

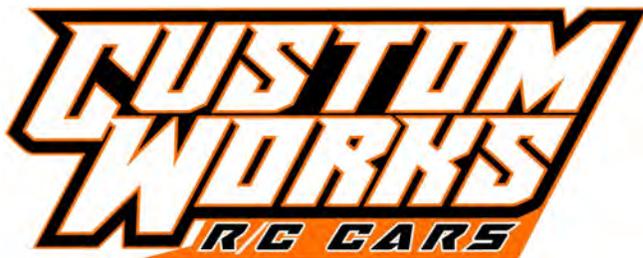
# **OUTLAW 5**

SPRINT CAR

# INSTRUCTIONS



## **#0726 Outlaw 5 Racing Kit**



Manufactured by:  
**Custom Works RC Products**  
760-B Crosspoint Drive  
Denver, NC 28037  
[www.customworksrc.com](http://www.customworksrc.com)



Thank you for purchasing the Outlaw 5 Sprint Car! The Outlaw sprint car platform has been developed for loose dirt buggy tire racing. In this kit you will find the 5<sup>th</sup> generation of the car which features a ¼" left offset chassis, new "V2" rear adjustable toe arms and 12mm big bore shocks.

This kit includes most of the parts required for the build. The following additional equipment must be added to complete the car. (Be sure to check if the track you plan on racing at has any motor, battery or speed control restrictions.)

- Surface transmitter and receiver (minimum 2 channel.)
- 1/10<sup>th</sup> scale electronic speed control
- 540 size brushless motor
- Pinion gear (48 pitch, appropriate size for motor)
- 2S hard case "shorty" LiPo battery
- Steering servo (low profile)
- Front and rear wheels and tires (2.2" diameter AE style hex wheels)
- Silicone shock oil (30 weight recommended)
- Lexan paint and/or vinyl wrap for body

#### **Tools**

The following tools are provided in the kit and will get you started. We suggest that you purchase higher quality tools for future maintenance.

•.050 Allen key    •1.5mm Allen key    •1/16 Allen key    •5/64 Allen key    •3/32 Allen key    •Turnbuckle & 3/16 wrench

#### **Additional tools**

These tools are recommended for the build and may be required to complete.

•Curved scissors    •Needle nose pliers    •Hobby knife    •Blue thread-lock    •Assorted sandpaper    •7mm hex driver

#### **Building tips**

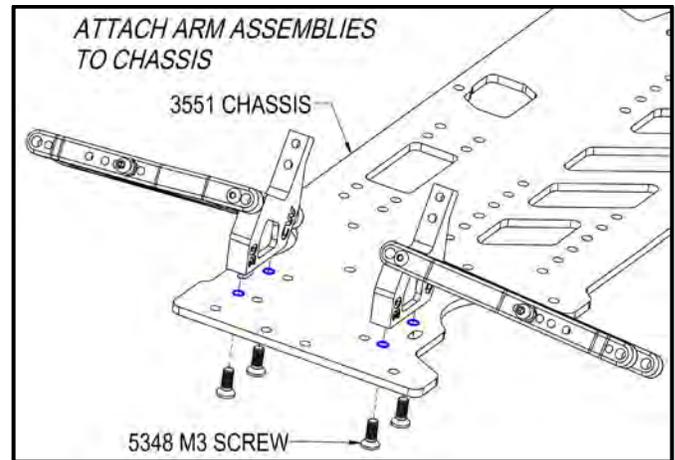
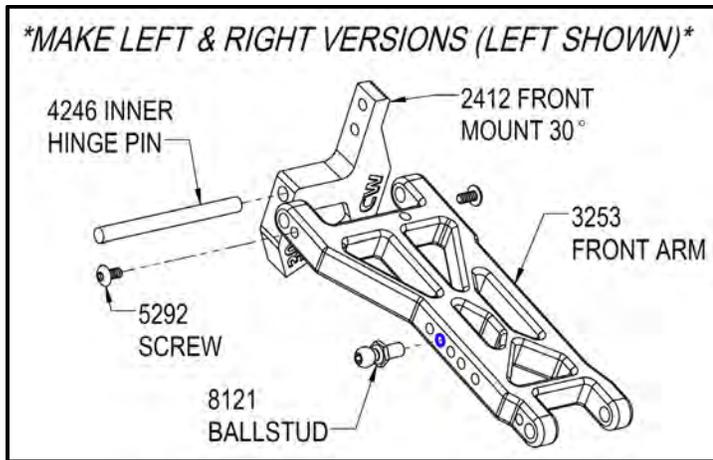
Parts are made with tight tolerance and held to the side of a "snug" fit as wear is expected over time. Try as we may, occasionally a burr may remain in a part and fit more tightly than desired. It is ok to use 400 Grit Sandpaper or a .125" drill to SLOWLY relieve a part from time to time. Suspension components should always pivot and swivel freely but without too much slop.

A lite to medium strength (usually the blue variety) thread locking fluid is suggested for all parts where metal screws thread into other metal parts. This will keep the screws from vibrating loose during operation and still allow the screw to be removed if needed. Remember it only takes a very small amount of thread-lock to secure the screw.

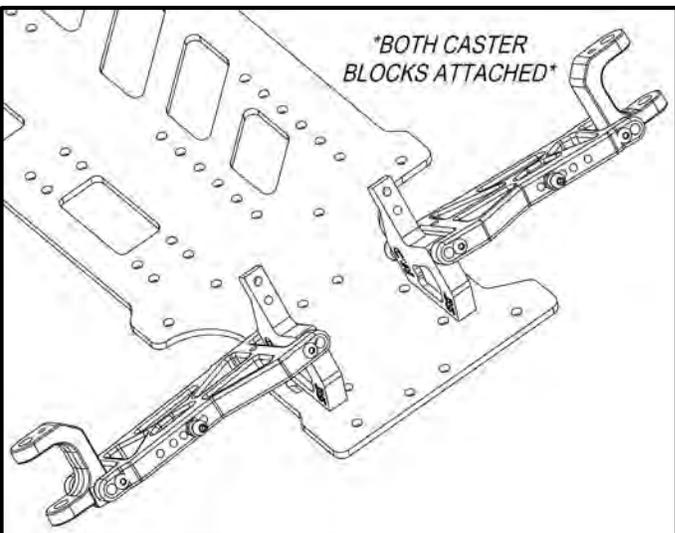
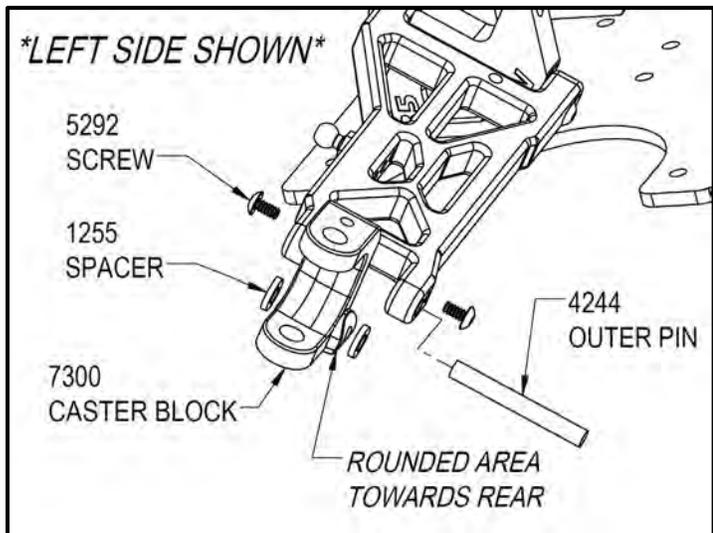
Do NOT use power screwdrivers to drive screws into parts. The fast rotation speed can melt and strip plastic parts or cross-thread into the aluminum parts.

Lightly sand the edges of the carbon fiber pieces using a medium grade sandpaper to avoid splinters. A thin bead of Super Glue can be used to seal the edges of the carbon fiber for more protection against chips and splinters.

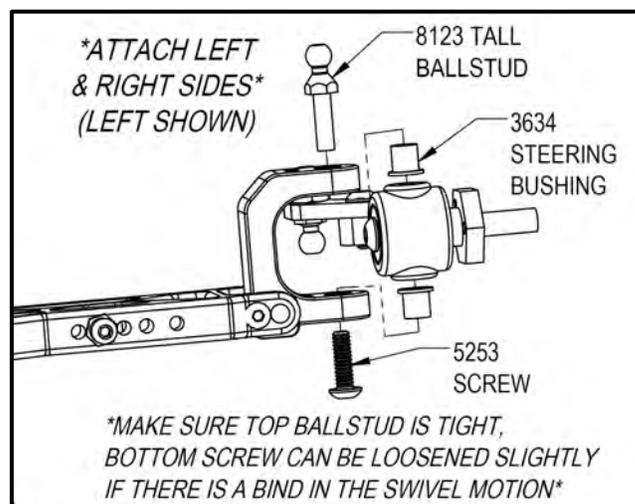
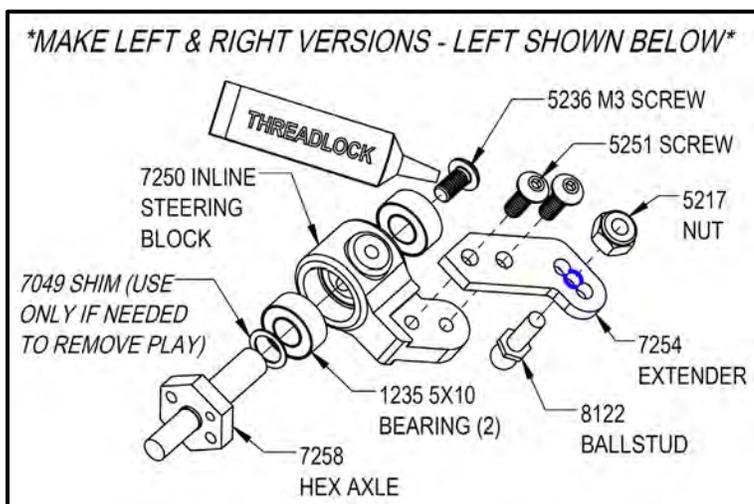
## Front Kick-Up Assembly



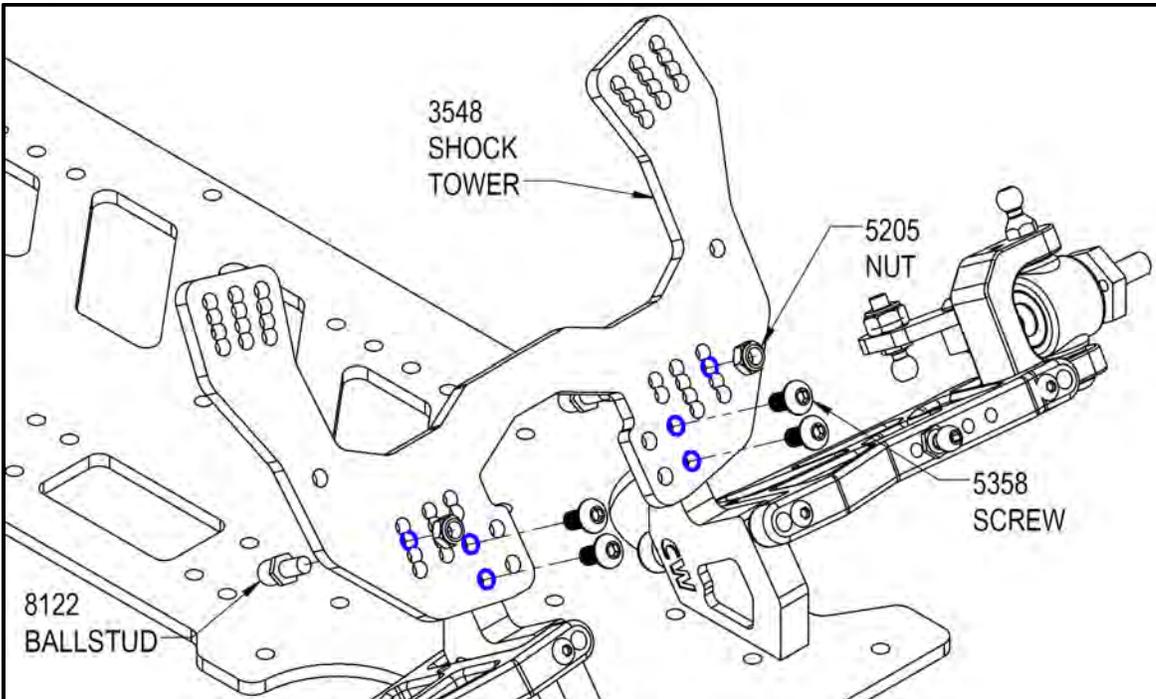
## Caster Block Assembly



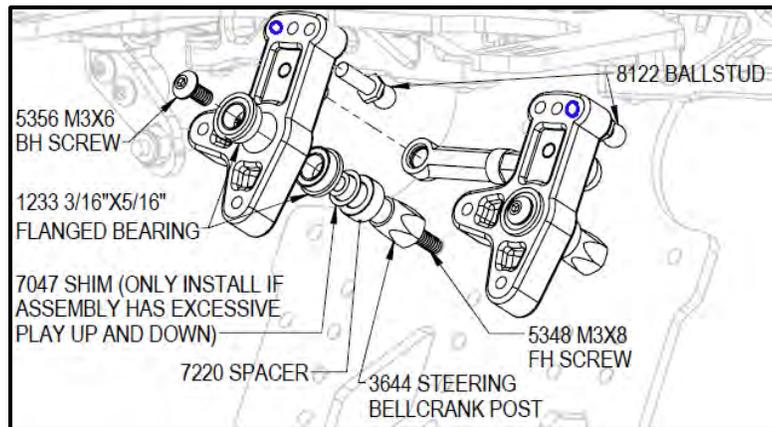
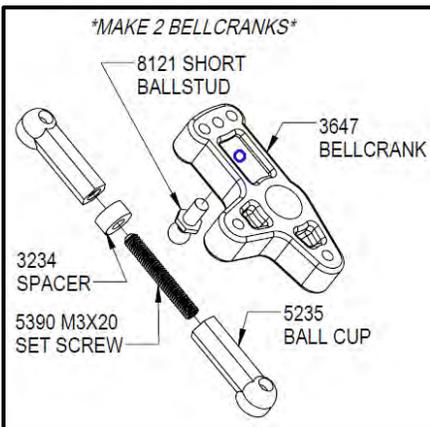
## Steering Block Assembly



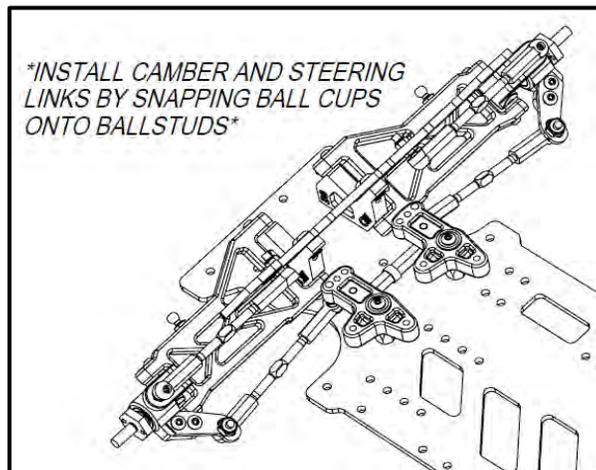
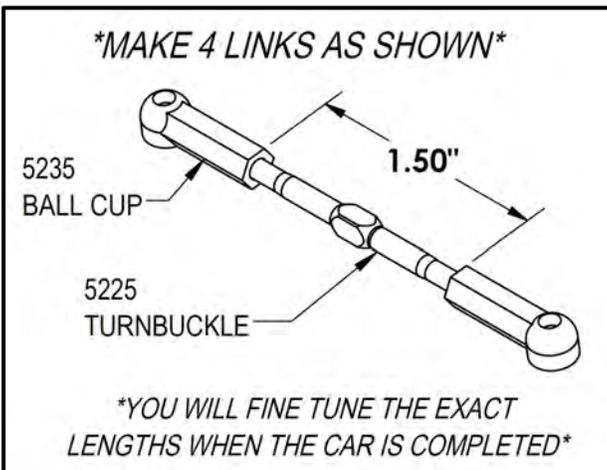
# Front Shock Tower Assembly



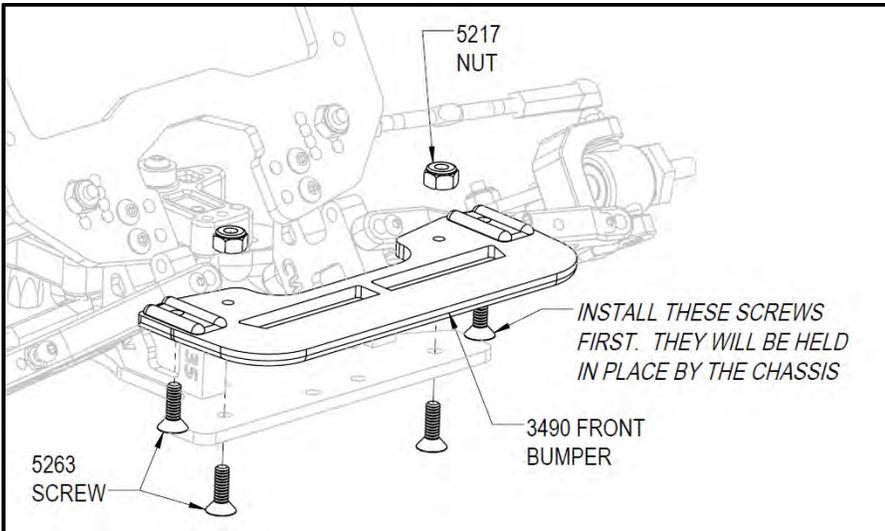
## Bellcranks



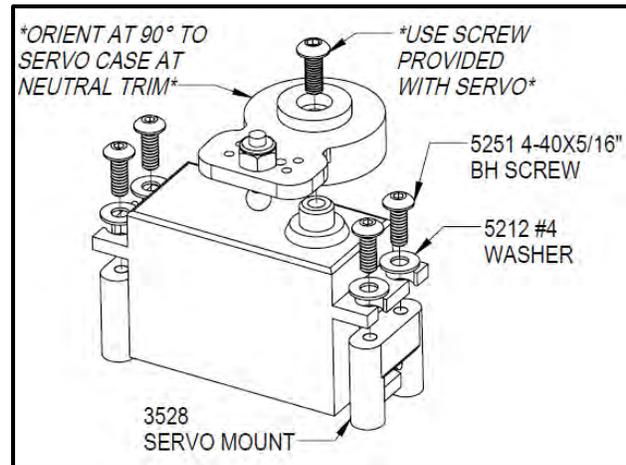
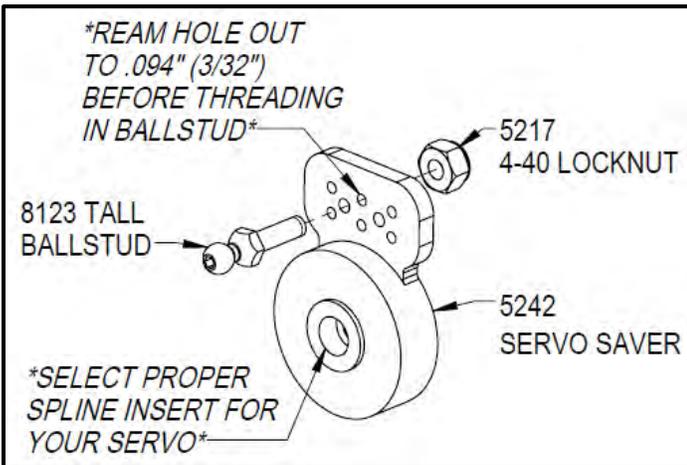
## Steering/Front Camber Links



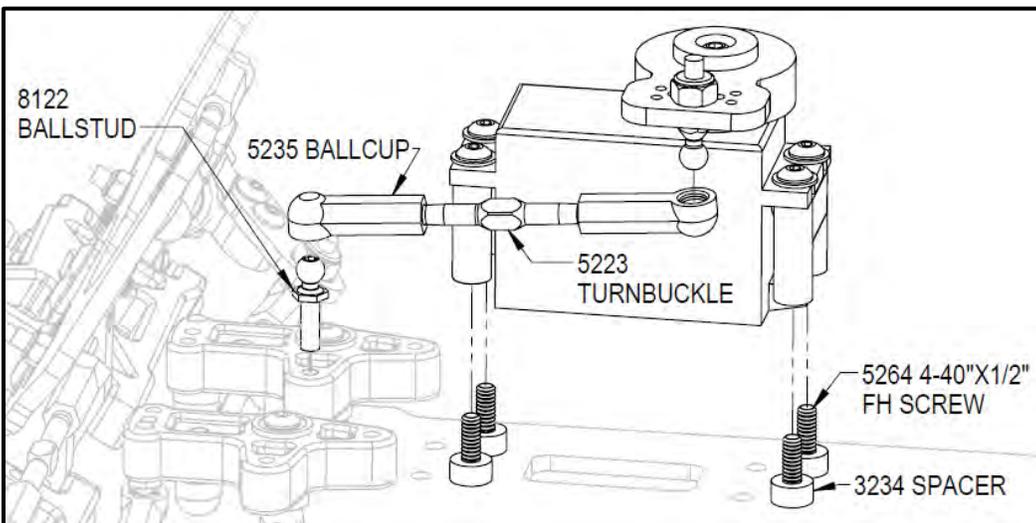
## Front Bumper Assembly



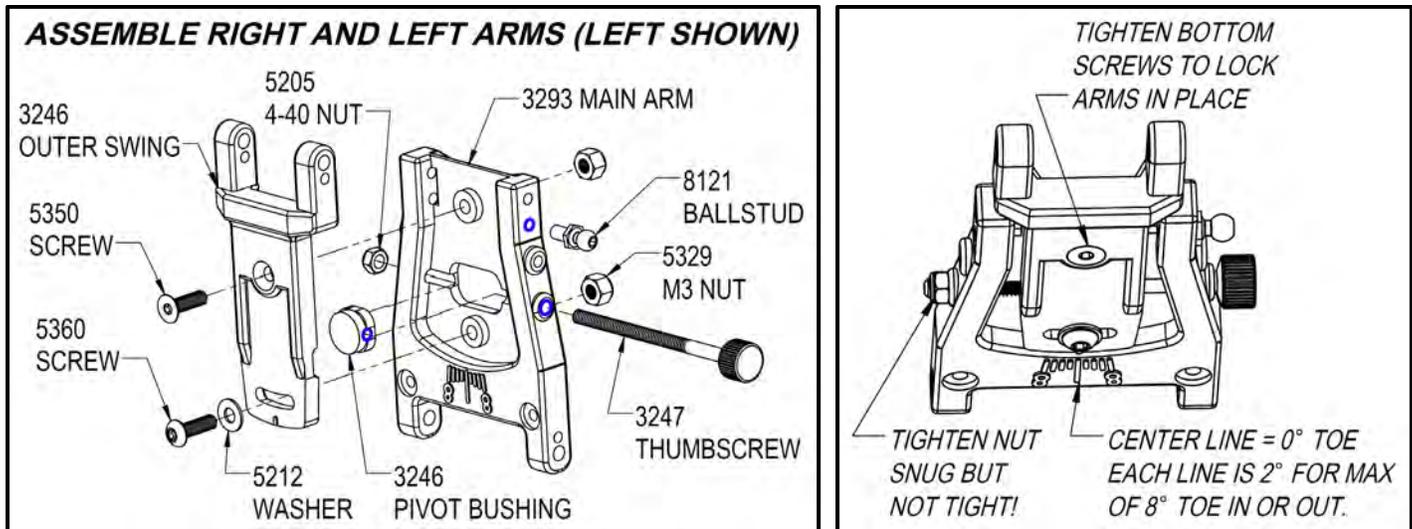
## Servo Assembly



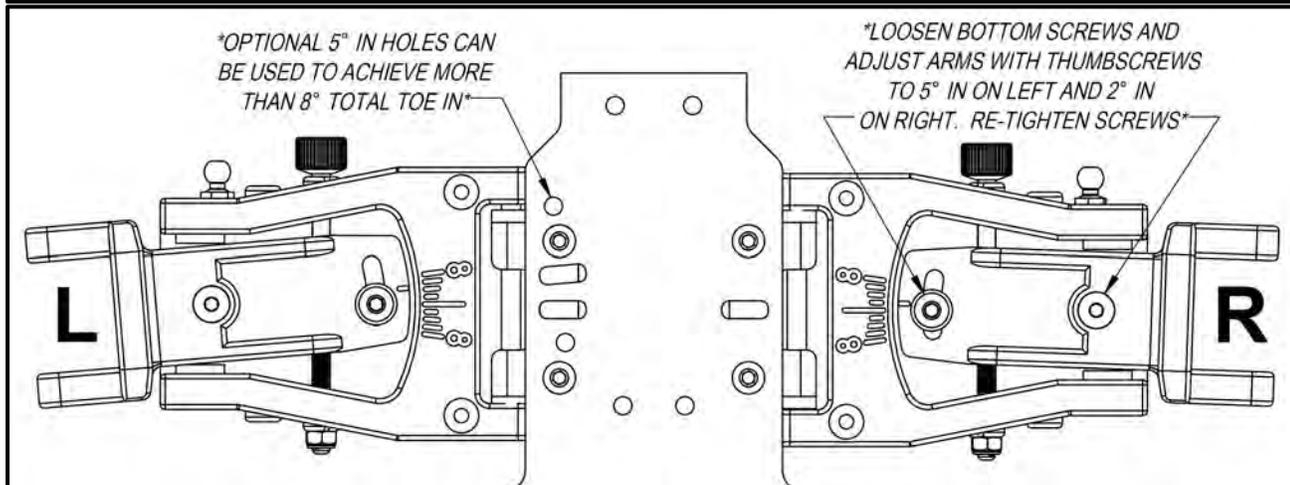
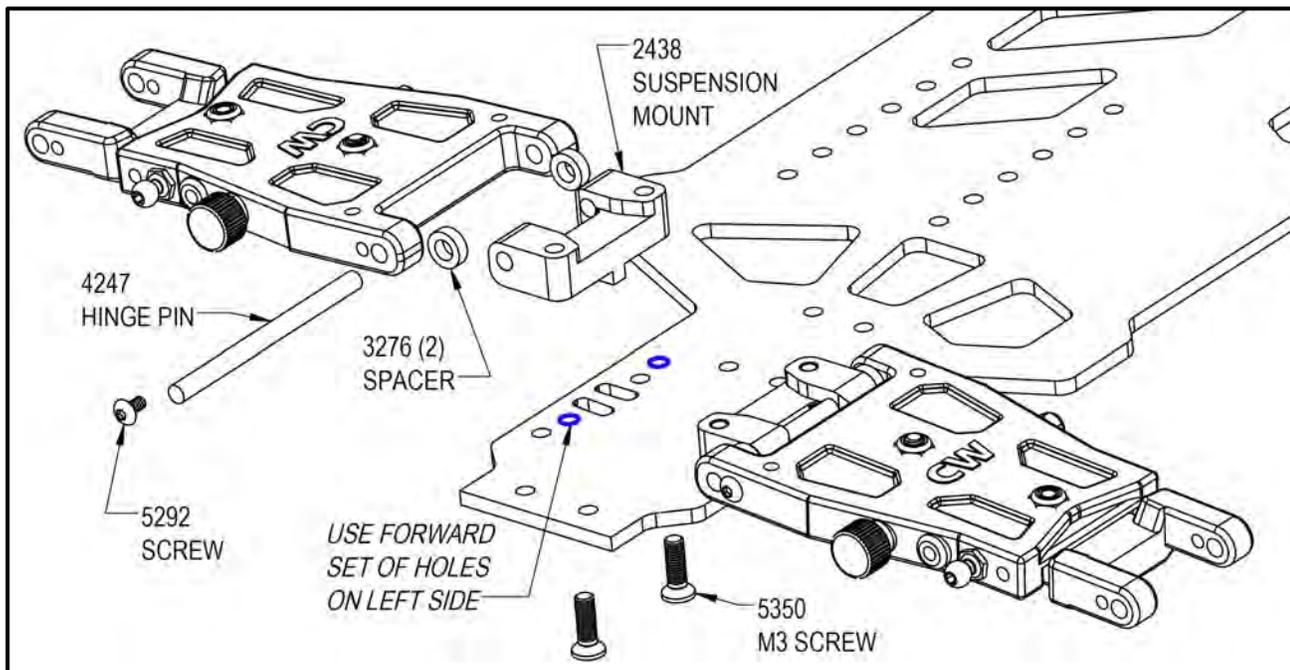
## Servo Mounting



# Rear Adjustable Arm Assembly

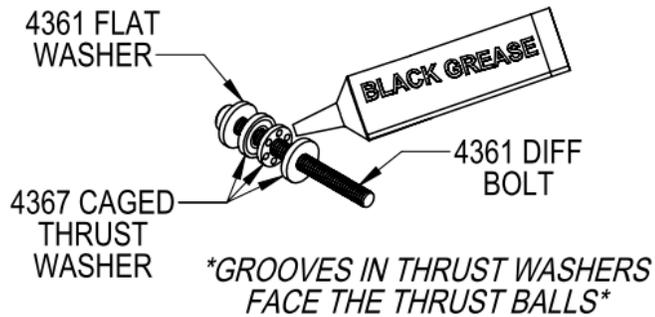


# Rear Suspension Mount Assembly



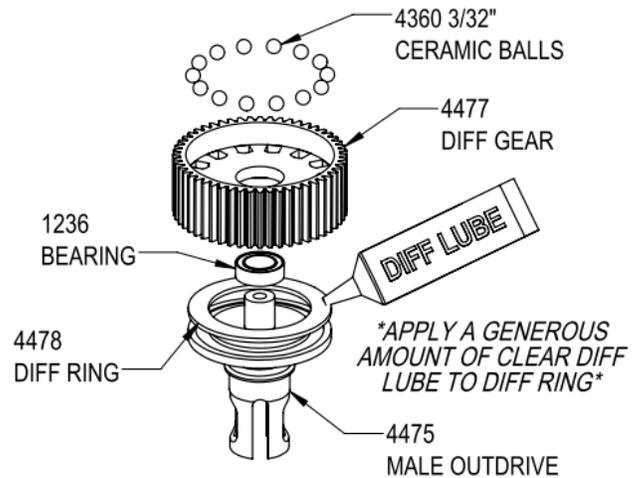
# Differential Assembly

## STEP 1 - PREP THE THRUST ASSEMBLY



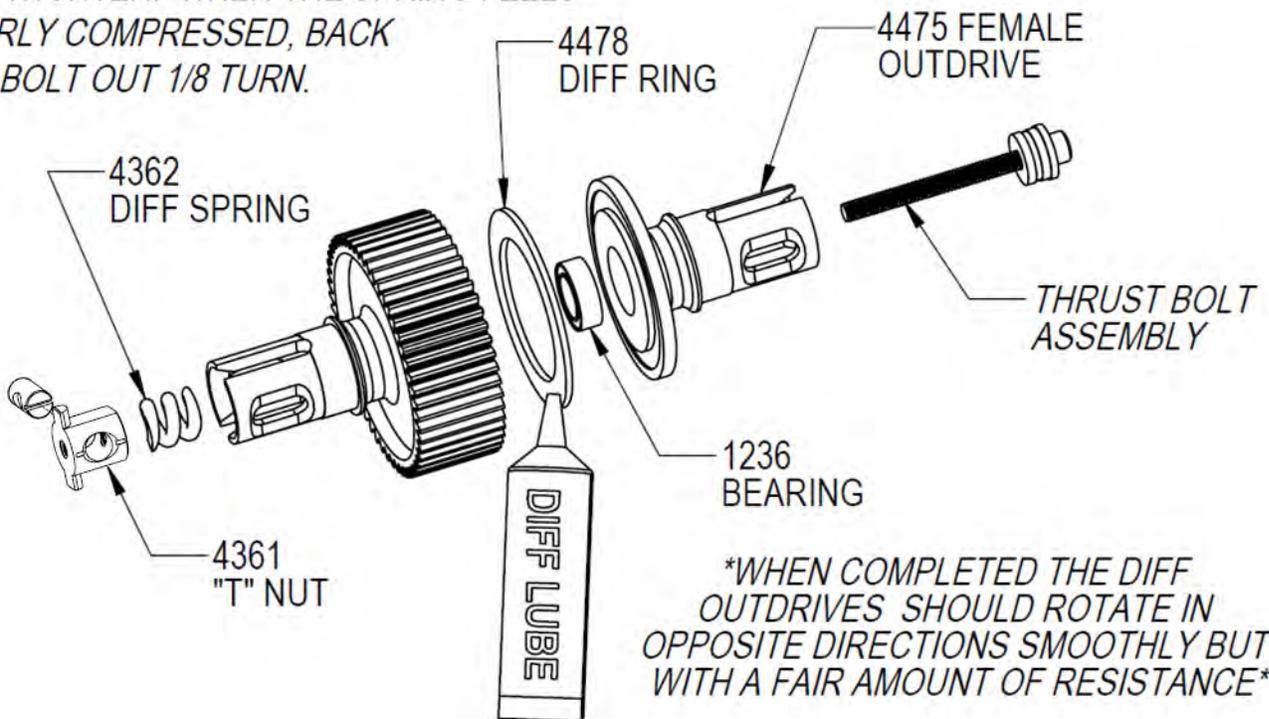
(SET ASIDE UNTIL STEP 3)

## STEP 2 - ASSEMBLE THE MALE DIFF HALF

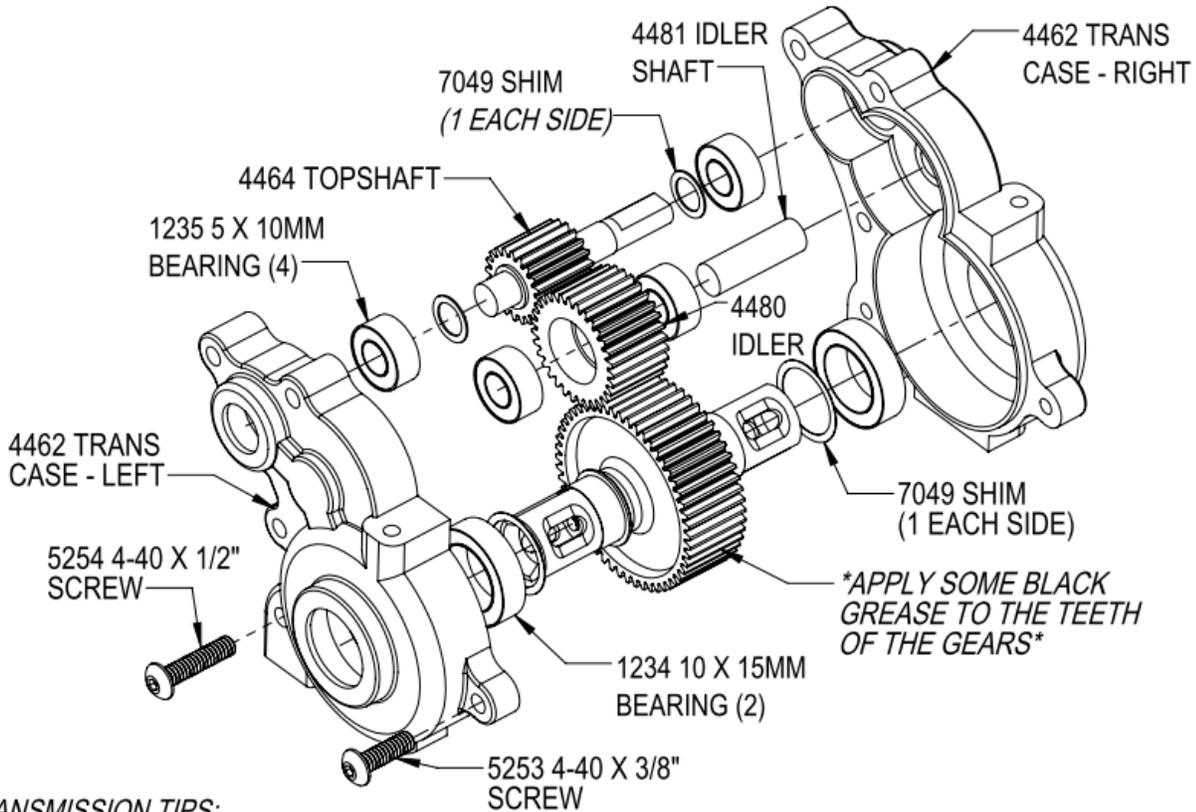


## STEP 3 - FINAL DIFF ASSEMBLY

TIGHTEN THE DIFF BOLT INTO THE "T" NUT TO COMPRESS THE SPRING AND SET THE DIFF ACTION. DO NOT OVERTIGHTEN! WHEN THE SPRING FEELS NEARLY COMPRESSED, BACK THE BOLT OUT 1/8 TURN.



# Transmission Assembly

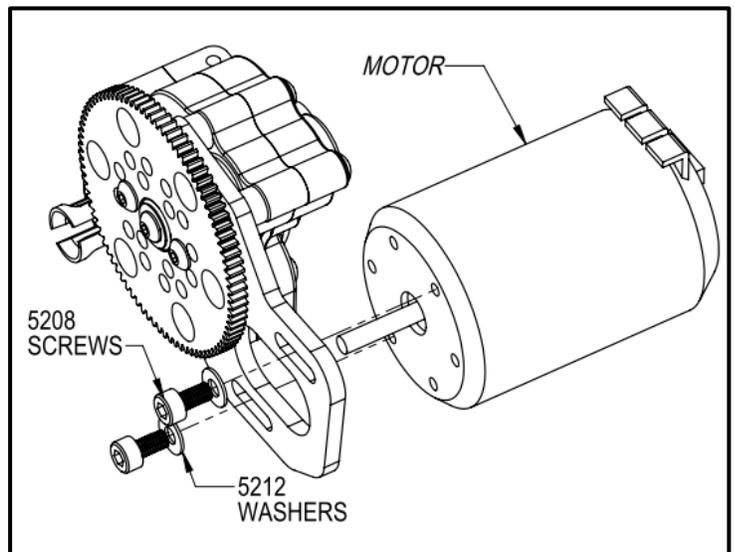
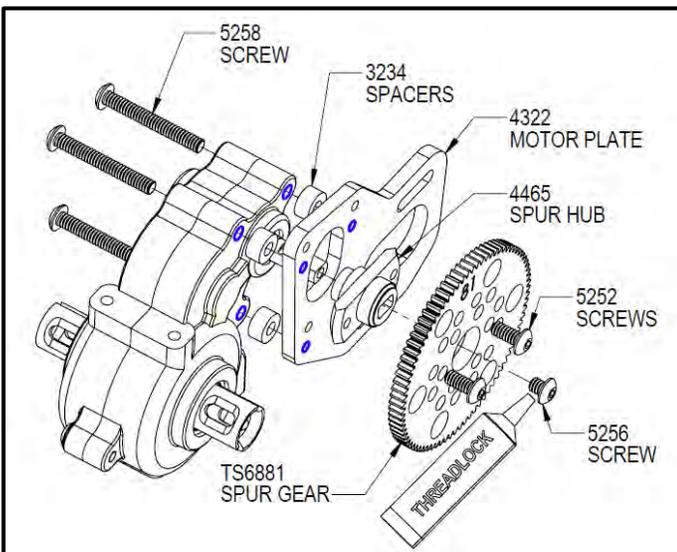


## TRANSMISSION TIPS:

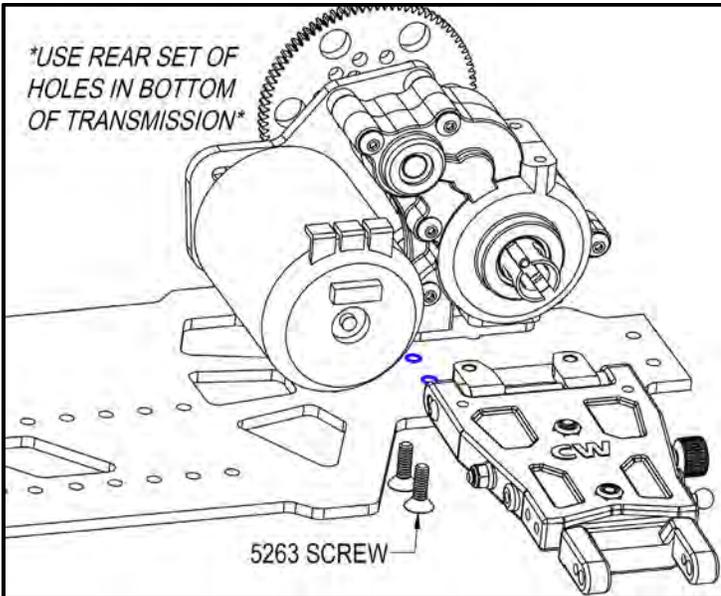
1. BEARINGS CAN BE SPRAYED OUT WITH MOTOR SPRAY AND THEN OILED WITH A LITE OIL FOR BETTER FREE-SPIN. (WE RECOMMEND LEAVING THE GREASE IN THE WHEEL AND HUB BEARINGS FOR ADDED PROTECTION FROM DIRT.)
2. ORIENT THE DIFF SCREW TOWARD THE RIGHT SIDE.
3. TRANSMISSION IS 2.6 RATIO REDUCTION.

## TROUBLESHOOTING:

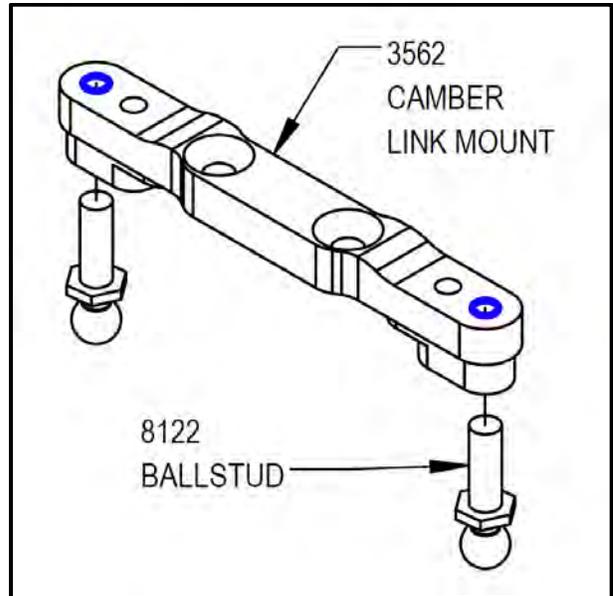
1. IF THE OUTDRIVES ARE HOT TO THE TOUCH AFTER A RUN, THE DIFF IS SLIPPING AND NEEDS TIGHTENED.
2. A MELTED IDLER OR DIFF GEAR IS USUALLY CAUSED BY A BAD BEARING.
3. REGULARLY CHECK TRANSMISSION PARTS FOR WEAR AND REPLACE AS NEEDED.



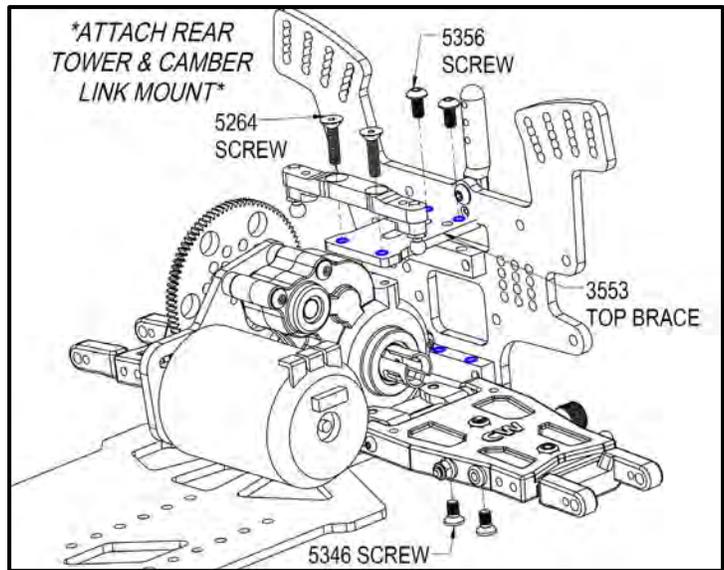
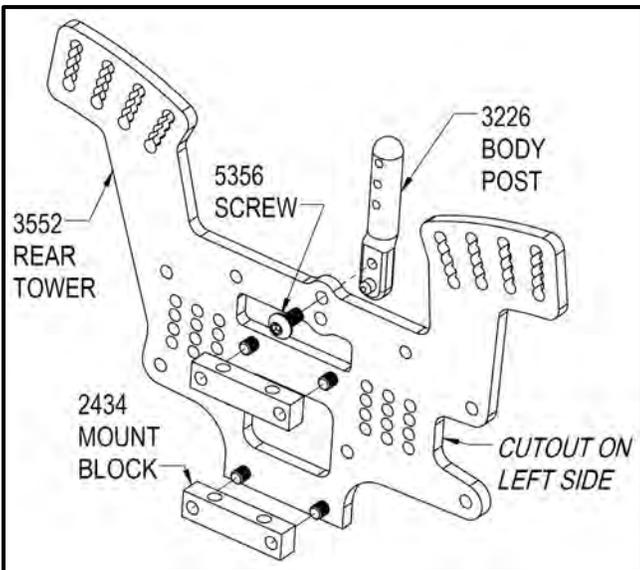
## Transmission Cont.



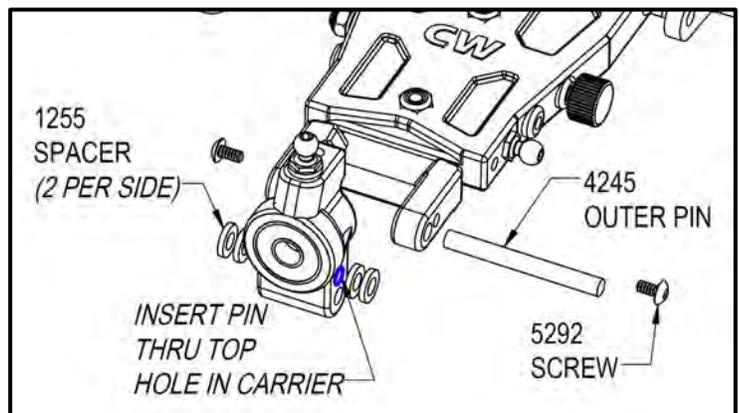
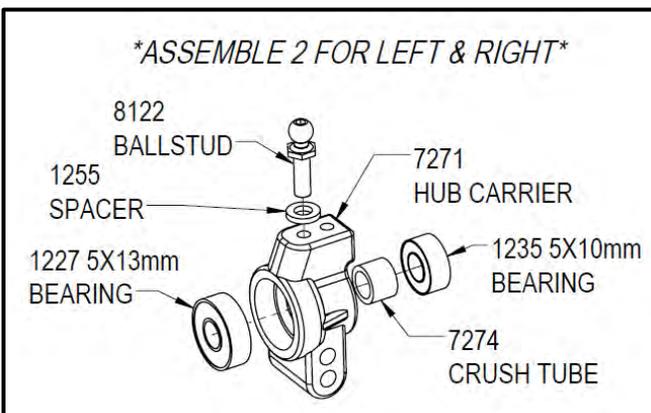
## Camber Link Mount Assem.



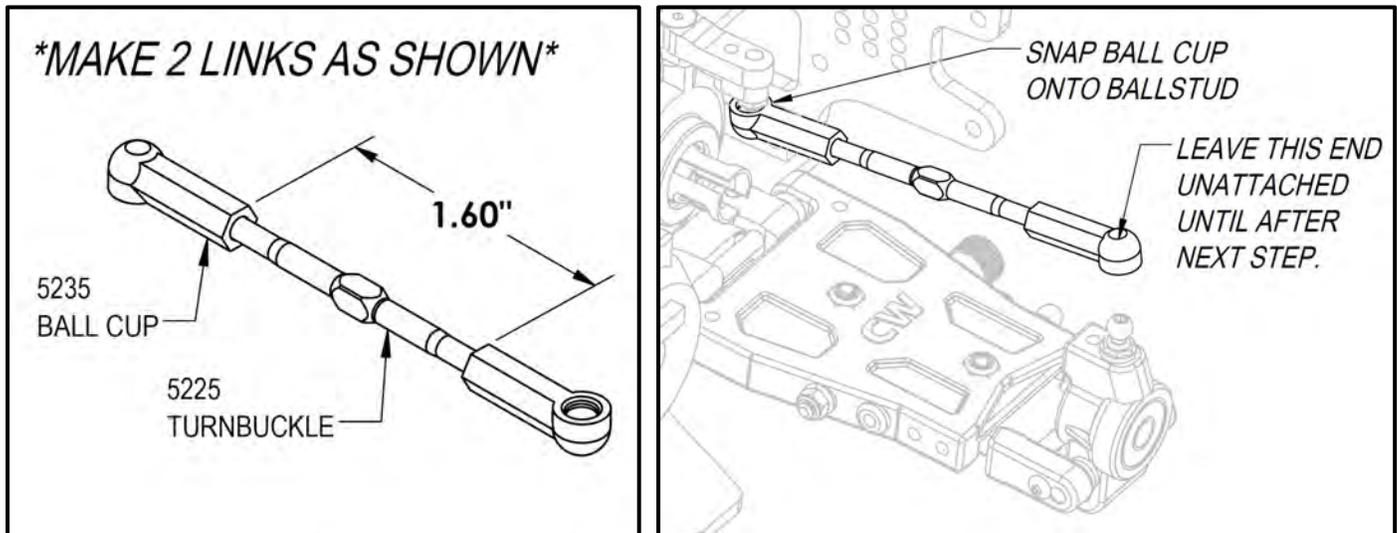
## Rear Shock Tower Assembly



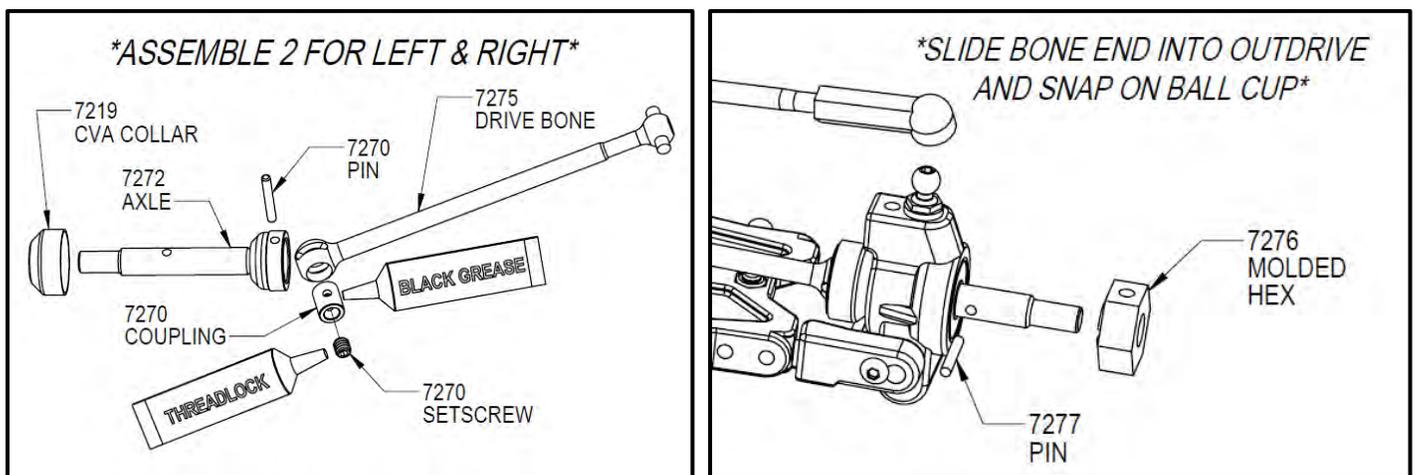
## Rear Hub Carrier Assembly



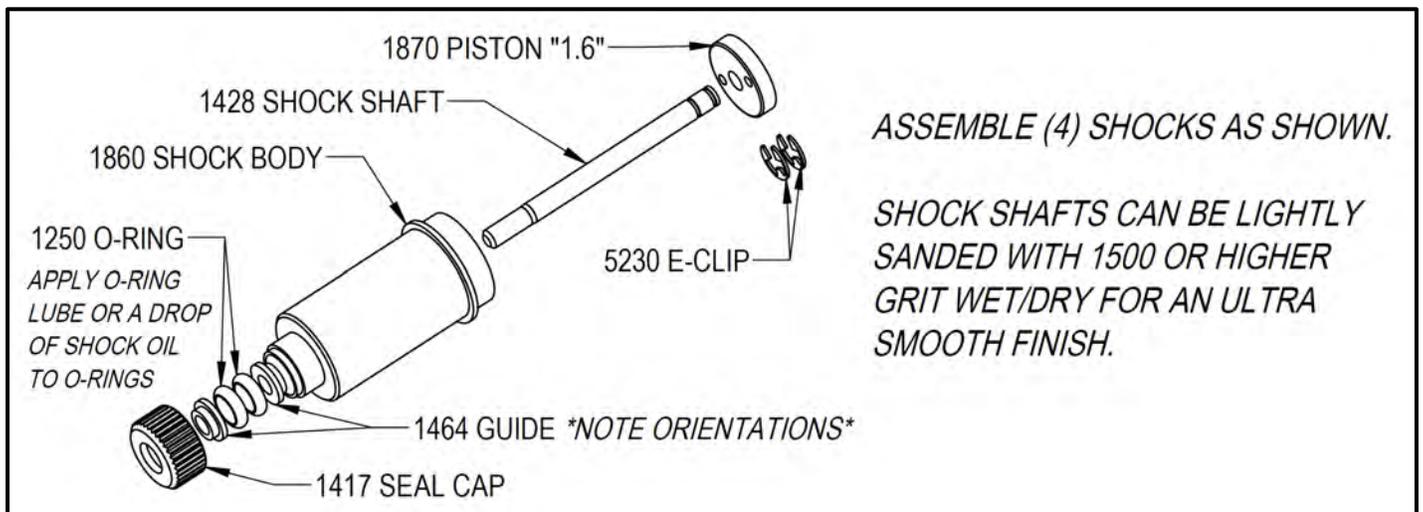
## Rear Camber Link Assembly



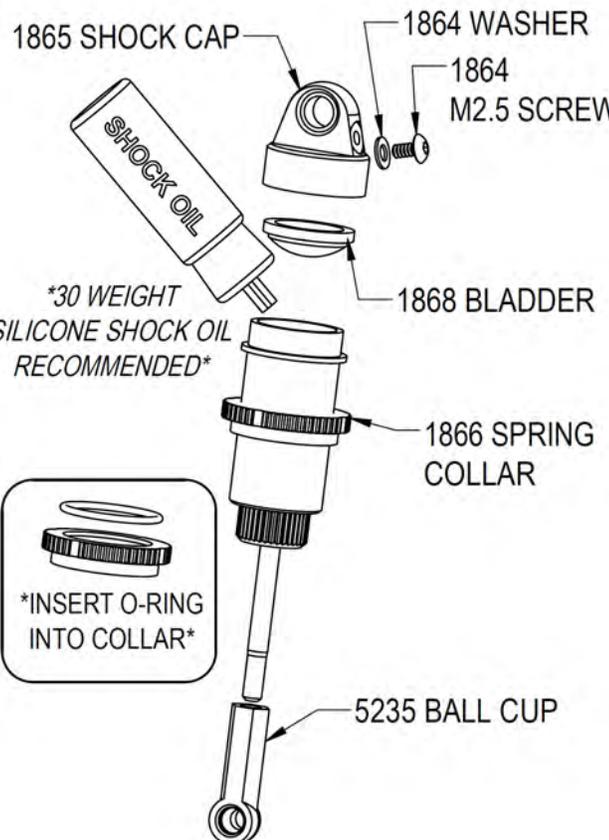
## Drivetrain (CVA) Assembly



## Shock Assembly



## Shock Assembly continued



1865 SHOCK CAP

1864 WASHER

1864 M2.5 SCREW

SHOCK OIL

\*30 WEIGHT SILICONE SHOCK OIL RECOMMENDED\*

1868 BLADDER

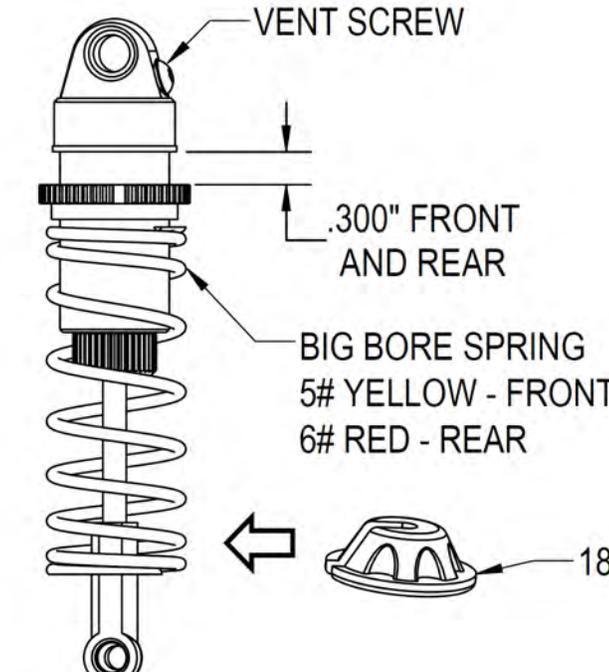
1866 SPRING COLLAR

5235 BALL CUP

\*INSERT O-RING INTO COLLAR\*

**SHOCK FILLING INSTRUCTIONS**

1. INSTALL SCREW & WASHER INTO SHOCK CAP.
2. EXTEND THE SHOCK AND FILL WITH SHOCK OIL. LEAVE SPACE AT THE TOP FOR THE BLADDER.
3. MOVE THE SHOCK SHAFT UP AND DOWN SLOWLY TO REMOVE ANY AIR BUBBLES.
4. BEGIN TO SCREW ON THE SHOCK CAP AND BLADDER (1 TO 2 TURNS).
5. SLOWLY PUSH THE SHAFT ALL THE WAY INTO THE SHOCK. ANY EXCESS OIL WILL SEEP OUT OF THE BLEED HOLE IN THE BOTTOM OF THE SHOCK CAP.
6. FINISH SCREWING ON THE SHOCK CAP ALL THE WAY UNTIL HAND TIGHT.
7. THE SHOCK SHAFT SHOULD MOVE SMOOTHLY UP AND DOWN. IF IT GETS TIGHT NEAR THE TOP - THERE IS TOO MUCH OIL IN THE SHOCK. RE-BLEED USING LESS OIL.



VENT SCREW

.300" FRONT AND REAR

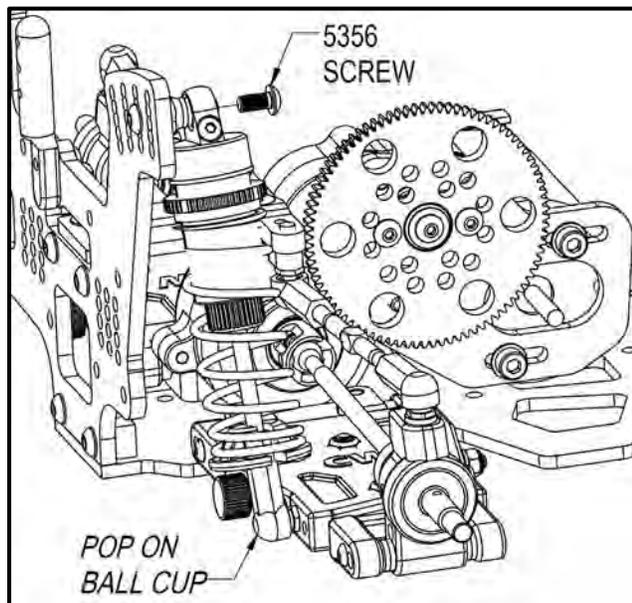
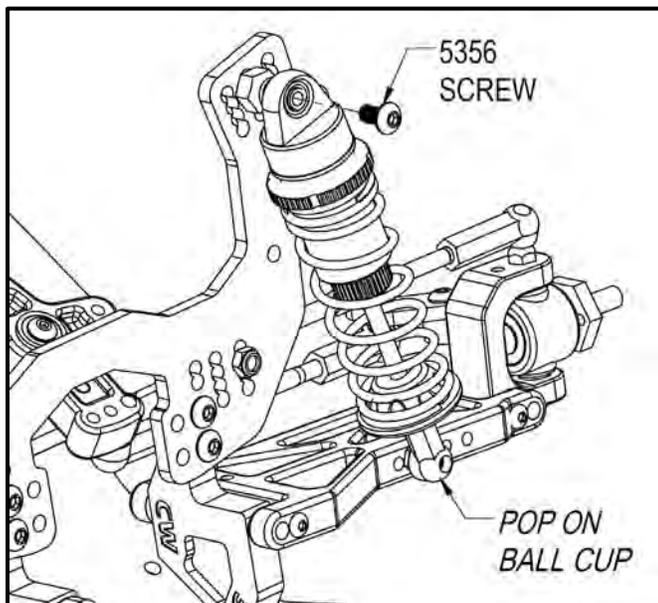
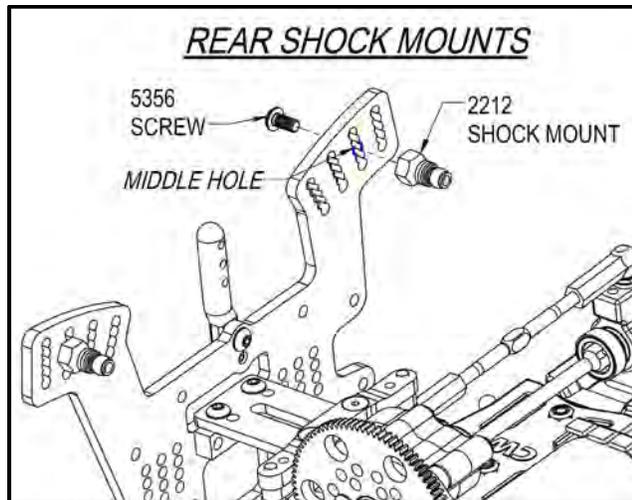
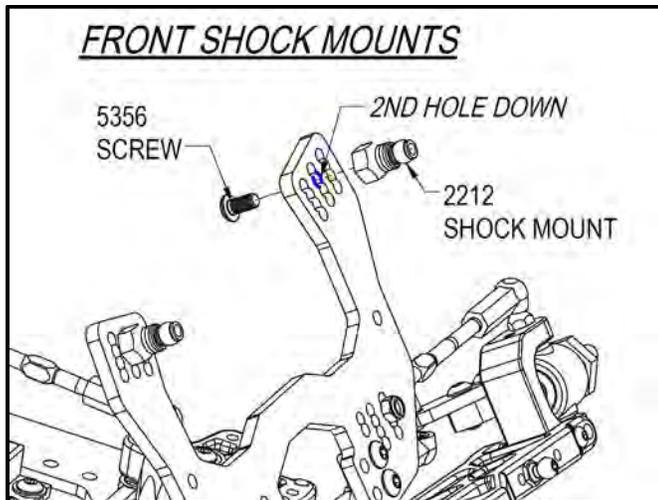
BIG BORE SPRING  
5# YELLOW - FRONT  
6# RED - REAR

1872 SPRING CUP

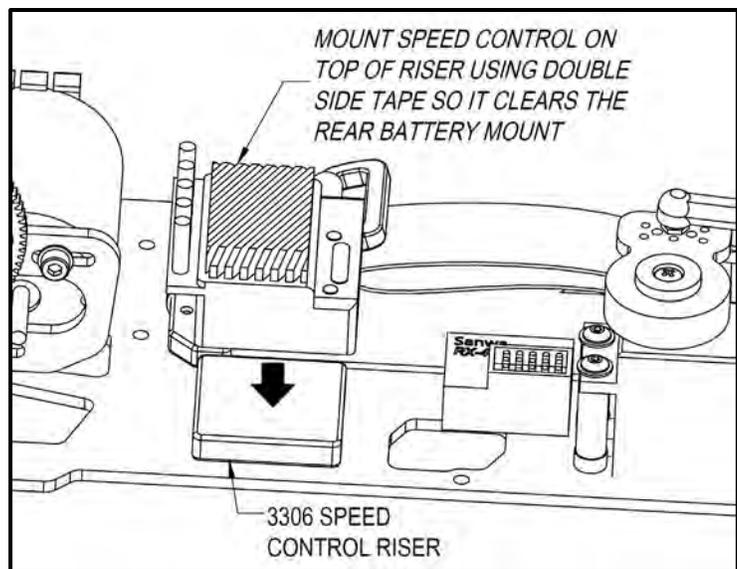
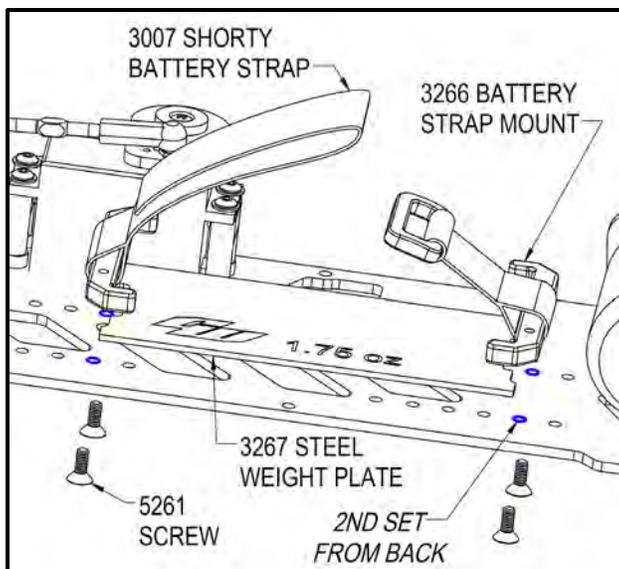
USE THE VENT SCREW TO ADJUST THE AMOUNT OF REBOUND THE SHOCK HAS. TO REMOVE REBOUND TAKE THE SCREW OUT AND COMPRESS THE SHAFT. WITH THE SHAFT COMPRESSED, REINSTALL THE SCREW.

OR REMOVE THE SCREW TO REMOVE ALL PRESSURE FROM THE SHOCK.

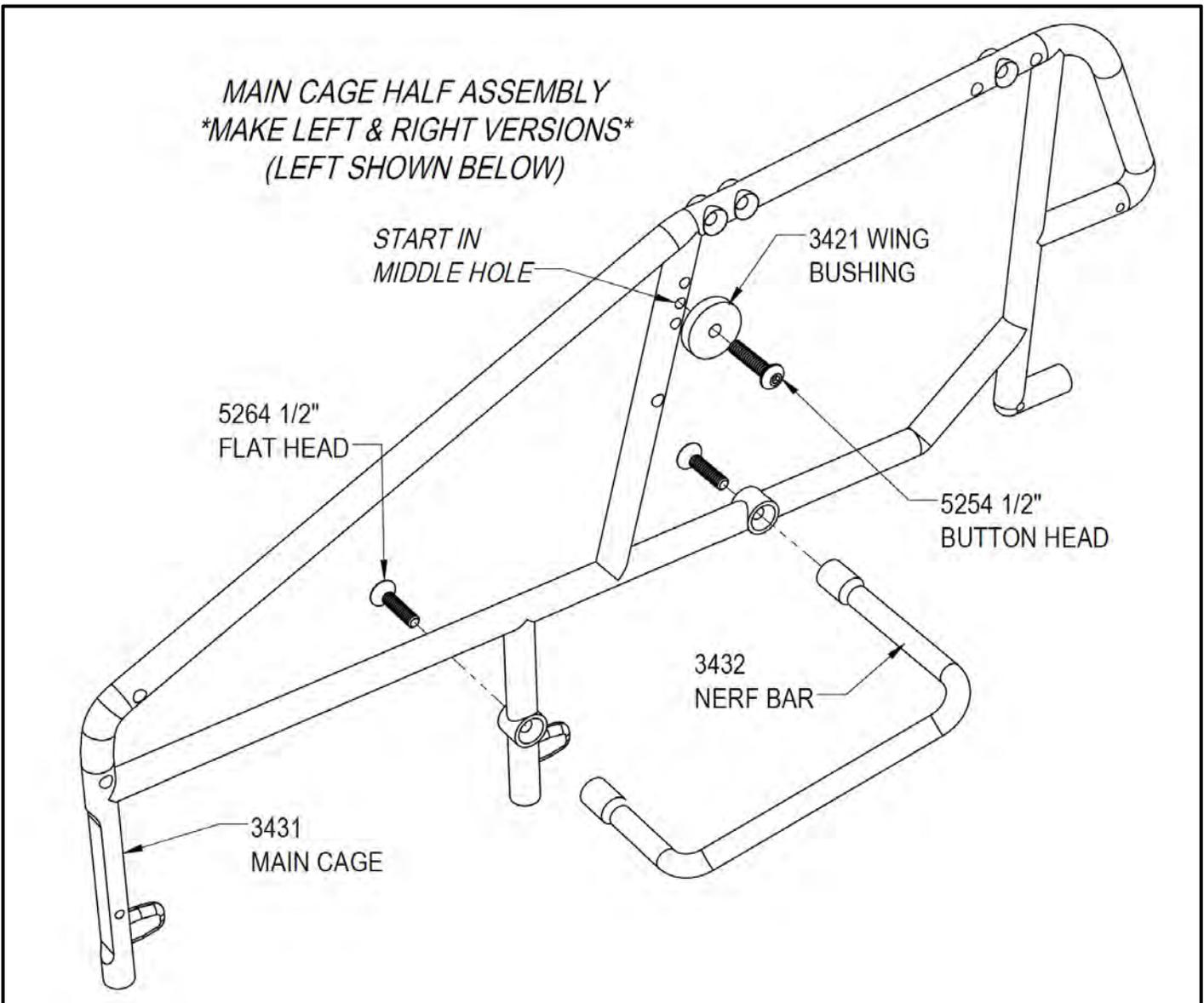
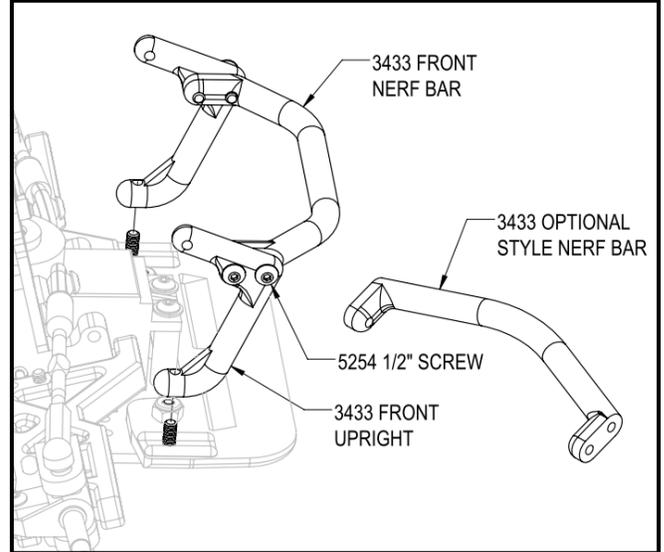
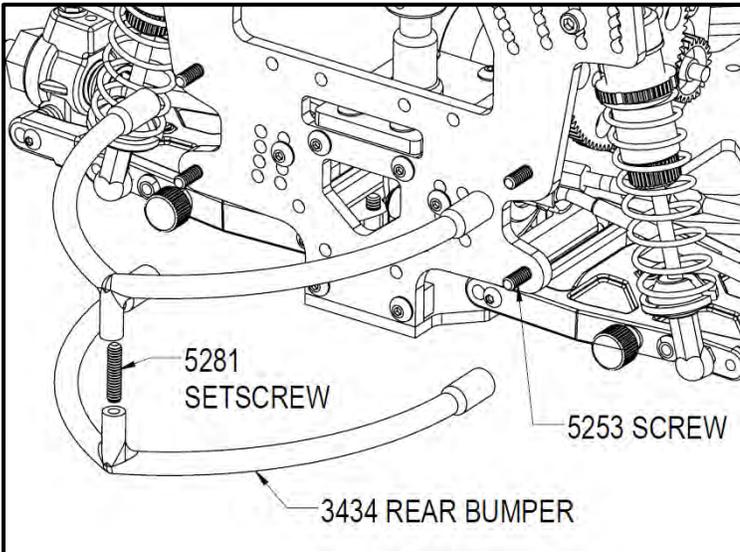
# Shock Mounting



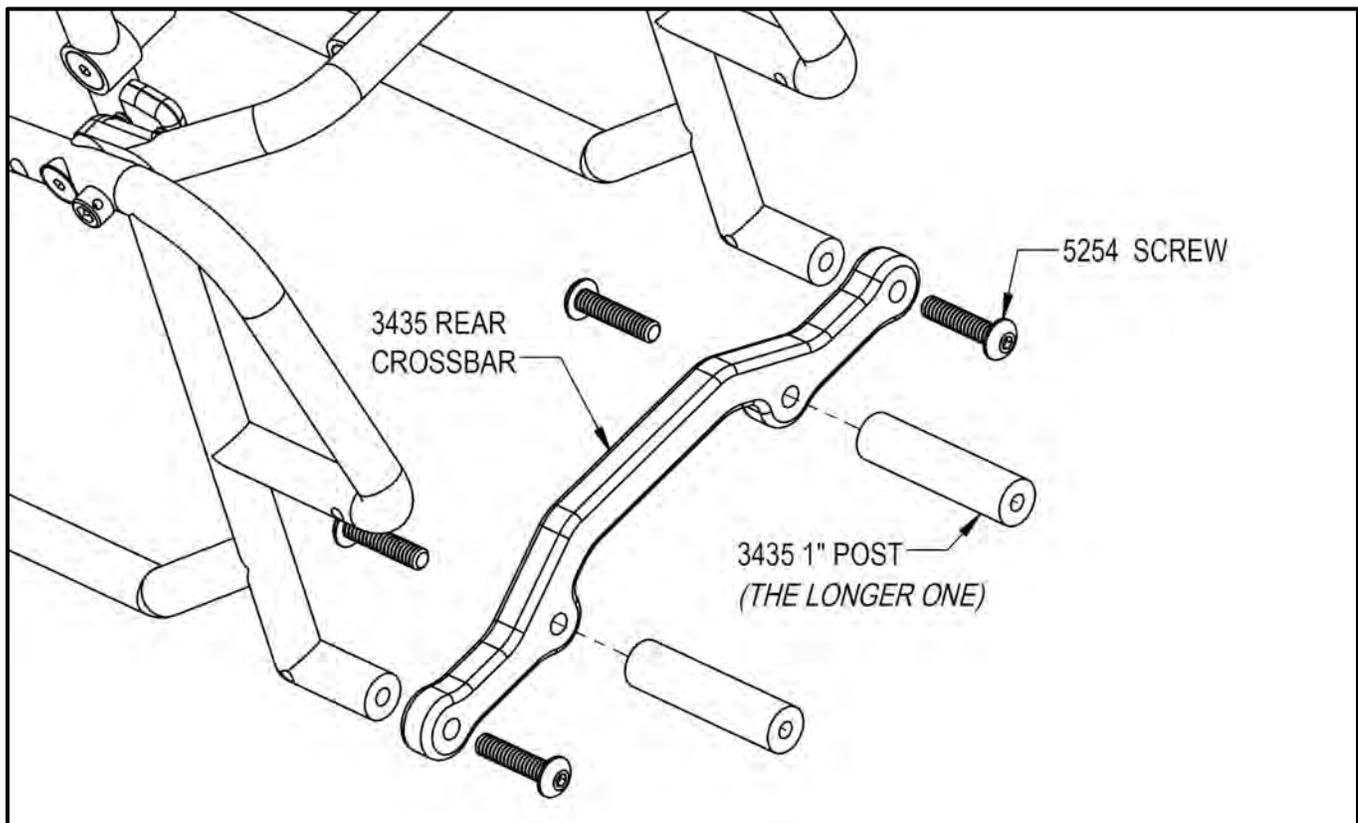
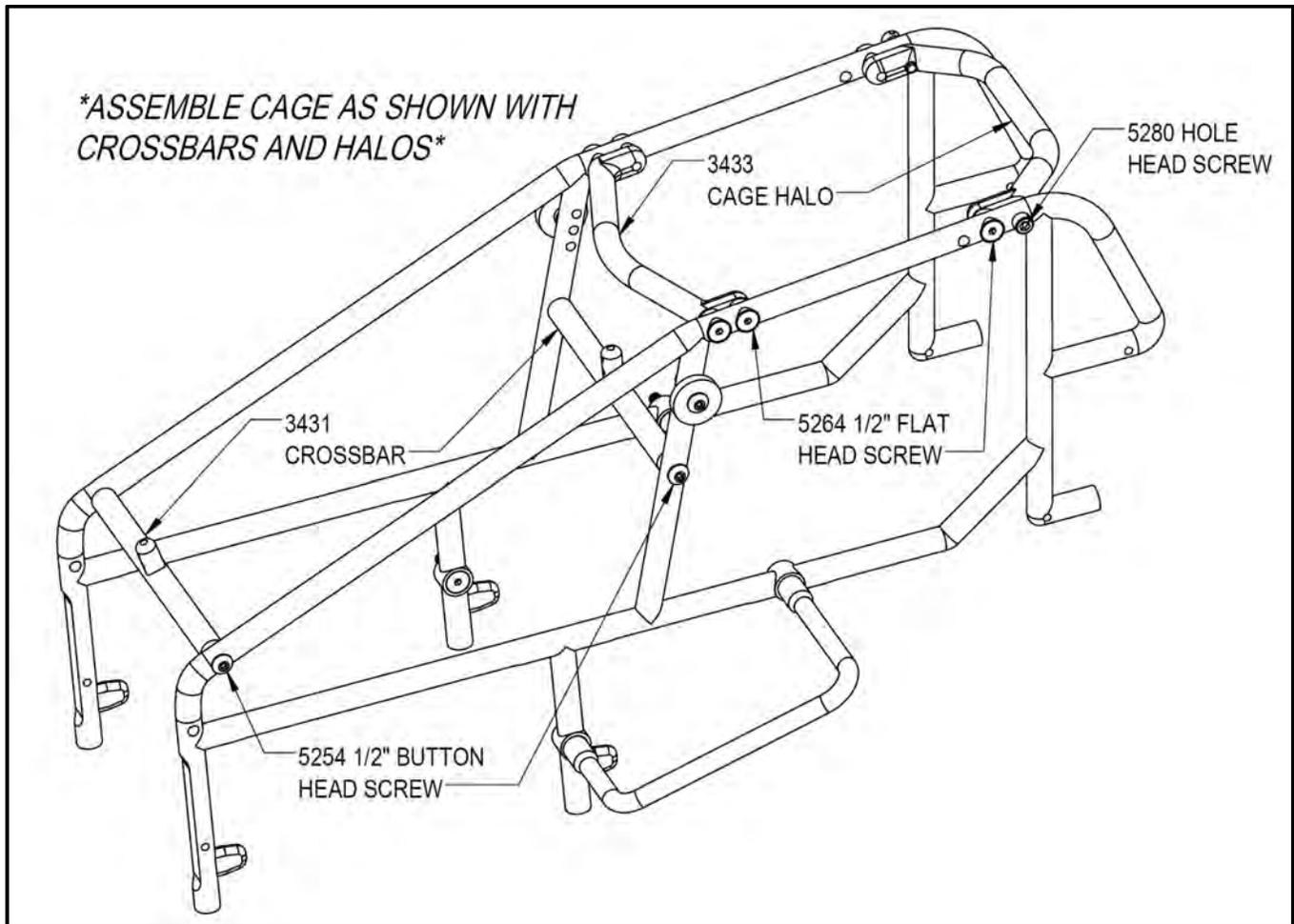
# Electronics Mounting



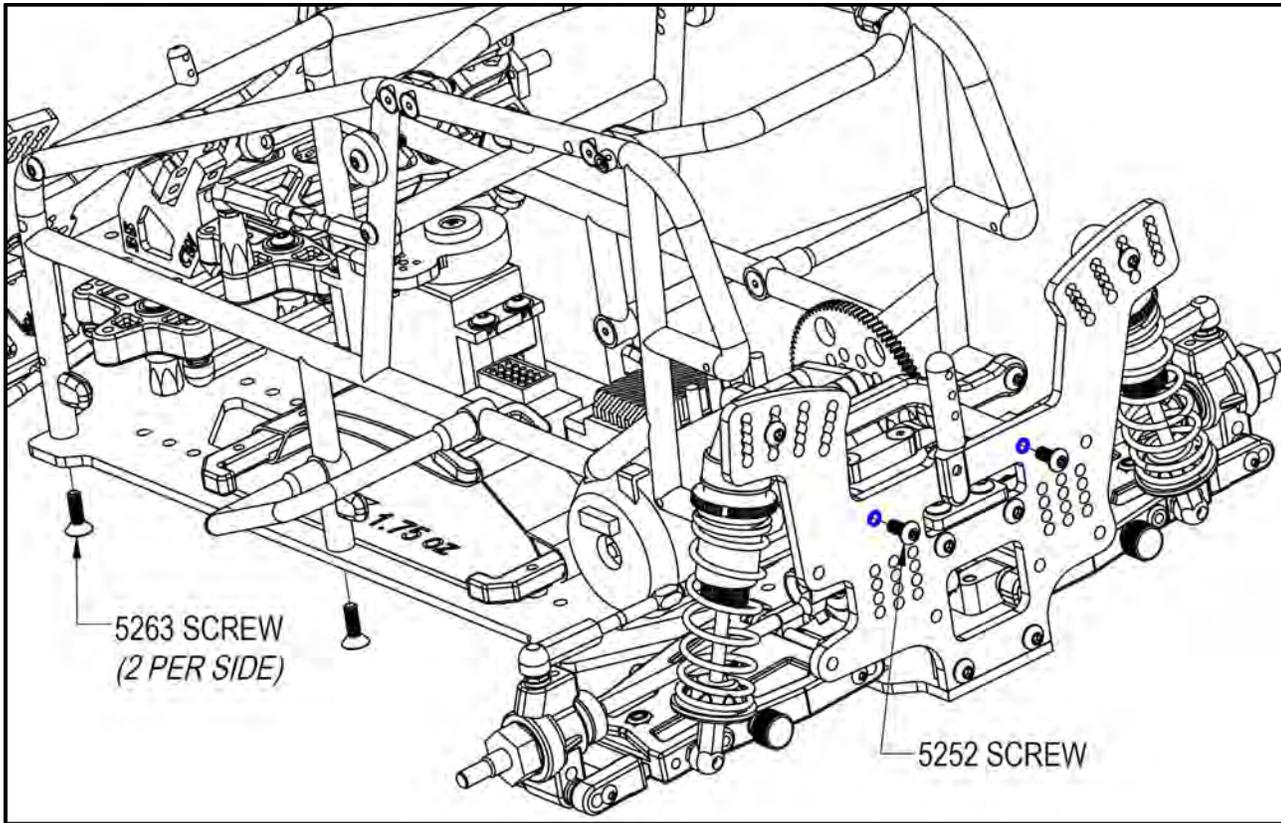
# Cage Assembly



## Cage Assembly continued



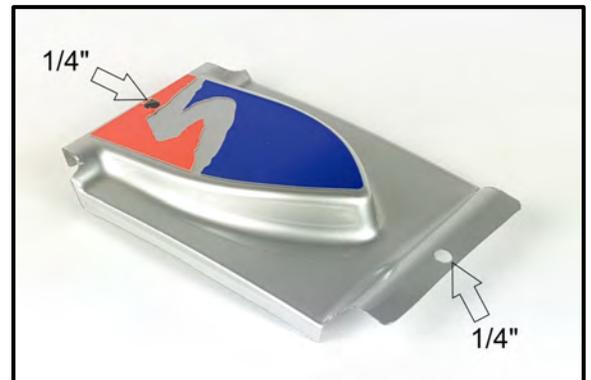
## Cage Attachment



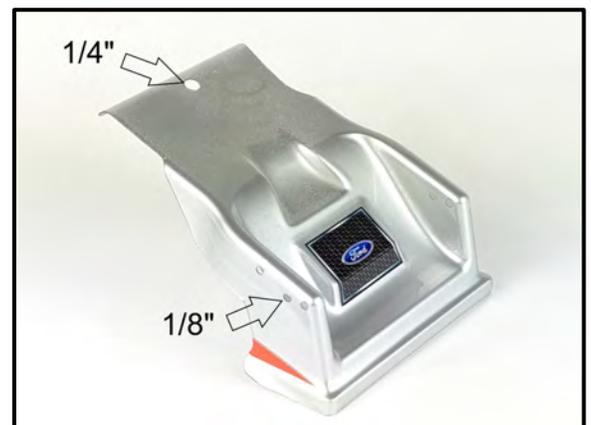
## Body Assembly

*Body pieces are shown painted for ease of viewing. Trim pieces and drill all holes BEFORE painting. A protective green film will keep overspray from getting on the outside of the body. Clean pieces with a mild detergent and dry before painting.*

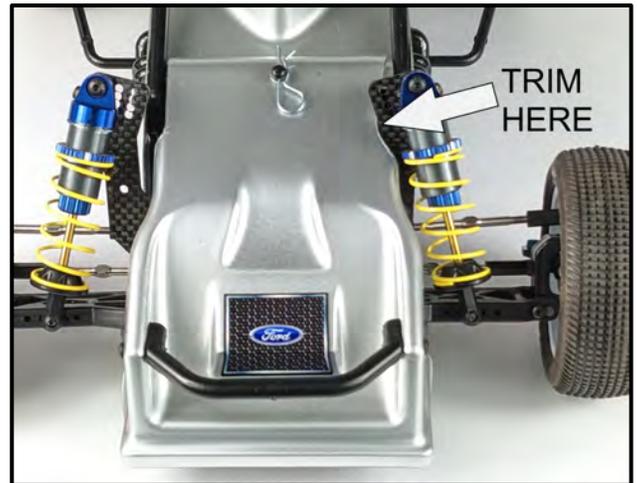
**1. Hood – Cut on trim lines and drill  $\frac{1}{4}$  " holes on (2) dimples front and back.**



**2. Nose piece – Cut along the trim lines as shown and drill  $\frac{1}{8}$  " holes on the (6) dimples for the front nerf bar mount. Drill a  $\frac{1}{4}$  " hole on the rear dimple as shown.**



2. *Nose piece continued – You will need to cut additional material on the left side to clear the left front shock since the cage is offset ¼" to the left.*



3. *Side panels – install side panels on the cage (you will have to remove some of the screws already installed).*

*The panel with the cockpit cutout goes on the left side of the car. You will need to trim away clearance for the left rear shock.*



4. *Headers – trim headers and drill (2) .125 mounting holes on each. Mount as shown using the inner header holes in the side panels.*



5. *Tail tank – drill a ¼" centered behind the fuel fill area as shown. Trim the tank to clear the shock tower. (You will need to trim a little more on the left side because of the offset.)*



*6. Top wing – build the top wing using the instructions included. Mount in the location shown on the cage.*



*7. Front wing – Assemble the front wing and mount to the front nerf bar uprights as shown.*



*Congratulations! The assembly process is nearly complete. Install wheels and tires of your choice using the included wheel nuts. **Do not over-tighten the wheel nuts!***

*Basic set-up – use the included turnbuckle wrench to fine tune the steering and camber links. Begin with a slight amount of toe-out on the front wheels. Make sure the servo saver is centered when the wheels are centered. Adjust the camber links so that all 4 tires lean to the left slightly (1 degree.)*

## **Setup and Tuning**

The standard build settings for the kit will provide a good starting point for an average “loose dirt” track. We’ve done our best to provide the racer with the best possible car, however it is the tuning of the car to the individual driver and track conditions that will make it a consistent winner. The following tuning tips can be used to dial the car into a specific track and situation. Each section is listed by order of importance.

### **1. Tires**

Handling is the most important factor in dirt oval racing when it comes to lower lap times and winning races and at least 50% of handling is in the tires. Some racing tracks and organizations require a spec tire. Other tracks may allow any type of tire to be run. Regardless of the rules, it is important to choose the best option allowable for the track and conditions. Clean your tires with a mixture of Simple Green and water after running. For some tracks, breaking in the tires and/or adding a chemical prep can improve bite – the best advice is to ask another racer(s) who is fast at a track what works best. If tires are wearing out quickly, consider using a harder compound tire.

## **2. Shocks**

If tires are 50% of handling, shocks are probably the next 30%. Now that you've done all the work to make a great set of tires, it's the shock's job to keep them on the track as much as possible. We've found the 6lb rear and 5lb front springs to be the best combination for this car and honestly we don't change them too often. Stiffer or softer springs can be used to achieve different results. Too stiff or too soft can quickly move the car's set up out of the ballpark, so test accordingly and go back to the stock springs if you are struggling. Another important adjustment in the shocks is the dampening which is controlled by the pistons and shock oil. The smaller the piston holes and the heavier the oil, the greater the dampening. Dampening requirements will vary from track to track depending on how bumpy the track is and the size and spacing of the bumps. If your car appears to be skidding as it enters a turn, you likely have too much dampening and should change to a lighter oil or larger hole piston. If the tires appear to be oscillating and bouncing, the problem is likely not enough dampening. Fix by using a smaller hole piston or heavier shock oil. Getting the dampening right for a given track will require some trial and error but is critical in keeping the tires on the ground allowing the car to accelerate and turn effectively. Try to use shock tuning to get the car through the bumps smoothly before attempting to use it to tighten or loosen the car.

## **3. Wing adjustment**

The stock wing placement should be used as the starting point for most tracks. The wing can be moved into the farthest forward position on extremely high-bite tracks where rear bite is plentiful. When looking for more rear bite on a slick track, the wing should be moved toward the rear of the car. The wing angle can also be increased and will give the car a more "planted" feel but at the expense of aerodynamic drag.

## **4. Camber Links and Roll Centers**

The hinge pin and camber link positions described in the kit instructions provide the standard roll center locations for this car. Both front and rear camber links can be shortened by using optional holes included. Shortening the camber links will cause the car to react quicker at the expense of stability. Front and rear can be adjusted independently to achieve the proper chassis balance for a given track condition.

Lowering the inner camber link location will raise the roll center and cause the chassis to roll less in corners. Less roll is generally better for conditions where traction is very high. Also be aware that lowering and/or shortening the camber links will increase camber gain as the suspension compresses.

## **5. Ride Height and Car Weight**

The ride height is the distance between the track and the bottom of the chassis. For most loose dirt tracks the normal ride height should be 18mm in the rear and 17mm in the front. A little more ride height in the rear is usually good because the rear of the car will squat under acceleration. Ride height is adjusted with the various shock mounting holes provided on the car and fine-tuned using the threaded collars on the springs. Ride height can be lowered for extremely smooth high bite tracks, and can be raised if the chassis is bottoming out.

Weight in the form of brass or lead can be added to the car to make the car easier to drive on low bite or bumpy tracks. The added weight helps keep the tires pushed into the track. However adding weight will directly affect ride height by lowering the chassis, which is NOT what you want in this situation. So when adding weight, make sure you re-adjust the ride height.

## **6. Cross-weight**

Cross-weight which is sometimes referred to as "wedge" can help tighten or loosen the car. Since oval racing consists only of left turns, there is less need to keep the weight of the car equally balanced between the left and right side tires. Increasing the spring tension on the left rear and right front shocks will add weight to those corners and make the car tighter. Doing the opposite will make it looser. Be careful not to go too far, excessive cross-weight can upset the ride height and not allow the suspension to work properly. A set of scales is required to measure cross-weight and should be measured on a level surface with the car as "ready to race" as possible.

## 7. Rear steer

Rear steer is created with the use of the adjustable rear arms. Because the car spends a great amount of time turning left, it is more efficient to have the rear tires help with the steering. The amount of rear steer needed largely depends on the track. Tighter turns require more rear steer. The most common setting is 5 degrees in on the left rear and 2 degrees in on the right rear. To help the car turn more, try 6 degrees in on the left and 1 degree out on the right. To make the car drive straighter try 3 degrees in on the left rear and 2 degrees in on the right rear. This is also a very easy adjustment to make before a race to quickly adapt to a changing track surface.

## 8. Droop

Droop is the distance the tires can drop before they lose contact with the track when the chassis is lifted. Droop can be limited by the use the different shock mounting holes or with spacers inside the shocks. Limiting the droop in the front suspension will give the car more steering and limiting rear droop can provide more rear side bite. However a car with little or no droop will not handle the bumps in the track as well and can cause a car to be erratic. More droop works better on a low grip track and less droop works better on a high grip track.

## 9. Other adjustments

The adjustments above account for most of the changes needed to dial the car into a given track. Other adjustments are included in the car such as camber, Ackermann, wheelbase, front track, shock angle, etc. Even more option parts are available such as sway bars, optional caster blocks and front suspension mounts.

Please visit the Tech Center page at [www.customworksrc.com](http://www.customworksrc.com) for the full setup glossary and explanation of these options. Also you will find a PDF copy of this manual as well as blank set-up sheets and proven racer's set-ups.

## Preventive Maintenance

RC cars have many moving parts which will wear over time. The normal wear of these parts as well as dirt from the track and occasional crashes require you to keep your car well maintained for optimal performance. Weekly maintenance should include:

- Remove and clean wheels and tires. Check wear and glue joints.
- Check for "gritty" ball bearings. Clean and re-lube or replace as needed.
- Remove shocks from the car, remove springs from the shocks and check for normal movement.
- With the tires and shocks removed, check suspension movement and make sure it moves freely but without too much slop. Even a small amount of binding caused by a bent pin, dirt, etc can cause erratic handling.
- Remove CVAs and check for excess slop or wear. Clean and re-lube.
- If differential is not smooth, sand or replace rings and rebuild. Make sure differential is not slipping on the track.
- Check for loose screws.
- Check for any bent or broken parts.

