

## Factory Works RC10L Lipo Chassis Conversion

Disassemble your donor car- remove the front end from the chassis, and the entire rear from the T plate. You can leave the pod assembled, but remove the top brace for ease of assembly.

Starting at the front, install the bumper adapter (with the countersunk holes down) using 2 of the 3/8 long screws and locknuts. This piece is removable for very short bodies such as the Bolink Legends. Next, install the front arm mounts using 3/8 long screws and locknuts. They can be flipped to give half increments of wheelbase adjustment, start with them swept backwards. Starting point for a narrow SS car is the second set of holes from the inside. For a wide car, use the far outer holes. Next, install your arms to the new chassis using 8-32 button head screws. Starting point for the standard car is the furthest forward set of holes. Your servo can be taped or screwed to the chassis between the arm mounts.

Transfer one of your T plate pivots to the new H plate. Tighten the 4 screws evenly, and make sure the ball moves freely. Install your pod using your stock spacer and stock hardware. This chassis kit fits both SS and Standard Pods. Install the tweak screws in the T Bar and tighten about halfway.

Install the Lipo strap post to the front of the chassis using a 1/2" screw. If you're using a shorty pack, install the remaining long post in the next hole back as well using a 1/2" screw.

To install the lipo guides, insert a 1/2" screw for the front and 3/4" for the rear on both sides. Use a plain nut to hold them to the chassis and tighten well. Install the guides and a locknut on the front screws. Install a 3/4" long screw with a plain nut in the center rearmost hole which will be the H plate pivot. Now set your assembled rear pod onto it and the two rearmost lipo straps. Finish with the short standoffs to hold the bar in place. On a standard 10L, install your stock dampener post onto the 3/4" long screw at the back, this will lock down your T Bar pivot. You may wish to use a thin nut before installing the tube, this is optional. If you are running a 10Ls or other kit that used a brace, thread together the two pieces of dampener tube making one long piece. Now install your stock pod top plate with the dampener collars, springs, and friction plates the same as your original kit. Install the shock mount to the Lipo Strap. The strap will fasten to the posts using nylon nuts for quick easy removal. You may need to run the nuts onto a screw a few times before they loosen up a bit. You can substitute knurled nuts and posts from other modern cars if you wish.

Last thing, make sure you check the chassis tweak once all the electronics are installed. This is critical! Use the tweak screws to get the balance perfect. Some people like to use a piece of brass strip under the screws to keep them from digging in. Use the original manual for instructions on setting the tweak if you are not sure. While they are in a different position, they do the same thing as your manual describes.



**Thank you for choosing Factory Works! For help please contact us at [factoryworksrc@gmail.com](mailto:factoryworksrc@gmail.com)**

4-40 x 3/8" fh (6)	4-40 x 1/2" fh (4)
4-40 x 3/4" fh (3)	4-40 long setscrew (4)
4-40 short set screw (2)	4-40 nyloc (8)
4-40 plain nut (5)	4-40 nylon (4)
25mm Standoff	20mm Standoff