











OPTION PARTS & ACCESSORIES

	C0030	CENTRO C4.1 CARBON BATTERY X BRACE
	C0031	CENTRO C4.1 CARBON BATTERY HOLDERS
	C0032	CENTRO C4.1 30G BRASS BULKHEAD (USE WITH C0034)
	C0033	CENTRO C4.1 BRASS FRONT BRACE (USE WITH C0032)
	C0034	CENTRO C4.1 DELRIN FRONT BRACE (USE WITH C0032)
	C0035	CENTRO C4.1 15G BRASS BULKHEAD WEIGHT (USE WITH C0034)
	C0036	CENTRO C4.1 10G BRASS BULKHEAD WEIGHT (USE WITH C0034)
	C0037	CENTRO C4.1 5 BRASS BULKHEAD WEIGHT (USE WITH C0034)
	C0038	CENTRO C4.1 15G ACKERMAN PLATE
	C0039	CENTRO C4.1 BRASS 10G UNDER BELL CRANK WEIGHT
	C0001	CENTRO C4.1 CONVERSION KIT
	C0005	CENTRO C4.1 BODYSHELL & WING CLEAR
	C0006	CENTRO C4.1 ALUMINIUM 5251-H22 CHASSIS
	C0007	CENTRO C4.1 ALUMINIUM BATTERY X-BRACE
	C0008	CENTRO C4.1 ALUMINIUM LIPO BATTERY HOLDER
	C0009	CENTRO C4.1 MACHINED DELRIN GEARBOX CASINGS (L/R)
	C0010	CENTRO C4.1 FRONT BRACE POSTS
	C0011	CENTRO C4.1 ALUMINIUM FRONT SUSPENSION BRACE
	C0012	CENTRO C4.1 ALUMINIUM REAR SUSPENSION BRACE
	C0013	CENTRO C4.1 REAR INNER HINGE PINS
	C0014	CENTRO C4.1 REAR CARBON FIBRE SHOCK TOWER
	C0015	CENTRO C4.1 REAR WING MOUNTS
	C0016	CENTRO C4.1 LOGO DECAL SHEET
	AS9706	B44 LIPO POSTS
	AS9360	IDLER GEAR
	AS9361	IDLER GEAR SHAFT
	AS89072	TURNBUCKLE
	AS6278	REAR TOWER BALL STUD .400 SILVER
	AS9751	LAYSHAFT SPACER CRUSHTUBE
	AS25568	BALL JOINTS/BALLS FOR BRACE
	AS4449	4-40 LOCK NUTS (LIPO HOLDER, STUDS)
	AS6913	4-40 1 1/4 (LONG GEARBOX SCREW) 4-40 X 3/8 FHCS CSK
	FAST140	FASTRAX M3 BLUE COUNTERSUNK WASHER (STRAP)
	FAST142-2	FASTRAX M3 1.0MM WASHER (RIGHT GEARBOX)
	FAST142-4	FASTRAX M3 2.0MM WASHER (LEFT GEARBOX, WING, BALL STUD)
	FTBB01	IDLER BEARINGS



34.1 MID MOTOR CONVERSION KIT



INSTRUCTIONS

INTRODUCTION>>>

Welcome to the Centro C4.1 conversion kit for the B4.1. Convert your rear-motor car to a mid-motor in a few easy steps. Designed and tested to suit high bite astroturf, carpet and multi-surface tracks where the rear-motor car falls short.

Please follow the instructions **carefully** as we know most men don't give them a second glance. For most hardened racers the majority of the conversion is self explanatory but the car does require 2 areas where clearances need to be checked and adjusted accordingly.

CHASSIS>>>

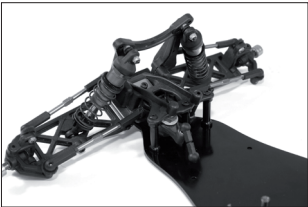
Using the 4-40 x 3/8 length screws and relevant 4-40 gold lock nuts provided. Screw and fix into place the front posts, lipo holders, battery posts and rear front block. See picture.

V

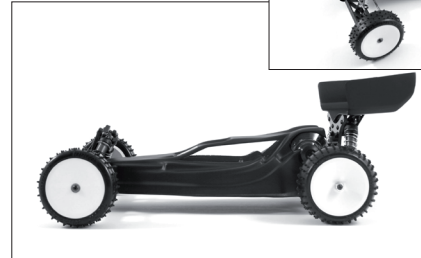
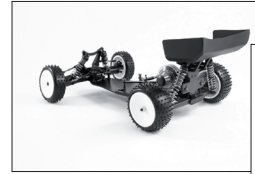


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Attach your pre-assembled B4.1 front end onto the centro chassis and 3 posts as a complete unit and screw into place. Refer to your B4.1 instructions for a detailed front end assembly. All parts should fit perfectly into place.



FINISHING TOUCHES >>>



GEARBOX CONT>>>



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Once you have the layshaft spacing tuned correctly. Place all the gears into place. The gears will all sit at the same height.

Clip the two sides together and check that everything spins freely. The case should clip together with no visible gap between the two halves.

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Slide the remaining 2x 2 mm spacers into place on the motor plate side. It's a tricky job so take your time. Make sure all 4 spacers are in place.

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Using the 2 long screws and 2x 1mm washers screw the gearbox case together ensuring you take your time and don't cross thread the motor plate.

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Use a small amount of thread lock and don't overtighten. The gearbox should spin freely.



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Assemble the slipper clutch as per the B4.1 instruction manual. Assemble the chassis brace and slide it into place and tighten.

TOWER AND BRACE >>>

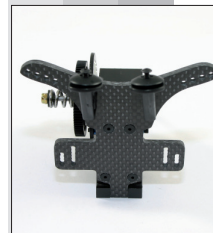
Attach the wing mounts to the tower using the M3 screws and 2MM washers provided and attach the tower to the backside of the gearbox.



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Add the long ball studs into position using the 2mm washers provided. See CML website for set-up location and information.



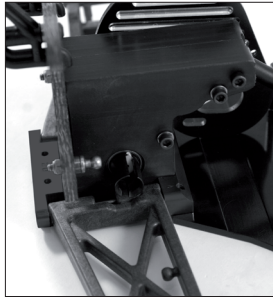
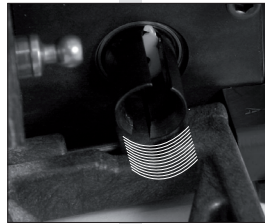
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Fix the gearbox to the chassis using 4x 4-40 3/8 screws. Take care not to over tighten. Adjust the chassis brace to the correct length and place the X brace over the posts into position.

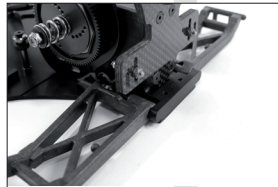
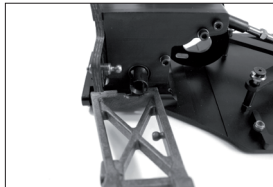


ARM MOD & FIXING>>>

Make a clearance modification to the rear arm as shown here. This will allow for increased up travel. A standard dremel sanding drum is best. Just a few mm will need to be taken off. This is required because the Centro C4.1 gearbox sits lower than the standard B4.1



Attach the modified arms to the rear front block using the shortened hinge pins provided. Fix the rear suspension block in place and screw to the chassis. See CML web-site for set-up advice on anti-squat positions. 1 & 2 degree options are available. Flip the rear block to adjust.



Please note: these pictures do not show the arm modification.

GEARBOX>>>

Place all 4 bearings into position. Make sure they are firmly pressed into and seated correctly. Please Note: The bearings are a snug fit. This is normal



Screw the motor plate to the LHS gearbox case using the 2 CKS screws & 2x 2mm washers provided. Use a small amount of threadlock and nip the 2 screws tight. Don't overtighten.



Your kit may come with 1 large layshaft spacer or 2-3 thinner spacers. Shim accordingly so a small amount of end float is achieved.

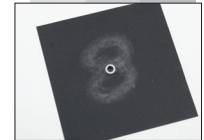


Put the layshaft spacer on the layshaft and slide the shaft into place. Now clip the two halves together.



Apply a small amount of pressure to test that the layshaft spins freely. If it doesn't then remove 1 of the smaller spacers or:

With fine sand paper layed out flat on the table. Sand the large spacer in a figure of 8 for around 10 second on each side.



Repeat until a small amount of end float is achieved.