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# hobbytech BXR S2 RTR Brushless Buggy Instruction Manual



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BXR S2 RTR Brushless Buggy



## Instruction Manual

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## BXR S2 RTR Brushless Buggy



### WARNING !

This vehicle delivers a very powerful velocity.

If the handling and the instructions is not followed with all attention needed, a lot of parts can be damaged easily.

It is better to start slowly to learn how to control this amazing power !



- This is not a toy! Not suitable for children under 14 years old without adult supervision.



## WARRANTY AND SERVICE INFORMATIONS

### COMPONENT WARRANTY PERIOD

#### PLEASE READ THE FOLLOWING INFORMATION CAREFULLY !

Please note this is a high-quality hobby product and not a toy. Therefore, it is necessary that children under 14 years are supervised by an adult. The guardians and / or parents have the responsibility to provide the appropriate guidance and supervision of the minors .

This product has a 90 day warranty, which is only guaranteed to the original purchaser. The warranty valid only to products that have been purchased from an authorized Hobbytech dealer. Warranty claims will be processed only with a valid proof of purchase / receipts. If within the warranty period, a portion of the product fails due to manufacturing defects, then it is within the discretion of Hobbytech to repair it or replace it. The decision to repair or replace the part will be taken by

Hobbytech. After use, we do not offer new for old warranty.

#### WARRANTY DISCLAIMER

This high performance model was made with highest attention and care and should be treated with respect. Excluded from the warranty are components that have been damaged by wrong installation, mishandling, accident, operation, maintenance, lack of maintenance and care, as well as abuse and / or repair attempts. Furthermore excluded from the guarantee are wearing parts such as fuses and batteries, visual impairments, shipping -, transport costs.

#### WARRANTY CLAIM

Please contact your dealer with the warranty claim and / or repair. Your dealer and Hobbytech will make an proper decision that will help you as soon as possible. For invalid warranty claims you may be charged for the processing costs before the parts are returned. All repairs which are necessary by negligence or abuse are bill in advance. In case you decide that you not want to repair your product then Hobbytech editing and reserves the right to charge shipping costs .

#### DECLARATION OF CONFORMITY IN ACCORDANCE WITH THE (RED) 2014/53/EU DIRECTIVE

Sarl Imodel  
13006 Marseille  
31100 Toulouse  
France



This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collection point for the recycling collection point for the recycling of waste electrical and electronic equipment. Help us to protect the environment and respect our ressources

Declares that he following product: KONECT KT3X Transmitter & KR3X Receiver

Item Number : KN-KT3X/SET

Complies with the essential requirements and other relevant provisions of the european directive (RED) 2014/53/EU:

##### EMI EN 301 489-1 V2.2.3 (2019-11)

Electromagnetic Compatibility and radio spectrum matters (ERM) ; Electromagnetic Compatibility (EMC) for radio equipment and services; Part 1: Common technical requirements

##### EMI EN 301 489-1 V2.2.3

ElectroMagnetic Compatibility (EMC) standard for radio equipment and services; Part 1: Common technical requirements; Harmonised Standard covering the essential requirements of article 3.1(b) of Directive 2014/53/EU and the essential requirements of article 6 of Directive 2014/30/EU MI

##### EN 301 489-17 V3.2.4

ElectroMagnetic Compatibility (EMC) standard for radio equipment and services; Part 17: Specific conditions for Broadband Data Transmission Systems; Harmonised Standard covering the essential requirements of article 3.1(b) of Directive 2014/53/EU MI

##### EN 300 328 02.2.2:2019

Wideband transmission systems; Data transmission equipment operating in the 2,4 GHz ISM band and using wide band modulation techniques;Harmonised Standard for access to radio spectrum

##### EN 62479:2010

Assessment of the compliance of low power electronic and electrical equipment with the basic restrictions related to human exposure to electromagnetic fields (10 MHz to 300 GHz)

Manufacturer Address: Sarl (model – 3 rue Labouche – 31100 Toulouse – France Date of issue: 27 Septembre 2021

i.A.



#### IMPORTANT – READ THIS BEFORE RUNNING

#### PLEASE READ ALL INSTRUCTIONS AND FAMILIARIZE YOURSELF WITH THE PRODUCTS AND CONTROL BEFORE OPERATION.

This product is not a toy. It is a high performance model product. It is important to familiarize yourself with the model, its anual, and its construction before assembly and operation. Adult supervision is necessary

#### CAUTION

To avoid serious personal injury and property damage, operate all remotely controlled models in a responsive manner as outlined below. R/C car models can exceed speeds of 40km/h (25mph), and cannot be stopped quickly.

1. Never run R/C models on the street or highways, as it could cause or contribute to serious traffic accidents.
2. Never run an R/C model near people or animals, nor use people or animals as obstacles when operation R/C vehicles.
3. To avoid injury to persons or animals, and damage to property, never run a R/C model in a confined or crowed area.
4. Running R/C models into furniture or other inanimate objects will cause damage to the objects and the R/C models.

#### CAUTION DURING OPERATIONS

When the R/C model is in operation, dot not touch any of its moving parts, such as drive shafts, wheels, as the rotating parts can cause serious injury.

1. The vehicle motor gets very hot during running and could cause burns if touched.
2. Make sure that no one else is using the same frequency as yours in your running area. Using the same frequency at the same time, whether is driving, flying or sailing, can cause loss of control of the R/C models, resulting in serious accidents.
3. Properly connect plugs. To prevent electrical shock and/or damage to the product resulting from a short-circuit; insulate connections with heat shrink tubing or electrical tape. Before running vehicle, check that battery wiring and plugs are not so loose as to drag on the ground. Properly secure cables using electrical tape or nylon tie-wraps.
4. Stiff rotation of gears, shafts, joints and wheels can burn out the motor. It's recommended to check proper joint and shaft rotation by using one 1,5V dry cell during assembly of the model.  
A worn motor will overheat and result in a short running time. Replace a worn out motor as soon as possible.
5. R/C models will run out of control when either the receiver or transmitter battery voltage drops off. Stop the vehicle immediately when the car starts to show down to prevent it from running out of control.

#### SAFETY PRECAUTIONS

Follow the outlined rules for safe radio control operation.  
Avoid running the car in crowded area and near small children.  
Make sure that no one else is using the same frequency in your running area. Using the same frequency at the same time can cause serious accidents, whether it's driving, flying or sailing.  
Avoid running in standing water and rain. If R/C unit, motor, or battery get wet, clean and dry thoroughly in a dry shaded area. R/C operating procedures

1. Make sure the transmitter controls and trims are in neutral. Switch on transmitter.
2. Switch on receiver.
3. Inspect operation using transmitter before running.
4. Adjust steering servo and trim so that the model runs straight with transmitter in neutral.
5. Reverse sequence to shut down after running.
6. Make sure to disconnect/remove all batteries.
7. Completely remove sand, mud, dirt etc
8. Store the car and batteries separately when not in use

SETTING UP THE MODEL

To greatly enhance the overall performance of your car, it's necessary to tune the vehicle to the track (and its surface conditions) on which you will be racing. Make adjustments referring to the instruction manual, keeping in mind that "balance" is the key word.

1. **Tires**  
Tires have a great influence on the performance of your car, and are normally the first components tuned. Select the right tires for the track you are racing on.
2. **Toe-in and Toe-out**  
Adjusting the car toe-in a little, by pointing the wheel inwards, provides the car with good straight running and moderate steering characteristics. Toe-out, which point the wheels outwards, gives sharp and crisp steering. Take care not to overdo.
3. **Camber angle**  
While taking the corners, the car is forced to go outwards, causing instability. The area of contact on each tire is determined by the camber angle, and therefore the traction of the tires can be made greater or lesser by adjustment of camber angle. To increase traction during cornering, adjust camber angle negative, and reduce traction, adjust for positive camber.
4. **Ground clearance and suspension drop**  
Ground clearance and/or rebound stroke has a great effect on stability during cornering, acceleration, and braking. Ground clearance can be adjusted by altering damper spring tension and stiffness.
5. **Gear ratio**  
Proper gear ratio should be determined by the available output power of the motor; type of battery; track condition and layout. It should be also noted that running the car on a good grip surface suggests use of pinion gear 1 teeth smaller, in order to effectively use all of the available battery power.

Tools Required not included in the kit

|  |  |   |
|--|--|---|
|  <p><b>HT 421910</b><br/>1-10 scale full tool set<br/>Hex wrench 1.5-2mm<br/>Philips 1.5mm<br/>Nut driver 5.5mm</p> |  <p>4xAA Alkaline batteries</p> |  <p>Multifunction pliers completely set</p>       |
|  <p><b>EX 421932</b><br/>Nut driver 7mm</p>  |  <p>Knife</p>                   |  <p><b>EX 421200</b><br/>Curved lexan scissors</p> |

CHASSIS



For obvious reasons of security, the KONECT KT3X radio system is equipped with an automatic power shut down of the receiver when the user turns the transmitter

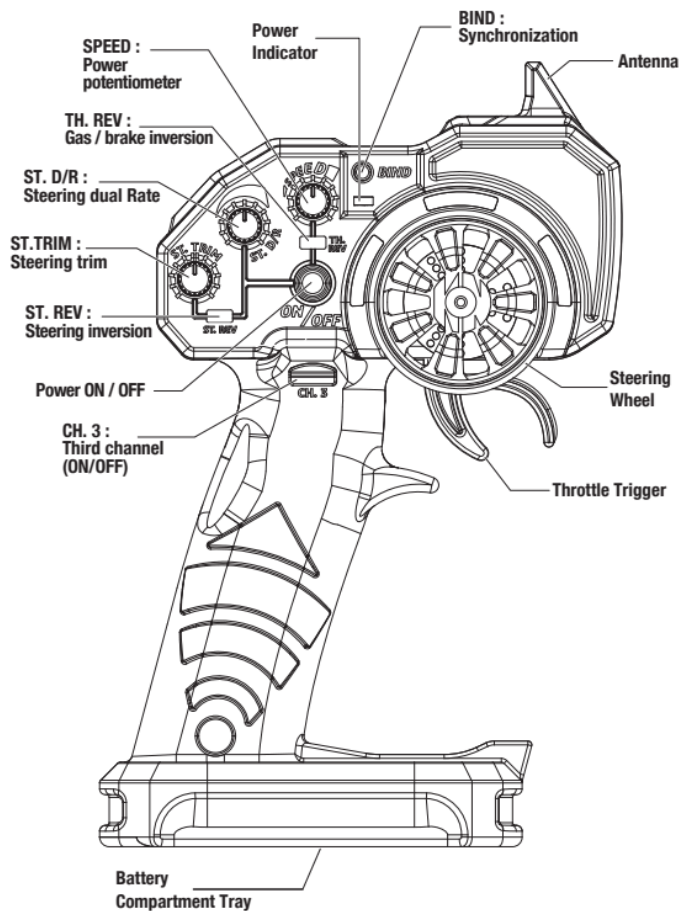
On while turning the steering wheel or touching the throttle trigger.

Consequently on ignition, the vehicle won't (for example) unintentionally accelerate. The transmitter Led flashes red & green, and the user cannot use it anymore. Then it must be turned Off and On without touching anything else.

## Functions

### KT3X Transmitter

|                                       |   |
|---------------------------------------|---|
| <b>Steering Wheel :</b>               | Control direction (Left / Right)  |
| <b>Throttle Trigger :</b>             | Control speed and direction (Forward/Brake/Backward)                                |
| <b>Battery Compartment Tray :</b>     | Cover and hold the batteries powering the transmitter                               |
| <b>Power ON / OFF :</b>               | Power ON / OFF the transmitter  |
| <b>SYNC &amp; Battery Indicator :</b> | Top LED light indicates synchronization status and/or adequate battery power supply |
| <b>CH. 3 :</b>                        | Third channel switch  |
| <b>ST. Trim :</b>                     | Adjust the neutral position of steering servo when model wheels are straight ahead  |
| <b>ST. REV :</b>                      | Steering inversion  |
| <b>ST D/R :</b>                       | Steering limit switch potentiometer   |
| <b>TH. REV :</b>                      | Throttle / brake inversion  |
| <b>SPEED :</b>                        | Throttle limit switch potentiometer   |
| <b>BIND :</b>                         | Pairing the receiver  |



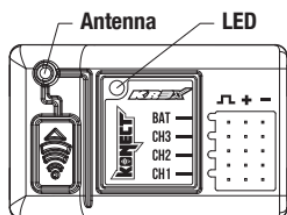
### KR3X receiver

**BAT :** Battery connection

**CH3 :** Third channel

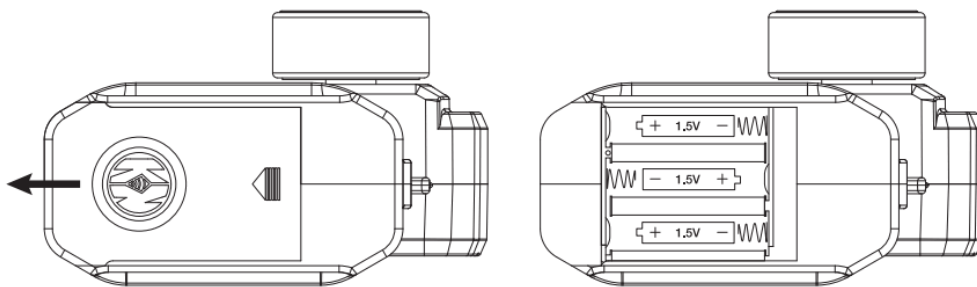
**CH2 :** Second channel

**CH1 :** First channel



## Battery Installation

Works with 3 x 1.5V AA Batteries (not provided), KT3X can be operated a few hours. Installation: Remove the battery compartment cover as shown below. Insert the batteries respecting the polarities indicated in the battery compartment then replace the battery compartment cover



### Battery LED Indicator

- During normal operation, the transmitter LED should be solid green ON, and the receiver LED should be red ON (transmitter & receiver paired).



**Warning:** Never disassemble batteries or put the batteries in fire, chemical agents, otherwise they may cause personal injuries or property damages.

**Battery Disposal:** Observe corresponding regulations about wasted battery treatment regulations.

Submit the wasted batteries to specific recycling stations.

#### 1. Pairing your radio

Pairing your receiver to your KT3X

1. Transmitter turned off, power the receiver On. The receiver LED flashes Red

2. Press and Hold the «BIND/EPA» transmitter button while powering On the transmitter.

The receiver LED becomes solid Red, and the transmitter solid green: your receiver is paired with your transmitter. You can release the «BIND/EPA» button.

#### 2. Inversion

Reversing is used to change the response direction of steering wheel and throttle trigger.

**Steering Reverse:** Reverse the response direction when operating steering wheel.

Turning left steering wheel, the model turns right while turning right the model turns left.

**Throttle Reverse:** Reverse the response direction when operating throttle trigger.

Pushing forward throttle trigger the model moves backward while pulling back, the model moves forward.

#### 3. Neutral settings (Trim)

**KT3X features trimming steering.**

**Steering Trim Dial:** Adjust the neutral position of steering servo when the wheels are straight ahead.

#### 4. Steering End Point Adjustment

Steering Dual Rate enables to adjust the same maximum steering angle of servo on both sides (Left and Right) when model makes steering. The Steering

Dual Rate affects the sensitivity of servo. Rotate clockwise = increase maximum steering angle; rotate counterclockwise = reduce maximum steering angle.

The minimum adjustment of Dual Rate (counterclockwise to the max) makes a zero steering angle.

#### 5. Power adjustment

The power of the throttle can be adjusted using the "SPEED" potentiometer. The further the cursor is turned clockwise, the faster the car will go. It is therefore possible, thanks to this slider, to take advantage of a power range of the car from 0% to 100%.

### 50amp BRUSHLESS WATERPROOF ESC – INSTRUCTION MANUAL

High power system for RC model can be very dangerous, so we strongly suggest you read this manual carefully. In that KONECT have no control over the correct use, installation, application, or maintenance of our products, no liability shall be assumed nor accepted for any damages, losses or costs resulting from the use of the product.

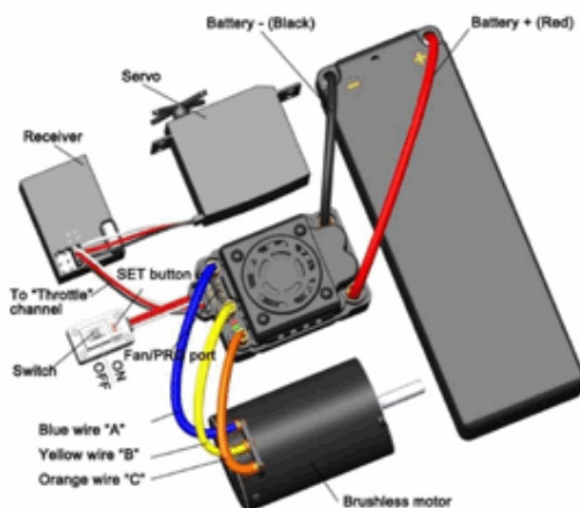
ANY CLAIMS ARISING FROM THE OPERATING, FAILURE OF MALFUNCTIONING ETC. WILL BE DENIED. WE ASSUME NO LIABILITY FOR PERSONAL INJURY, CONSEQUENTIAL DAMAGES RESULTING FROM OUR PRODUCT OR OUR WORKMANSHIP. AS FAR AS IS LEGALLY PERMITTED, THE OBLIGATION TO COMPENSATION IS LIMITED TO THE INVOICE AMOUNT OF THE AFFECTED PRODUCT.

### FEATURES

- Specially designed for RC car and truck, with excellent start-up, acceleration and linearity features.
- Compatible with sensorless brushless motor.
- 2 running modes suitable for different applications ("Racing" mode, "General").
- Proportional ABS brake function with 4 steps of maximum brake force adjustment, 8 steps of drag-brake force adjustment and 4 steps of initial brake force adjustment.
- 4 start modes ("Punch") from "Soft" to "Very aggressive" to be suitable for different chassis, tires and tracks.
- Multiple protection features: Low voltage cut-off protection for lithium or nickel battery / Over-heat protection / Throttle signal loss protection / Motor blocked protection.
- User programmable. Two program methods are supported: The "SET" button on the ESC, the digital LED program card.  
The program card is pocket-sized and has friendly user interface to be easily used.
- Waterproof and Dustproof.

### SPECIFICATIONS

|                               |                                   |  |  |
|-------------------------------|-----------------------------------|--|--|
| <b>Model</b>                  | KONECT 50AMP WP "by HOBBYWING"    |  |  |
| <b>Cont./ Burst Current</b>   | 50A / 300A                        |  |  |
| <b>Resistance</b>             | 0.0010ohm                         |  |  |
| <b>Suitable Car</b>           | 1/10 scale on-road / off-road     |  |  |
| <b>Motor Limit</b>            | 2S LiPo 6 cells NiMH              | On-road $\geq 8T$<br>Off-road $\leq 11T$<br>3650 size motor  |  |
|                               | 3S LiPo 9 cells NiMH              | On-road $\geq 11T$<br>Off-road $\leq 14T$<br>3650 size motor |  |
| <b>Battery</b>                | 4-9 cells NiMH<br>2-3 cells Li-Po |  |  |
| <b>BEC Output</b>             | 6V/2A                             |  |  |
| <b>Motor Type</b>             | Sensorless brushless motor        |  |  |
| <b>Dimension &amp; weight</b> | 48.5*38*32 & 90g                  |  |  |



- A) Switch off the ESC, turn on the transmitter, set the "EPA/ATV" value of throttle channel to "100%", and disable the ABS function of your transmitter.  
 B) Hold the "SET" key and then switch on the ESC, and release the "SET" key as soon as possible when the red LED begins to flash. (Note 4)

## BEGIN TO USE THE NEW ESC

**WARNING! THIS BRUSHLESS SYSTEM IS VERY POWERFUL! FOR SAFETY, PLEASE ALWAYS KEEP THE WHEELS AWAY FROM THE TRACK WHEN YOU BEGIN TO SWITCH ON THE ESC.**

- 1. Connect the ESC, motor, receiver, battery and servo according to the following diagram**  
 The #A, #B, #C wires of the ESC can be connected with the motor wires freely (without any order). If the motor runs in the opposite direction, please swap any two wire connections.
- 2. Throttle Range Setting (Throttle Range Calibration)** In order to make the ESC fit the throttle range, you must calibrate it when you begin to use a new ESC, or a new transmitter, or change the settings of neutral position of the throttle stick, ATV or EPA parameters, etc. Otherwise the ESC cannot work properly. There are 3 points need to be set, they are the top point of "forward," backward" and the neutral point. The following pictures show how to set the throttle range with a Futaba TM transmitter.



**Note4:** If you don't release the "SET" key after the red LED begins to flash, the ESC will enter the program mode, in such a case, please switch off the ESC and re-calibrate the throttle range again from step A.



C) Set the 3 points according to the steps shown as the pictures on the right side.

1. **The neutral point**

Move the throttle stick at the neutral point, and then click the SET key, the green LED flashes 1 time.

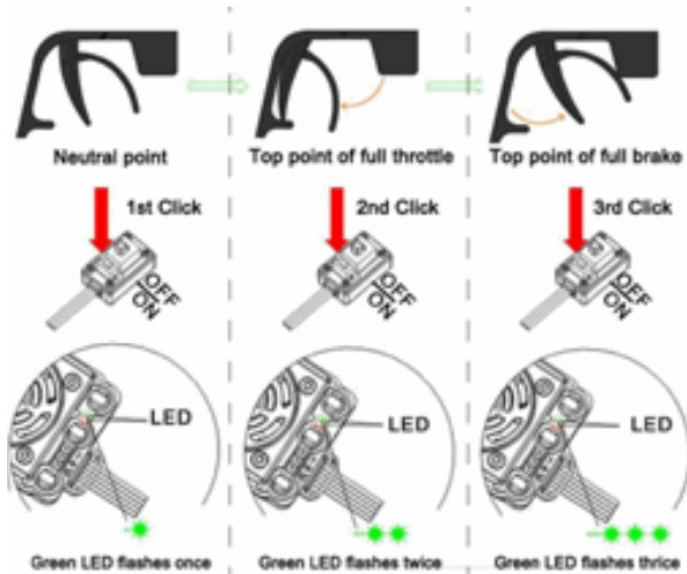
2. **The end point of forward direction**

Move the throttle stick at the end point of forward direction, and then click the SET key, the green LED flashes 2 times.

3. **The end point of backward direction**

Move the throttle stick at the end point of backward direction, and then click the SET key, the green LED flashes 3 times.

D) Throttle range is calibrated; motor can be started after 3 seconds.



#### Check the LED Status in Normal Running

1. Normally, if the throttle stick is in the neutral range, neither the red LED nor the green LED lights.
2. The red LED lights when the car is running forward or backward.
3. The green LED lights when the throttle stick is moved to the top point (end point) of the forward zone.

#### ALERT TONES

1. Input voltage abnormal alert tone: The ESC begins to check the input voltage when power on, if the voltage is out of the normal range, such an alert tone will be emitted: "beep-beep-, beep-beep-, beep-beep-" (There is 1 second interval between every "beep-beep-" tone).
2. Throttle signal abnormal alert tone: When the ESC can't detect the normal throttle signal, such an alert tone will be emitted: "beep-, beep-, beep-" (There is 2 seconds interval between every "beep-" tone).

#### PROTECTION FUNCTION

1. Low voltage cut-off protection: if the voltage of a LiPo battery pack is lower than the threshold for 2 seconds, the ESC will cut off the output power. Please note that the ESC cannot be restarted if the voltage of each LiPo cell is lower than 3.5V.  
For NiMH battery packs, if the voltage of the whole NiMH battery pack is higher than 9.0V but lower than 12V, it will be considered as a 3S LiPo; if it is lower than 9.0V, it will be considered as a 2S LiPo. For example, if the NiMH battery pack is 8.0V, and the threshold is set to 2.6V/cell, it is considered as a 2S LiPo, and the low-voltage cut-off threshold for this NiMH battery pack is  $2.6 \times 2 = 5.2V$ .
2. **Over-heat protection:** when the temperature of the ESC is over a factory preset threshold for 5 seconds, the ESC will cut off the output power. You can disable the over-heat protection function for competition race.
3. **Throttle signal loss protection:** the ESC will cut off the output power if the throttle signal is lost for 0.2 second.

#### TROUBLE SHOOTING

| TROUBLE  | POSSIBLE REASON   | SOLUTION  |
|--|---|---|
| After power on, motor doesn't work, and the cooling fan doesn't work   | The connections between battery pack and ESC are not correct  | Check the power connections   |
| After power on, motor can't work, but emits "beep-beep-. beep-beep-" alert tone. (Every "beep-beep-" has a time interval of 1 second 1 | Input voltage is abnormal, too high or too low  | Check the voltage of the battery pack   |
| After power on, red LED always lights, the motor doesn't work  | Throttle signal is abnormal   | Plug the control wire into the throttle channel of the receiver correctly.  |
| The motor runs in the opposite direction when it is accelerated  | 1) The wire connections between ESC and the motor are not correct<br>2) The chassis is different from the popular design                            | Method #1: Swap any two wire connections between the ESC and the motor<br>Method #2: Change the "Motor Rotation" programmable item to "CW(Clockwise)"   |
| The motor suddenly stops running while in working state  | The throttle signal is lost   | Check the transmitter and the receiver<br>Check the signal wire from the throttle channel of your receiver  |
|  | The ESC has entered the Low Voltage Protection Mode or Over-heat Protection Mode  | Red LED flashes means Low Voltage Green LED flashes means Over-heat   |
| Random stop or restart irregular working state   | 1) Some connections are not reliable<br>2) Wrong charge of the battery pack<br>3) Gear ratio is too long<br>4) Start mode (punch) is too aggressive | 1) Check all the connections: battery pack connections, throttle signal wire, and motor connections. etc.<br>2) Replace the battery pack<br>3) Change the gear ratio<br>4) Go down the Start Mode to a softer value |

## PROGRAM THE ESC

### 1. Program Method





A very large brake force can shorten the brake time, but it may damage the gears.

### 3. Reset All Items To Default Values

At any time when the throttle is located in neutral zone (except in the throttle calibration or parameters program process), hold the "SET" key for over 3 seconds, the red LED and green LED will flash at the same time , which means each programmable item has be reset to its default value.

## OPTIONAL ACCESSORIES

### 1. Cooling fan (12V)

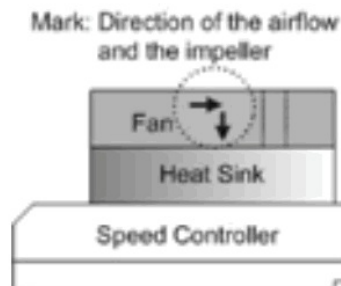
The high voltage fan is necessary when you use 3S LiPo or Ni-MH battery more than 6 cells.

**WARNING!** Please note the original cooling fan (5V) is only recommended to work with 2S LiPo or 4-6 cells Ni-MH battery. Please DON'T use it with a 3S LiPo or Ni-MH battery more than 6 cells.

Please check the label of the cooling fan carefully to confirm its working voltage before using it.

### 2. LED Program Card

Program card is an optional equipment which needs to be purchased separately. It has a friendly user interface. The process of programming the ESC becomes quite easy and fast with this pocket sized device. When the programmable value needs to be changed, please just plug the control wires of the ESC (trio wires with black, red and white color) into the socket of the program card (The socket is on the right corner, and marked with  $\ominus \oplus \sqcup$ ), and then connect the main battery pack to the ESC. After several seconds, each item's value will be shown on the program card. Use "ITEM" and "VALUE" buttons to select the programmable items and new values, and then press "OK" button to store the new settings into the ESC.



Item # KN-PROGRAM-CARD

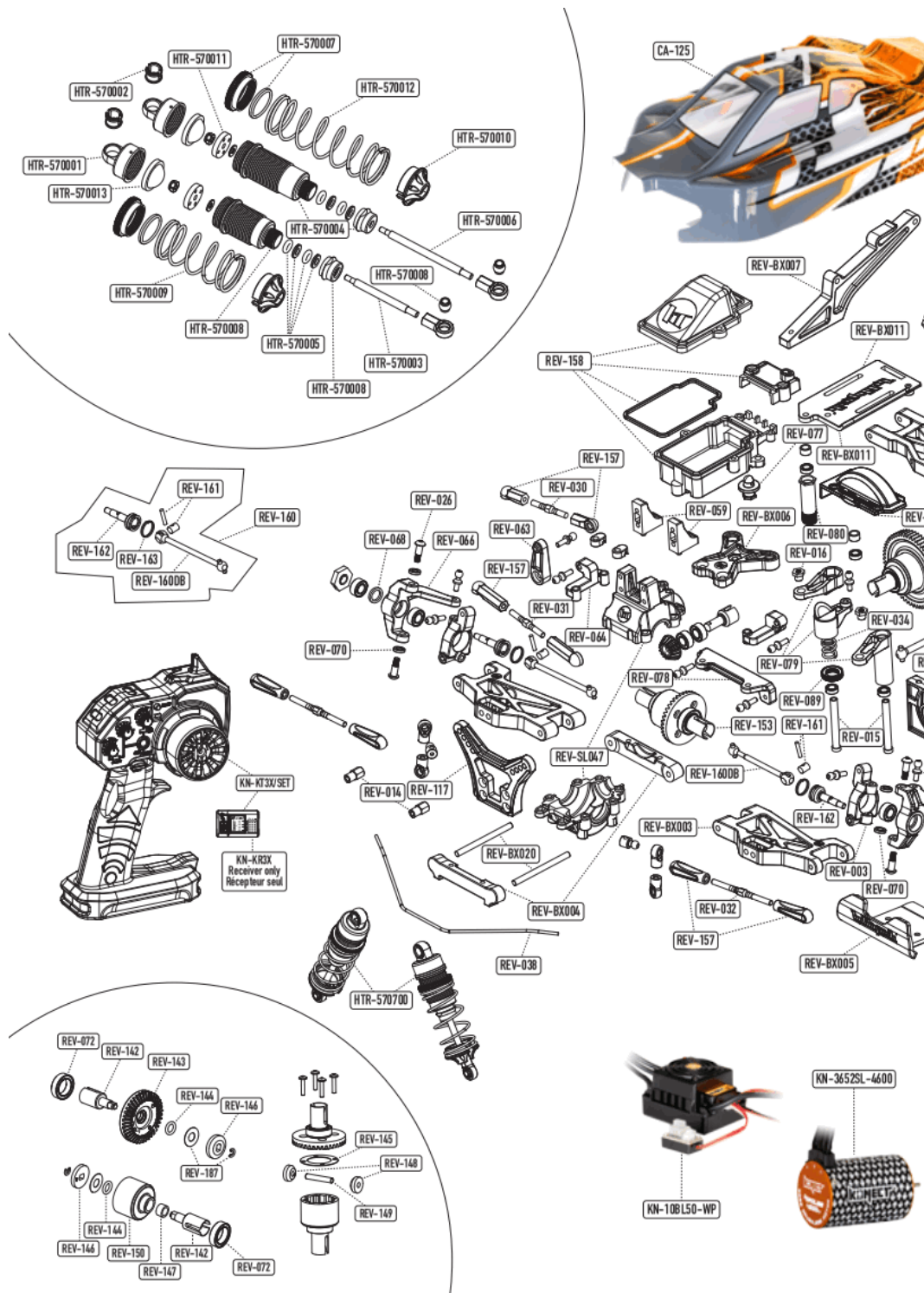
- The program port is multiplexed with the cooling fan port, please disconnect the cooling fan, and then use program cable to connect the fan port of the ESC to the LED program card.

## REFERENCE GUIDE

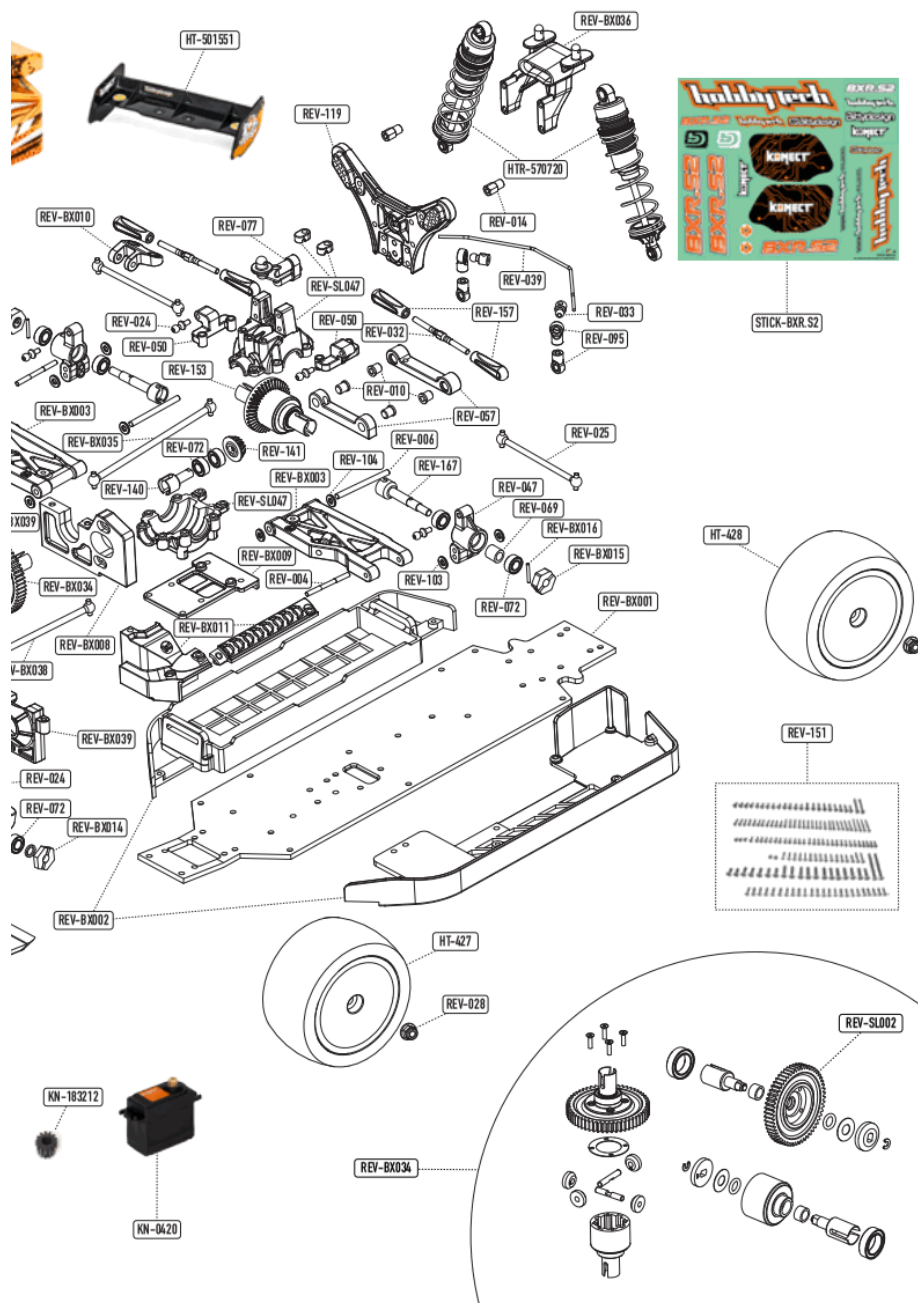
| ITEM       | DESIGNATION                            | ITEM    | DESIGNATION             | ITEM    | DESIGNATION                  |
|------------|--|---------|-------------------------|---------|------------------------------|
| CA-125     | BXR.S2 buggy prepint body              | REV-028 | Wheel nut M4            | REV-148 | 10T Diff Bevel gear          |
| HT-427     | Front Off road 1/10 tyres set mini pin | REV-030 | Turnbuckle M3x26        | REV-149 | Diff. Bevel Gear Shaft       |
| HT-428     | Rear Off road 1/10 tyres set mini pin  | REV-031 | Turnbuckle M3x35        | REV-150 | Diff case                    |
| HT-501551  | 1/10 off road black plastic wing       | REV-032 | Turnbuckle M3x44        | REV-151 | BX10/ST10 Complety screw set |
| HTR-570001 | HTR 13 mm Big Bore Shocks Cap          | REV-033 | Stabilizer ball (upper) | REV-153 | Pinion Diff completly set    |
| HTR570002  | HTR Shock cap bushing                  | REV-034 | Servo saver spring      | REV-157 | New F/R/steering Ball Cups   |
| HTR570003  | 42 mm shock shaft                      | REV-038 | Front sway bar          | REV-158 | Watreproff receiver box      |

|               |   |         |                                 |           |  |
|---------------|---|---------|---------------------------------|-----------|--|
| HTR570004     | HTR Shock body diam 13 L=44mm                                       | REV-039 | Rear sway bar                   | REV-160   | 2mm pin BX10 CVD front shaft               |
| HTR570005     | HTR 13 mm Shocks Rebuilt Kit  | REV-047 | Rear Hub set                    | REV-160DB | 2mm pin BX10 CVD front shaft axle          |
| HTR570006     | 52 mm shock shaft   | REV-050 | Rear tie-rod holder             | REV-161   | 2mm Pin Front CVD Drive Couple             |
| HTR570007     | HTR Shock body diam 13 L=34mm                                       | REV-057 | Rear to-in plate/Lower Susp arm | REV-162   | 2mm Front CVD drive cup                    |
| HTR570009     | 45mm shock spring for HTR 13 mm                                     | REV-059 | Servo mount                     | REV-163   | Security parts BX10 ST10 CVD               |
| HTR570010     | HTR 13mm Shock bottom holder ball ends REV                          | REV-063 | Servo horn arm                  | REV-167   | 2mm Rear drive cup                         |
| HTR570011     | HTR 13 mm Shock piston 4 holes                                      | REV-064 | Front tie-rod holder            | REV-178   | 32 Pitch Center Spur gear 56T              |
| HTR570012     | 65mm shock spring for HTR 13 mm                                     | REV-066 | Front L/F steering block        | REV-186   | Slipper repair parts                       |
| HTR570013     | Racing HTR 13 mm Shocks Bladders (4)                                | REV-068 | Front steering hub bushing      | REV-187   | Differential washers and clips kit         |
| HTR570700     | 95mm BIG BORE 13mm Fully alum. adjustable shocks +3 springs (H/S/M) | REV-069 | Rear C-hub bushing              | REV-BX001 | Main chassis Hobbytech BXR.S2              |
| HTR570720     | 95mm BIG BORE 13mm Fully alum. adjustable shocks +3 springs (H/S/M) | REV-070 | C-hub washer                    | REV-BX002 | Side Guard BXR.S2/MT                       |
| KN-0420       | Konect 4kg -20s plastic gear servo                                  | REV-072 | Bearing set                     | REV-BX003 | F/R lower suspension arm BXR.S2            |
| KN-10BL 50-WP | 1/10 Waterproof Brushless 50A Controler                             | REV-077 | F/R body post                   | REV-BX004 | BXR.S2/MT Front to-in plate/Lower Susp arm |
| KN-183212     | 32DP 12T metal motor gear   | REV-078 | Steering plate                  | REV-BX005 | BXR.S2 Front bumper                        |
| KN-3652SL4600 | 3652SL – 4600KV Brushless motor                                     | REV-079 | Steering set                    | REV-BX006 | BXR.S2/MT Plastic Front Plate              |
| KN-KR3X       | 2.4 GHZ Receiver for transmitter KT3X (3 channels)                  | REV-080 | Servo saver pipe                | REV-BX007 | BXR.S2/MT Rear Chassis Brace               |
| KN-KT3X/SET   | KONECT KT3X 2.4GHZ radio set  | REV-089 | Servo saver nut                 | REV-BX009 | BXR.S2/MT rear diff case plate             |
| REV-003       | L/R Front C-hub   | REV-095 | Sway bar ball end set           | REV-BX010 | BXR.S2 Rear Brace Holder                   |
| REV-004       | C-Hub Pin   | REV-103 | Rear hub washer                 | REV-BX014 | 2mm pin Front wheel alum adaptator         |
| REV-006       | Rear lower suspension pins  | REV-104 | Rear arm washer                 | REV-BX015 | 2mm pin Rear wheel alum adaptator          |
| REV-008       | Center drive cup washer   | REV-117 | Survolt Front Shock Tower       | REV-BX016 | Front/Rear drive pin 2×11.8mm              |
| REV-010       | Lower suspension hinge  | REV-119 | Rear shocks tower SURVOLT/ST10  | REV-BX020 | BXR.S2/MT Front lower Susp pin 3x44mm      |
| REV-015       | Steering servo saver post   | REV-140 | Pinion Diff Center F/R drive    | REV-BX021 | Battery strap BXR.S2 / MT                  |

|              |  |         |                                  |           |   |
|--------------|--|---------|----------------------------------|-----------|---|
| REV-016      | Servo saver arm bushing                      | REV-141 | Pinion Diff Metal Bevel Gear 16T | REV-BX034 | BXR-S2 completly center differential                |
| REV-024      | Ball stud                                    | REV-142 | F/R diff drive cup set           | REV-BX035 | BXR-S2 center rear drive shaft                      |
| REV-025      | Rear drive shaft BX10                        | REV-143 | Differential bevel gear          | REV-BX036 | BXR-S2 racing Wing mounts                           |
| REV-026      | C-Hub Screw                                  | REV-144 | Differential O-Ring              | REV-BX037 | BXR-S2 gearbox plastics reinforcement kit           |
| REV-SL047    | Pinion diff F/R Gearbox completly set for SL | REV-145 | Differential Gaskets             | REV-BX038 | BXR-S2 center front drive shaft                     |
| STICK-BXR.S2 | Hobbytech BXR.S2 buggy stickers sheet        | REV-146 | Diff Bevel gear 13T              | REV-BX039 | BXR-S2 center differential mount parts              |
|              |  | REV-147 | Diff case bushing                | REV-OP32  | BXR.S2 91 mm center rear drive shaft for 3s Slipper |







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 General information

Documents / Resources



[hobbytech BXR S2 RTR Brushless Buggy](#) [pdf] Instruction Manual  
BXR S2 RTR Brushless Buggy, BXR S2 RTR, Brushless Buggy, Buggy

## References

-  [Robinson+Cole](#)

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