

UG

ステージ
STAGE D10
User Guide



**STOP AT
NOTHING.**

WWW.HPIRACING.COM



En

161002-006-UG

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 | <p>Please do not run on a public street, this could cause serious accidents, personal injuries and/or property damage.</p> <p>Please do not run near pedestrians or small children.</p> |
| Before Operating | <p>Make sure that all screws and nuts are properly tightened.</p> <p>Always use fresh batteries for your transmitter and receiver to avoid losing control of the model.</p> <p>Please confirm the neutral throttle trigger position.</p> |
| After Running | <p>Turn OFF receiver first, then turn OFF transmitter.</p> <p>This will prevent the car from losing control.</p> <p>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.</p> |
| 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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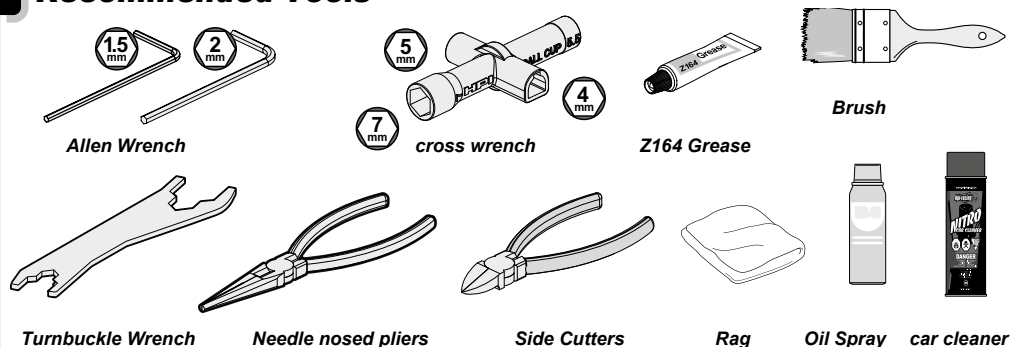
Additional Information

	Quick Start Guide	 		This Guide	
				Transmitter Manual	
	Technical Guide	 		ESC Manual	
				User Guide	
	Body Installation	 		NOTE - This refers to the relevant guide (as above) and the relevant section. In this example, Section 1-1 of the ESC Manual.	

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



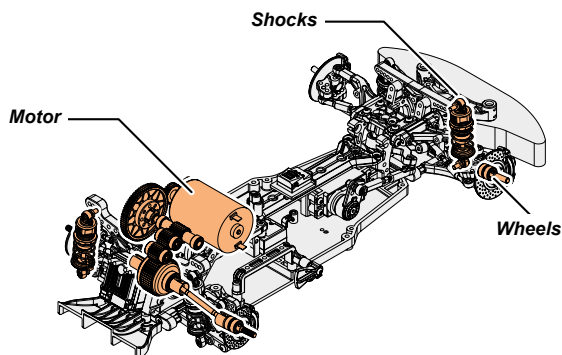
Maintenance schedule

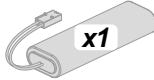
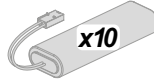
For maintenance schedule, refer to chart.

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.

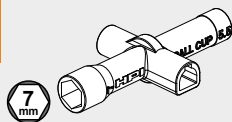
! Look for any damaged parts.



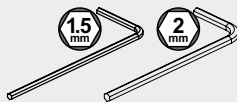
 x1 Every Pack.	 x10 Every 10 Packs.	 x20 Every 20 Packs.	 Maintenance Item	Section Reference	
				 ??	
✓	✓	✓	Chassis Maintenance	PG 6	2-1
✓	✓	✓	Motor and Pinion Gear Maintenance	PG 7	2-2
✓	✓	✓	Drivetrain Maintenance	PG 8	2-3
✓	✓	✓	Shock Maintenance	PG 11	2-4
✓	✓	✓	Radio Maintenance		RM

2-1 Chassis Maintenance

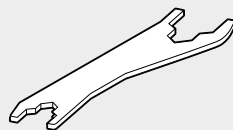
After running, clean the car and lubricate metal to metal contacts. Replace damaged parts, check that all the screws are tight.



cross wrench



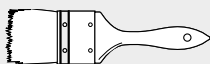
Allen Wrench



Turnbuckle Wrench



Rag



Brush



Car Cleaner



Oil Spray

1



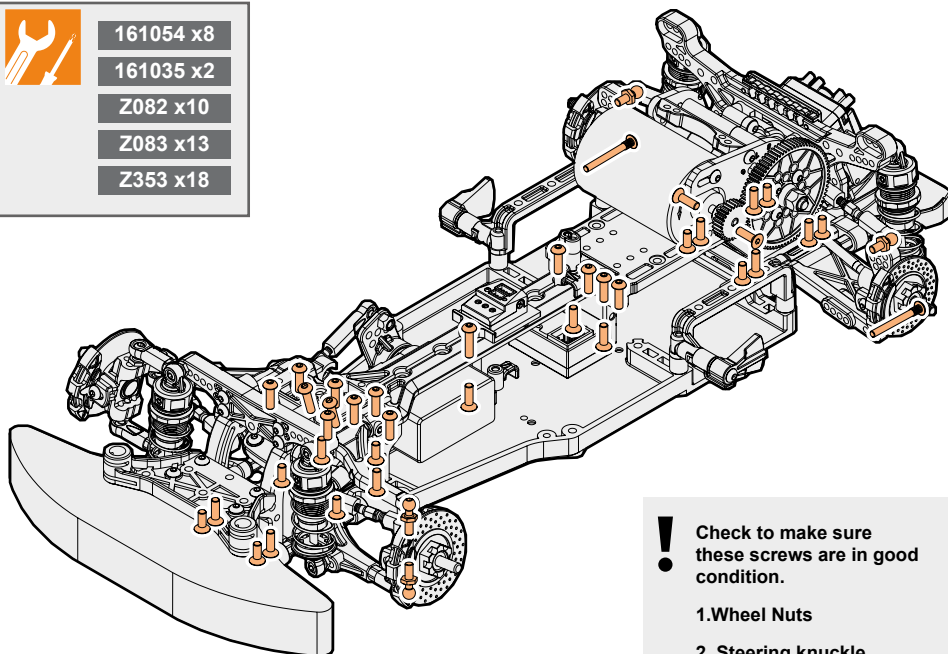
161054 x8

161035 x2

Z082 x10

Z083 x13

Z353 x18

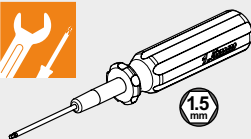


Check to make sure these screws are in good condition.

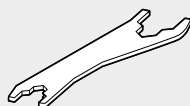
1. Wheel Nuts
2. Steering knuckle screws.
3. Chassis screws

2-2 Motor and Pinion Gear Maintenance

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

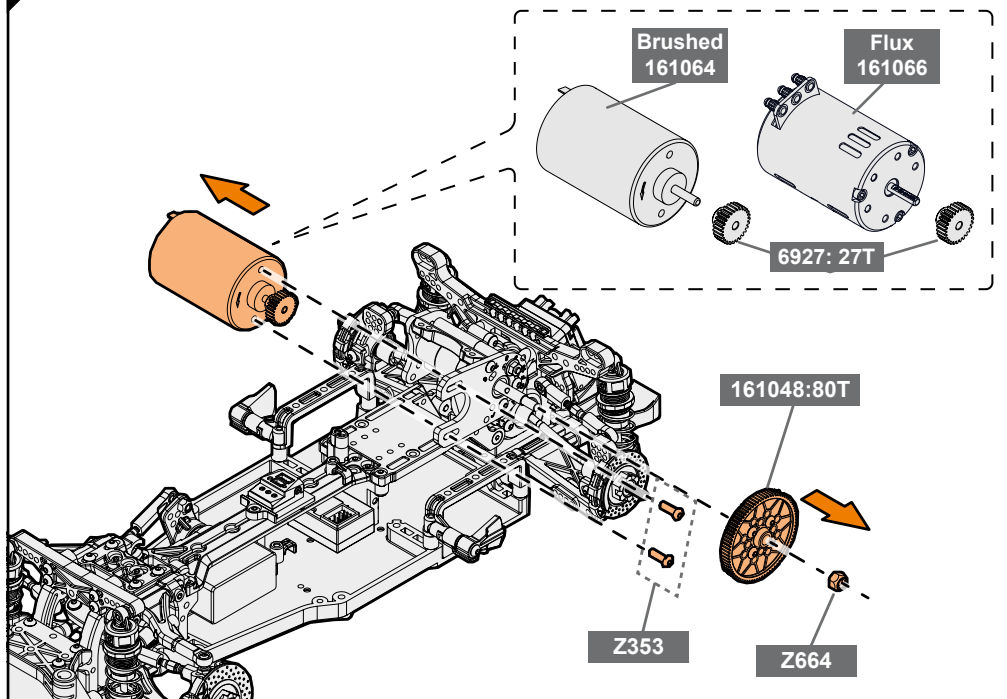


Allen Wrench

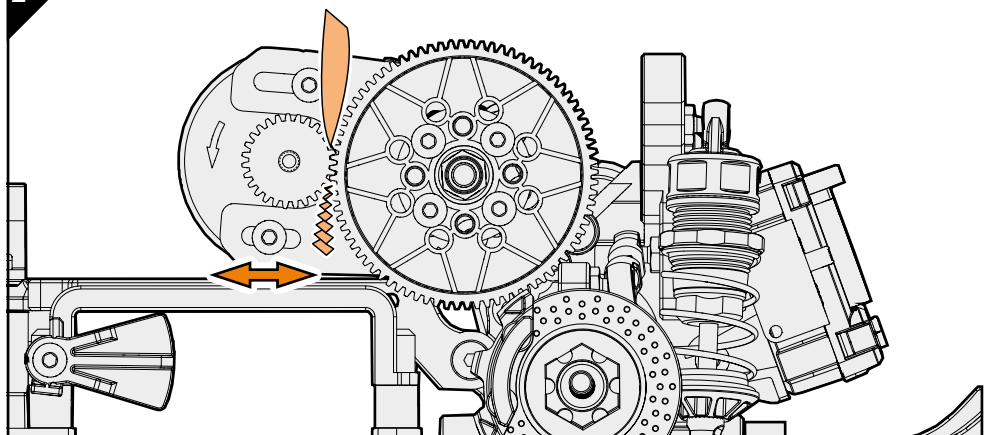


Turnbuckle Wrench

1

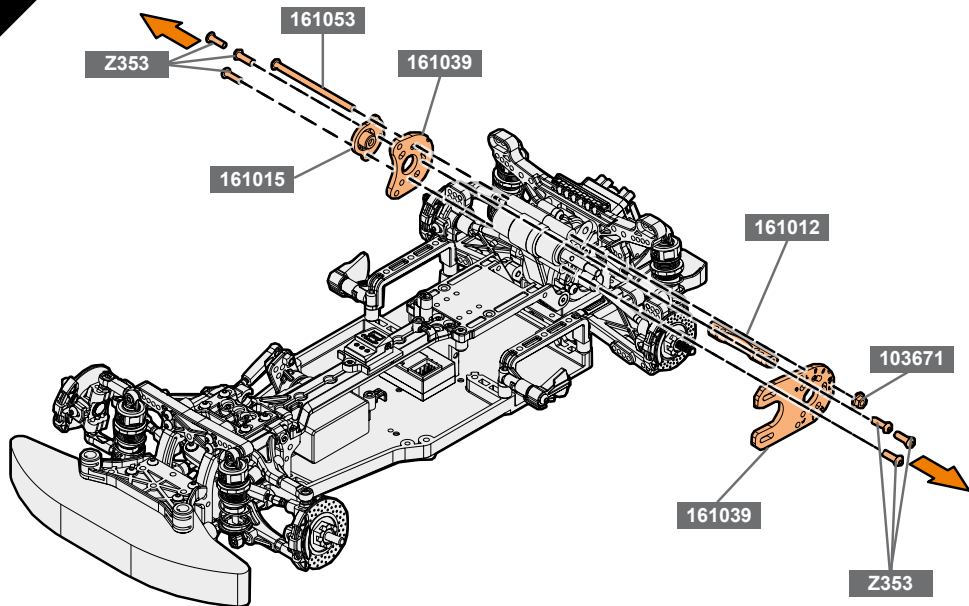


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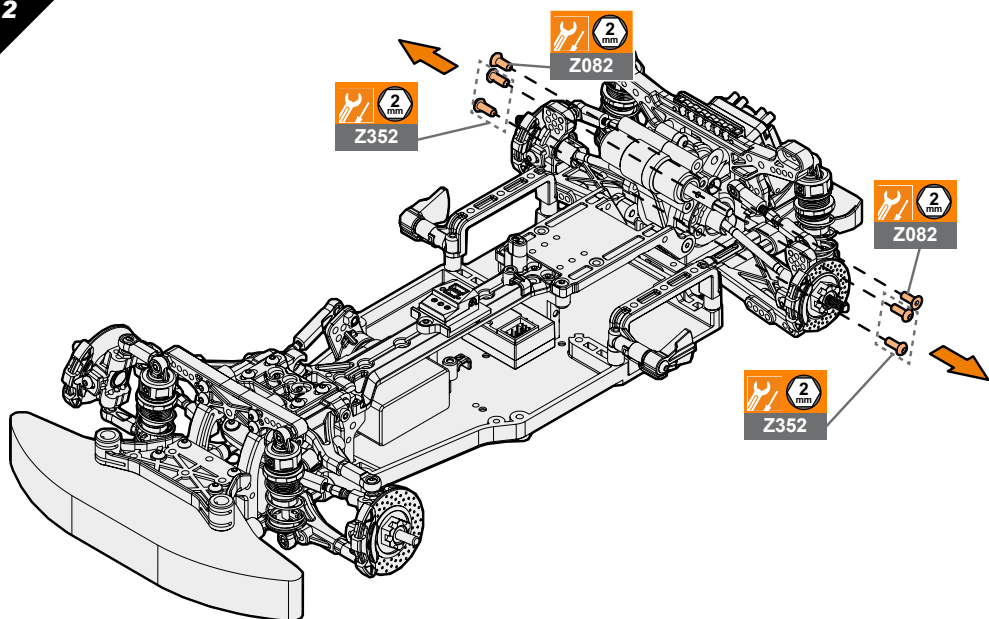


2-3 Drivetrain Maintenance

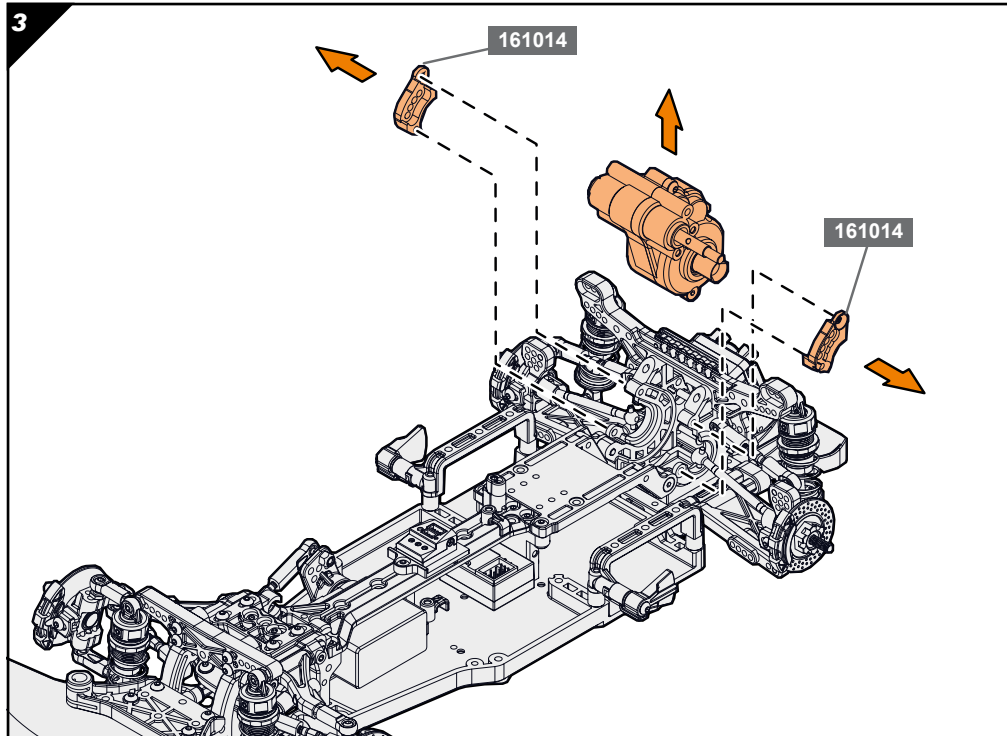
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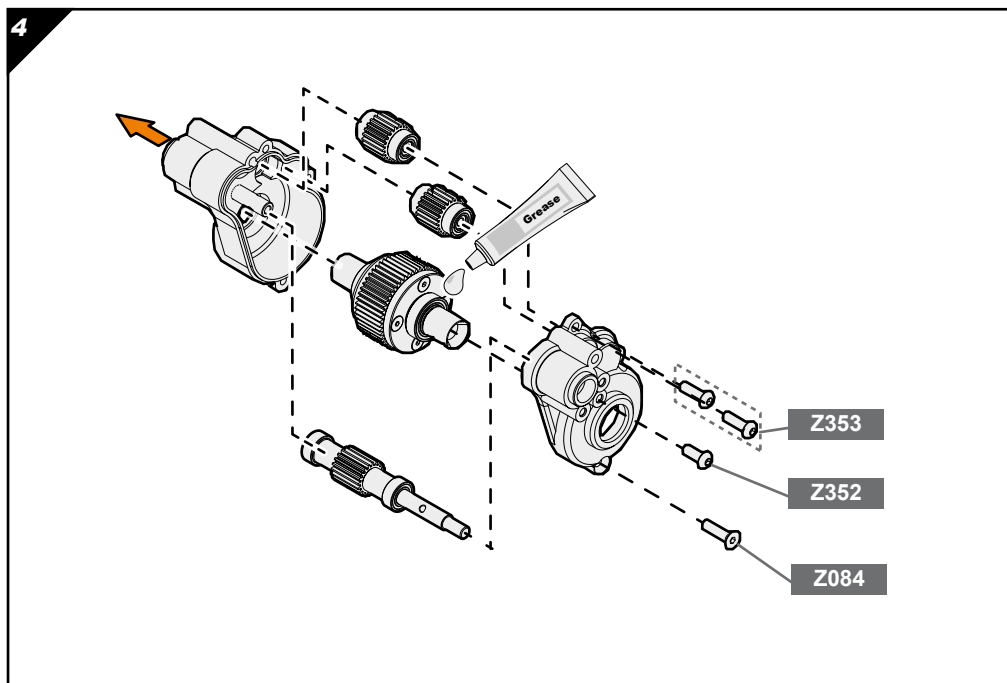
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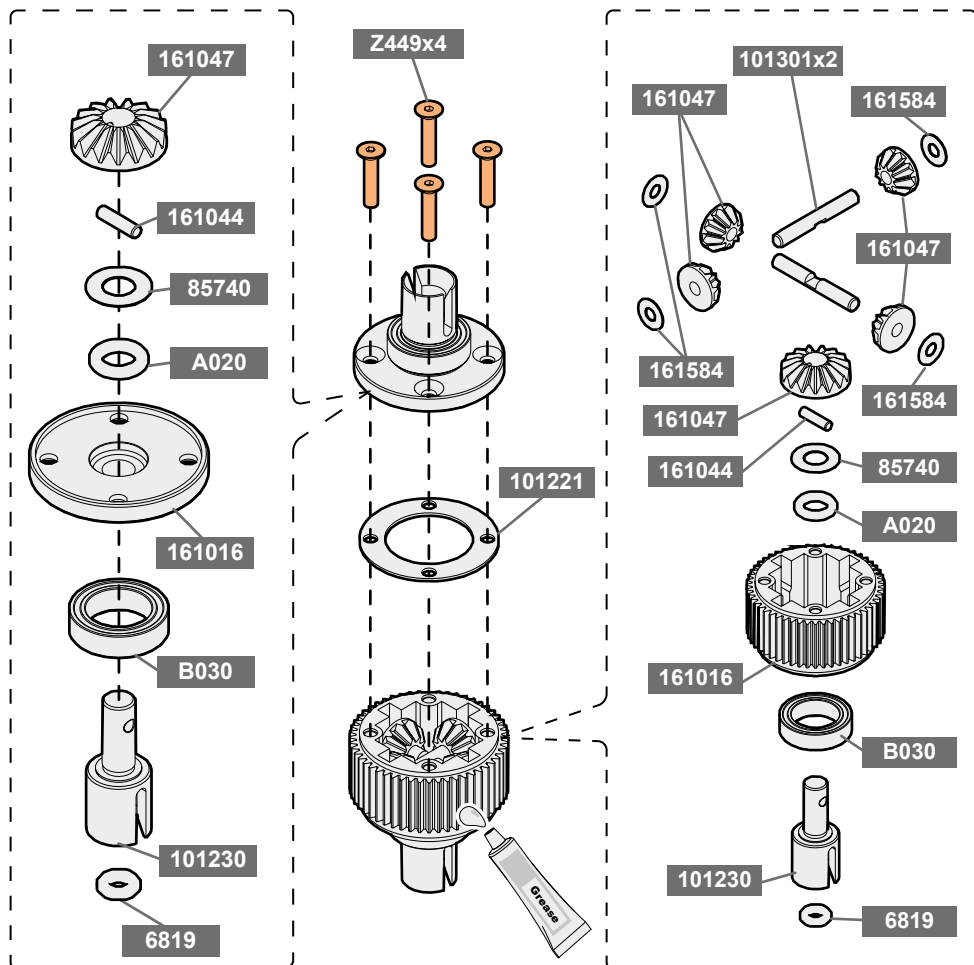
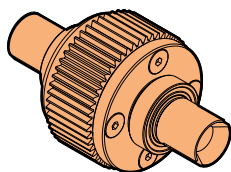


3



4

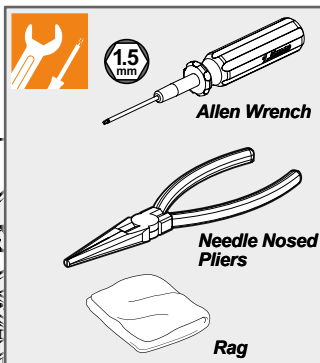
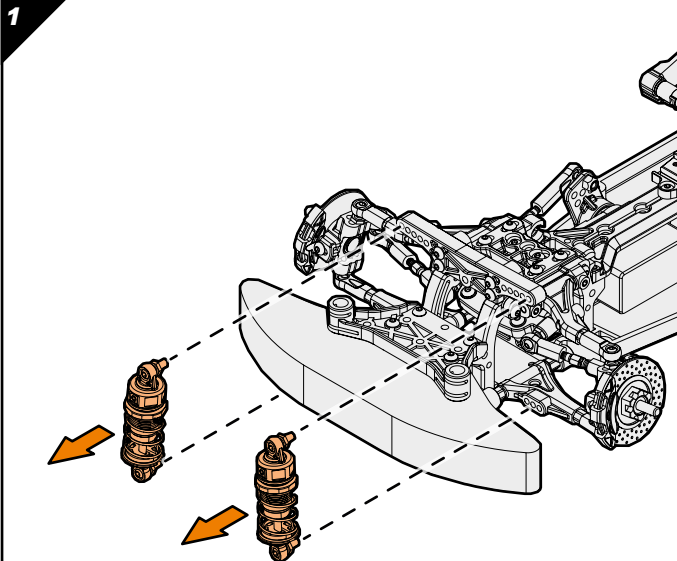




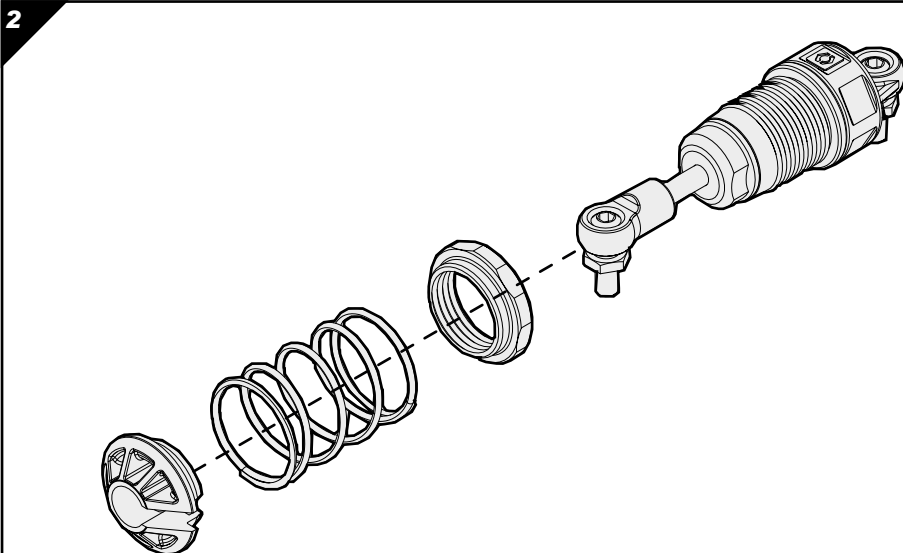
Silicone Oil can be used

2-4 Shock Maintenance

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

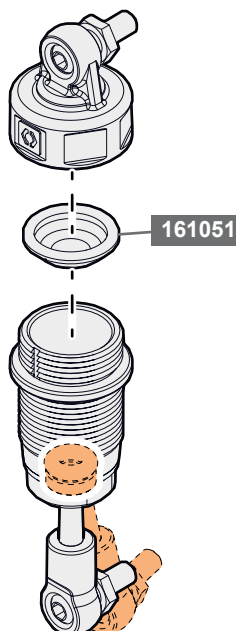


! This step is the same for front and rear.

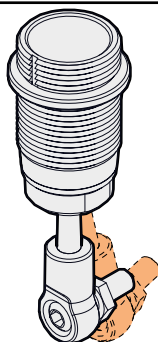


3

Remove the cap and check there is no leaking from the O-Ring

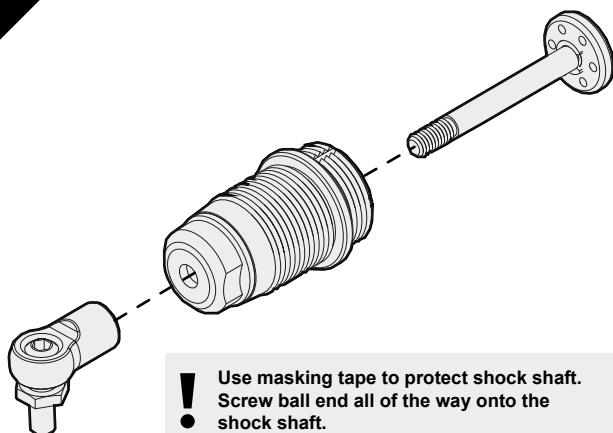


4



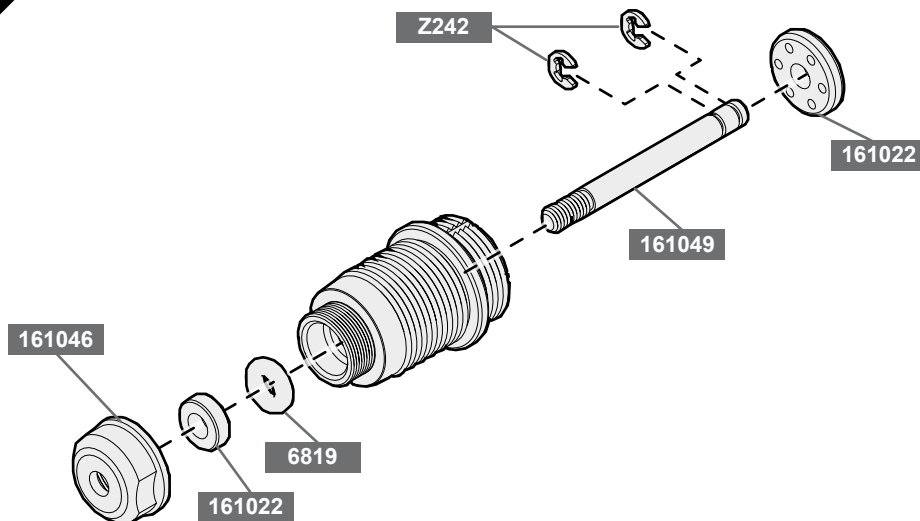
! If shock shaft is bent, replace shock shaft and silicone O-rings

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)

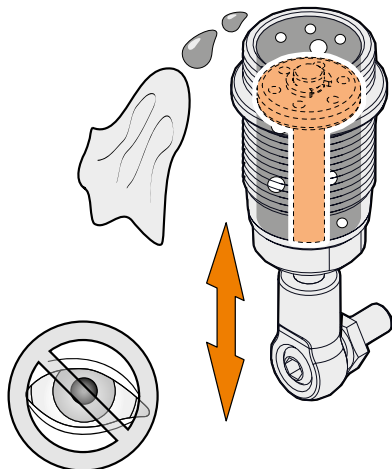
Stock shock oil is equivalent to 150cst silicone oil.

! Check for leaking oil



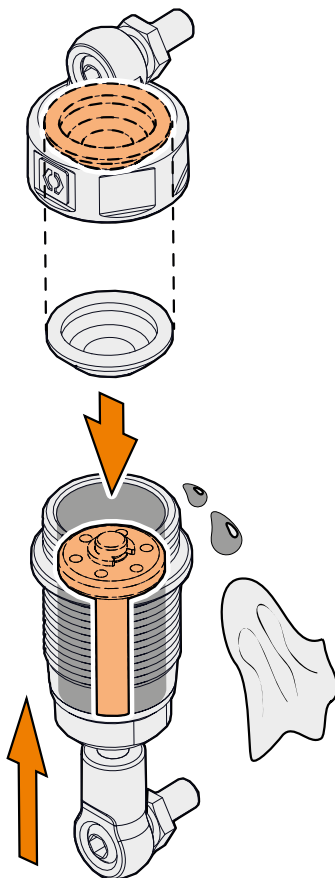
8 Check for excess oil. Be sure to use a rag to clean up.

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



9

! Installation is reverse of removal.



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

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.

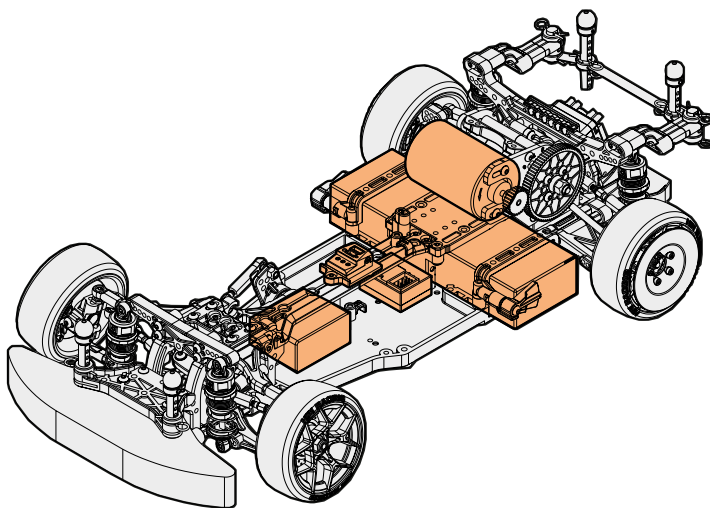
Mid or Front Motor Layout: Moves weight toward the center or front of the chassis, producing quicker direction changes, faster transitions, and more balanced steering response.

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.

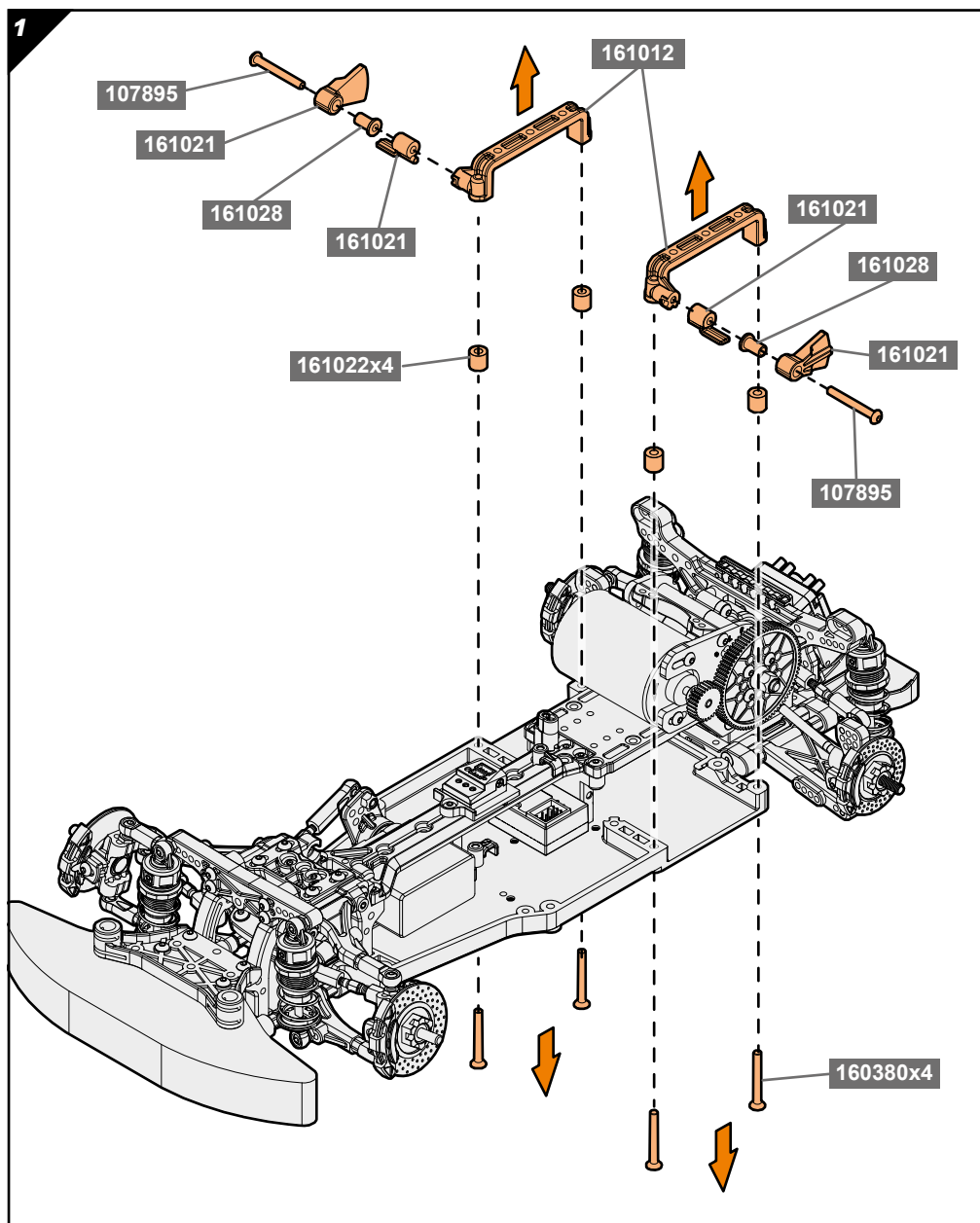
Gyro: Mount the gyro securely on a flat surface with the label facing upward. Keep it away from sources of vibration and electrical interference, such as the motor and steering servo, to ensure accurate and consistent operation.



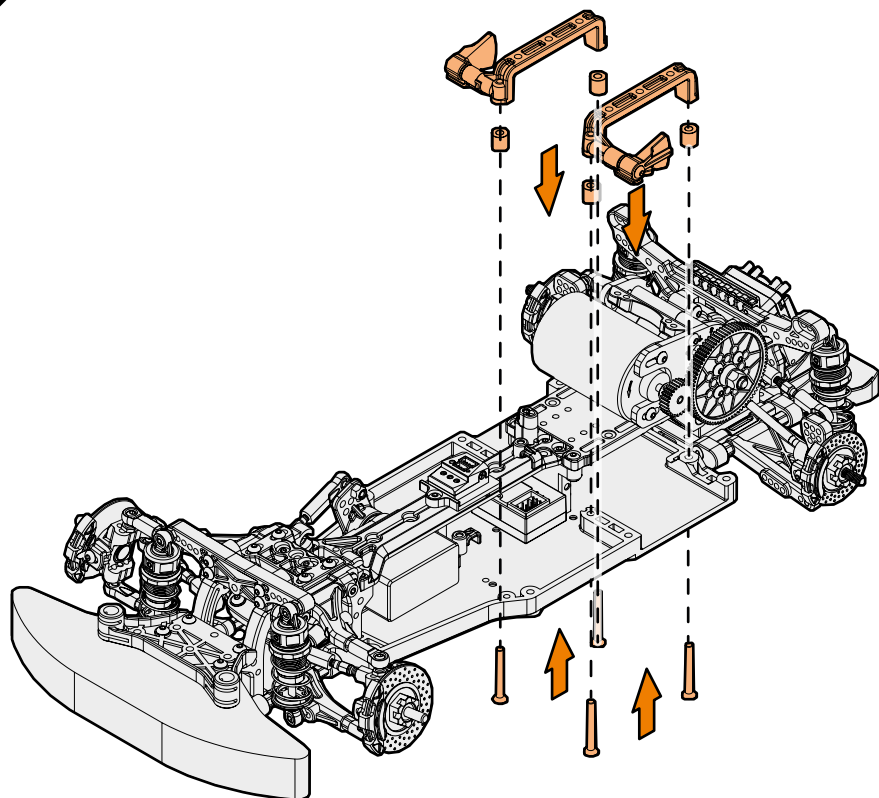
3-1 Alternative Battery Positions

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

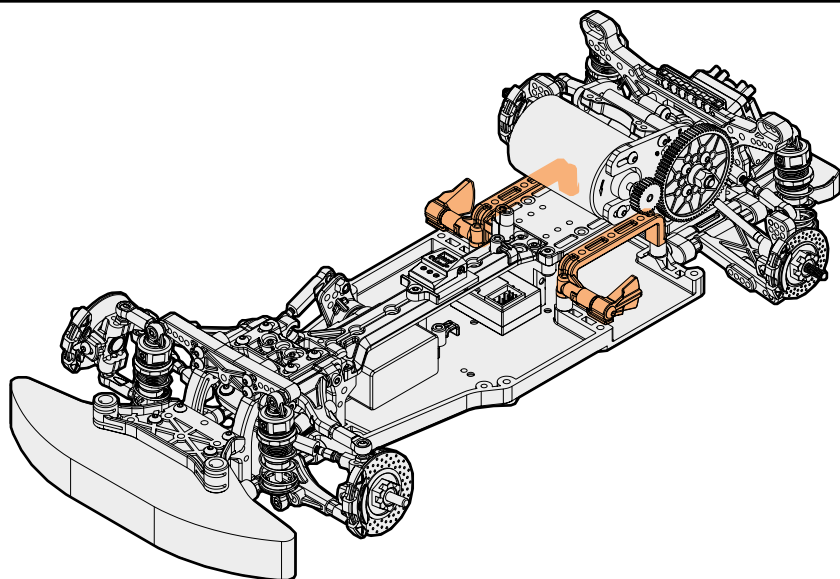
3-1-1 Shorty LiPo - Rear Position



2

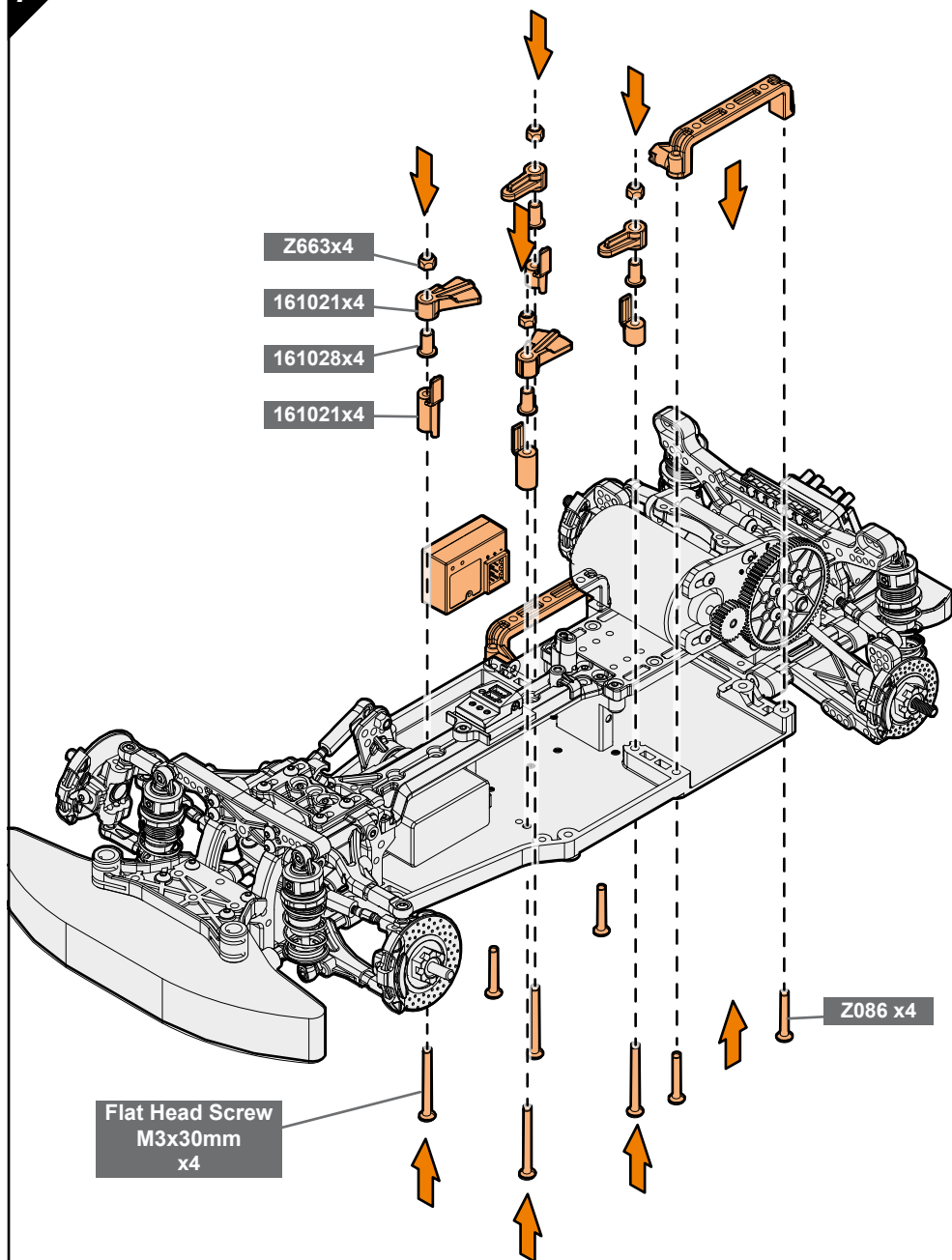


3

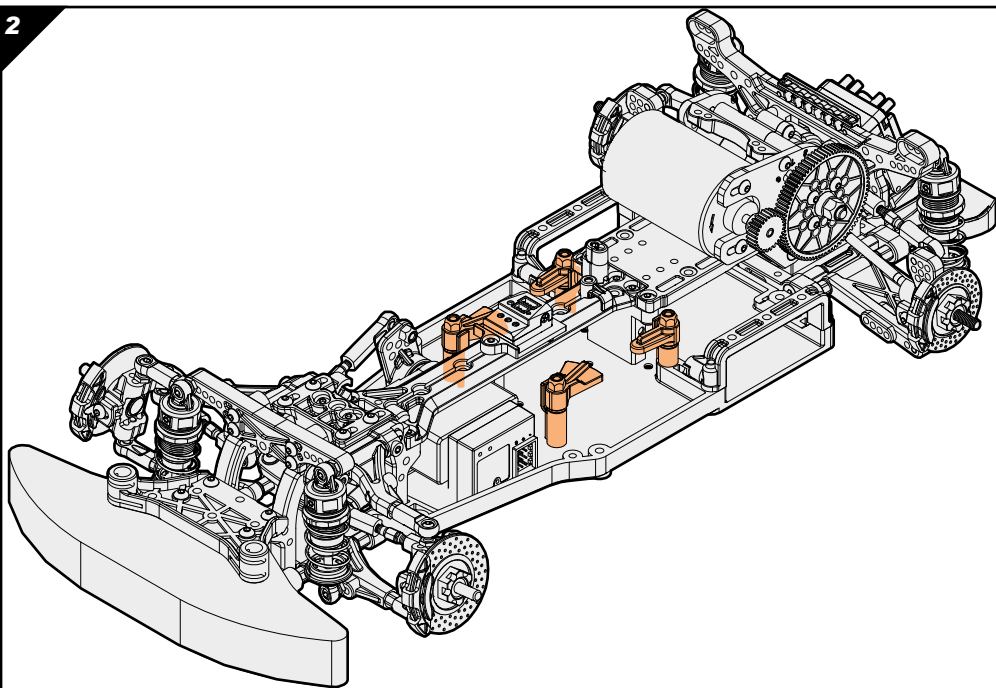


3-1-2 Shorty LiPo - Forward Position

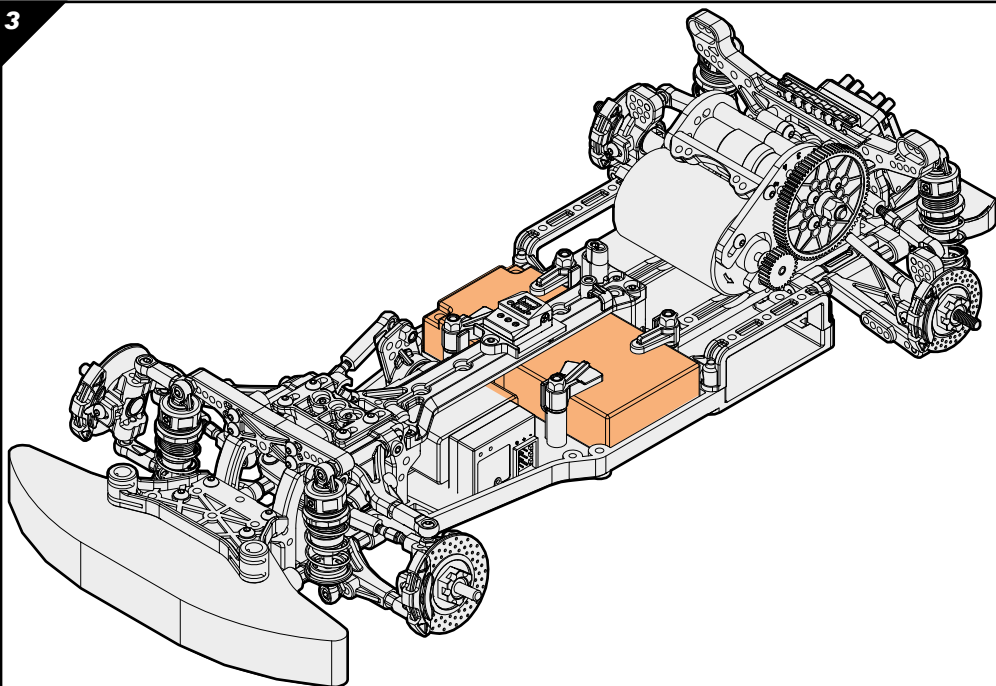
1



2



3

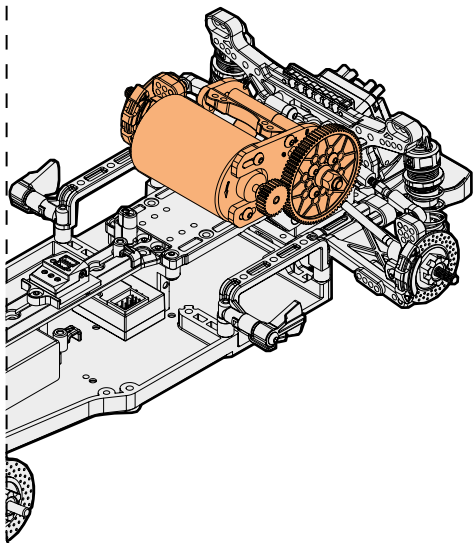


3-2 Motor and Gearbox Position

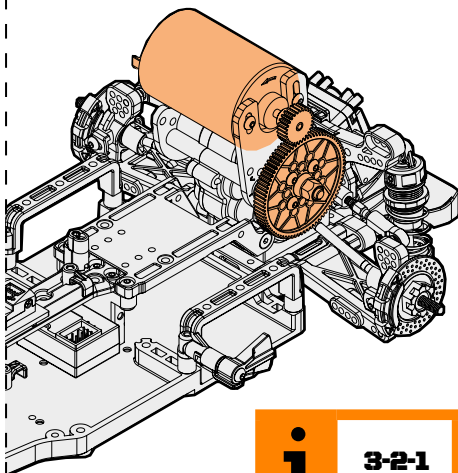
See **Section 2-2** (Drivetrain maintenance) for disassembly steps.

1 Choose your motor /gearbox position - see page X for more information

Mid Low - As supplied

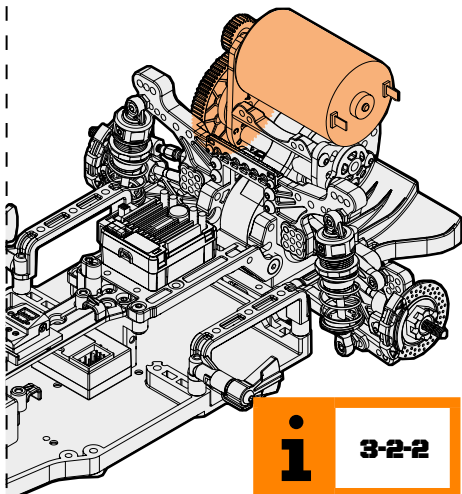


Mid High - See Section 3-2-1



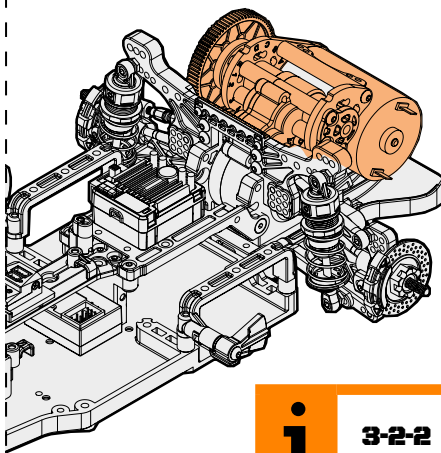
3-2-1

Rear High - See Section 3-2-2



3-2-2

Rear Low - See Section 3-2-2

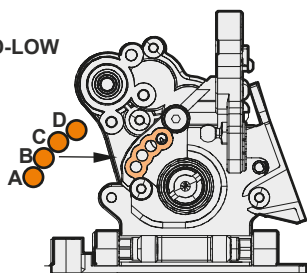


3-2-2

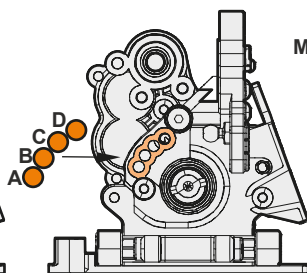
Within the 4 main gearbox orientations, the gearbox can be rotated and mounted in 4 different positions, and the the 161039 Motor Plate can also be rotated into a further 10 positions.

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

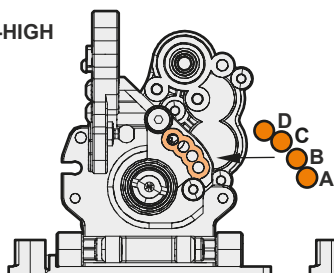
MID-LOW



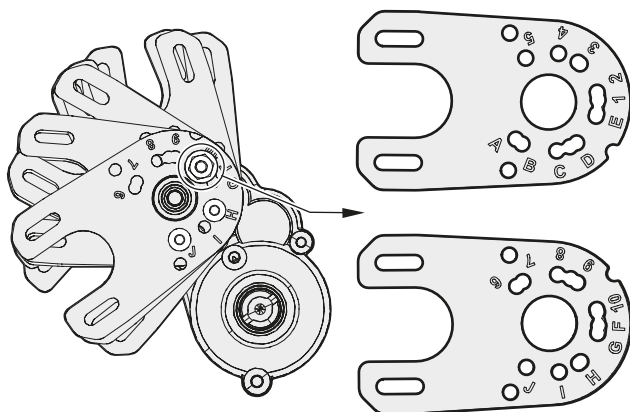
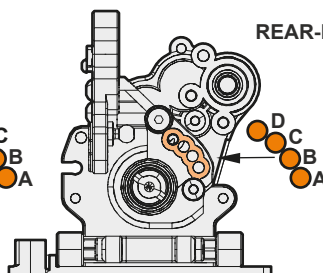
MID-HIGH



REAR-HIGH



REAR-LOW



! 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

OK¹ Requires using a Shorty Battery Pack in the FWD position, the Rear Upper Plate must be Removed and a Carbon Fiber Chassis is Recommended

OK² Requires using a Shorty Battery Pack in the FWD position and the Rear upper Plate must be Inverted

OK³ 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

OK⁴ Dependant on Spur/Pinion Combination - Short Rear Bumper Required

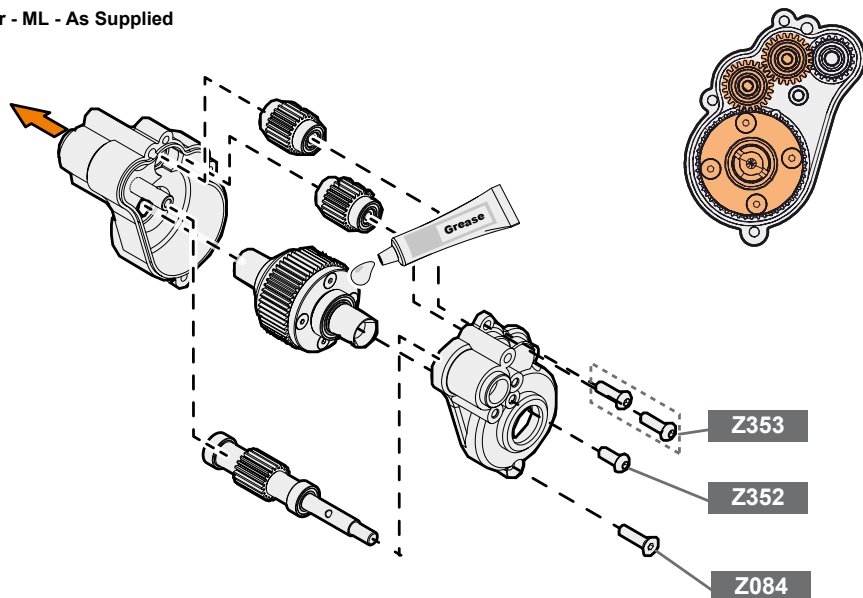
TABLE 4 - Rear High Motor Mount Positions

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	

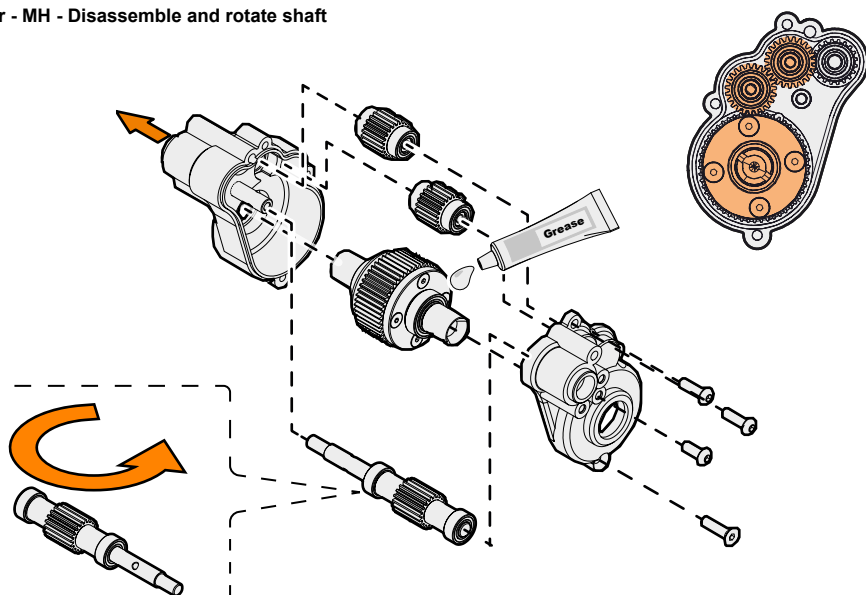
3

You can use 3 or 4 gear gearbox layout for any of the gearbox orientations, however, we recommend using 4 gear for mid motor and 3 gear for rear motor.

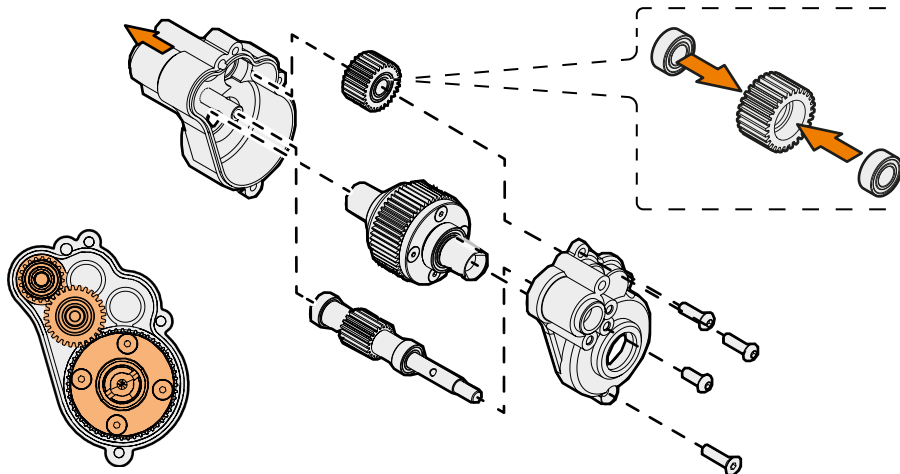
4 Gear - ML - As Supplied



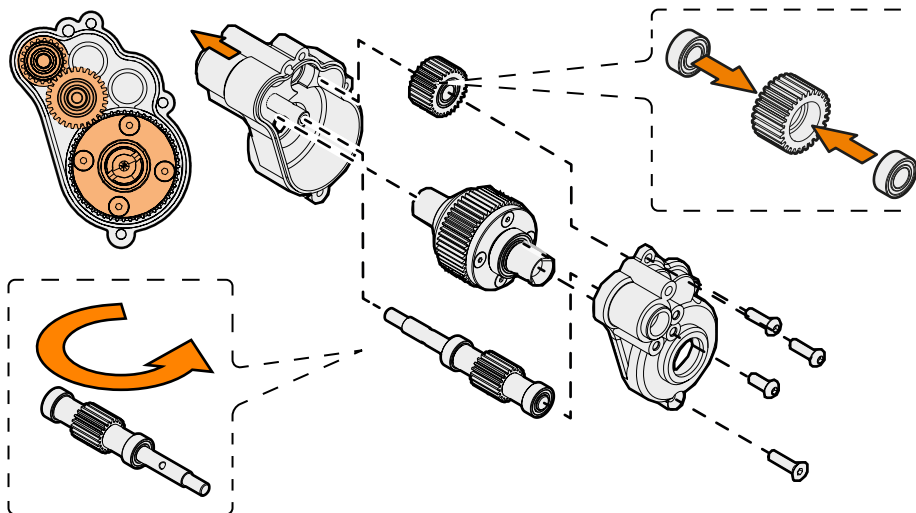
4 gear - MH - Disassemble and rotate shaft



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



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



4 proceed to different sections depending on your preferred configuration

Mid Configurations



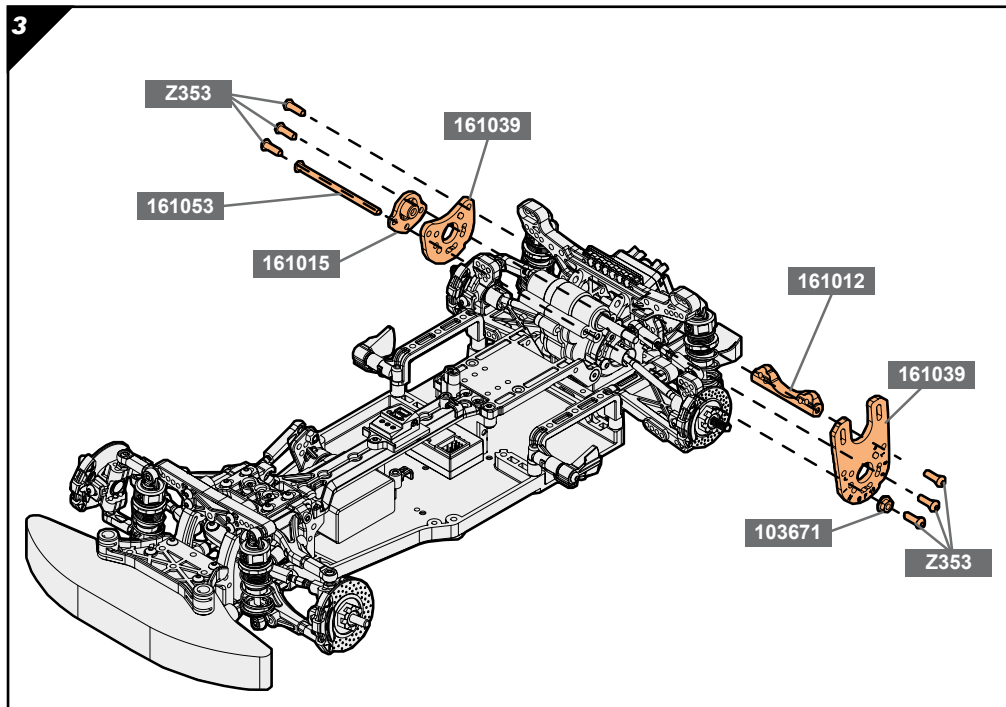
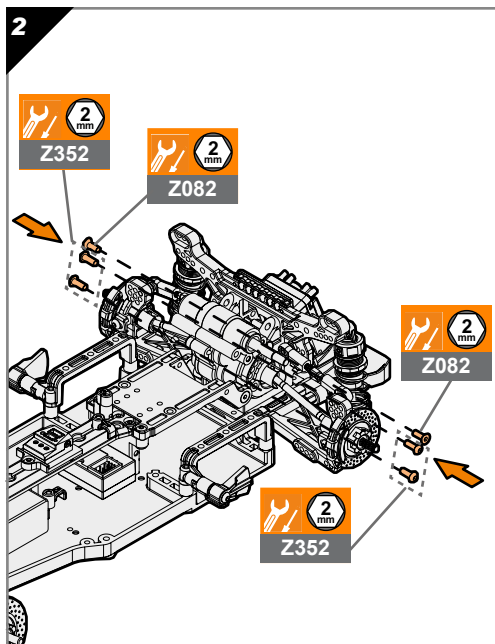
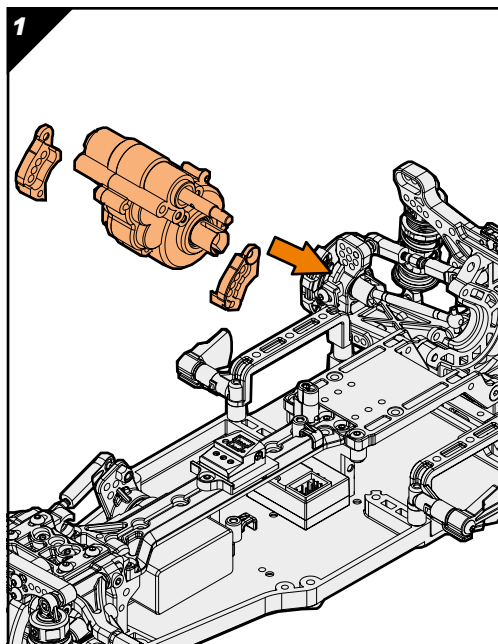
3-2-1

Rear Configurations



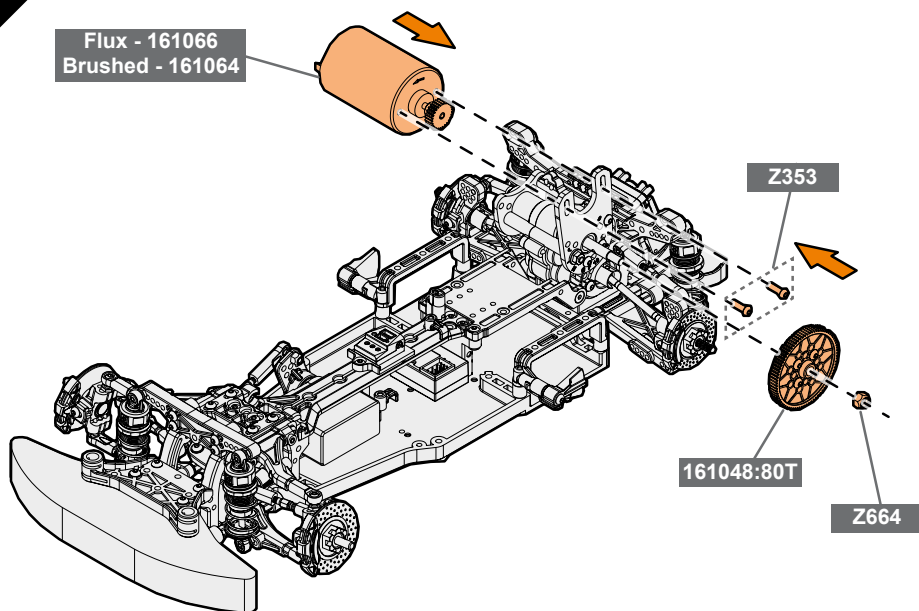
3-2-2

3-2-1 Mid High Configuration

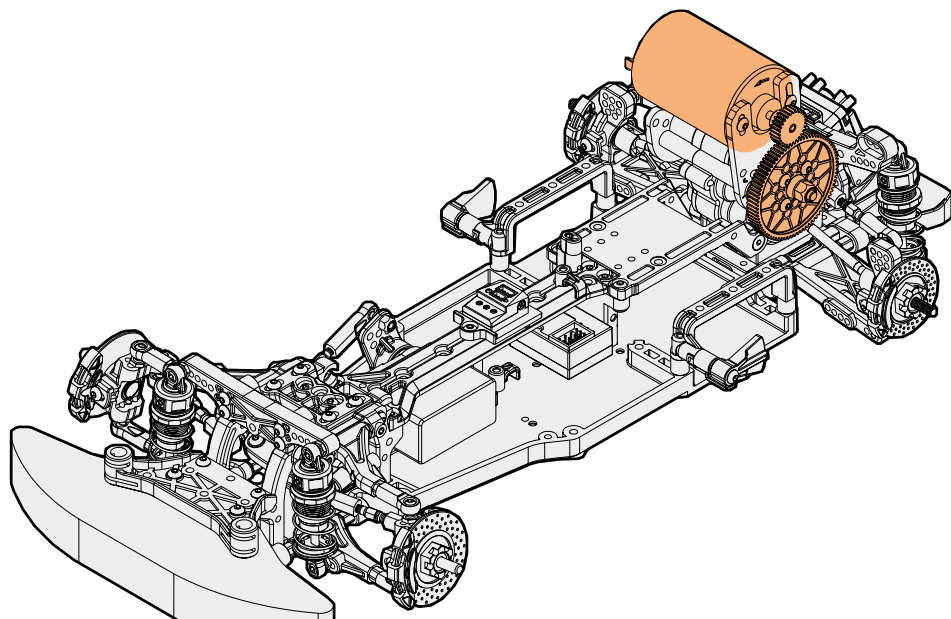


4

Flux - 161066
Brushed - 161064

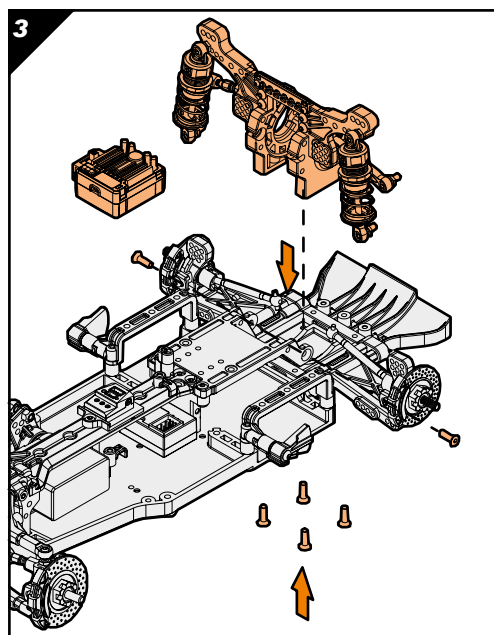
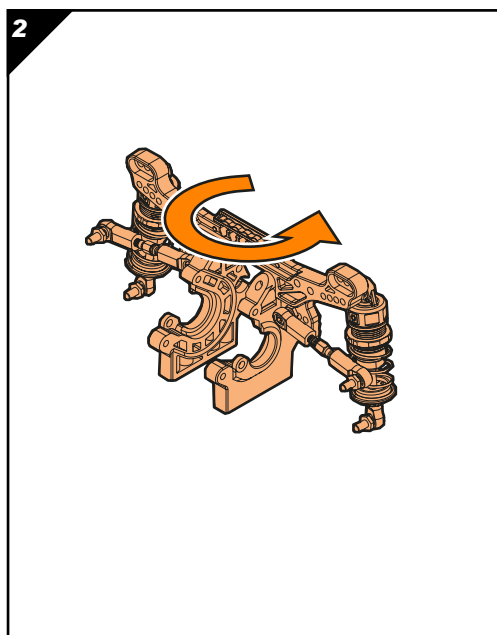
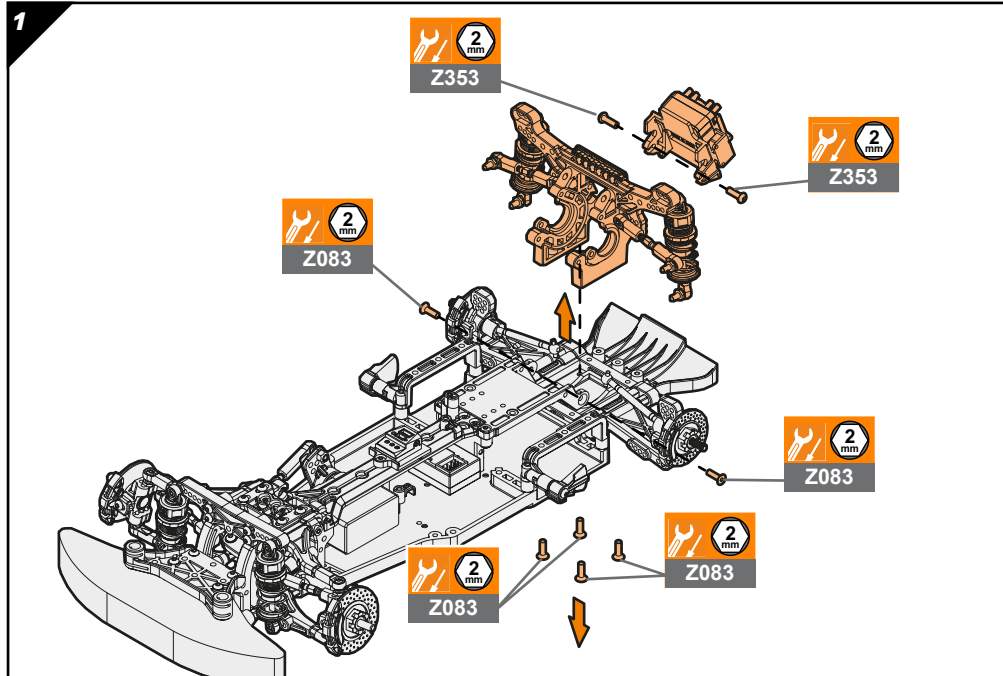


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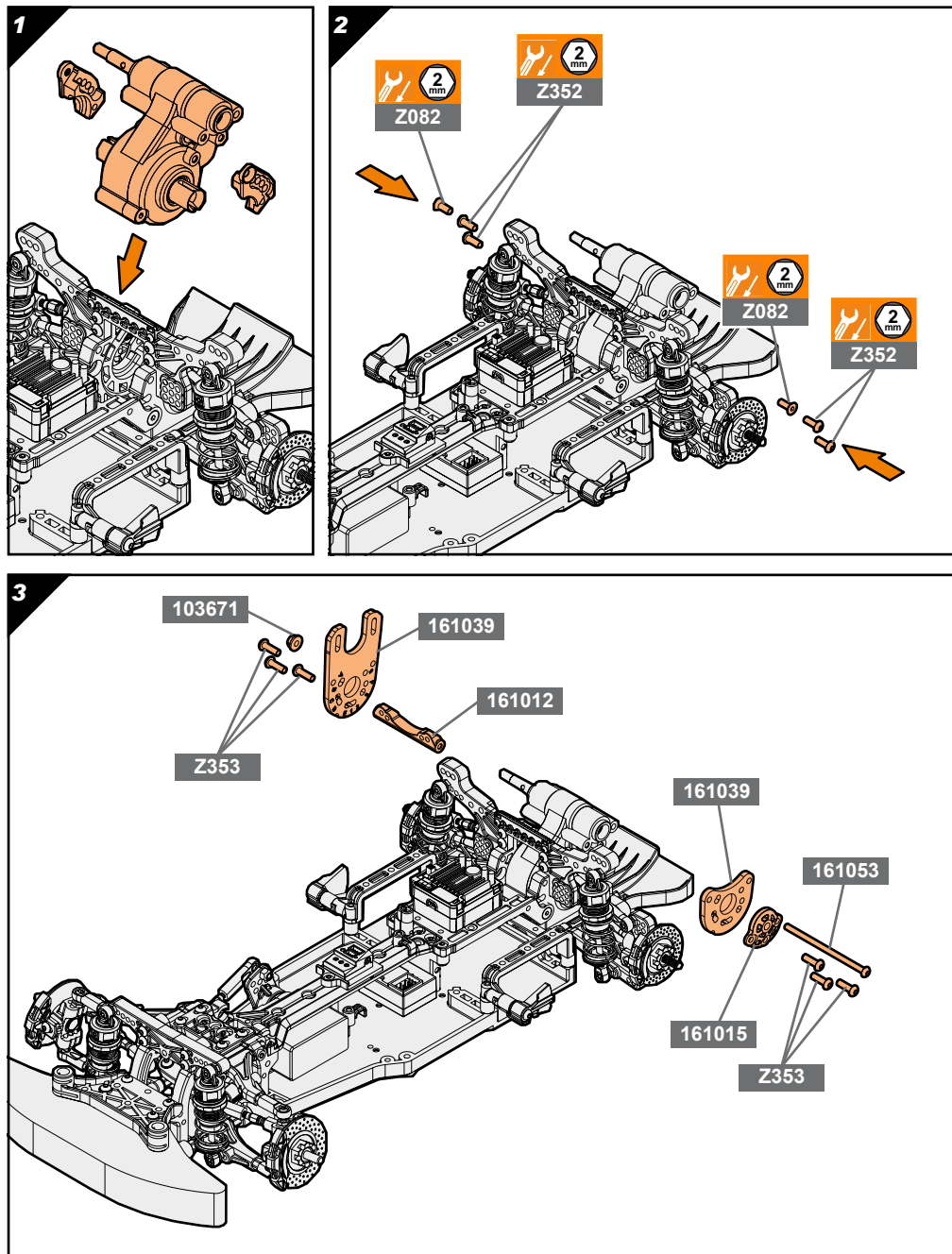
3-2-2 Rear Configurations

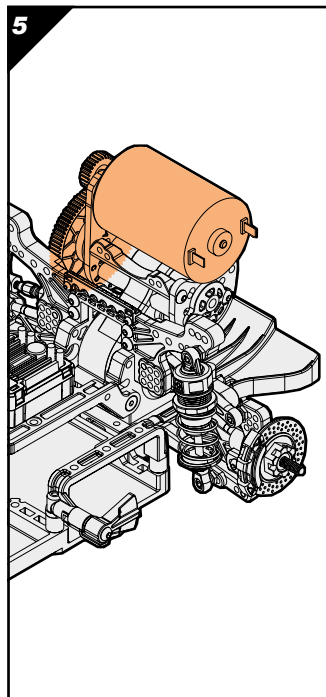
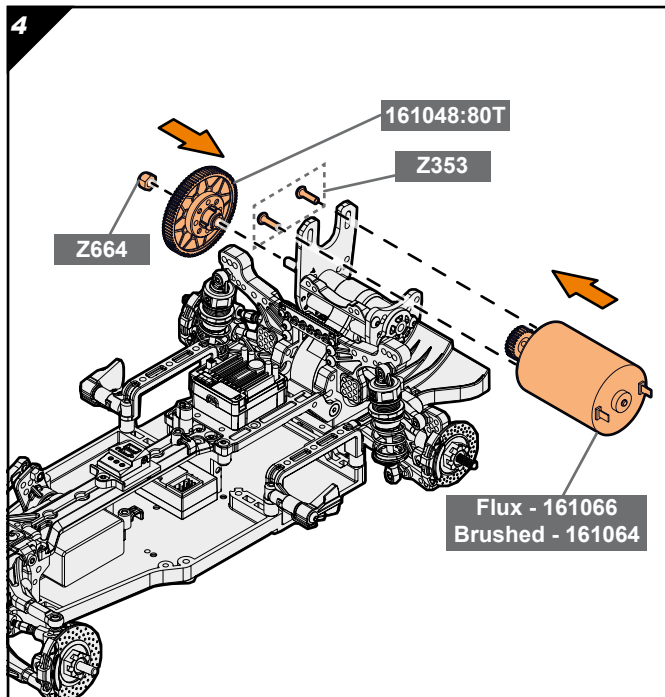
For Rear Motor configurations, the rear bulkhead must be rotated.



3-2-3 Rear High Configuration

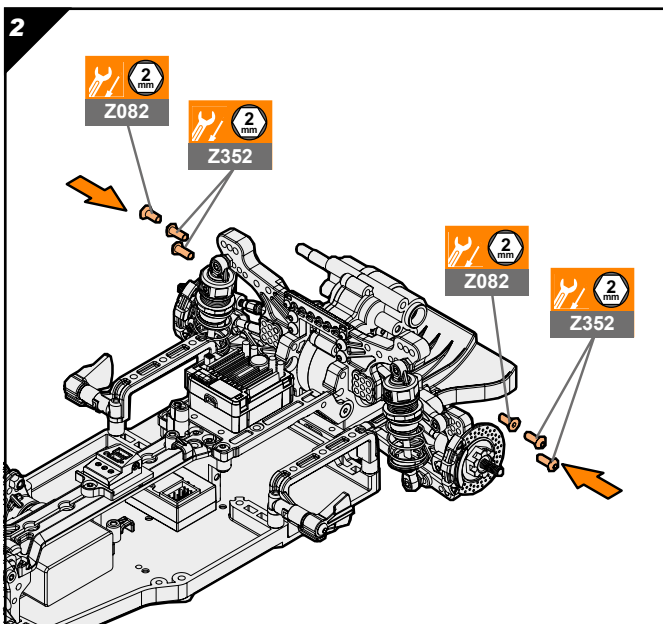
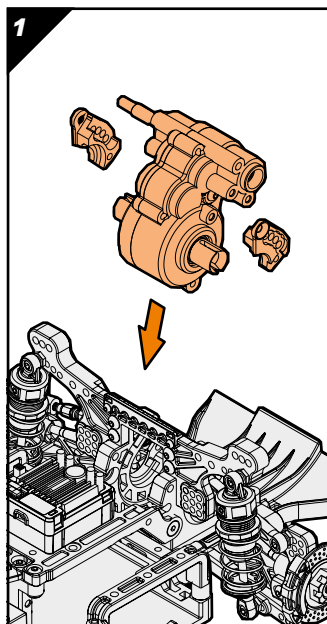
Complete steps 1-3 in section 3-2-2



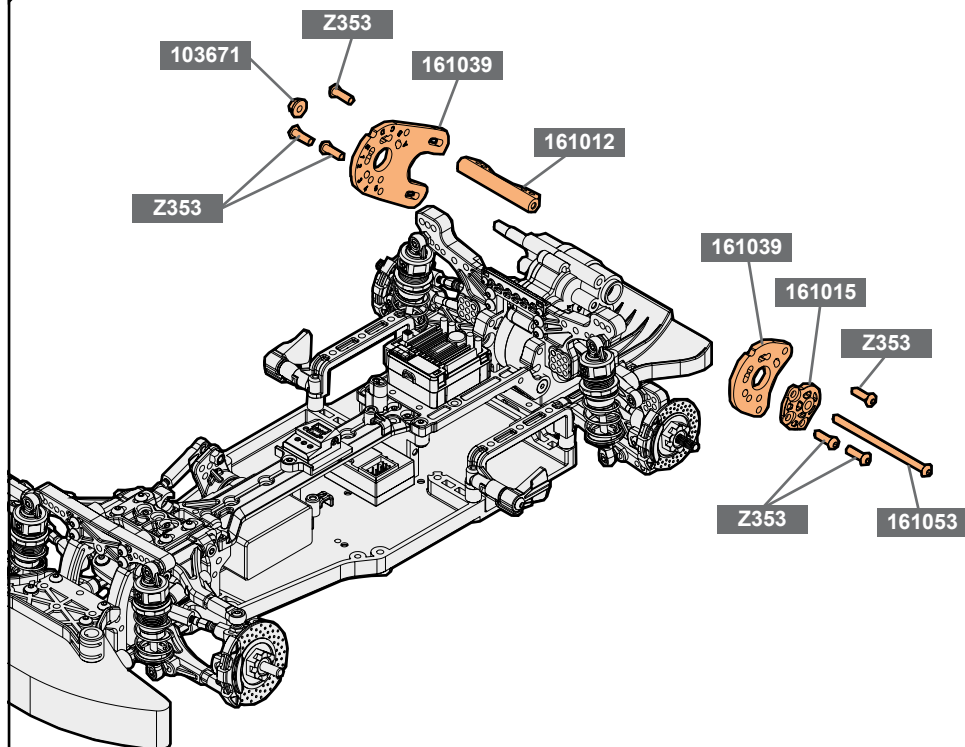


3-2-4 Rear Low Configuration

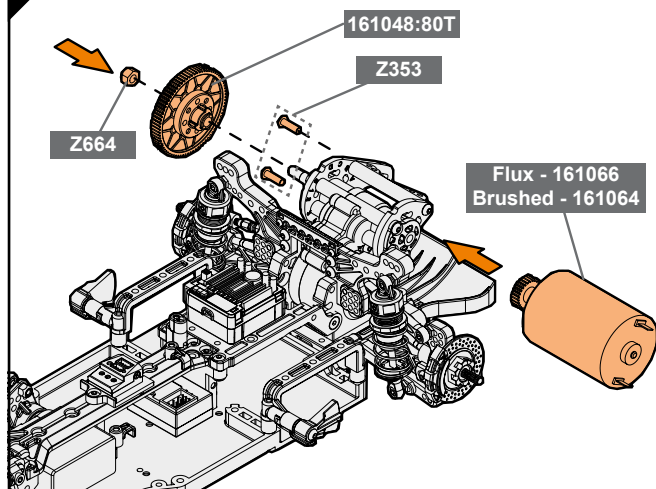
Complete steps 1-3 in section 3-2-2



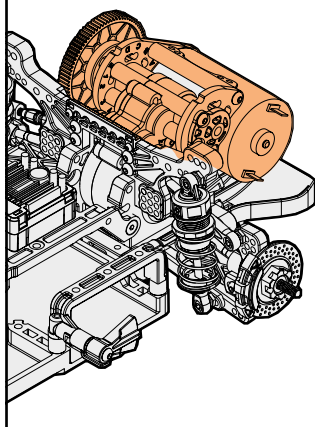
3



4



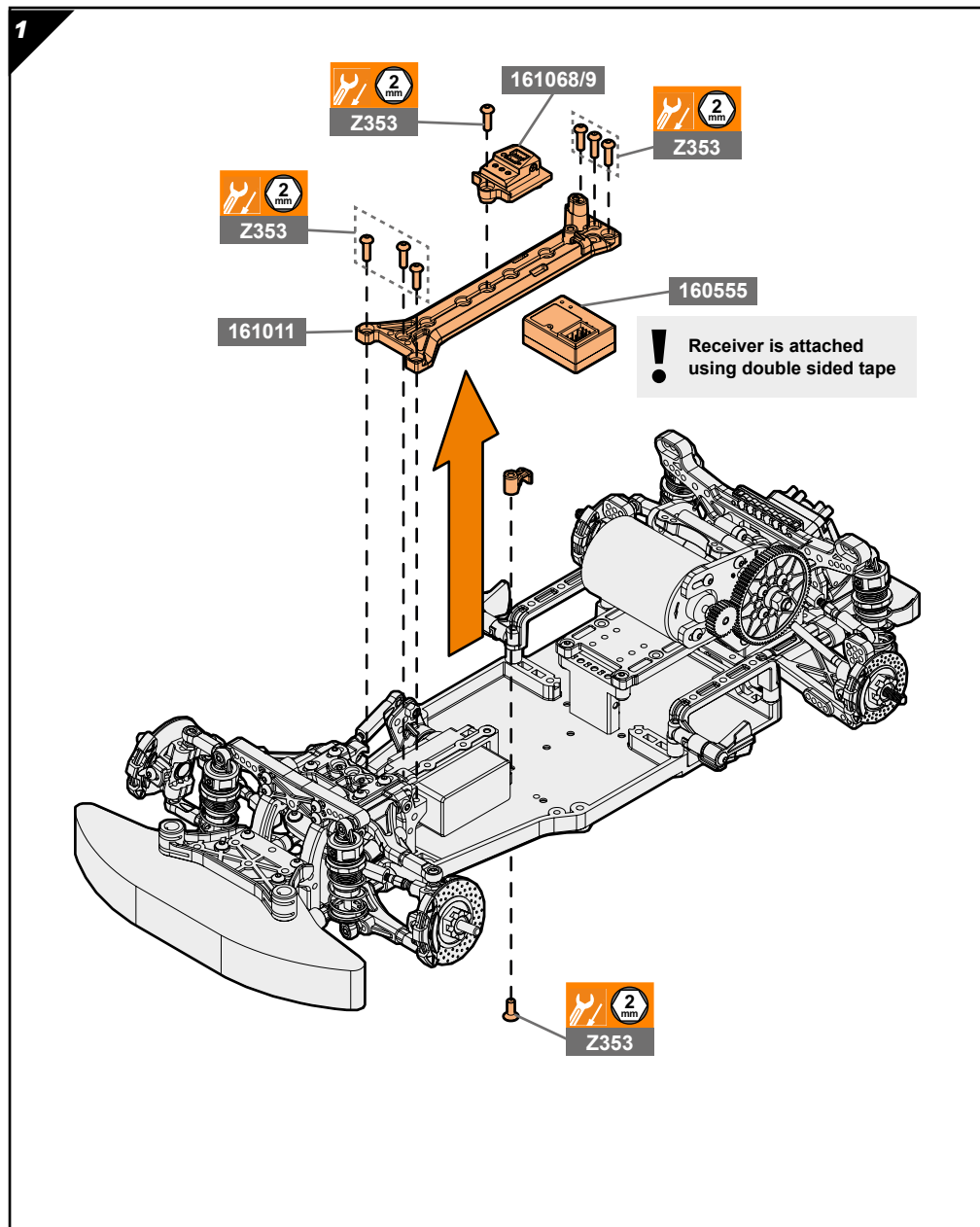
5



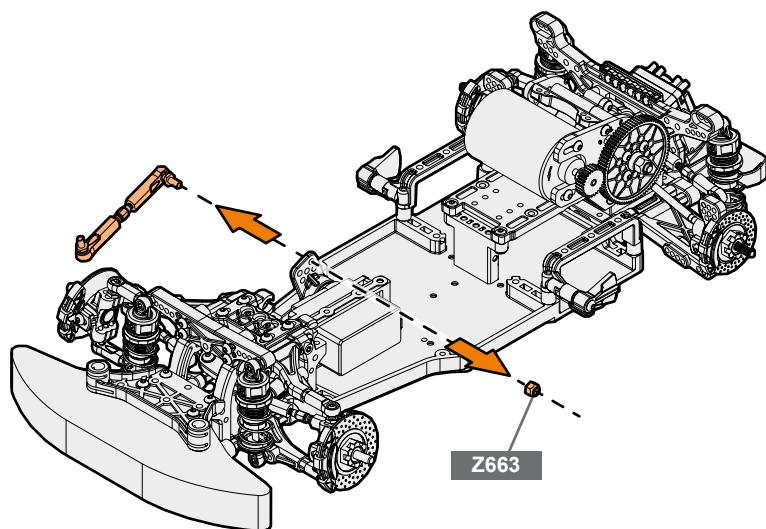
3-3 Alternative Servo Location

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

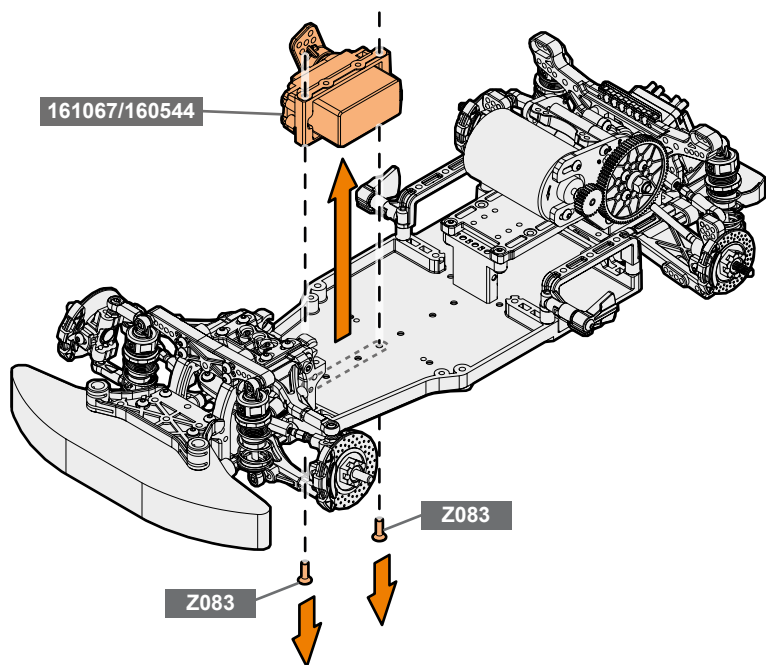
There are 4 servo positions available.



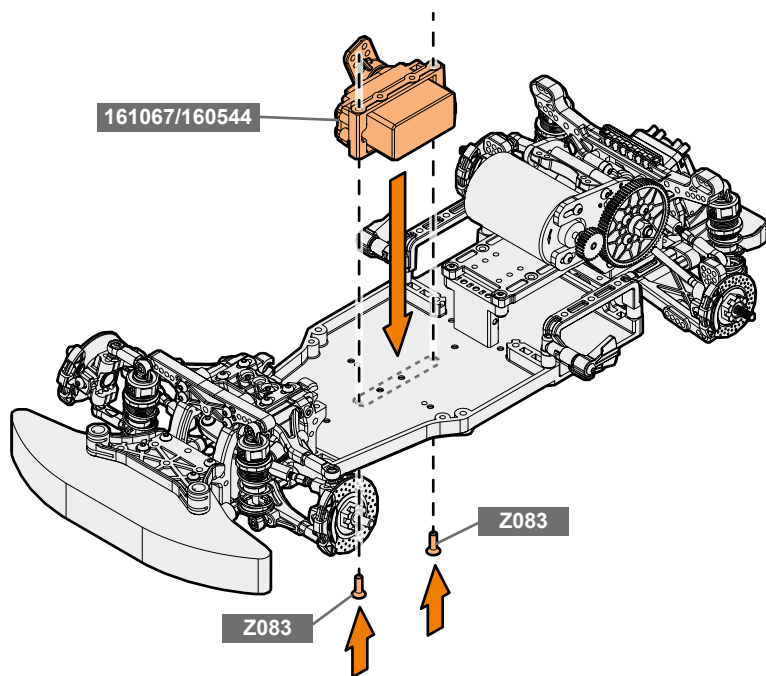
2



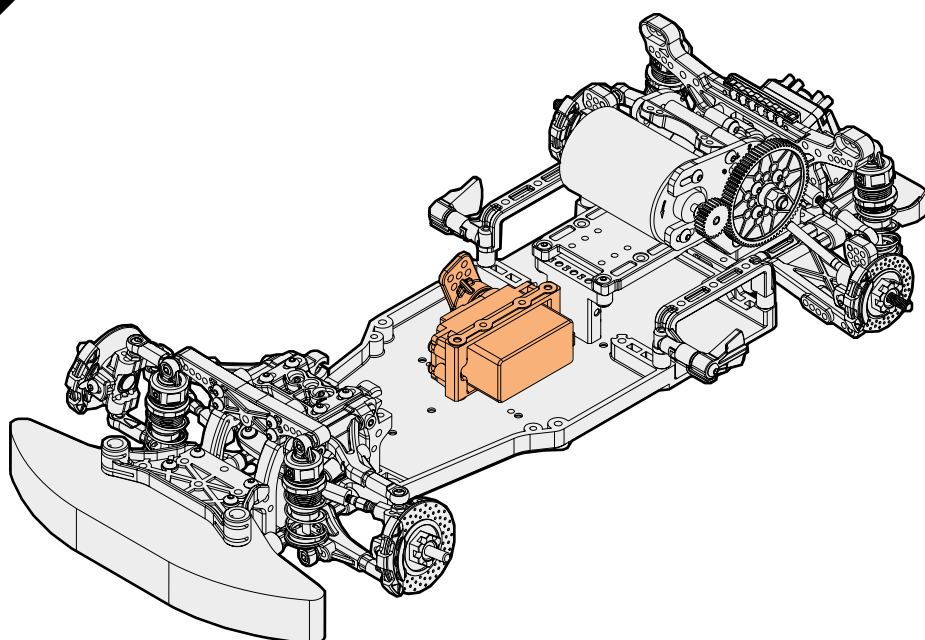
3



4

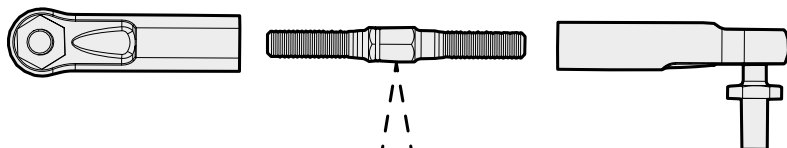
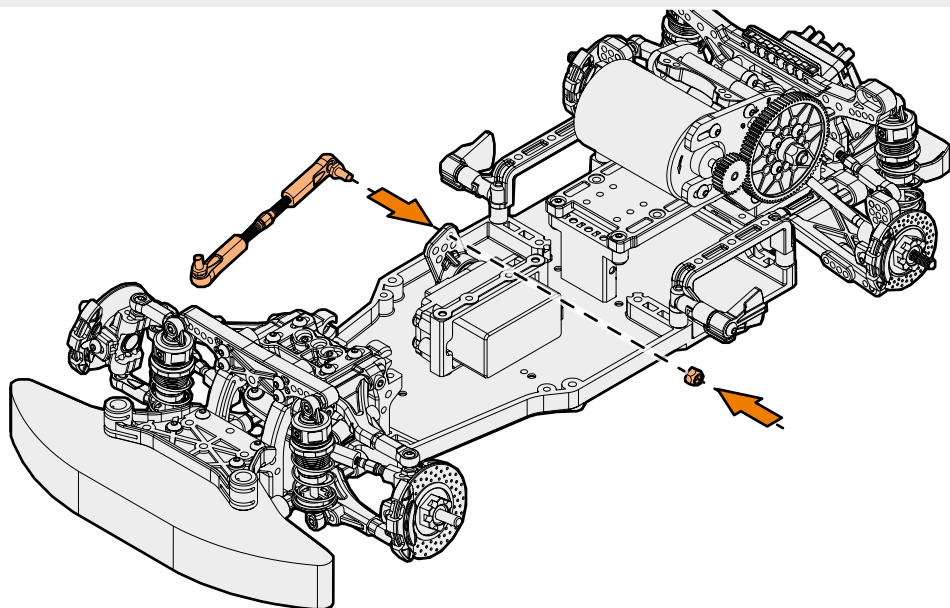


5



6

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

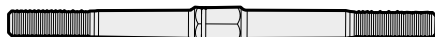


Option:

161767 Aluminum Steering Turnbuckle Set



M3x40mm Turnbuckle

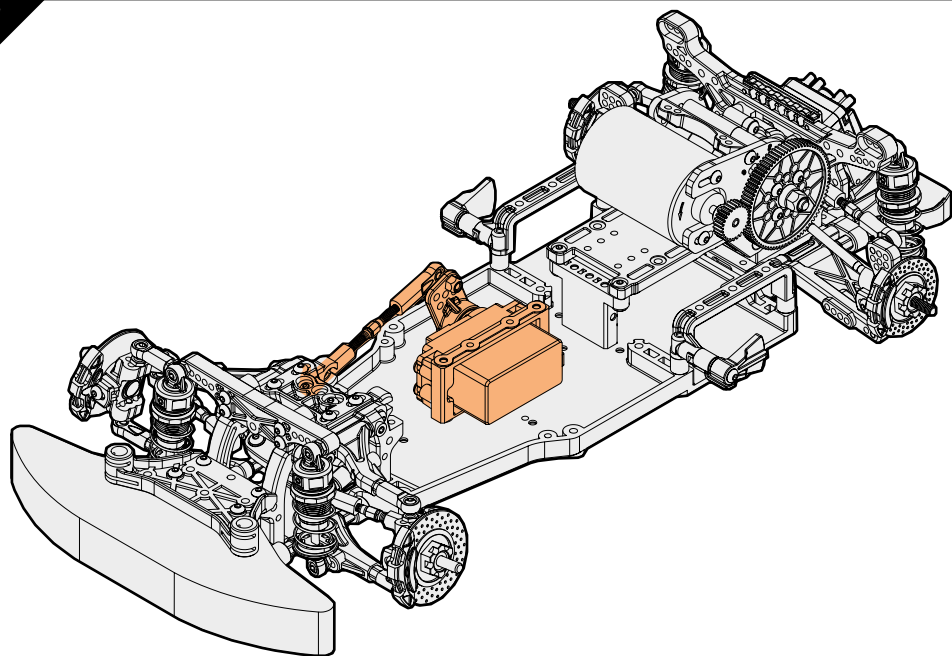


M3x50mm Turnbuckle

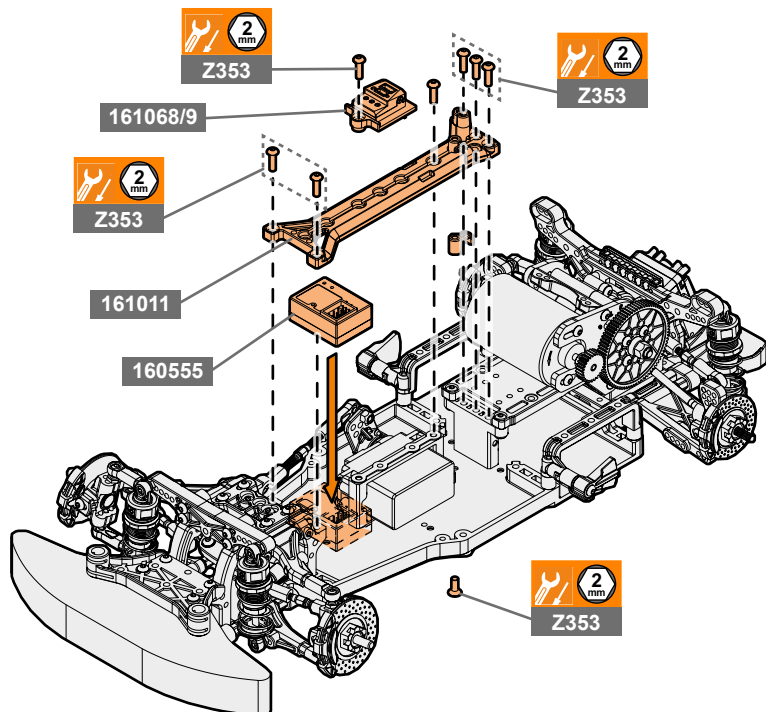


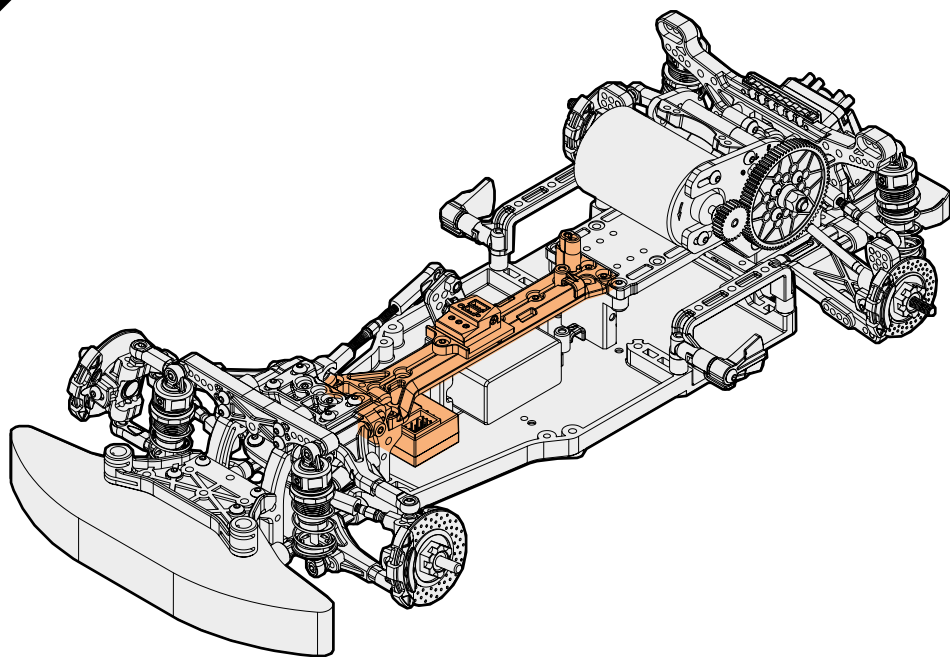
M3x55mm Turnbuckle

7



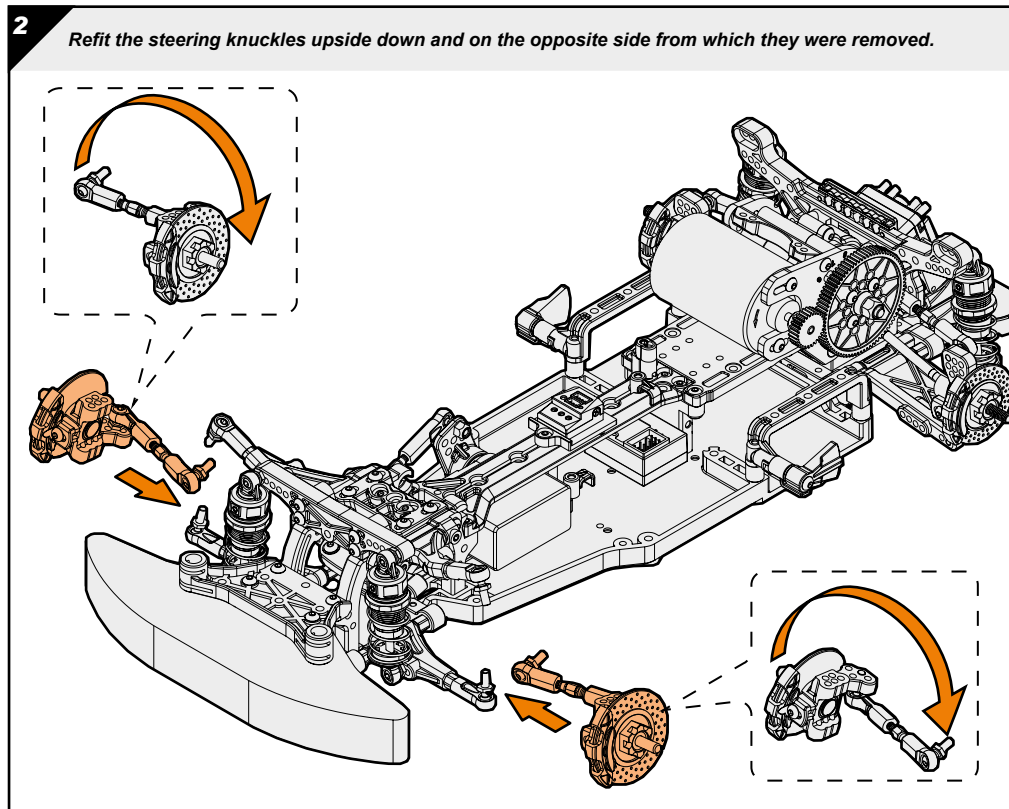
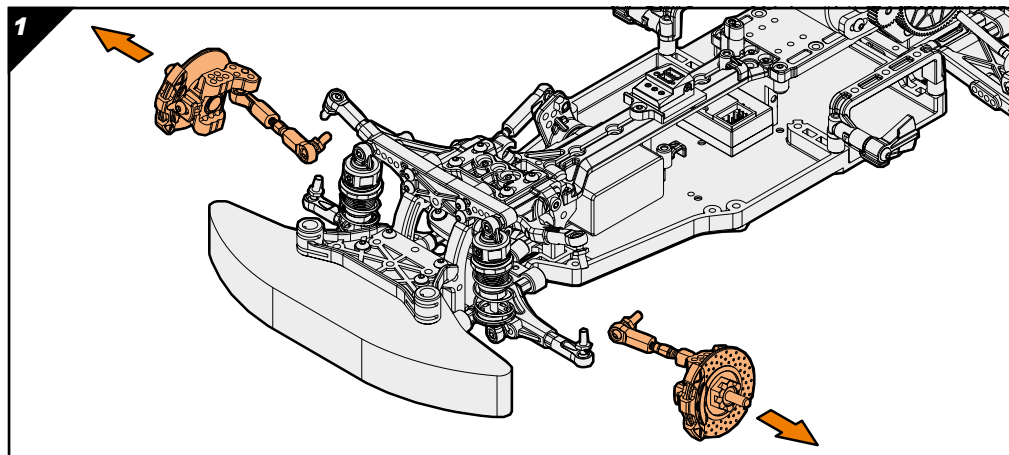
8





3-4 Knuckles

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



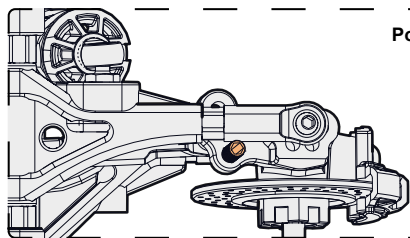
3-5 Steering Limiter

A steering limiter physically restricts the maximum steering angle.

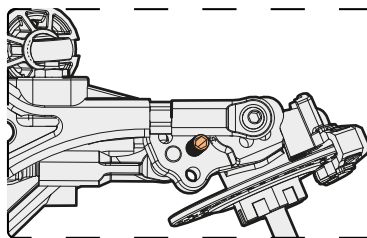
Steering travel can be limited using the supplied grub screw to help prevent the wheels or steering components from binding or contacting other parts of the chassis.

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.

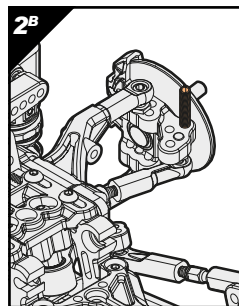
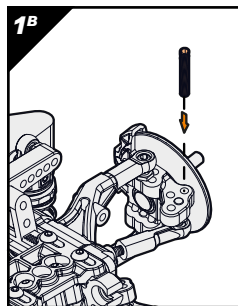
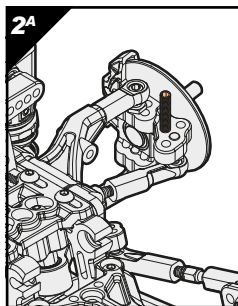
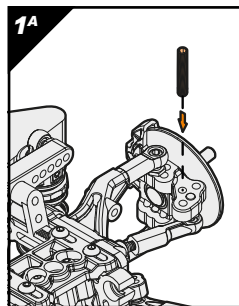


Position 1

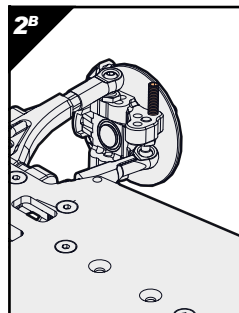
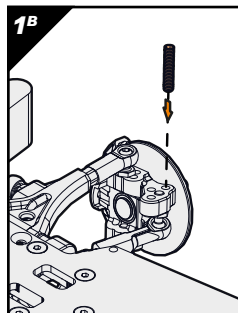
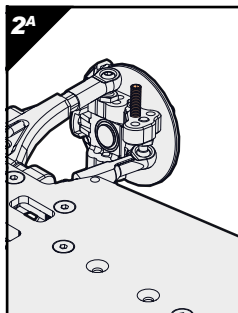
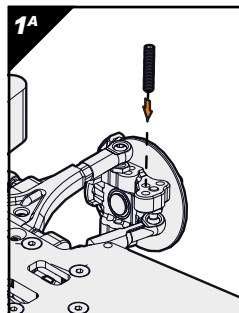


Position 2

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

ステージ D10

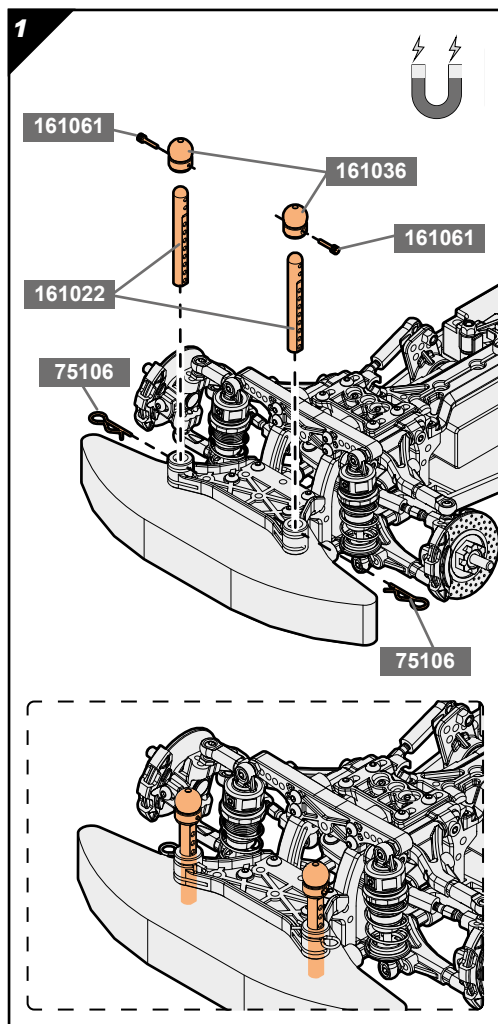
The body can be mounted using either body clips or magnetic mounts.

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

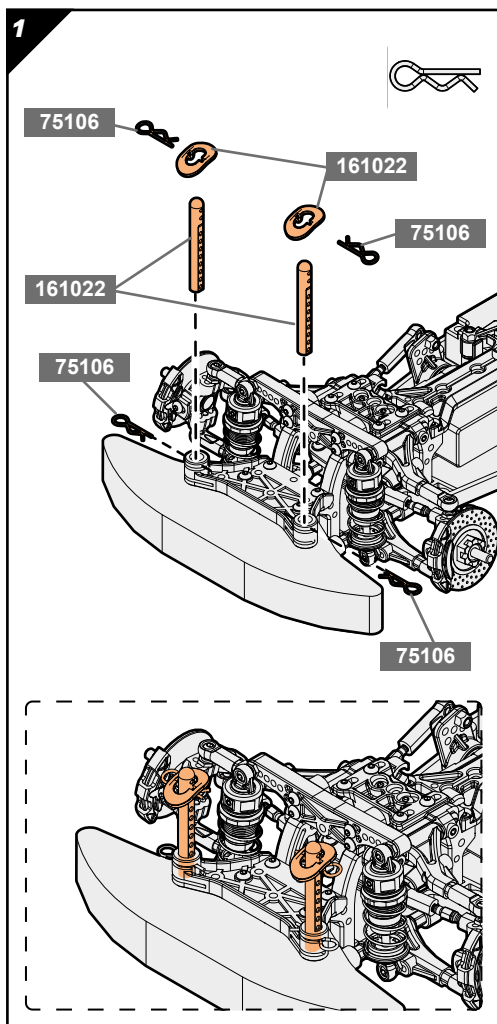
4-1 Front Body Mounts

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

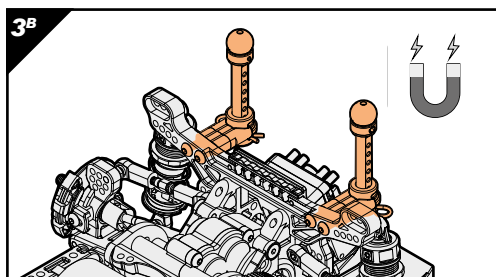
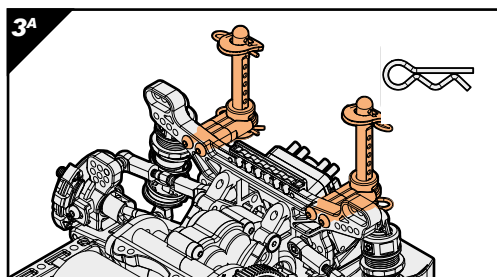
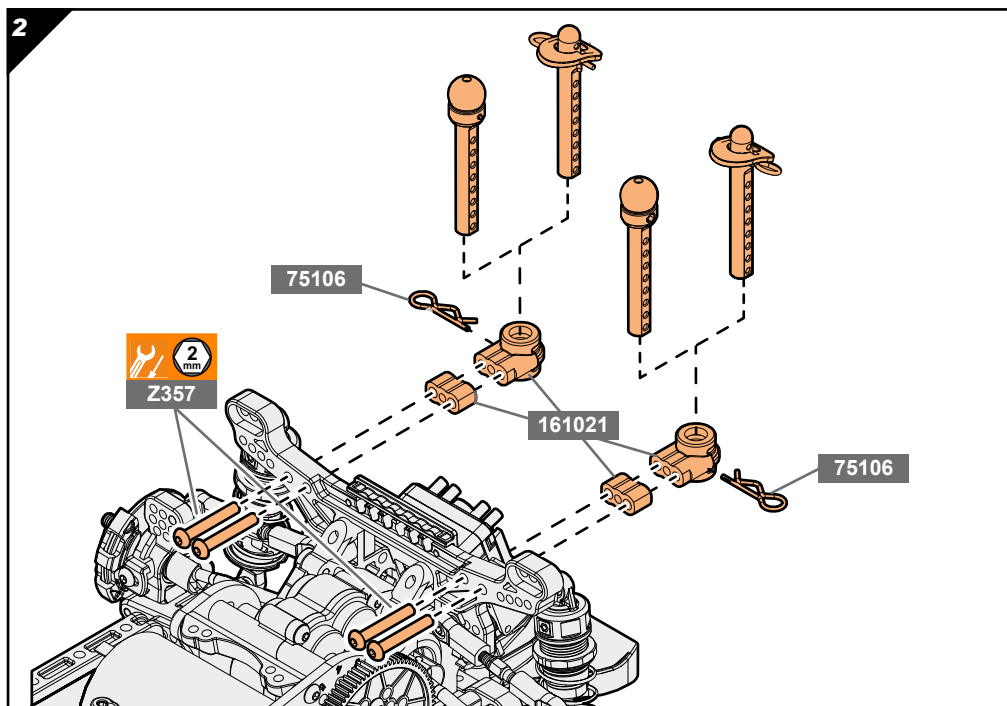
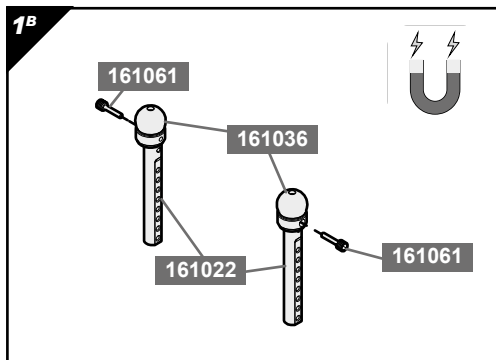
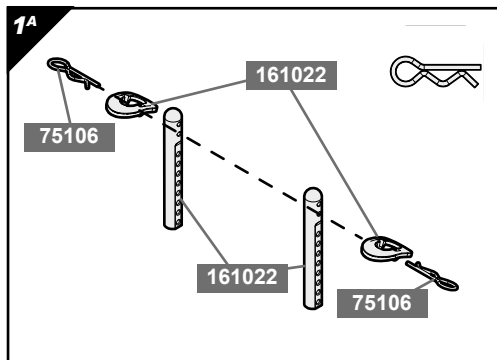
4-1-1 Magnetic Fixing



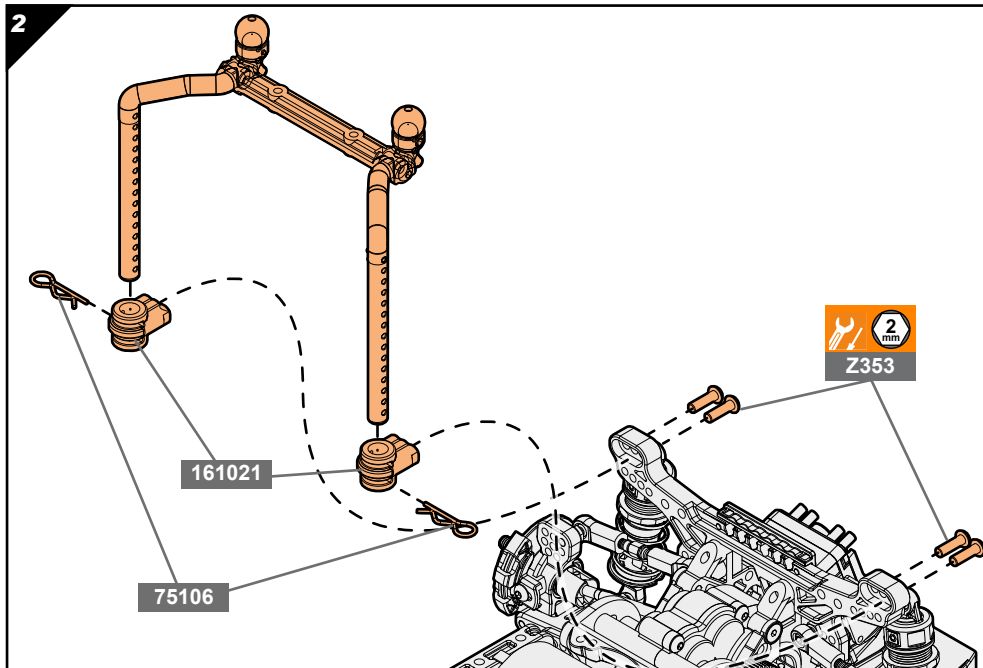
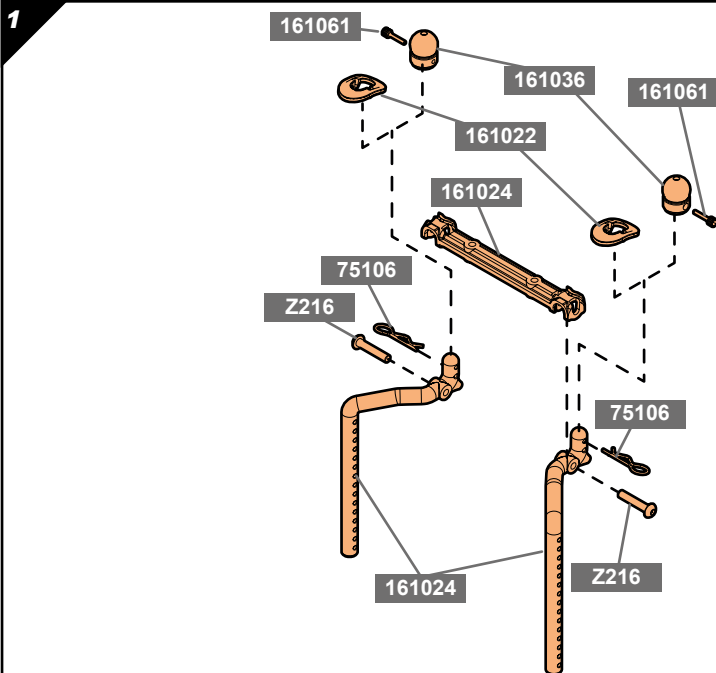
4-1-2 Body Clip Fixing

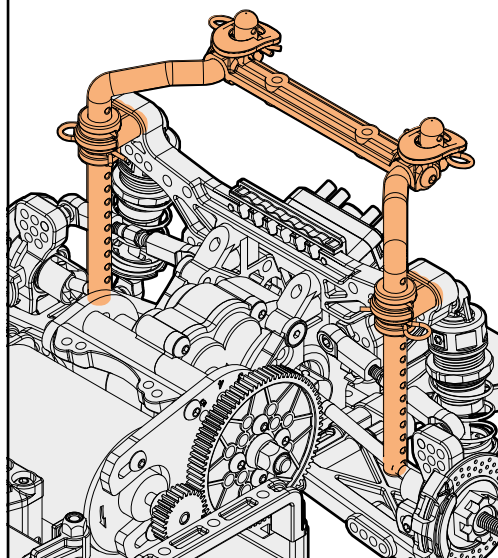
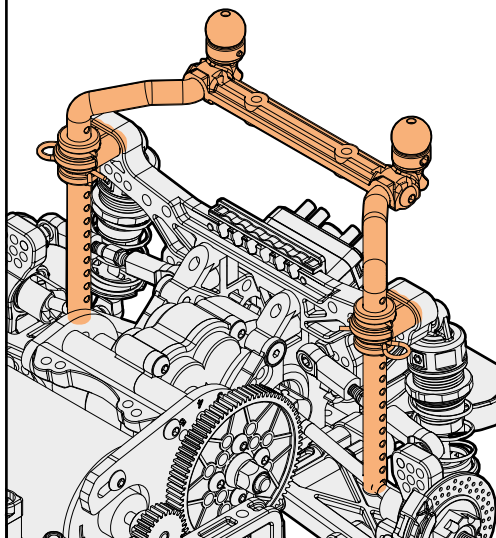
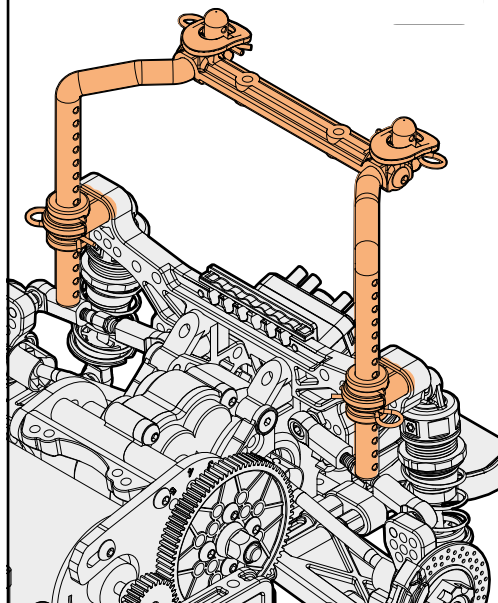
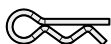
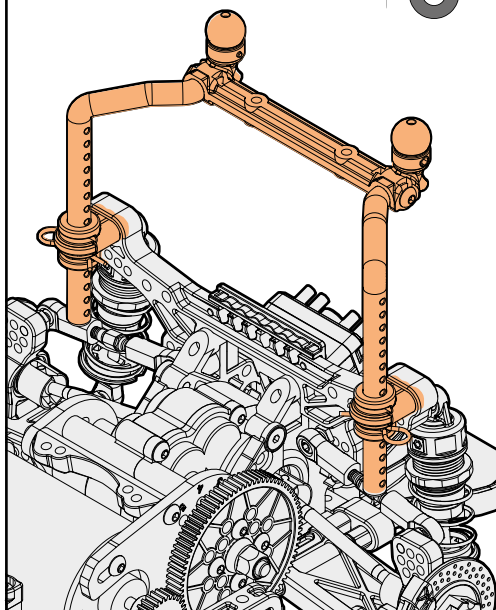


4-2 Rear Body Mounts - HPI 1



4-3 Rear Body Mounts - HPI 2

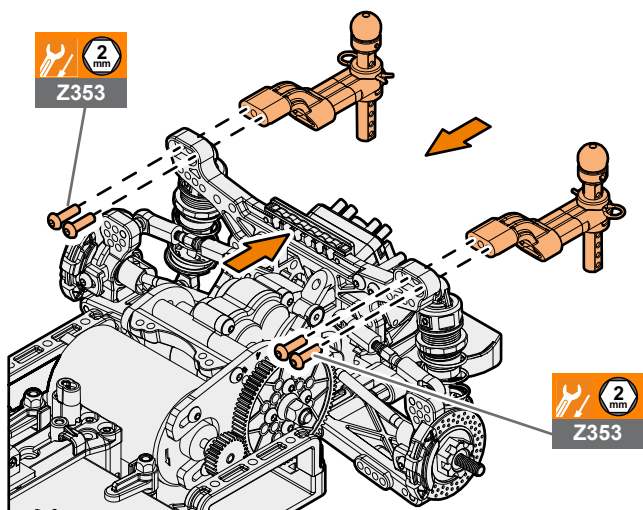


3^a3^b3^c3^d

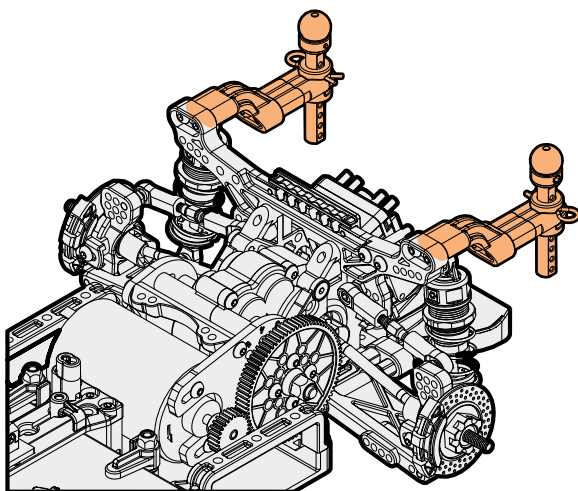
4-4 Rear Body Mounts Rear Long

4-4-1 Rear Long 1 with magnetic

1



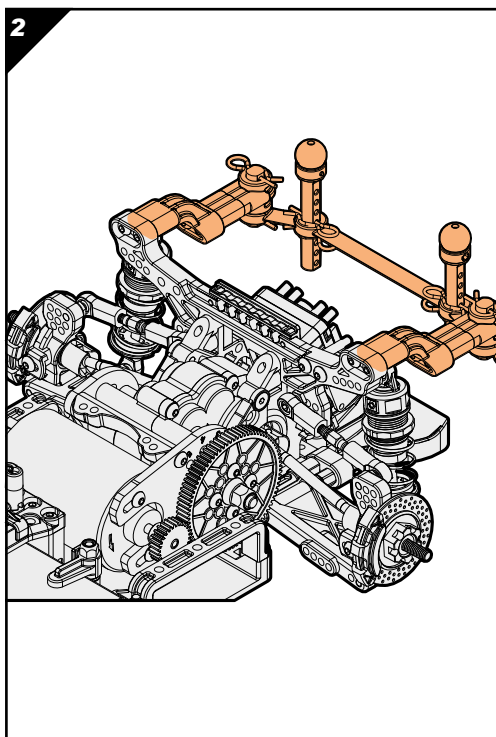
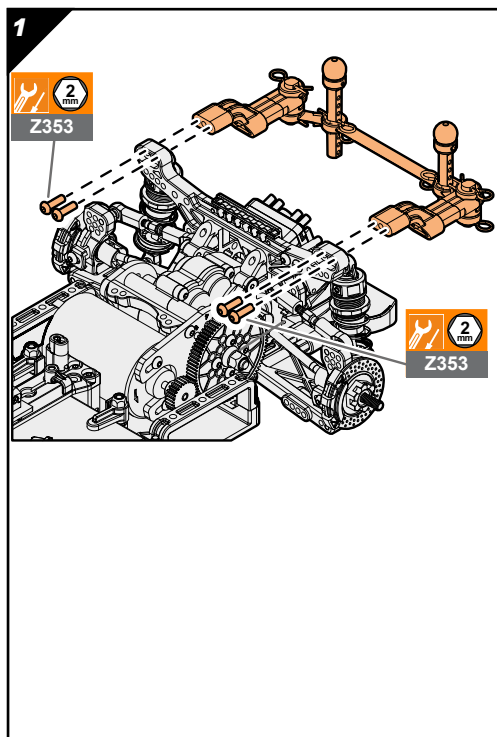
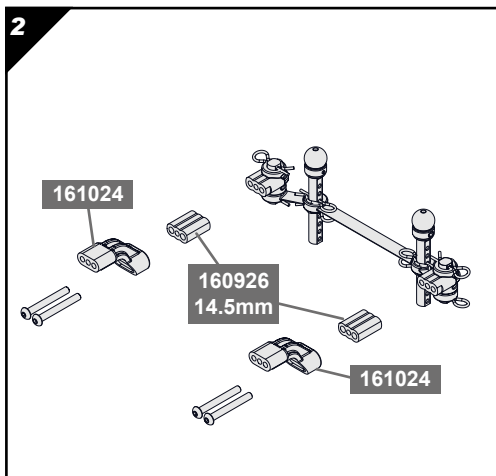
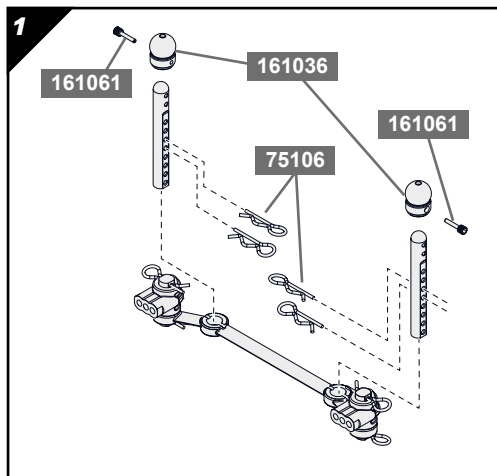
2



Tip

Can also be setup to use body clips to attach body

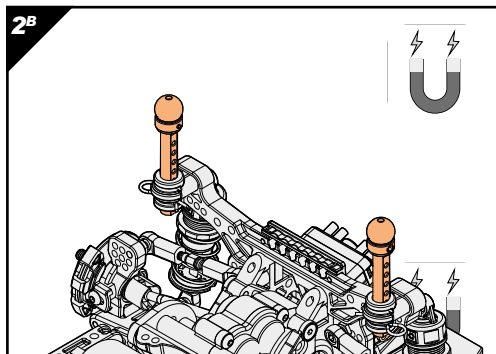
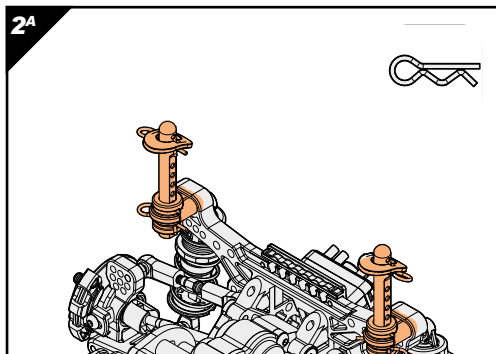
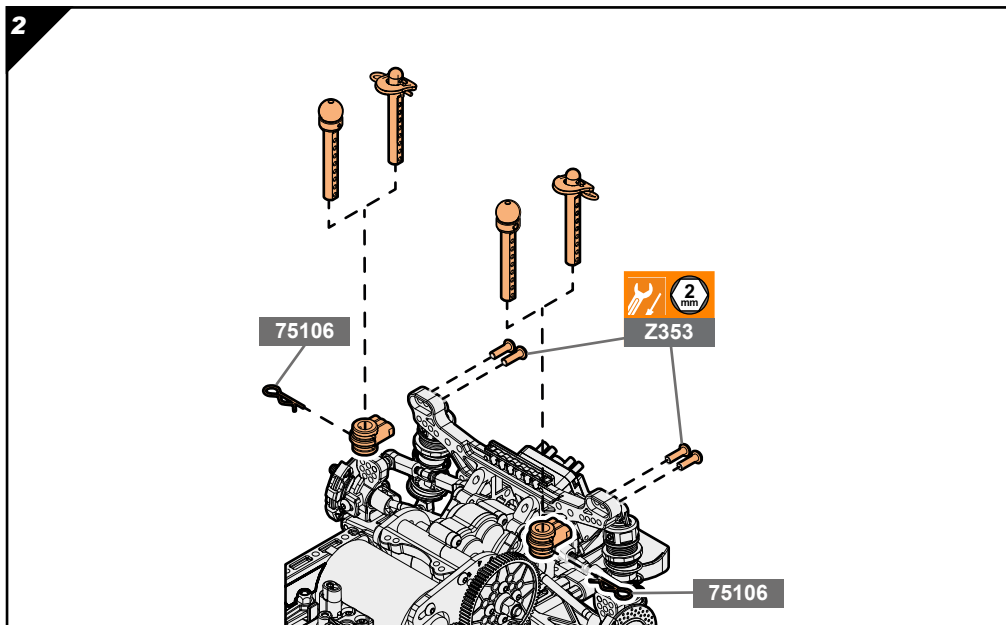
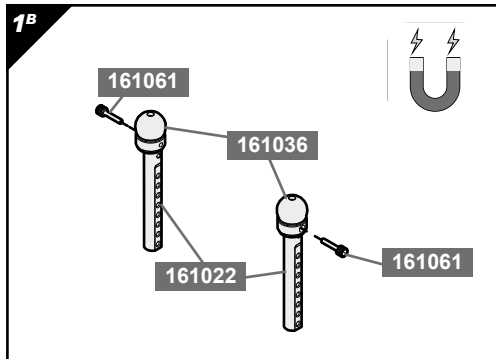
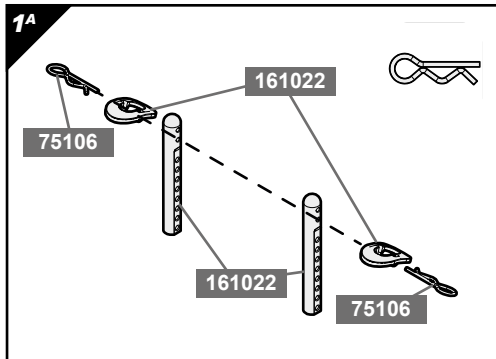
4-4-2 Rear Long 2 with magnetic



Tip

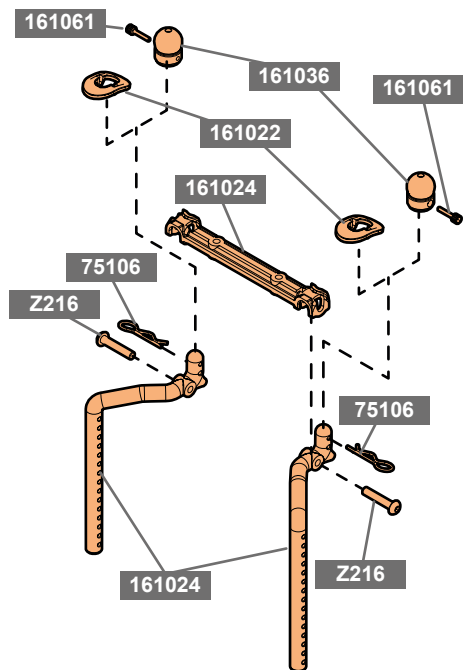
Can also be setup to use body clips to attach body

4-5 Rear Body Mounts Middle Wide

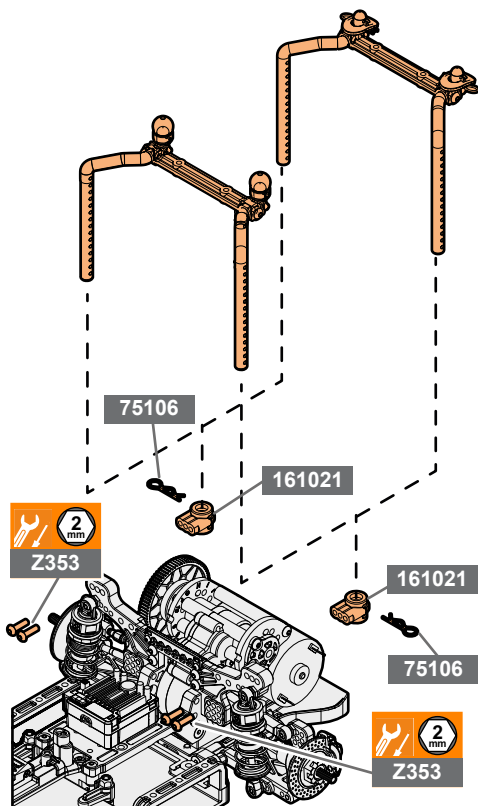


4-6 Rear Body Mounts - Rear HPI

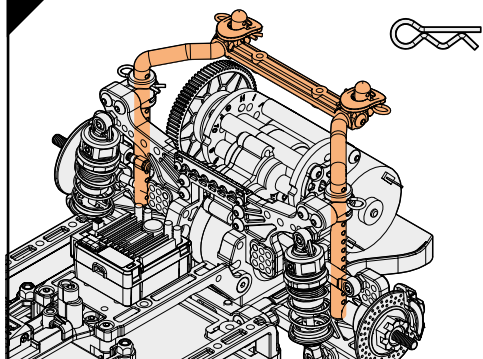
1



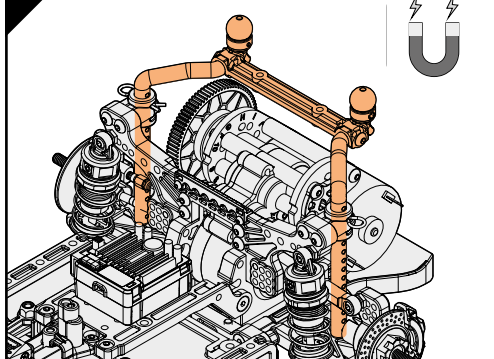
2



3^a

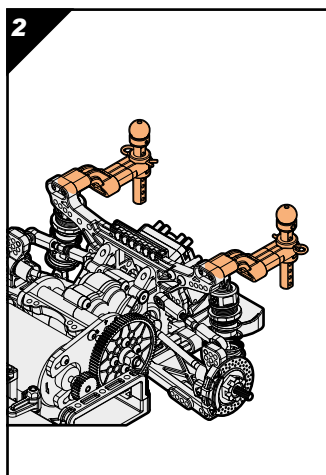
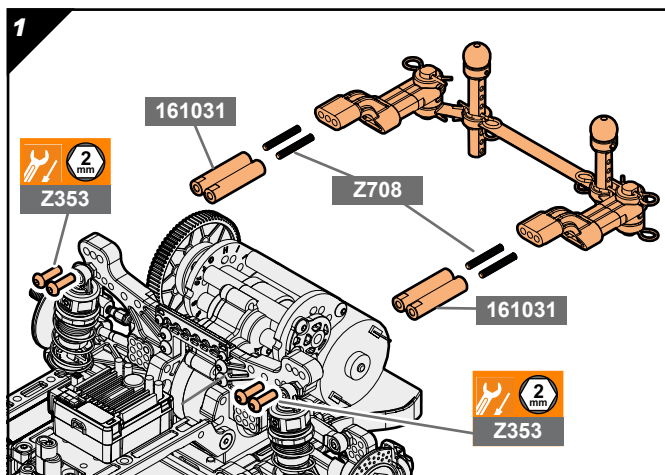


3^b



4-7 Body Mounts - Rear Long

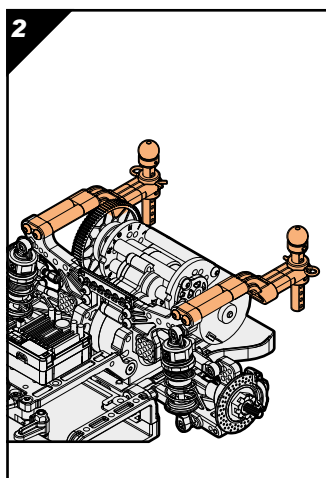
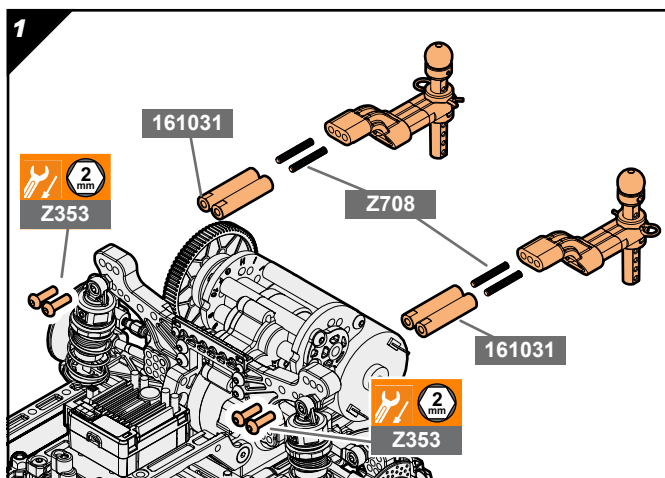
4-7-1 Version 1



Tip

Can also be setup to use body clips to attach body

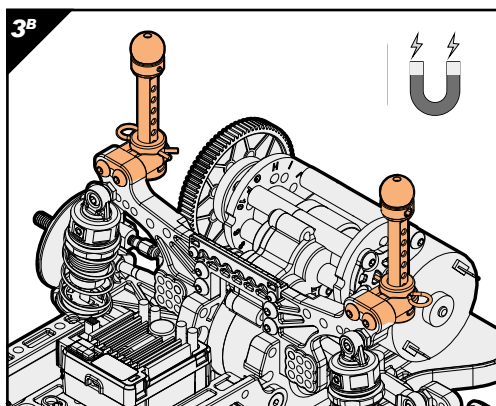
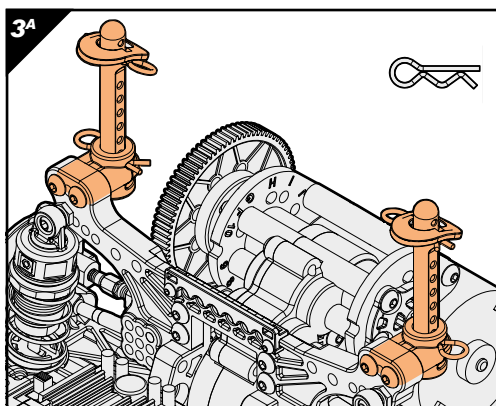
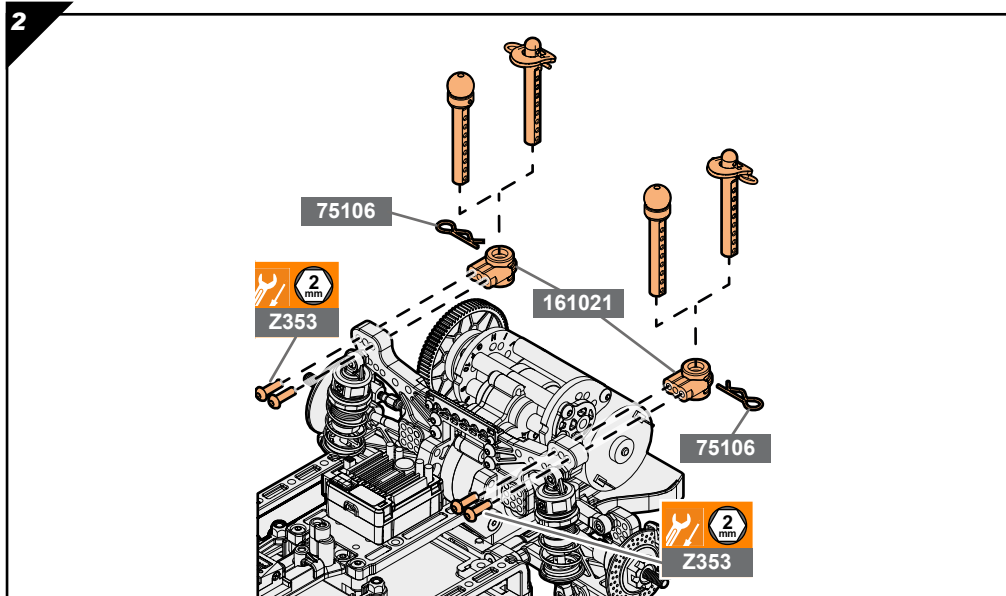
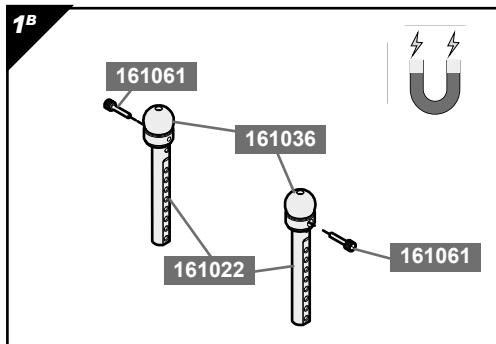
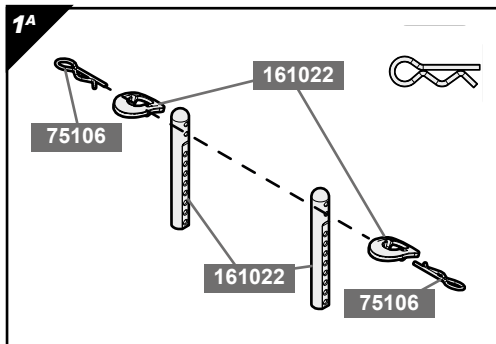
4-7-2 Version 2



Tip

Can also be setup to use body clips to attach body

4-8 Body Mounts - Rear Wide





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