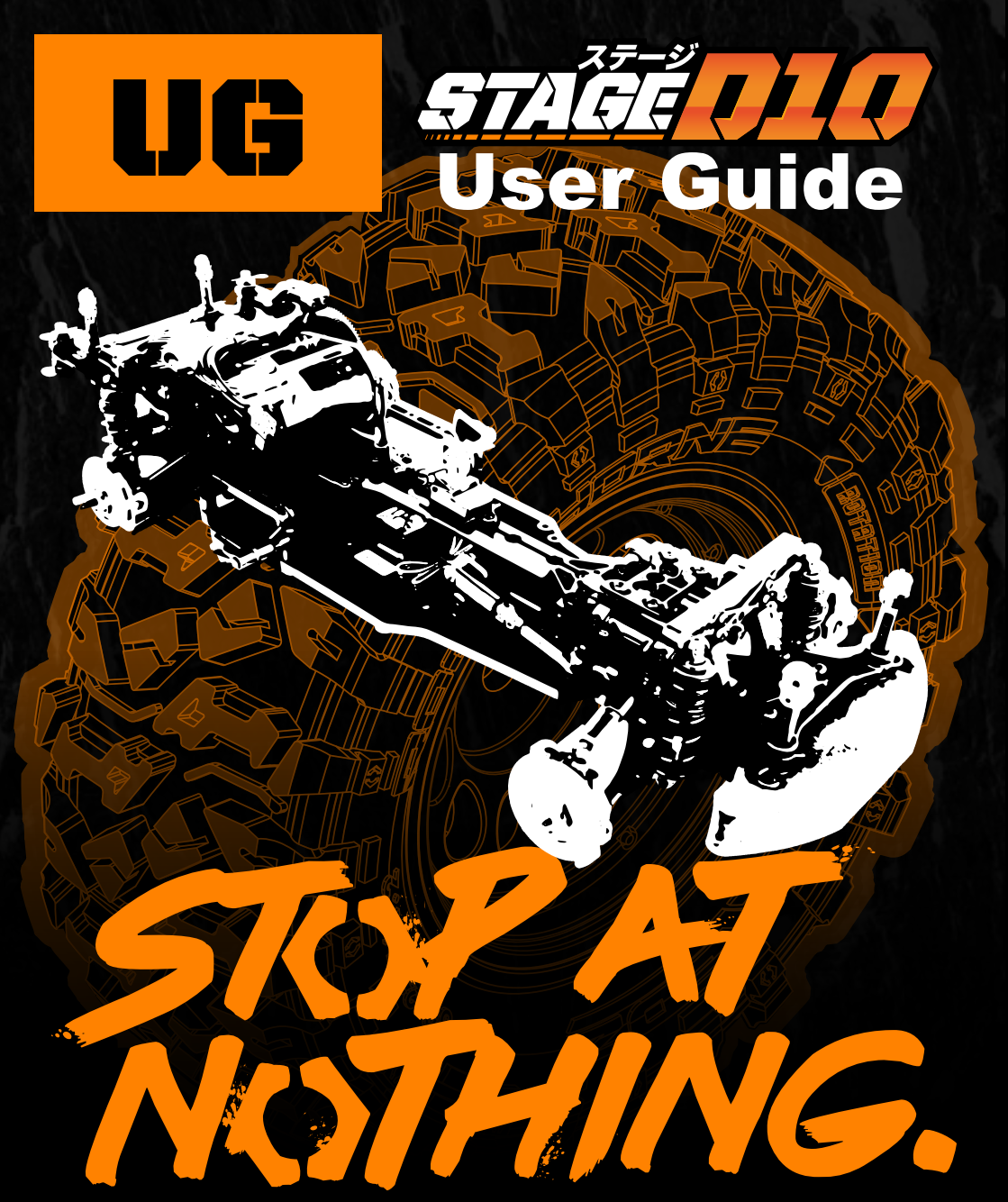
UG

ステージ STAGE D10

User Guide



STOP AT NOTHING.

WWW.HPIRACING.COM

hpi·racing

En 161002-006-UG

Thank you

Thank you for selecting this HPI RACING product!

This kit is designed to be fun to drive and uses top quality parts for durability and performance. The instruction manual you are reading was designed to be easy to follow yet thorough in its explanations. HPI Racing wants you to enjoy driving your new R/C kit. If you come across any problems or need some help getting through a step, you can contact us on the internet at www.hpiracing.com.

This is a high performance R/C kit, and it requires regular maintenance for best performance. If you don't do regular maintenance the performance will suffer. HPI has all the necessary parts and accessories available to keep your car performing at its best.

The caution or attention symbols will warn you about steps that can be very dangerous.

Please read and understand the instructions carefully before proceeding.



Cautions

Failure to follow these instructions can damage your kit, and cause serious bodily injury or death.



Attention

Failure to follow these instructions can cause injury to yourself or others.

You might also cause property damage or damage your kit.



Cautions

Before Running	**Please read manual (with parent, guardian or a responsible adult if necessary).**
While Operating	**Please do not run on a public street, this could cause serious accidents, personal injuries and/or property damage.**
	Please do not run near pedestrians or small children.
Before Operating	**Make sure that all screws and nuts are properly tightened.**
	Always use fresh batteries for your transmitter and receiver to avoid losing control of the model.
	Please confirm the neutral throttle trigger position.
After Running	**Turn OFF receiver first, then turn OFF transmitter. This will prevent the car from losing control.**
	After running a HPI RACING product, it is necessary to perform routine maintenance. Failure to do this can result in increased wear and damage to the engine and chassis.
Battery safety	**Please be careful when handling the battery. It will be hot after running. If the wire is frayed, a short circuit can cause a fire.**

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Additional Information

QS — *Quick Start Guide* (+ www)

TG — *Technical Guide* (+ www)

BM — *Body Installation* (+ www)

SG — *This Guide* (www)

RM — *Radio Manual* (www)

EM — *ESC Manual* (www)

UG — *User Guide* (www)

EM-1-1

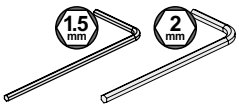
NOTE - This refers to the relevant guide (as above) and the relevant section. In this example, Section 1-1 of the ESC Manual.

1 Troubleshooting

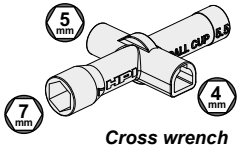
If RC car does not move or you have no control, see below

Problem	*Cause*	*Remedy*
Does Not Move.	Battery is not placed properly in the transmitter.	Place batteries in the transmitter properly.
	Weak or no battery in model.	Install charged battery.
	Damaged motor.	Replace with new motor.
	Frayed or broken wiring.	Splice and insulate wiring completely.
	ESC is shut down by heat protection circuit.	Stop driving immediately, do not drive the car until the Speed Controller cools down.
No Control.	Weak or no batteries in transmitter or model.	Install charged or fresh batteries.
	Neutral position or trim is incorrect.	Adjust the steering trim.
	Binding Setup is incorrect.	Make sure binding is setup properly.
Steering and Throttle Function Reversed.	Servo reverse switch is in the wrong position.	Set to correct position.
	Wires from ESC to motor are improperly connected.	Re-connect the motor.

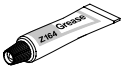
Recommended Tools



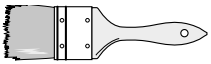
Allen Wrench



Cross wrench



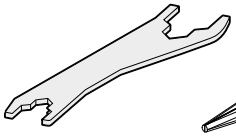
Z164 Grease



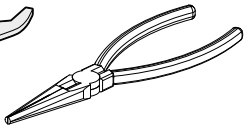
Brush



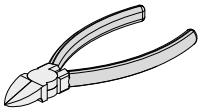
Oil Spray



Turnbuckle Wrench



Needle nosed pliers



Side Cutters



Rag



Car cleaner

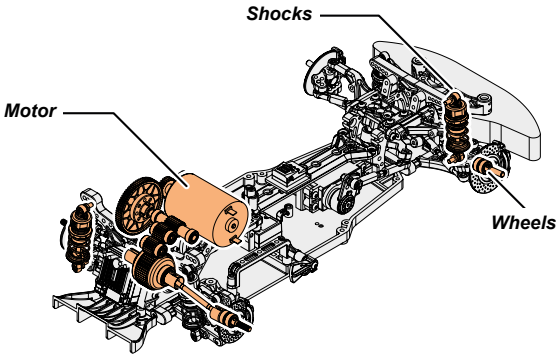
Maintenance schedule

For maintenance schedule, refer to chart.

After running, clean the chassis and check all moving parts for damage. If any parts are broken or damaged, repair or replace them before the next run. Regular maintenance is necessary to prevent damage to the car and maintain its performance.

! Refer to sell-able number to purchase parts.

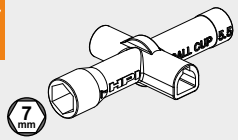
! Look for any damaged parts.



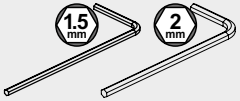
x1 Every Pack.	x10 Every 10 Packs.	x20 Every 20 Packs.	Maintenance Item	Section Reference	
✓	✓	✓	Chassis Maintenance	PG 6	2-1
		✓	Motor and Pinion Gear Maintenance	PG 7	2-2
		✓	Drivetrain Maintenance	PG 8	2-3
		✓	Shock Maintenance	PG 11	2-4
		✓	Radio Maintenance	RM	

2-1 *Chassis Maintenance*

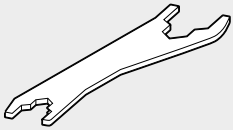
After running, clean the car and lubricate metal to metal contacts. Replace damaged parts, check that all the screws are tight.



cross wrench



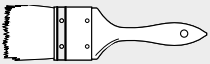
Allen Wrench



Turnbuckle Wrench



Rag



Brush



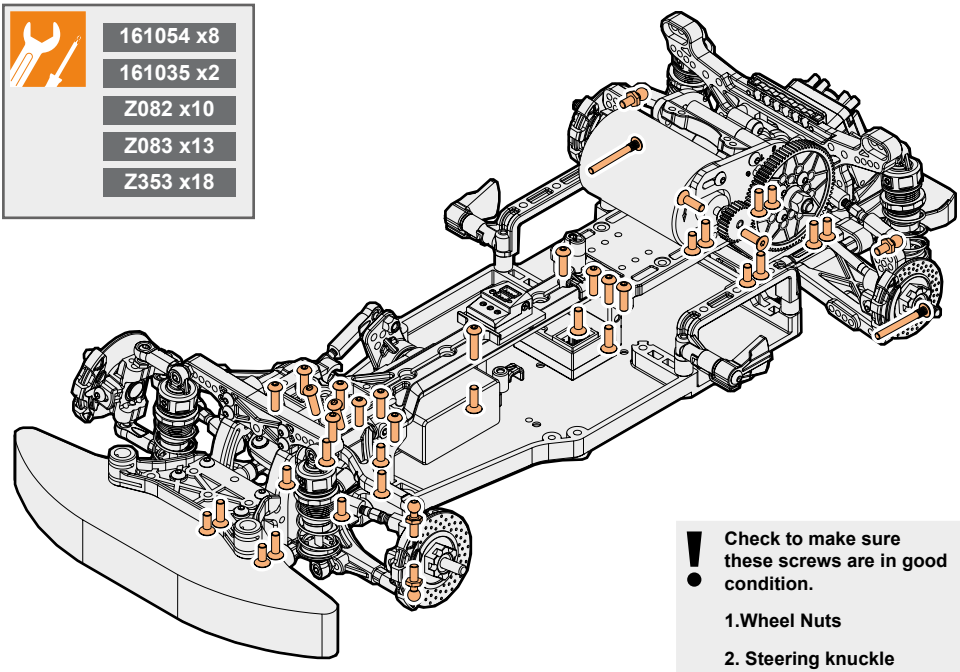
Car Cleaner



Oil Spray

1

161054 x8
161035 x2
Z082 x10
Z083 x13
Z353 x18



Check to make sure these screws are in good condition.

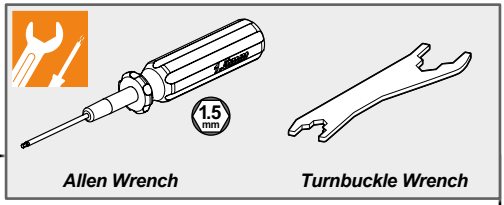
1.Wheel Nuts

2. Steering knuckle screws.

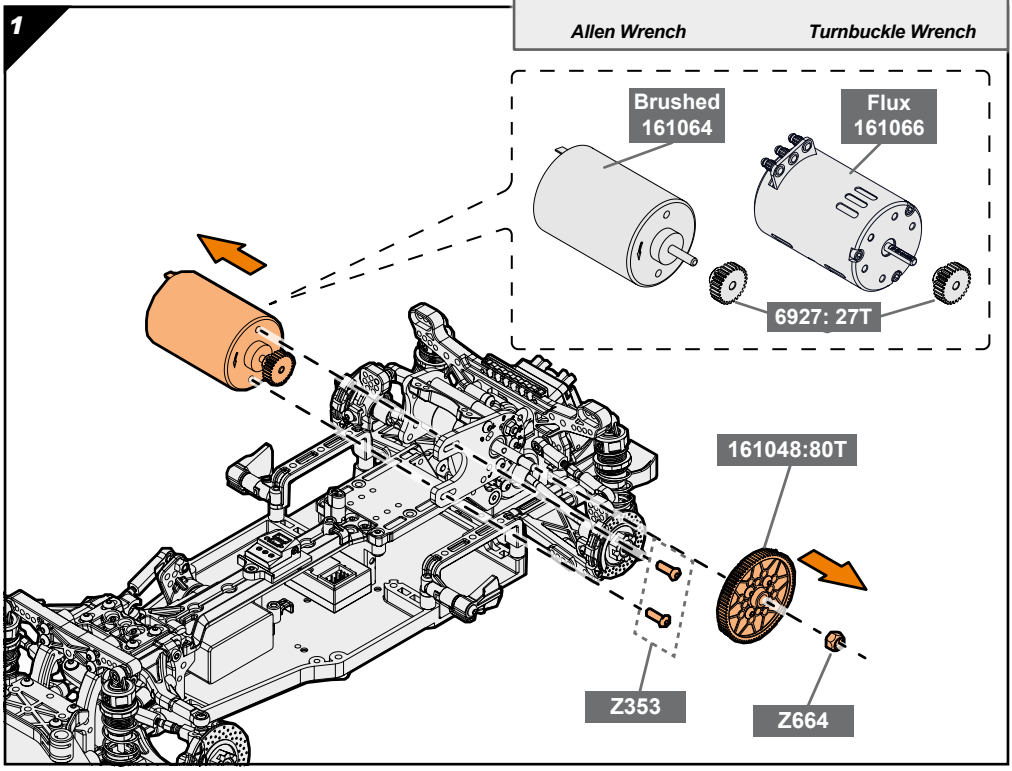
3. Chassis screws

2-2 *Motor and Pinion Gear Maintenance*

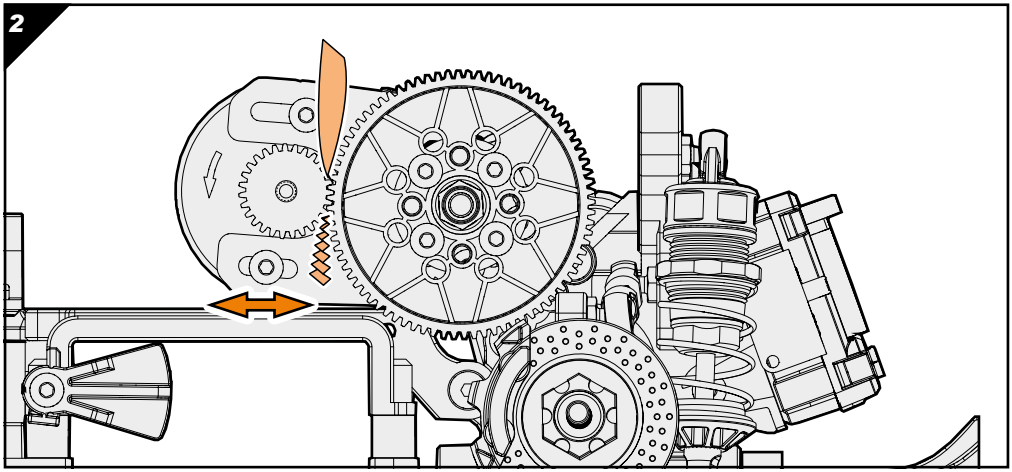
Adjust pinion and spur gear mesh so that they operate smoothly.



1

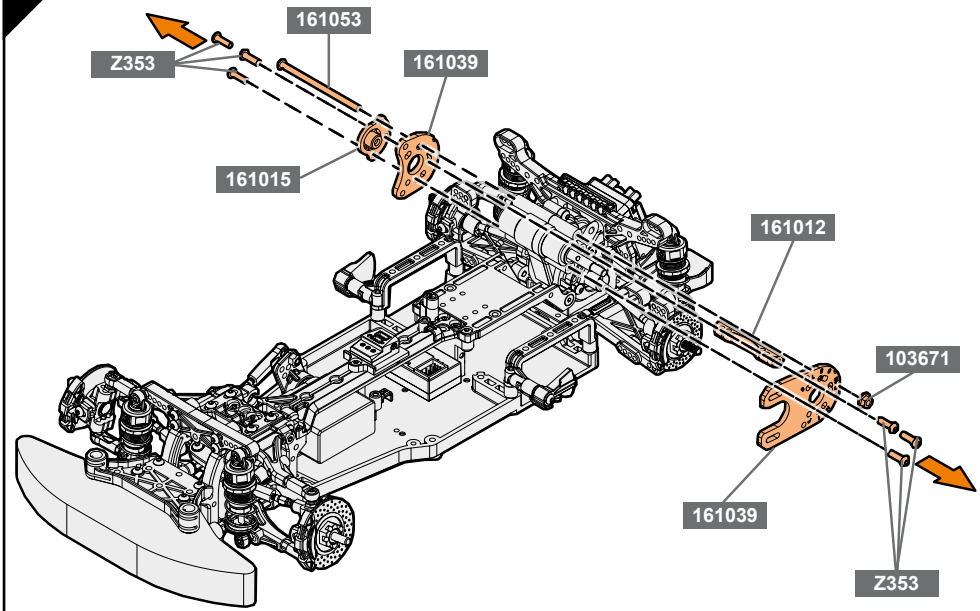


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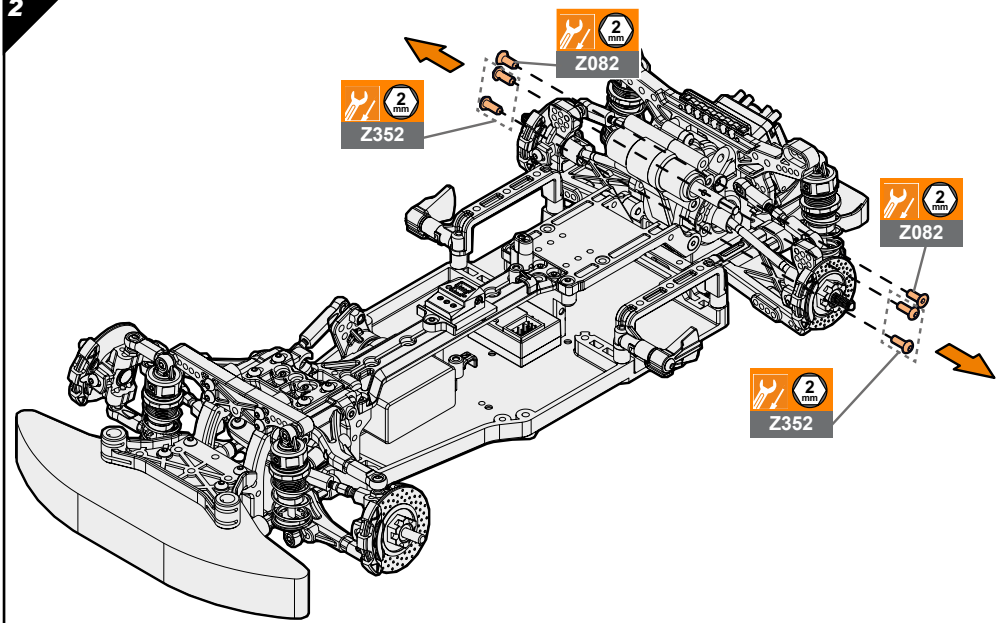


2-3 *Drivetrain Maintenance*

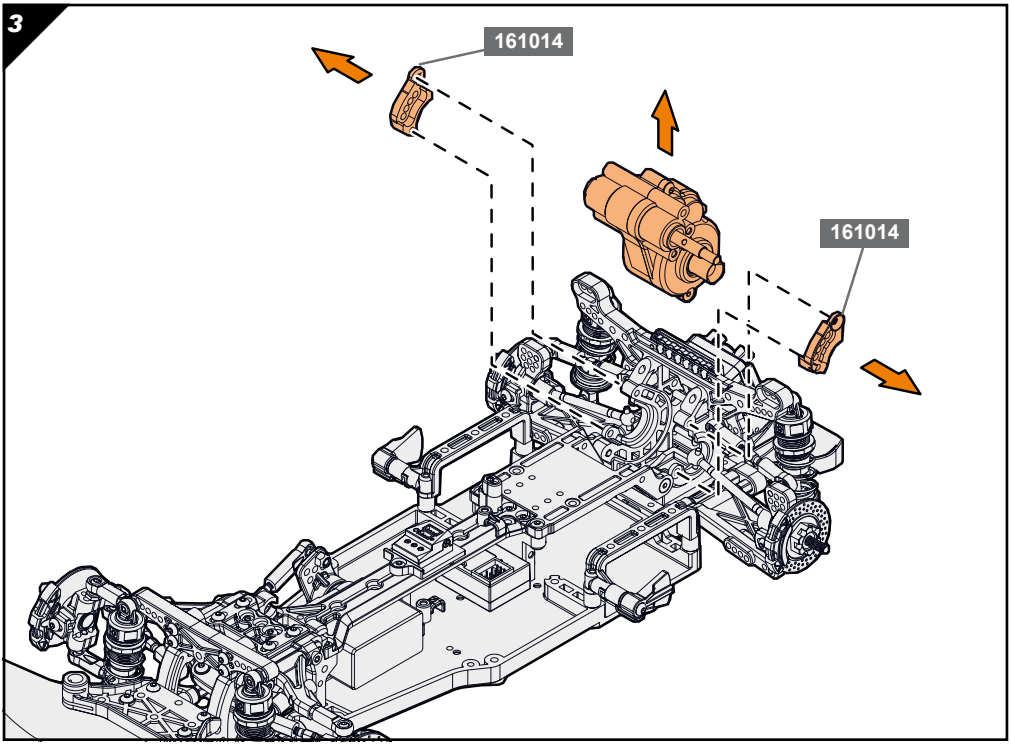
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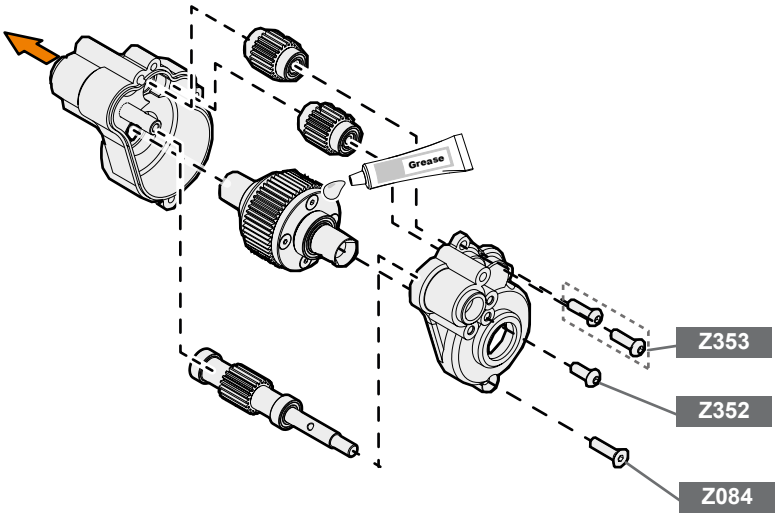
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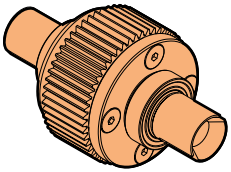
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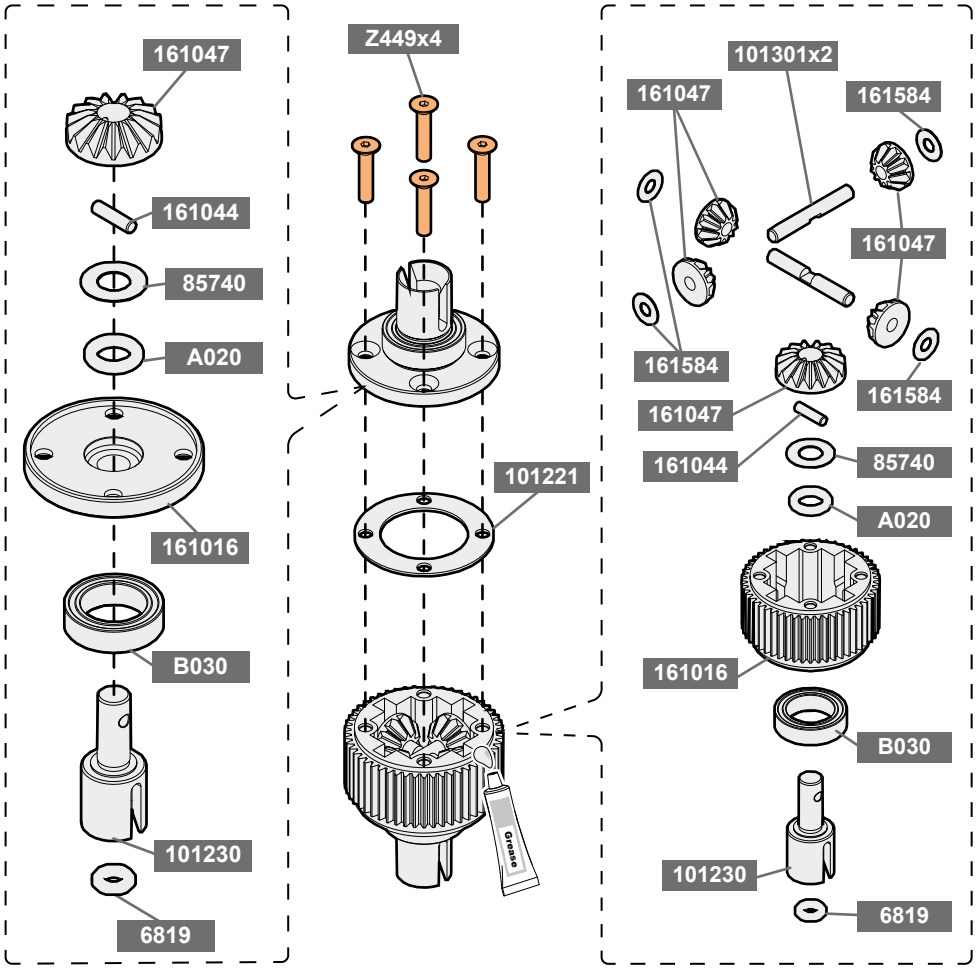


4



5

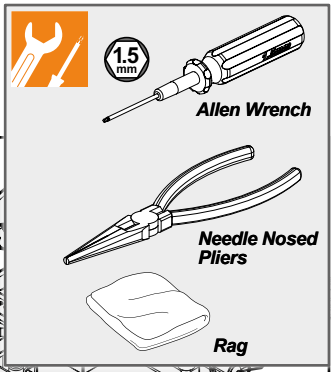




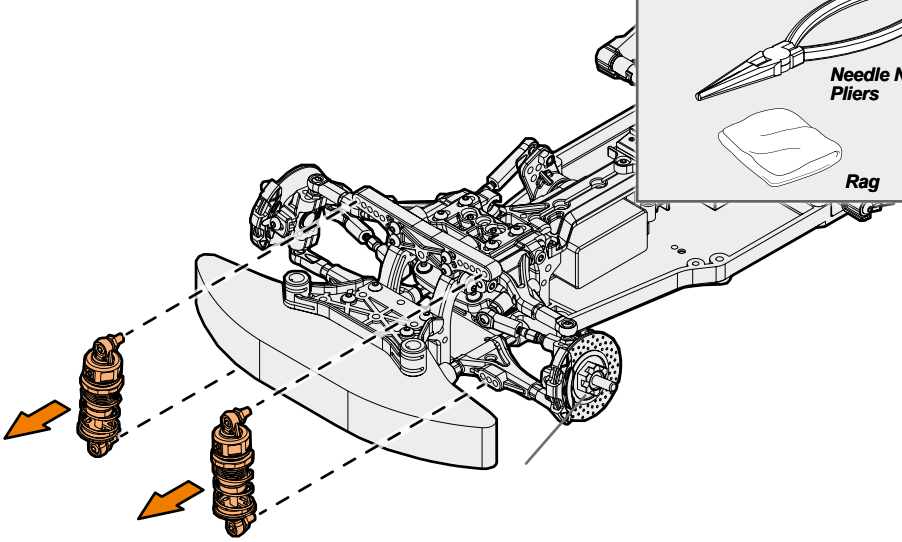
! **Silicone Oil can be used**

2-4 *Shock Maintenance*

Inspect shocks for oil leakage and for bent shock shafts. Repair or replace if necessary

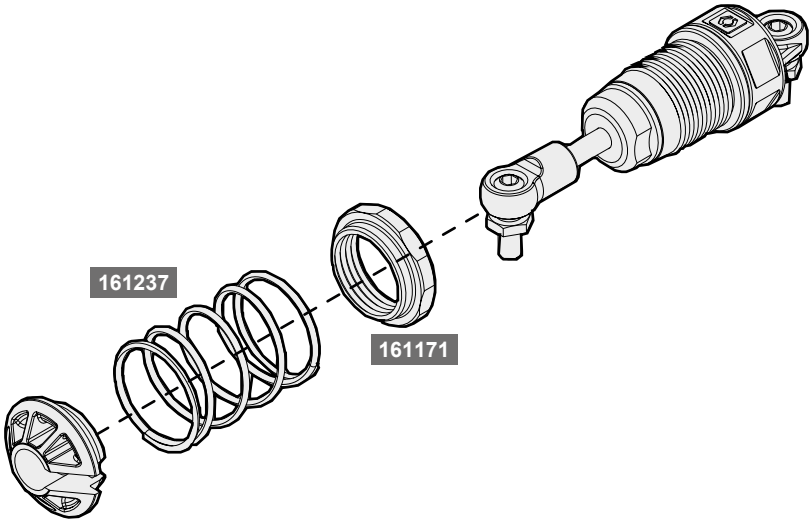


1

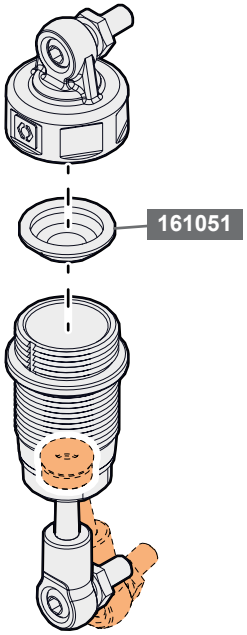


! **This step is the same for front and rear maintenance.**

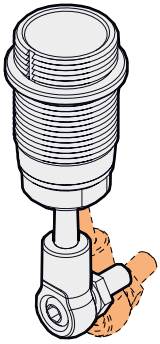
2



3 *Remove the cap and check that there are no leaks from the O-ring*

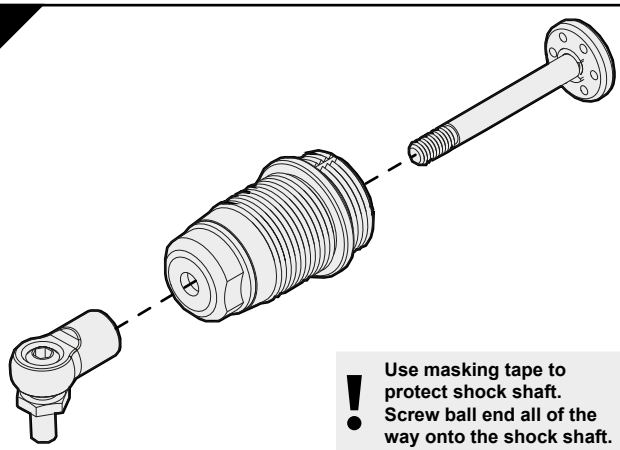


4



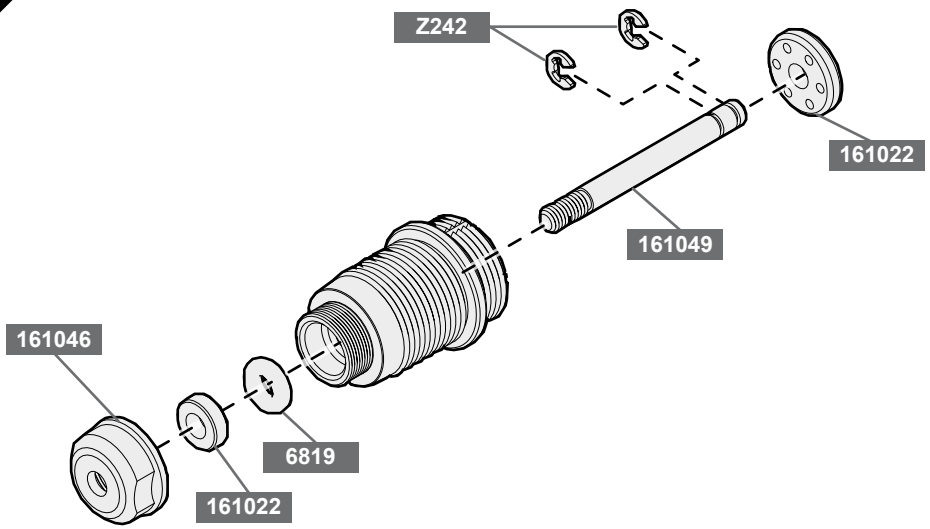
! **If the shock shaft is bent, replace the shock shaft and silicone O-rings.**

5



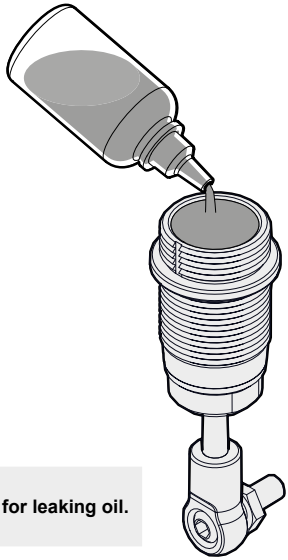
! **Use masking tape to protect shock shaft. Screw ball end all of the way onto the shock shaft.**

6



7 *If necessary, re-fill oil shocks with oil (available separately)*

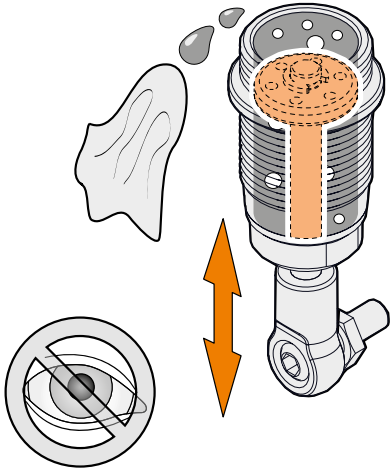
Stock shock oil is equivalent to 150cst silicone oil.



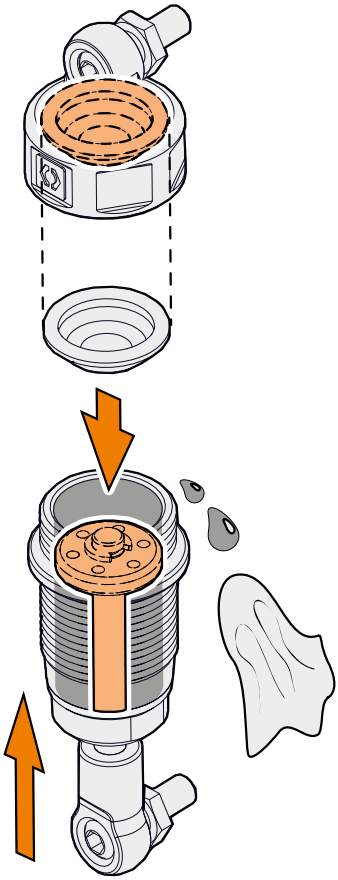
! **Check for leaking oil.**

8 *Check for excess oil. Be sure to use a rag to wipe away any excess.*

Move the shock shaft slowly up and down to remove all air bubbles.



9 *Compress shock shaft completely to remove excess oil. This ensures smooth shock travel after assembly.*



! **Installation is reverse of removal.**

The HPI Stage D10 features a highly adjustable chassis that allows the position of the major components to be changed.

Adjusting these positions alters the vehicle's weight distribution, affecting handling characteristics and overall performance.

Battery Position

Changing the battery position affects weight balance and vehicle response.

A heavier standard LiPo exaggerates these effects and may make the car feel more sluggish.

Front Position: Quicker direction changes and transitions. More responsive rotation. Rear may feel looser, especially on low-grip surfaces.

Rear Position: More rear traction and stability under throttle. Smoother transitions. Easier to maintain a steady drift on low-grip surfaces.

Motor and Gearbox Position

The motor and gearbox can be mounted in different positions to suit your driving style.

Rear Motor Layout: Places more weight over the rear axle, improving rear traction and forward drive during acceleration.

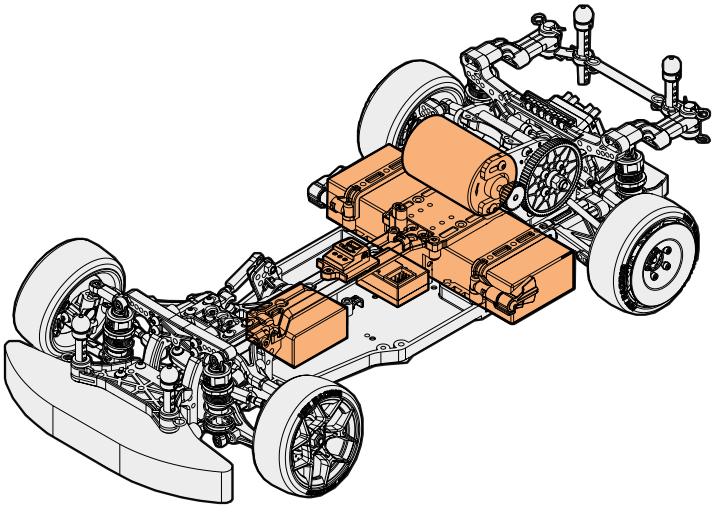
Mid or Front Motor Layout: Moves weight toward the center or front of the chassis, producing quicker direction changes, faster transitions, and more balanced steering response.

Electronics and Gyro Position

Proper placement of the electronics helps maintain consistent vehicle balance and reliable gyro performance.

ESC and Receiver: Position these components as close to the chassis centerline as possible to maintain balanced left and right handling.

Gyro: Mount the gyro securely on a flat surface with the label facing upward. Keep it away from sources of vibration and electrical interference, such as the motor and steering servo, to ensure accurate and consistent operation.

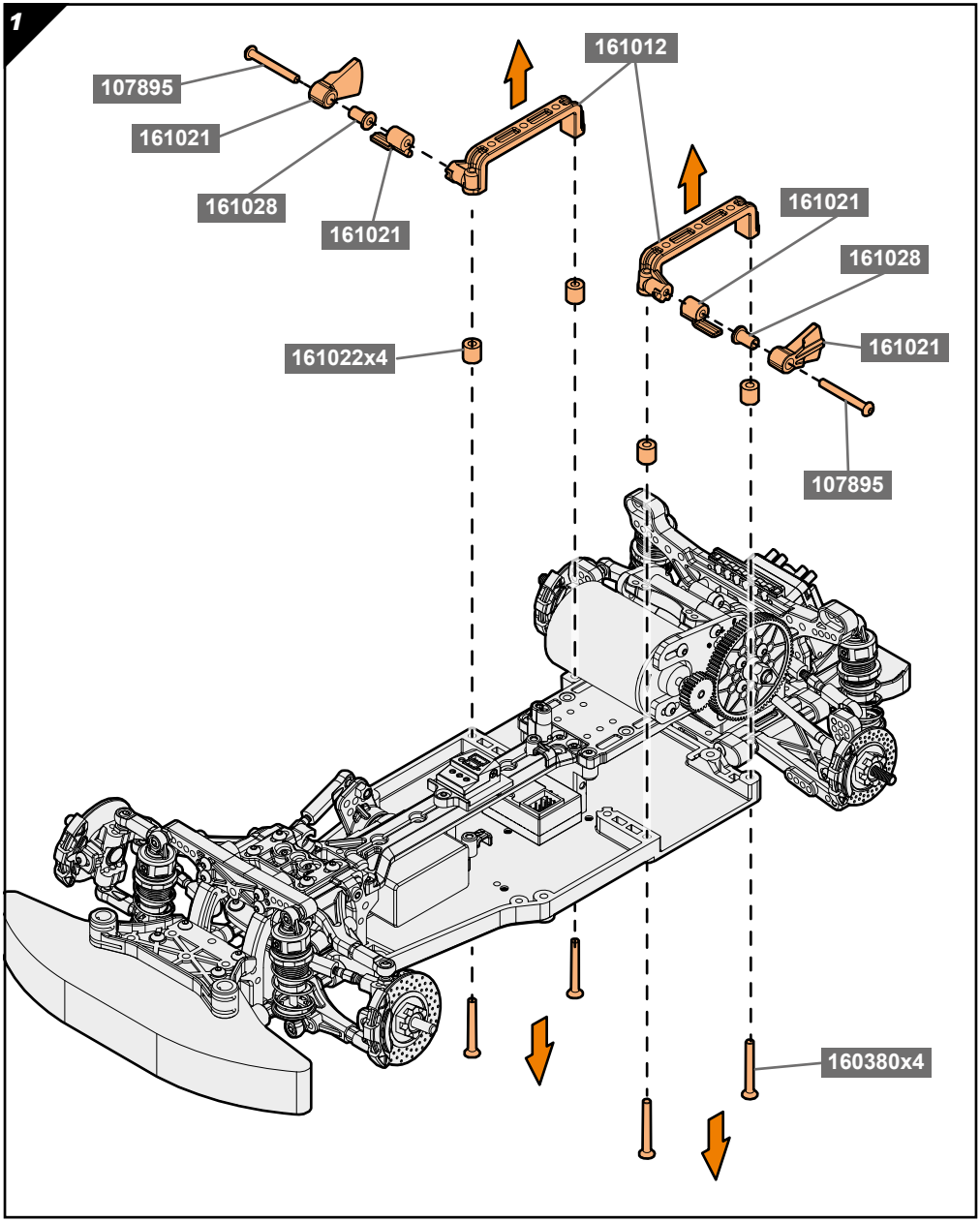


3-1 *Alternative Battery Positions*

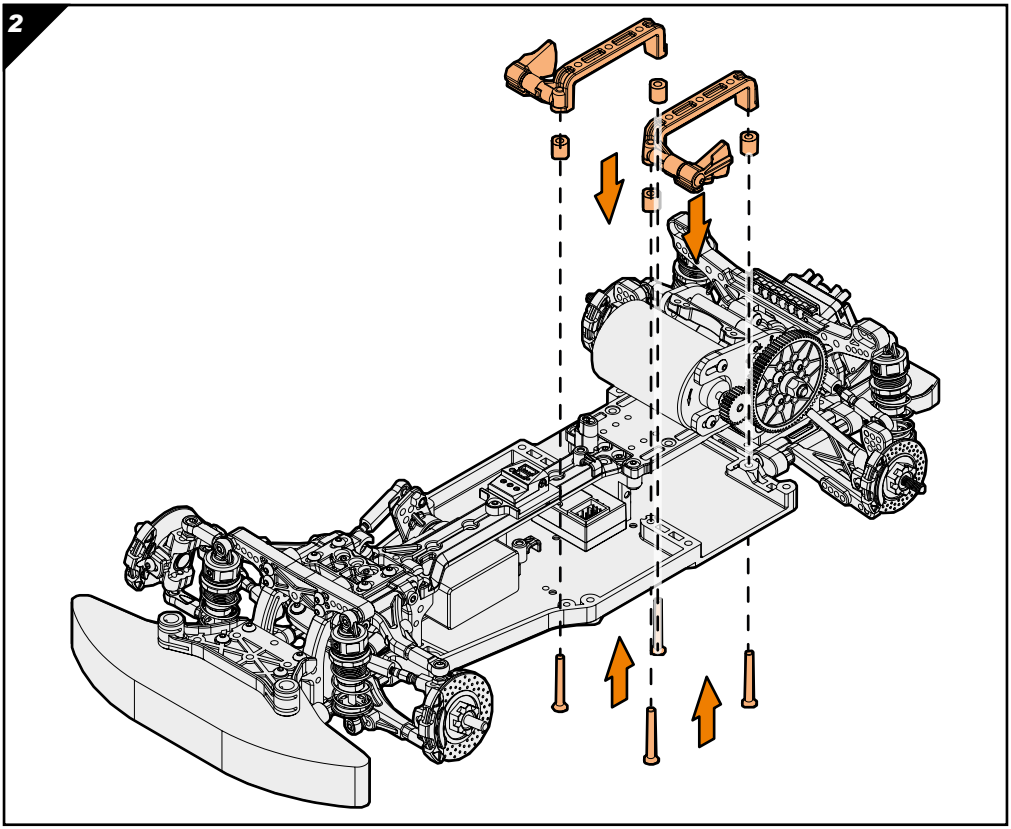
The Chassis can accommodate different size batteries in a number of locations.

3-1-1 Shorty LiPo - Rear Position

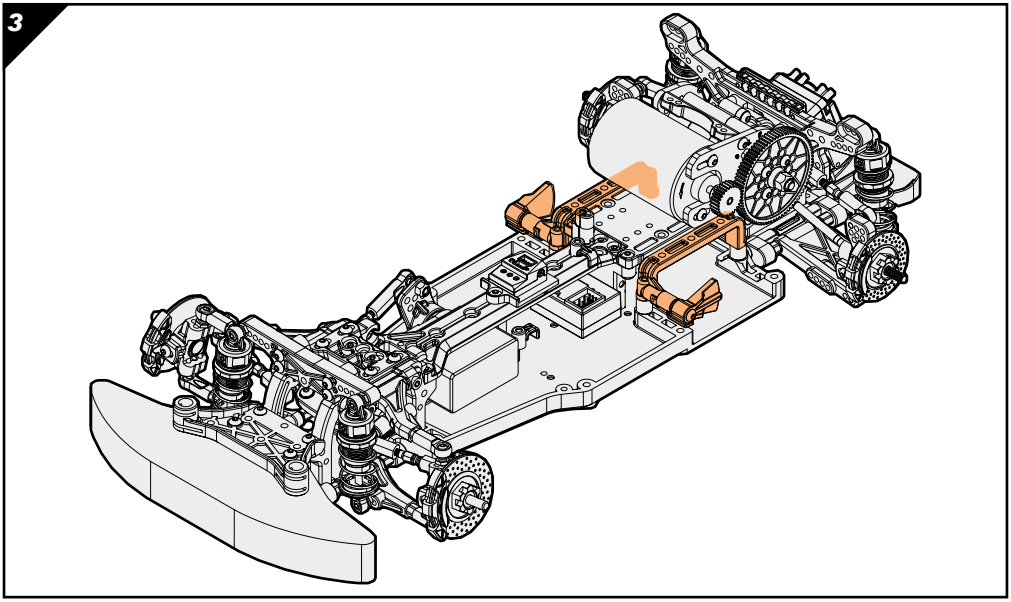
1



2

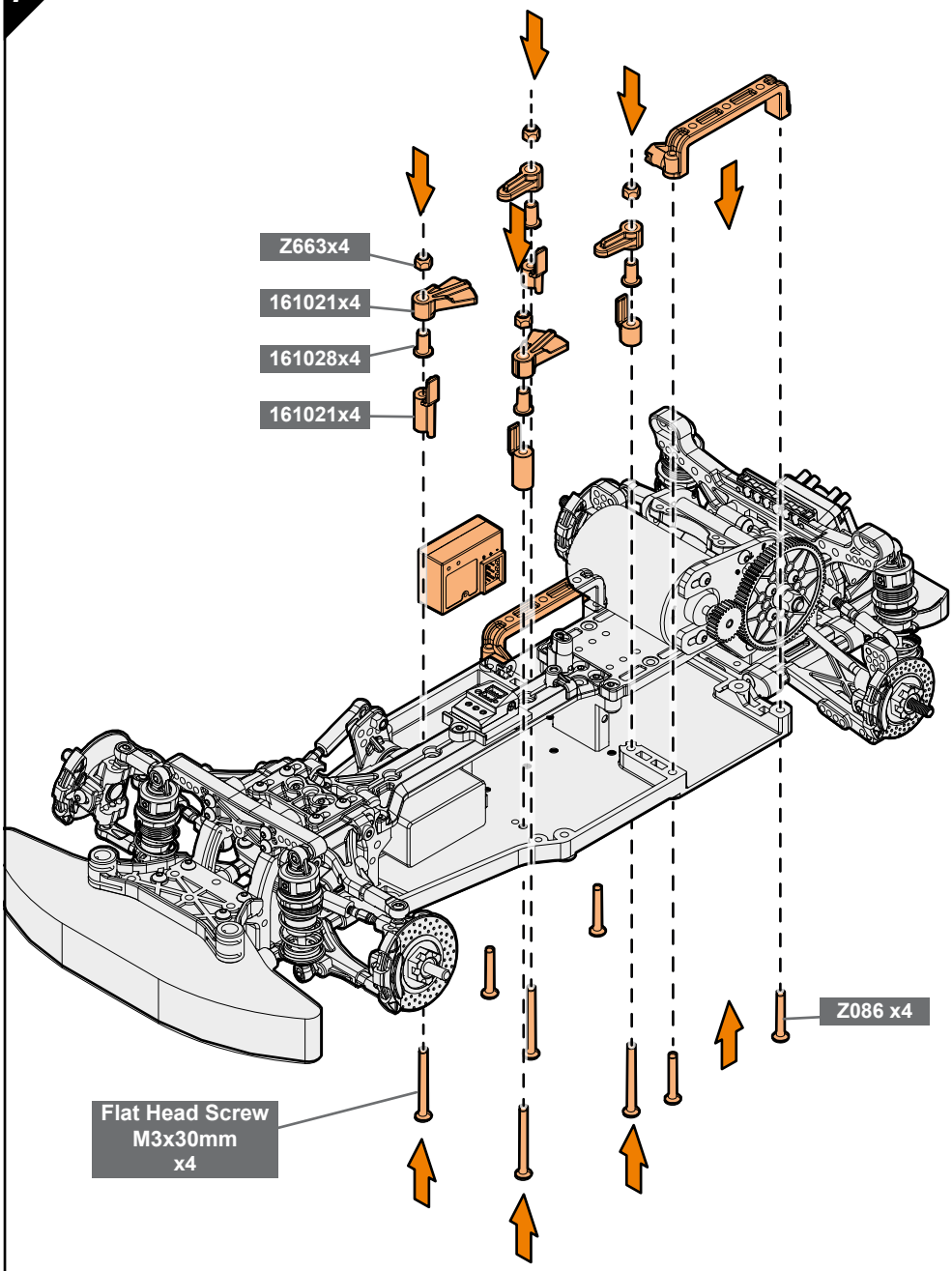


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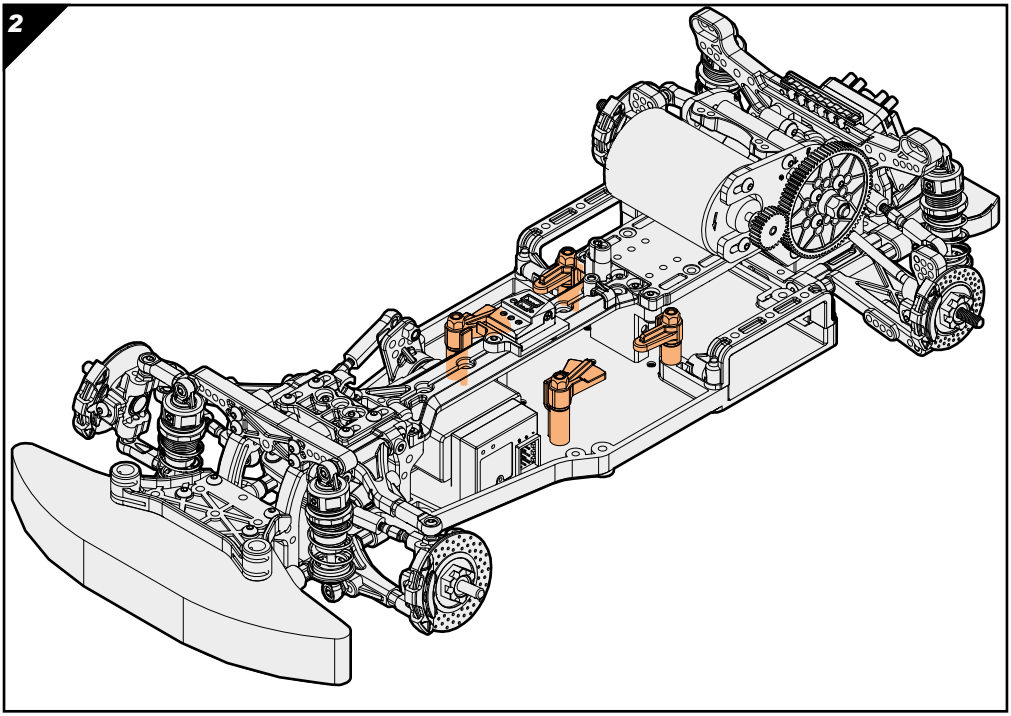


3-1-2 Shorty LiPo - Forward Position

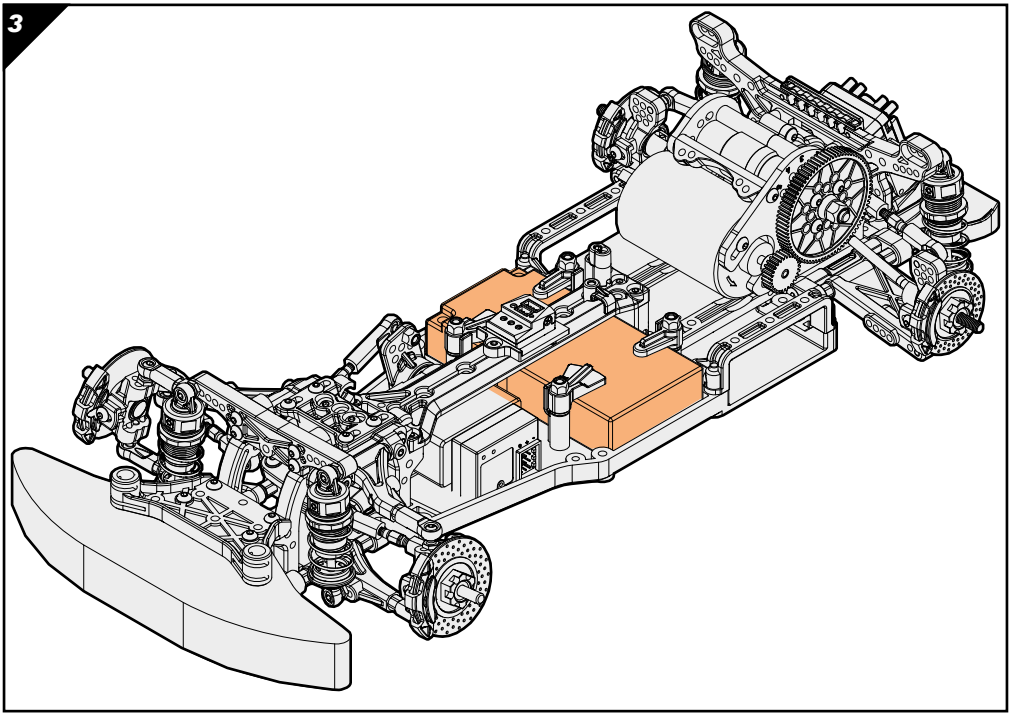
1



2



3

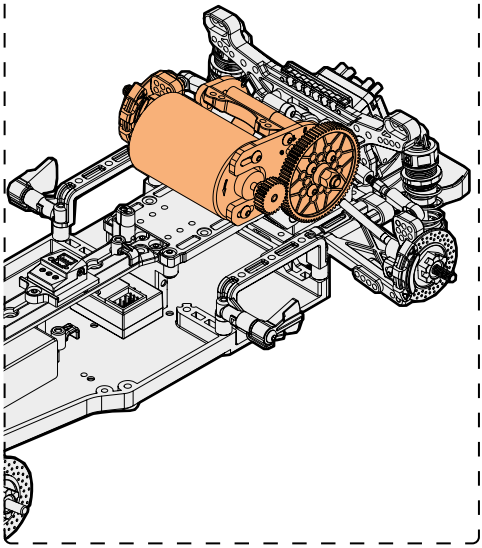


3-2 *Motor and Gearbox Position*

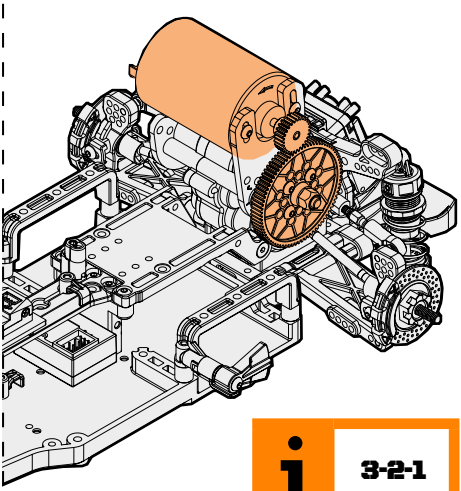
See **Section 2-2** (Drivetrain maintenance) for disassembly steps.

1 ***Choose your motor/gearbox position – see the next page for more information.***

Mid Low - As supplied

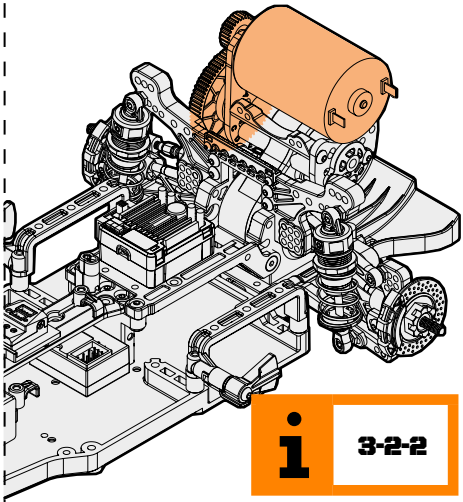


Mid High - See Section 3-2-1



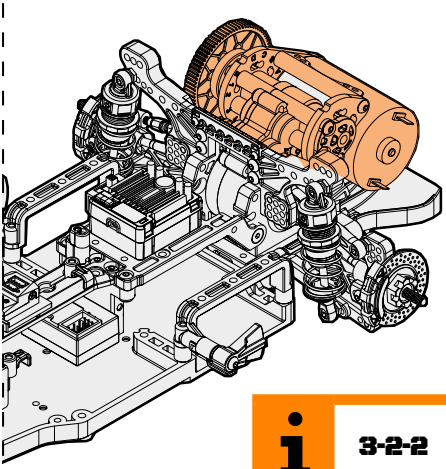
i 3-2-1

Rear High - See Section 3-2-2



i 3-2-2

Rear Low - See Section 3-2-2

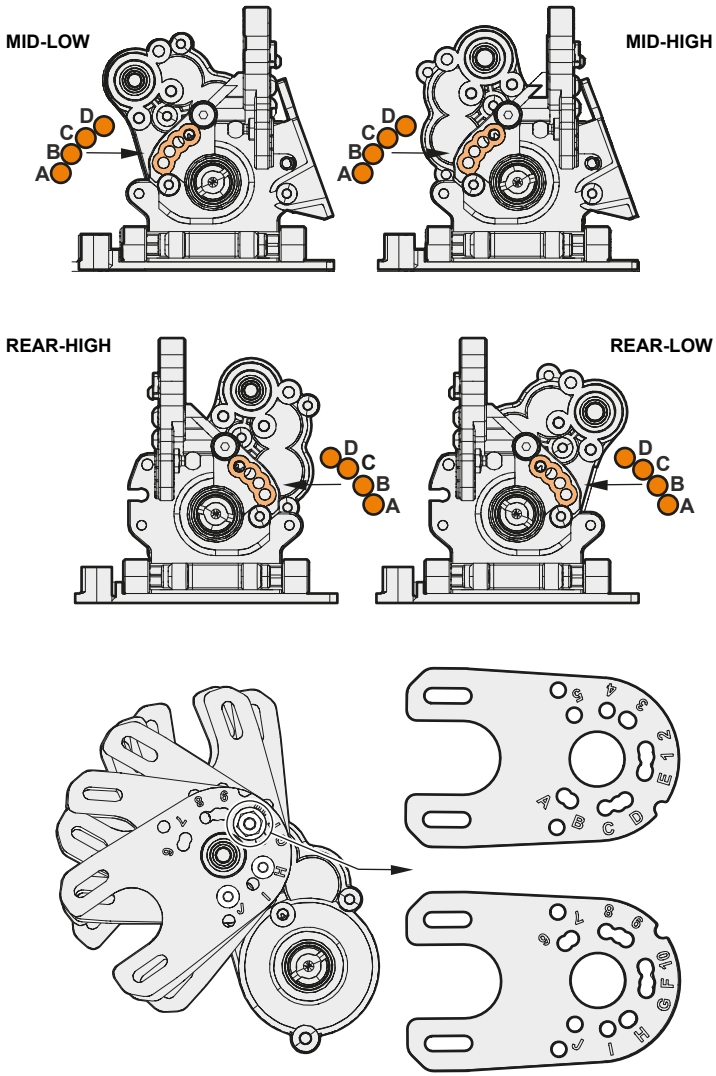


i 3-2-2

2

Within the 4 main gearbox orientations, the gearbox can be rotated and mounted in 4 different positions, and the 161039 Motor Plate can also be rotated into a further 10 positions.

See the tables on the following page for all possible configurations.



! **The Motor mount is marked with a number or letter to note the 10 different motor positions - the reference point is the through bolt on the gearbox.**

1-10 are used for the Low gearbox configuration.

A-J are used for the High gearbox Configuration.

TABLE 1 - Mid Low Motor Mount Positions

Gear Box Position	Motor Mount Position									
	1	2	3	4	5	6	7	8	9	10
A	N/A	N/A	N/A	OK[1]	OK[2]	OK[2]	OK[2]	OK[1]	N/A	N/A
B	N/A	N/A	OK[1]	OK[2]	OK[2]	OK[2]	OK[2]	OK[2]	OK[1]	N/A
C	N/A	N/A	OK[2]	OK[3]	OK[3]	OK[3]	OK[3]	OK[3]	OK[2]	N/A
D	OK[2]	OK[2]	OK	OK	OK	OK	OK	OK	OK	OK[2]

OK No further adjustment required

N/A Configuration not possible

OK[1] Requires a Shorty battery pack in the FWD position. The rear upper plate must be removed. A carbon-fiber chassis is recommended.

OK[2] Requires a Shorty battery pack in the FWD position. The rear upper plate must be inverted.

OK[3] Smaller spur gear or slim LiPo pack required

TABLE 2 - Mid High Motor Mount Positions

Gear Box Position	Motor Mount Position									
	A	B	C	D	E	F	G	H	I	J
A	FWD Shorty Only. Rear upper Plate Inverted		Smaller Spur Gear or Slim LiPo Pack Required							FWD Shorty Only. Rear upper Plate Inverted
B	OK	OK	OK	OK	OK	N/A	N/A	OK	OK	OK
C	OK	OK	OK	OK	N/A	N/A	N/A	OK	OK	OK
D	Smaller Spur Gear Required			N/A	N/A	N/A	N/A	N/A	Smaller Spur Gear Required	

TABLE 3 - Rear Low Motor Mount Positions

Gear Box Position	Motor Mount Position									
	1	2	3	4	5	6	7	8	9	10
A	N/A	N/A	N/A	OK[4]	OK	OK	OK	OK[4]	N/A	N/A
B	N/A	N/A	OK[4]	OK	OK	OK	OK	OK	OK[4]	N/A
C	OK[4]	OK	OK	OK	OK	OK	OK	OK	OK[4]	N/A
D	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK

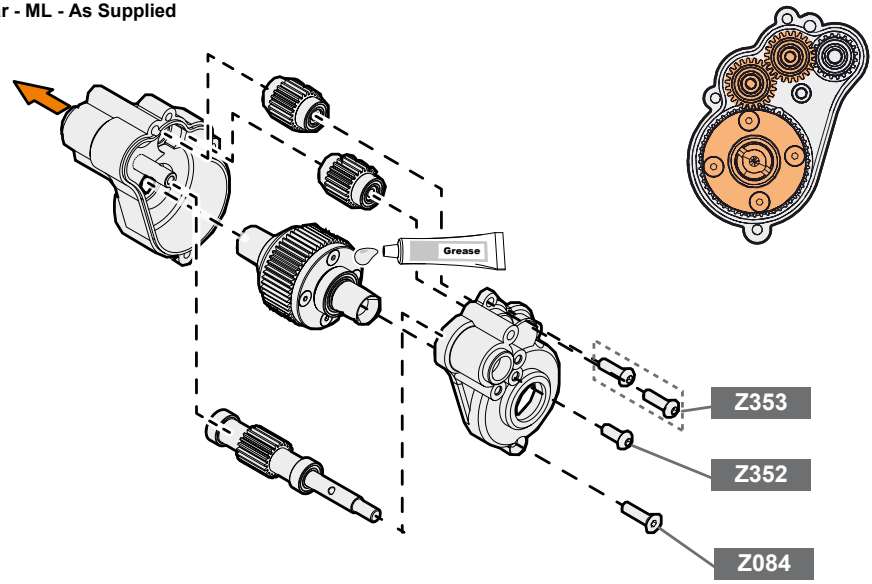
OK[4] Dependant on Spur/Pinion Combination - Short Rear Bumper Required

TABLE 4 - Rear High Motor Mount Positions

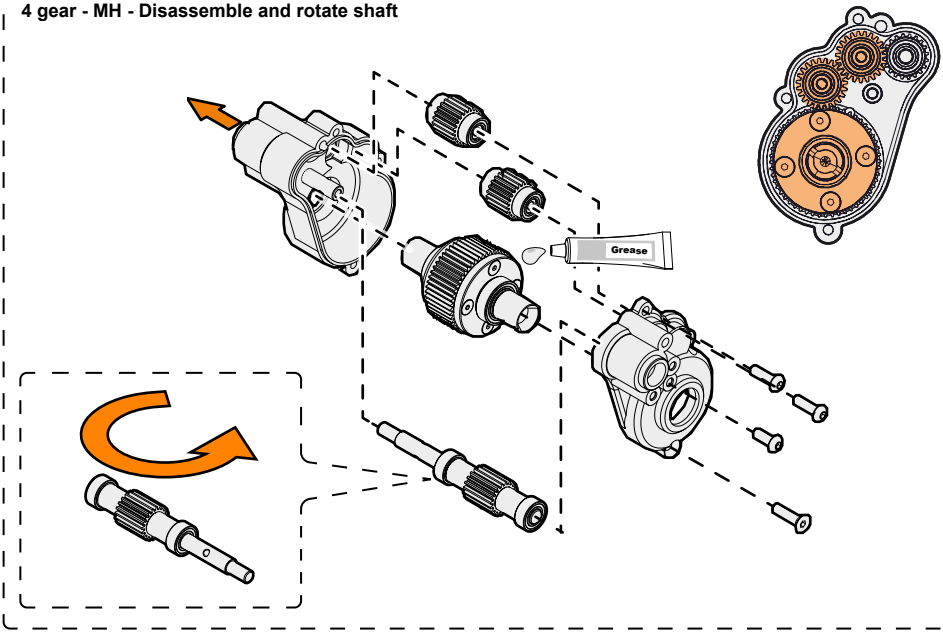
Gear Box Position	Motor Mount Position									
	A	B	C	D	E	F	G	H	I	J
A	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
B	OK	OK	OK	OK	OK	N/A	N/A	OK	OK	OK
C	OK	OK	OK	OK	N/A	N/A	N/A	OK	OK	OK
D	Smaller Spur Gear Required			N/A	N/A	N/A	N/A	N/A	Smaller Spur Gear Required	

3 *You can use either a 3-gear or 4-gear gearbox layout with any gearbox orientation. However, we recommend using the 4-gear layout for mid-motor configurations and the 3-gear layout for rear-motor configurations.*

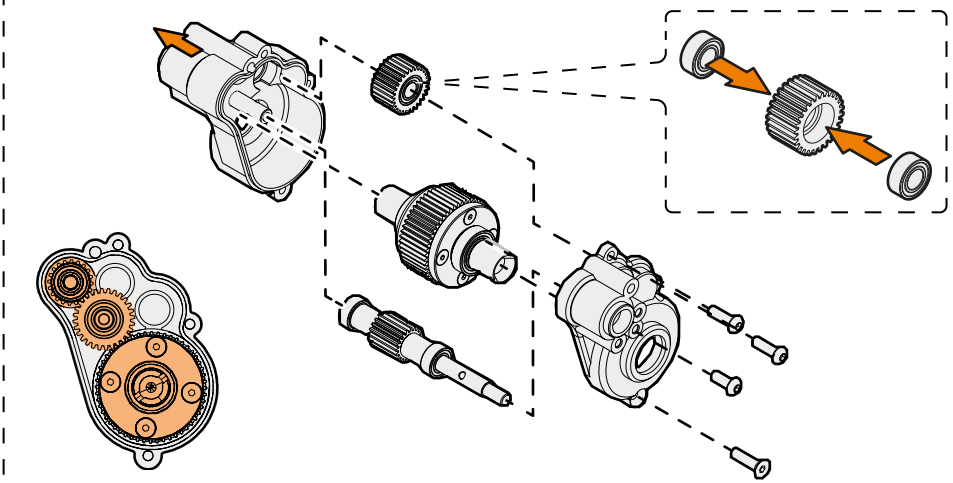
4 Gear - ML - As Supplied



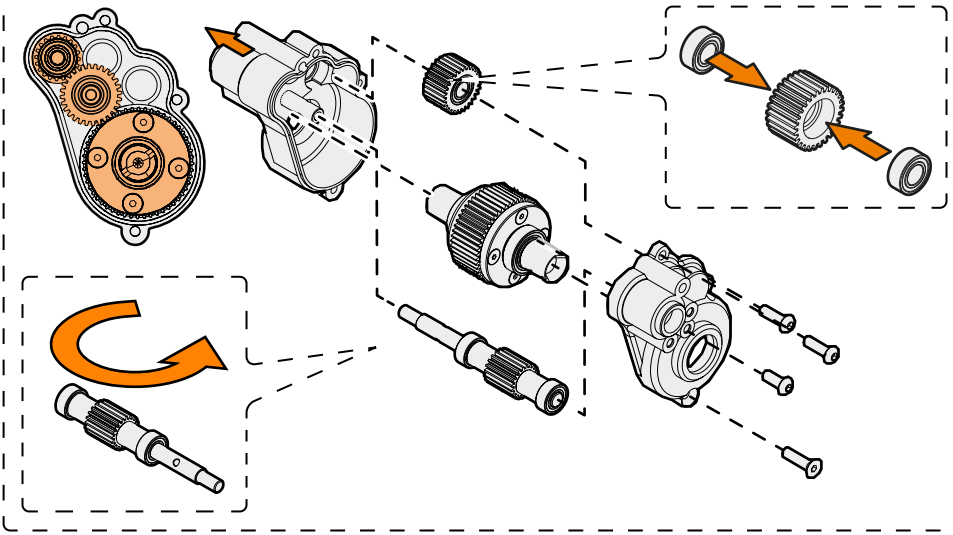
4 gear - MH - Disassemble and rotate shaft



3 gear - RL - Disassemble gearbox, and re-assemble as shown



3 gear - RH - Disassemble gearbox, and re-assemble as shown



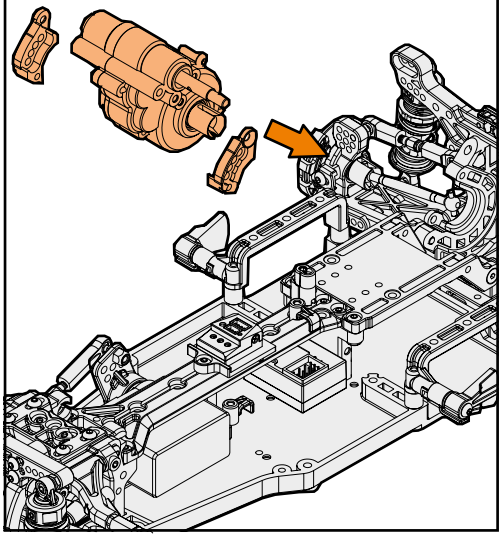
4 ***Proceed to different sections depending on your preferred configuration***

Mid Configurations 3-2-1

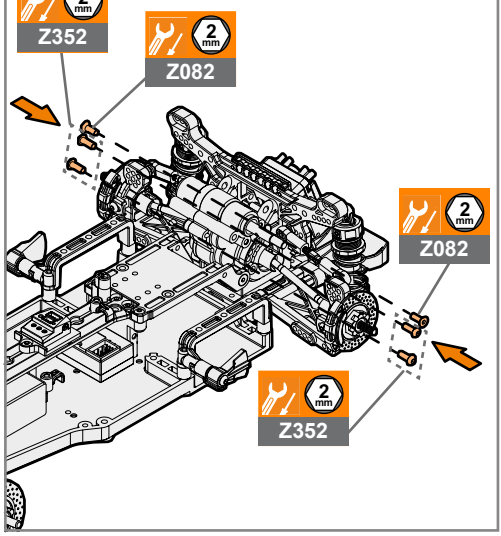
Rear Configurations 3-2-2

3-2-1 Mid High Configuration

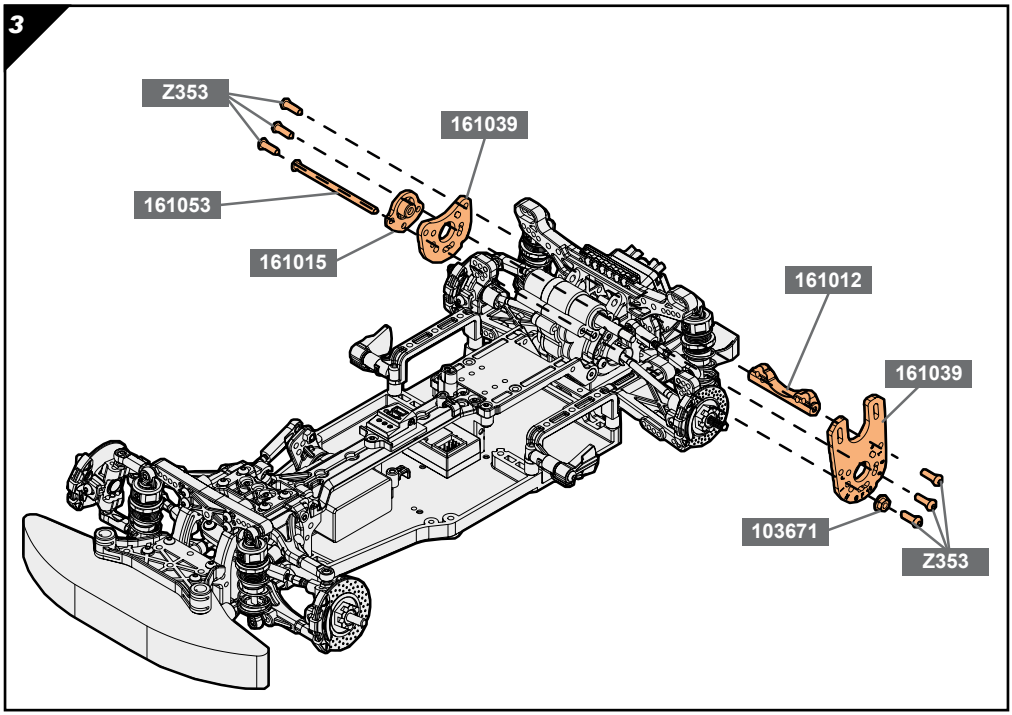
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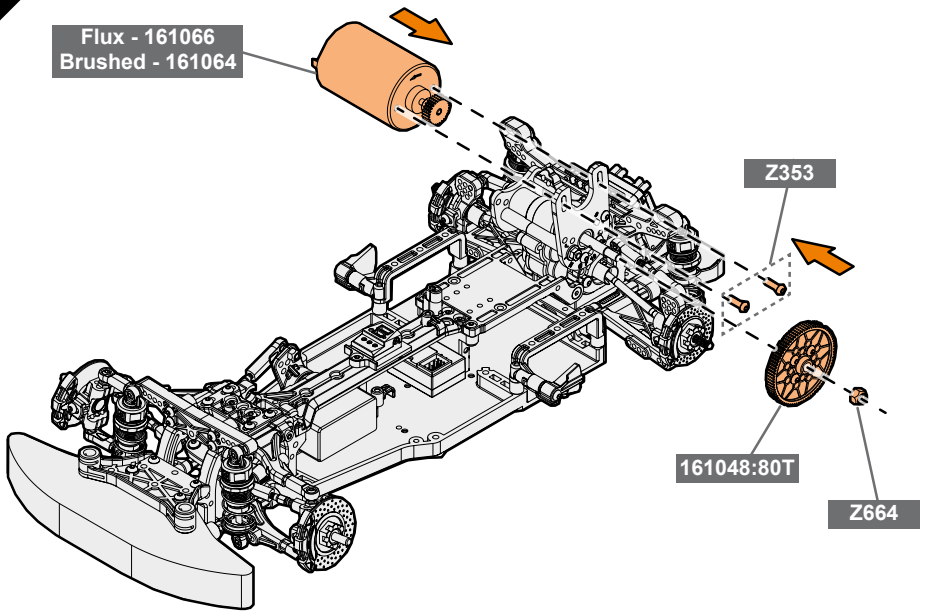
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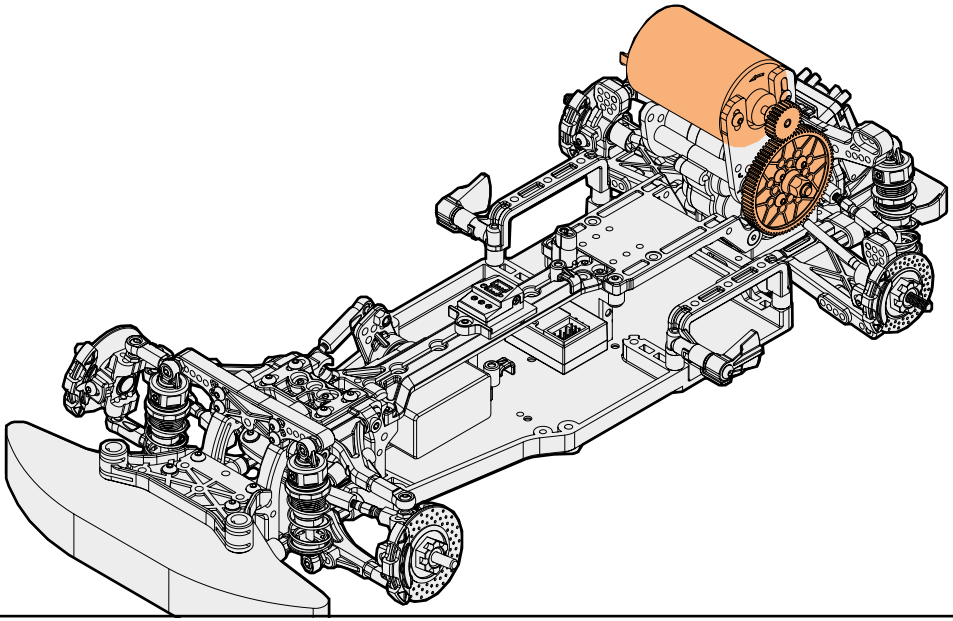
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4



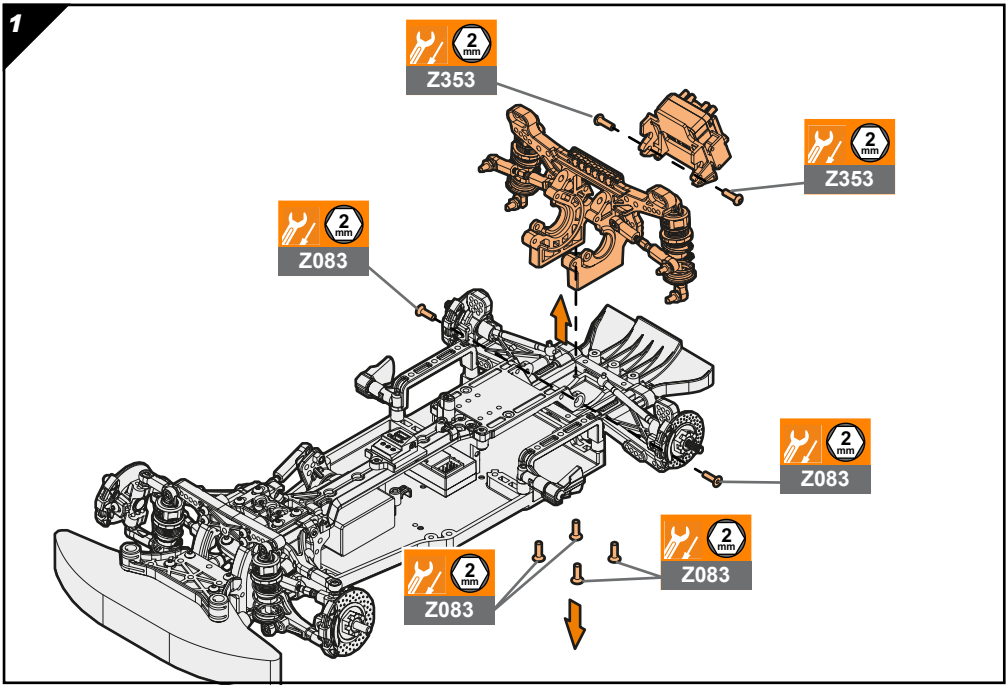
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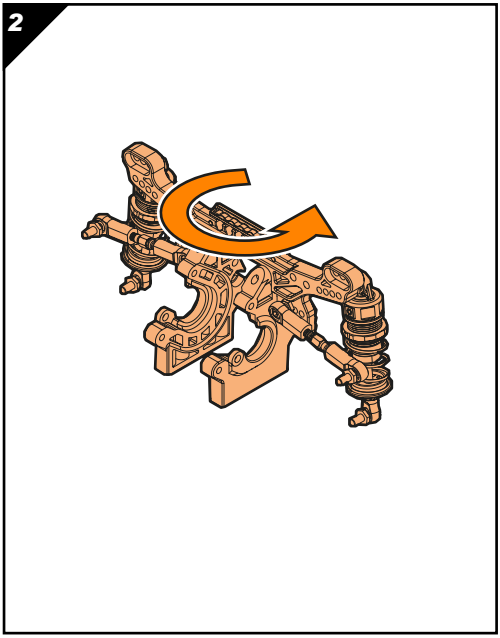
3-2-2 Rear Configurations

For Rear Motor configurations, the rear bulkhead must be rotated.

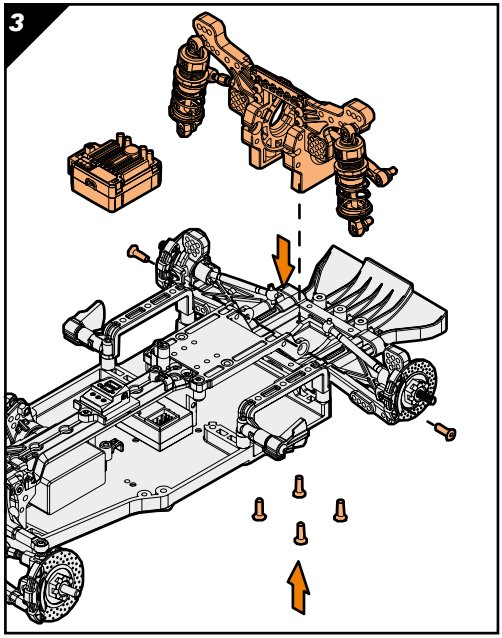
1



2

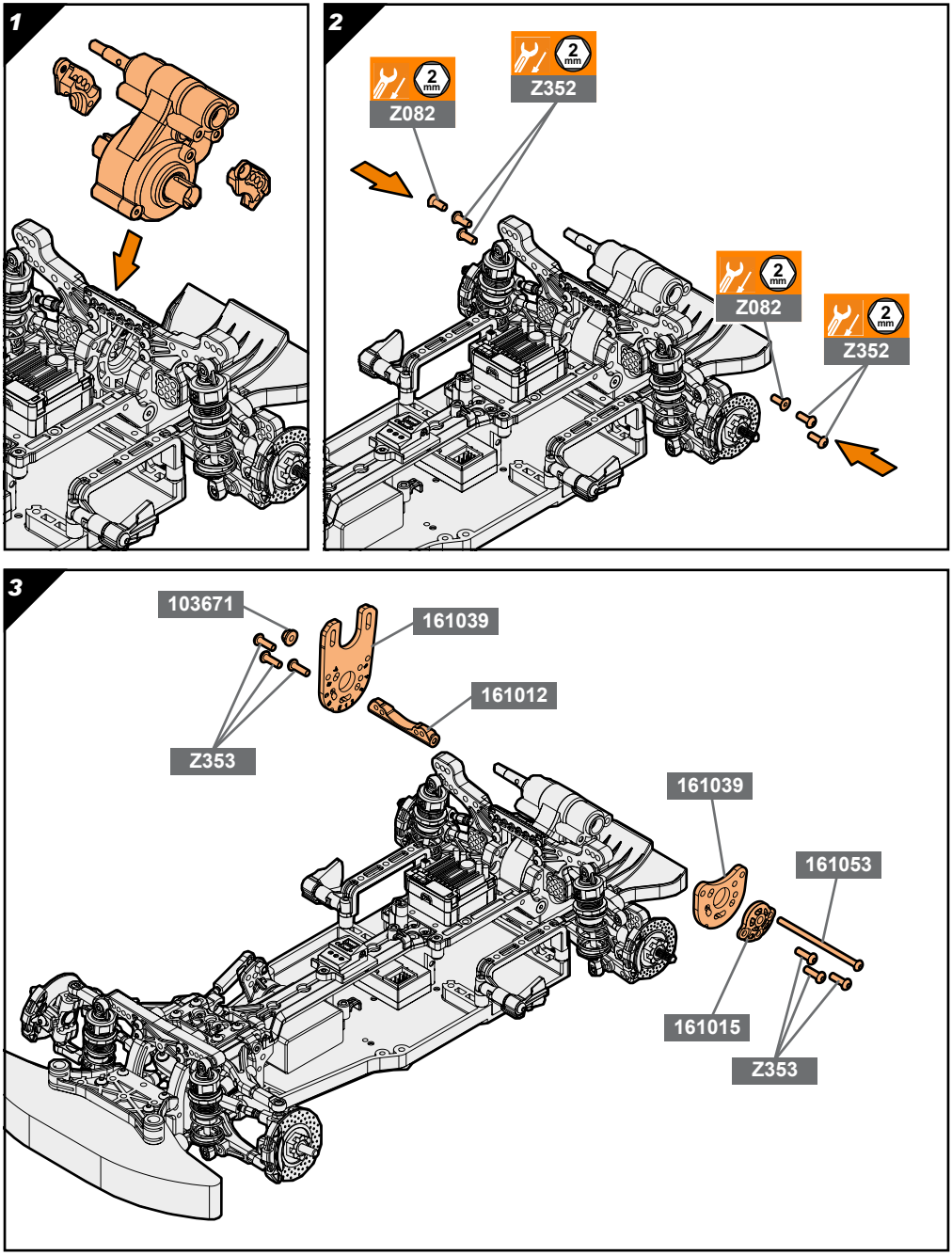


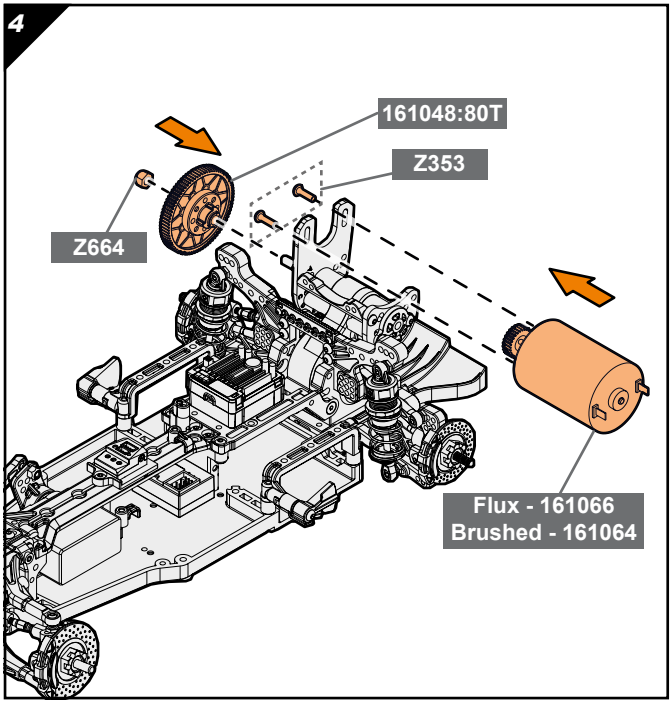
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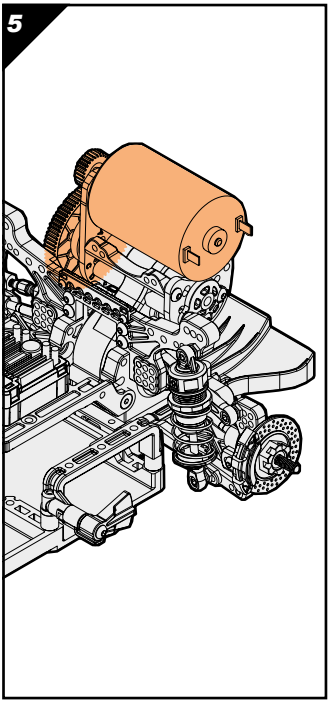


3-2-3 Rear High Configuration

Complete steps 1-3 in section 3-2-2

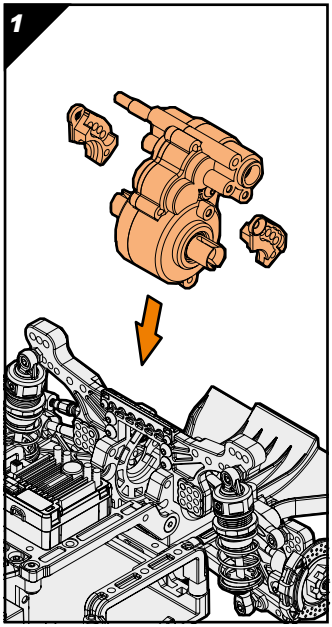


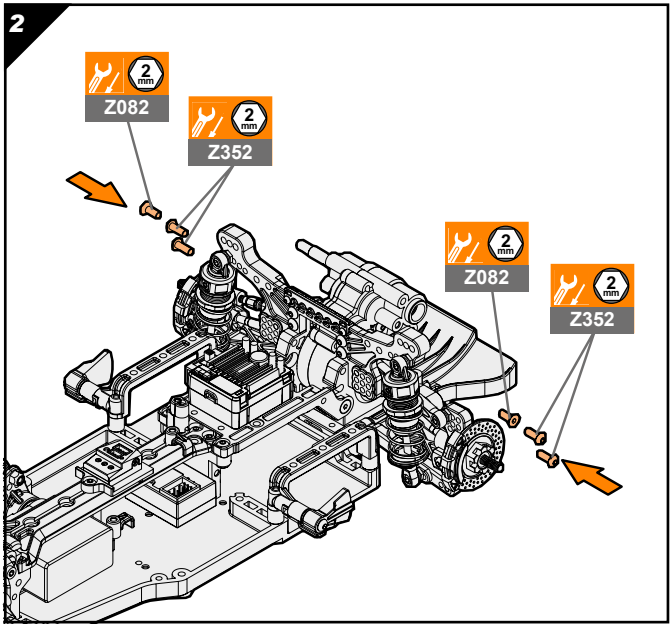


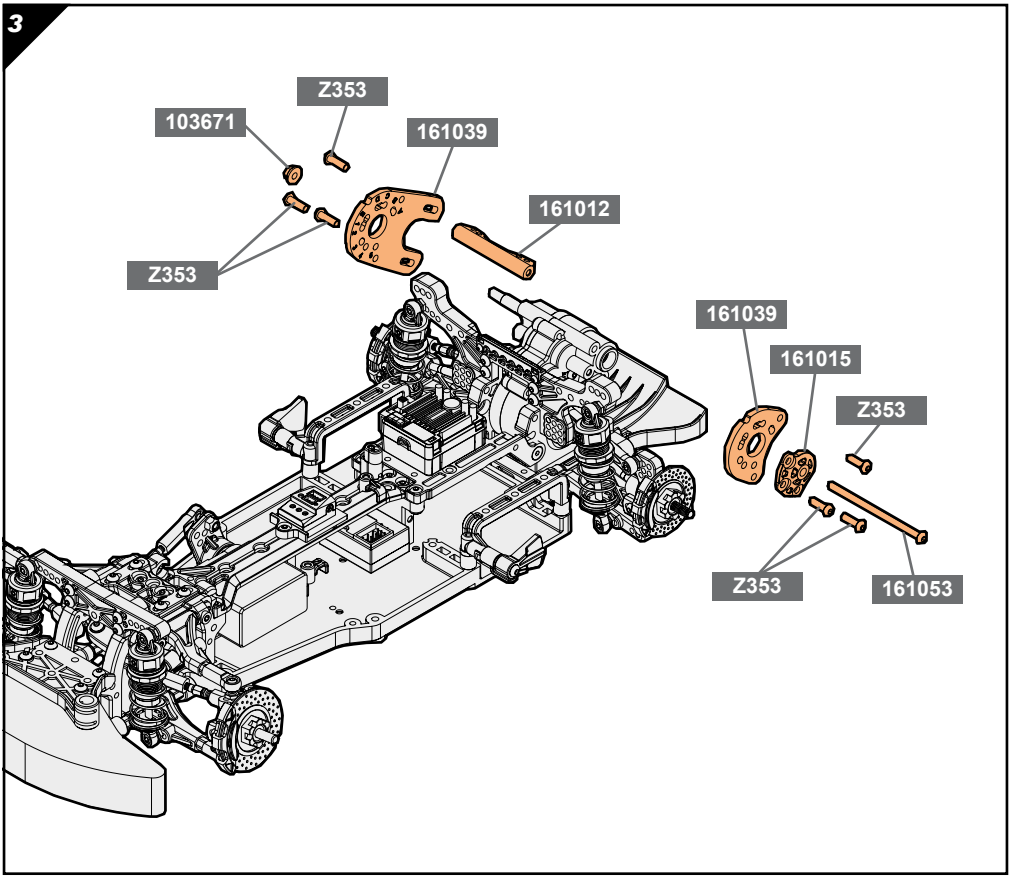


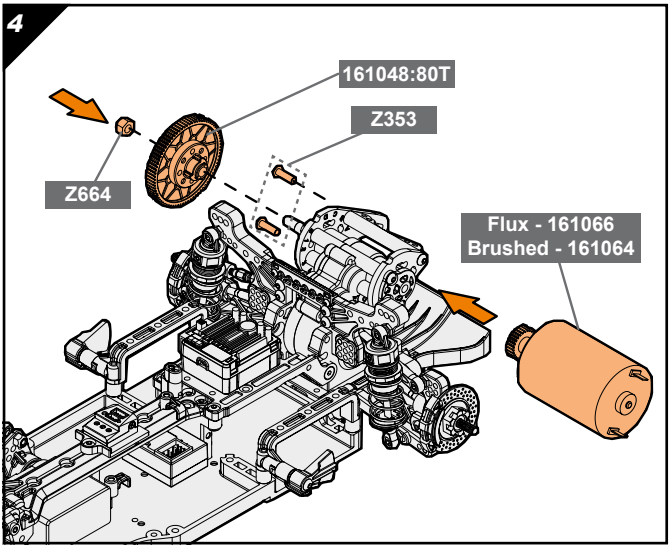
3-2-4 Rear Low Configuration

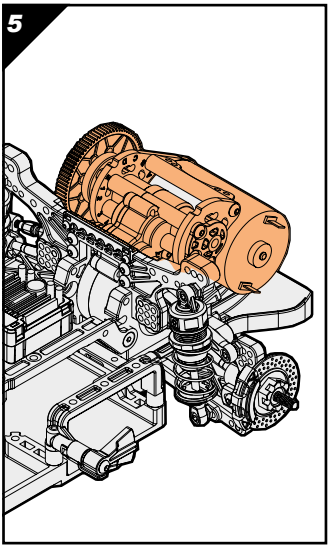
Complete steps 1-3 in section 3-2-2






3
Z353
103671
161039
161012
Z353
161039
161015
Z353
Z353
161053


4
161048:80T
Z353
Z664
Flux - 161066
Brushed - 161064

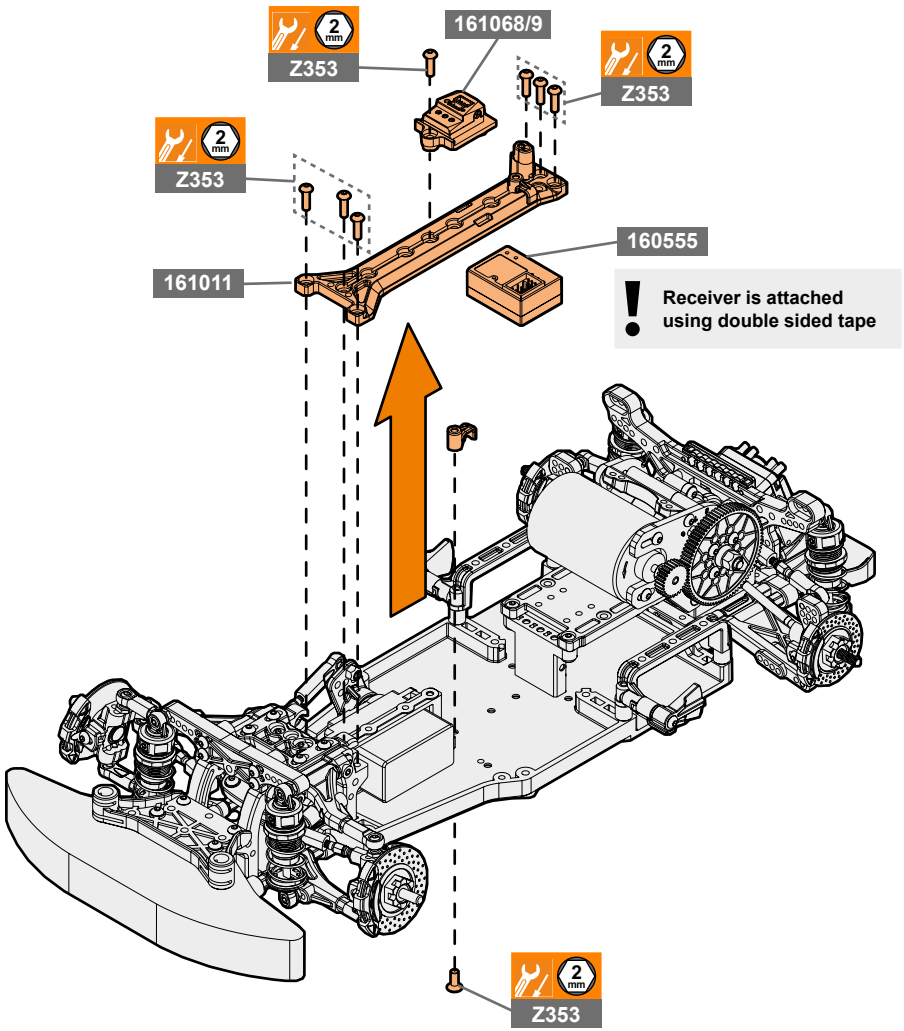

5

3-3 *Alternative Servo Location*

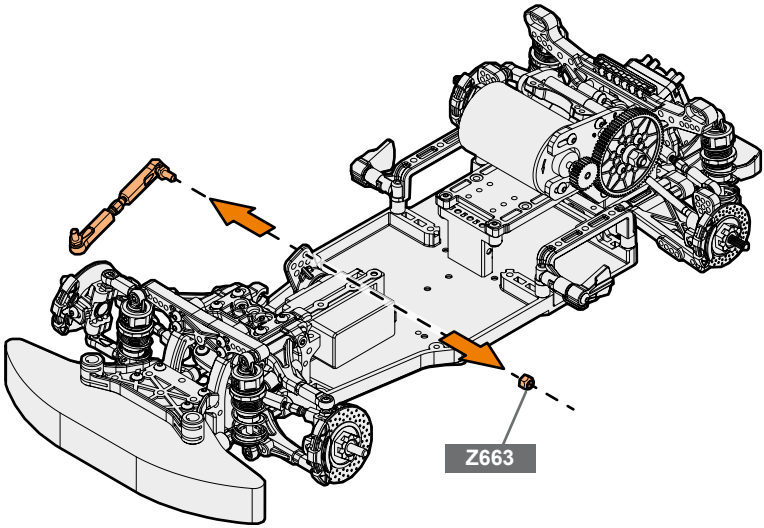
Moving the servo position will have a small effect on weight balance and handling, making it useful for fine-tuning the car.

There are 4 servo positions available.

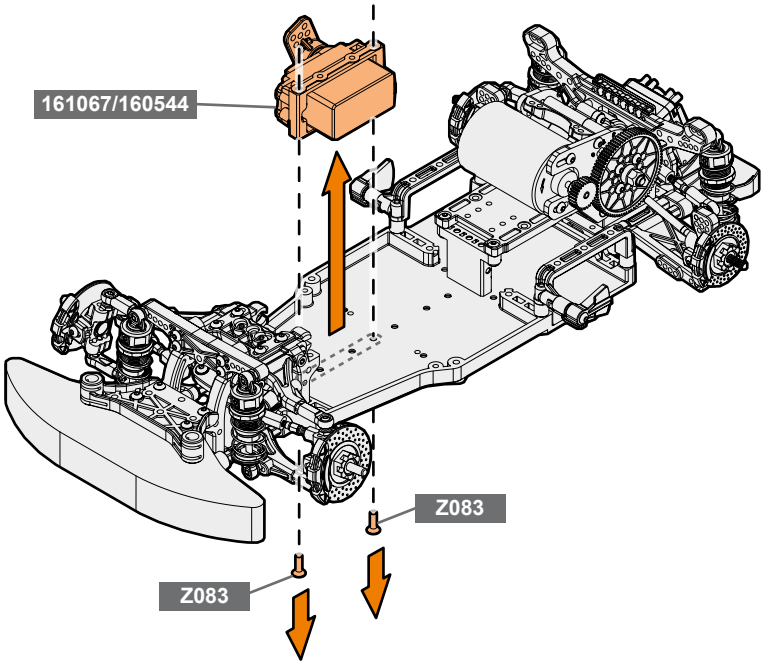
1



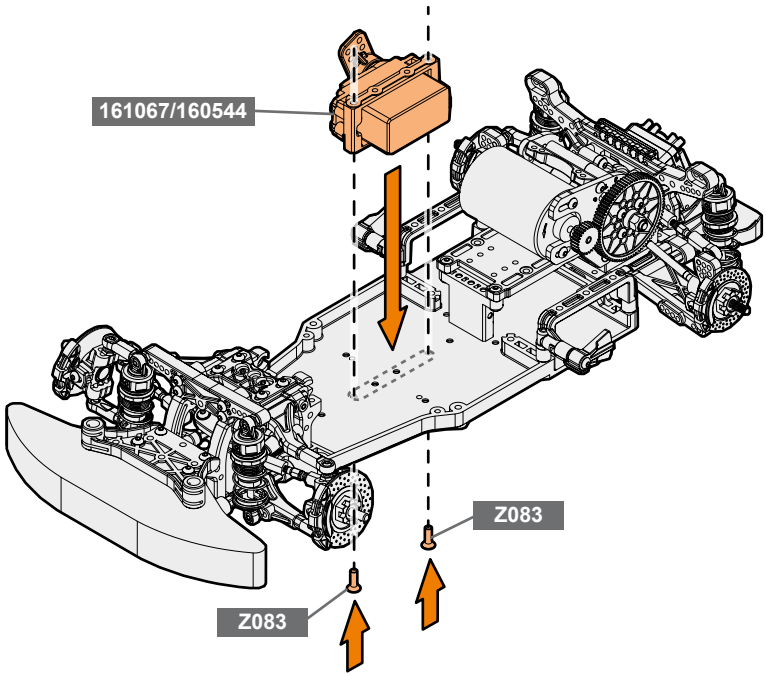
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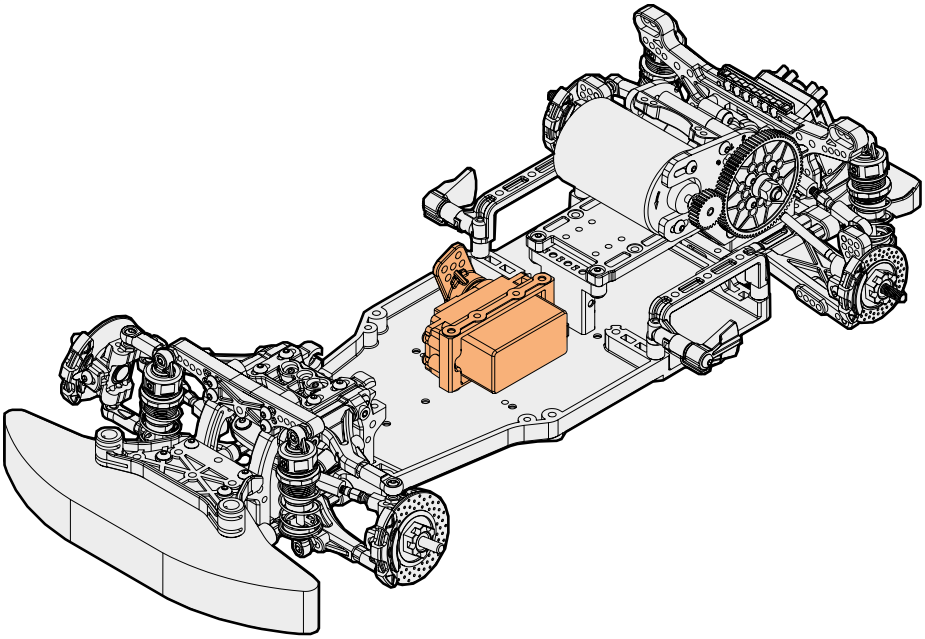
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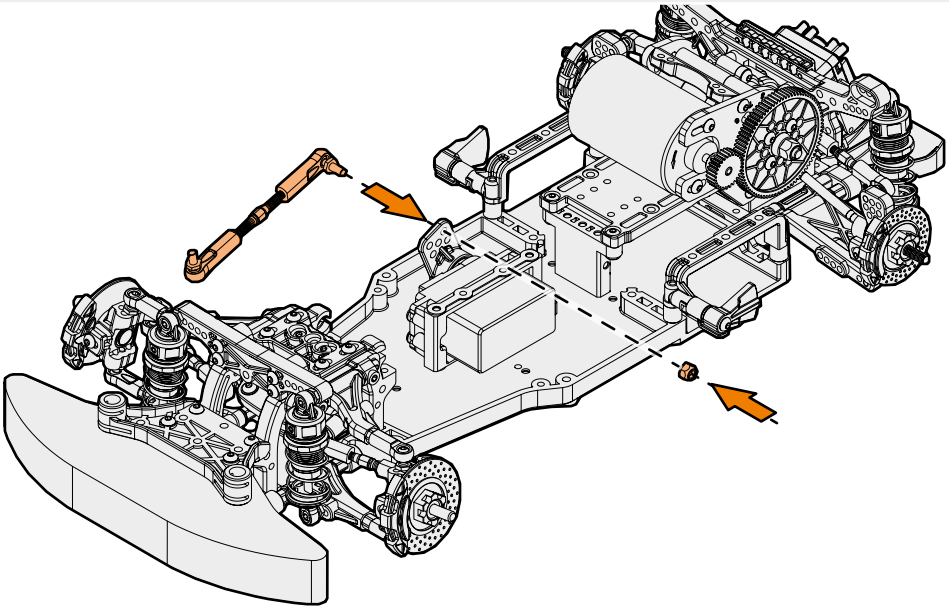
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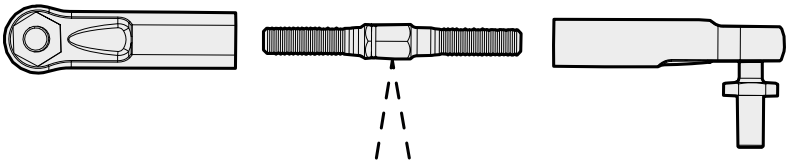


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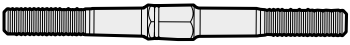
6 *Adjust length of steering link to suit new servo location. Use optional turnbuckle set # 161767*



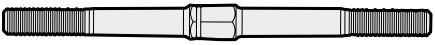


Option:

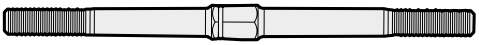
161767 **Aluminum Steering Turnbuckle Set**



M3x40mm Turnbuckle

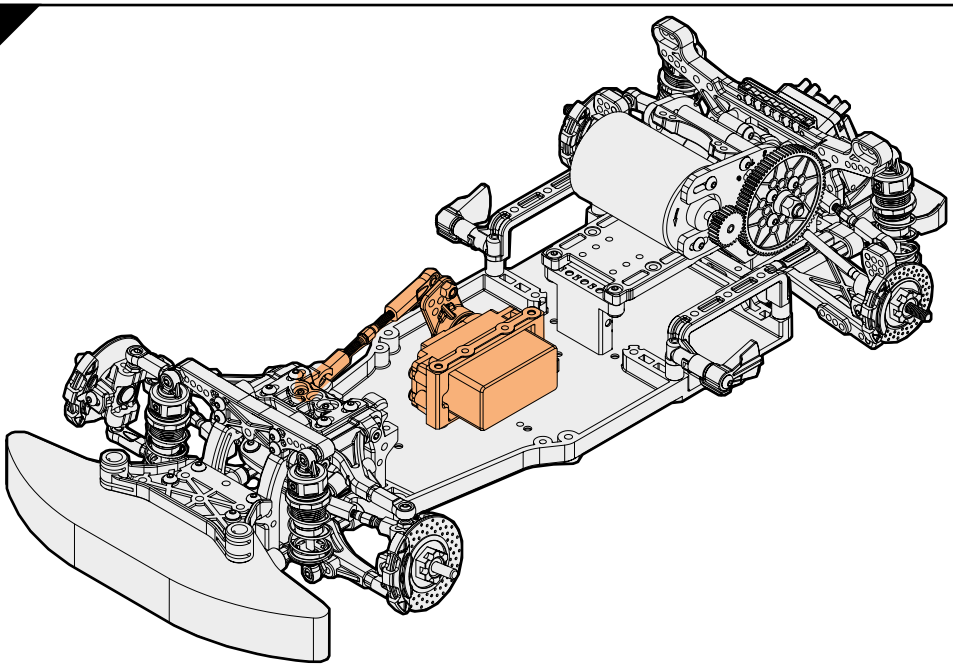


M3x50mmTurnbuckle

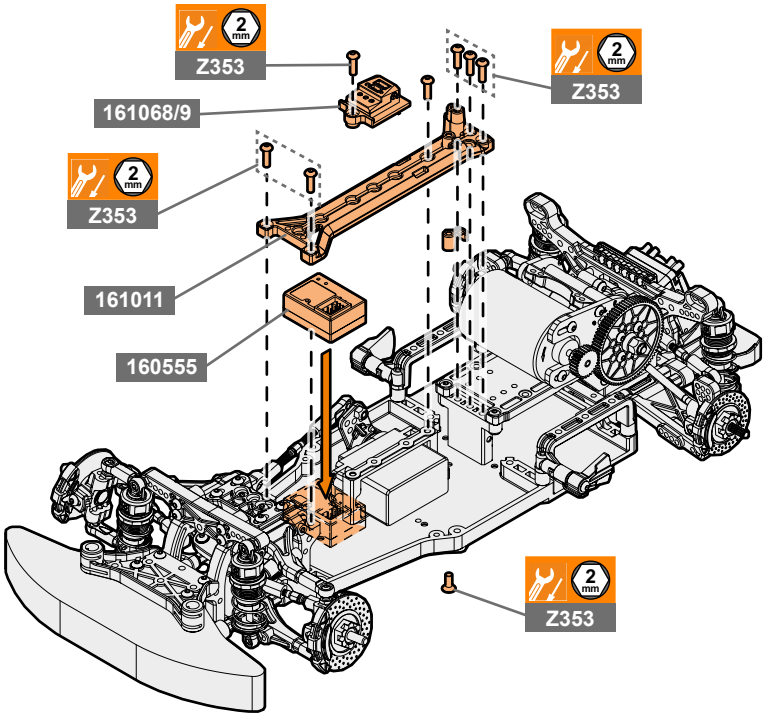


M3x55mm Turnbuckle

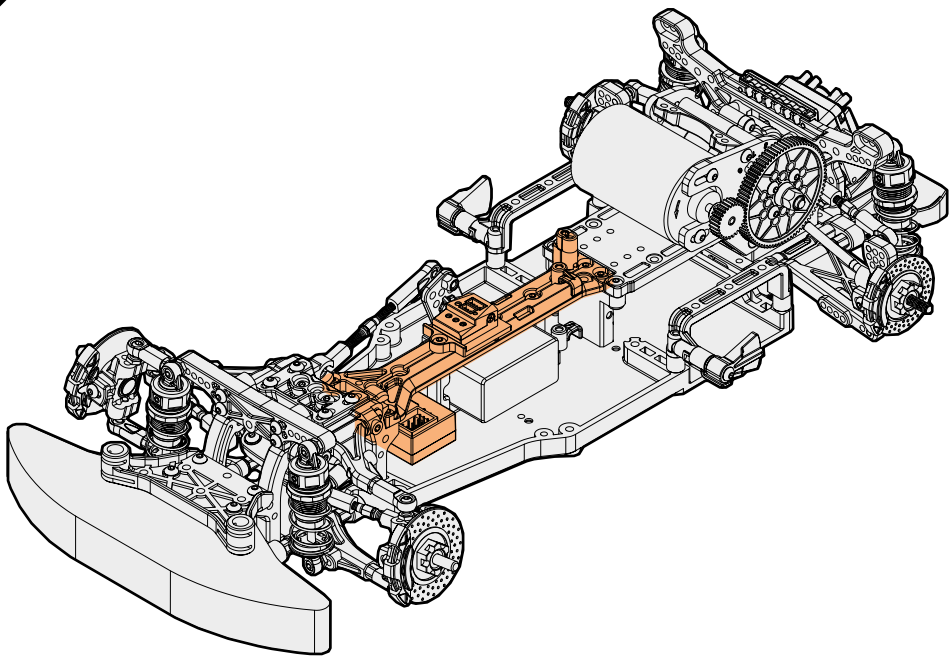
7



8



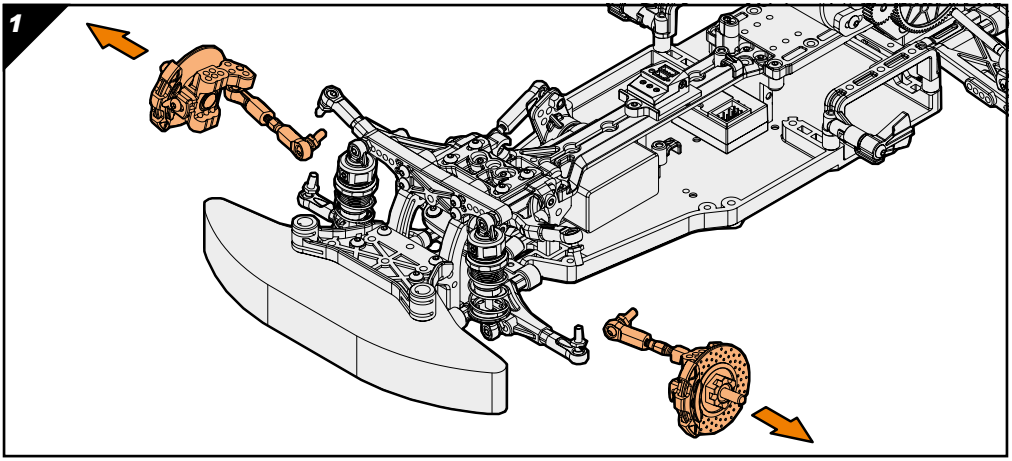
9



3-4 *Knuckles*

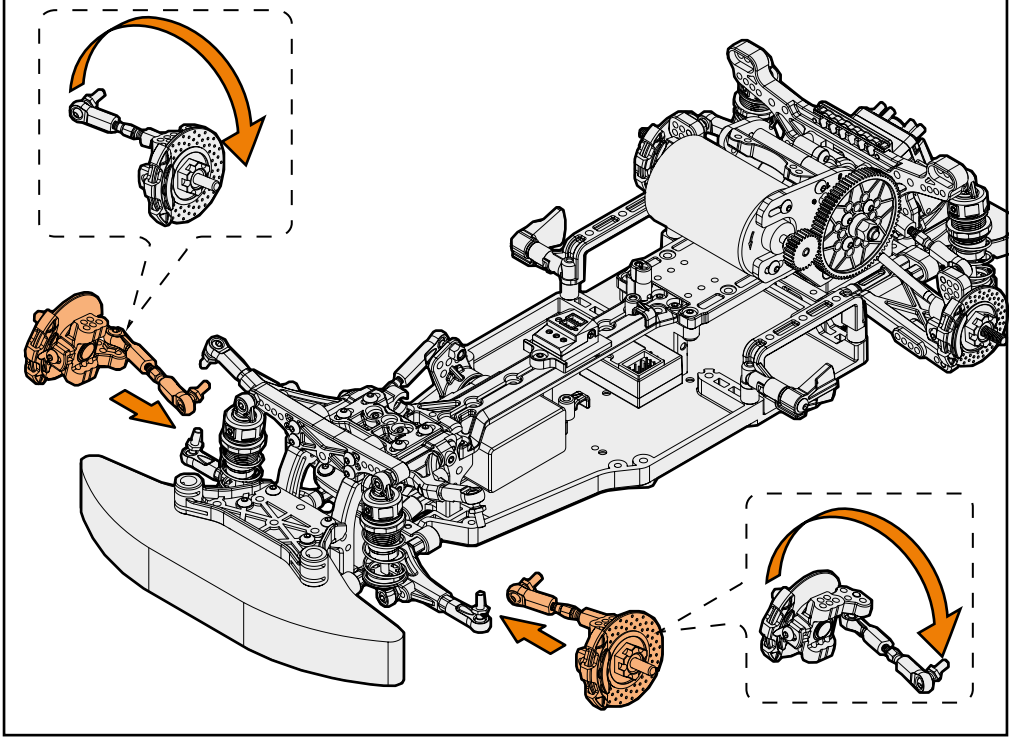
You can invert the steering knuckles to fine-tune the steering geometry, including steering-arm height, Ackermann, and bump steer.

1



2

Refit the steering knuckles upside down and on the opposite side from which they were removed.



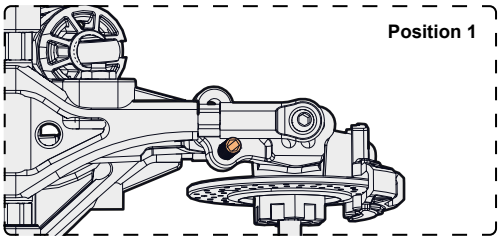
3-5 Steering Limiter

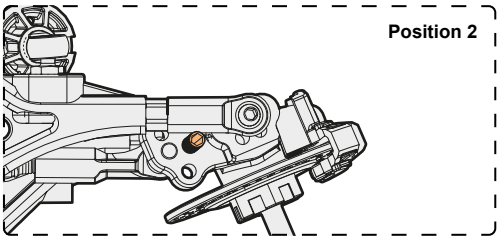
A steering limiter physically restricts the maximum steering angle.

Steering travel can be limited using the supplied grub screw to help prevent the wheels or steering components from binding or contacting other parts of the chassis.

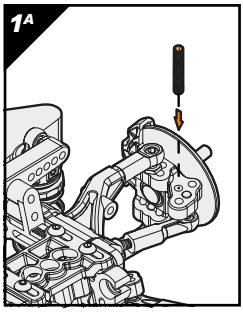
The grub screw can be installed in two different positions to provide different steering limits.

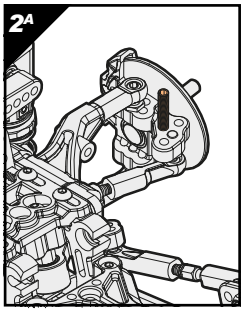
Note: Position 1 can only be used with wide-offset wheels.

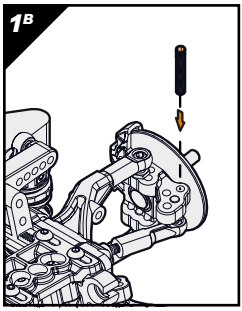


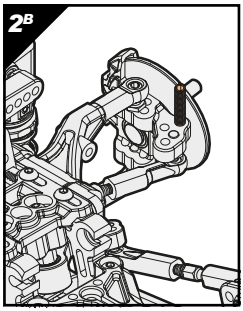


3-5-1 Standard Knuckles

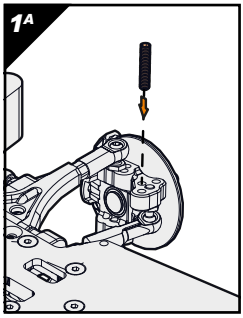


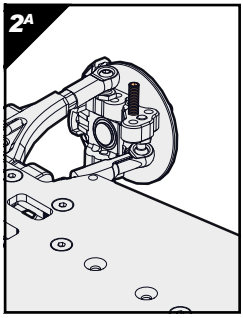


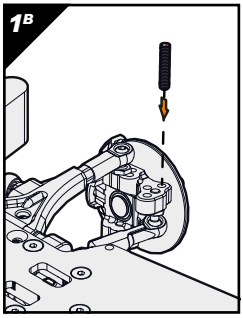


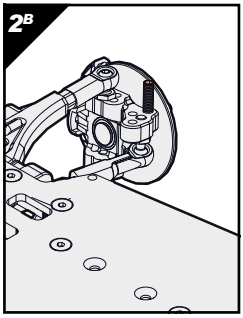


3-5-2 Inverted Knuckles











Attention

Always check the steering limiter does not contact the wheel.

Always check that the steering moves freely from full left to full right after adjustment. Do not allow the servo to force the steering beyond the physical limit, as this may damage the servo or steering components.

4 Body Mounts - Options

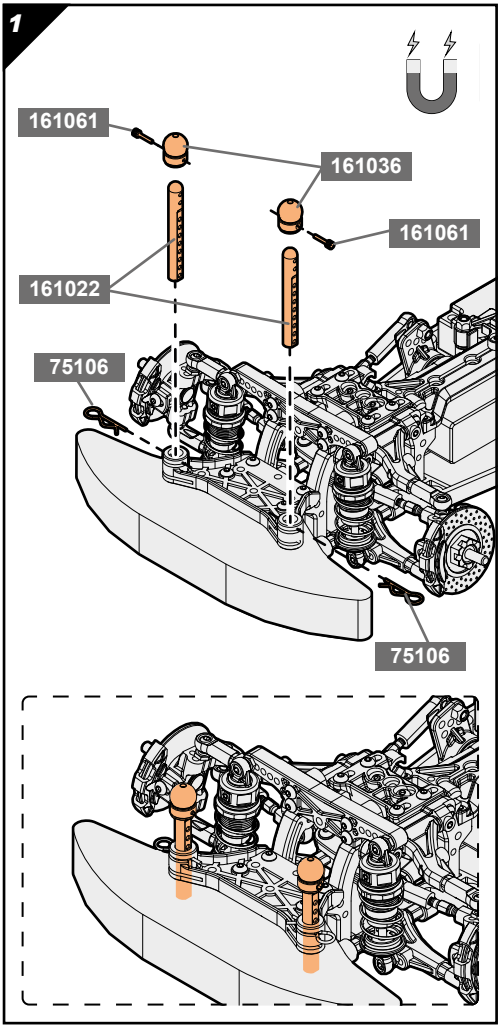
The body can be mounted using either body clips or magnetic mounts.

The mounting positions can be configured in several ways to suit the chassis component layout and the body being fitted.

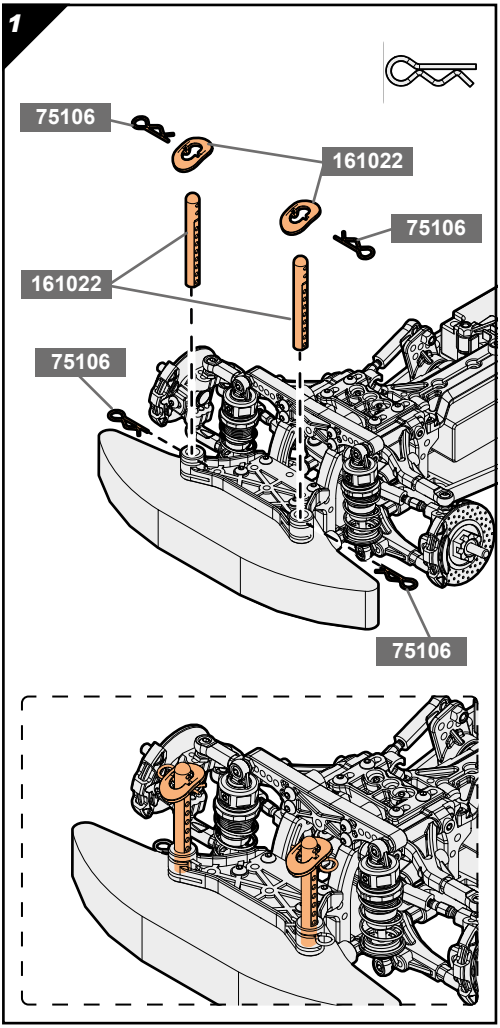
4-1 *Front Body Mounts*

The body can be retained using either magnets or body clips.

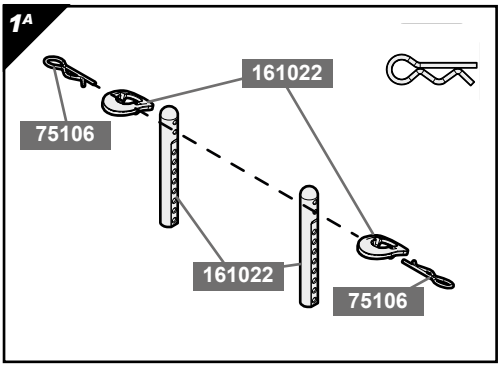
4-1-1 Magnetic Fixing

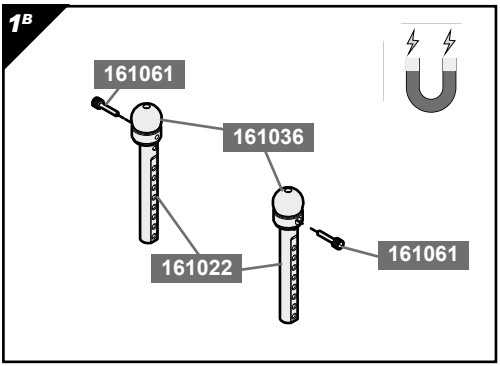


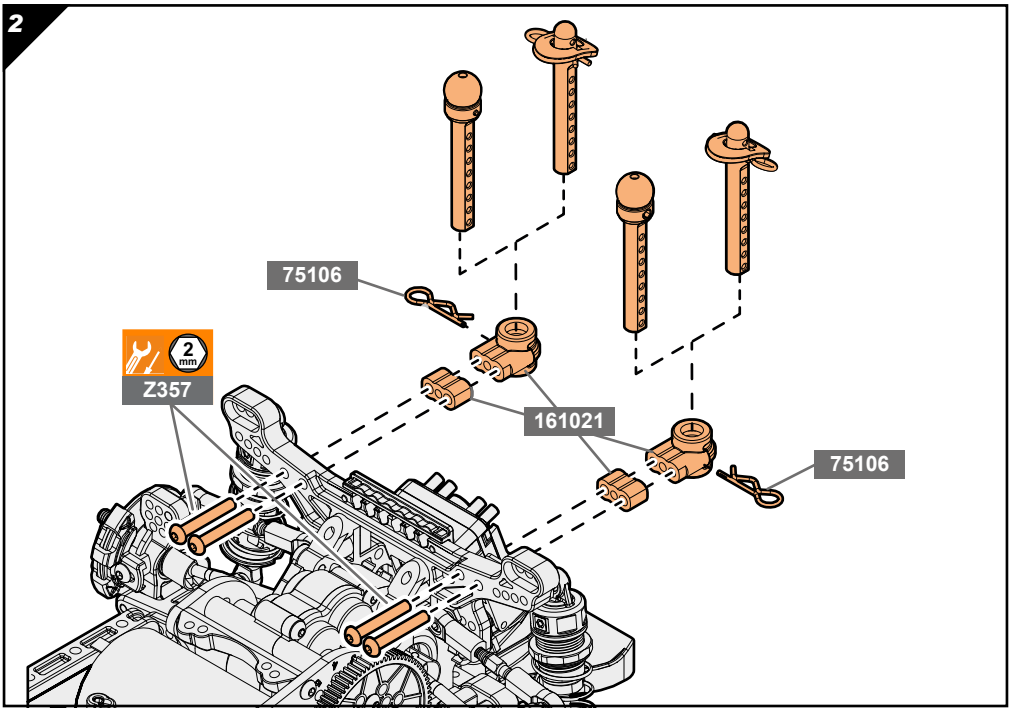
4-1-2 Body Clip Fixing

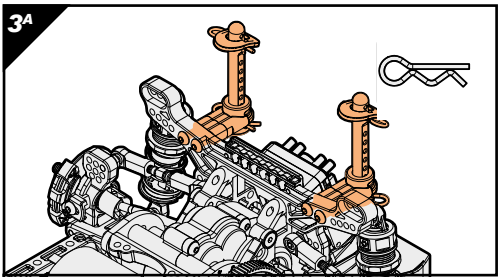


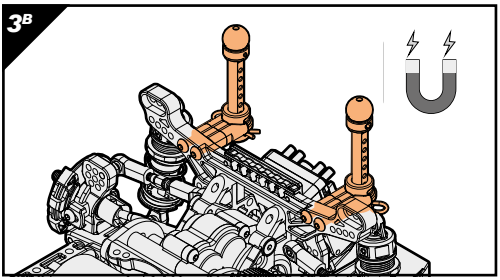
4-2 Rear Body Mounts - HPI 1





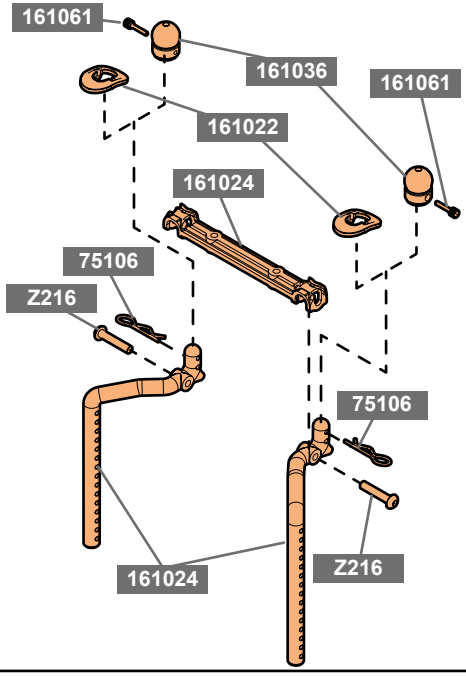




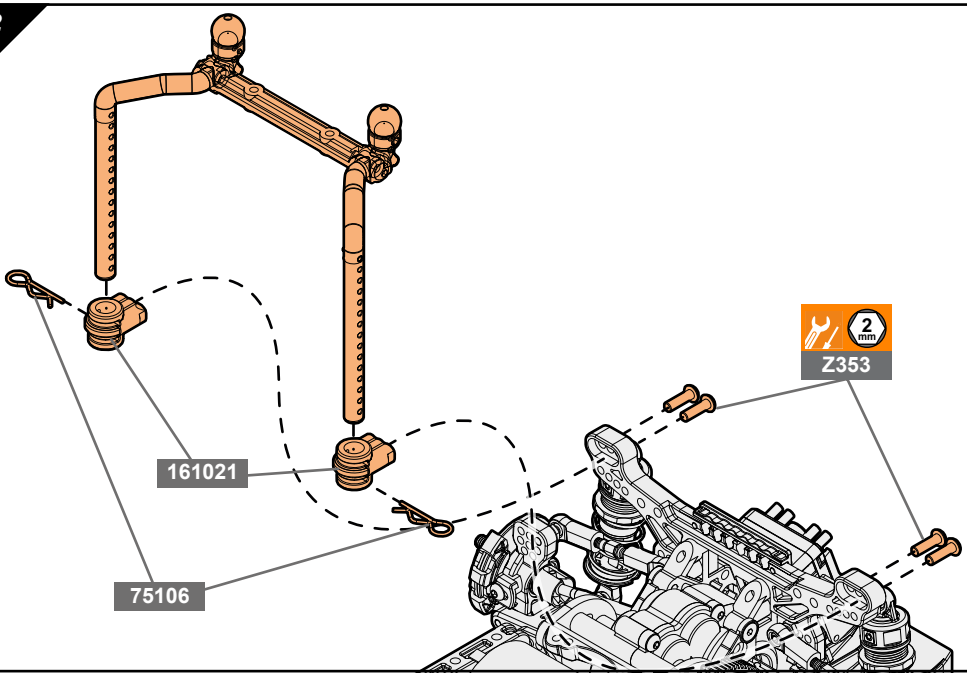


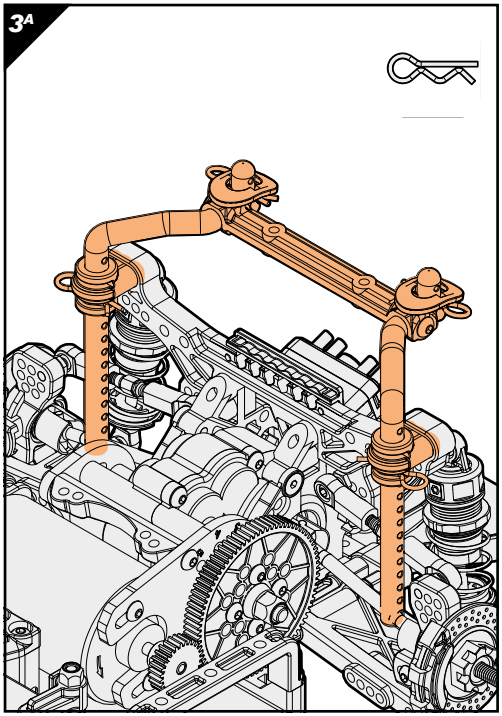
4-3 Rear Body Mounts - HPI 2

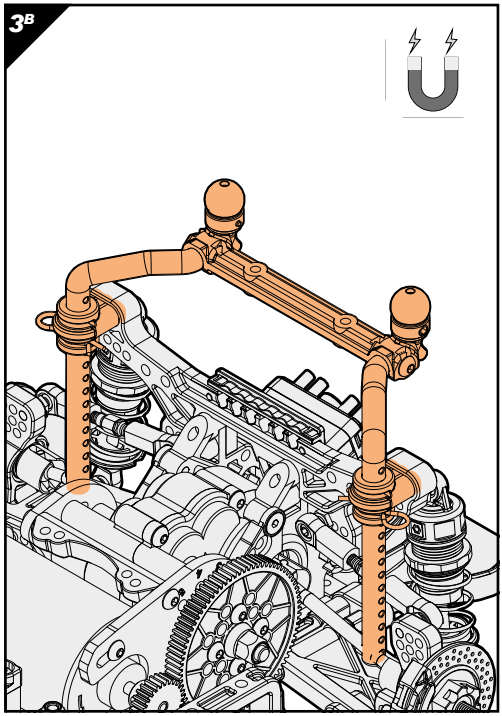
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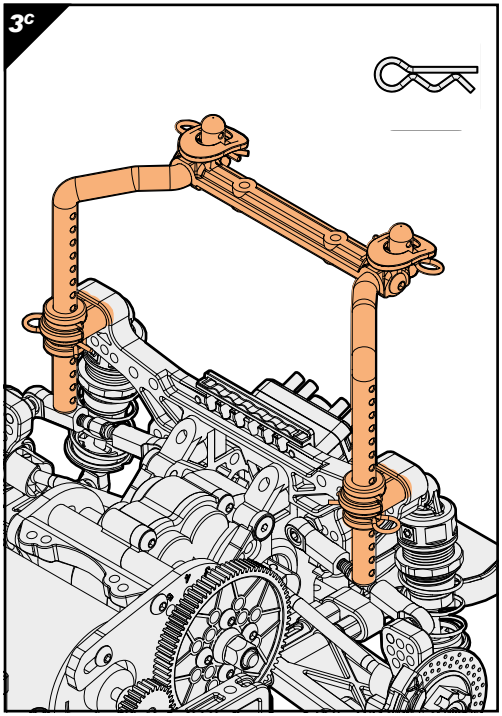


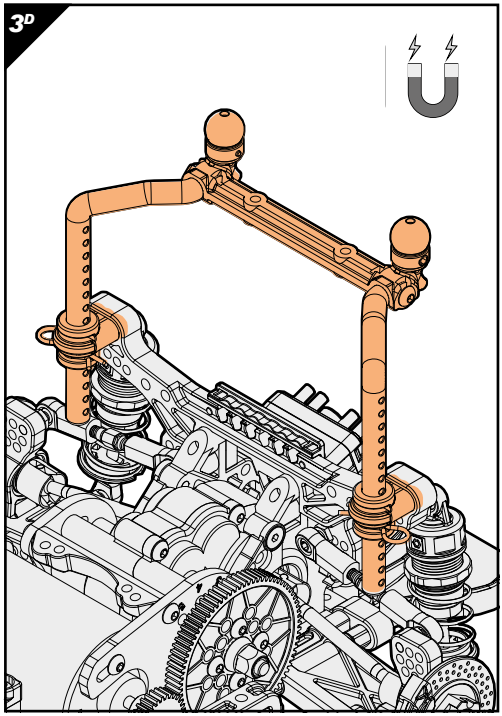
2




3A


3B

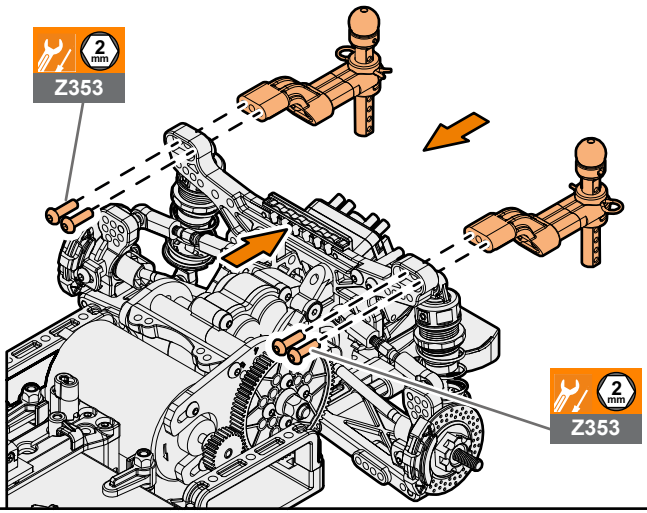

3C


3D

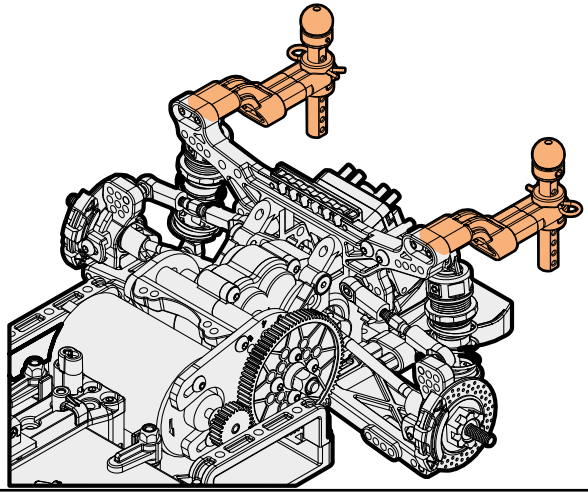
4-4 Rear Body Mounts - Rear Long

4-4-1 Rear Long 1 with magnetic

1



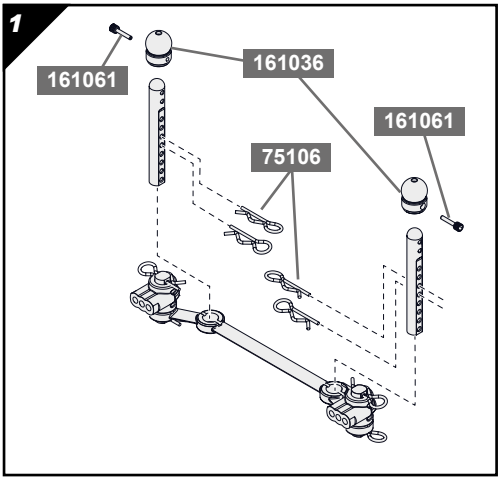
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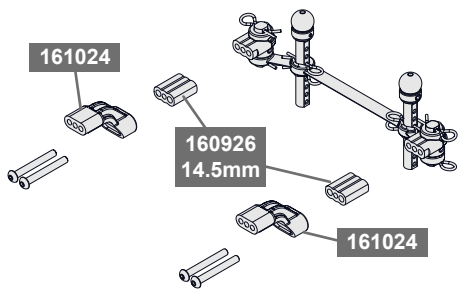
Tip Can also be setup to use body clips to attach body

4-4-2 Rear Long 2 with magnetic

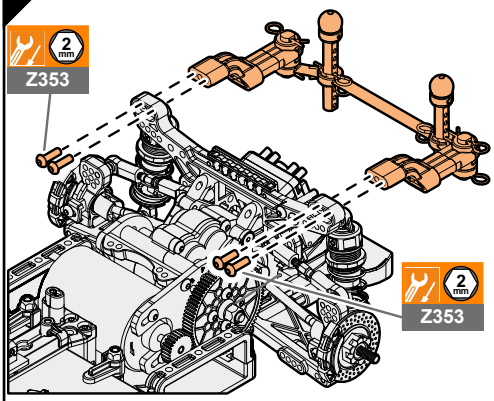
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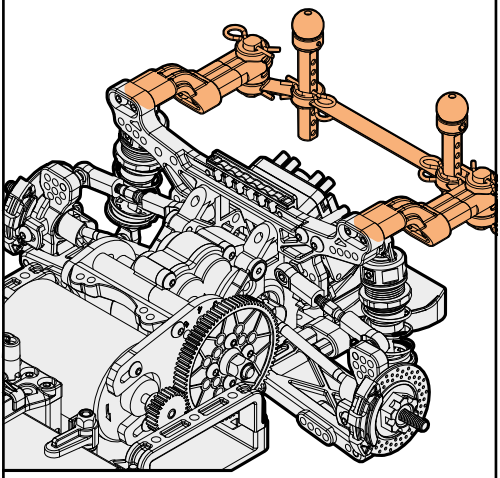
2



3

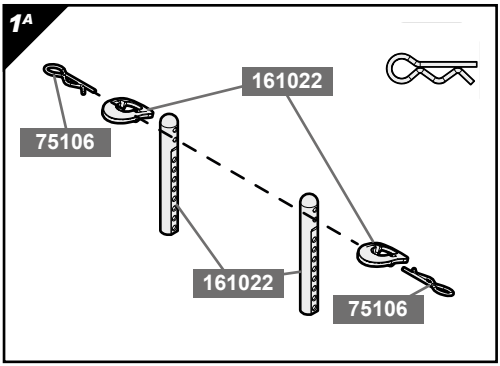


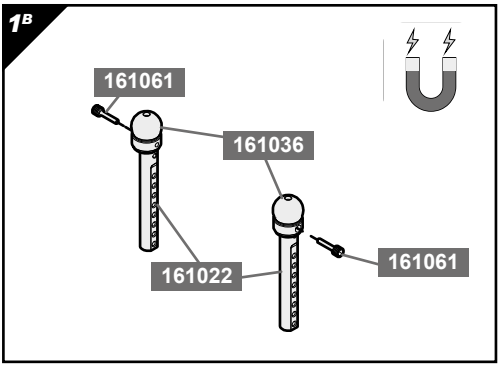
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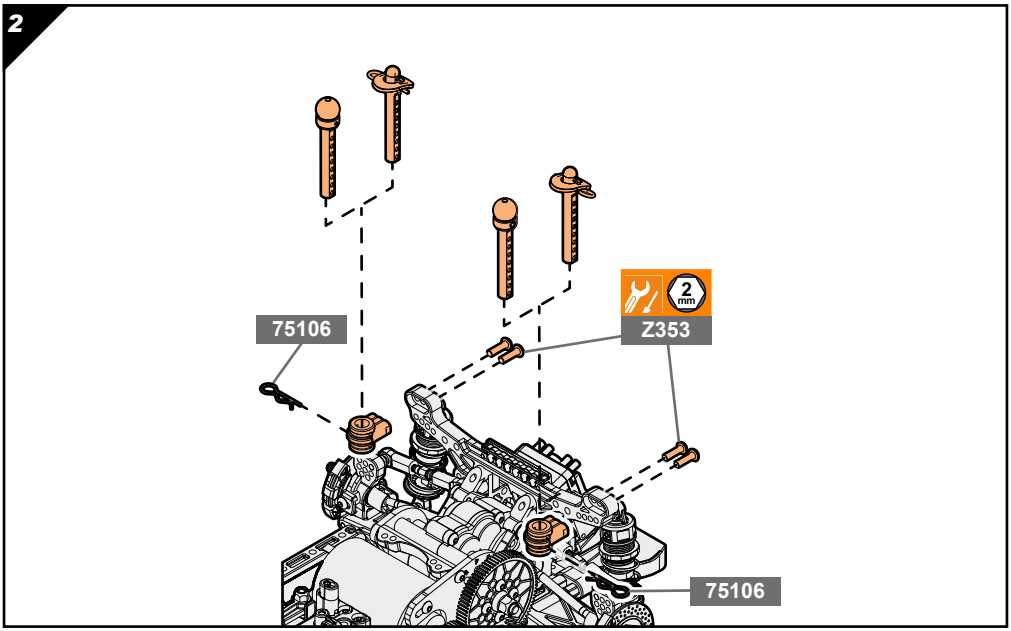


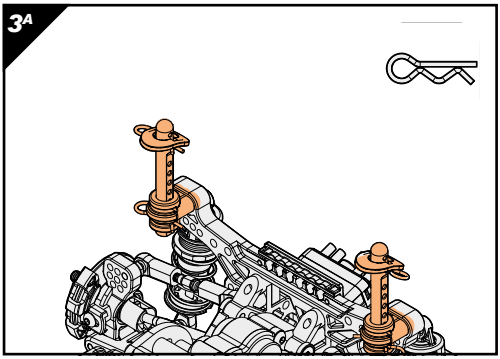
Tip Can also be setup to use body clips to attach body

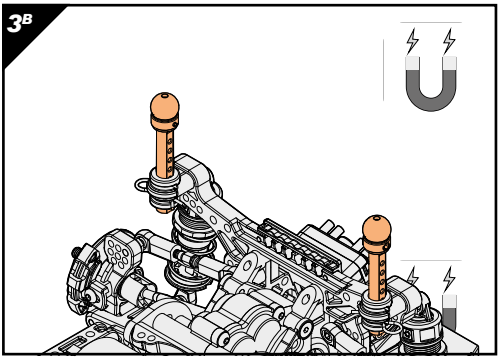
4-5 Rear Body Mounts - Middle Wide



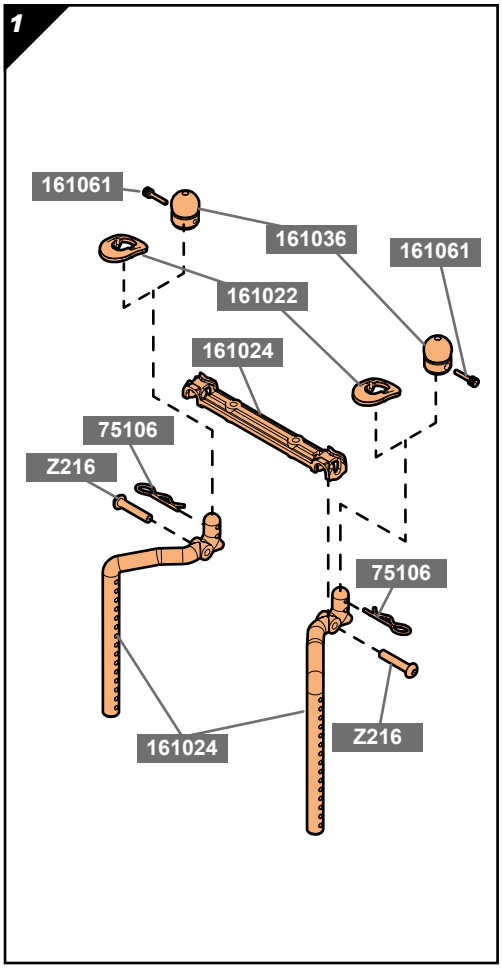


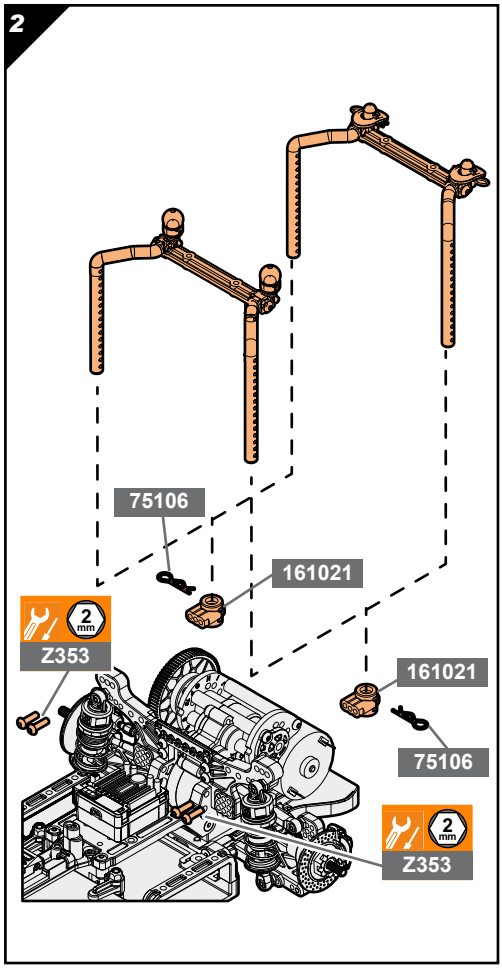


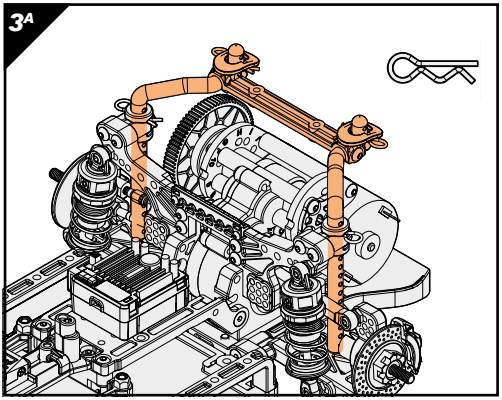


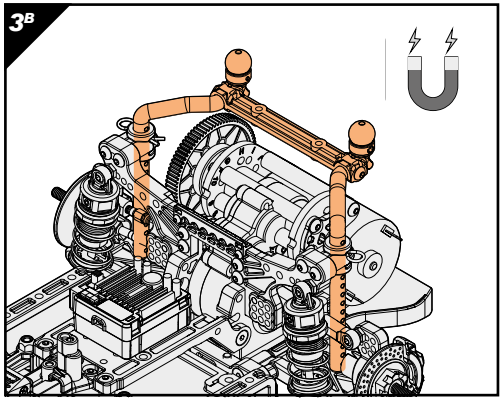


4-6 Rear Body Mounts - Rear HPI



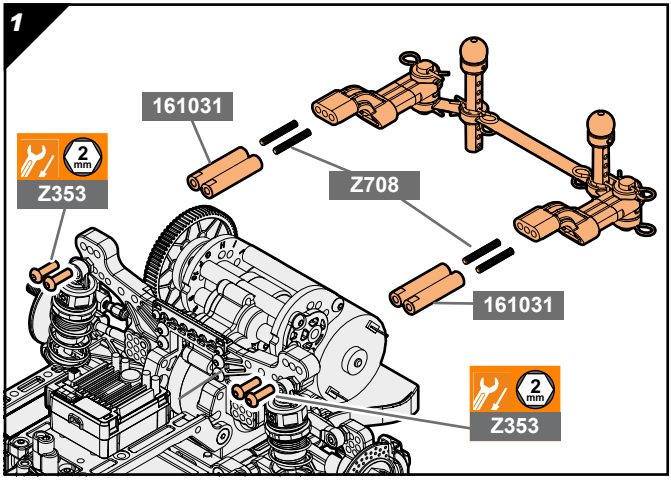


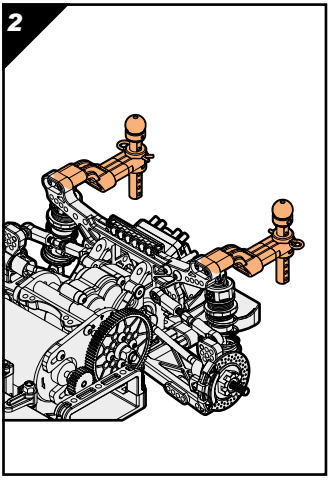




4-7 Body Mounts - Rear Long

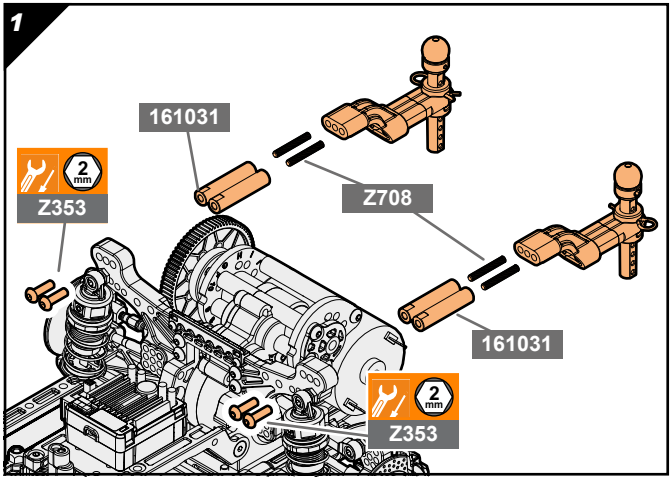
4-7-1 Version 1

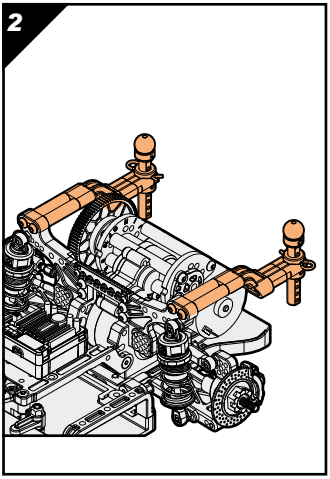




Tip Can also be setup to use body clips to attach body

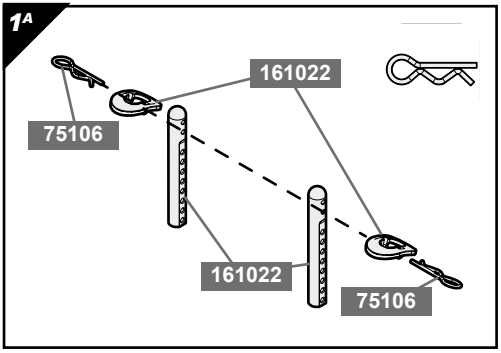
4-7-2 Version 2

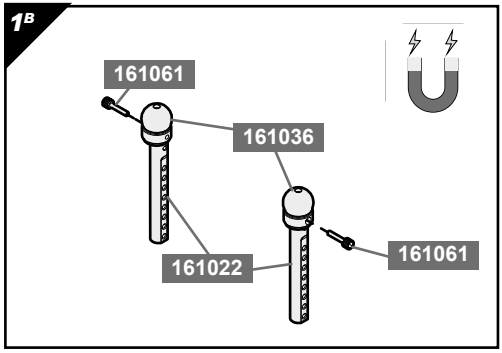


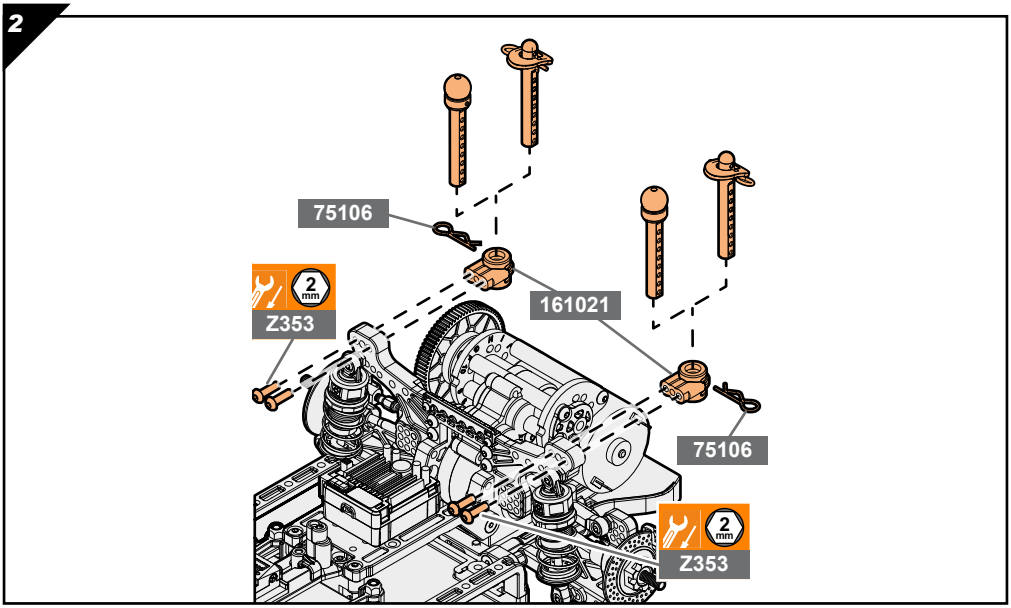


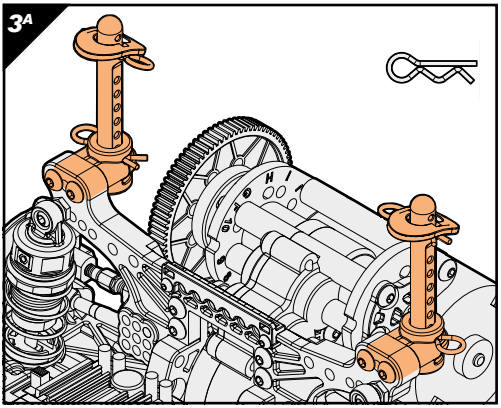
Tip Can also be setup to use body clips to attach body

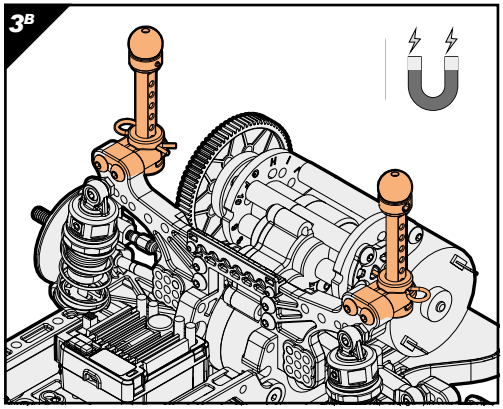
4-8 Body Mounts - Rear Wide













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