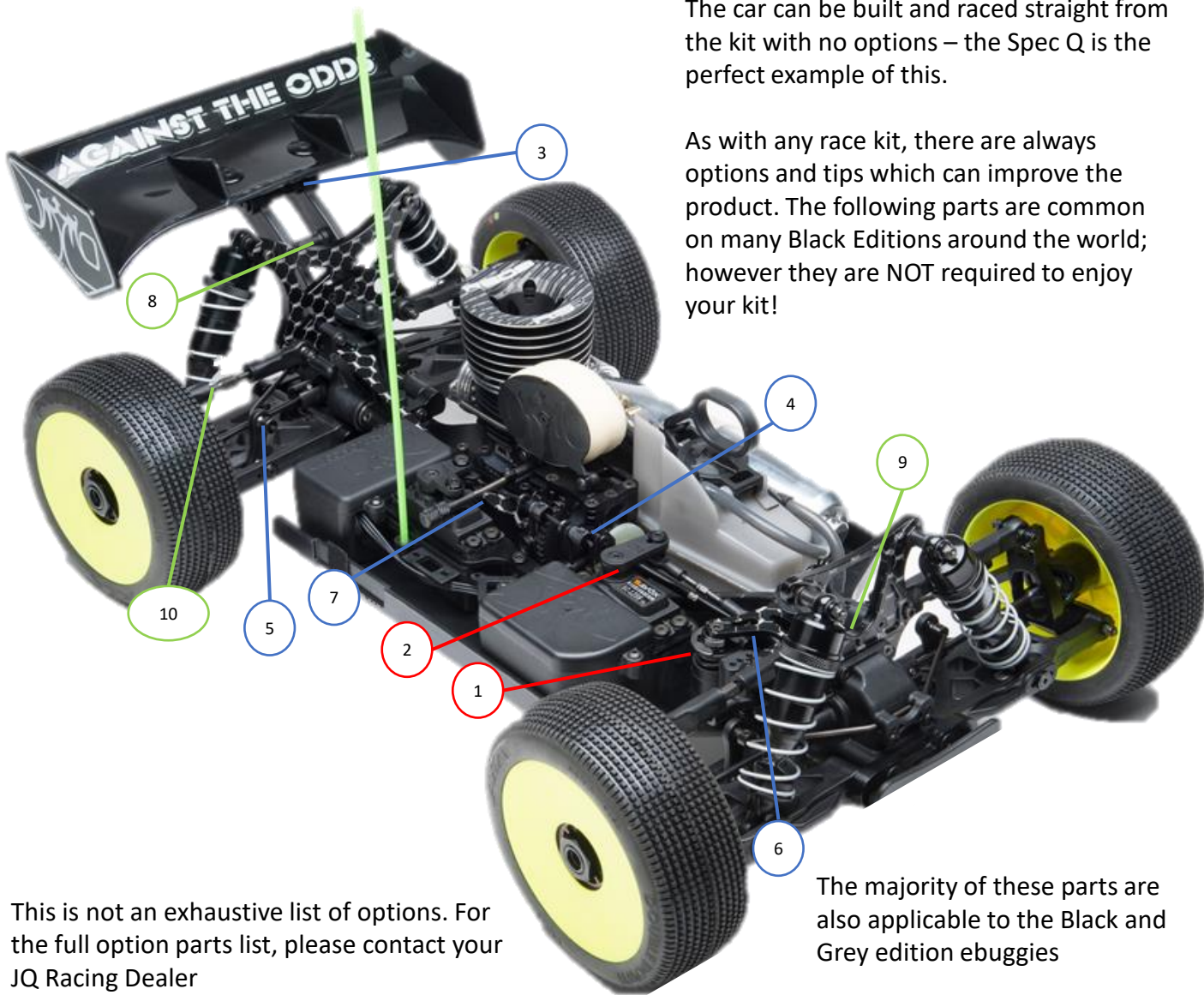




Black Edition Options

The car can be built and raced straight from the kit with no options – the Spec Q is the perfect example of this.

As with any race kit, there are always options and tips which can improve the product. The following parts are common on many Black Editions around the world; however they are NOT required to enjoy your kit!



This is not an exhaustive list of options. For the full option parts list, please contact your JQ Racing Dealer

The majority of these parts are also applicable to the Black and Grey edition ebuggies

Recommended with the kit:

1. CNC Servo Saver Top (Black) - JQB0175
2. Aluminium Steering Servo Arm
 JQB0093 – 23T (Sanwa)
 JQB0191 – 24T (Hitec)
 JQB0094 – 25T (Savox, Futaba)

Common Upgrades:

3. CNC High Wingmount (Black)
 JQB0197 – Right
 JQB0198 – Left
4. Easy Adjustment Brake Linkage (Black) - JQB0390B
5. 2.6 Rear Swaybar (BE, WE) - JQB0363
6. Universal Centre Shaft (86mm) - JQB0178
7. Universal Centre Shaft (114mm) - JQB0404

Durability Upgrades:

8. CNC Wingmount Posts (3pcs Black) - JQB0244
9. CNC Front Gearbox Brace - JQB0431
10. Lunsford 5x55mm Turnbuckles - LNS1555

Tuning “Upgrades” – Based on common setups (contact your Team Rep for more information):

- R-R D Plate Low Square Ins. (WE) - JQB0308
- Square Insert Set 12Pcs (WE) - JQB0206
- Lightweight +1mm Hex & Nuts (2pcs) - JQB0194
- Carbon Fiber 1mm Rear Arm Braces - JQB0430
- KPI #0 Steering Knuckle
 JQB0380 – Left
 JQB0381 – Right

If you feel like you want that “pillow ball feeling” then check out:

- 2020 Option Kit - JQS2020
- #2 steering plates - JQB0382B

Current shock package:
 Front pistons - 7x1.25 pistons; Rear pistons 7x1.35
 Manually drill out 7x1.2 pistons - JQB0384
 Cut bladders for emulsion shocks (see “tips” page)
 16mm CNC Vented Shock Cap - JQB0341A
 Easier bleeding of shocks
 Rear Shock Shafts (YE, RTR) - JQB0058
 Build in front shocks for more droop



Black Edition Build Tips

From building many kits over the years, we have learnt a lot. Here are the a few build tips to help you get the most out of your Black Edition kit. Again, not all required but will explain the common modifications. For more tips, check out the website.

Emulsion Shocks

- Almost all JQ Racing Black Edition setups utilise emulsion shocks. To do this, trim the stock bladder into an o-ring as per the photos (below).

To bleed the shock without a bleed screw, build as normal with the piston at the bottom of the body. Before the shock top is fully tight; compress the shock slowly, resulting in oil flowing from the bleed hole. When fully compressed, tighten the shock top fully.

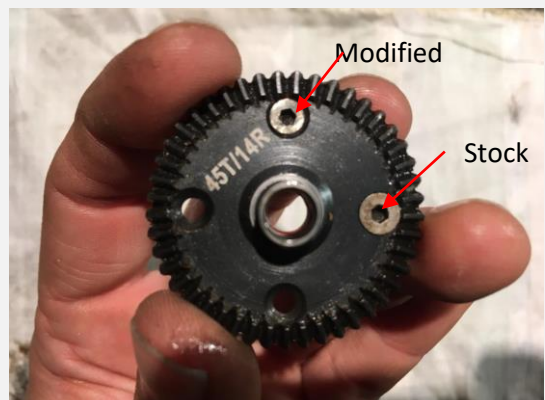


Rear Turnbuckle Clearance

- Depending on the wheels used, the rear turnbuckle may touch the wheel when using the upper row of holes on the hub. Check this before running; remove material until the wheel is rotating freely.
- An example of this is shown in the photos (left)

Rear Differential Shimming

- Once built and installed, the rear diff may feel “notchy”. If every quarter turn, this could be due to the bolt heads catching the pinion gear. The bolts heads can be dremelled to sit further into the countersink as in the right photo.
- Tighten the mesh of the rear differential by adding a couple of 8x10x0.1mm shims before the bearing on the diff cup as per the photos on the left.

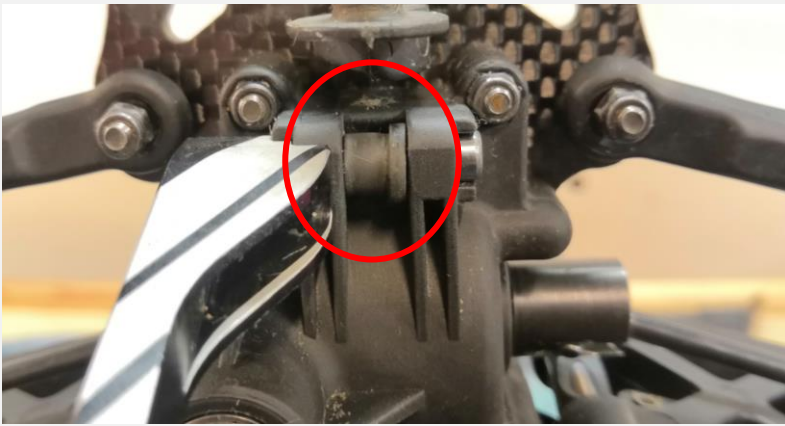


Black Edition Build Tips

If you find further modifications that improve the kit, please contact Scott Walker (eurowalker@jq-products.com) with details and photos.

Rear Gearbox Spacer

- The bolt into the rear chassis brace can be overtightened, leading to failures. To reduce this, a spacer can be added to the gearbox. A common solution is to use an old shock mount bushing (JQB0188) as in the photo (below)



Servo Saver

- Tighten servo saver collar as far as possible and lock with a wheel nut on top to increase responsiveness of the car



Fuel Tank Seal

- To ensure the fuel tank lid fully closes fully during a pit stop; add tension to the spring. This is commonly done by lifting and adding a brake linkage collar (JQB0156) to both legs of the spring as in the photo (right)

Anti Roll Bar clearance

- The steering links can touch on the front anti roll bar links at full lock. The steering turnbuckle can be moved further back without affecting the ackermann angle using an angled link on both inboard and outboard sides. An extra set of link plastics is needed (JQB0914) as in the photo (below).

