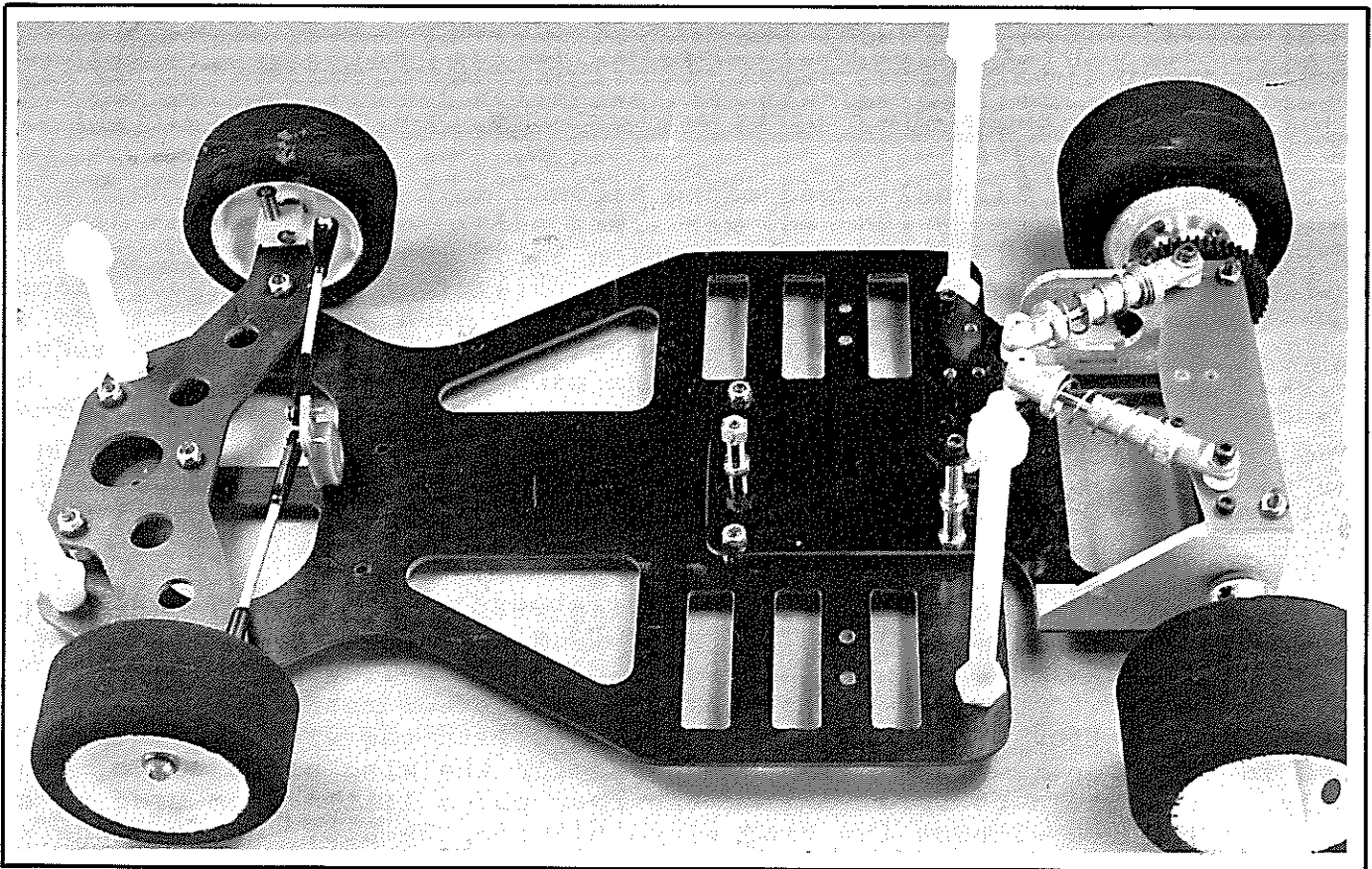


ELIMINATOR

10

INSTRUCTION MANUAL



BOLINK
R/C CARS

420 HOSEA ROAD

LAWRENCEVILLE GEORGIA 30245

(404) 963-0252

1370	1371	1372	ELIM. 10 PARTS BAG	
X	X		20-A	Chassis Parts Fiberglass
		X	20-B	Chassis Parts Graphite
X	X	X	21	Rear End
X	X	X	27	Rear Suspension
X	X	X	22	Front End Hardware
X	X	X	23	Radio Tray Hardware
X	X		28-A	Steel Diff. Kit
		X	28-B	Graphite Diff. Kit
X	X	X	6	Linkage and Wrenches
X	X		9	Body Posts
X	X	X	24	Battery Holders
X	X		25	Oilite Bearings
		X	26	Ball Bearings
X			10	Motor
X			11	Speed Control
X	X	X	8-D	Tires
X	X	X		Shock Fluid
X	X	X		Antenna
X	X			Body
X	X	X		Instruction Book
X	X	X		Decals

The list above shows which parts are included in each particular kit.

If you purchased the basic fiberglass version of the Eliminator 10, you may want to add graphite chassis parts, graphite axle or ball bearings to your car. A list of all parts and current accessories is included with this kit.

You may find that on certain tracks, a wing will help keep the back of the car stable in high speed turns. We recommend the use of our wing kit (BL-2735) and BL-5363-A Aluminum wing tube it has a wing and all parts needed for mounting it. The wing tubes go on the two rear screws on the rear brace. Follow the instructions included with the wing assembly. Cut holes in the rear of the body large enough for the wing wires to go thru easily. You should be able to flex the rear pod a little from side to side and front to back without the wing wires hitting the body. Moving the wing forward and back on the wire mount will also change the handling. The farther back you move it, the more rear bite. Don't forget that you will get less steering with the wing back farther, especially in high speed turns.

We hope the above information will get you started in the right direction for setting up your Eliminator 10 to be a winner on every track.

PREFACE

Read these instructions carefully and take your time assembling this car. It is relatively simple and will provide you with a good handling race car if you do it correctly. Some of the hardware bags may be made for more than one model so you may have a few parts extra. This kit includes hex wrenches to fit all of the socket screws. You will need small pliers and 1/4 and 3/16 nut drivers for assembly.

This car requires a 2 channel radio.

Refer to exploded view drawing and pictures for reference during assembly.

We recommend the use of a liquid thread lock in some parts of this assembly. The best we have found for this use is loctite 242 (Blue). It keeps threaded parts from vibrating loose yet the parts can be disassembled when necessary.

FRONT END ASSEMBLY

Remove chassis parts from bag 20 A or 20 B. Find Bag 22 front end hardware.

Put two of the 3/4" long screws in the front two holes in the chassis plate and screw the two front axle supports down tight on them. Put three more 3/4" screws through the three holes that are about 1 3/4" behind the 1st two (the holes closest to the first ones will be for body posts). Install steel washer, then jam nut (thin one) and tighten bolt securely. Slide 1/4" silicone tube on each rear screw.

Remove front axle plate from chassis parts bag. Install rubber grommet in each 3/16 hole. Use one of the small hex wrenches to push it in. Lube inside of grommets and two front holes in axle plate with a small amount of silicone lube. (small bottle with clear liquid) Slide the axle plate down over the five screws. Make sure the grommets stay in the axle plate. Put a rubber washer on each front screw and locknut (with yellow insert) on all five. Tighten the front two nuts only enough to take out vertical play - do not squeeze rubber washers. Tighten rear nuts until front axle plate is about level or leaning back slightly. Make sure both sides are about even. Locate two kingpins (ones without knurls) we recommend the use of a thread locking liquid on this and some other assemblies. The best we've found that will hold and still be removable is loctite 242 (Blue).

Put a small amount on the threads of the kingpins and put a jam nut on each one and screw it all the way up to ends of threads. Insert kingpins into outer holes in front axle plate from top and install a locknut on each. Hold the very top of kingpin with pliers and tighten locknuts securely. Make sure to remove any burrs left on the kingpins with a small file or sandpaper.

Put an E-clip in the groove of each stub axle and tap or press into steering blocks as shown in assembly drawing. E-clip should be against plastic. Note that the angled portion of steering block should be pointed away from threaded end of axle. Lube kingpins with silicone or light oil and slide steering blocks on them with axles pointed out and angled portion of steering block to rear.

Remove springs and spacers from Chassis parts bag. Install spring, then hold down with spacer and carefully install E-clips. The two locknuts left will be used to hold front wheels on axle.

RADIO TRAY ASSEMBLY

Get radio tray from chassis parts bag and hardware from BAG 23. Put four 1/2" long flathead screws into holes just inside battery slots and carefully lay chassis down on a flat surface with screws pointed up. Install an aluminum spacer on each then install radio tray (large hole to rear). Start locknuts on two front ones and shock mount supports on rear ones (round end up) tighten nuts and supports. Push large grommet into 5/16 hole in radio tray. One of the medium size hex wrenches or a small screwdriver will help. You will have parts left over for the rear end assembly.

REAR END ASSEMBLY

Get the T-plate from the chassis bag and the rear end parts from bag 21. Find two 1/4" ID. oilite bushings in bag 25. (or two 1/4 I.D. ball bearings in bag 26 if you have kit # 1372. Install one in each motor mount with the flange to the outside (flat side) be careful when pressing bearings into 3/8 holes. Do not bend motor mounts. Attach the motor mounts to the T-plate with four 1/4" flathead screws. Use loctite 242 or similar threadlock on these. They will vibrate loose if you don't. Attach rear brace as follows. Run two 1/2" cap screws up through the rear blocks as shown in exploded view drawing. Install rear brace as shown and attach with two nuts and one 1/4" screw as shown. One of the shock screws will go in the front hole on the motor side.

Find shock mount plate in chassis parts bag and two 1/4" screws from rear end bag. Attach shock mount plate to supports. Assemble shocks using shock instructions and drawings

Attach shocks and shock bushings to shock plate and rear brace as shown in picture 3B. Tighten screws and nuts carefully - shocks should be loose on bushings. Set the coilovers about 1/4" from the end of the shock opposite the piston.

Locate 1" screw and T-nut from bag 23 and assemble into rear hole on tongue of T-plate. Put 5/8 long screw in front of T-plate and aluminum spacer on top. Install thru holes in radio tray. Install antenna mount on front screw and tighten. Screw damper nut on T-nut screw, tighten it until it squeezes large grommet slightly. This can be tightened later in chassis adjustment section.

RADIO INSTALLATION - STEERING SERVO

This kit comes with the chassis drilled for servo mount posts that are included with the car. The hole locations are set up to fit a Futaba S-32 servo or a Novak NES-1A, since these are the most popular for use in 1/10 cars. If you're using a different type servo you may have to relocate the posts. The servo must be mounted with the output shaft in the center of the car. We recommend the use of a Kimbro servo saver. They are available from BoLINK or most hobby shops and made to fit most popular servos. The servo saver has a spring in it that will give a little if you hit something with your front wheel and keep you from stripping the gears in the servo. The servo should be mounted on the chassis with servo tape included in this kit. If using one of the servos mentioned above, attach the posts to the chassis with screws provided. The servo should fit between the posts with the mounting ears just in front. The servo saver should be mounted pointing up.

SPEED CONTROL

We have included instructions for the BoLINK resistor type speed control (BL-4620) that is included with some kits. If you're going to use an electronic speed control we recommend mounting it on the radio plate and the receiver on the chassis. Follow the wiring diagram included with the speed control. If you're using the resistor speed control, you may want to put the receiver on the radio plate and speed control with servo behind the steering servo. (See enclosed picture)

Take the end of the receiver antenna wire and tape it to the top of the fiberglass antenna mast. Run the wire down the mast and tape it every 3-4 inches. Roll up excess wire and tape it on the receiver. DO NOT CUT THE WIRE.

The BoLINK 4620 speed control is pre-wired and ready to mount to almost any size servo. The servo and bracket should be wiped clean before installation. Cut a piece of servo tape large enough to cover flat part of bracket and stick it on. DO NOT remove protective paper from the other side. Hold bracket against one side of servo, align it so that servo output is centered on the speed resistor and the top of the speed resistor is about level with the top of the servo wheel. Mark the servo or bracket for alignment, then peel the protective paper and stick the bracket to the servo. Refer to picture 2-A.

If you are going to operate your receiver from the car battery pack instead of the one that comes with radio you will have to cut the lead wires going to the rcvr battery pack and wire them to the speed control as shown in the wiring diagram.

Charge your car battery pack according to the instructions that came with it so you can test your radio. Hook up all receiver and servo wires, install batteries in your transmitter and receiver. Move throttle on transmitter and turn on transmitter and receiver. Move throttle on transmitter to full speed and turn receiver switch off while holding it there. This will stop throttle servo in the full speed position so you can mount the wiper arm. Mount wiper arm to servo wheel so that wiper button is on full speed band to speed control. Make sure that wiper makes good contact with resistor. Now turn radio system on and set low speed throttle stop so that the wiper arm stops somewhere in braking area as shown on wiring diagram. Moving the throttle back on your transmitter should make the wiper arm contact the lever on the speed control micro switch for reverse. The wiper also must be in contact with the brake band on the speed control. You can increase the amount of braking power by setting your TX throttle stop to make the wiper stop closer to the micro switch.

Now make sure that the steering trim lever on your transmitter is centered.

If the servo arm on your steering servo is not pointed straight up remove and replace so that it is. Now adjust the steering linkage so front wheels are straight. Now that all radio gear is working, turn it off so you can mount the rest of it to the radio tray.

Refer to picture 2-A for radio layout.

STEERING LINKAGE

The wire type linkage included in this kit should be set up so that linkage runs fairly straight to steering block. Push pre-bent links into steering block and servo saver, slide collar over both pieces and lock with set screw. Repeat for otherside. Final adjustment should be done after all radio gear is installed and steering servo is centered. Front axles should be parallel or pointed very slightly to the front. A suggestion for an alternate type of steering linkage would be BoLINK's adjust-a-link kits, BL-5286 or 5287.

DIFFERENTIAL ASSEMBLY

The assembly instructions are nearly the same for graphite and steel differentials. The only difference is that the steel diff. kit comes with nylon hubs and the graphite comes with aluminum hubs. On steel diffs. - the nylon hub with no set screw holes goes on the diff side and there may be an aluminum adaptor that goes in between hub and drive ring if your kit comes with assoc. type diff. parts. (See diff assy drawings.)

Snap the diff balls into the gear and apply a small amount of lubrication. (Light oil, silicone grease, or white lube.) Assemble diff as follows - drive ring, gear, 2nd drive ring, spacer, hub, thin steel washer (If not using extra ball bearing) blue ball cage, thick steel washer, belleville washer and nylon nut. Tighten nut only enough to remove side play. Caution you can overtighten the stud in the end of the graphite axle and pull it out. If this happens, put super glue on the stud and push it all the way into the axle.

Suggestions: Your diff will work better if you use a small amount of super glue between 1st drive ring and hub on axle and between 2nd drive ring and hub. Make sure that drive rings are flat against hub spacer.

After completing diff assy, slide one thrust washer on axle (aluminum washer if 1370 or 1371 and very small steel washer if 1372. Slide the axle through the bearings from motor mount side. (Picture 3-B). Make sure axle spins freely, then install another thrust washer and slide set screw hub on axle until you have a very small amount of side play. Install set screws carefully. Do not overtighten in nylon hub. Rear tires will be attached with two (2) 5-40 screws to each rear hub, (it's easier to install motor, then rear tires.)

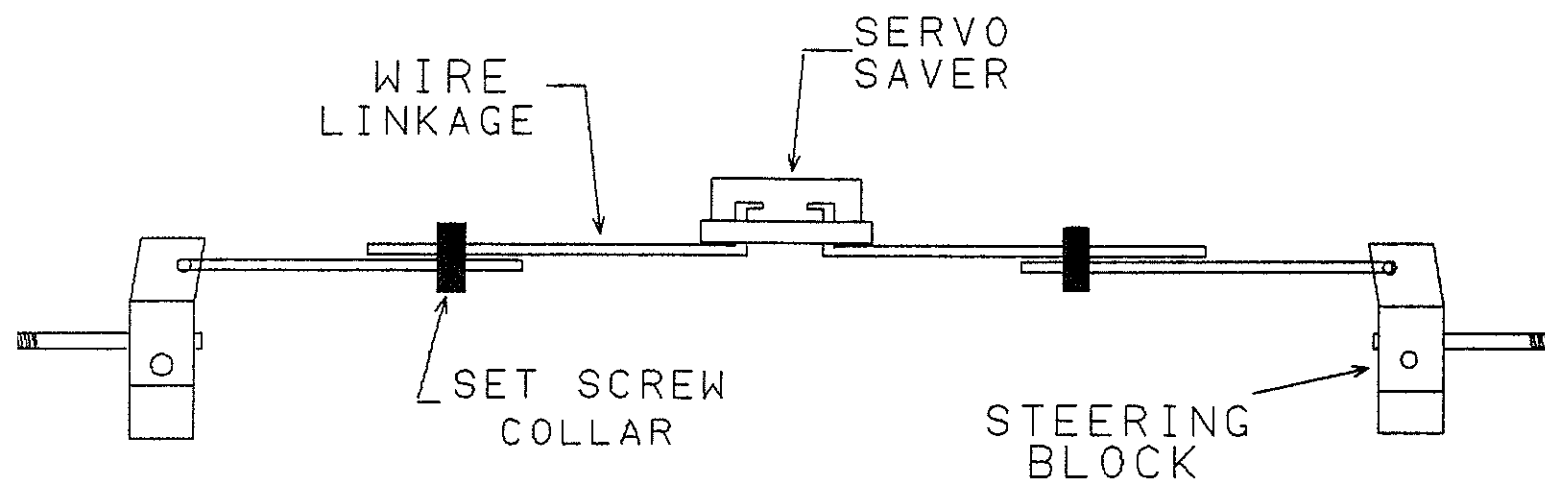
MOTOR

Open bag 17 motor parts. Solder black wire on plug to - side of motor and red wire to plus (+) (marked on end cap next to solder lugs.) Make sure to solder capacitors across + and on motor - to avoid motor interfering with radio, install pinion gear on motor shaft. Back of gear should be about 1/8" from housing. Set screw should be lined up on flat side of motor shaft. Install motor to make sure pinion lines up with spur gear adjust as necessary. Use short screws and washers to attach motor, slide motor back until gears touch and then slightly forward until you can feel a slight amount of play between gears. Turn gear a few times to make sure adjustment is correct and tighten motor.

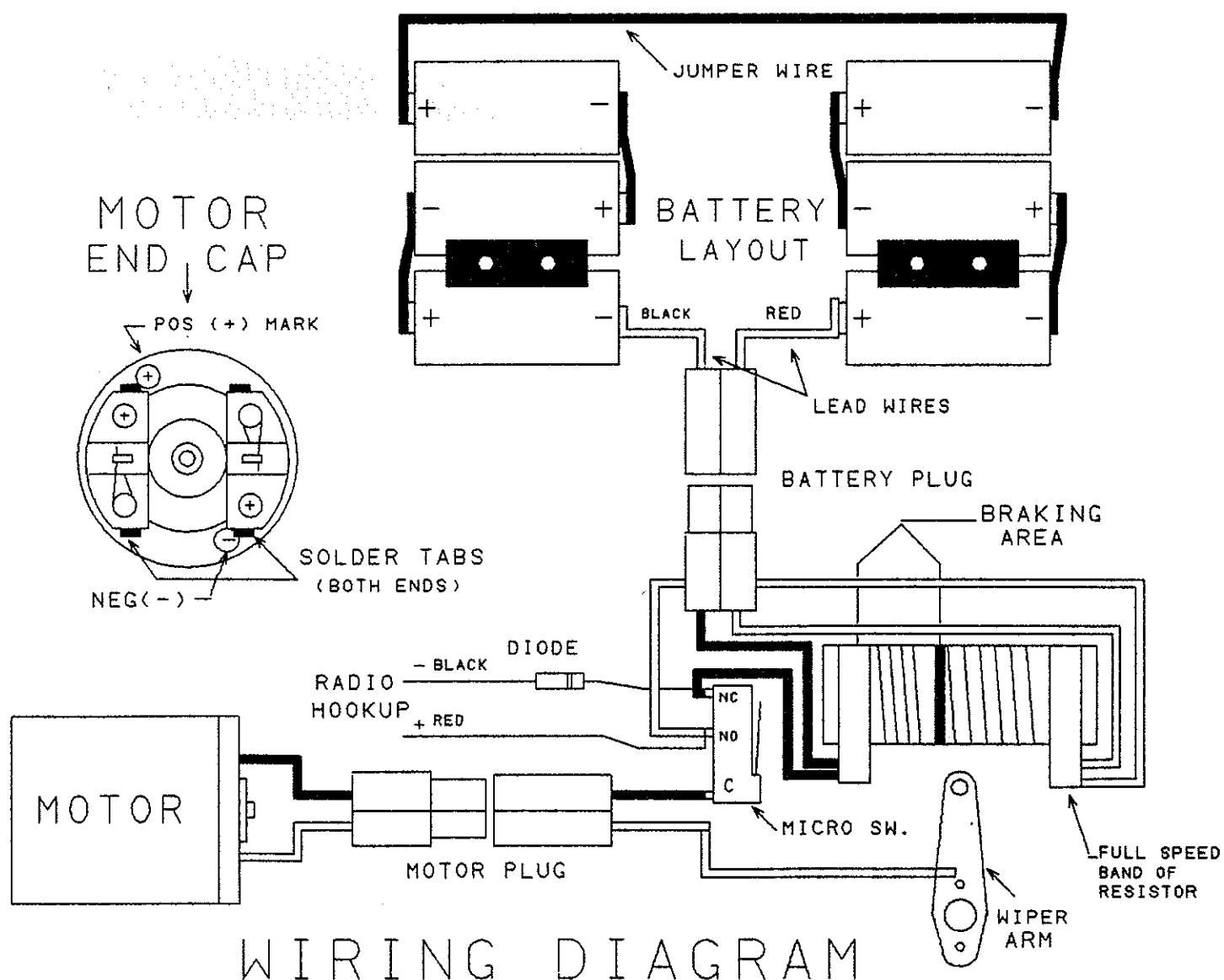
FRONT WHEELS

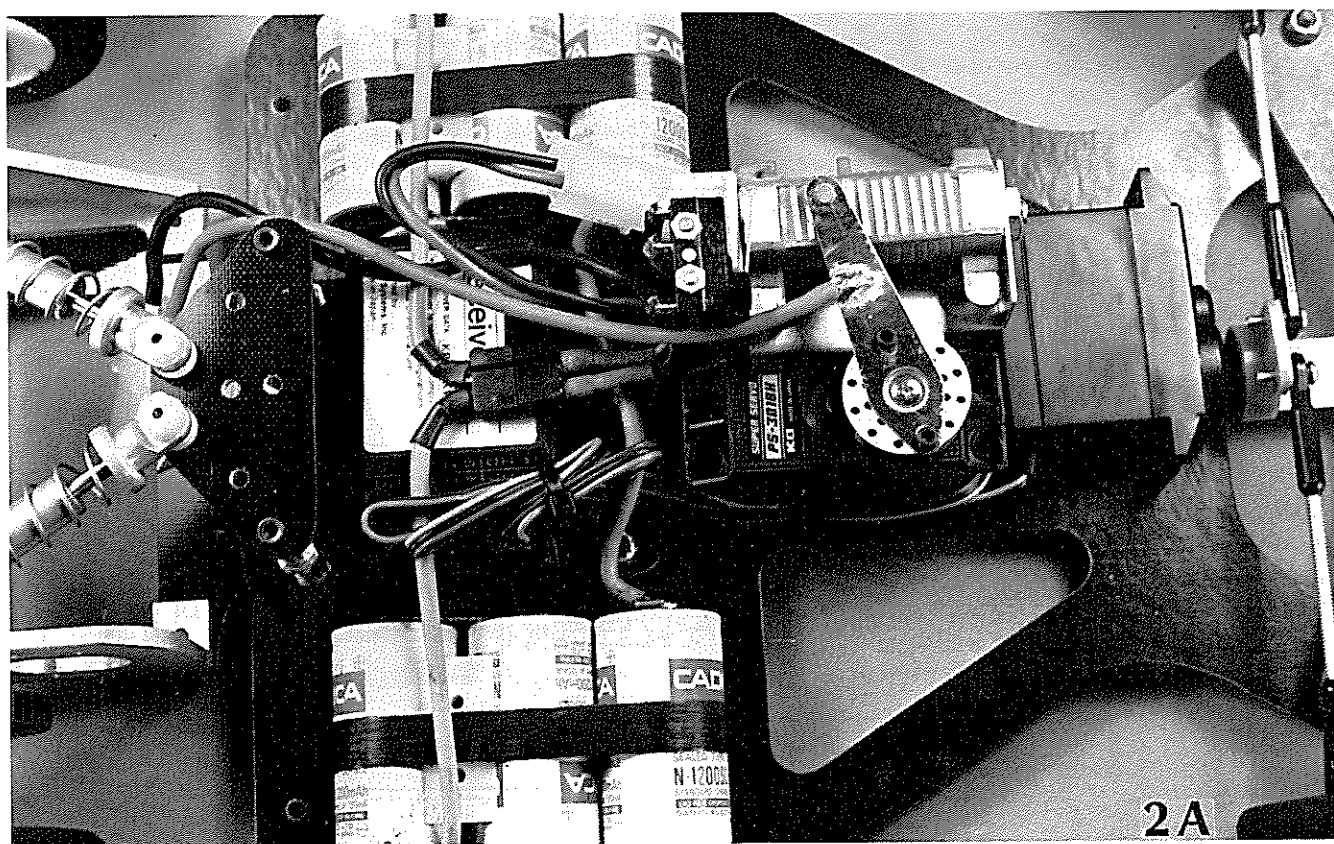
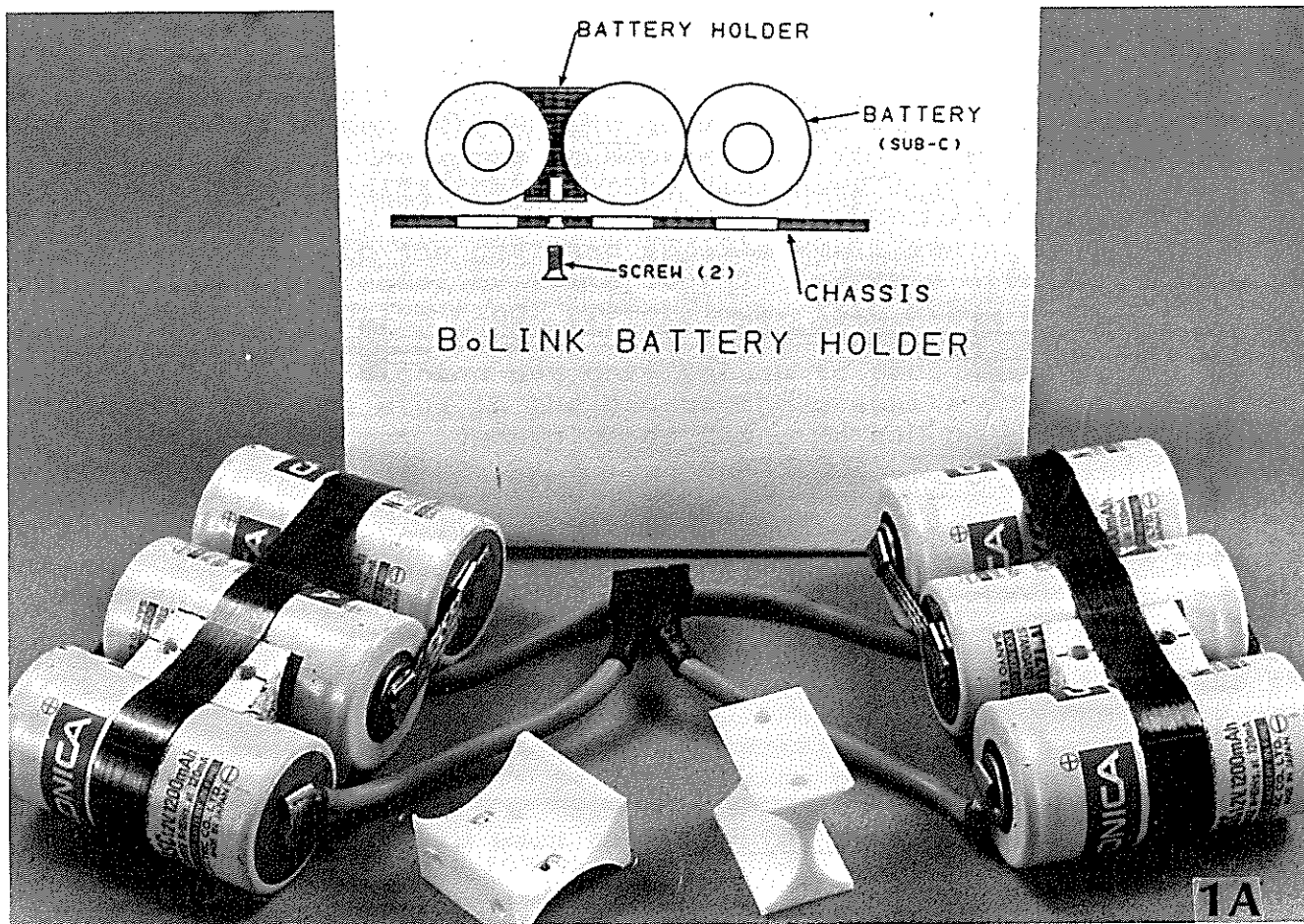
Remove 4 small bushings from bag 25 (1370 & 1371 kits) or bearings from bag 26 (1372 kit). Install one in each side of each front wheel. If bushings put a drop of oil on each. Install on axles and retain with lock nuts. Over tightening will cause front wheels to bind (not spin freely). Front tires can be put on with spokes in or out. This change will change track width of the front end and affect the amount of steering you have.

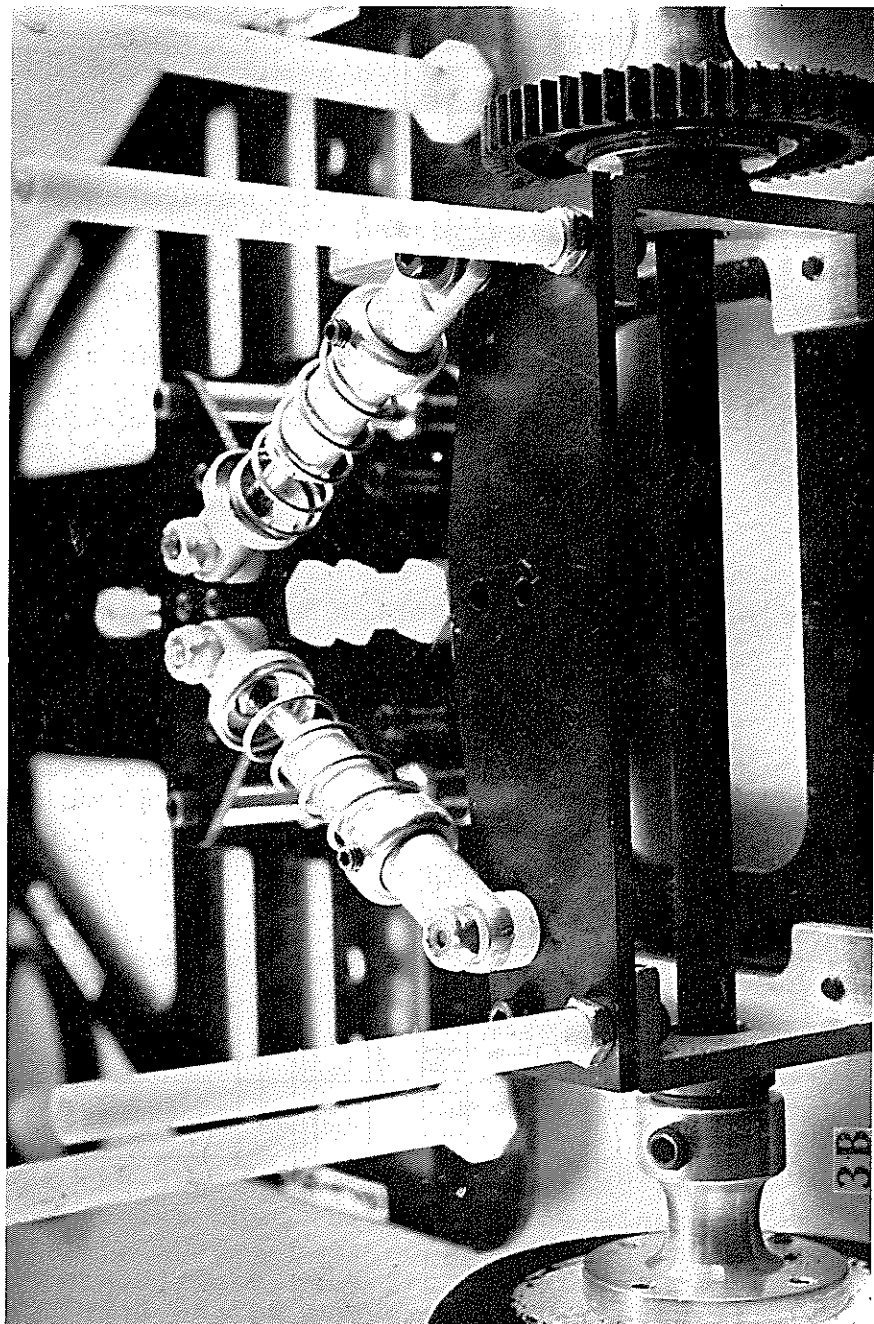
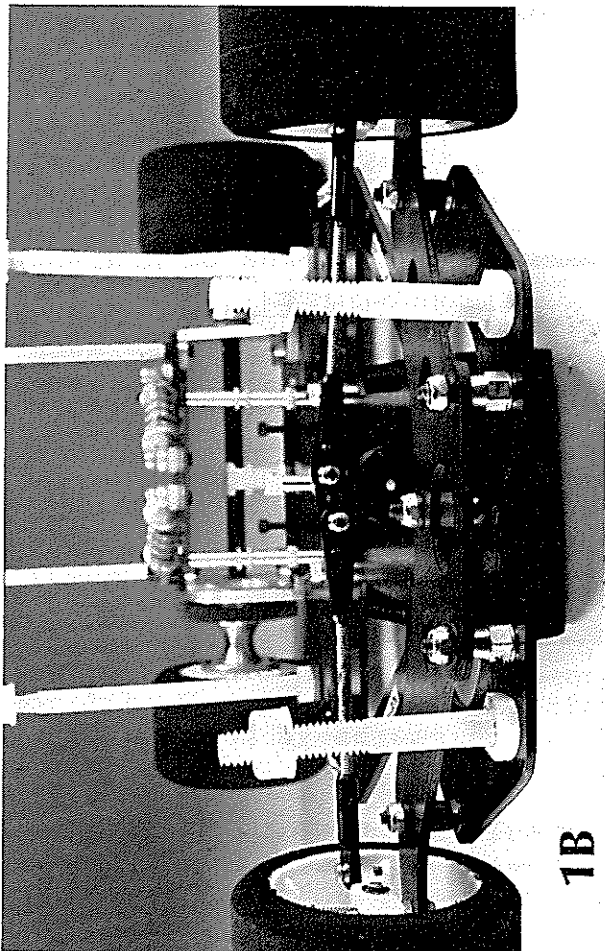
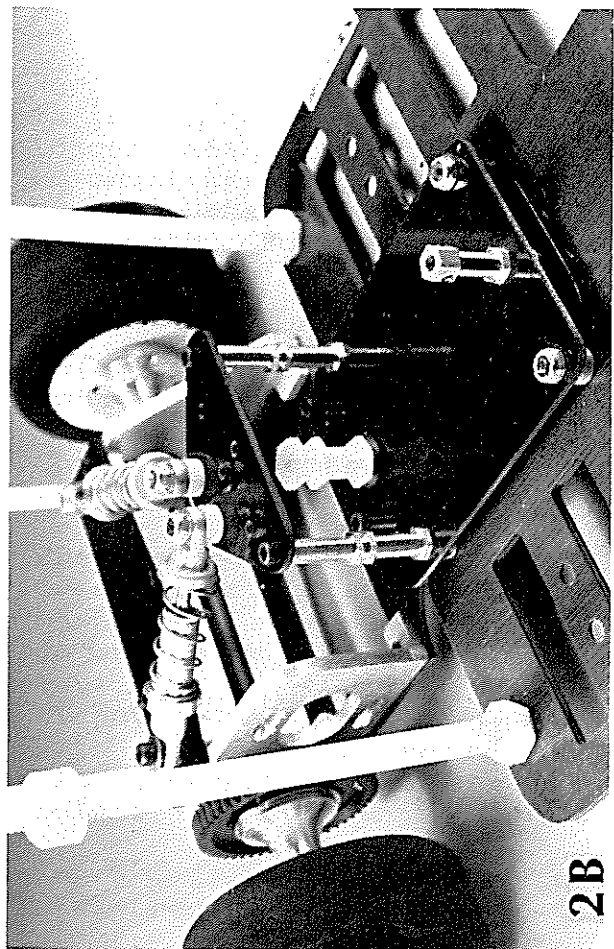
Adjusting Diff: : After car is complete and batteries charged, set the car down and tighten the nylon nut A LITTLE at a time until the diff only slips a little before the car takes off. The diff adjustment is a useful handling tool, having the diff tighter will cause the car to push or under steer.

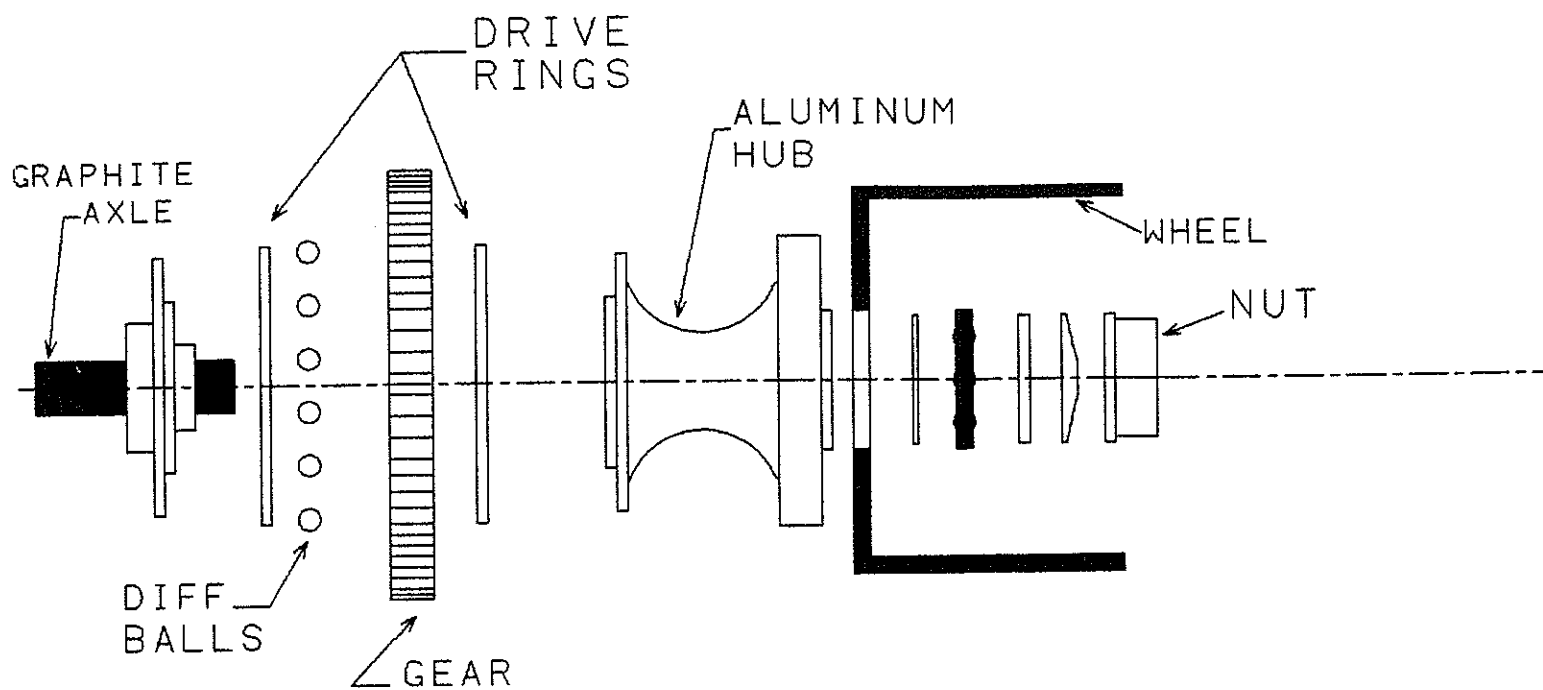


ELIMINATOR STEERING LINKAGE

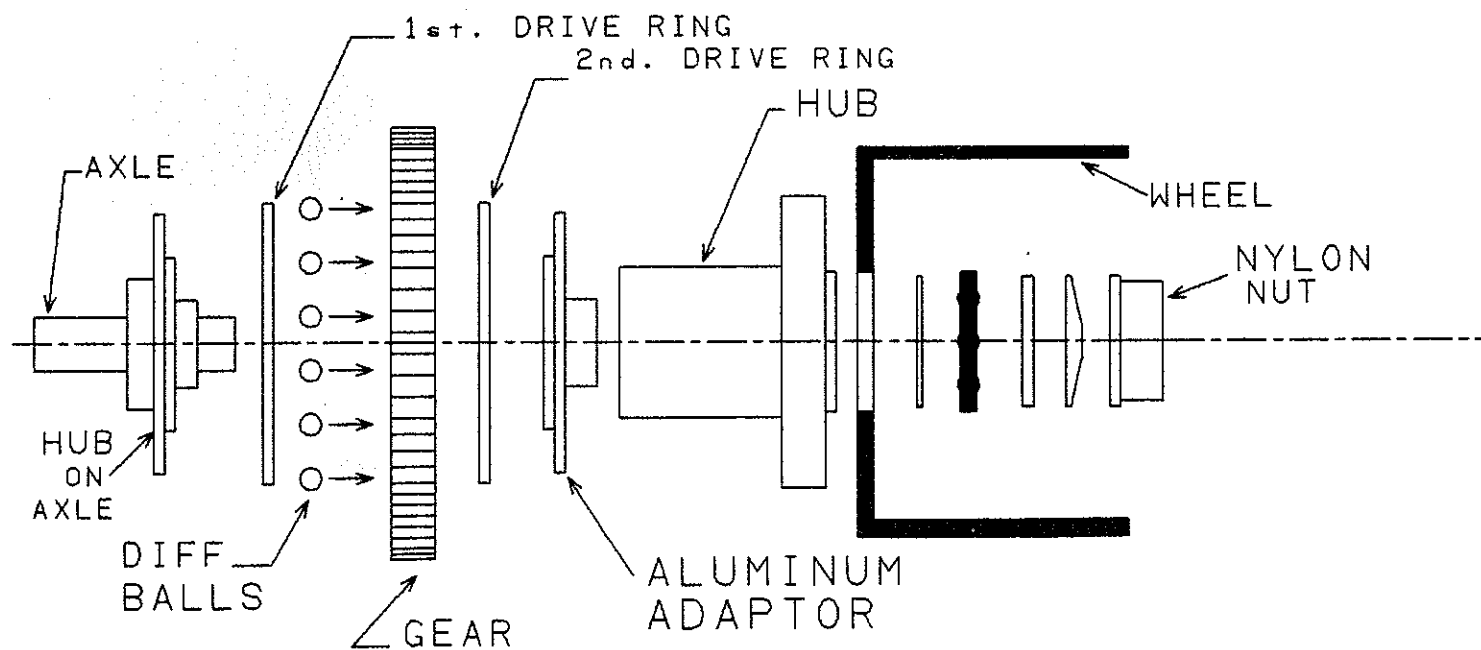








DIFFERENTIAL ASSEMBLY
(GRAPHITE)



DIFFERENTIAL ASSEMBLY (STEEL)

BODY MOUNTING

Remove body post parts from bag. The short posts go in the two holes left in the chassis just in front of the front axle plate. (Picture 2-B) The longer ones go at the rear of the chassis plate on each side. The best way to mount the body is to set it over the chassis before painting so you can mark the post positions. Drill the holes in the body 1/4" and set it over the posts. Follow the painting and trimming instructions for body finishing.

BATTERY ASSEMBLY BAG 24

Refer to battery assembly drawing and picture 1-A. BoLINK's nylon battery mounts are the most reliable battery holding devices we have ever seen. They have been used in racing for nearly two years by Jim Hoffman, Carl Christie and others in the midwest area with great success. Extra sets are available from BoLINK (BL-5378 & 5378-B).

Use double sided tape included to cover curved sides of battery holders, press 1 battery against each side. Make sure that batteries are centered on holders. If necessary, mount holders to chassis, then install batteries to make sure they line up with the slots in the chassis.

If you're using 6 cells, add the front battery on each side. Attach it with super glue or servo tape. Remove pack from car and wrap around pack with fiberglass filament tape to make sure batteries stay attached to holder. Make sure the tape does not cover the mounting holes.

For 7 cell, mount the last battery on top of either side (left is preferred) between the two front cells

DO NOT OVERTIGHTEN the screws that attach battery holders to the chassis - you can strip them if you try - They only need to be snug, they won't vibrate out.

Wiring Batteries - Batteries should be connected with at least 16 gauge wire. We suggest BoLINK silicone wire (BL-4634) and braided battery connectors (BL-4724). Use a soldering iron that is hot enough to solder to the batteries quickly, too much heat can damage the cells. Make sure that your jumper and lead wires are long enough. Set the packs in the car chassis to measure them.

Plugs - The only plugs we recommend for racing are Deans' (BL-4244). They have gold plated contacts and will carry plenty of current. The ones recommended above are 4-pin and we suggest soldering each wire to two pins for maximum current.

RACING YOUR ELIMINATOR 10

Caster Adjustment - caster describes the angle of the kingpin that the steering block rides on. More caster means that the top of the kingpin is leaned more towards the back of the car. Under most conditions, having more caster will make your car understeer (Push away from the turn) coming out of the turn. We recommend that the kingpins be very close to vertical or 1 to 2 degrees positive caster (leaned back) caster adjustment is accomplished by adjusting two outer locknuts that hold front end plate to chassis. Both should be kept even for tracks with left and right turns.

The center screw on the front axle should be adjusted up and down with outer ones for caster adjustment. It also can be adjusted seperately for camber adjustment to make the front tires wear evenly

Main Chassis Adjustment - Tweak. Tweak refers to the balance of the suspension. Checking the "Tweak" is accomplished by lifting the rear of the car and checking to see that both rear tires touch at the same time as you lower the car. Set the car down on a flat surface with the back of the car towards you. Make a mark on the rear of the T-plate 1 1/8" inch from the inside of the right motor mount. This is the point you should use to lift the car. Lift the rear of the car with a hobby knife, small hex wrench or small screwdriver until both tires are off the ground. Lower the car and see how far off the ground one tire is when the other touches. Make sure you are lifting the car correctly a couple of times. Corrections are made by adjusting the coilovers add or remove spring tension to one side. If the left tire comes off the ground first, tighten the left coilover to add more spring pressure and push that tire down quicker, and/or loosen the right coilover to reduce the pressure on the right spring. Adjust until both tires touch evenly.

Rear traction should increase if rear shock springs are set softer by taking tension off both. Make sure to check "Tweak" again after doing any of these adjustments.

Side Roll Adjustment - Side Roll (the amount of twist the T-plate has in relation to the chassis is controlled by tightening the damper nut that compresses the large rubber grommet. Do not add any washers under this part, the shape of the damper nut compresses the grommet correctly.

There are holes for limit screws on both sides of the rubber grommet at the rear of the radio tray. Thread two 1/4" screws from rear end bag through these. If you want to limit side roll (total movement) without effecting rate, adjust these down close to T-Plate.

Front Springs - The soft front springs included in this kit should be good for most surfaces. If you need softer front springs, cut a couple of turns from stock. Do not forget that the most important factor in making your eliminator handle is the tire compound combination. If the tires on the front are too soft you will not be able to get enough rear traction with any chassis adjustments.

Good handling is a balance of front and rear traction. You should always run the hardest combination of tires that will make your car handle well. You can add traction without going to a softer tire with the use of a traction additive such as BoLINK's MAX-TRAK (BL-6029). For instance, if your car has good front bite and the rear is a little loose, use the MAX-TRAK on the rears to bring up the bite without going to a softer tire that may cause your car to hop. This is usually caused by the rear roll being too loose or having tires that get enough traction to cause the car to lift up on the inside, lose traction and then get bite again. Listed below are the tire compounds available from BoLINK at the present time.

FRONTS

Orange Dot	Extra Firm
Blue Dot	Firm
Green Dot	Medium

REARS

Blue Dot	Firm
Green Dot	Medium
Green/Yellow	Split
Yellow	Medium Soft

BODY PAINTING INSTRUCTIONS

1. PAINT- We recommend Bolink's MR. CONCOURS ll paint for all lexan and other R/C bodies. You can brush it on (more than one coat of some colors is suggested for best coverage) or you can thin it with water and spray it on. It is available thru all Bolink outlets in nine (9) bright colors, in two ounce plastic jars. Best adhesion is obtained about 8-10 hours after painting, although paint is dry to the touch in less time.
2. Do not cut out wheel wells or trim off excess plastic before painting. But if you wish, you can lay the body over the chassis and mark and drill (or cut out) for body post hole and holes for wing tubes and mark where you will cut out for wheels.
3. Wash entire body with warm water & soap (use a sponge in tight areas).
4. Wipe off all water drops with soft, lint-free rag (blow off dust).
5. Mask off windshield and all areas not to be painted with the first color. Rub the edges of all the masking tape with the back of your fingernail so that paint can't bleed under the tape. One way to add fancy stripes or designs to the body is to lay out masking tape on a piece of glass, cut out the designs. Then peel it off the glass and stick it on the body carefully, or put the tape inside the body, draw a design on the tape (a pencil works best) and carefully cut out the design with an x-acto knife, peel off the excess tape (be careful not to cut too deeply into the body, as this can cause body to crack along the cut line later). Or use automotive pinstriping tape to outline your design and then fill in with masking tape. You can buy it at most automotive supply stores. This might work better for you than masking tape, in that it is plastic and makes a clearer, sharper, more distinct line.
6. After completely dried, body may be trimmed, cockpit area cut out and detailing completed. Trimming can be done several ways. One is to use tinsnips, another is to score lines with an x-acto knife. Bend the body away from you, it should then break along the scribed line (make sure scored lines are deep enough, or the body may not part along the line).
7. Air scoops or other areas may be painted flat black on the outside or striping tape can be used.

2601 \$2.00 STOCK CAR NUMBERS.

Black numbers with white outline and black shading. Strip includes two door size numbers and one large roof size. 2 strips per package. Specify number when ordering. (IE. 2601-2, 2601-6, etc.).

2602 \$2.00 CHROME STOCK CAR NUMBERS

Chrome numbers with black outline and shading. Strip includes two door size numbers and one larger roof size. 2 strips per package. Specify number wanted when ordering. (IE. BL 2602-3; BL 2602-7 etc.).

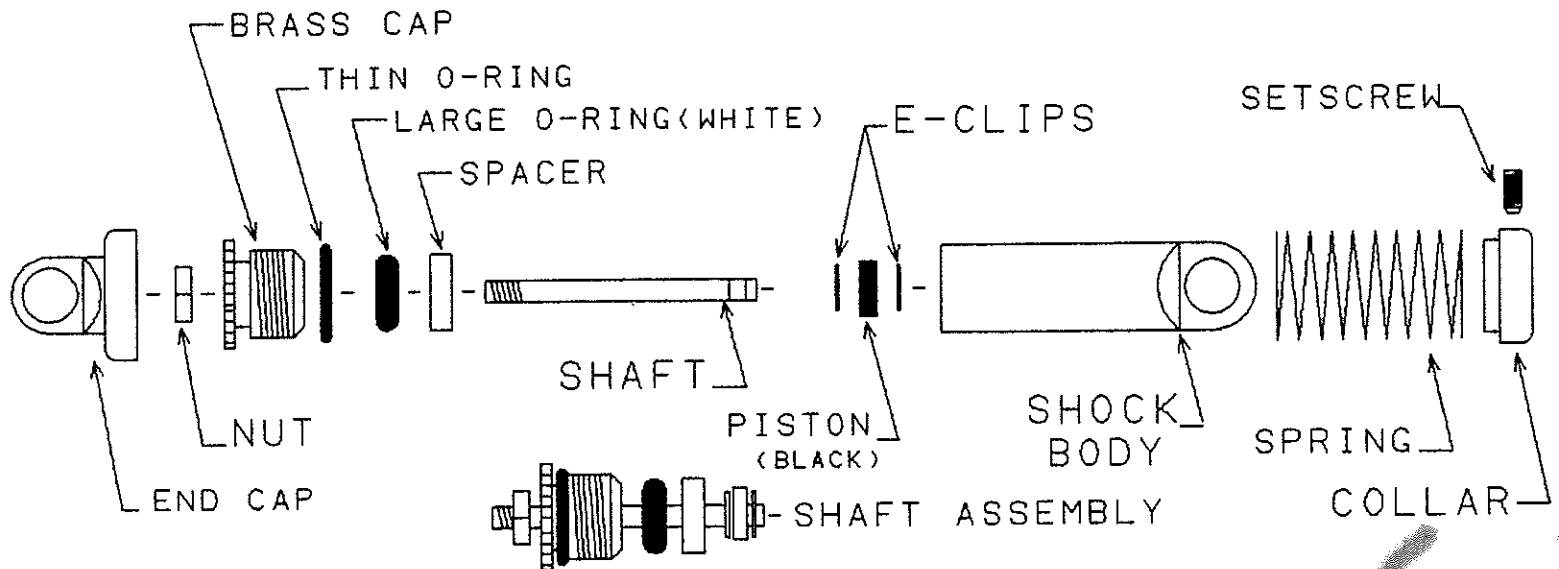
2611 \$5.00 BOLINK LOGO SHEETS. 2 colors (2 sheets).

2618 \$2.50 NANCE SPRINT CAR. Decal sheet - 3 color.

2621 \$1.75 ROUND TRACKER DECAL SHEET. 2 color.

2623 \$7.50 OVAL RACING SPONSOR. Decal sheet - multi color.

BL-5171 SHOCK ASSEMBLY



Remove all parts from bag. Make sure no small parts are left inside shock body. Snap one of the small E-clips on to the groove closest to the middle of the shaft. Slide the piston (black plastic) onto the shaft and install the other E-clip. Slide the white plastic spacer down the shaft, then the white rubber o-ring.

Carefully install the thin black o-ring down past the threads on the brass end cap. Look inside the shock body, you will see a ridge about 1/8" below the bottom of the threads. Fill shock to approximately 1/8" below the ridge with BL-6028 shock fluid. Now push shaft assembly into shock slowly. Push it all the way to the bottom to remove any air in the bottom and lift up about 1/8". Carefully install brass end cap, if tightening of brass cap forces shaft out of shock, you have too much fluid in it. Remove a small amount and re-install shaft and brass end cap. Hold flat part of shock and tighten cap. **DO NOT HOLD BODY OF SHOCK WITH PLIERS.** This can destroy shock. Now extend shaft, install brass nut and end cap. Make sure nut is tight against cap. Use thread lock if you wish.

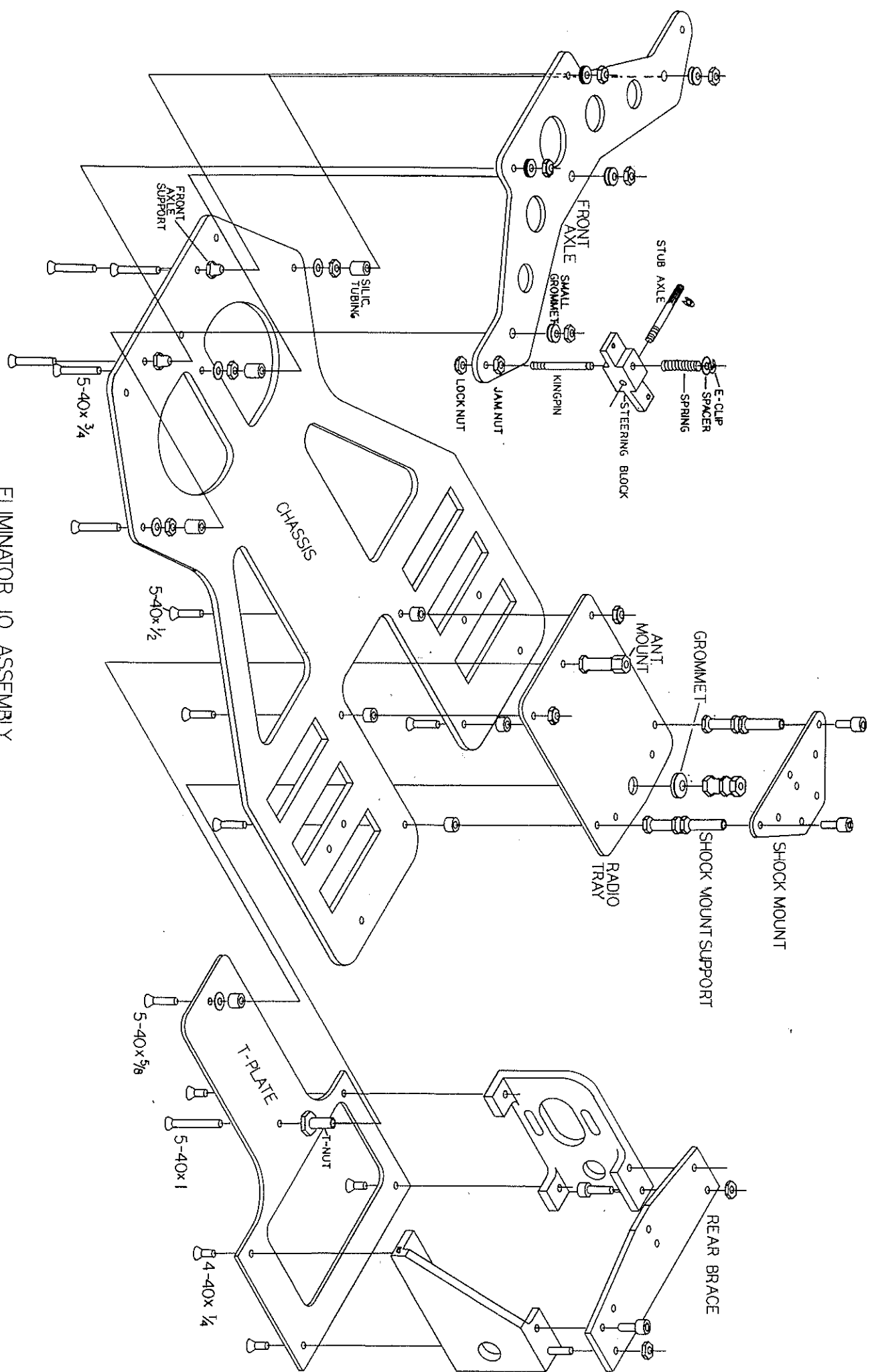
Slide spring down over shock body and install collar and set screw. **DO NOT OVER-TIGHTEN SET SCREW.** These shocks come with soft springs. Stiff springs are available, order BL-5173.

ELIMINATOR 10 REPLACEMENT PARTS LIST

BL-5066	\$30.00	E-10 Chassis Fiberglass
BL-5067	80.00	Chassis graphite
BL-5162	10.00	T-Plate
BL-5165	15.00	Motor Mount
BL-5166	13.00	Left Axle Carrier
BL-5164	3.00	Rear Brace
BL-5170	2.75	Shock Bushings and Hardware
BL-5171	15.95	Shocks and coilovers (pair)
BL-5173	1.75	Stiff coilover springs
BL-5180	11.00	E-10 Ft. Axle Fiberglass
BL-5180-A	25.00	E-10 Ft. Axle Graphite
BL-5181	6.50	E-10 Radio Tray
BL-5182	4.75	E-10 Shock Plate
BL-5351	3.00	Steering Blocks
BL-5364	3.50	Threaded Stub Axle
BL-5365	2.00	Servo Mount Posts
BL-5366-A	4.50	Elim. Ft. Hardware Kit
BL-5370-A	8.00	Elim. Radio Tray Hardware Kit
BL-5375	3.75	Elim. T-Nut and Damper Kit
BL-5377	3.75	Elim. King Pins
BL-5378	3.00	Elim. Battery Holders (pair)
BL-5378-A	1.50	Elim. Battery Holder Screws
BL-5378-B	10.00	Elim. Battery Holders Bulk (4 pair)
BL-5381	2.75	Elim. Rubber Parts Kit (Grommets & Washers)
BL-5382	3.25	Elim. Ant. Mount Kit
BL-5383	2.00	Fiberglass Ant. With Tip
BL-5456	24.00	Front Ball Bearings (2 pair)
BL-5453	15.95	Rear Ball Bearings (1 pair)
BL-5452	1.50	Rear Oilite Bushings
BL-5457	1.25	Front Oilite Bushings
BL-5738	20.00	Graphite Axle
BL-5728	5.50	Steel Axle for Schumacher Type Gears
BL-5730	6.00	Steel Axle for Assoc. Type Gears
BL-3511	3.95	Nylon Wheel Hubs
BL-3514	7.50	Left Side Aluminum Hub
BL-3518	6.50	Diff. Side Aluminum Hub
BL-5733	4.00	Servo Kit for Shumacher Type Diff.
BL-5735	2.25	Thrust Bearings Set
BL-5737	2.00	Belleville Washer for 1/4" Steel Axles
BL-5751	1.50	.125 Dia. Diff. Balls Assoc. Type
BL-5752	1.50	Assoc. Type Drive Rings
BL-5753	1.50	Belleville Washer For Graphite Axle

HARDWARE PARTS LISTING

BL-7010	\$1.50	4-40 X 1/4" Flat Head Screws (T-Plate to Motor Mounts)
BL-7015	1.50	5-40 x 1/2" Flat Head Screws (Radio Tray Mounts)
BL-7017	1.50	5-40 x 3/4" Flat Head Screws (Front End Assembly)
BL-7018	1.50	5-40 x 1" Flat Head Screws (T-Nut Screw)
BL-7025	1.50	4-40 x 1/4" Socket Cap Screws (Shock Plate & Side Roll Limits)
BL-7027	1.50	4-40 x 1/2" Socket Cap Screws (Rear Brace)
BL-7150	1.50	4-40 x 1/8" Set Screw
BL-7160	1.50	10-32 x 1/4" Set Screw (Wheel Hub)
BL-7206	1.50	5-40 Jam Nuts
BL-7207	1.50	5-40 Lock Nuts
BL-7501	1.50	1/8 I.D. Rubber Washer
BL-7505	1.50	1/8 I.D. Rubber Grommet (Front End)
BL-7506	1.50	3/16 I.D. Rubber Grommet (T-Nut)
BL-7600	1.50	Hex Wrench Set



ELIMINATOR 10 ASSEMBLY