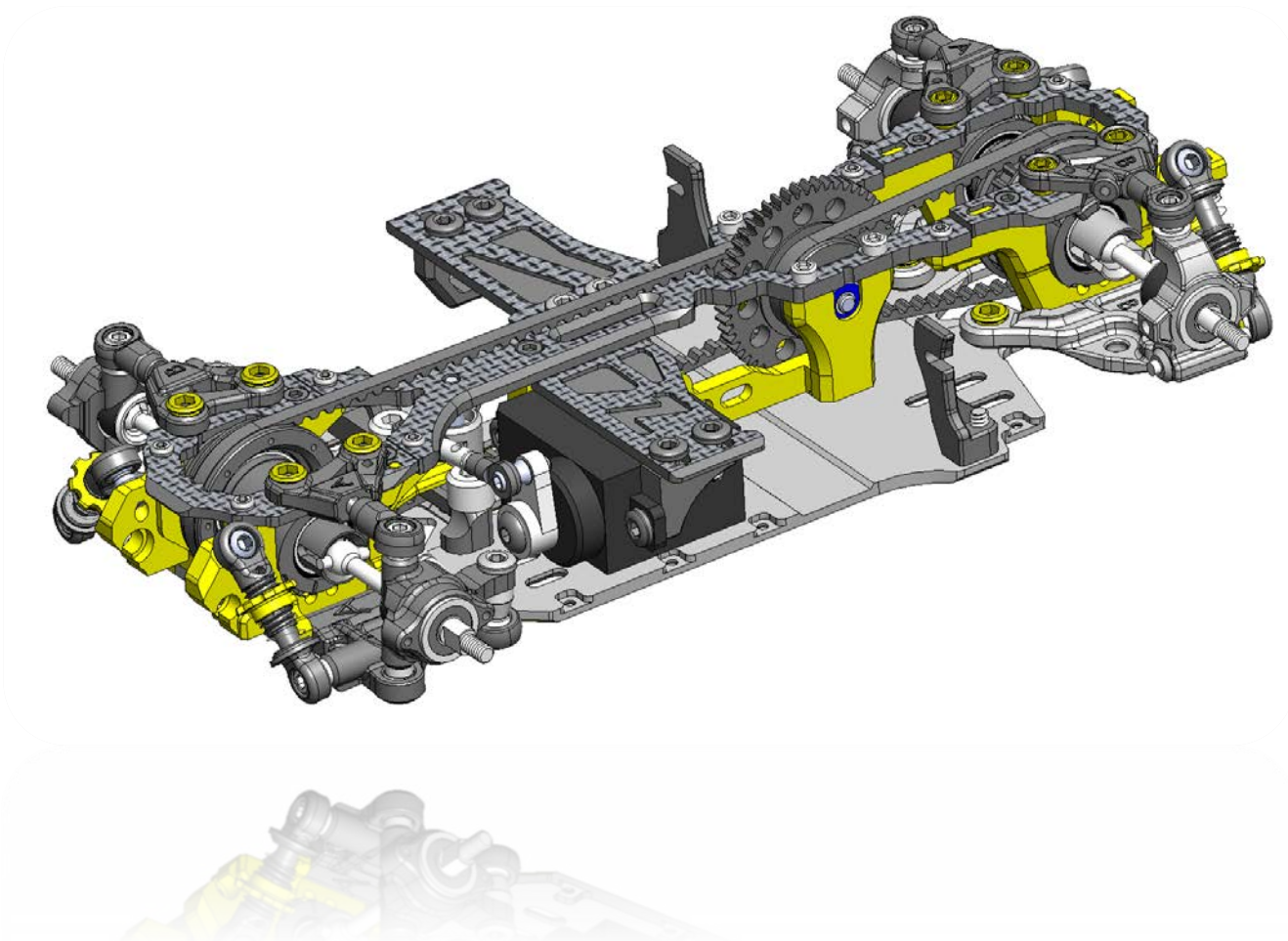


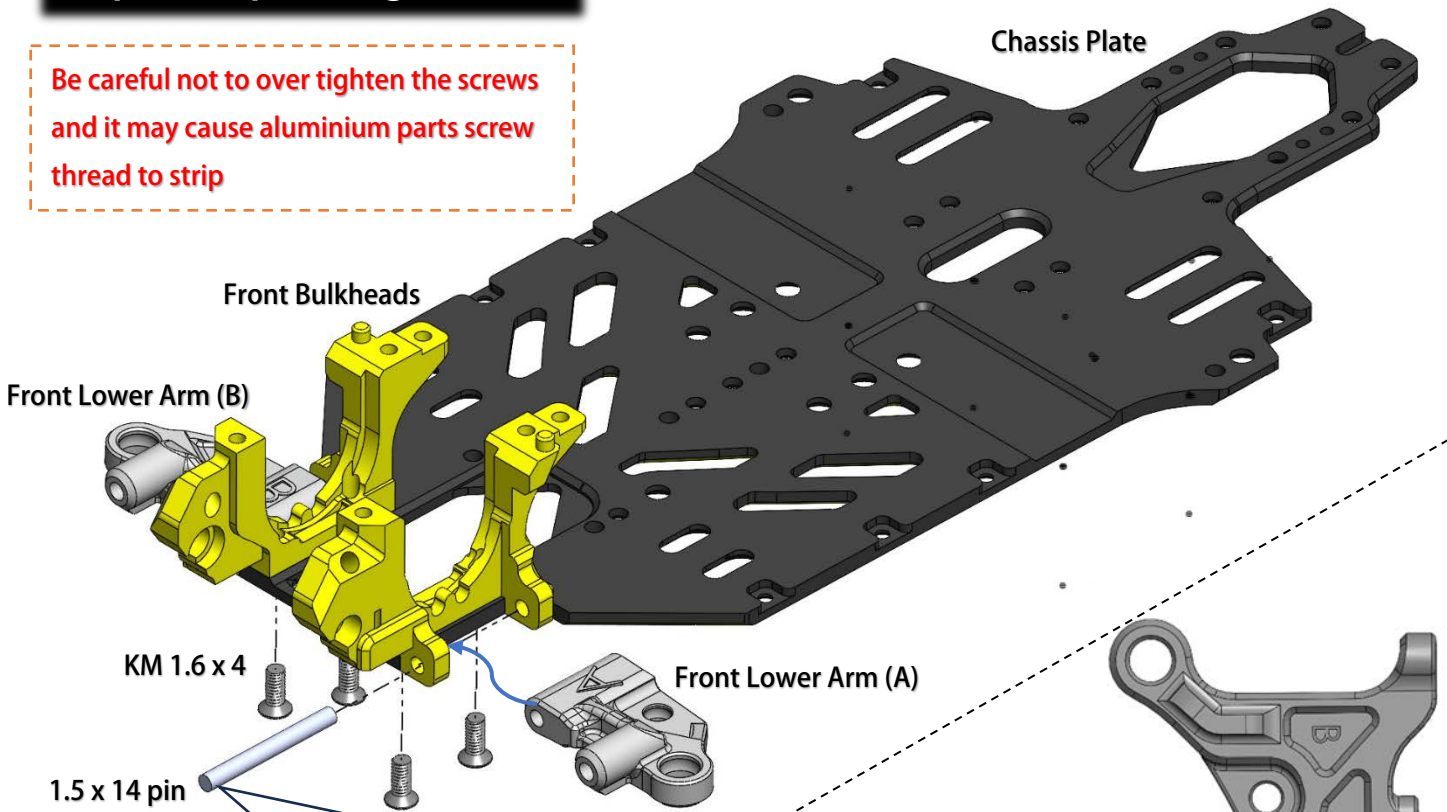


# BZ5

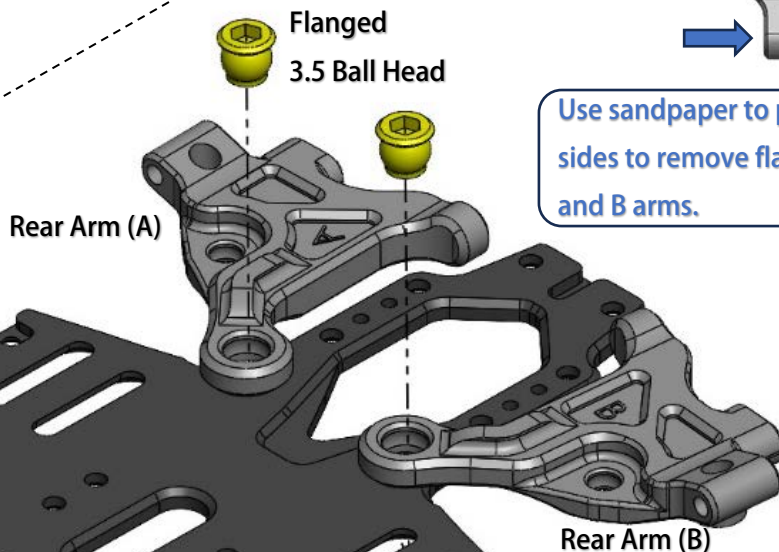
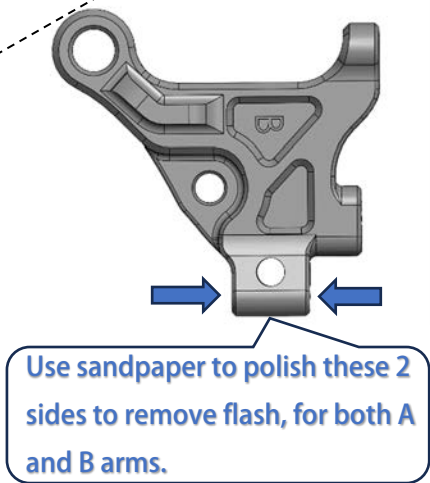


# Step 01 (Open Bag 1 to 5)

Be careful not to over tighten the screws and it may cause aluminium parts screw thread to strip

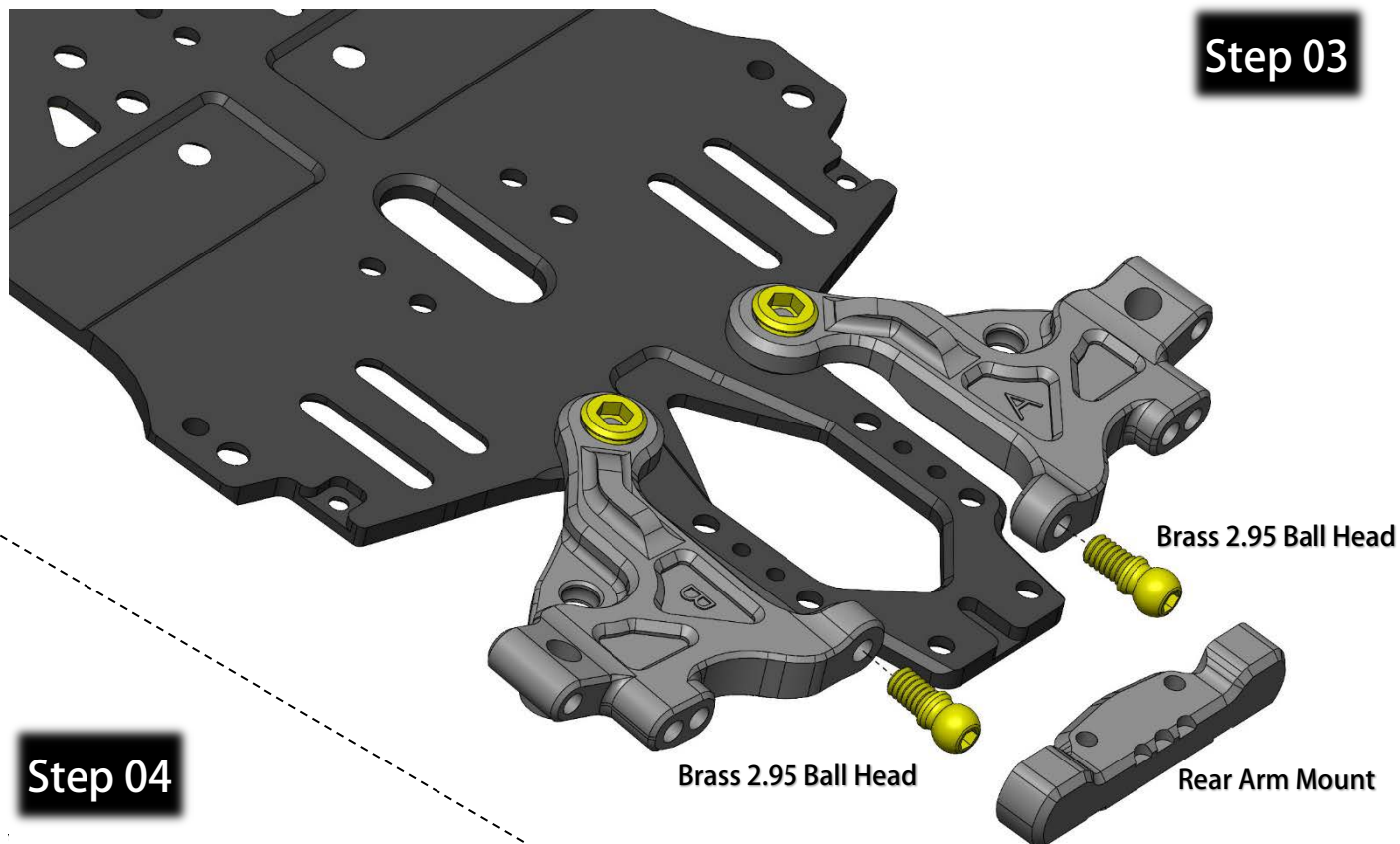


The steel pin will have snug fit with bulkhead but tight fit with the arm. It needs some force to push it in.

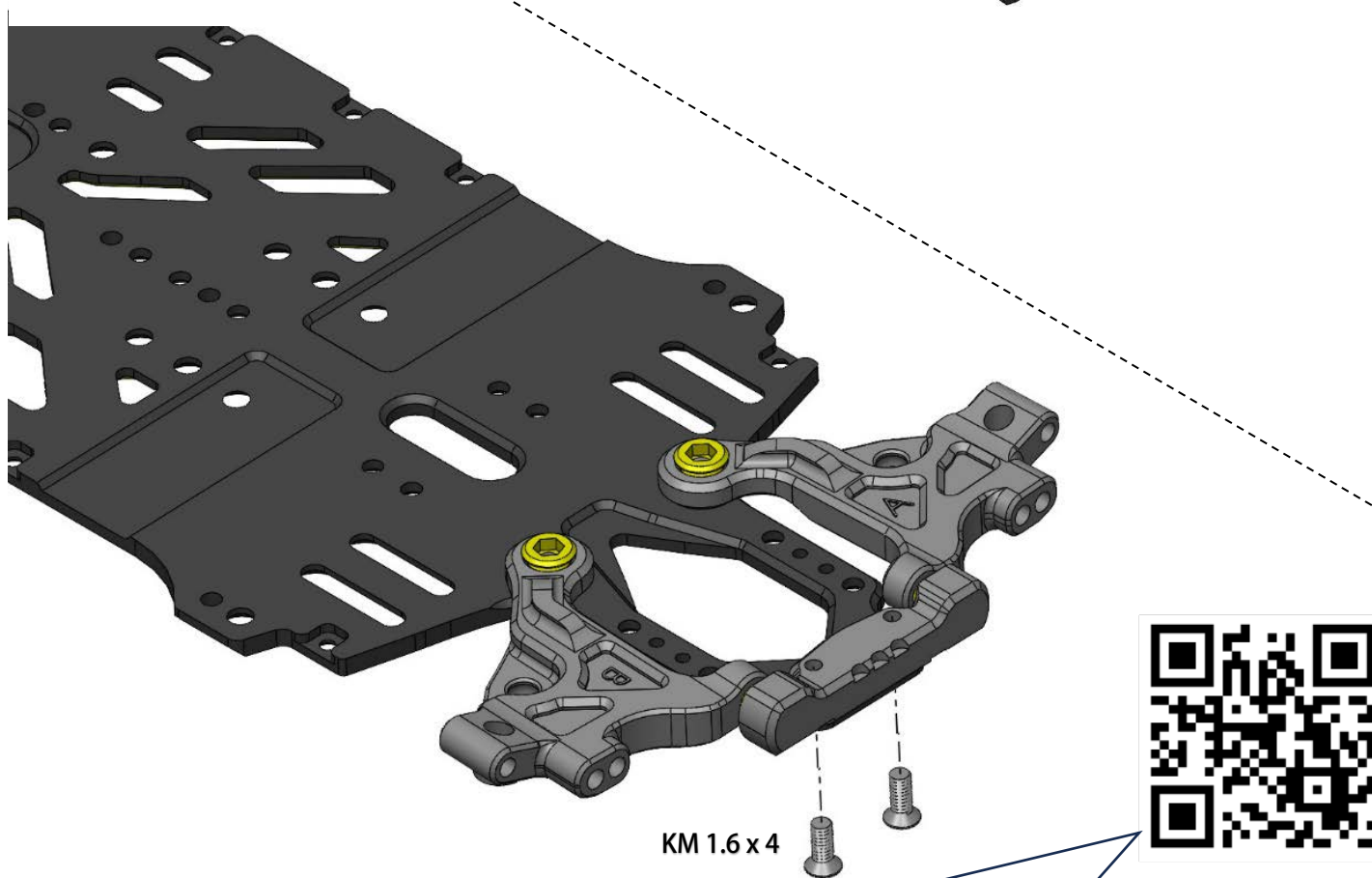


# Step 02

Step 03

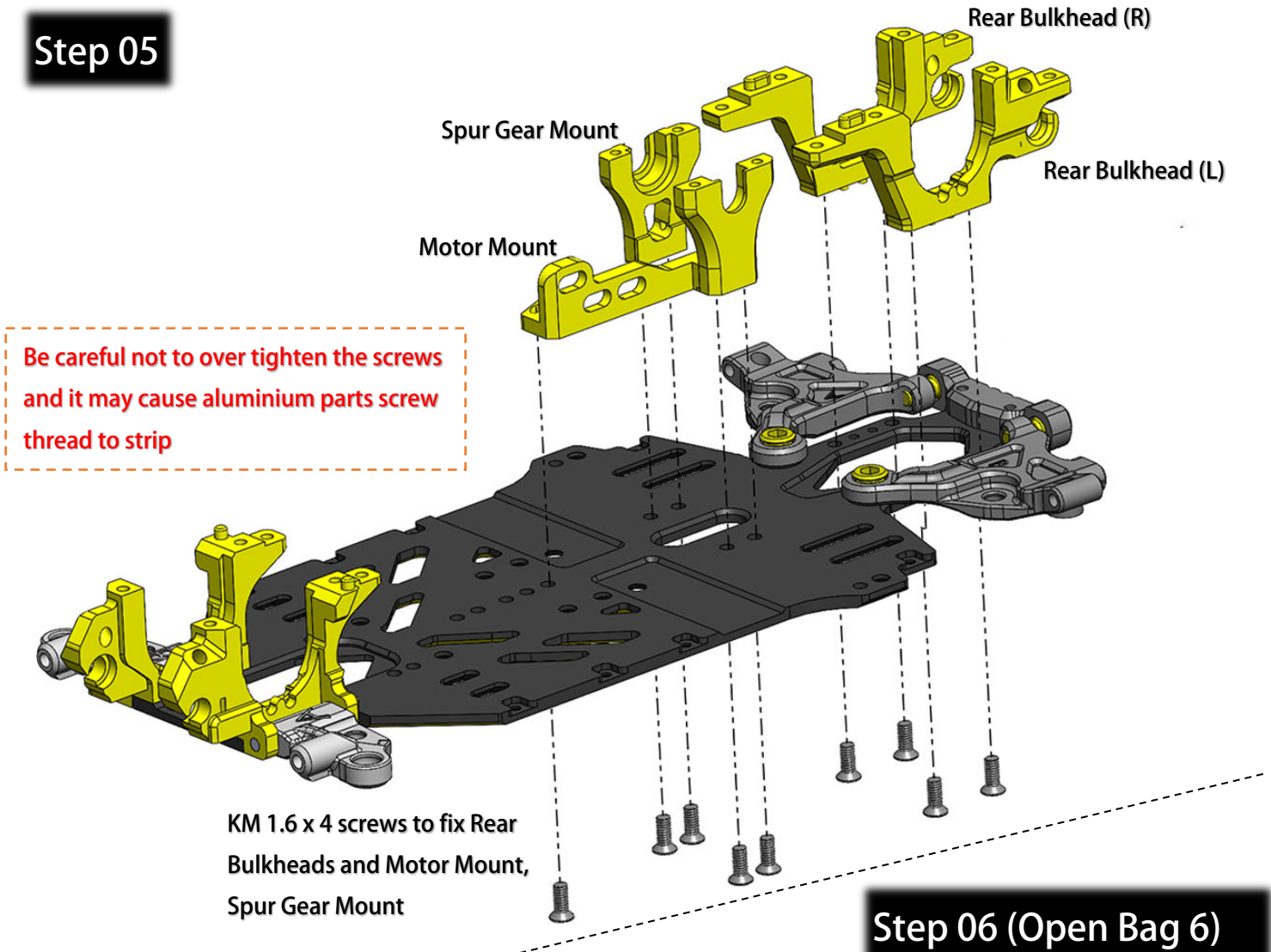


Step 04



Video to show how to apply “press method” to make ball joints rotate smoothly, please scan the QR code. (YouTube video)

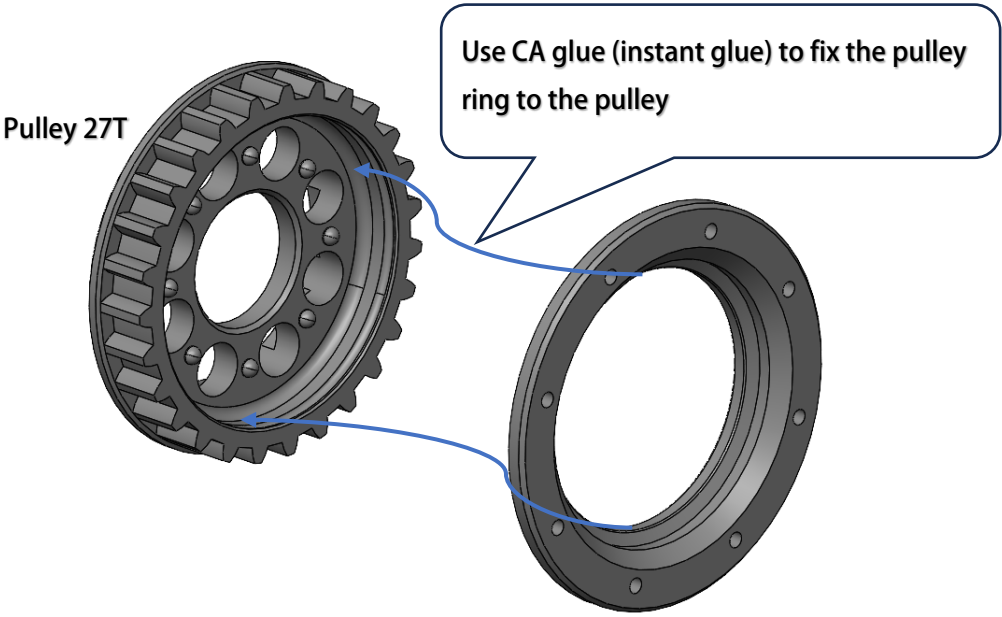
# Step 05



Be careful not to over tighten the screws and it may cause aluminium parts screw thread to strip

KM 1.6 x 4 screws to fix Rear Bulkheads and Motor Mount, Spur Gear Mount

# Step 06 (Open Bag 6)

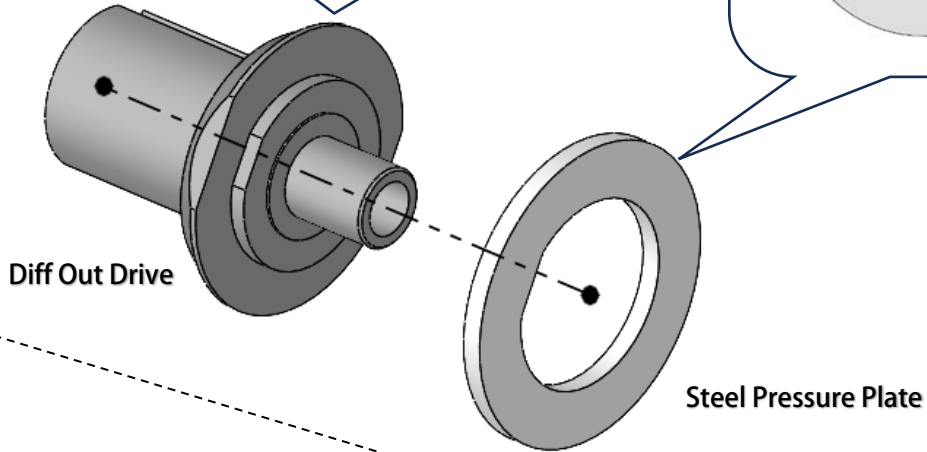


## Build 2 sets of Ball Differential

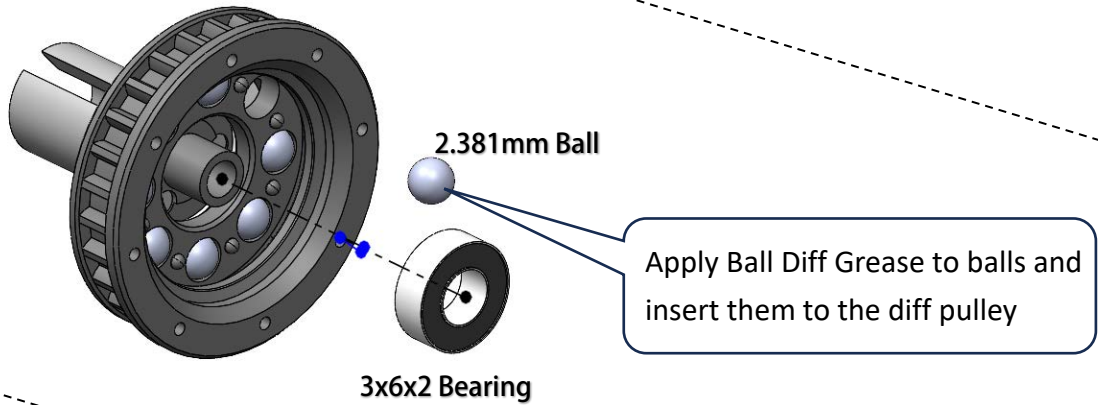
- Use the #1500 sandpaper to polish the pressure plates and thrust bearing plates for best performance.
- Apply ball diff grease to the flat surface as adhesive to hold the diff plate.

Align the "D" Shape

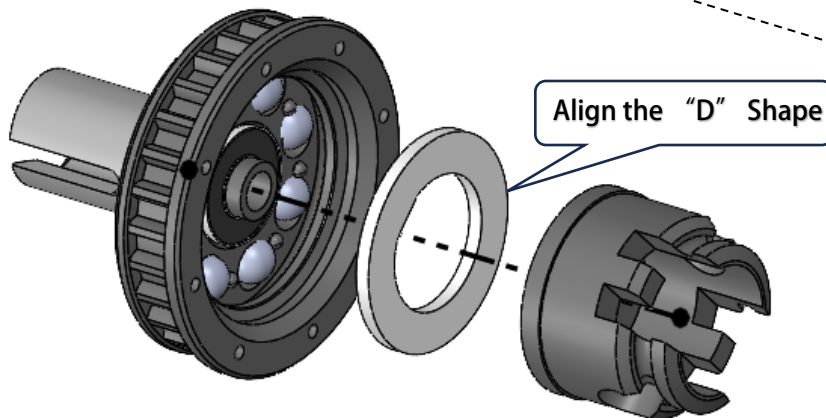
### Step 07



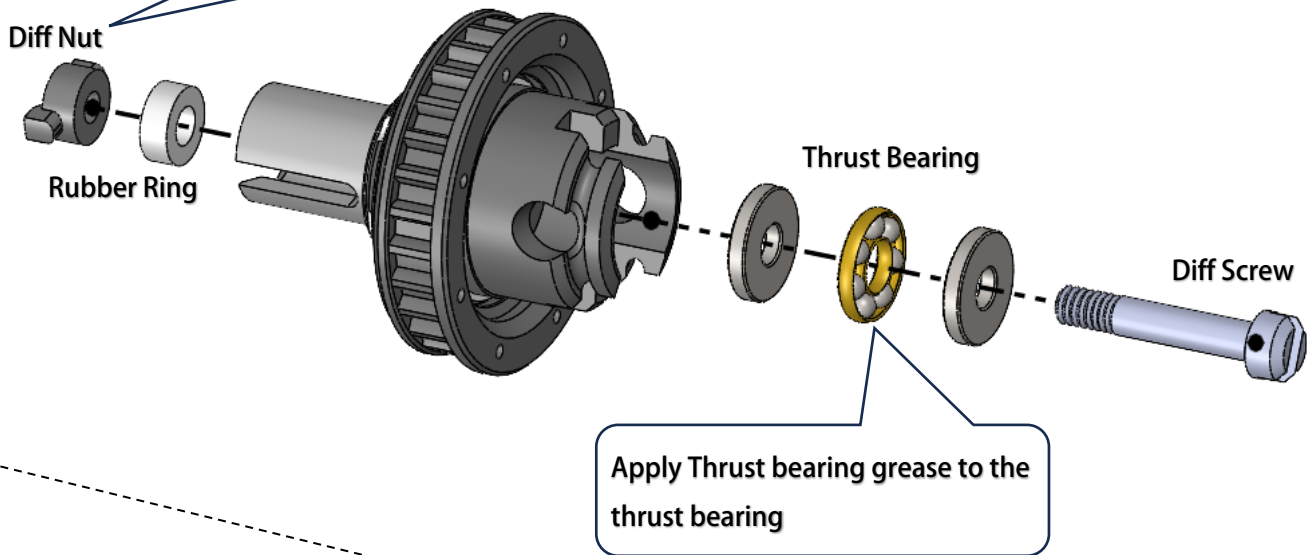
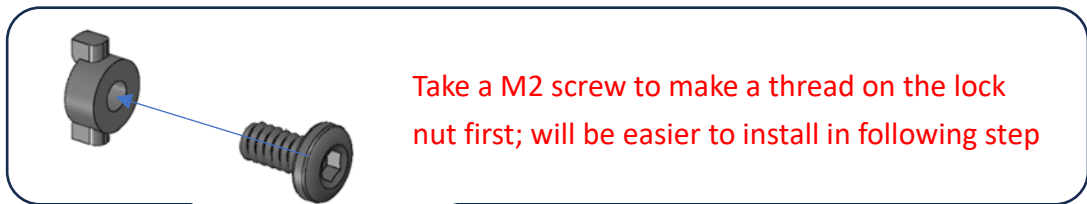
### Step 08



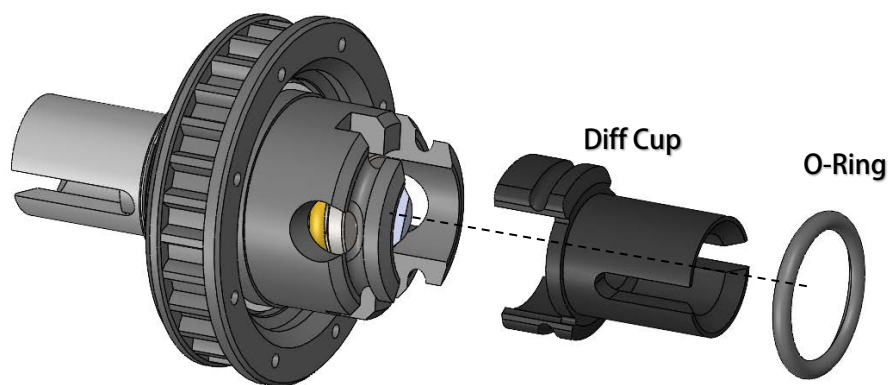
### Step 09



# Step 10

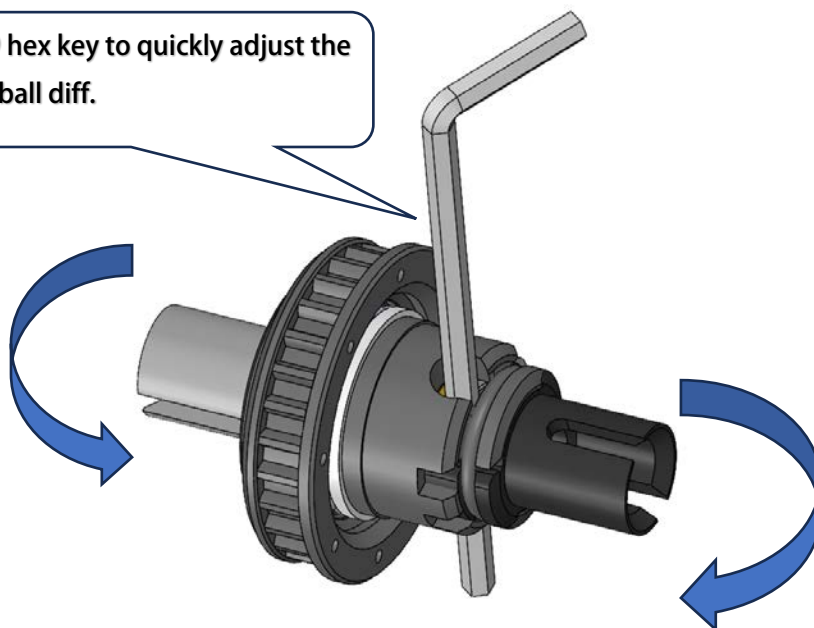


# Step 11



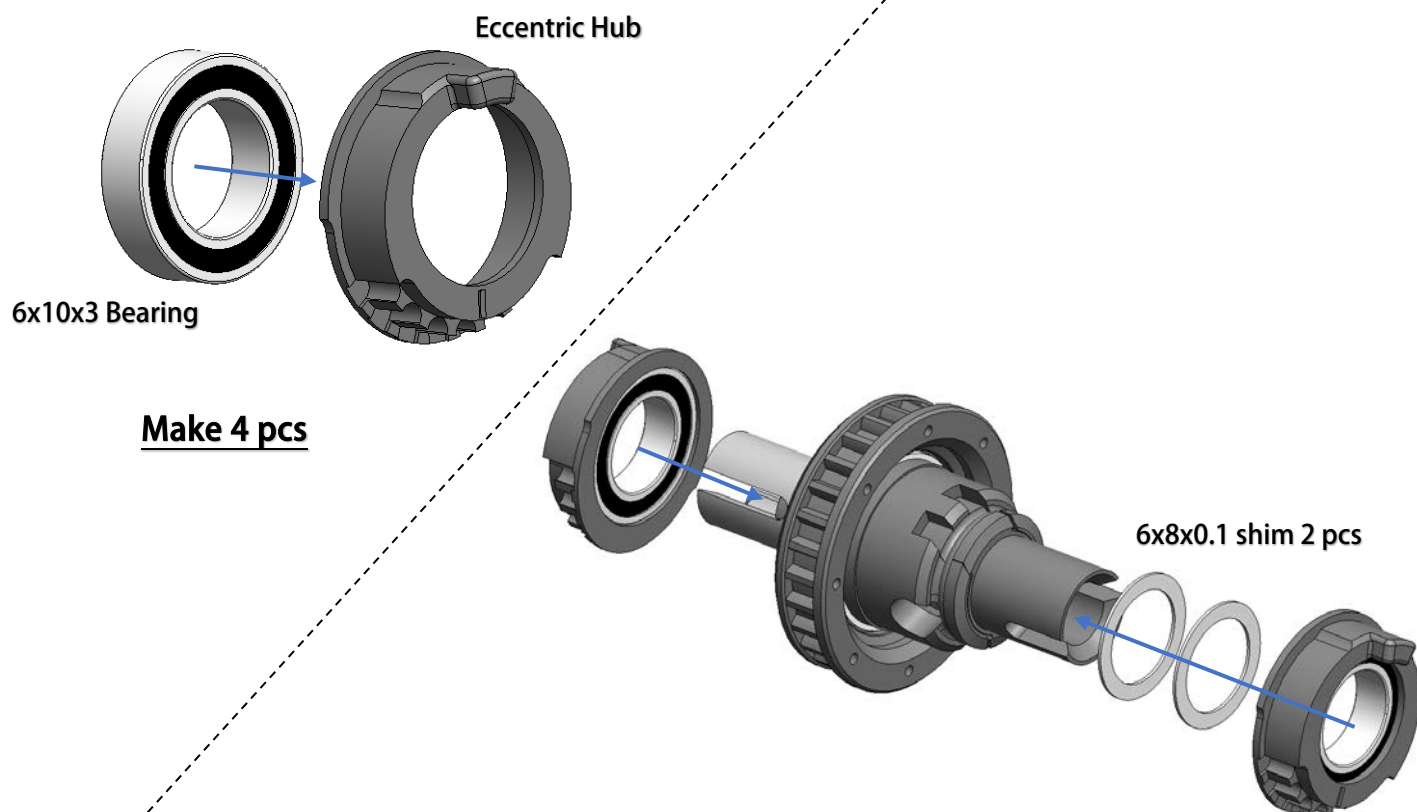
# Step 12

We can use a 0.9 hex key to quickly adjust the tightness of the ball diff.

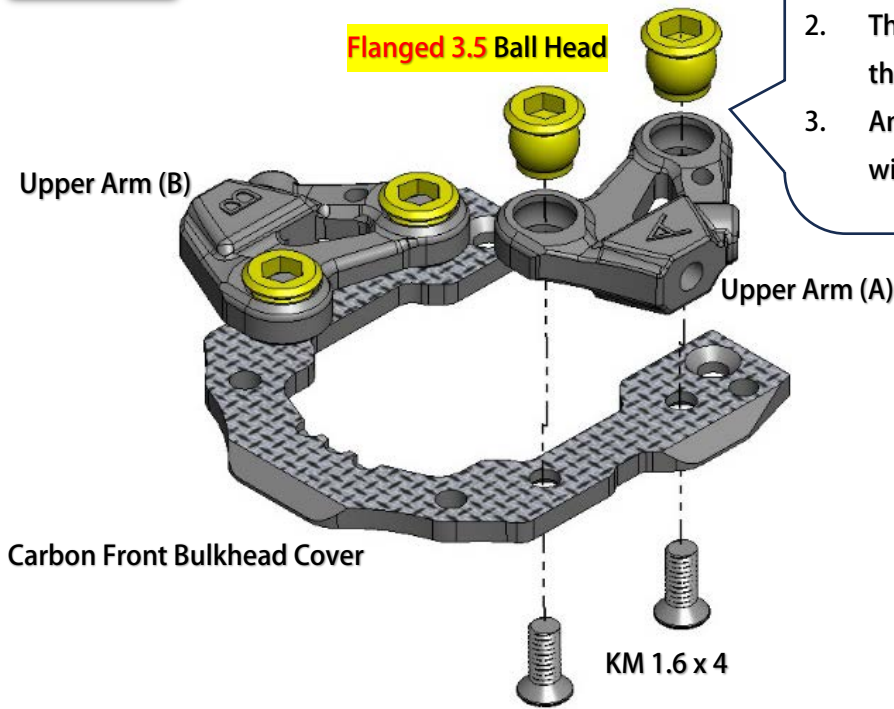


# Step 13 (Open Bag 7)

# Step 14

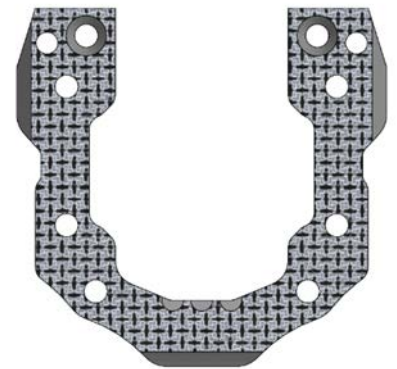


## Step 15 **Front Bulkhead Cover**

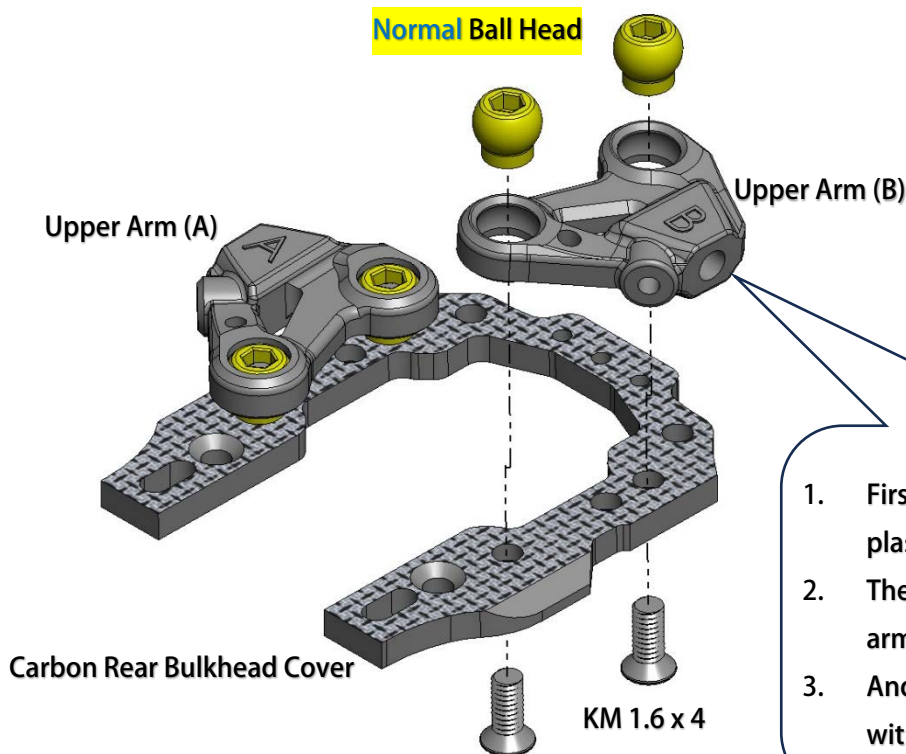


1. Firstly, it may need to clean the flash of plastic from the upper arm by hobby knife.
2. Then insert the flanged brass ball head to the upper arm.
3. And fix the ball head to the carbon plate with KM1.6 x 4 screw

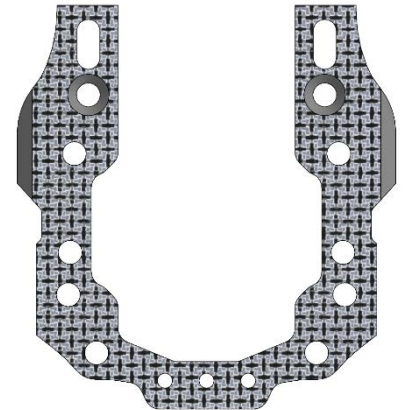
**Front Bulkhead Cover**



## Step 16 **Rear Bulkhead Cover**



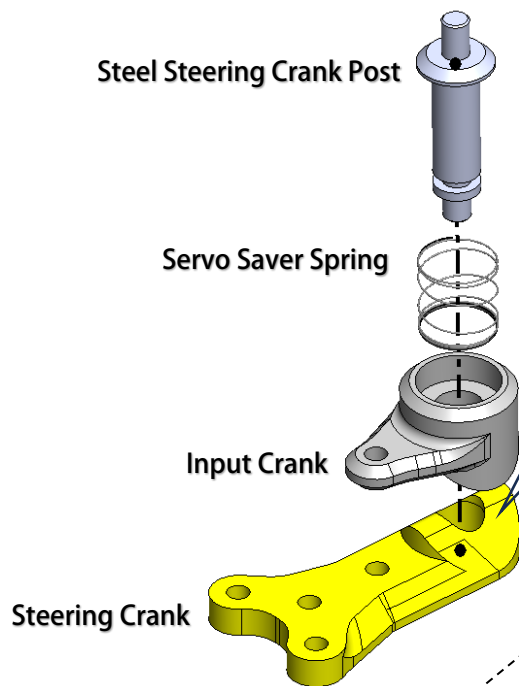
**Rear Bulkhead Cover**



1. Firstly, it may need to clean the flash of plastic from the upper arm by hobby knife.
2. Then insert the brass ball head to the upper arm.
3. And fix the ball head to the carbon plate with KM1.6 x 4 screw



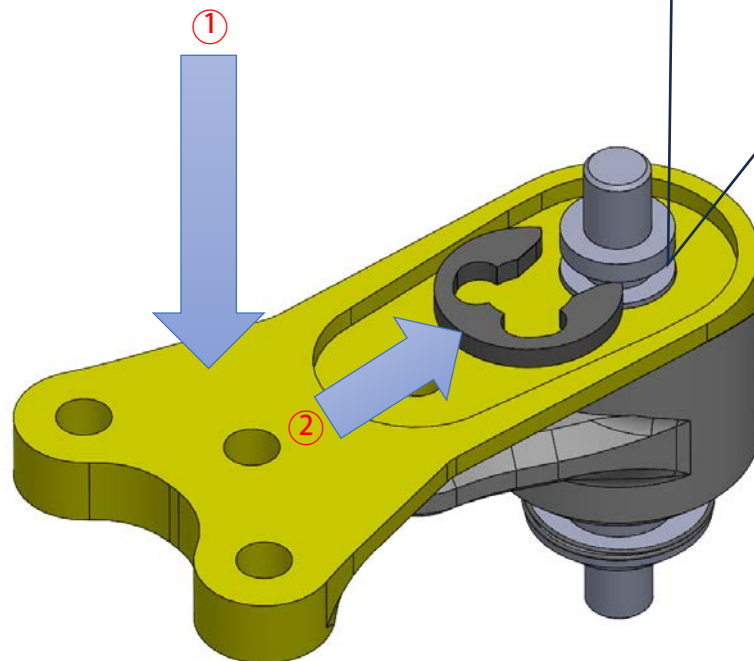
## Step 17 (Open Bag 8)



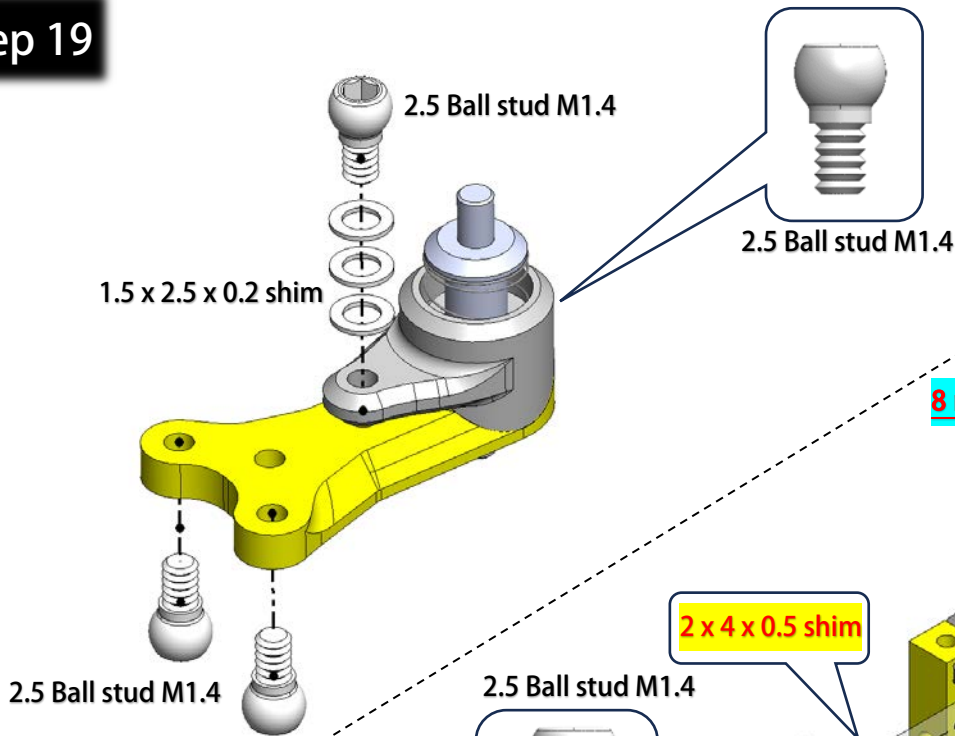
Apply grease between the cranks for best performance

## Step 18

- (1) Inverted the steering crank and push it down until the "slot" of the steel post come up.
- (2) Insert the M1.5 e-clip to the slot using a piler

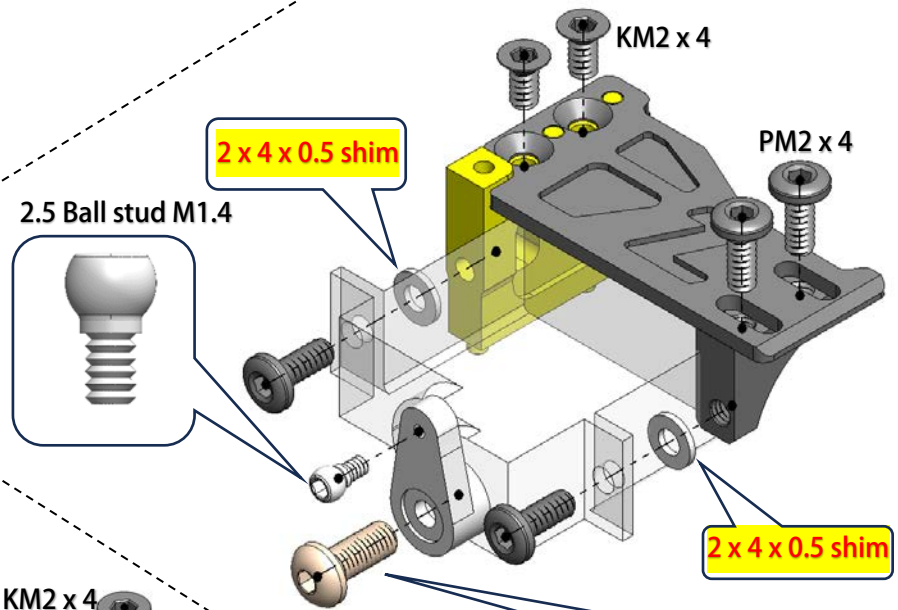


# Step 19



# Step 20B

8 mm thick servo, such as AGF A06



# Step 20A

11mm thick servo, such as AGF A11

2.5 Ball M1.4 Long Neck



Servo mount A

PM2 x 4

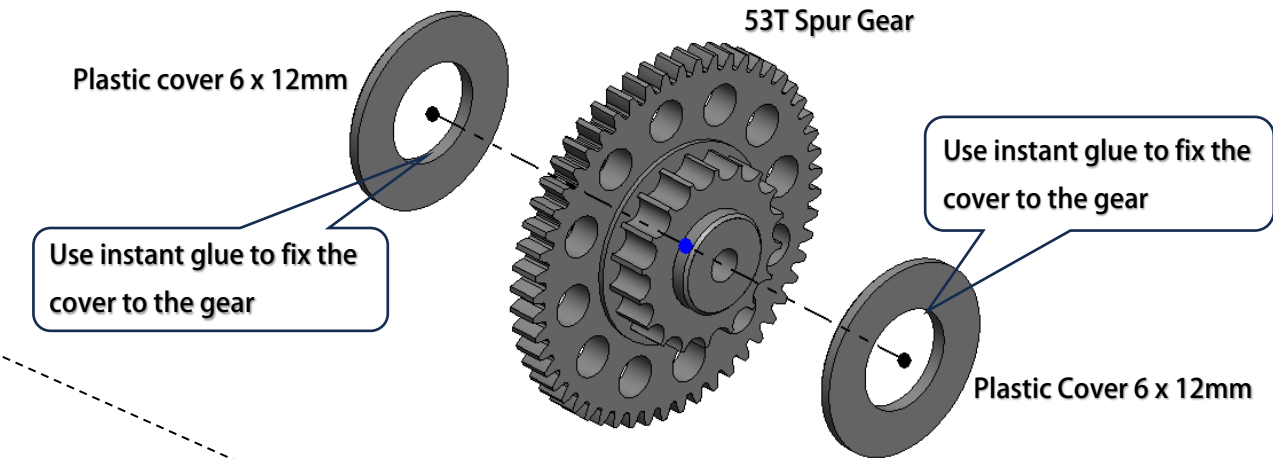
Servo mount B

PM2 x 4

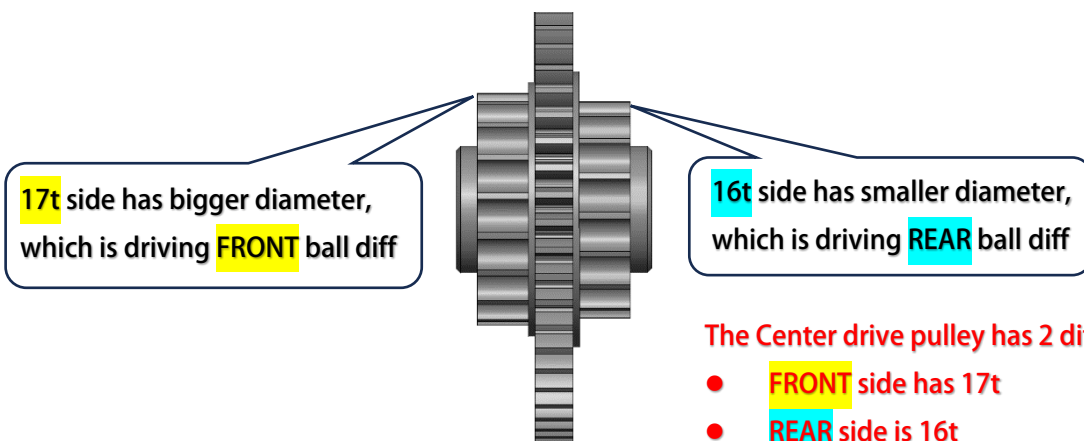
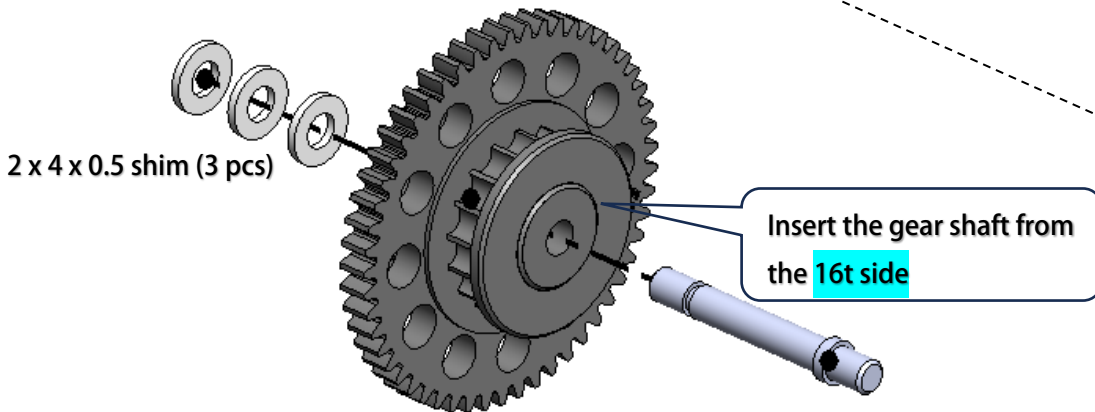
Use the special screw and servo horn that come with the servo package

Use the special screw and servo horn that come with the servo package

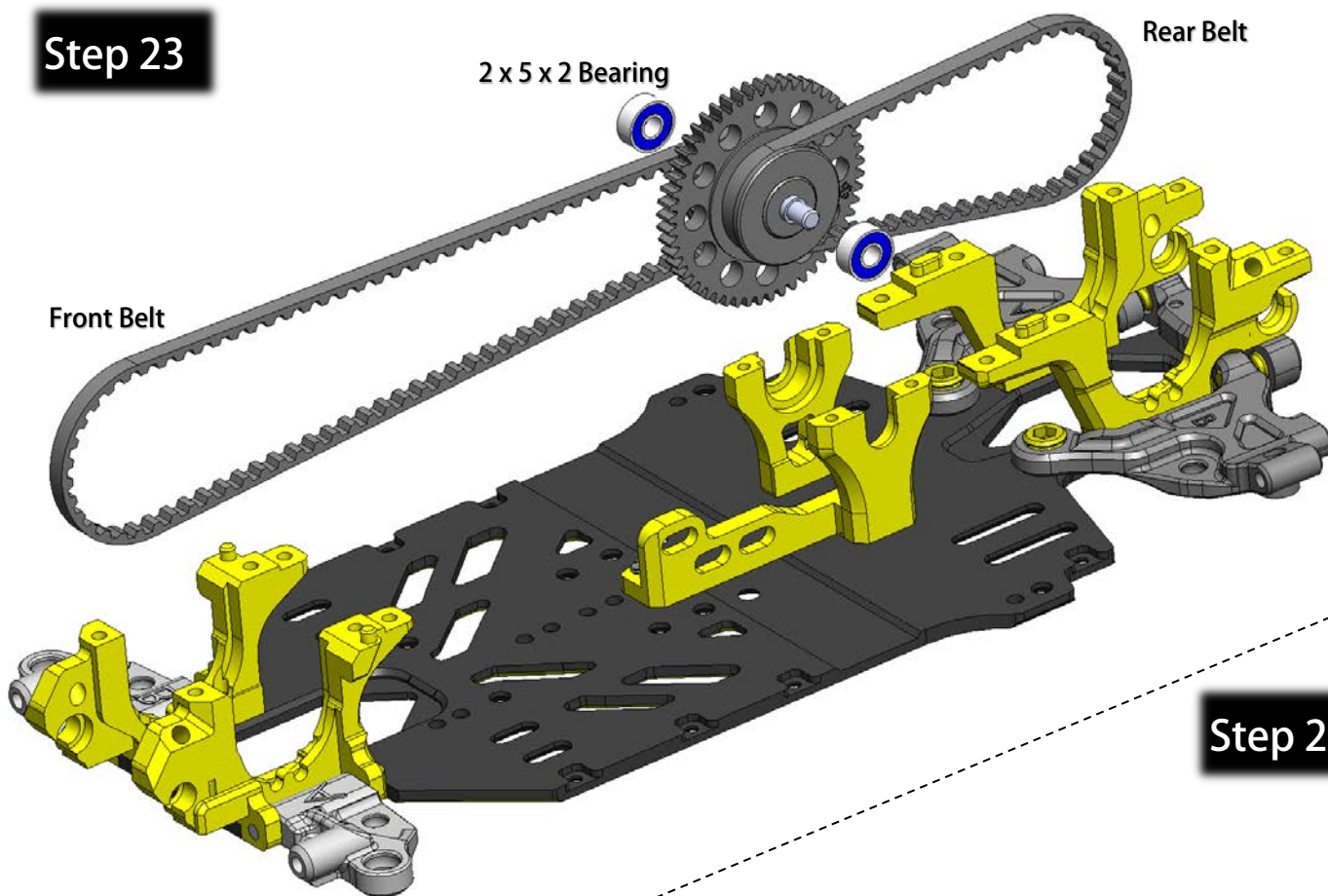
## Step 21 (Open Bag 9)



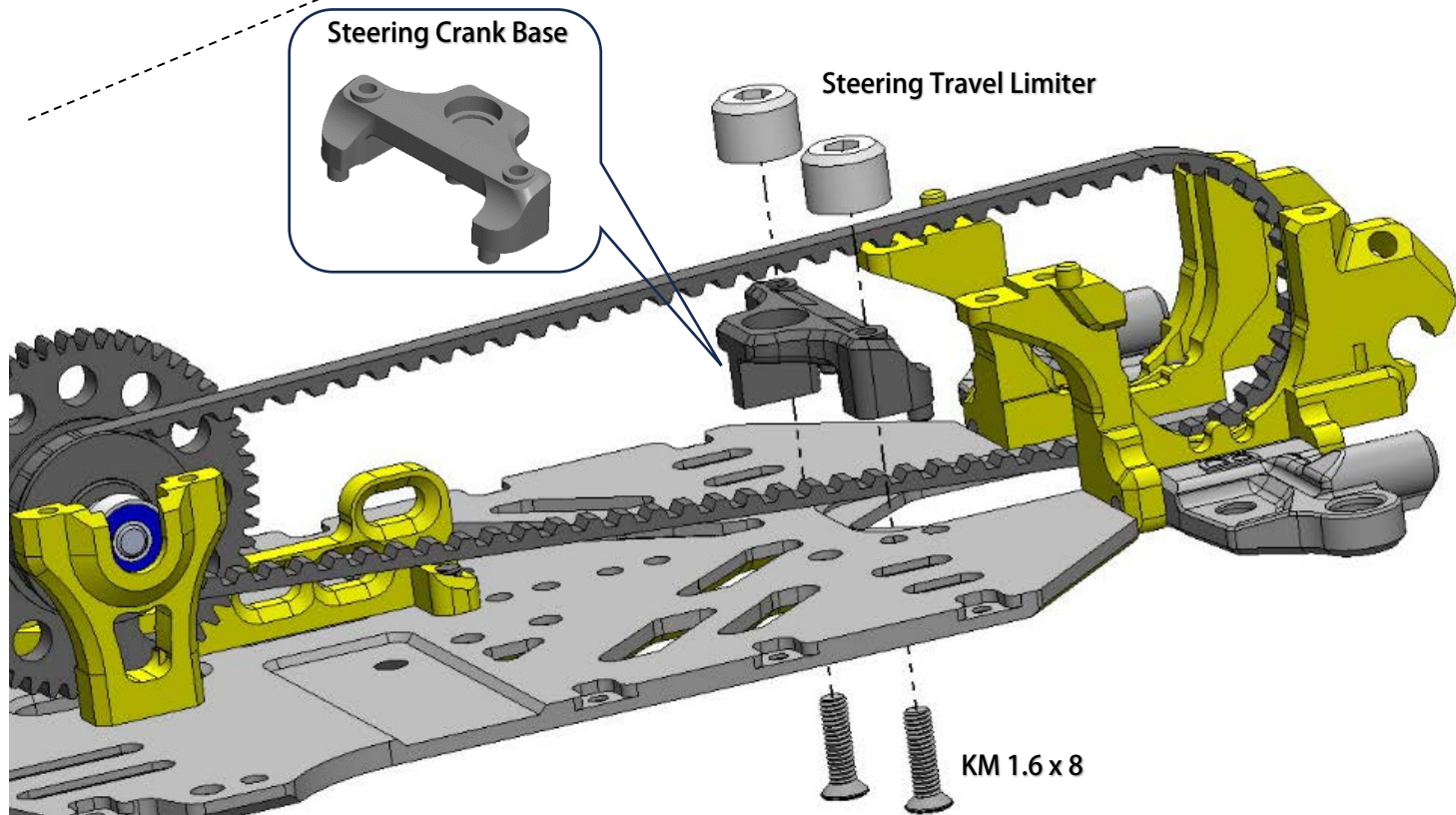
## Step 22



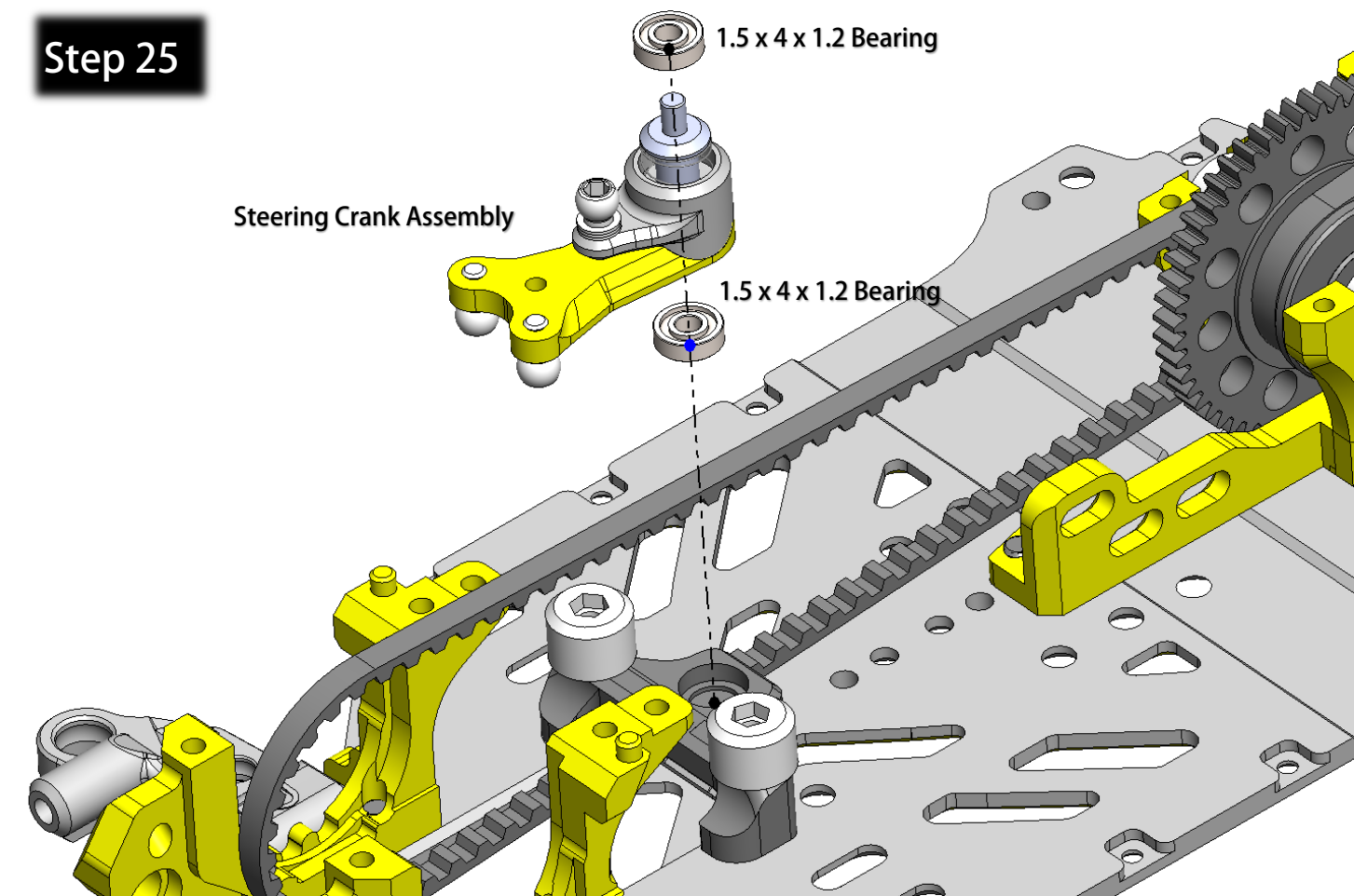
# Step 23



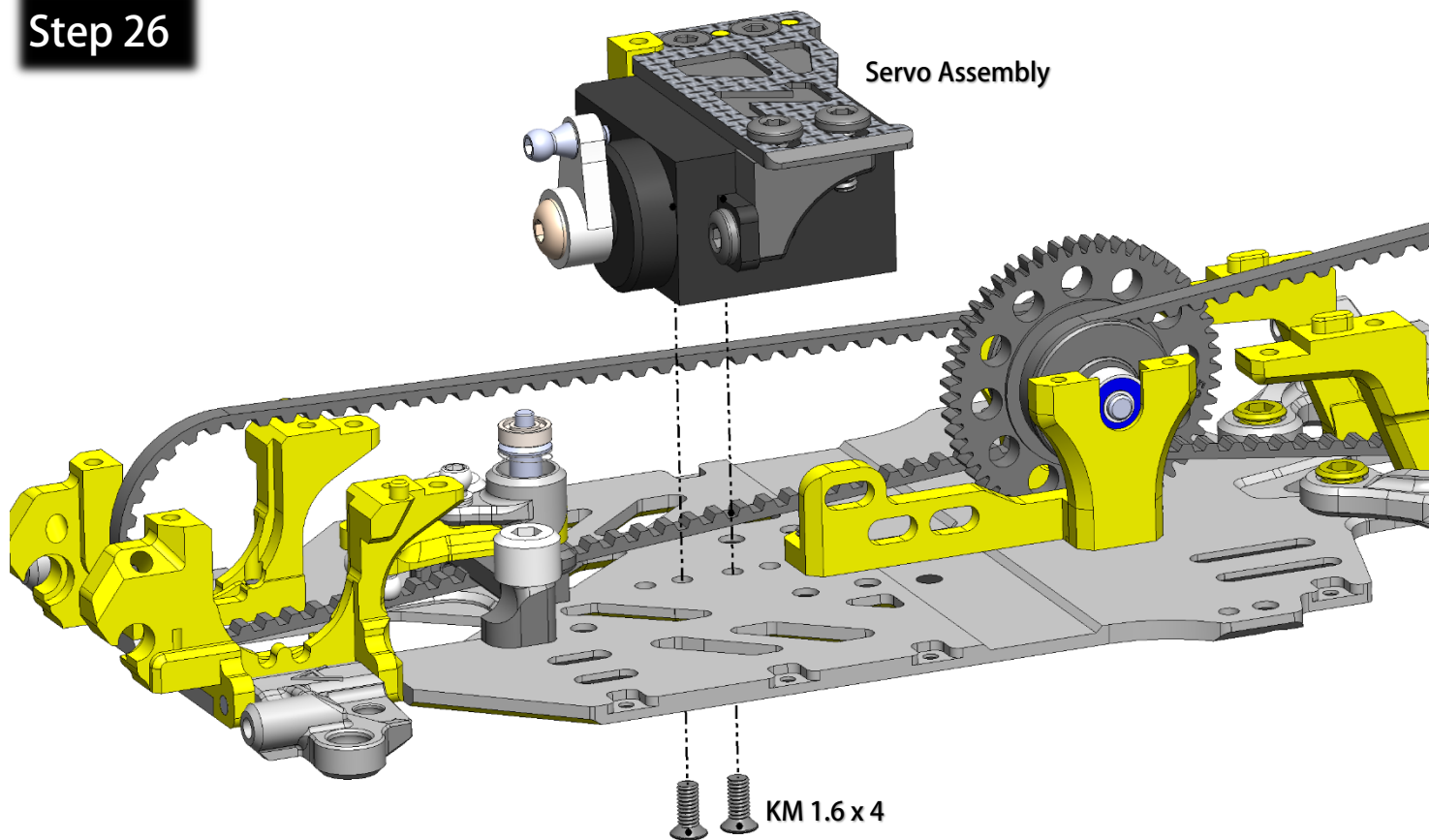
# Step 24



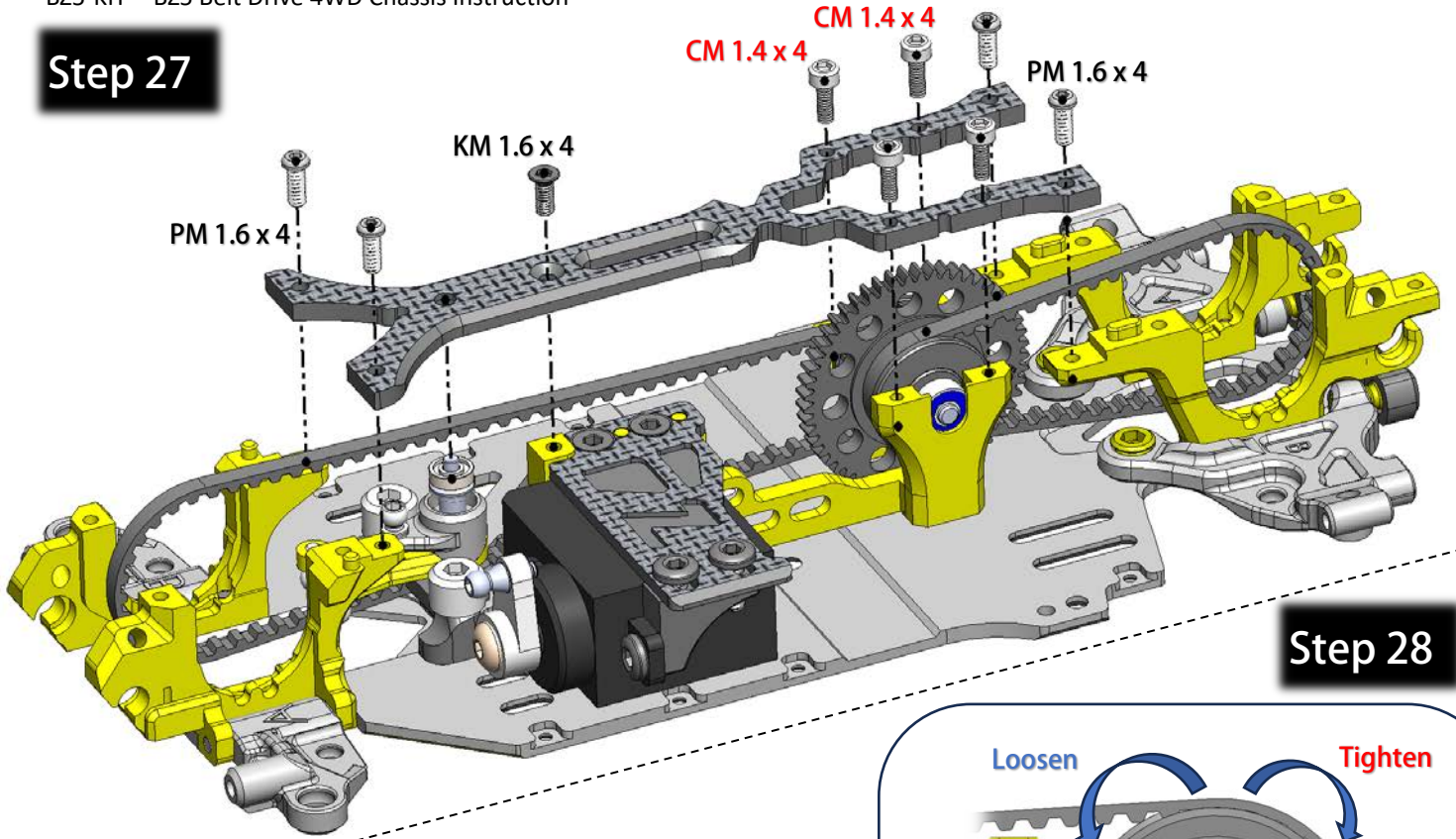
# Step 25



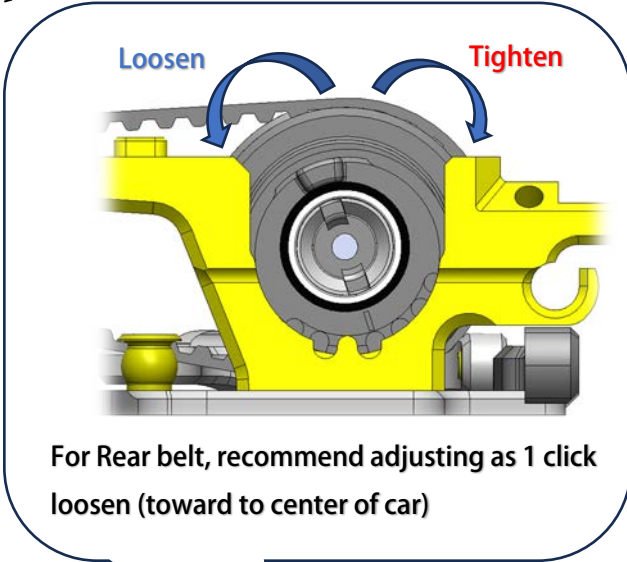
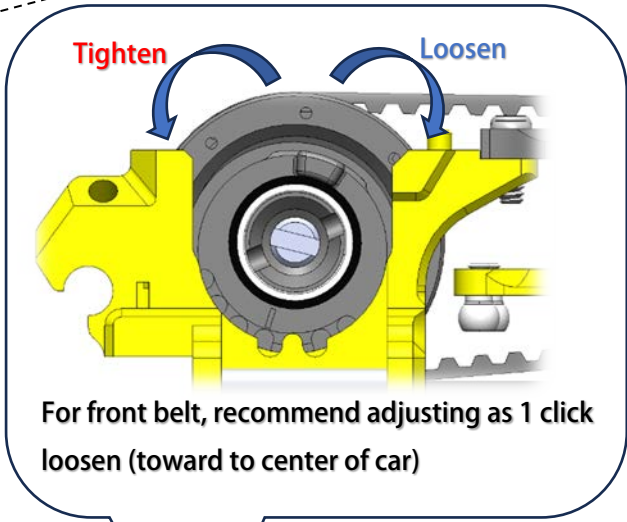
# Step 26



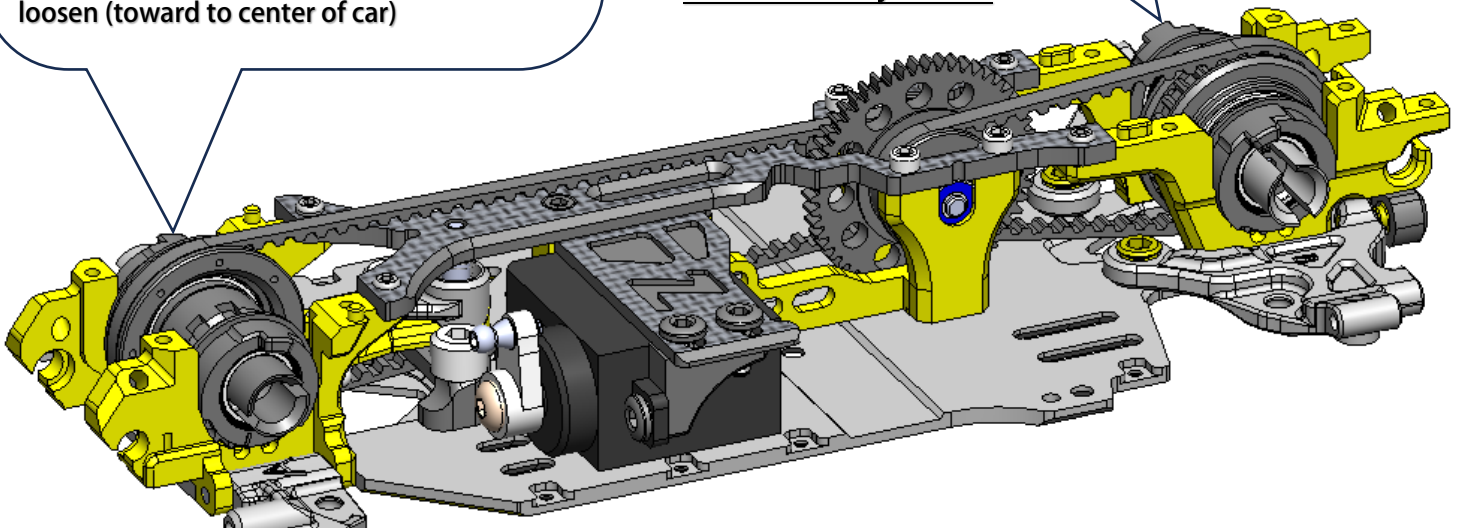
# Step 27



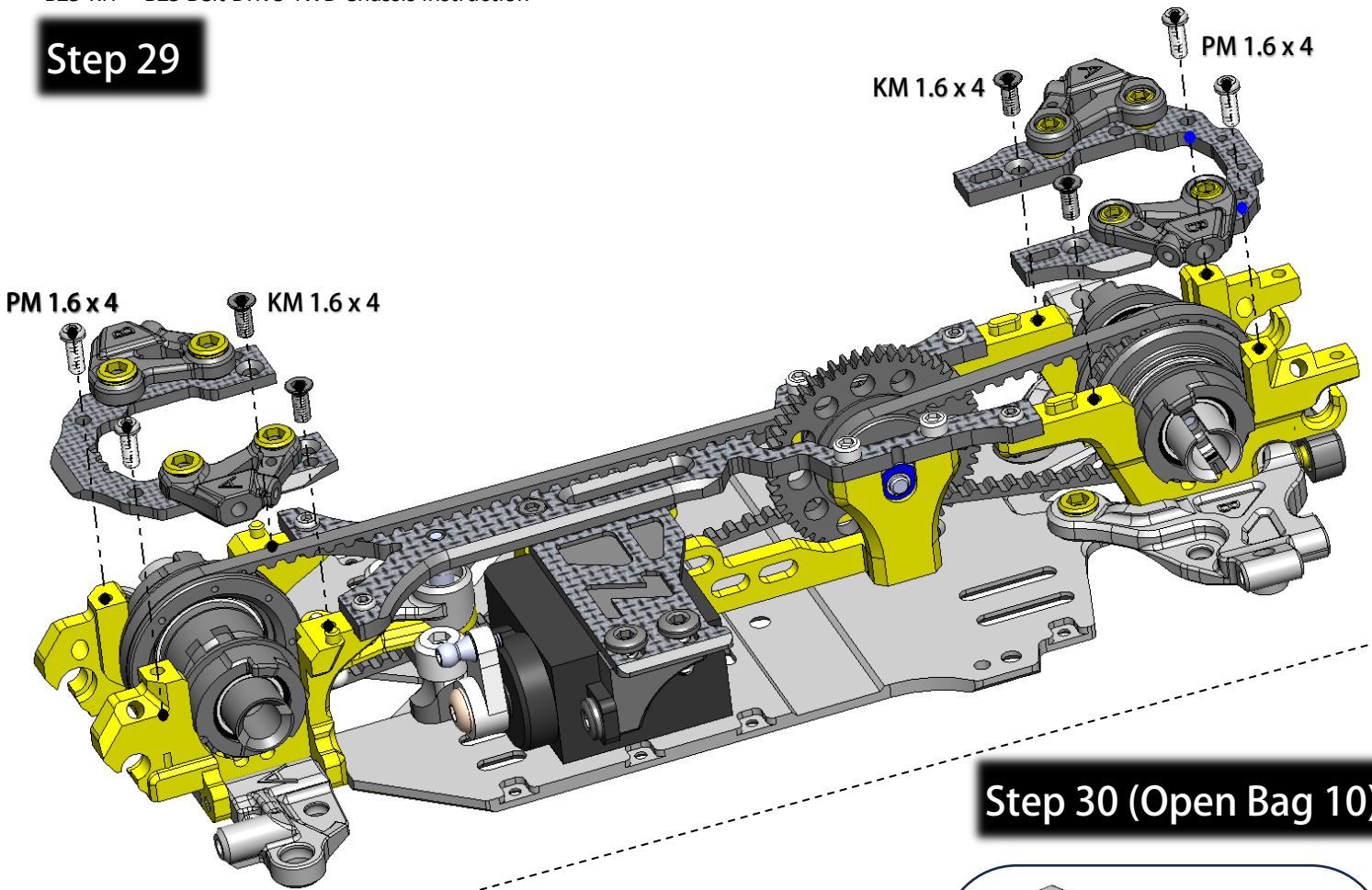
# Step 28



## Belt Tension Adjustment



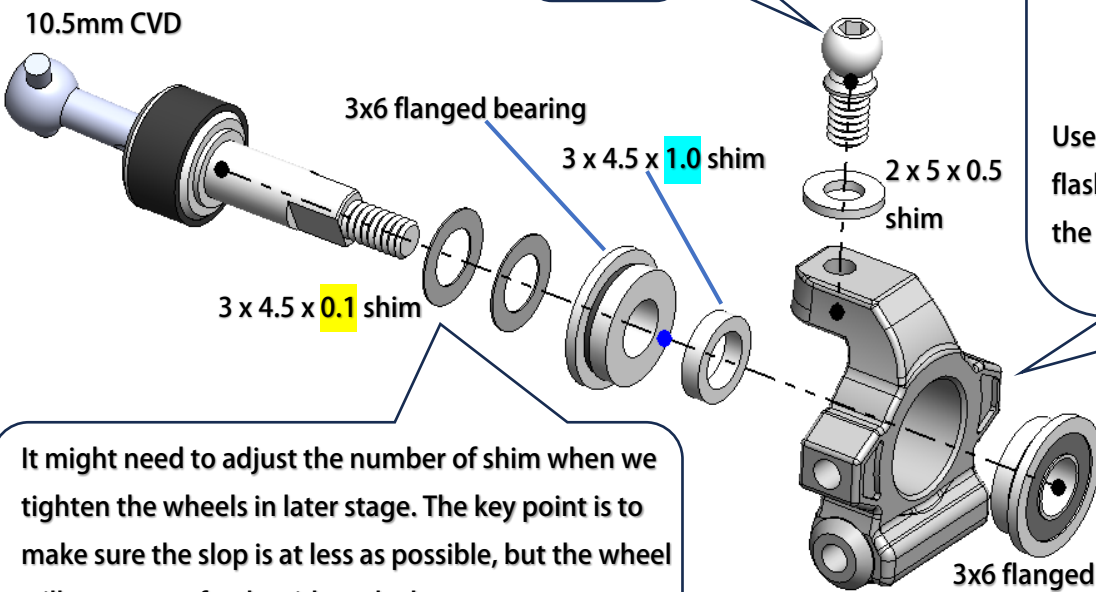
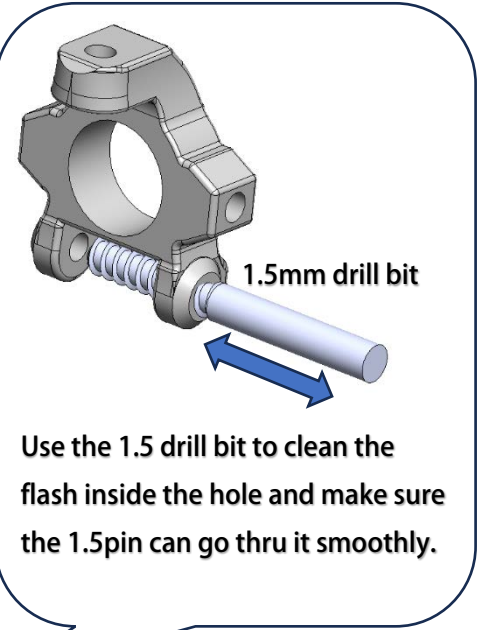
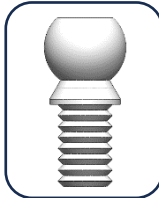
# Step 29



# Step 30 (Open Bag 10)

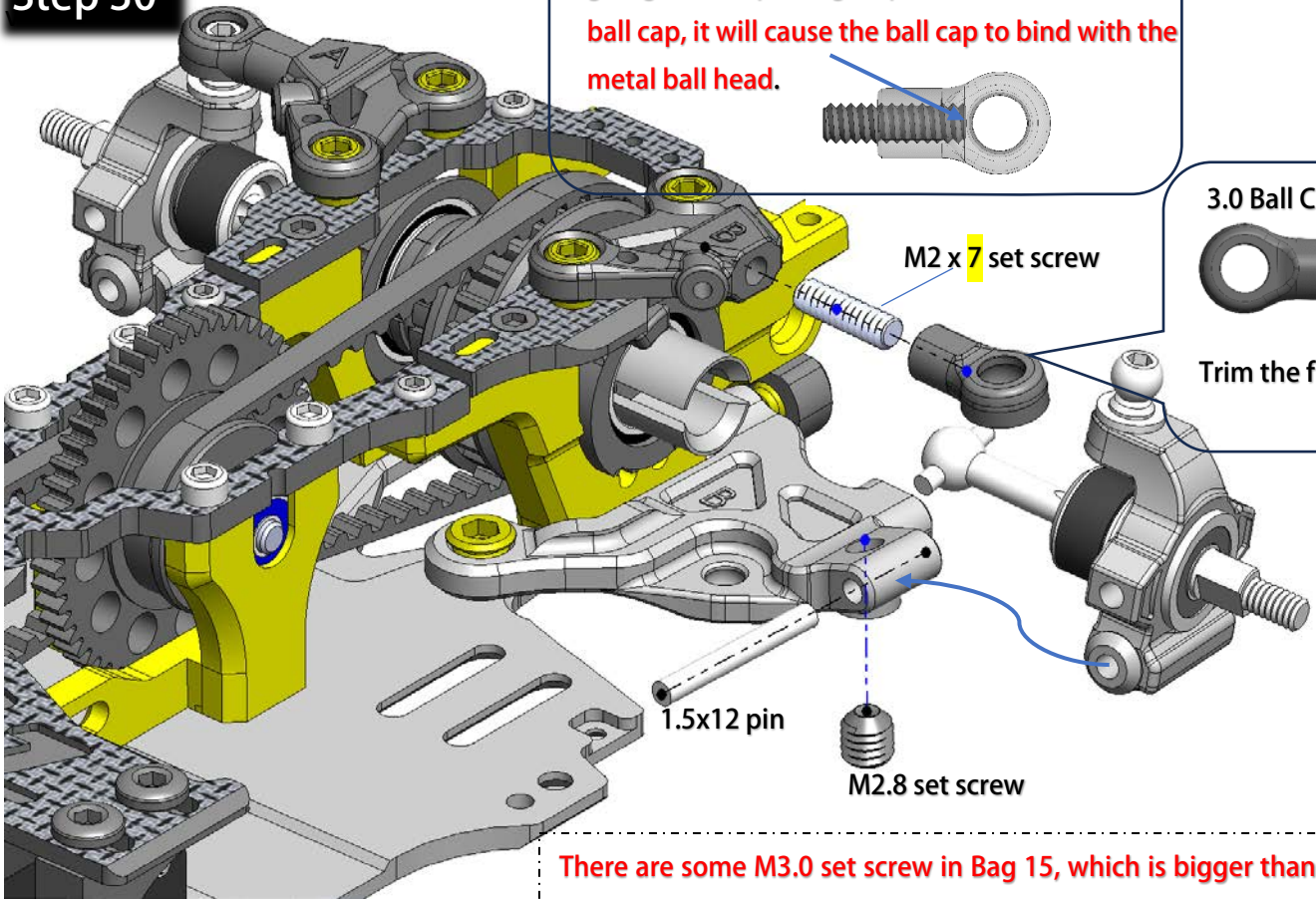
## Build 2 Rear Knuckles

3.0 ball stud M2 Leg



It might need to adjust the number of shim when we tighten the wheels in later stage. The key point is to make sure the slop is at less as possible, but the wheel still can rotate freely without lockup.

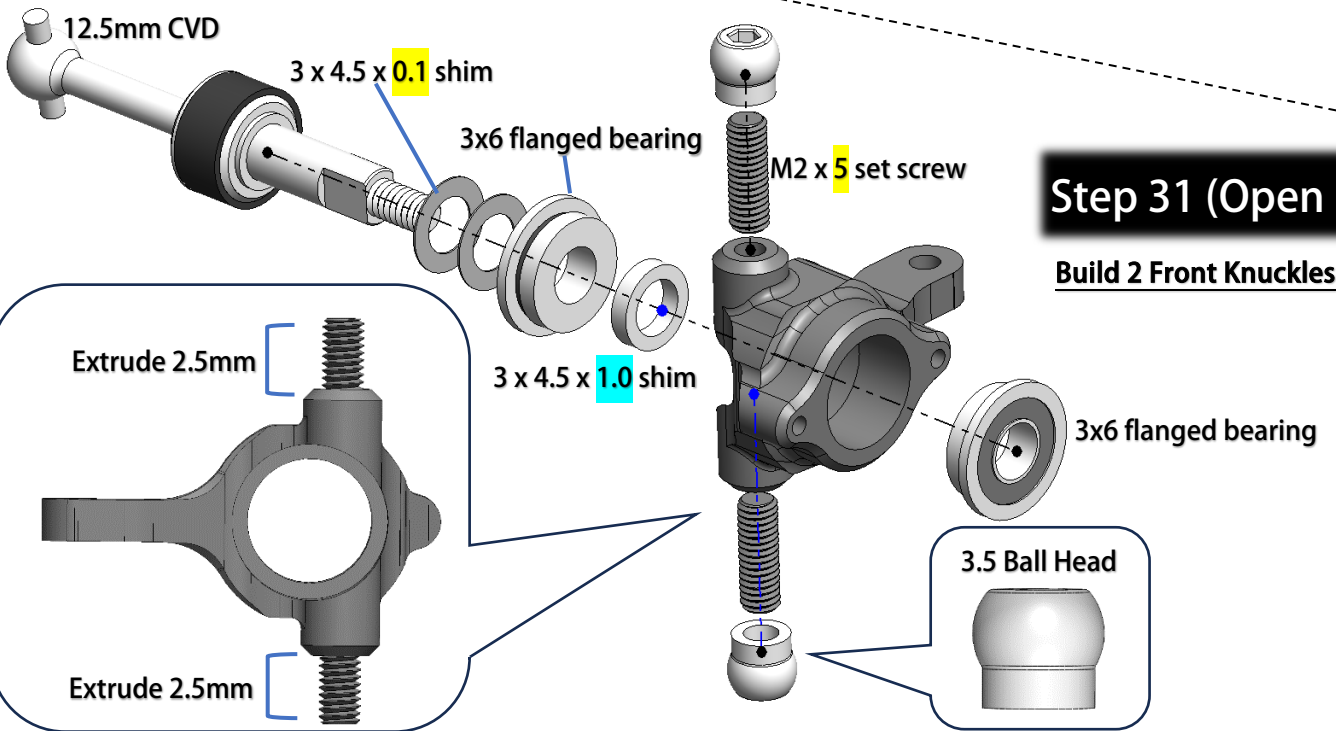
# Step 30



Please make sure the tip of the M2 set screw is not going too deep and give pressure to the center of ball cap, it will cause the ball cap to bind with the metal ball head.

3.0 Ball Cap  
Trim the first segment

There are some M3.0 set screw in Bag 15, which is bigger than the M2.8. If the screw hole on the lower arm getting worn after several installation and dismounting and the M2.8 set screw might cannot hold the steel pin tightly, then we can use the bigger M3 screw.



# Step 31 (Open Bag 11)

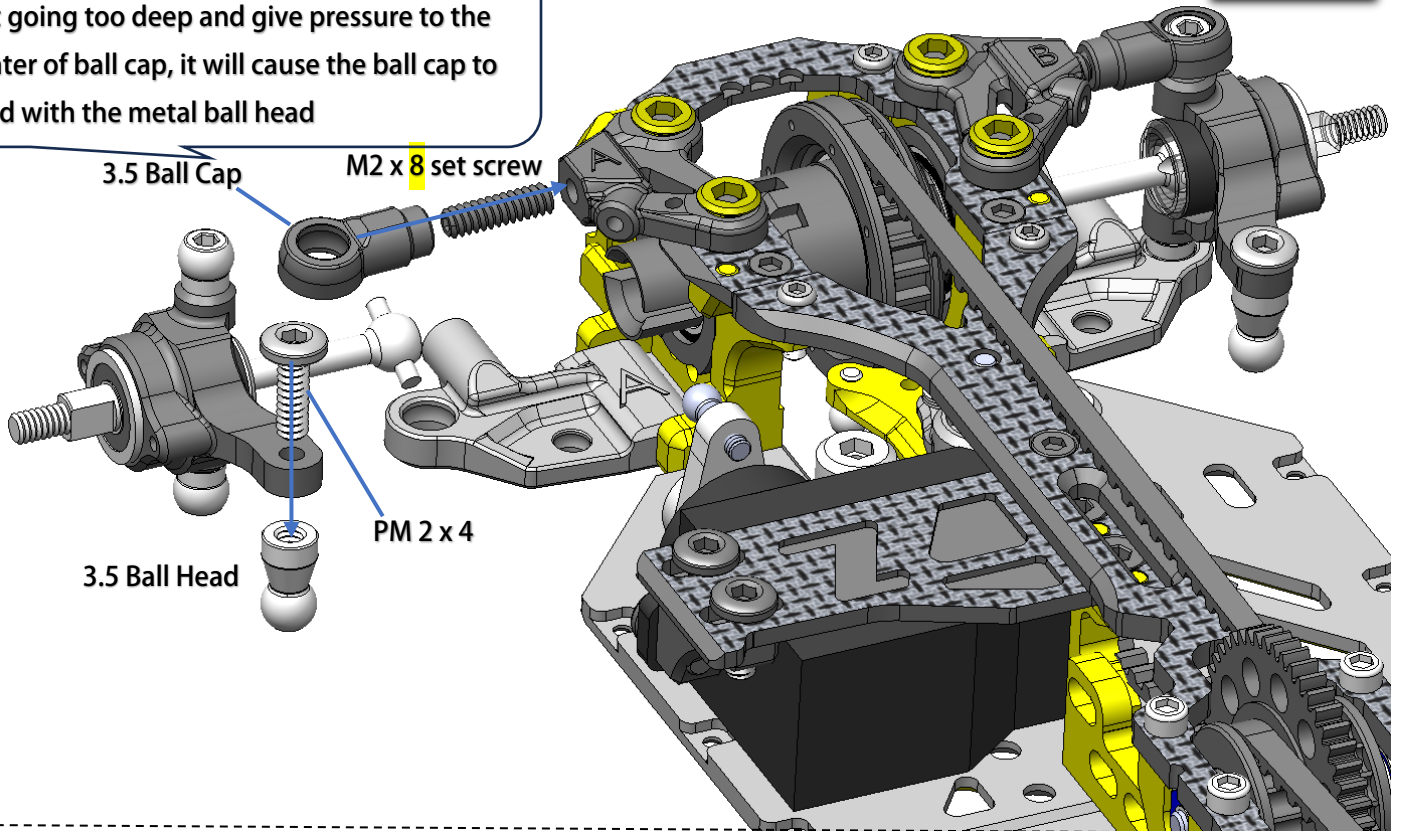
Build 2 Front Knuckles

Extrude 2.5mm

Extrude 2.5mm

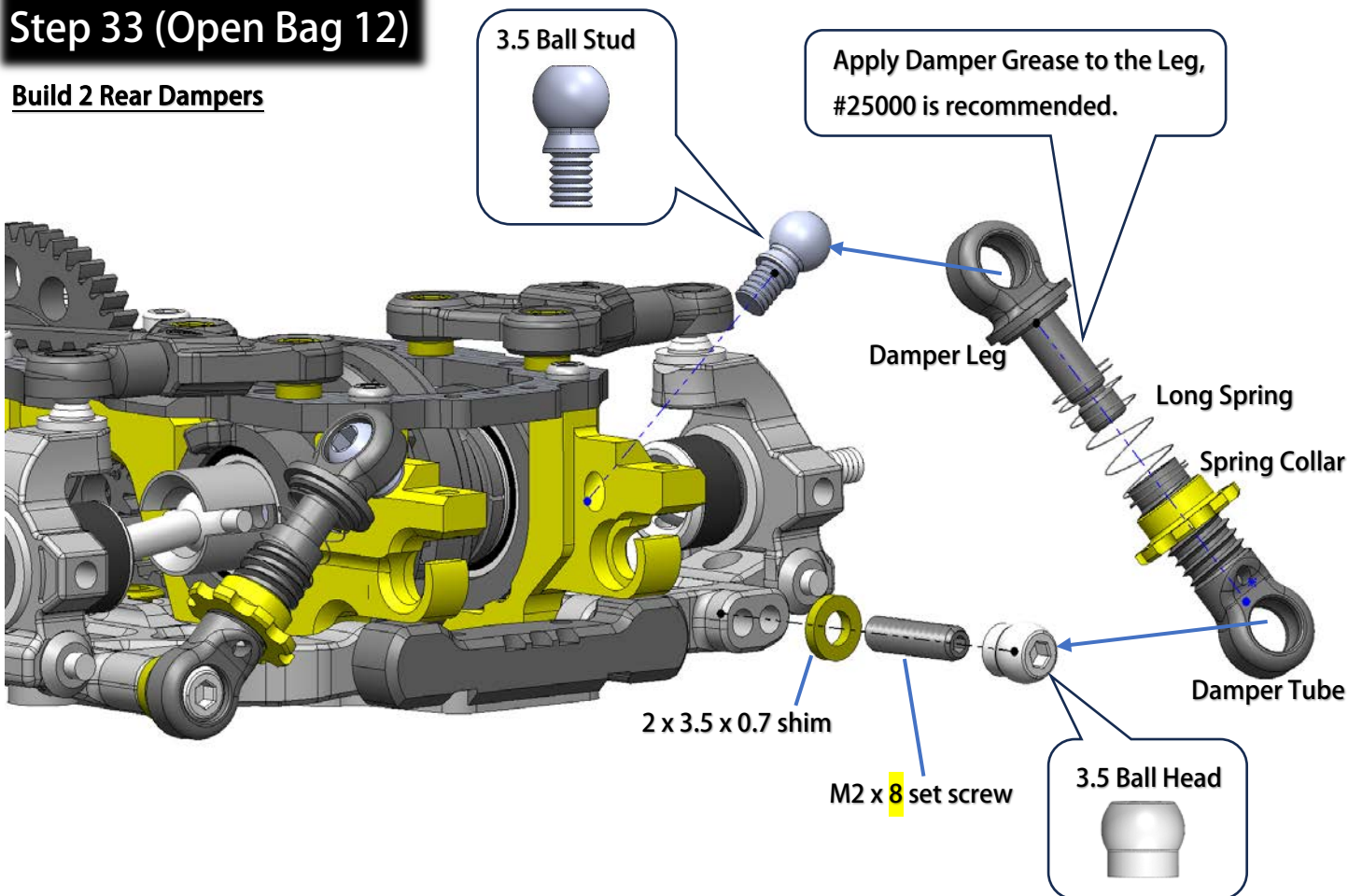


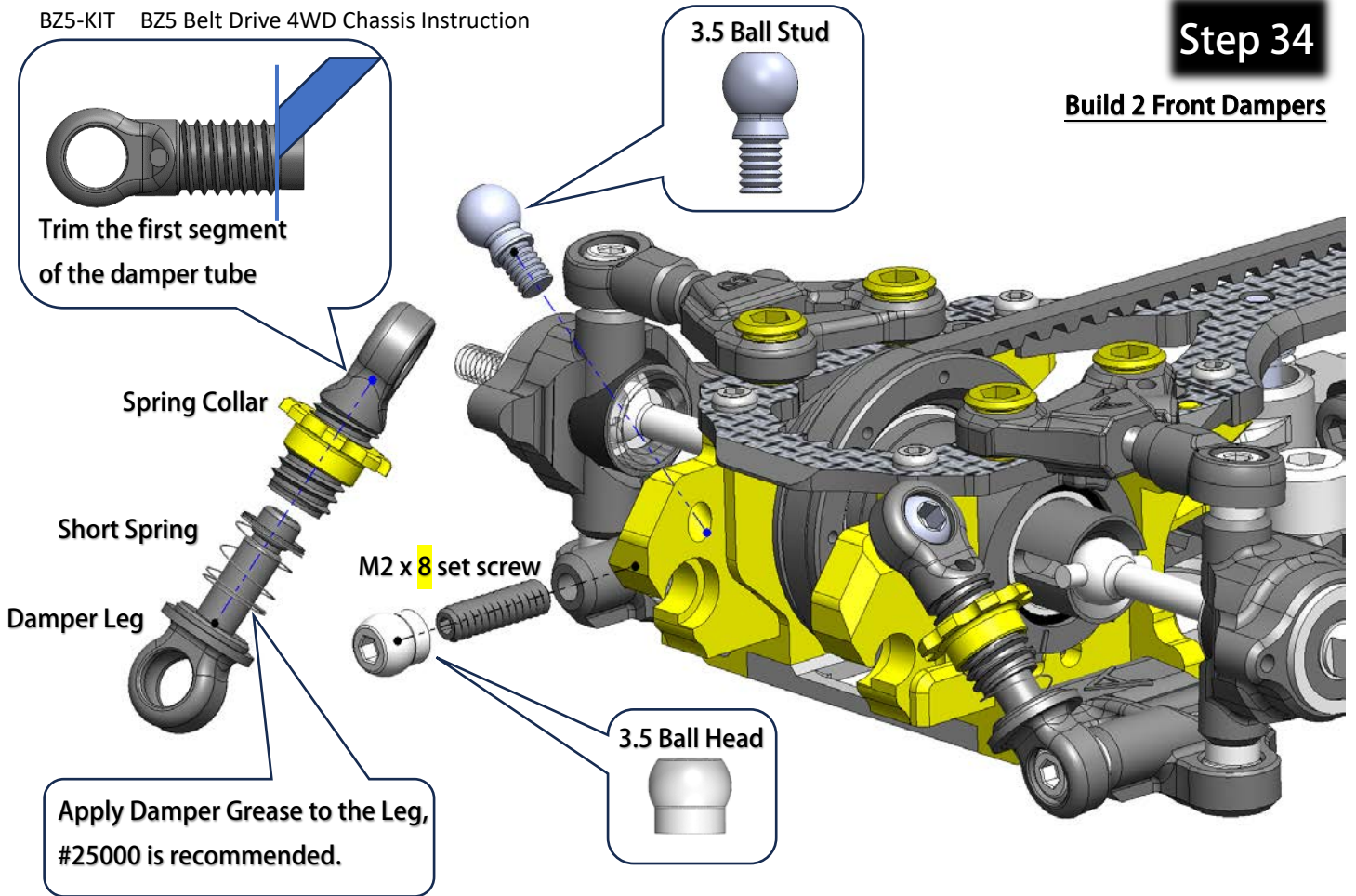
Please make sure the tip of the M2 x 8 set screw is not going too deep and give pressure to the center of ball cap, it will cause the ball cap to bind with the metal ball head



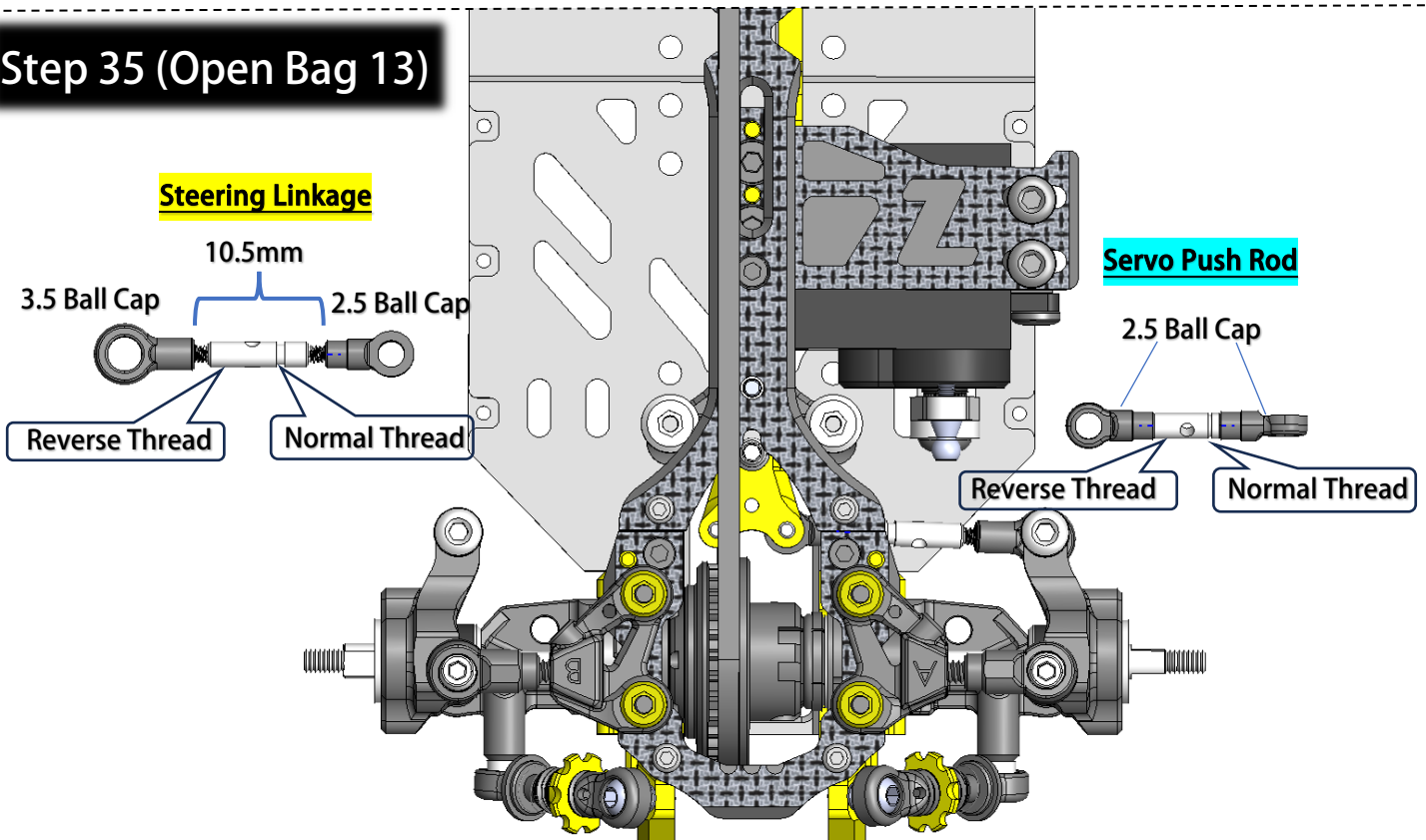
Step 33 (Open Bag 12)

Build 2 Rear Dampers



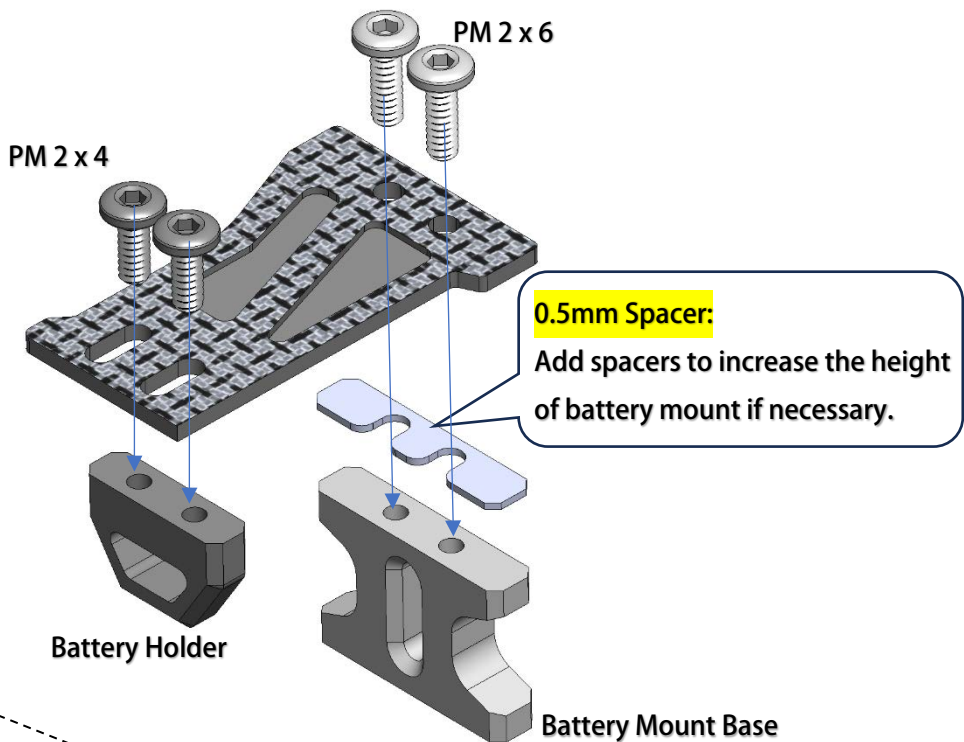


Step 35 (Open Bag 13)

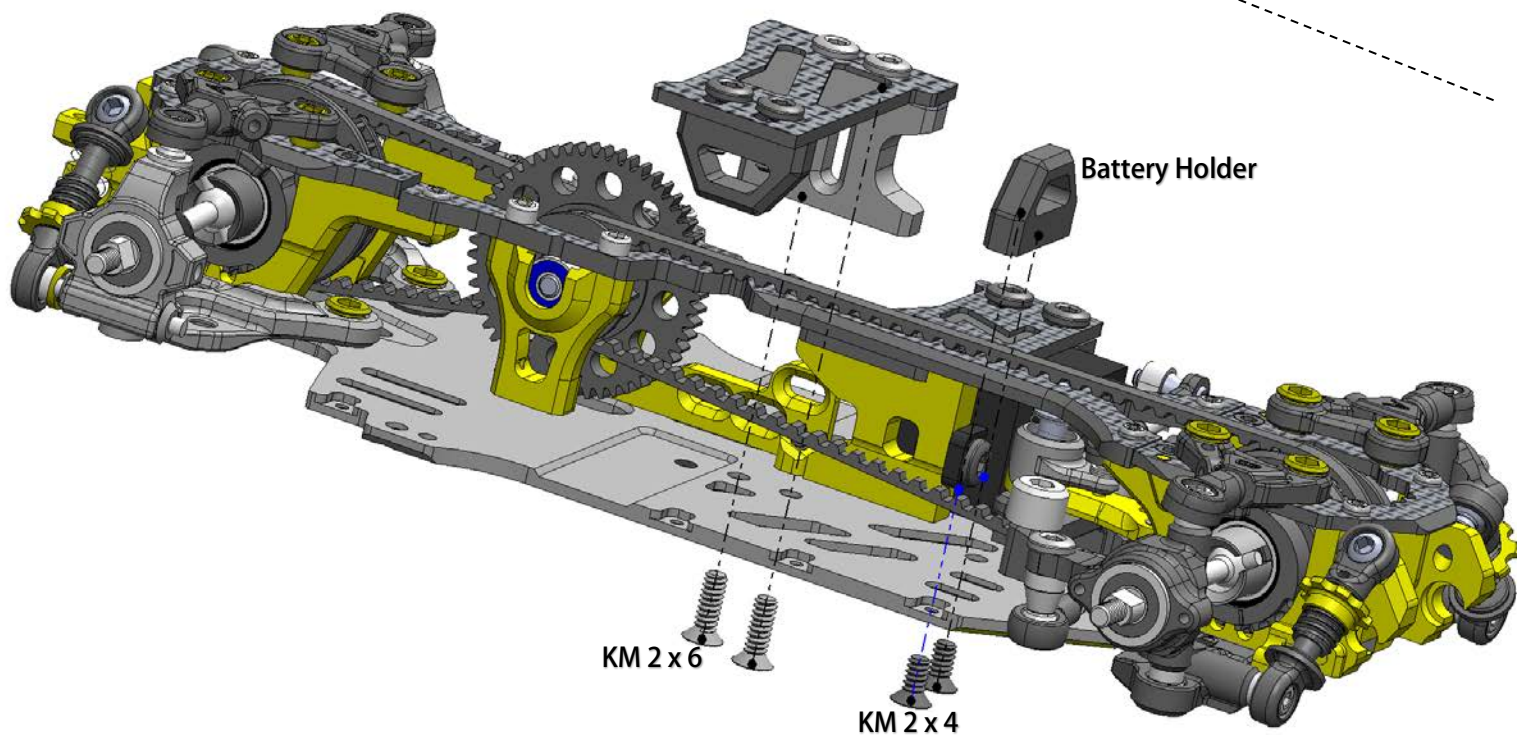


# Step 36

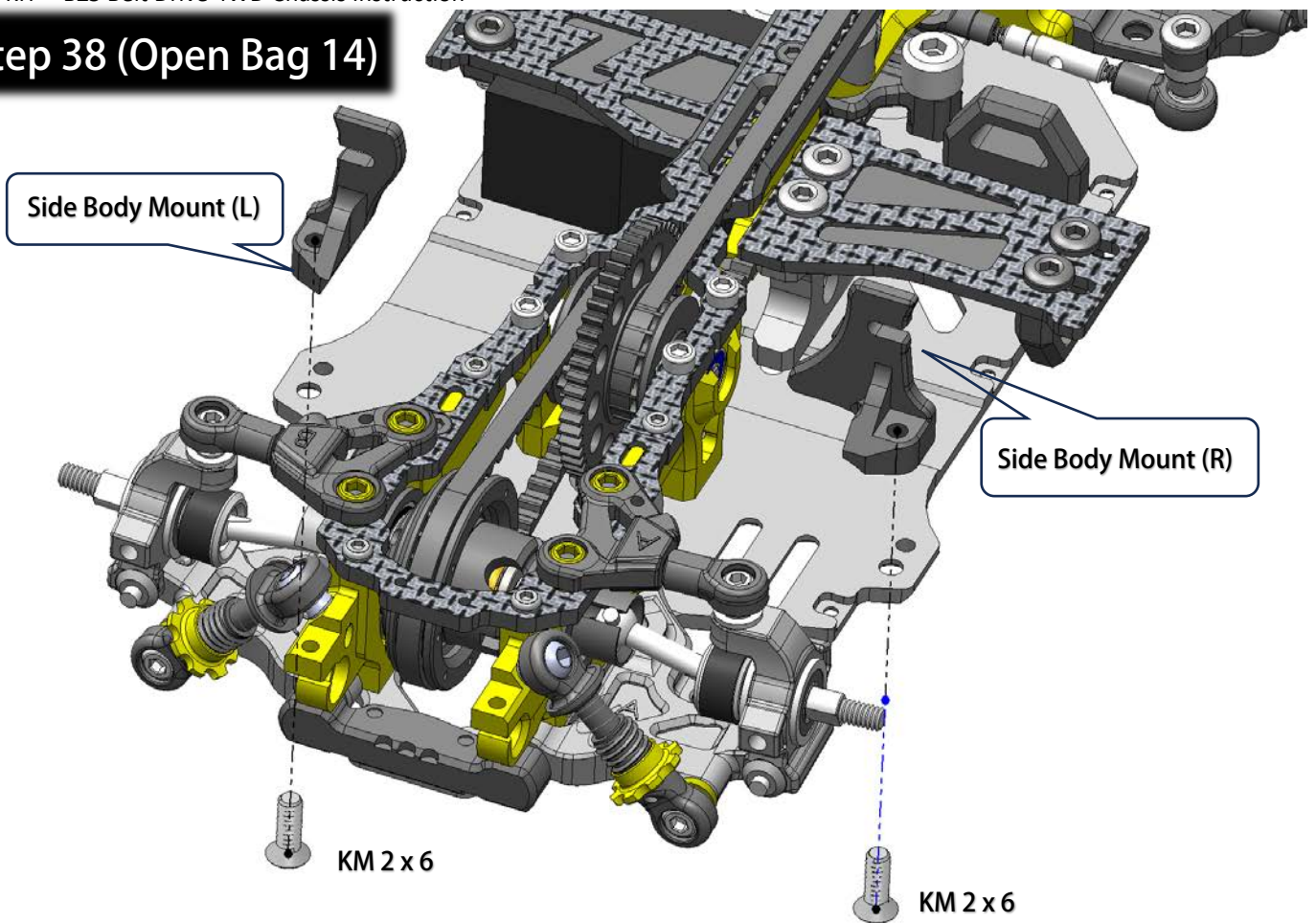
## Build the Battery Mount



# Step 37



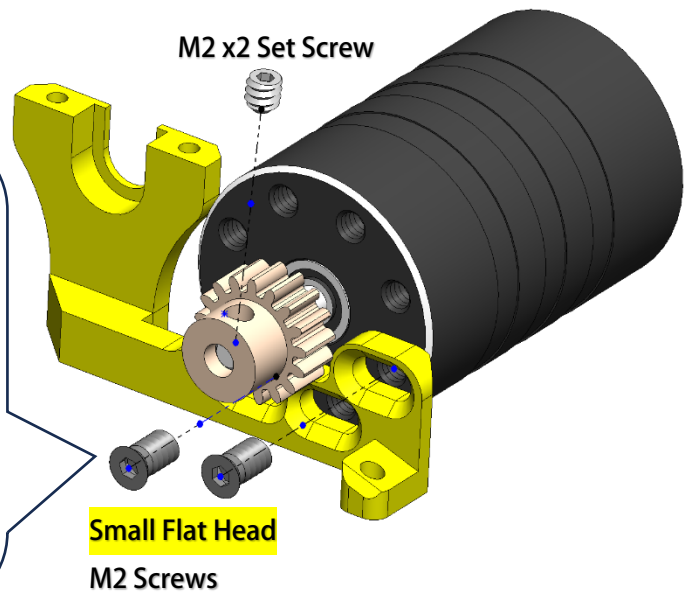
## Step 38 (Open Bag 14)



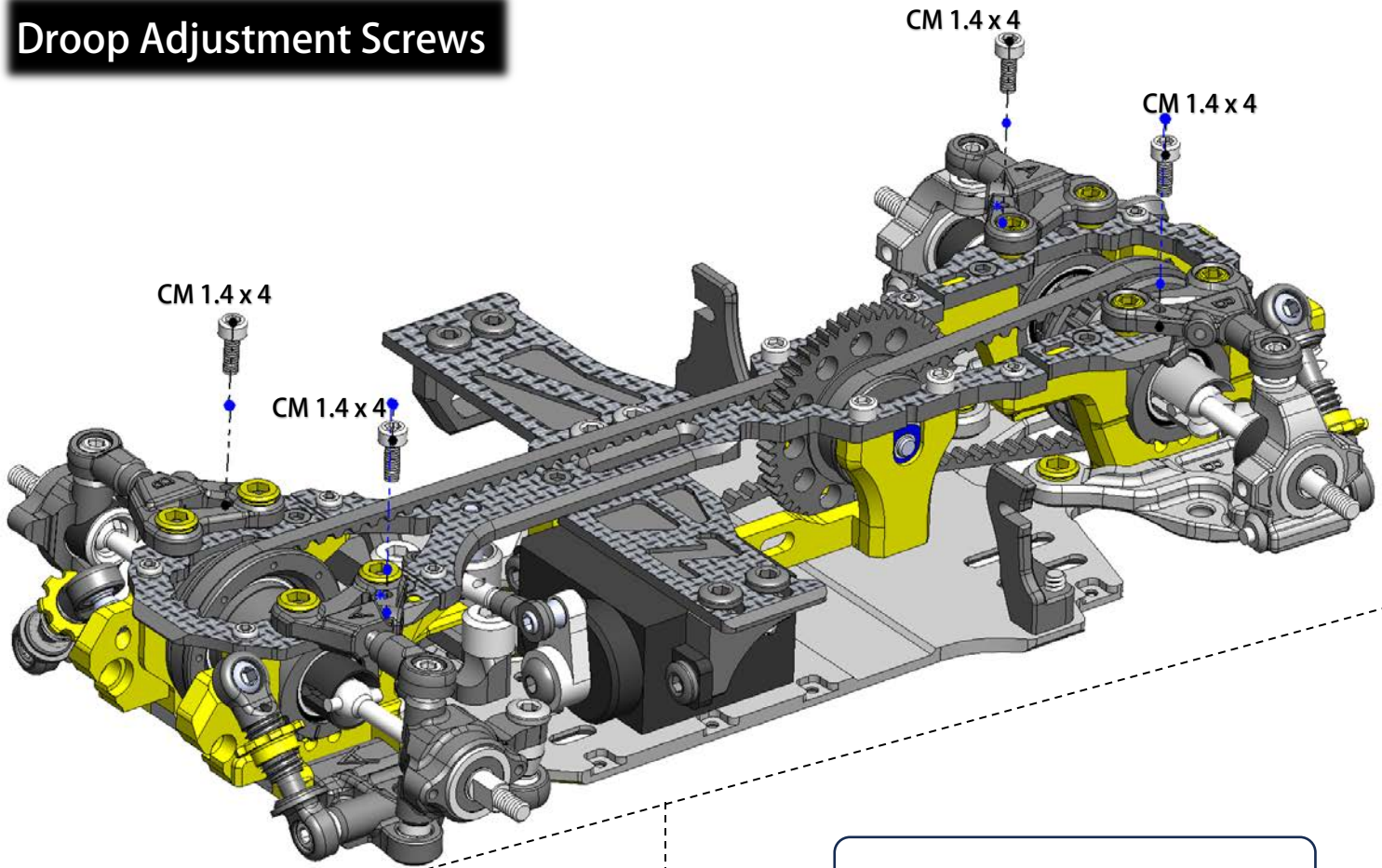
## Motor Installation Note



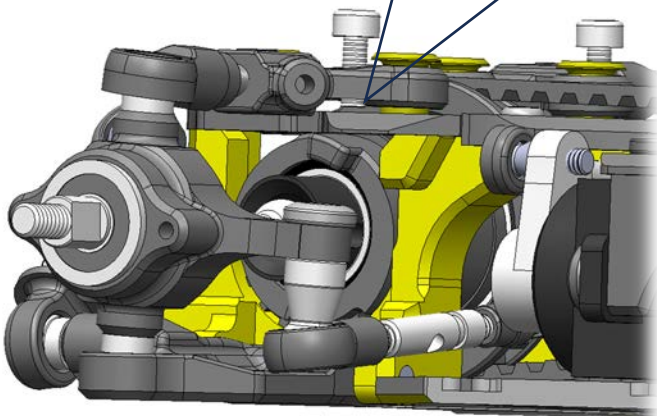
There are special screws in Bag 14, which has smaller flat head than usual KM screw. They are especially used to fix the motor. The smaller head prevent it interfering with the motor pinion



# Droop Adjustment Screws

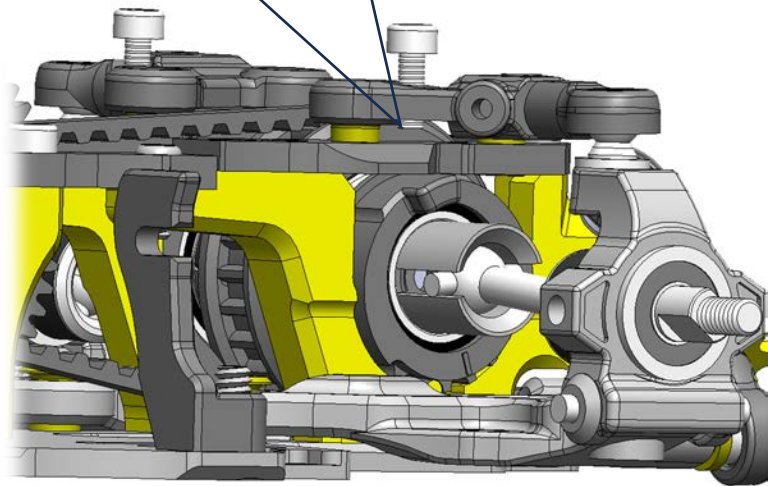


Screw tip come out around 0.5mm



Front suspension

Screw tip come out around 0.5mm



Rear suspension

<b>BZ5 Gear Ratio</b>	<b><u>51 Spur</u></b>	<b><u>52 Spur</u></b>	<b><u>53 Spur</u></b>
<b>16</b>	5.36	5.46	5.57
<b>17</b>	5.04	5.14	5.24
<b>18</b>	4.76	4.85	4.95
<b>19</b>	4.51	4.60	4.69
<b>20</b>	4.28	4.37	4.45
<b>21</b>	4.08	4.16	4.24
<b>22</b>	3.89	3.97	4.05

**Motor KV and suggested Gear Ratio**

2500KV : 4.0 to 4.1

3500KV : 4.3 to 4.4

4500KV : 4.5 to 4.6

5500KV : 4.7 to 4.9

6500KV : 4.9 to 5.2