ASSEMBLY INSTRUCTIONS

Welcome to the instructions for the Giulia Conversion kit from Reflex Racing. In order to complete this build, you will need:

-0.050 Hex Driver

-1.5mm Hex Driver

-4.5mm Nut Wrench

-Needle nose pliers

-Servo Tape

-Hobby Knife

-GL Racing Giulia Kit

-Reflex Racing Giulia

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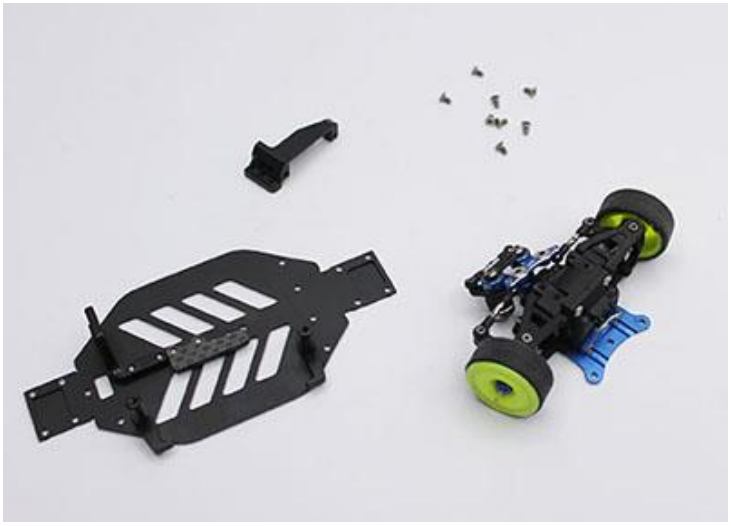
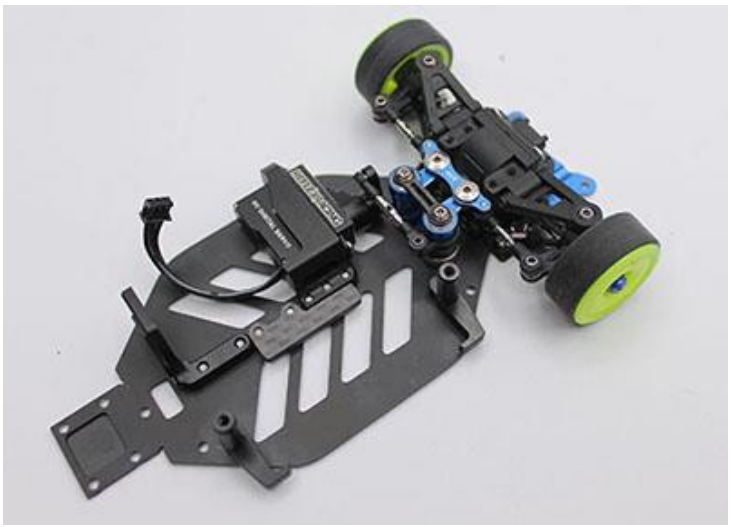
First we will start by mounting the battery holding hooks. Use the long M2x8 CS screws and thread through the bottom into the post. The pin that goes into the chassis could be a little tight. You could drill this out slightly if you want, but usually tightening it down will ensure the hooks don't move. You can use shims here to space the posts up if your battery is taller.

Next, we install the battery spacer. This is to be used when using 20mm wide batteries. With bigger batteries, you should remove this.

Up next, is the motor mount. If using a HW motor use the included CF spacer to raise the mount a bit. Please note that this may cause slight interference with the oring on the spur holder. You can source a smaller O ring or make a chamfer with a file where it may interfere. It may be a good idea to install the motor an pinion in this step. Use 2 M2x4CS screws to tighten the mount.





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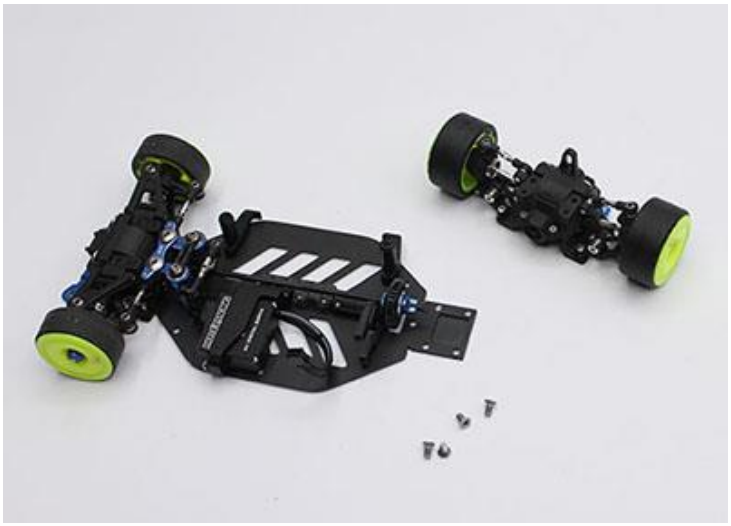
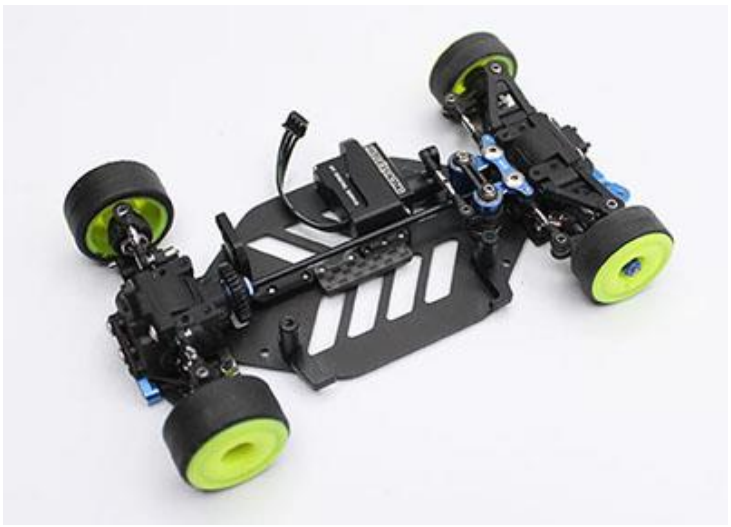
The servo mount is designed to be used with a smaller servo such as the RRE007. This servo is more than strong enough (actually has more torque than the larger ones) to handle the job and it lowers the CG and balances the car better.

Install the servo in place with 2x M2x4 BH screws and install the provided Delrin servo horn as well. Make sure the original GL Ball stud is installed from the back.

Once we install the servo, we can also install the front clip of the car. We provide some M2x4CS screws that stay flush with the bottom of the chassis.





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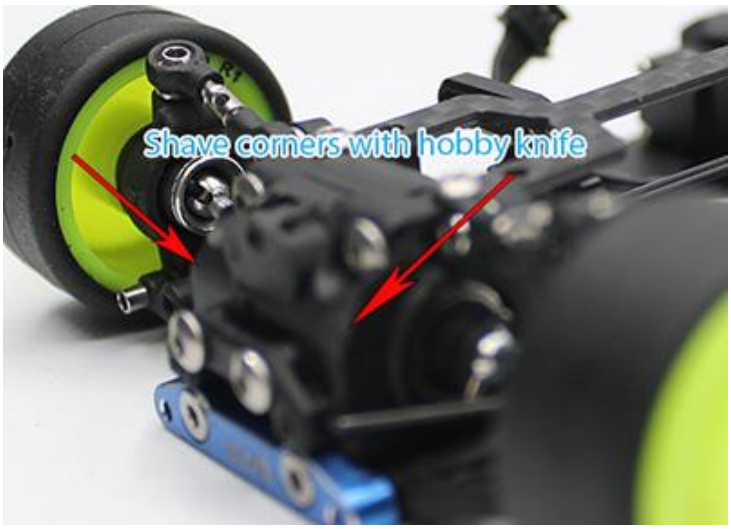
Now install the driveshaft. Be careful in this step! The driveshaft is made from 7075 aluminum, but it is still very long and skinny. It can bend if you are not cautious. If you don't want to risk it, remove the front steering, and access the gears on both front and rear through the shaft bearing top covers.

Once both sides are fully installed, you can tighten the rear gear case bottom screws to attack the rear clip.



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You can now install your top deck. Stock setting is using 4 screws on the furthest ends. This gives a little more flex and makes the car a little easier to drive. In higher bite, it is recommended to run all 8 screws.

After this, we need to mod the rear gear case slightly. First, you need to cut the rear body mount loop with a set of flush cutters. Then, you must shave the corners of the gear case as the image shows so your rear tower sits flat against the gearbox.

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Assemble your shock towers as the images show. Use some M2x4 BH to attach the threaded balls to both front and rear towers.

After this, assemble your shocks. These are the same shocks we use on the RX28. Starting setting is Kyosho 30K Blue lube. Use the Provided silver springs (RX28A-11) in the front and the original Giulia Front springs in the back. If you want mores stability, use even stiffer springs in the rear. We have found good success with MRZ Double A Arm Red springs in the back. In High Bite, we often go for an RX28A-10 Spring in the front.

To install your shock towers, you can use some of the long M2x8 CS screws provided to get a more secure fit. We suggest installing the top of the shocks before you tighten the shock tower all the way down.

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All we have left is doing electronics. The battery tabs are designed to be able to be flipped. With our RRE012 hardcase battery, you can run the recess facing upwards. With other batteries, adjust as needed.

SOME ELECTRONICS TIPS:

1. If you are struggling with the motor installation, remove the motor mount to put the motor on and leave it loose. Then using a ball 1.5mm long wrench, you can set your mesh and tighten the motor in place. It is easier if you to the pinion off the car as well.
2. Use some strong double sided tipe with moderate padding to install the ESC on its side and mount it next to the motor.
3. Install your receiver on top of the servo mount.

ASSEMBLY INSTRUCTIONS

ELECTRONICS TIPS (CONTINUED)

4. As you can see in the image below, we have shaved 30g off the Giulia! This translates into and increase of 15% on your power/weight ratio. This means that a 5500kV motor is going to be close to the same power as a 6500. We suggest motoring down. On small to medium tracks, we have success with the 4500kV motor from our friends at Houston RC. Running lower power really makes the car much more reliable for longer runs.
5. Not electronics related, but we suggest running the same diameter tires F/R. This means we start at around 23.0/23.0 on our cars. Adjust your gearing accordingly.