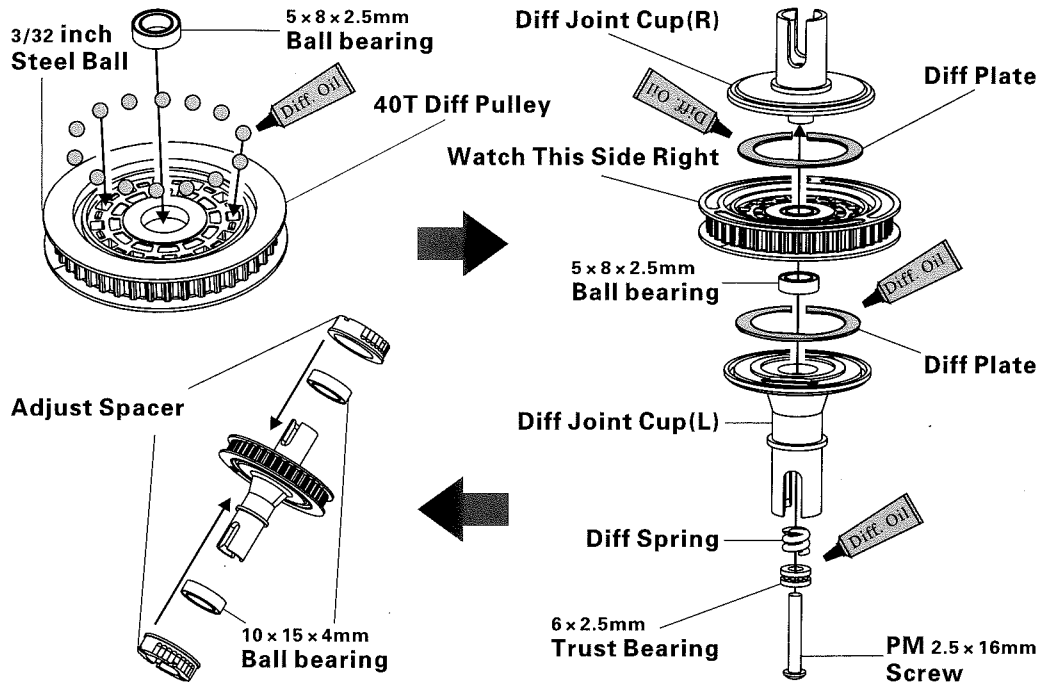


Diff Spring
x 1

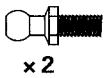


Diff Plate
x 2

6 Front Ball Differential



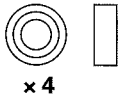
7



Ball Connector
(Black)
x 2



TM 3x10mm
Screw
x 2



4x8x3mm
Ball Bearing
x 4

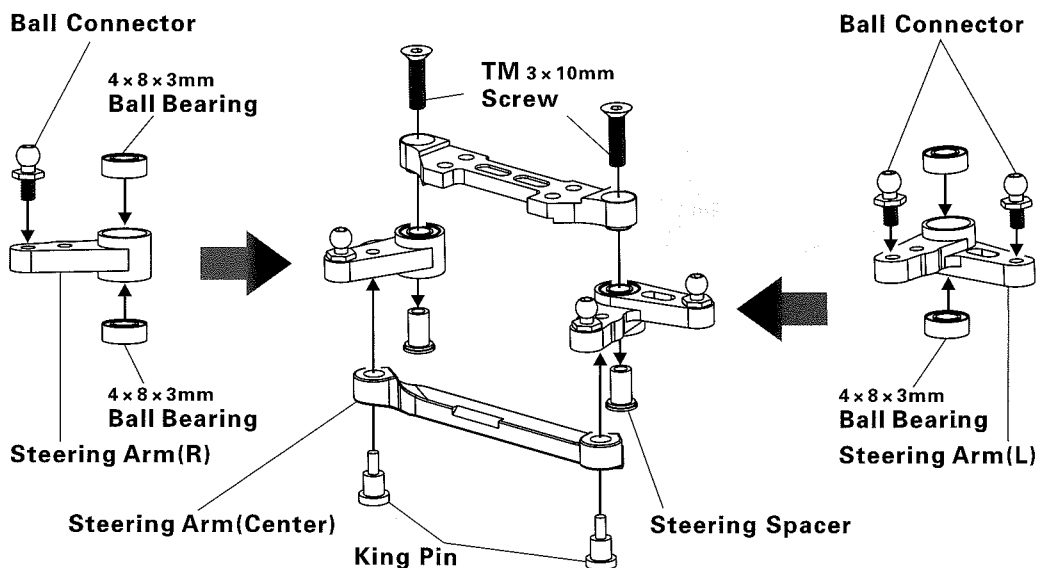


Steering Spacer
x 2



King Pin
x 2

7 Steering Linkage

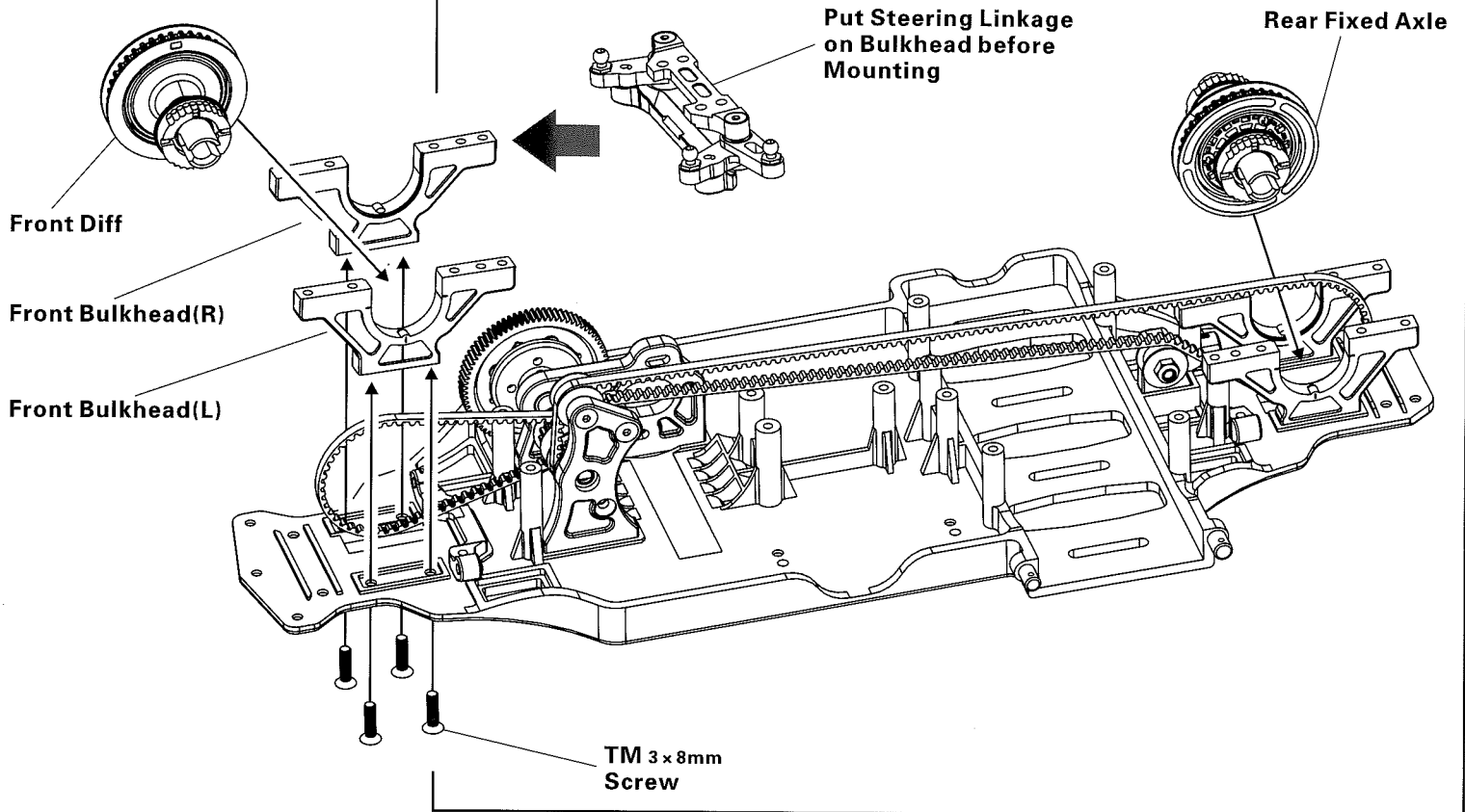


8



TM 3 x 8mm
Screw
x 4

8 Attaching Front Bulkhead ,Steering Linkage ,and Belt pulley

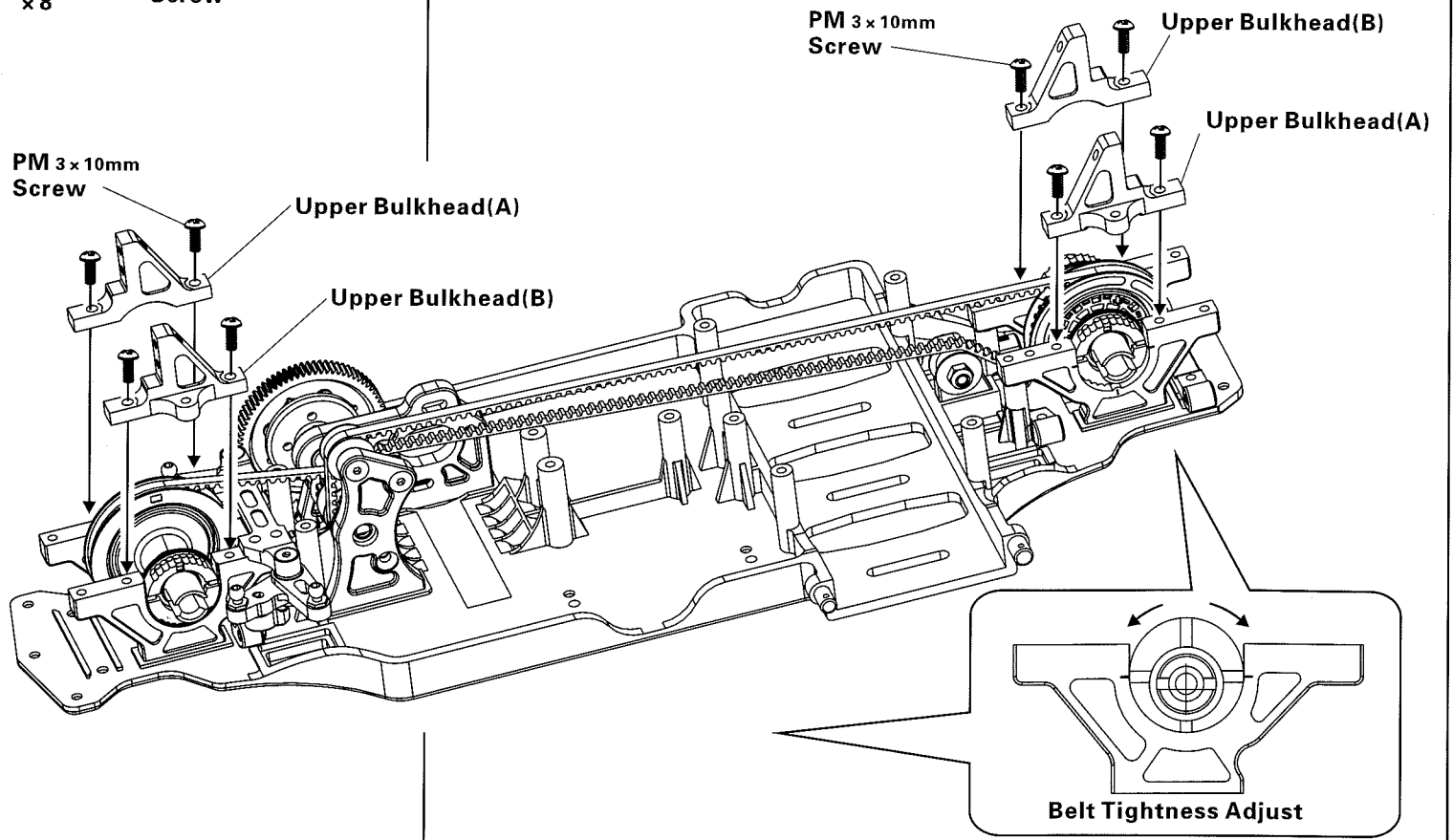


9





PM 3 x 10mm
Screw
x 8

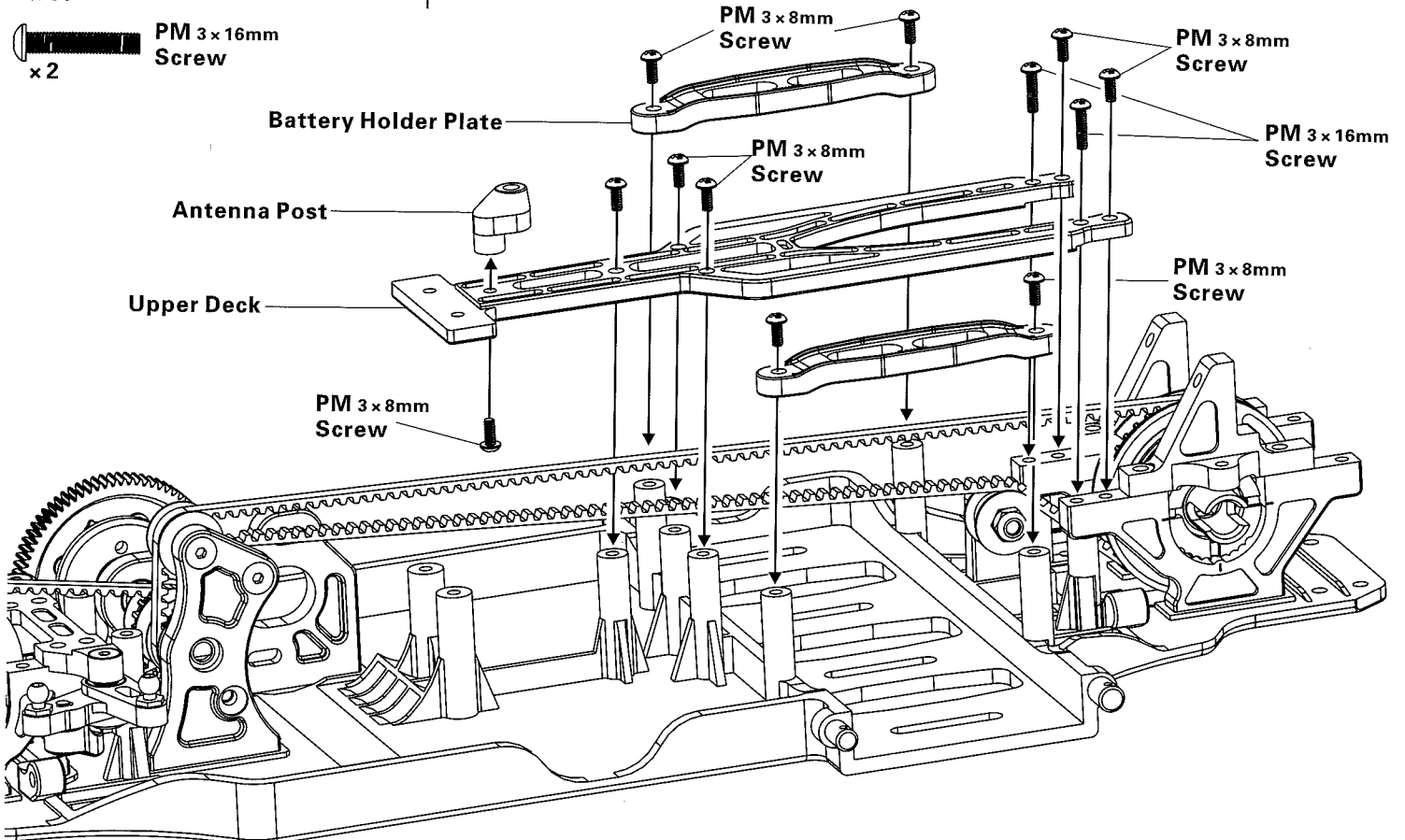
9 Attaching upper Bulkhead



10



10 Attaching upper Deck

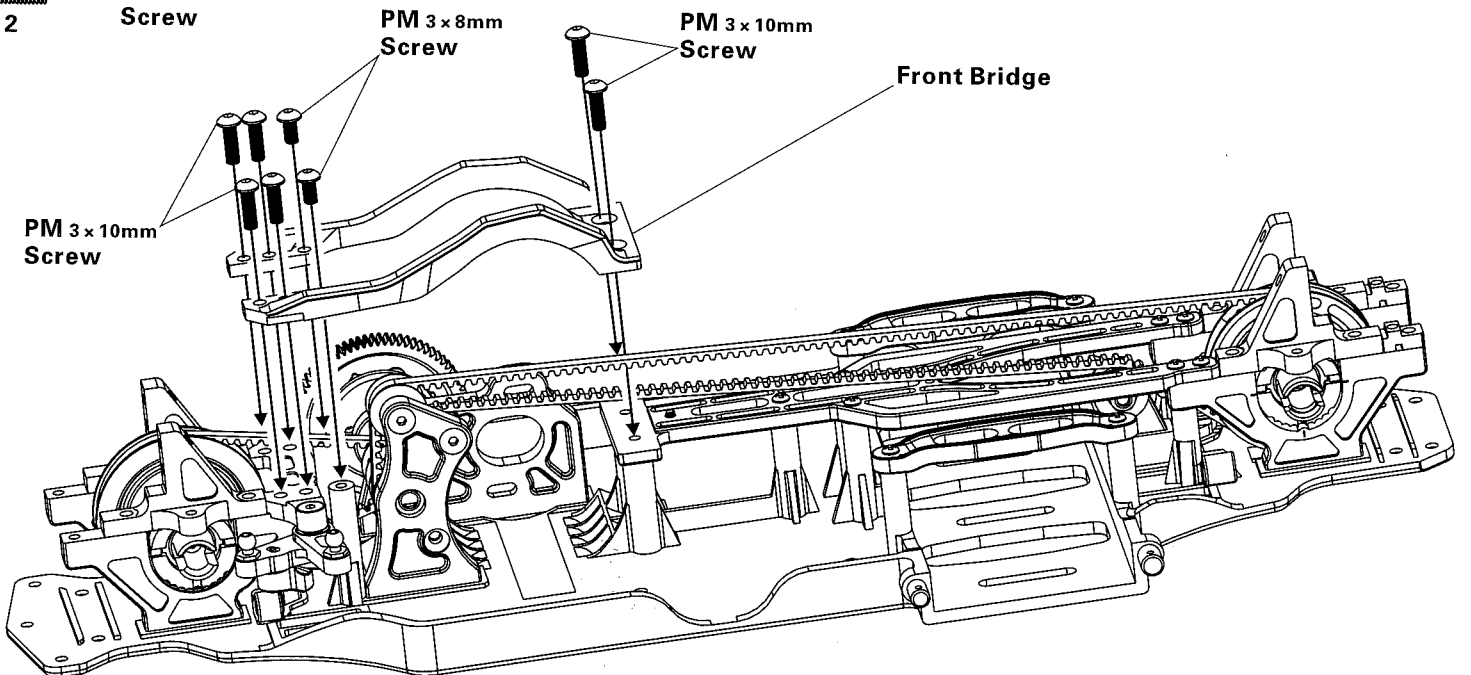
-  PM 3 x 8mm Screw x 10
-  PM 3 x 16mm Screw x 2



11

11 Attaching Front Bridge

-  PM 3 x 10mm Screw x 6
-  PM 3 x 8mm Screw x 2



12



x2

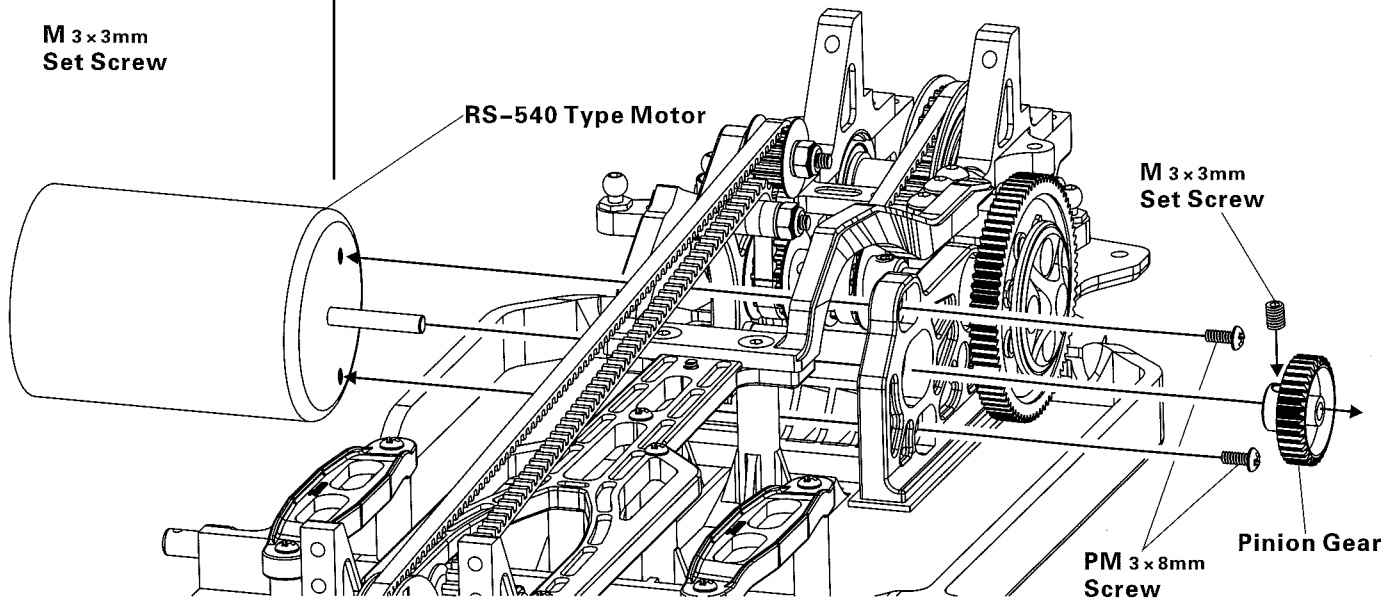
PM 3x8mm
Screw



x1

M 3x3mm
Set Screw

12 Attaching Motor



13



x1

Ball Connector
(Sliver Short)



x2

TM 3x8mm
Screw



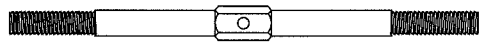
x2

PM 3x8mm
Screw



x1

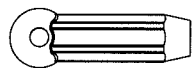
PM 3x10mm
Screw



x1

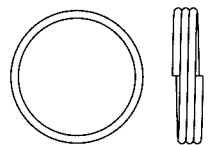
3x62mm

Turn-Buckle
Shaft



x2

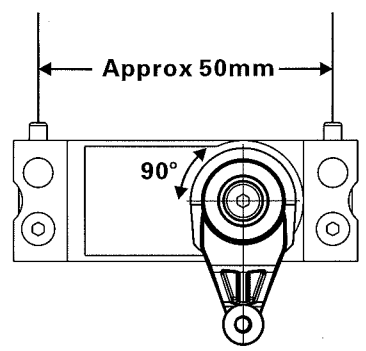
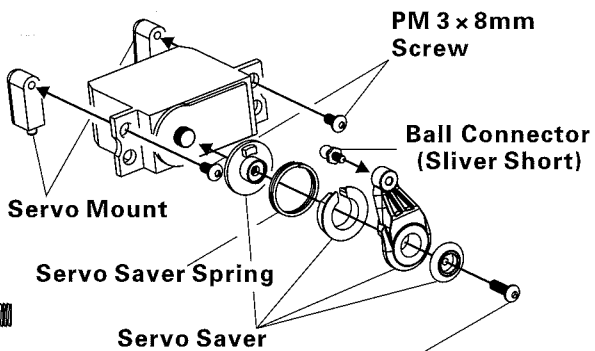
Ball Cup(L)



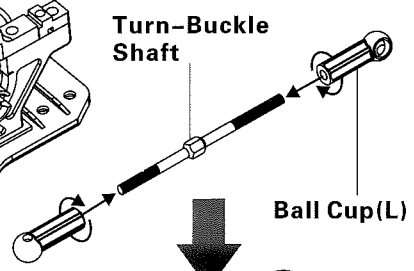
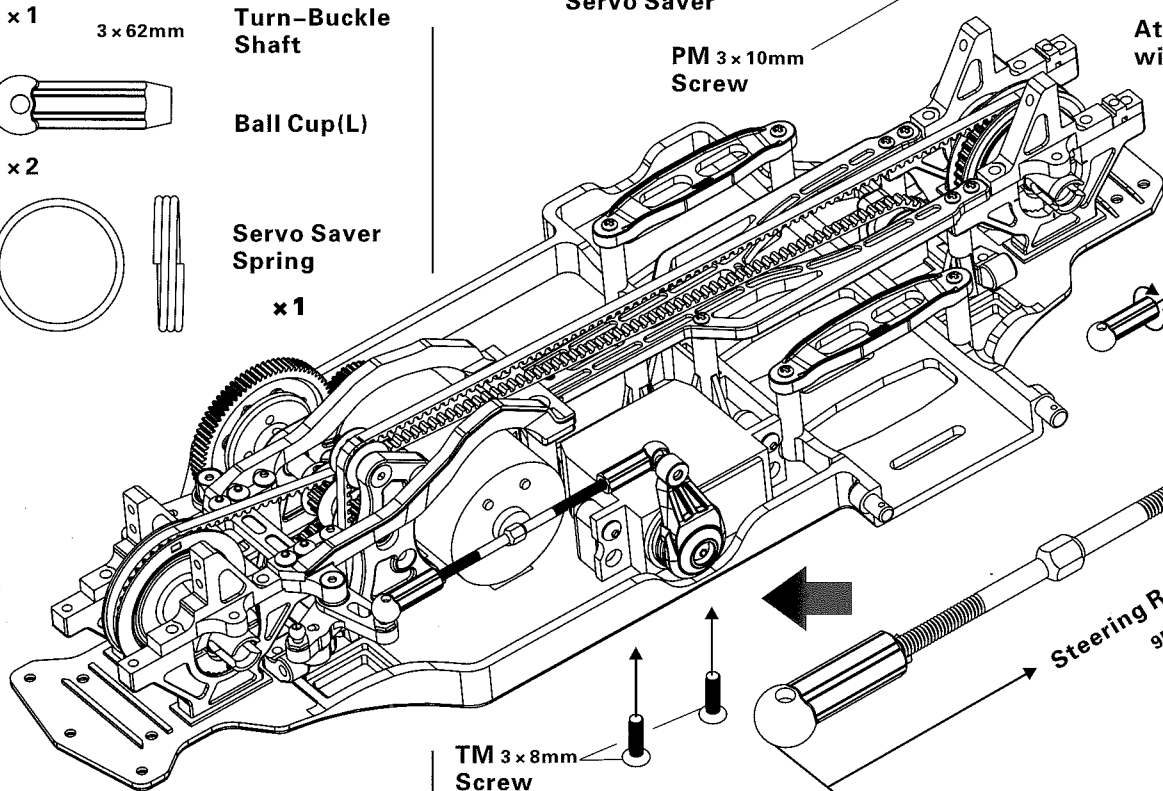
Servo Saver
Spring

x1

13 Attaching Steering Servo



Attach Servo Saver as show
with Servo in Neutral



Steering Rod(Long)
95mm

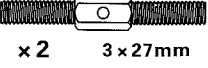
14



Ball Connector (Silver Short) x 2



PM 3x8mm Screw x 4

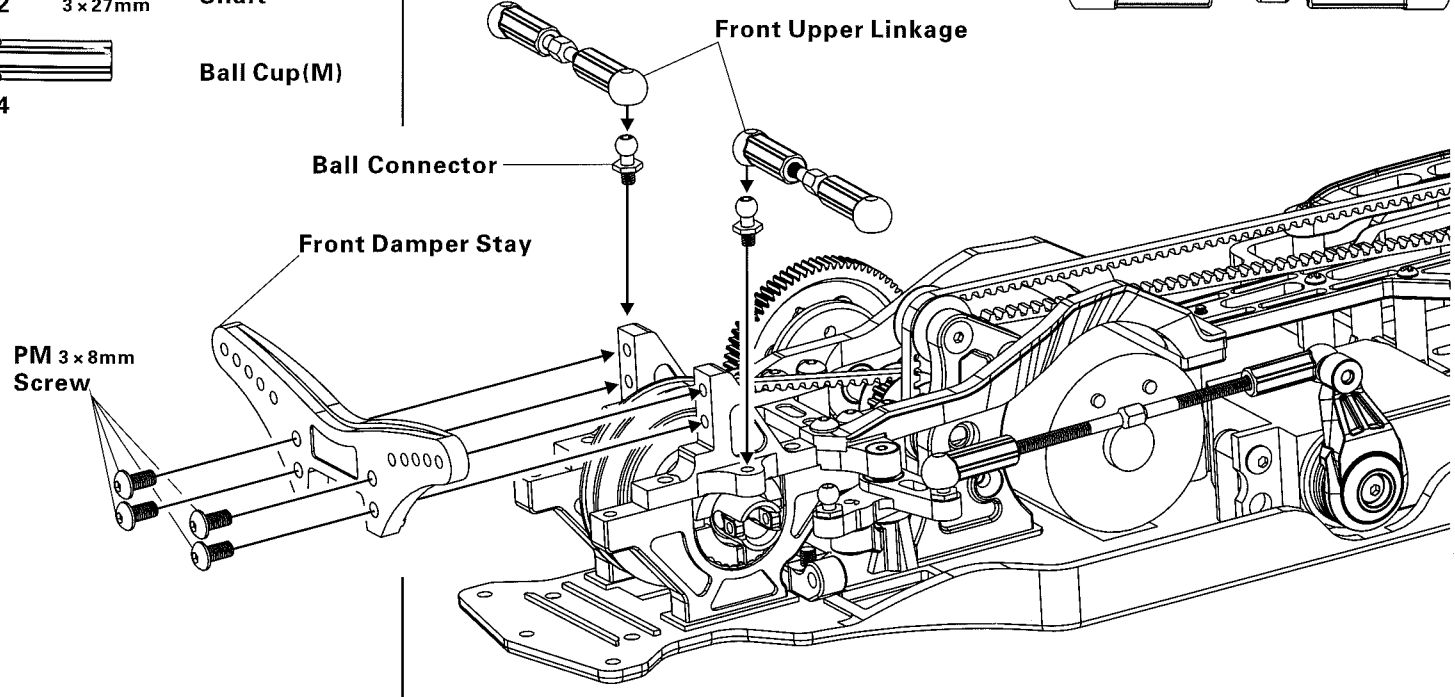
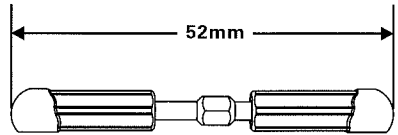


Turn-Buckle Shaft x 2 3x27mm



Ball Cup(M) x 4

14 Attaching Front Shock Stay and Upper Linkage



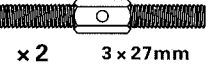
15



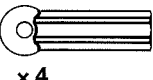
Ball Connector (Silver Short) x 2



PM 3x8mm Screw x 4

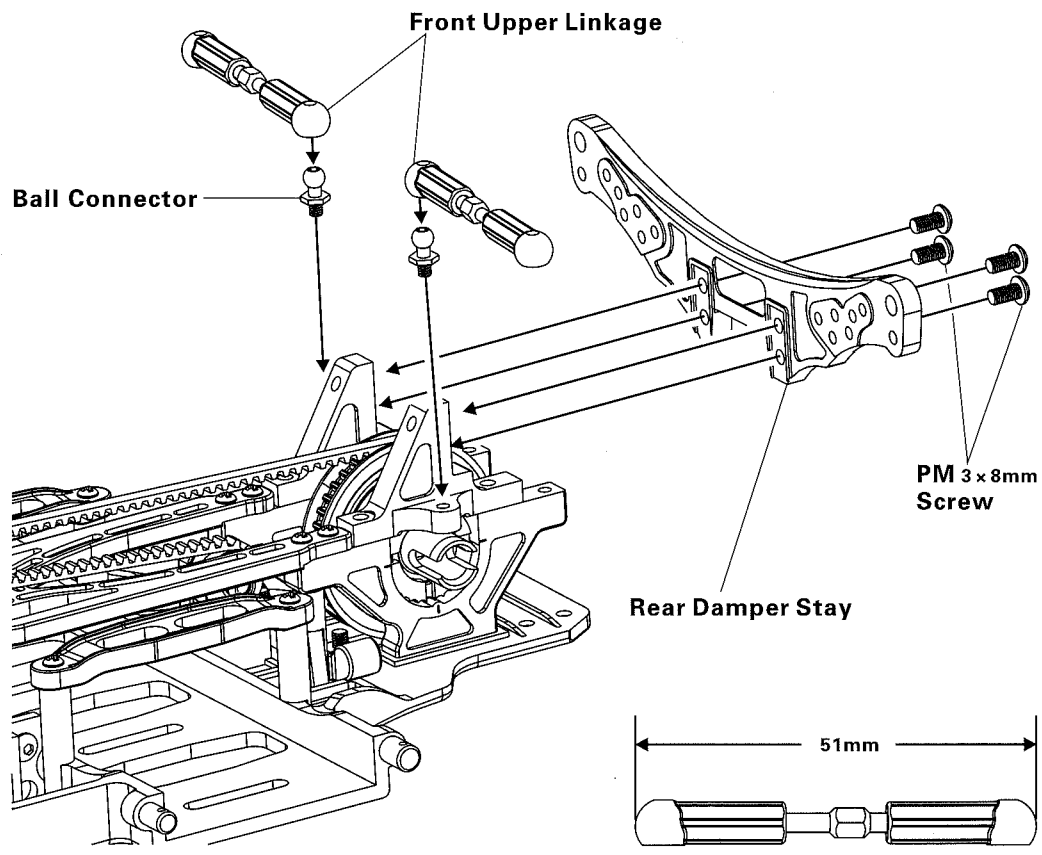
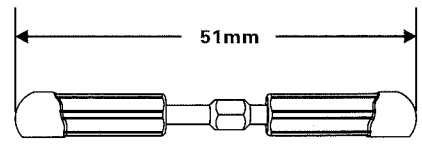


Turn-Buckle Shaft x 2 3x27mm

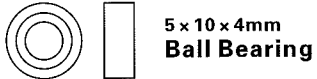


Ball Cup(M) x 4

15 Attaching Rear Shock Stay and Upper Link

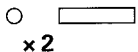


16



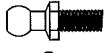
5 x 10 x 4mm
Ball Bearing

x 4



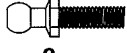
φ 2 x 10mm
Pin

x 2



Ball Connector
(Black)

x 2



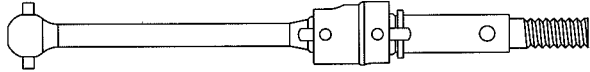
King Pin
Ball Connector

x 2



King Pin

x 2



Double Joint
Universal Drive Shaft

x 2



4.2mm
King Pin Spacer

x 2



HM 2 x 5mm
Screw

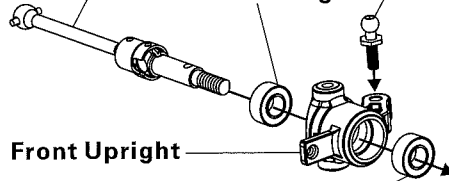
x 1

16 Front Axles Assembling

Double Joint
Universal Drive Shaft

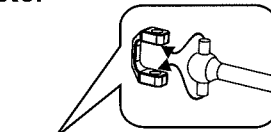
Ball Connector
(Black)

5 x 10 x 4mm
Ball Bearing

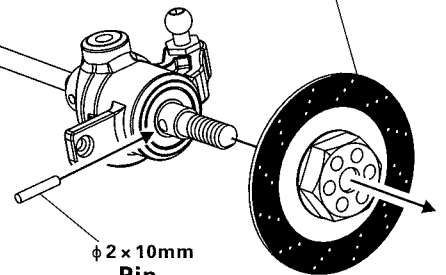


Front Upright

5 x 10 x 4mm
Ball Bearing



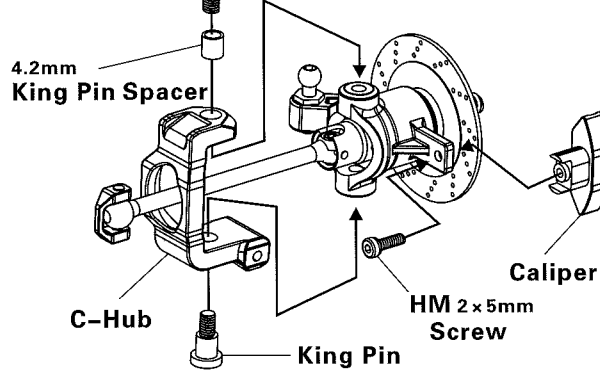
Wheel Hub



φ 2 x 10mm
Pin

King Pin
Ball Connector

4.2mm
King Pin Spacer



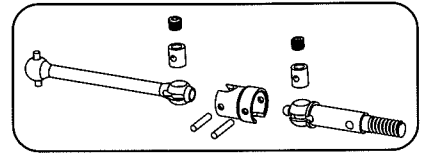
C-Hub

King Pin

HM 2 x 5mm
Screw

Caliper

***NOTE**
Pictures show the left
axle assembling, the right
axle as the same way.

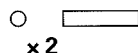


17



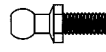
5 x 10 x 4mm
Ball Bearing

x 4



φ 2 x 10mm
Pin

x 2



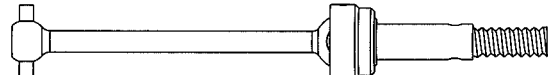
Ball Connector
(Black)

x 2



HM 2 x 5mm
Screw

x 2



Universal Drive Shaft

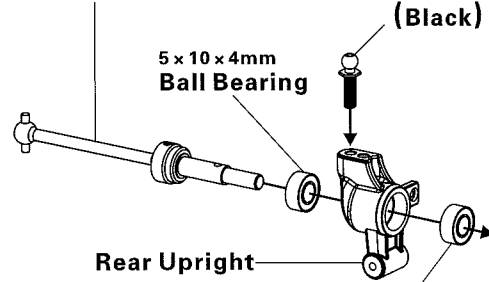
x 2

17 Rear Axles Assembling

Universal Drive Shaft

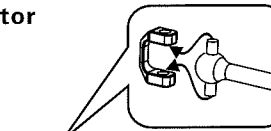
Ball Connector
(Black)

5 x 10 x 4mm
Ball Bearing

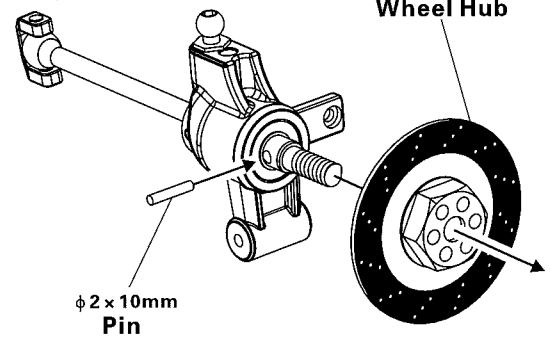


Rear Upright

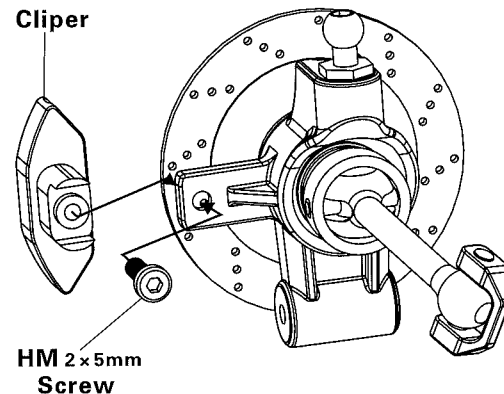
5 x 10 x 4mm
Ball Bearing



Wheel Hub



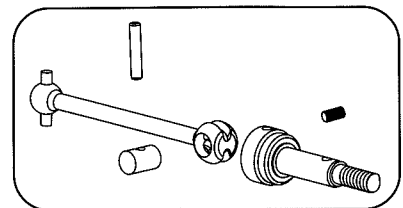
φ 2 x 10mm
Pin



Clipper

HM 2 x 5mm
Screw

***NOTE**
Pictures show the left
axle assembling, assemble
the right axle as the same way

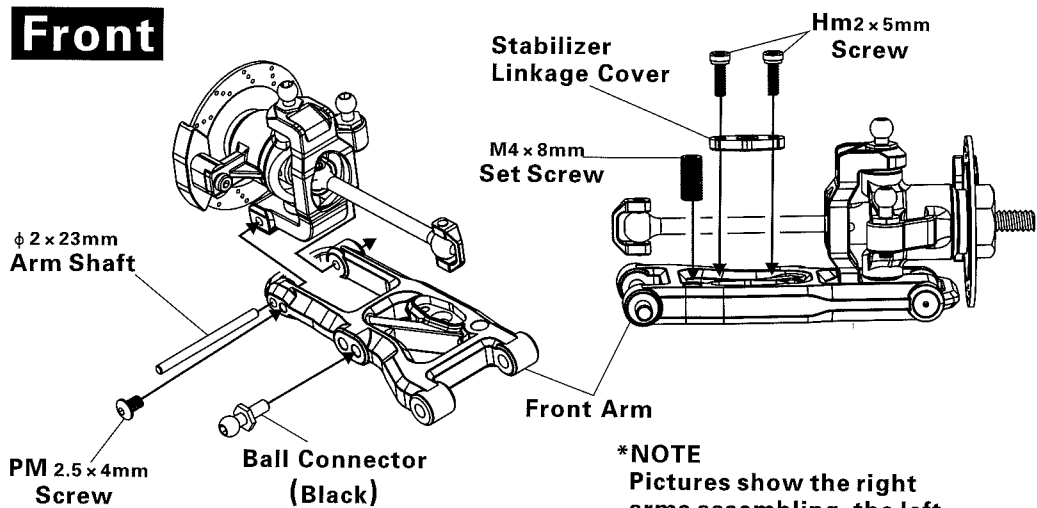


18

- Ball Connector (Black) x 4
- M4 x 8mm Set Screw x 4
- phi 2 x 23mm Arm Shaft x 4
- PM 2.5 x 4mm Screw x 4
- Hm2 x 5mm Screw x 8
- Stabilizer Linkage Cover x 4

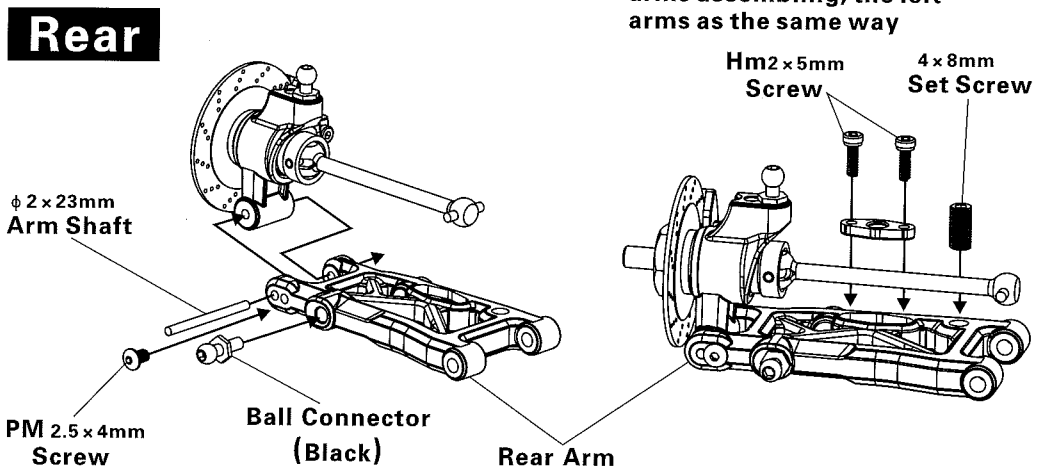
18 Attaching Axles Arms

Front



***NOTE**
Pictures show the right arms assembling, the left arms as the same way

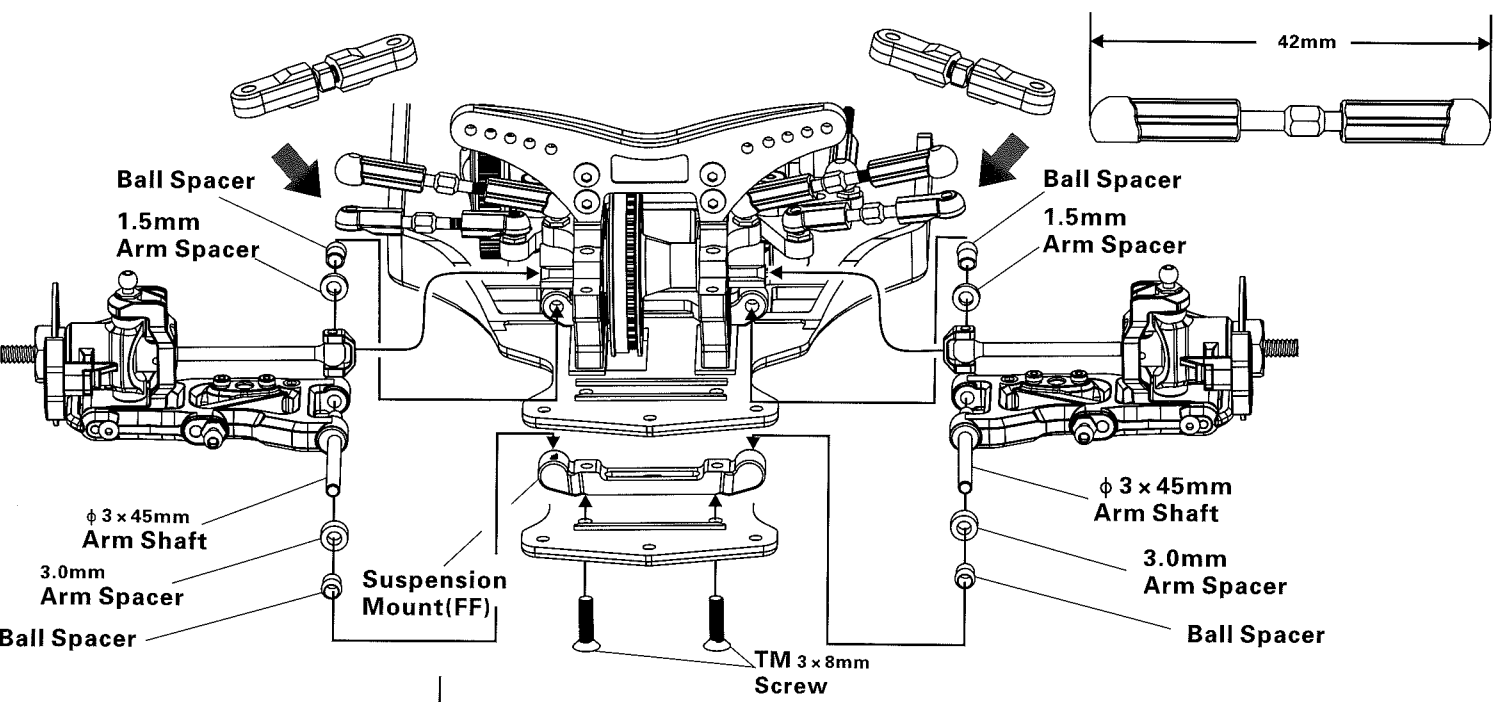
Rear







19

- Ball Spacer x 4
- 1.5mm Arm Spacer x 2
- 3.0mm Arm Spacer x 2
- TM 3 x 8mm Screw x 2
- phi 3 x 45mm Arm Shaft x 2
- Turn-Buckle Shaft x 2 3 x 22mm
- Ball Cup(S) x 4

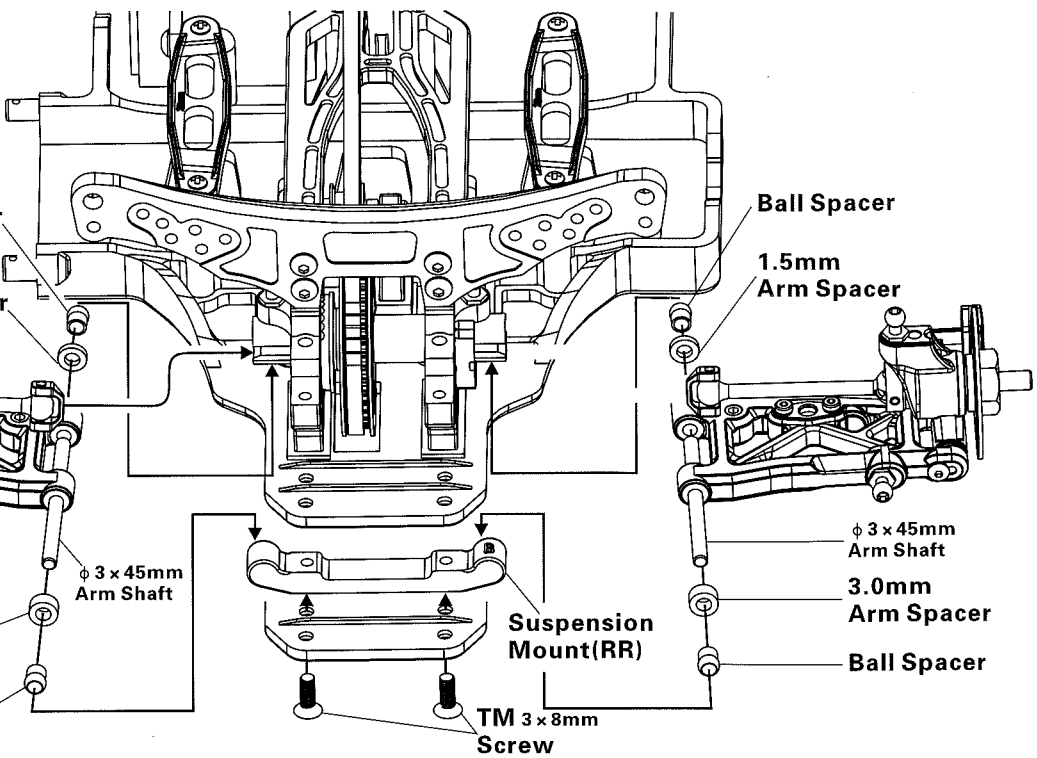
19 Attaching Front Arms and Steering Linkage










20

-  **Ball Spacer**
x 4
-  **1.5mm Arm Spacer**
x 2
-  **3.0mm Arm Spacer**
x 2
-  **TM 3x8mm Screw**
x 2

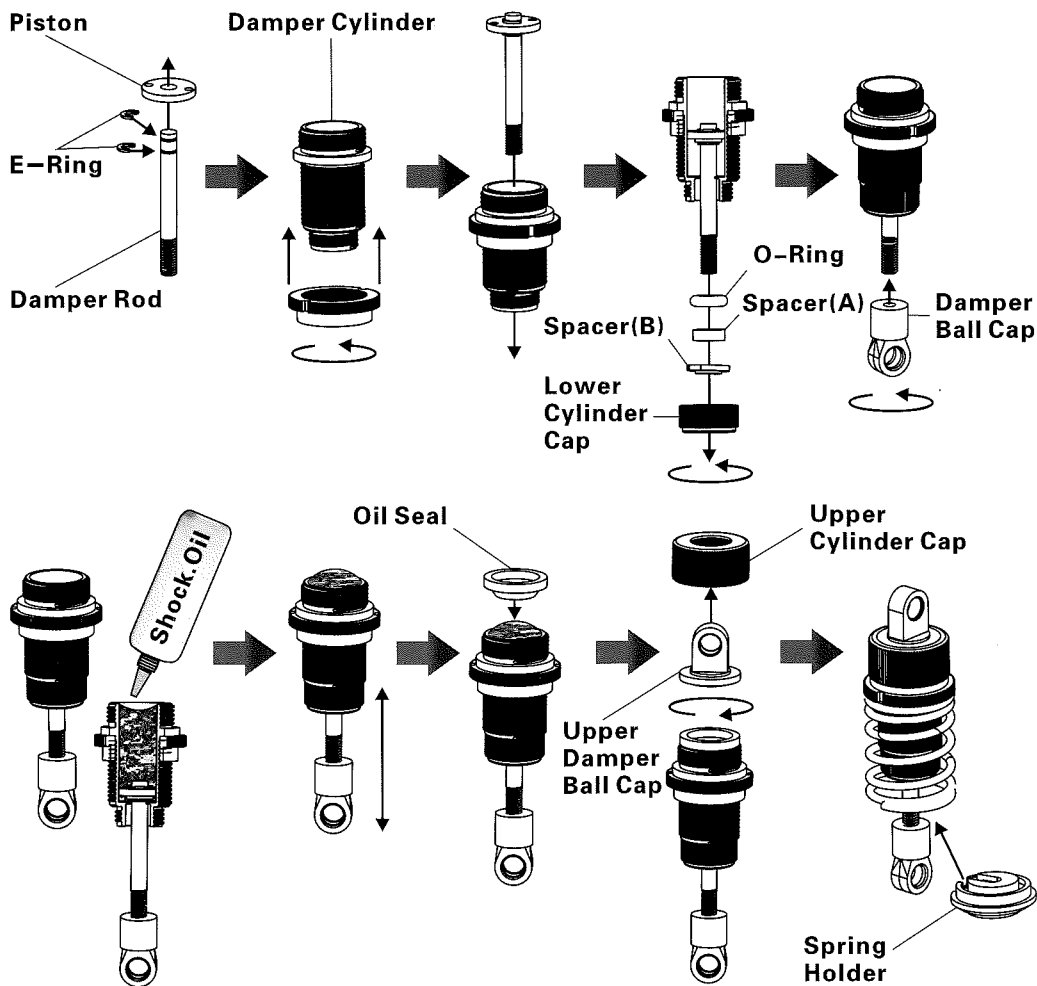
20 Attaching Rear Arms



21

-  **Damper Rod**
x 4
-  **O-Ring**
x 4
-  **Spacer(A)**
x 4
-  **Piston**
x 4
-  **Oil Seal**
x 4
-  **E-Ring**
x 8
-  **Spacer(B)**
x 4

21 Damper Assembly



22

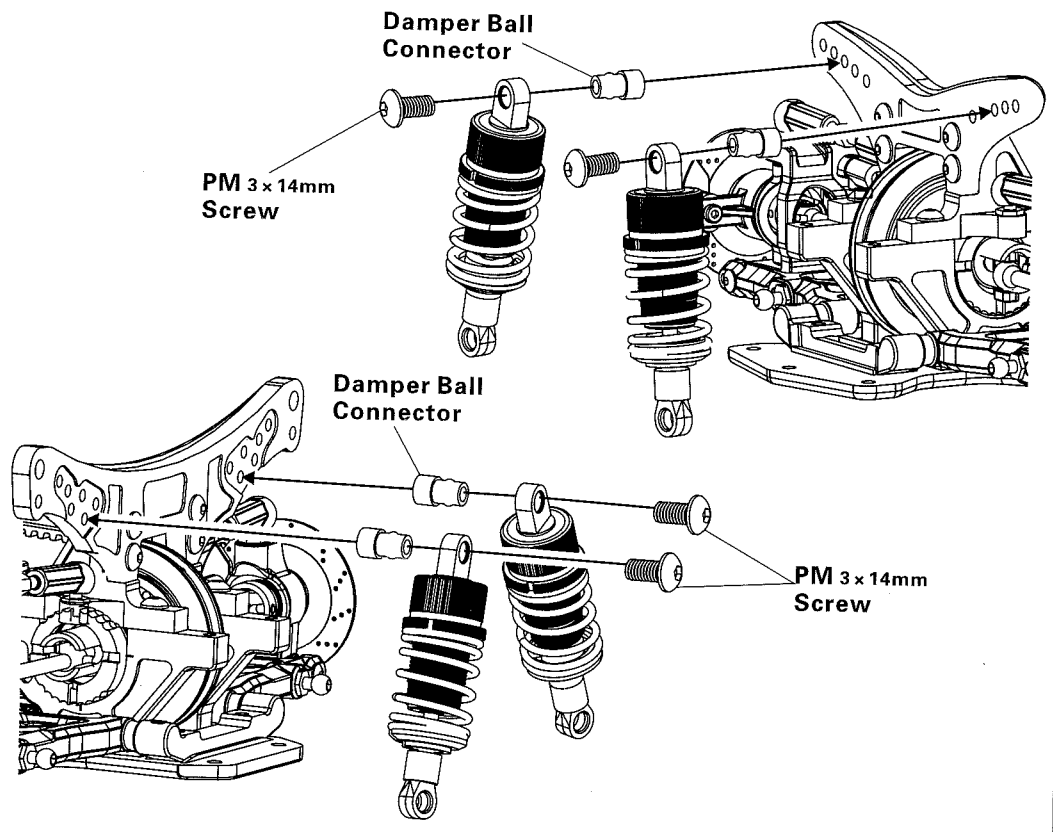


PM 3x14mm
Screw



Damper Ball
Connector

22 Attaching Dampers

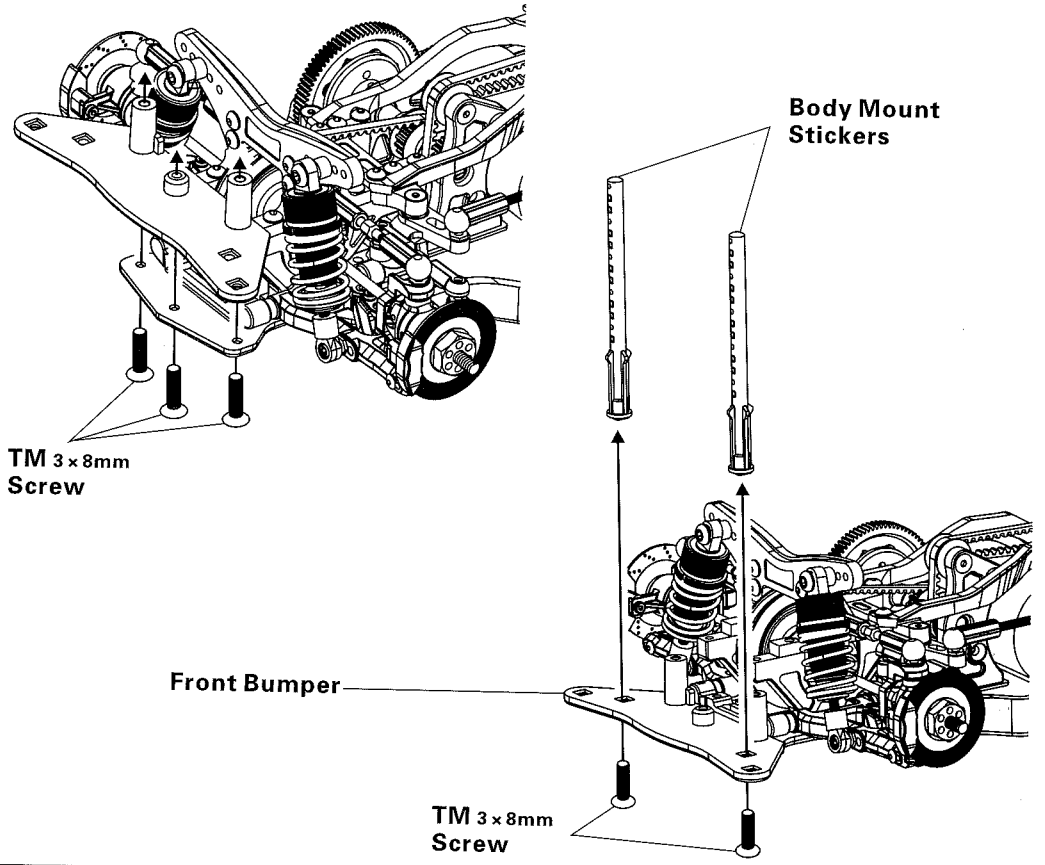


23




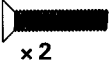

TM 3x8mm
Screw

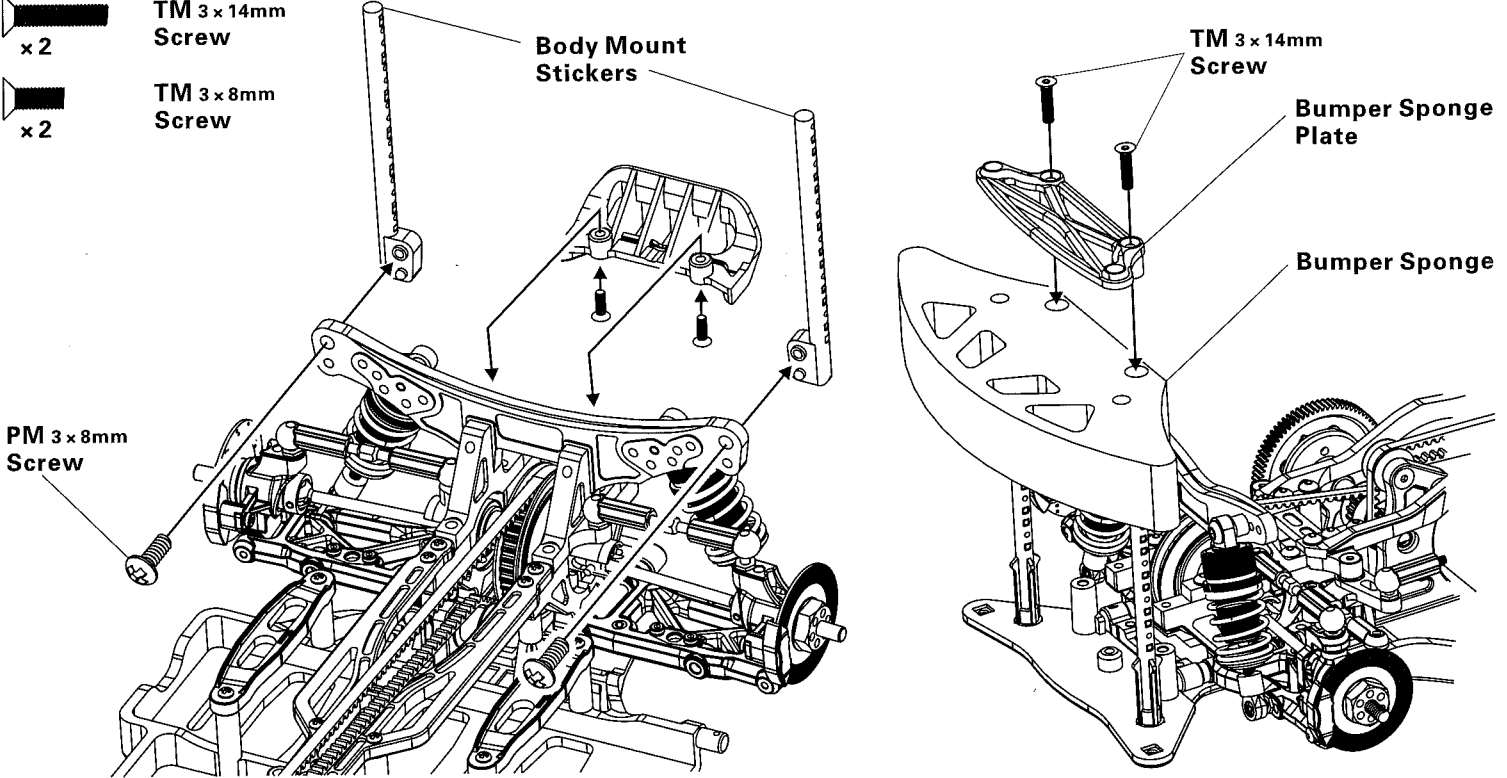
23 Attach Front Bumper and Body mount Stickers



24

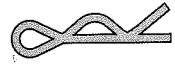
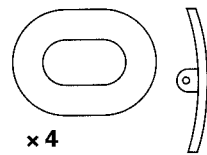
24 Attach Bumper Sponge, Rear Bumper, and Body mount Stickers

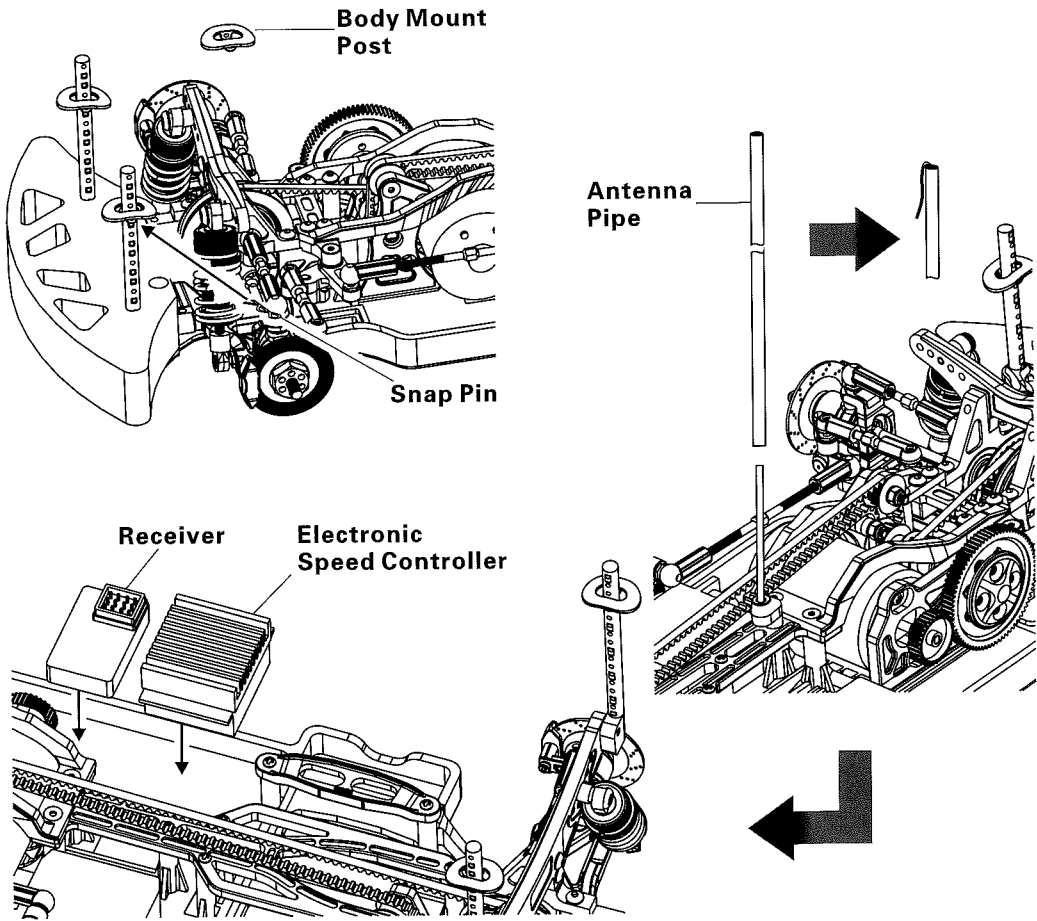
-  PM 3 x 8mm Screw x 2
-  TM 3 x 14mm Screw x 2
-  TM 3 x 8mm Screw x 2



25

25 Attaching R/C Unit

-  Snap Pin x 4
-  Body Mount Post x 4



*Use Double-Side Tape to Fix Receiver and Electronic Speed Controller

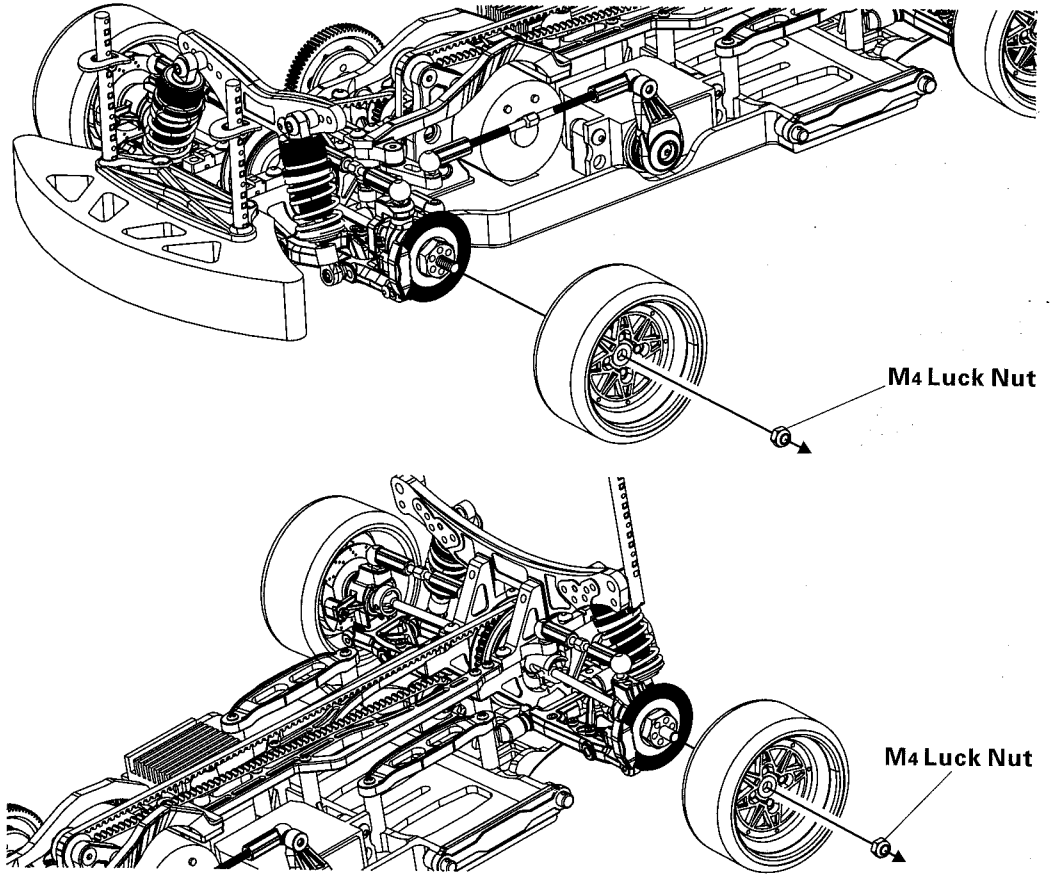
26



x 4

M4 Lock Nut

26 Attaching Wheels



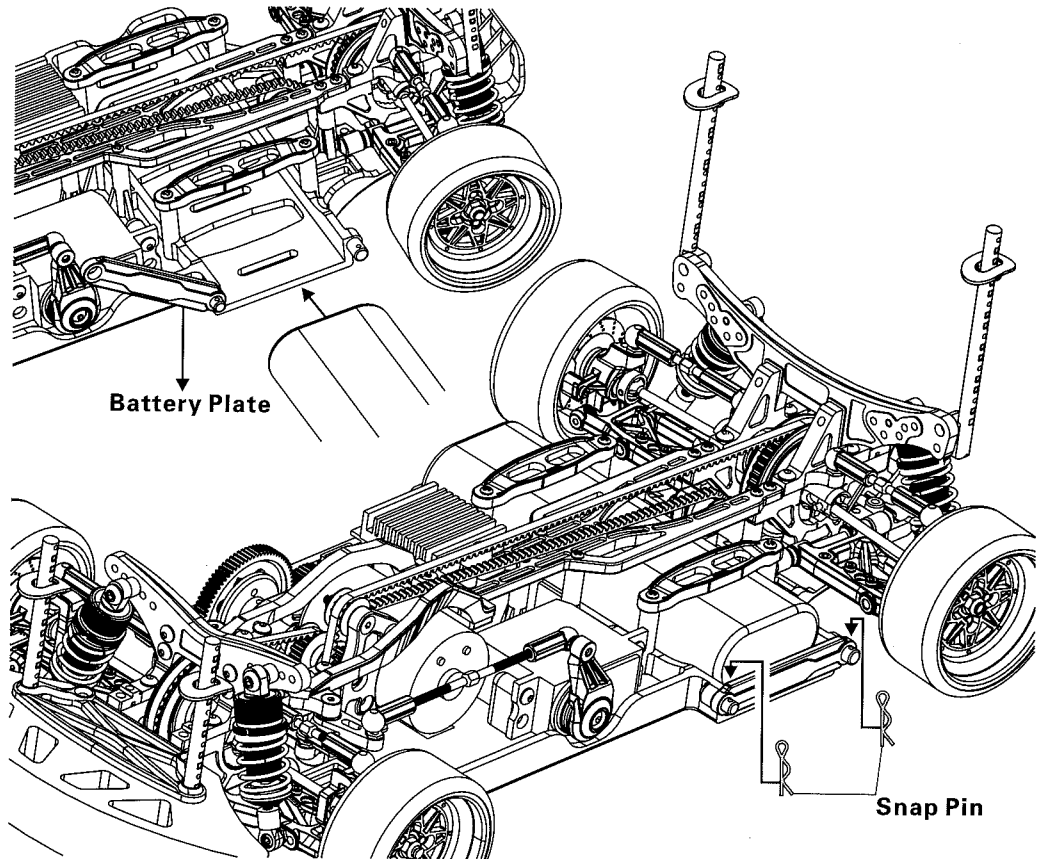
27

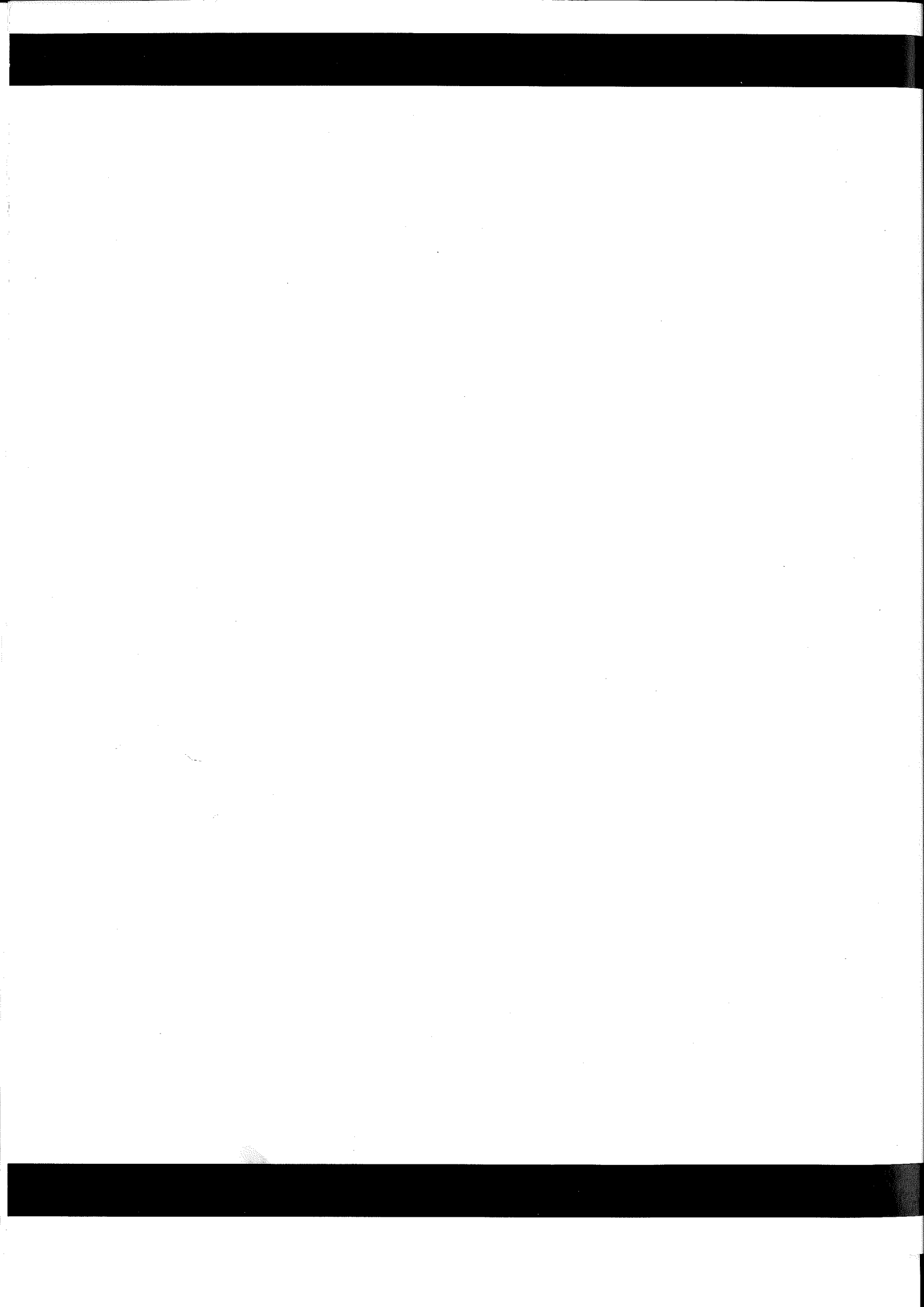


x 2

Snap Pin

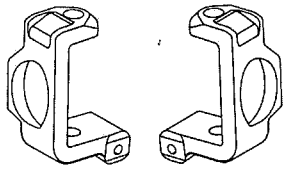
27 Installing Battery Pack



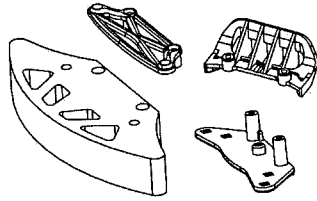


Spare Parts

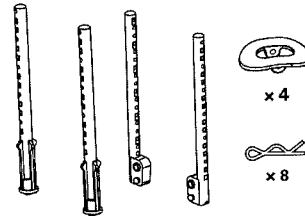
MDSP - 1 C-Hub



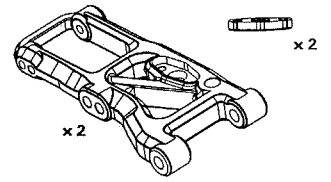
MDSP - 2 Bumper Set(F/R)



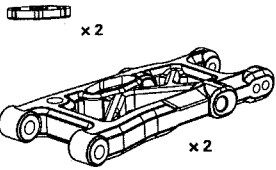
MDSP - 3 Body Sticker Set



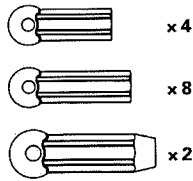
MDSP - 4 Front Arms



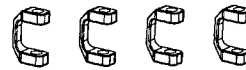
MDSP - 5 Rear Arms



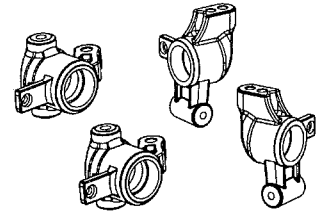
MDSP - 6 Ball Caps Set



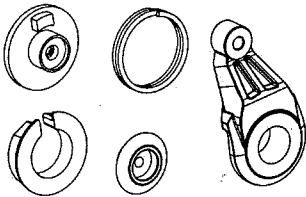
MDSP - 7 CVD Pin Spacers



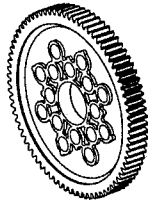
MDSP - 8 Wheel Hubs(F/R)



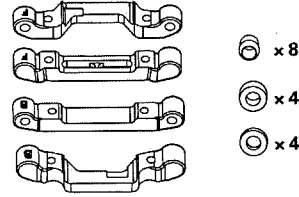
MDSP - 9 Servo Saver Set



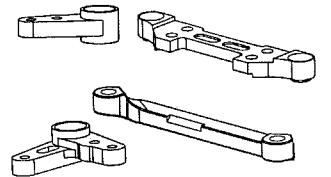
MDSP - 10 77T Spur Gear



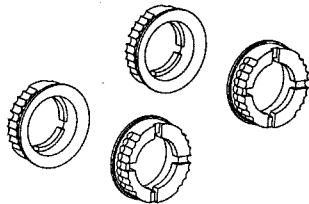
MDSP - 11 Suspension Holder Set



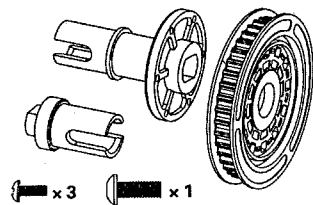
MDSP - 12 Steering Set



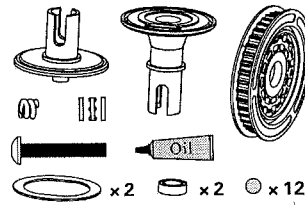
MDSP - 13 Adjust Spacers



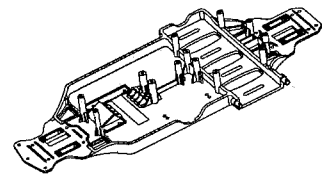
MDSP - 14 Fixed Axle



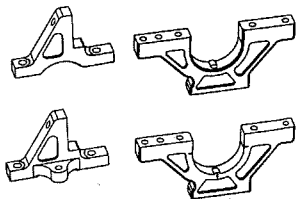
MDSP - 15 Ball Diff



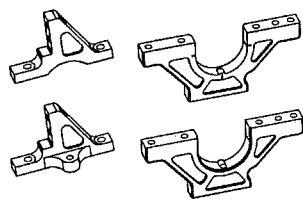
MDSP - 16 Chassis



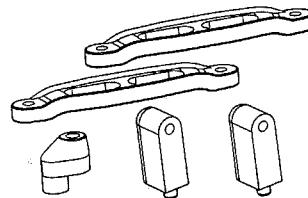
MDSP - 17 Front Bulkhead



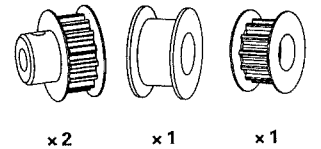
MDSP - 18 Rear Bulkhead



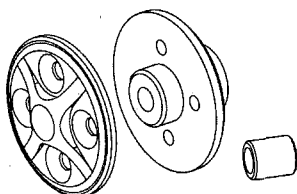
MDSP - 19 Servo Mount/Antenna Holder/Battery Plate



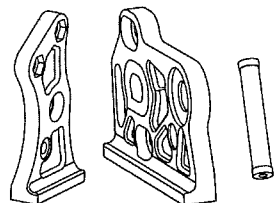
MDSP - 20 Pulley Set



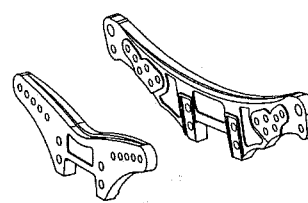
MDSP - 21 Spur Gear Holder/Cover/Spacer



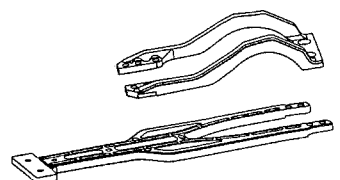
MDSP - 22 Motor Mount(L/R and Sticker)



MDSP - 23 Damper Plate(F/R)



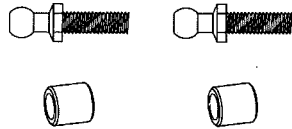
MDSP - 24 Second Floor Plate /Bridge



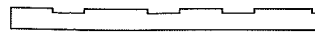
MDSP - 25 King Pin



MDSP - 26 Ball Connector King Pin and Spacer



MDSP - 27 Center Shaft



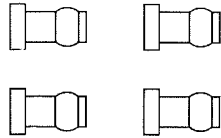
MDSP - 28 Steering Spacer



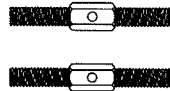
MDSP - 29 Ball Connector



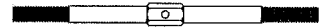
MDSP - 30 Damper Ball Connector



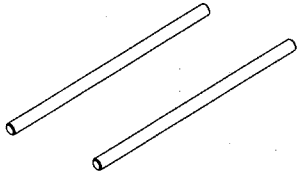
MDSP - 31 Turn-Buckle Shaft 3 x 27



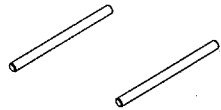
MDSP - 32 Turn-Buckle Shaft 3 x 62



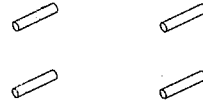
MDSP - 33 Arm Shaft $\phi 3 \times 45$



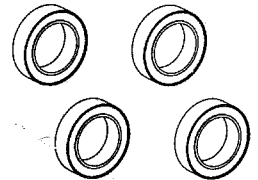
MDSP - 34 Arm Shaft $\phi 2 \times 23$



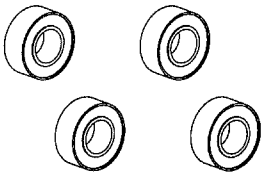
MDSP - 35 Pin $\phi 2 \times 10$ mm



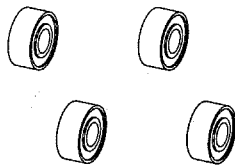
MDSP - 36 10 x 15 x 4mm Ball Bearing



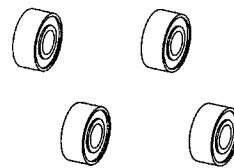
MDSP - 37 5 x 10 x 4mm Ball Bearing








MDSP - 38 4 x 8 x 3mm Ball Bearing







MDSP - 39 3 x 6 x 2.5mm Ball Bearing






MDSP - 40 PM Screw Set

-  PM 3 x 8mm x 35
-  PM 3 x 10mm x 15
-  PM 3 x 14mm x 4
-  PM 3 x 16mm x 2
-  PM 3 x 20mm x 1



MDSP - 41 TM Screw Set

-  TM 3 x 8mm x 38
-  TM 3 x 10mm x 2
-  TM 3 x 14mm x 2
-  TM 3 x 16mm x 2





MDSP - 42 Set Screw Set

-  M3 x 3mm x 1
-  M3 x 4mm x 3
-  M4 x 8mm x 4

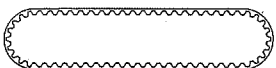
MDSP - 43 Nylon Nut Set

-  M3 Nylon Nut x 4
-  M4 Nylon Nut x 4

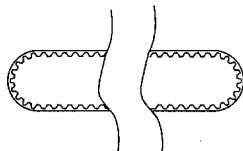
MDSP - 44 Other Screws

-  PM 2.5 x 4mm x 3
-  HM 2 x 5mm x 12
-  3 x 6 x 0.5mm Washer x 4
-  M3 Nut x 3

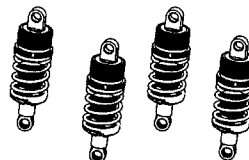
MDSP - 45 S3M 189 Belt



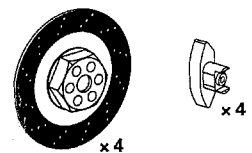
MDSP - 46 S3M 552 Belt



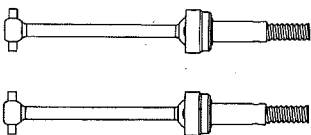
MDSP - 47 Damper Set



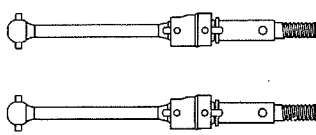
MDSP - 48 Disk Break Wheel Hub and Caliper



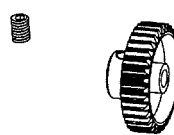
MDSP - 49 Universal Drive Shaft



MDSP - 50 Double Joint Universal Drive Shaft



MDSP - 51 30T Pinion Gear



Thanks for purchasing our electronic speed controller (ESC). The power system for RC model can be very dangerous, please read this manual carefully. In that we have no control over the correct use, installation, application, or maintenance of our products, no liability shall be assumed nor accepted for any damages, losses or costs resulting from the use of the product.

[FEATURES]

1. Water-proof and dust-proof for all weather races.
2. Small size with built-in capacitor module.
3. Automatic throttle range calibration, easy to use.
4. Multiple protections: Low voltage cut-off protection for Lipo or NiMH battery / Over-heat protection / Throttle signal loss protection.
5. Easily programmed with the jumpers.

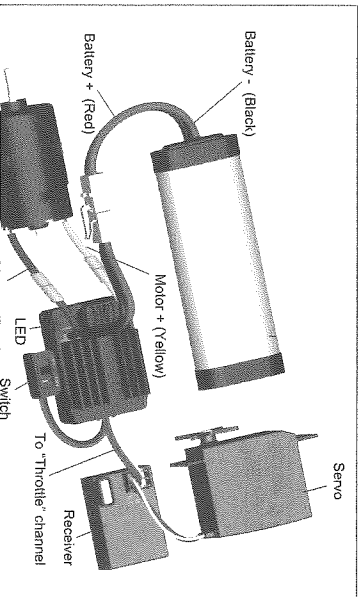
[SPECIFICATIONS]

| WP-1040-BRUSHED | | WP-1625-BRUSHED | |
|----------------------------------|--|--|--|
| FWD Cont. / Burst Current | Forward: 40A / 180A Backward: 20A / 90A | Forward: 25A / 100A Backward: 25A / 100A | |
| Input | 2-3S Lipo, 5-9 Cells NiMH/NiCD | | |
| Cars Applicable | 1:10 on-road, off-road Buggy, SCT, Truggy 1:10 Crawler, Tank & Boat | 1:18 & 1:16 on-road, off-road Buggy, SCT, Truggy 1:18 & 1:16 Crawler, Tank and Boat | |
| Motor Limit | 2 Lipo or 6 NiMH 540 or 550 size motor ≥12T RPM < 30000 @7.2V | 280, 370 or 380 size motor RPM < 30000 @7.2V | |
| Resistance | FWD: 0.002 Ohm; BWD: 0.004 Ohm | FWD: 0.003 Ohm; BWD: 0.003 Ohm | |
| Built-in BEC | 2A5V (Linear mode BEC) | 1A5V(Linear mode BEC) | |
| PWM Frequency | 1KHz | | |
| Dimension | 46.5mm*34mm*28.5mm | 34mm*24mm*14mm | |
| Weight | WP-1040-BRUSHED: 65g WP-1040-BRUSHED-CRAWLER: 70g | 23.5g | |

* There are 2 kinds of WP-1040-BRUSHED-CRAWLER & BOAT, one has 1 output for 1 motor, and the other one has 2 outputs for 2 motors (There is only one input for the ESC, 2 motors work synchronously).

[BEGIN TO USE]

1. Connect the ESC, motor, receiver, battery and servo according to the following diagram



“+” and “-” wires of the ESC are connected to the battery pack.
Attention: The incorrect polarity will damage the ESC immediately.

The control cable of the ESC (two wires with black, red and white color) is connected to the throttle channel of the receiver (Usually CH2).

The “Motor +” and “Motor -” wires are connected to ESC without any order. If the motor runs in the opposite direction, please swap these two wire connections.

the maximum value) and set the “TRIM” of the throttle channel to 0 (for transmitter without LCD, please knob to its neutral position).

For Futaba™ and the similar transmitters, the direction of throttle channel shall be set to “REV”, systems shall be set to “NOR”.

The “Fail Save” function of the radio system is strongly recommended to be activated. Please make sure can be stopped when the “Fail Save” happens.

3. Throttle Range Setting (Throttle Range Calibration)

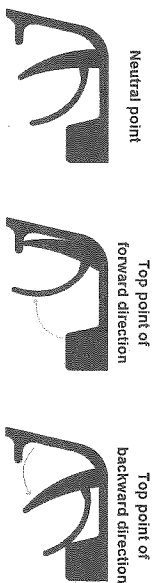
In order to make the ESC match the throttle range of different transmitters, the calibration of the ESC is required. To calibrate the ESC, please turn on the transmitter, keep throttle stick at its neutral position, wait for 3 s for ESC execute self-test and automatic throttle calibration. When the ESC is ready to run, a long beep from the motor.

Note: Please calibrate the throttle range again when using a new transmitter or changing the setting position of throttle channel; D/R, AT/V, ATL or EPA parameters, otherwise the ESC may not work properly.

[BEEP SOUND AND LED STATUS]

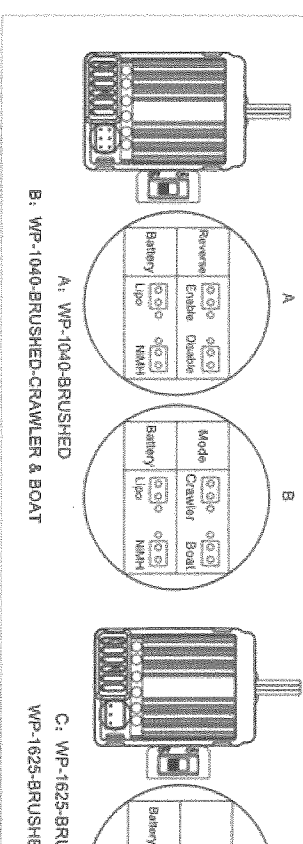
| The Meaning of Beep Sound | LED Status |
|--|--|
| <ul style="list-style-type: none"> ● 1 short Beep: The battery is NiMH/NiCD ● 2 short Beeps: The battery is 2S Lipo ● 3 short Beeps: The battery is 3S Lipo ● 1 long Beep: Self-test and throttle calibration is OK, the ESC is ready to run | <ul style="list-style-type: none"> ● When the throttle stick is in neutral range, ● Forward, brake or reverse at partial throttle ● Forward, brake or reverse at full throttle, r |

[THROTTLE STICK POSITION]



[SET THE ESC]

The ESC is programmed by the jumpers (Tweezers is recommended to plug and unplug the jumper).



[PROTECTION FUNCTIONS]

1. Low voltage cut-off protection: If the voltage of battery pack is lower than the threshold for 2 seconds, the ESC will enter the protection mode. When the car stops, the red LED blinks to indicate the low voltage cut-off protection has been activated.

| Model | 2S Lipo | 3S Lipo | 5-9 Cells NiMH |
|-----------------|----------------------------|-----------------------------|-----------------------------|
| WP-1040-BRUSHED | Output reduces 50% at 6.5V | Output reduces 50% at 9.75V | Output reduces 50% at 9.75V |

【TROUBLE SHOOTING】

| Model | 2S Lipo | 3S Lipo | 5-9 cells NiMH |
|------------------------------|--|--|--|
| WP-1040-BRUSHED-CRAWLER&BOAT | Output cuts off at 6.5V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 6.5V again, the above process repeats in circles. | Output cuts off at 9.75V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 9.75V again, the above process repeats in circles. | Output cuts off at 4.5V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 4.5V again, the above process repeats in circles. |
| WP-1625-BRUSHED-CRAWLER | | | |

- Over-heat protection: When the internal temperature of the ESC is higher than a factory preset threshold for 5 seconds, the ESC will reduce and cut off the output power.
When the car stops, the red LED blinks to indicate the over-heat protection has been activated. If the ESC cools down to 80 Celsius degree, the output power is recovered to normal state.
- Throttle signal loss protection: The ESC will cut off the output power if the throttle signal has been lost for 0.1 second.
The "Fail Save" function of the radio system is strongly recommended to be activated.

【THE DIFFERENCE BETWEEN "BRUSHED" AND "BRUSHED-CRAWLER & BOAT" ESC】

- "Brushed" and "Brushed-Crawler & Boat" ESCs have different backward-running modes.
"Brushed" ESC uses "Double-Click" method to make the car go backward. When you move the throttle stick from forward zone to backward zone for the first time, the ESC begins to brake the motor, the motor speeds down but still running, so the backward action is NOT happened at this moment. When the throttle stick is moved to the backward zone again (The 2nd "click"), if the motor speed is slowed down to zero (i.e. stopped), the backward action will be activated. The "Double-Click" method prevents mistakenly reverse when the brake function is frequently used in steering.
"Brushed-Crawler & Boat" ESC uses "Single-click" to make the car go backward. When you move the throttle stick from forward zone to backward zone, the car will go backward immediately. This mode is common for the Rock Crawler and tank.
The maximum reverse force (for backward running) is 50% for the "Brushed" ESC, 100% for the "Brushed-Crawler & Boat" ESC in "Crawler" mode and 25% for the "Brushed-Crawler & Boat" ESC in "Boat" mode.
- The Low Voltage Cut-off Protection modes are different (Please check the instructions in the section of "PROTECTION FUNCTIONS").

| Trouble | Possible Reason | Solution |
|--|---|--|
| After power on, motor can't work, no sound is emitted, and LED is off. | The ESC doesn't get its working voltage; Connections between battery pack and ESC are broken. Switch is damaged. Throttle signal is abnormal. | Check the battery wires connection or replace the defective connectors. Replace the switch. Check the throttle wire connection; make sure it is plugged into the throttle channel of the receiver. |
| After power on, motor can't work; red LED blinks. | Automatic throttle range calibration is failed. | Set the "TRIM" of throttle channel to 0 or turn the knob to its neutral position. |
| The car runs backward while giving throttle. (The motor runs in the opposite direction) | The wire connections between ESC and the motor need to be changed. | Swap two wire connections between the ESC and the motor. |
| The car can't go backward. | The jumper position is wrong. The neutral point of throttle channel is changed or drifted. | Check the jumper and plug it to the correct position. Set the "TRIM" of throttle channel to 0 or turn the knob to its neutral position. |
| The car can't go forward, but can go backward. | The direction of throttle channel is not correct. | Reset the direction of throttle channel from original "NOR" to "REV", or from original "REV" to "NOR". |
| The motor doesn't work, but the LED in the ESC works normally. | The connections between motor and ESC are broken. Motor is damaged. | Check the connections and replace the defective connectors. Replace the motor. |
| The motor suddenly stops running while in working state | The throttle signal is lost. | Check the transmitter and the receiver. Check the throttle wire connection. Replace the battery pack, or cool down the ESC. |
| The car cannot get top speed and the red LED doesn't solid on at full throttle | Low voltage cut-off protection or Over-heat cut-off protection has been activated. Some setting in the transmitter are incorrect. | Check the settings. Set D/R, EPA, ATL to 100% or turn the knobs to maximum value. Set TRIM to 0 or turn the knob to its neutral position. |
| Motor is cogging when accelerated quickly. | The battery has limited discharge ability. Motor RPM is too high, the gear ratio is too aggressive. | Use battery with better discharge ability. Use motor with lower RPM, or use smaller pinion to get softer gear ratio. |
| | Something wrong in the driving system of the car. | Check the driving system of the car. |