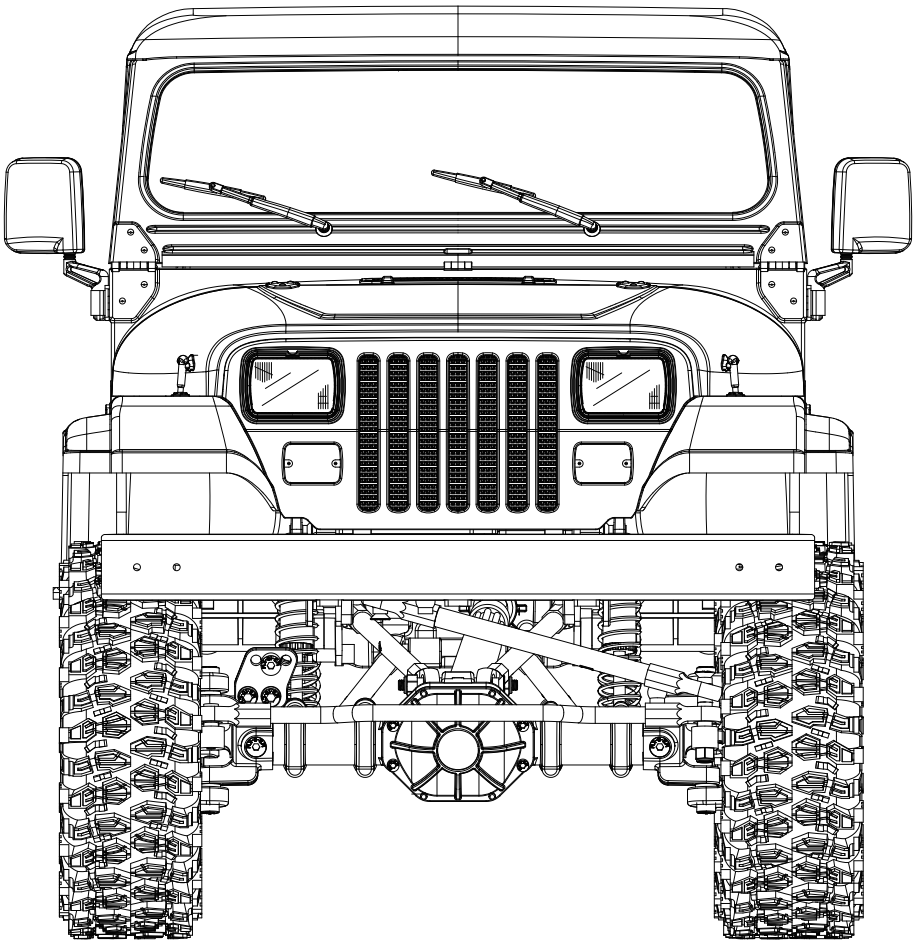
ROCHOBBY

1:10 MASHIGAN



Instruction Manual
Bedienungsanleitung
Manuel d'utilisation
操作手册

SPECIFICATION

Length:546mm
Width: 274mm
Height:282mm
Wheel base: 330mm
Ground clearance: 82mm
Approach angle: 68°
Departure angle: 47°

Introduction

Humanity's desire for individuality and conquest is engraved into the bones and blood of this car. As the most recognizable SUV in the world, it can climb the extremity of the Rubicon or speed in the Sahara desert. She came from the war, and every detail is full of classics. The starting point of this saga was the 1986 Chicago Auto Show. The first–generation model had sharp edges and corners, and it had not yet bowed to the city and the air at that time, and luxury and comfort had nothing to do with it.

Later models talked about the Open air full convertible design, which seemed quite a gimmick, while the first–generation model adopted a similar design as early as 36 years ago. And I'm never going to tell you that this 1:10 MASHIGAN model can remove the entire roof to reveal a full interior. The windshield can be tipped forward and transformed into a fully open top. The super soft rubber seat allows the figure to have a more comfortable sitting posture. A sturdy built–in nylon roll cage protects the interior and figure in the event of a rollover. Behind the single–row seats is a delicate car hopper, and of course the tailgate can be opened, which is convenient for loading various groceries, showing another personality of the owner. The doors on both sides can not only be opened, but also disassembled like a real car. You are the real cowboy when you remove the doors. The hood can be opened, and the 35T550 motor, high–quality brush ESC and the receiver are hidden underneath, which is quite convenient for operation.

For adventurers, the road ahead is always rough and full of thorns, but whether there is a road or no road, the 1.9 inch climbing tires can give you confidence, and meanwhile, the four–link suspension system gives you a guarantee of strong power, the metal trapezoidal beams provide you with a solid supportive structure. Even with a hard plastic car shell with a complete interior, it can easily overcome extreme road conditions. The real first–generation model uses leaf spring suspension, and adventurers will not ignore the history, the chassis can be installed with leaf spring suspension (sold separately) to restore the style of the first generation model. Pursuing the needs of climbing performance and restoration seems to be impossible, but through the compati–ble design of the chassis and the replacement of a few accessories, it can show a completely different shape. Two postures, and double the fun.

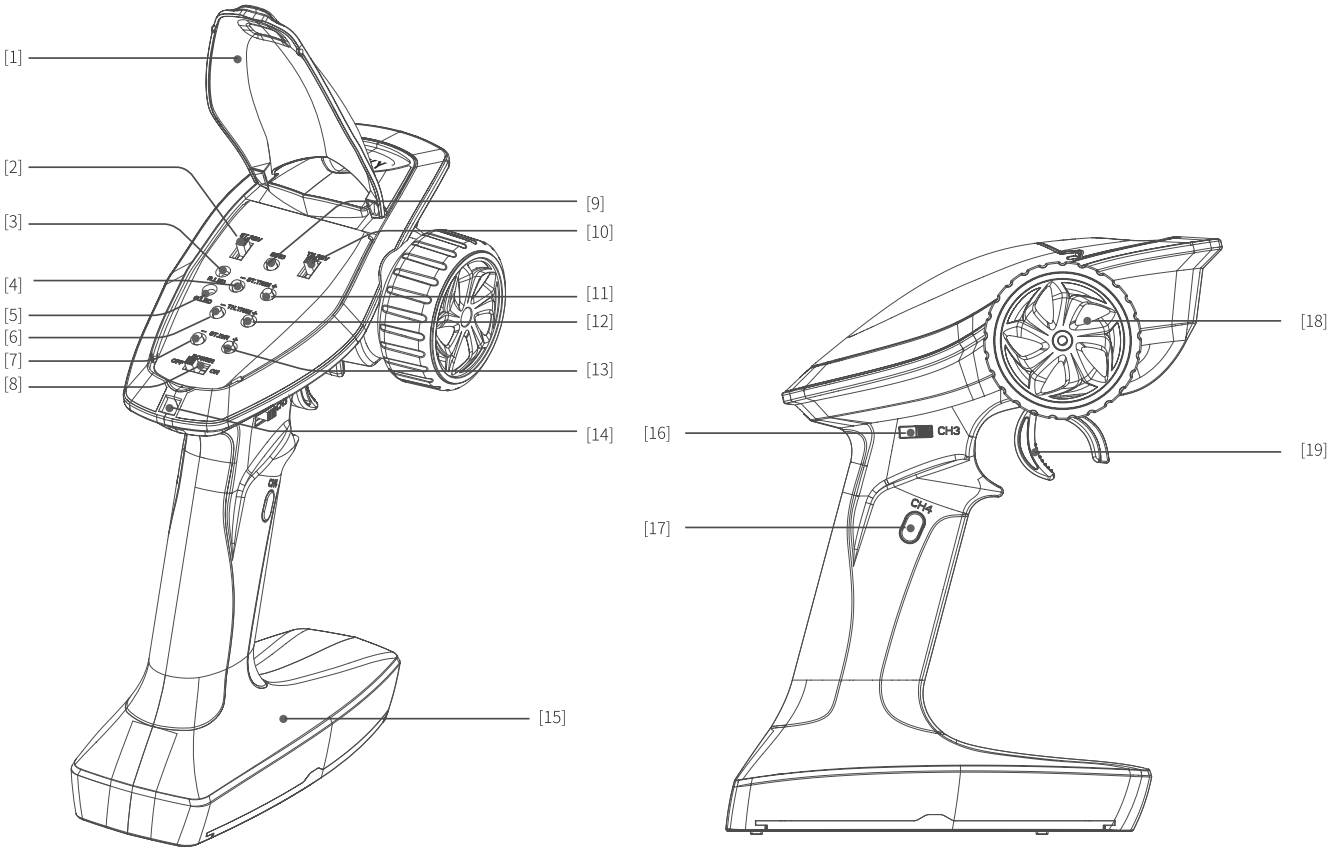
The exquisite interior and four–door full–opening design double the level of detail of this hard–shell RC model, which can be viewed statically or operated indoors. The climbing–level sturdy chassis and suspension system make it cool to go wild!

Features

- Ready set
- Ball bearings full set
- Polystyrene body
- Nice painted body
- Hood can be opened
- Both side doors can be opened
- 1.9–inch AT tire
- Tailgate can be opened
- Super exquisite interior
- Soft rubber seat
- Nylon roll cage
- Steel c–channel frame
- Four link suspension
- 35t 550 motor

Transmitter intruction

The FS–G4P is a simple 4 channel transmitter using the latest AFHDS 2.4GHz ATN frequency hopping technology. Designed to be sleek, passionate and powerful for entry level enthusiasts.



[1]	Panel Flip Cover	[11]	Steering Trim (ST.TRIM +)
[2]	Steering Reverse Switch (ST.REV)	[12]	Throttle Trim (TH.TRIM +)
[3]	Power indicator LED (R. LED)	[13]	Steering D/R (ST.D / R +)
[4]	Steering Trim (ST.TRIM–)	[14]	Lanyard Eye
[5]	Status indicator green LED (G.LED)	[15]	Base, 4 * AA battery compartment
[6]	Throttle Trim (TH.TRIM–)	[16]	Three–position switch (CH3))
[7]	Steering D/R (ST.D / R–)	[17]	Button (CH4)
[8]	Power Switch	[18]	Wheel Angle, the maximum rotation of the steering wheel is 35 degrees from center to left or right (CH1)
[9]	Bind Button (BIND)	[19]	Throttle trigger, has a total throw of 12 degrees,12.5 degrees for backward (CH2)
[10]	Throttle Reverse (TH.REV)		

Getting Started

Before operation, install the battery and connect the system as instructed below.

★ Transmitter Battery Installation

⚠ Danger	Only use specified battery (X4 AA batteries).
⚠ Danger	Do not open, disassemble, or attempt to repair the battery.
⚠ Danger	Do not crush/puncture the battery, or short the external contacts.
⚠ Danger	Do not expose to excessive heat or liquids.
⚠ Danger	Do not drop the battery or expose to strong shocks or vibrations.
⚠ Danger	Always store the battery in a cool, dry place.
⚠ Danger	Do not use the battery if damaged.

Battery Type: AA

Battery Installation:

1.Open the battery compartment cover.

2.Insert 4 fully-charged AA batteries into the compartment. Make sure that the battery makes good contact with the battery compartment's contacts.

3. Replace battery compartment cover.

Low battery alarm: When the battery is lower than 4.2v, the G.LED on the panel will flash slowly.

Instructions

After setting up, follow the instructions below to operate the system.

1、Power On

Follow the steps below to turn on the transmitter:

1. Check to make sure that that battery is fully charged and installed correctly.

2.Toggle the switch to the [ON] position. When active the R.LED will be lit.

3. Connect the receiver to power.

For safety always power on the transmitter before the receiver.

⚠ Note	Operate with caution in order to avoid damage or injury.
⚠ Note	Make sure that the throttle is at its lowest position and the switches are set to their up position.

2、Binding(The transmitter and receiver have already been bound at the factory)

If the transmitter or receiver need to be replaced, bind follow these steps:

1.Turn on the transmitter while holding the bind button to enter bind mode. G.LED will start flashing quickly: Once in bind mode release the bind button.

2.The receiver will enter bind mode atomically when powered on.

3.Once binding is successful the receiver' s LED will flash slowly and the transmitter' s LED will remain solid after being rebooted.

Note: When binding, put the transmitter into bind mode first, then the receiver.

- Applicable to the FS-G4P transmitter and the FR-R4P receiver. Different receivers have different bind procedures. For more information visit the ROC Hobby website for manuals and other related information.
- Product information is updated regularly, please visit our website for more information.

3、Stick Calibration(This function is used to set the neutral position for throttle and wheel)

Every transmitter is calibrated before leaving the factory, however if recalibration is required,please follow these steps:

1.Turn and hold the wheel as far clockwise as it will turn, hold the throttle all the way forward,then turn on the transmitter in calibration mode.

•The R.LED and G.LED will flash twice.

2.Calibrate wheel: Turn the wheel completely clockwise, then completely counterclockwise.

•When calibration is completed the R.LED will be off.

3.Trigger calibration: Pull the trigger back then forward as far as it will go.

•When calibration is completed the G.LED will be off.

4.Once calibration is complete press the bind key to save and exit.

4、Power Off

Follow the steps below to turn off the system:

1.Disconnect the receiver power.

2.Toggle the transmitter's power switch to the off position.

⚠ Danger	Make sure to disconnect the receiver power before turning off the transmitter. Failure to do so may lead to damage or serious injury.

System Functions

This section focuses on the functions and how to use them.

1、Channel Description

The transmitter outputs a total of 4 channels, which are allocated as follows:

1. CH1: Steering Wheel
2. CH2: Throttle Trigger
3. CH3: Three-position Switch
4. CH4: Reset Button

Note: By default the output of CH4 is 1000us, pressing the button will toggle between 1000 and 2000us.

2、Channel Reverse

This function is used to adjust each channels direction of movement in relation to it's input.

The ST.REV / TH.REV switches are the reverse buttons for CH1 and CH2. If the switch is up it indicates reverse, and the down indicates normal.

3、Trims

The ST.TRIM is the trims for CH1 (steering),and can be multiplexed as trims of CH3 and CH4.

For multiplexing switching mode, refer to [5 Mode Switching].

TH.TRIMis the trims for CH2(throttle).

Adjustment range: –120us– + 120us, each step is 4us;

ST.TRIM + / TH.TRIM +: Increases adjustment step;

ST.TRIM– / TH.TRIM–: Decreases adjustment step.

LED Indicator:

When using the trim keys the G.LED will flash slowly on short presses and quickly on long presses.

When the trim adjustment value is at the netrual position, the G.LED will flash twice slowly.

When the trim adjustment value is at both ends (+ 120us / –120us), the trim adjustment is at its maximum and as such G.LED will not flash(If the fine adjustment value has been adjusted to + 120us, then press ST.TRIM + / TH.TRIM + key is invalid and G.LED has no indications.)

4、D/R

ST.D / R is for servo travel adjustment, which can be multiplexed as CH2 (throttle), CH3, CH4 servo travel adjustment, refer to [5 Mode Switch] for multiplex switching mode;

Adjustment range: 0–120%(the default is 100%), the step is 5%.

ST.D / R +: Increases servo travel.

ST.D / R –: Decreases servo travel.

LED Indicator:

When using the trim keys the G.LED will flash slowly on short presses and quickly on long presses.

When the ratio value is at both ends (0/120%), the ST.D / R button is at its maximum and as such G.LED will not flash(if the ratio value has been adjusted to 120%, then press ST.D/R+ key is invalid and G.LED has Instructions)

5、Mode switching

This function is for reusing the ST.TRIM and ST.D / R buttons for different channels (Refer to [3 Trims] and [4 D/R).

Function setting:

Under normal power–on, quickly press the Bind button twice (within 1 second) to cycle through modes 1, 2, 3, and 4. The default setting when powering on is mode 1.

Mode 1: G.LED flashes slowly once, ST.TRIM is CH1 trim adjustment, ST.D / R is servo travel adjustment.

Mode 2: G.LED flashes twice slowly, ST.TRIM is CH1 trim adjustment, ST.D / R is CH2 servo travel adjustment.

Mode 3: G.LED flashes three times slowly, ST.TRIM is CH3 trim adjustment, ST.D / R is CH3 servo travel adjustment.

Mode 4: G.LED flashes slowly four times, ST.TRIM is CH4 trim adjustment, ST.D / R is CH4 servo travel adjustment.

6、Failsafe

This function dictates what the receiver will do in the event that it loses signal from the transmitter, this includes servo position etc.

Function settings:

1. Turn on the transmitter and make sure it is connected to the receiver.
2. Hold the control surface at the desired failsafe position.
3. Press and hold the bind button for 3 seconds, if the G.LED starts flashes for 2 seconds, indicating that the settings are successful.

Note: The fail-safe function has no default set at the factory and as such must be set manually. If no failsafe setting has been set, then the receiver will not output anything when signal is lost.

7、Beginner Mode

Beginner mode is designed for the people who is new to the hobby.

In this mode the throttle has been limited to 50 percent, The channel range defaults has been set to 1250~1500~1750us.

Function settings:

To switch between beginner and normal modes, press and hold the CH4 button while turning the steering wheel completely counterclockwise as far as it can, and at the same time, power on the transmitter.

Note: By default, the system is set to normal mode. If the system has set to beginner mode.

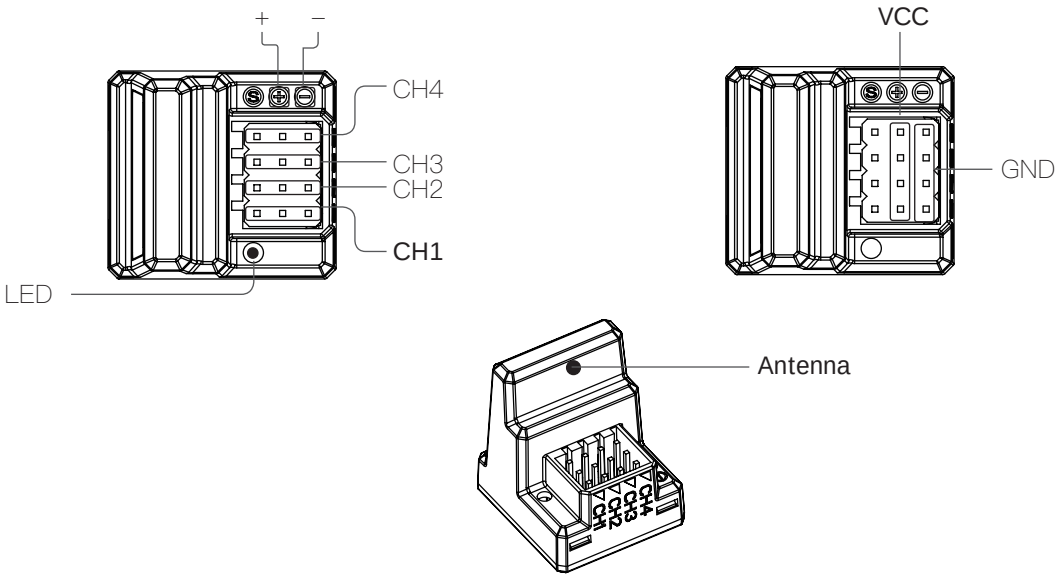
BThe G.LED will be in a state of two-time flashing and on off, and keep the state for 3 seconds during power on.

Instructions

1、Transmitter specification (FS-G4P)

Product Model	FS-G4P
Channels	4
Model Type	Car, Boat
RF	2.4GHz
RF Power	<20dBm
2.4GHz Protocol	ANT
Distance	>300m (Ground)
Channel Resolution	1024
Battery	6V DC 1.5AA*4
Charging Interface	NO
Life time	According to battery type
Low Voltage Warning	<4.2V
Antenna Type	Built-in single antenna
Data Interface	No
Temperature Range	-10℃ ~ +60℃
Humidity Range	20-95%
Online Update	No
Color	Black
Size	160*193*97mm
Weight	220g
Certification	CE, FCC ID:N4ZG4P00

Receiver overview



Note	To ensure the best signal quality make sure that the antenna is mounted perpendicular to the model body in an upright position.

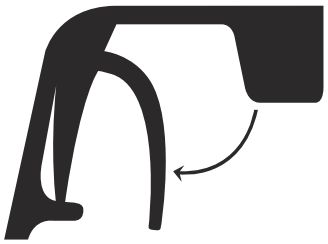
1、Receiver specifications FS-R4P

Product Model	FS-R4P
PWM channel	4
RF	2.4GHz
2.4GHz Protocol	ANT
Distance	>300m (Ground)
Antenna Type	Built-in single antenna
Power supply	3.5-8.4V
RSSI	NO
Data Interface	PWM
Temperature Range	-10℃—+60℃
Humidity Range	20—95%
Online Update	NO
Size	22.6*20.6*25.5mm
Weight	6g
Certification	CE, FCC

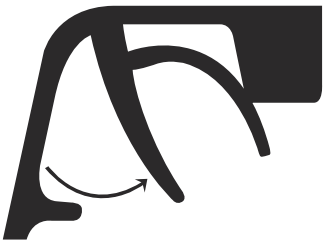
Throttle stick position

Neutral point

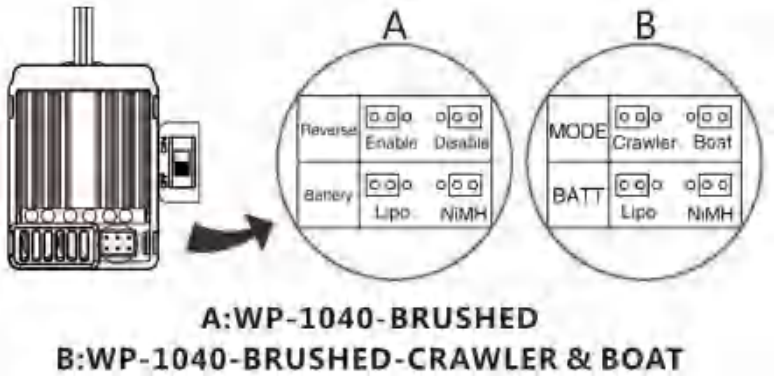
Top point of forward direction



Top point of backward direction



Model		WP-1040-BRUSHED WP-1040-BRUSHED-Crawler& Boat *
Cont. / Burst Current		Forward: 40A / 180A Backward: 20A / 90A
Input		2–3S Lipo, 5–9 Cells NiMH
Cars Applicable		1:10 on–road, off–road Buggy, Truggy, SCT 1:10 Crawler, Tank &Boat
Motor Limit	2S Lipoor 5-6 cells NiMH	540 or 550 size motor ⩾12T or RPM < 30000 @7.2V
	3S Lipo or 7-9 cells NiMH	540 or 550 size motor ⩾18T or RPM < 20000 @7.2V
Resistance		Fwd: 0.002 Ohm, Bwd: 0.004 Ohm
Built-in BEC		2A/6V (Linear mode BEC)
Dimension& Weight		WP–1040–BRUSHED: 46.5*34*28.5, 65g WP–1040–BRUSHED–CRAWLER: 46.5*34*28.5, 70g



A:WP-1040-BRUSHED
B:WP-1040-BRUSHED-CRAWLER & BOAT

Trouble	Possible Reason	Solution
After power on, motor can't work, no sound is emitted, and LED is off.	The ESC doesn't get its working voltage; Connections between battery pack and ESC are broken.	Check the battery wires connection or replace the defective connectors.
	Switch is damaged.	Replace the switch.
After power on, motor can't work; red LED blinks.	Throttle signal is abnormal.	Check the throttle wire connection; make sure it is plugged into the throttle channel of the receiver.
	Automatic throttle range calibration is failed.	Set the "TRIM" of throttle channel to 0 or turn the knob to its neutral position.
The car runs backward while giving throttle. (The motor runs in the opposite direction.)	The wire connections between ESC and the motor need to be changed.	Swap two wire connections between the ESC and the motor.
The car can't go backward.	The jumper position is wrong.	Check the jumper and plug it to the correct position.
	The neutral point of throttle channel is changed or drifted.	Set the "TRIM" of throttle channel to 0 or turn the knob to its neutral position.
The car can't go forward, but can go backward.	The direction of throttle channel is not correct.	Reset the direction of throttle channel from original "NOR" to "REV", or from original "REV" to "NOR".
The motor doesn't work, but the LED in the ESC works normally.	The connections between motor and ESC are broken.	Check the connections and replace the defective connectors.
	Motor is damaged.	Replace the motor.
The motor suddenly stops running while in working state.	The throttle signal is lost.	Check the transmitter and the receiver. Check the throttle wire connection.
	Low voltage cut–offprotection or Over–heat cut–off protection has been activated.	Replace the battery pack, or cool down the ESC.
The car cannot get top speed and the red LED doesn't solid on at full throttle.	Some setting in the transmitter are incorrect.	Check the settings. Set D/R, EPA, ATL to 100% or turn the knobs to maximum value. Set TRIM to 0 or turn the knob to its neutral position.
Motor is cogging when accelerated quickly.	The battery has limited discharge ability.	Use battery with better discharge ability.
	Motor RPM is too high, the gear ratio is too aggressive.	Use motor with lower RPM, or use smaller pinion to get softer gear ratio.
	Something wrong in the driving system of the car.	Check the driving system of the car.

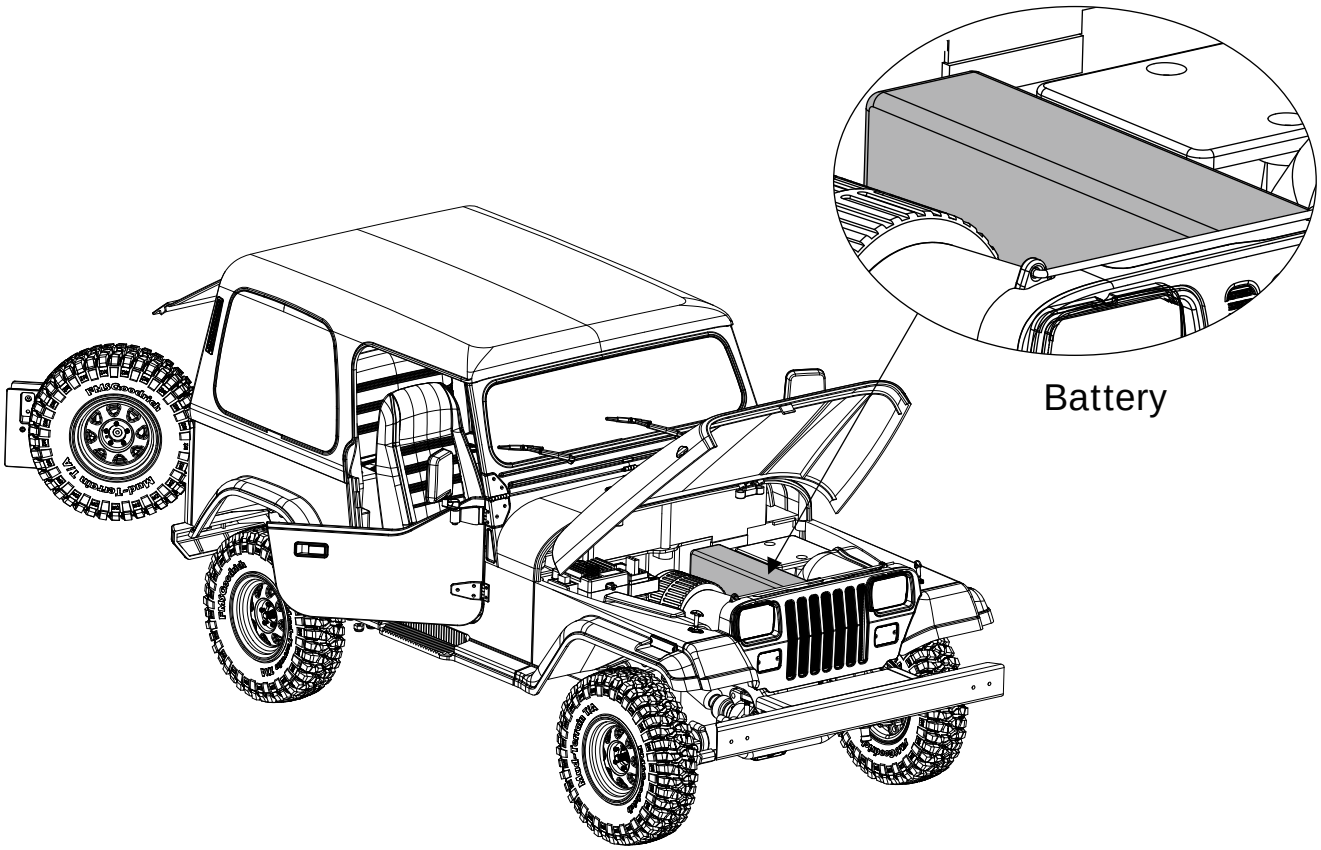
Operating the vehicle

Step 1: turn on the transmitter, the headlamp of the transmitter will flash and enter the frequency matching mode.
Step 2: turn on the receiver switch, the headlight will flash and enter the frequency matching mode.
Step 3: when the transmitter and receiver are successful in frequency up, the front lights of the transmitter will be on for a long time, and the front lights of the vehicle will be off.

Charging the Battery

- Always charge LiPo batteries on non–flammable, heat–resistant surfaces.
- Always use a LiPo–safe bag or container while charging. Do not allow LiPo cells to overheat at any time.Cells which reach greater than 140 Fahrenheit(60˚C) will usually become damaged and will catch fire.
- Do not charge the LiPo pack while it is still in the model. Never charge or store battery packs in a vehicle.
- Do not discharge LiPo; doing so will damage the battery.
- Do not expose LiPo cell to water or moisture at any time.
- Do not store battery near open flame or heater.
- Do not assemble LiPo cells or pre –assembled packs together with other LiPo cells or packs.
- Always store LiPo battery in a secure location away from children.
- Always remove the LiPo battery if model is involved in any kind of crash.
- Carefully inspect the battery and connectors for even the smallest damage.
- CAUTION:Cells may become hot after usage.Allow the pack to cool to room temperature prior to recharging.
- Do not allow the electrolyte to get into eyes or on skin.Wash affected areas immediately if they if they come into contact with electrolyte.Do not alter or modifv connectors or wires of a LiPo battery pack.
- Always inspect the condition of the battery before charging and operating.
- Do not short circuit the LiPo battery.
- Do not have contact with a leaky/damaged battery directly.
- Do not charge battery out of recommended temperature range(0˚C–45˚C).

⚠ NOTE	1. If it is not in use for a long time, unplug and take off the battery to prevent battery leakage. 2. The battery needs to be disconnected and take off from vehicle before it can be charged 3. Do not open, disassemble, or attempt to repair the battery.



CE Warning

The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co–located or operating in conjunction with any other transmitter. End–users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.

Appendix 1 FCC Statement

This equipment has been tested and found to comply with the limits for a Class B digital device pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guar–antee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or televison reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

To assure continued compliance, any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This equipment complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:
(1) This device may not cause harmful interference.
(2) This device must accept any interference received, including interference that may cause undesired operation.

Caution!
The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user authority to operate the equipment.

1. The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co–lacated or operating in conjunction with any other transmitter.End–users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.
2. Move all your channels to the desired position.
3. Select [All channels] and then [Yes] in the confirmation box.

Declaration of Conformity (DoC)

We,
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Xiangshan Road142,Songgang Street,Shenzhen
Baoan District China

Phone:0769–86976655
Web:www.rochobby.com

declare under our responsibility that the product:

Type of Equipment: Driving System & 2.4GHz Control System
Brand Name: Rochobby
Compatiable for cars: 1： 10 MASHIGAN
Equipment Model: 11033

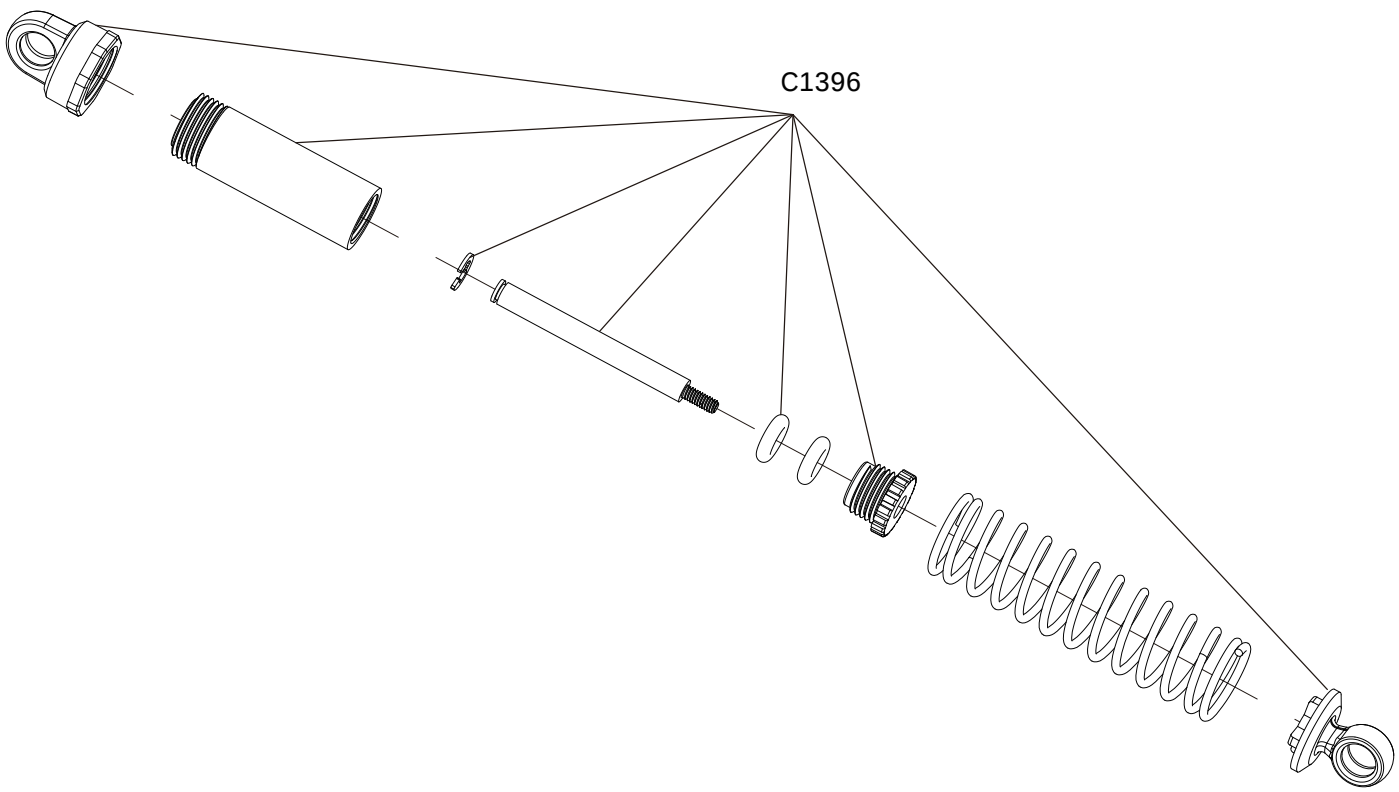
CE

to which this declaration relates is in conformity with the essential requirements and other relevant requirements of the Directive 2014/53/EU, EMC Directive 2014/30/EU, EMC Directive 2014/53/EU, FCC Indentifier N4ZG4P00 , EU RoHS Directive 2011/65/EU and Council Directive 2014/30/EU. The product is in conformity with following standards and/or other normative documents:

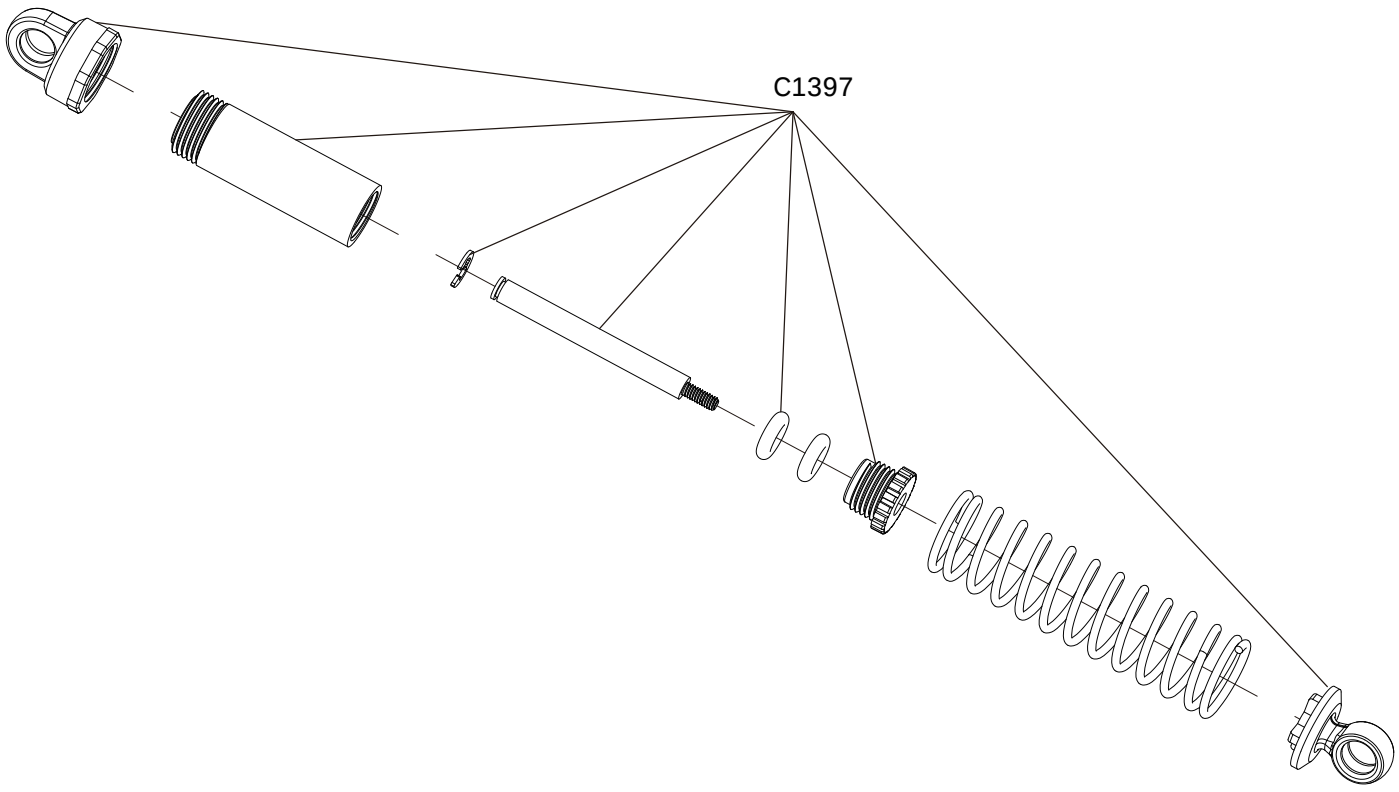
ETSI EN 301 489–1 V2.2.3(2019–11)
ETSI EN 301 489–17 V3.2.4(2020–09)
EN 55032:2015+A11:2020
EN 55035:2017+A11:2020
EN61000–3–2:2014
EN61000–3–3:2013
EN : 62479:2010
ETSI EN 300 328 V2.2.2 (2019–07)

C1011 Main Gear Box Set
C1010 Transmission Shaft Assembly
C1391 Transmission Gear Box Assembly
C1021 12mm Wheel Hex Set
C1392 Climbing Tyres
C1393 Climbing Wheels
C1394 11033 Front Axle Assembly
C1395 11033 Front Axle Plastic Parts
C1396 11033 Front Oil Shock Absorbers Assembly(2pcs)
C1397 11033 Rear Oil Shock Absorbers Assembly(2pcs)
C1398 Steering C Hub Parts
C1399 Steering Link
C1400 11033 Rear Axle Assembly
C1401 Rear Wheel Shaft
C1402 11033 Rear Axle Plastic Parts
C1403 11033 Window Frame
C1404 11033 Wiper Set
C1405 11033 Seat Set
C1406 11033 Front Bumper Set
C1407 11033 Rear Bumper Set
C1408 11033 Mirror Set
C1409 11033 Lens Set
C1410 11033 Rear Door
C1411 11033 Rear Door Link
C1412 11033 Shift Bar Arm Set
C1413 11033 Steering Wheel Set
C1414 11033 Hood
C1415 11033 Hood Lock
C1416 11033 Roll Cage
C1417 11033 Spare Tire Rack
C1009 Ball Cap For Linkage & Rod
C1418 Screw Nut Set
C1419 Pin Lock Set
C1420 Bearing Set
C1421 Slipper Spring
C1422 Slipper Pad
C1423 Spur Gear 42t 0.6
C1424 5.8 Ball Head
C1425 Gear Set
C1080 35t Brushed 550 Motor
C1081 Gasket Set
C1426 Front Outdrive Shaft Assembly
C1427 R Drive Cup Set
C1428 Aluminium Steering C Hub Parts
C1084 Bushing Set
C1429 Aluminium Steering Bracket Set
C1430 Pinion Gear
C1101 Metal Transmission Shaft
C1105 2.4g Transmitter Fibre Stbre
C1106 2.4g Transmitter Fibre Stbre & Receiver Set
C1035 9g Servo For Steering Wheel
C1431 11033 Led Light Wire Set
C1108 Waterproof 40a Brushed Esc
C1335 2.4g Receiver Set
C1432 11033 Car Boby
C1433 11033 Light Cup
C1434 11033 Door Set
C1435 11033 Windows Set
C1436 11033 Roof Cover
C1437 11033 Instrument Panel
C1438 11033 Screw Set

(EN) FRONT OIL SHOCK ABSORBERS ASSEMBLY(2pcs)　　(CN) 前避震器总成(一对)

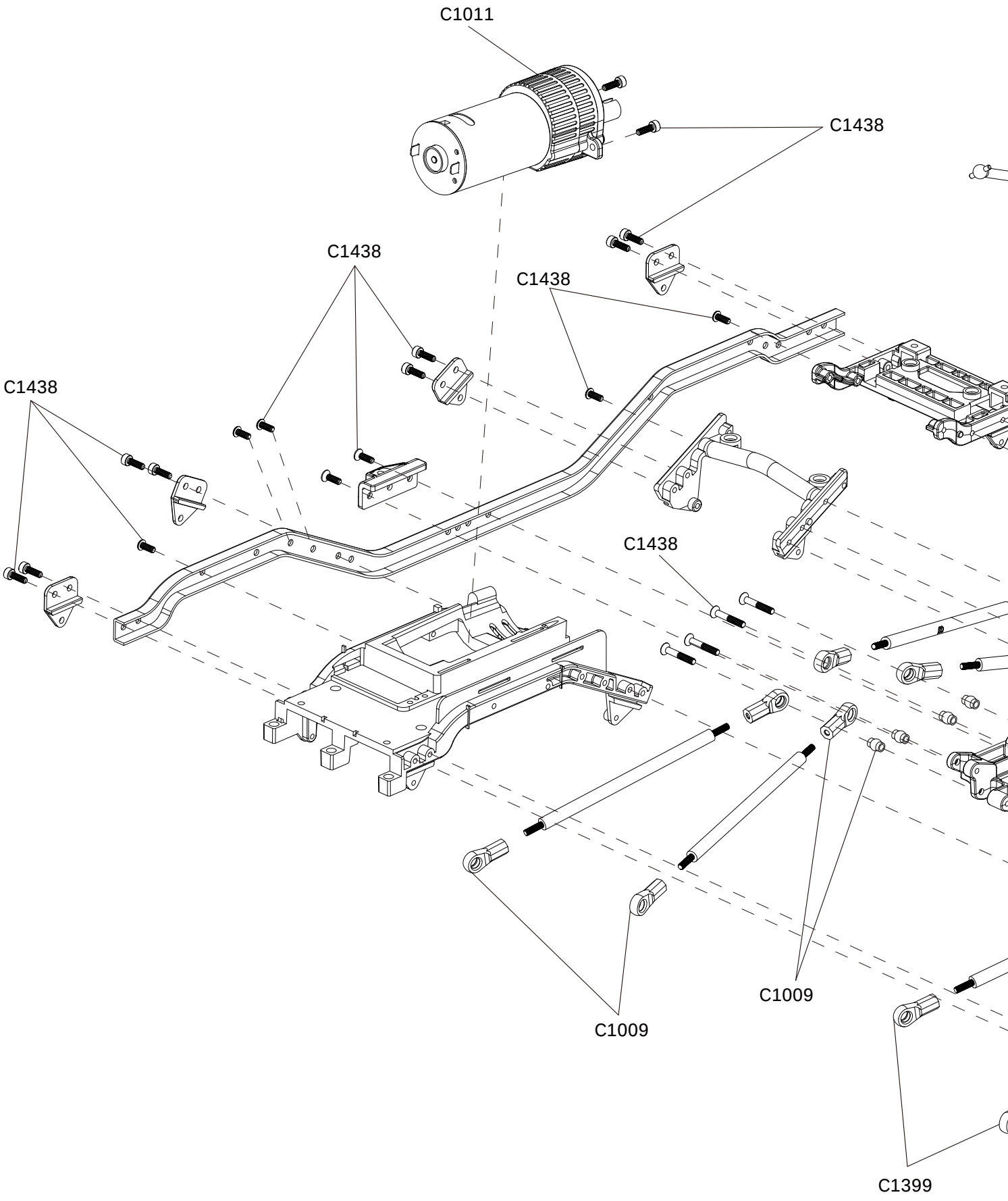


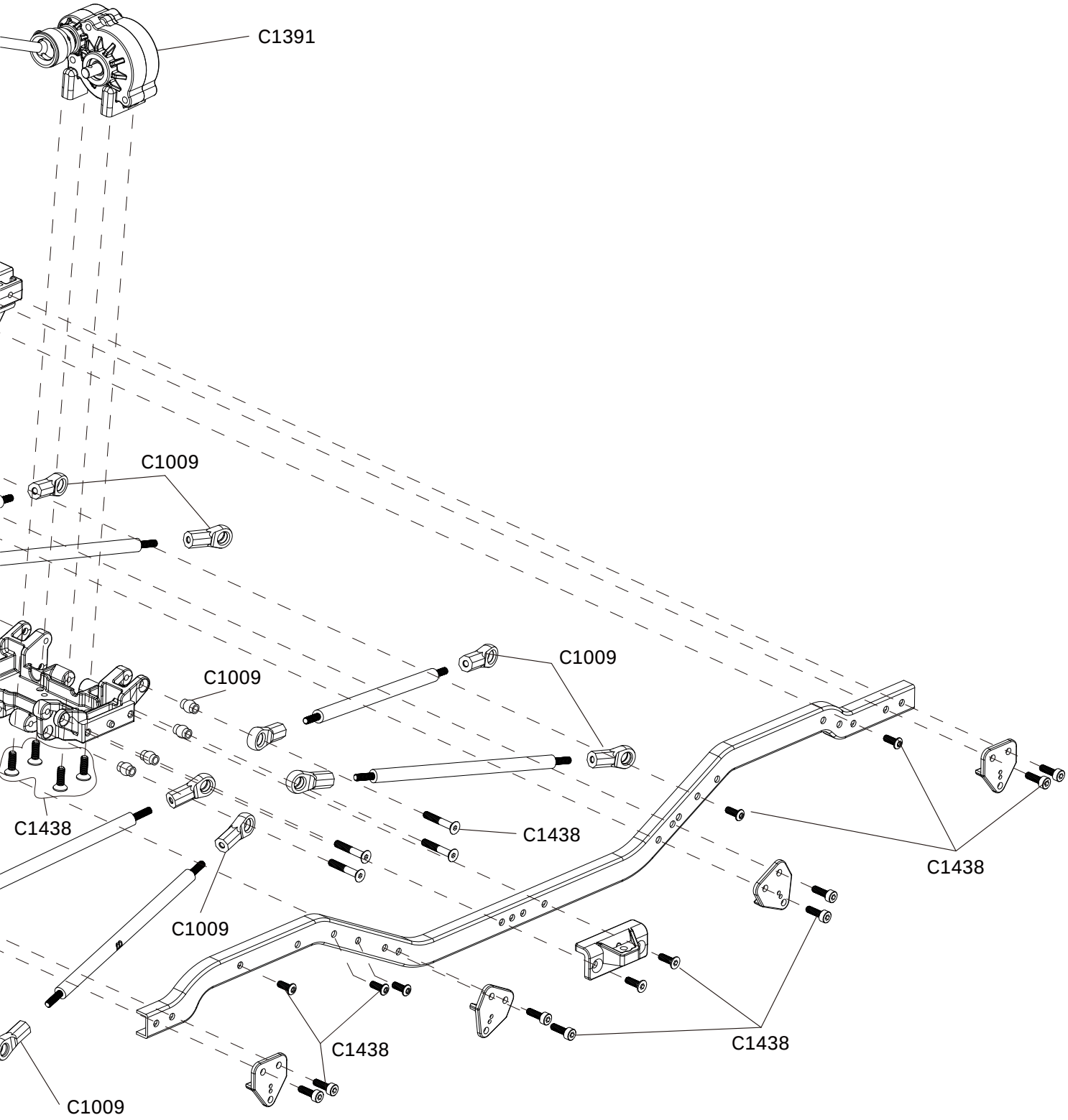
(EN) REAR OIL SHOCK ABSORBERS ASSEMBLY(2pcs)　　(CN) 后避震器总成(一对)



(EN) SEMI-FINISHED FRAME SET A

(CN) 车架半成品A组

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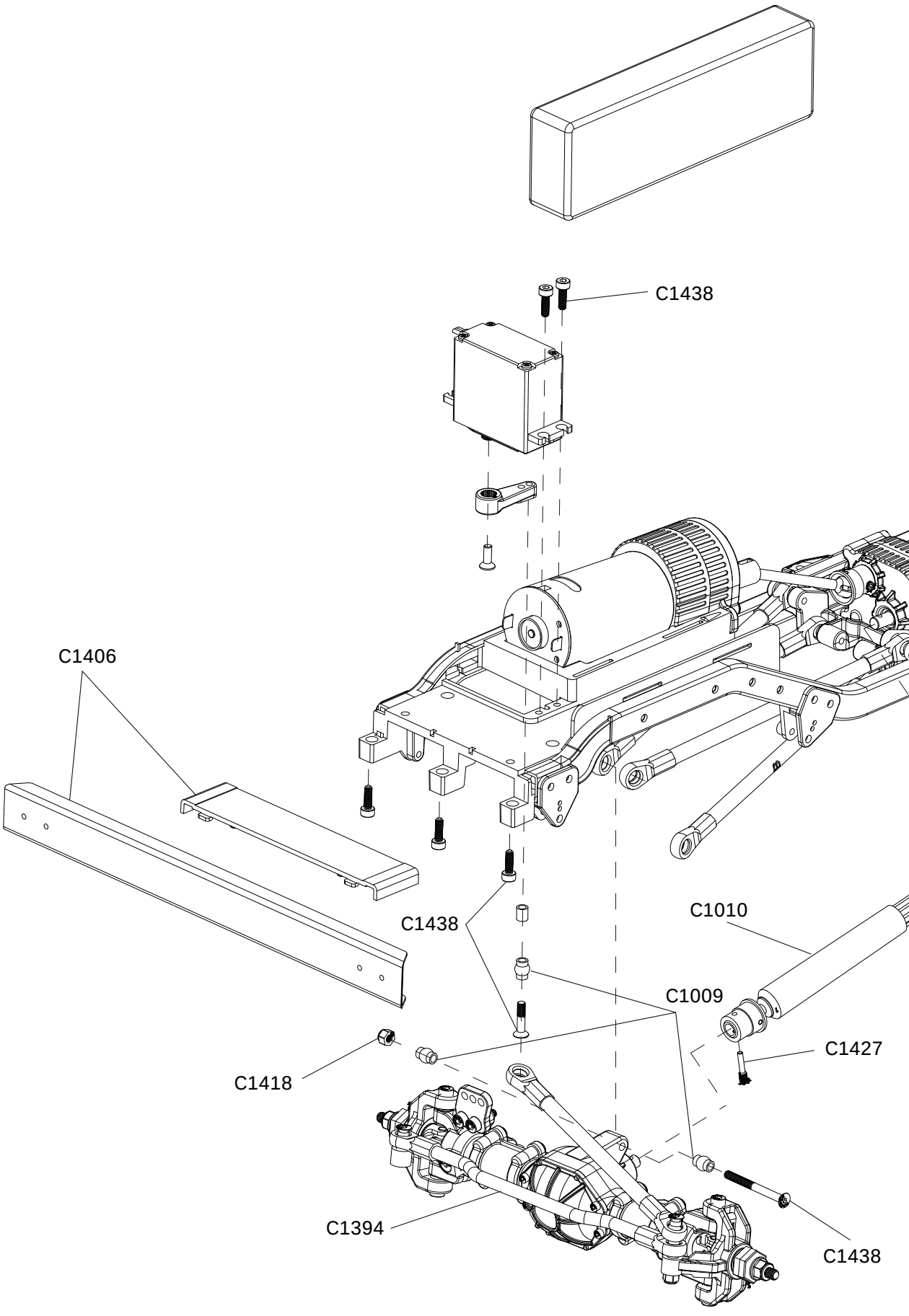
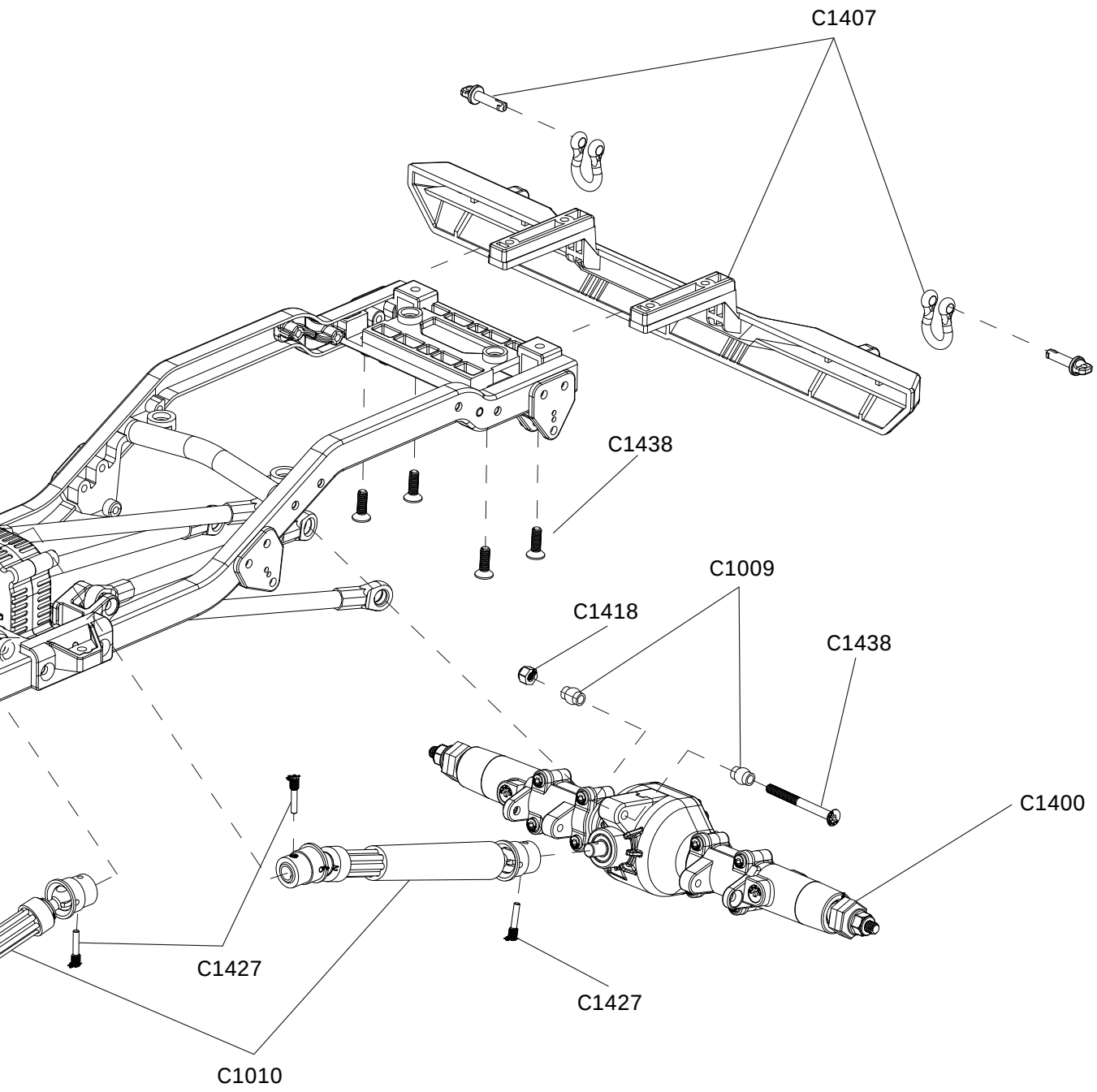
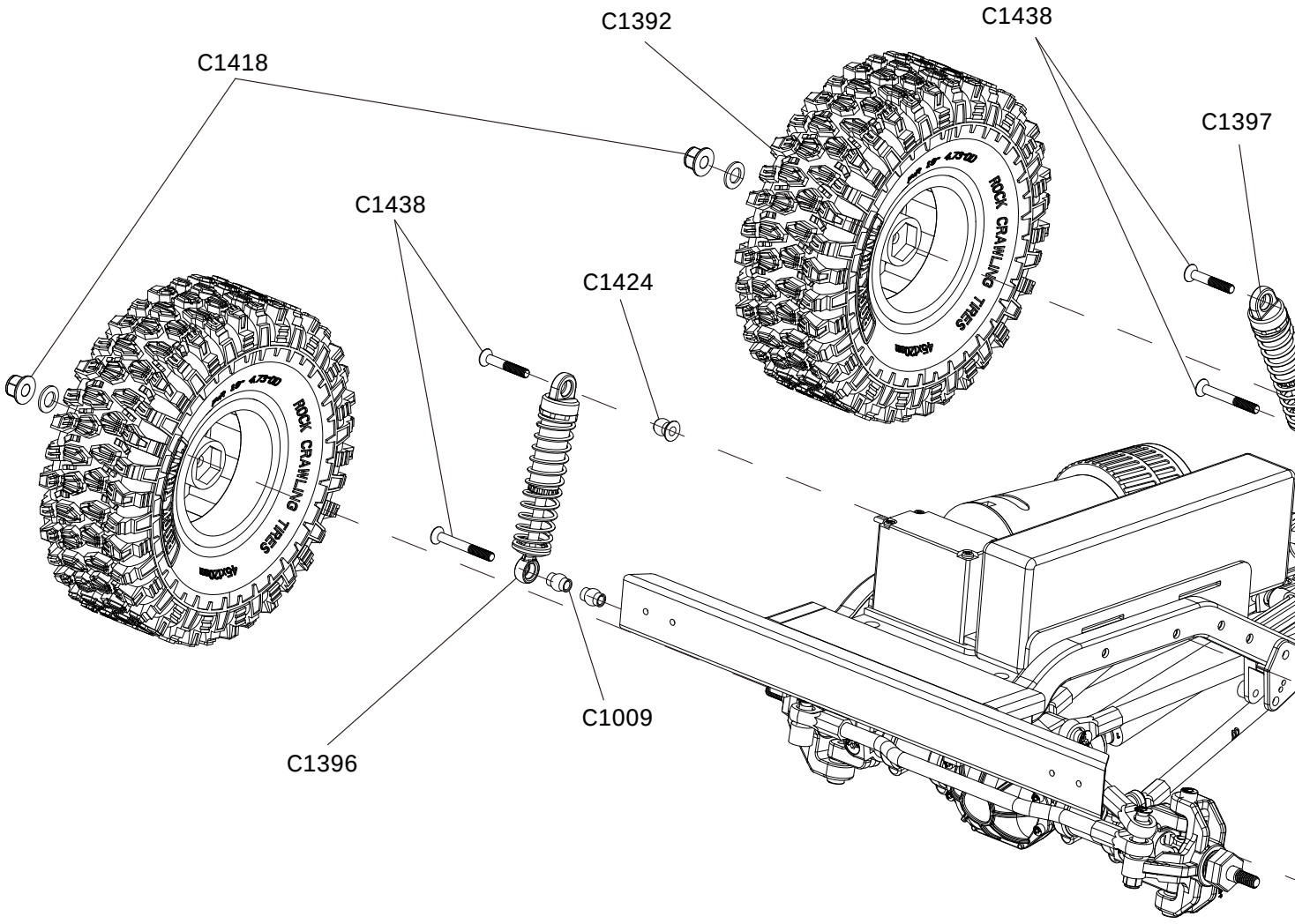
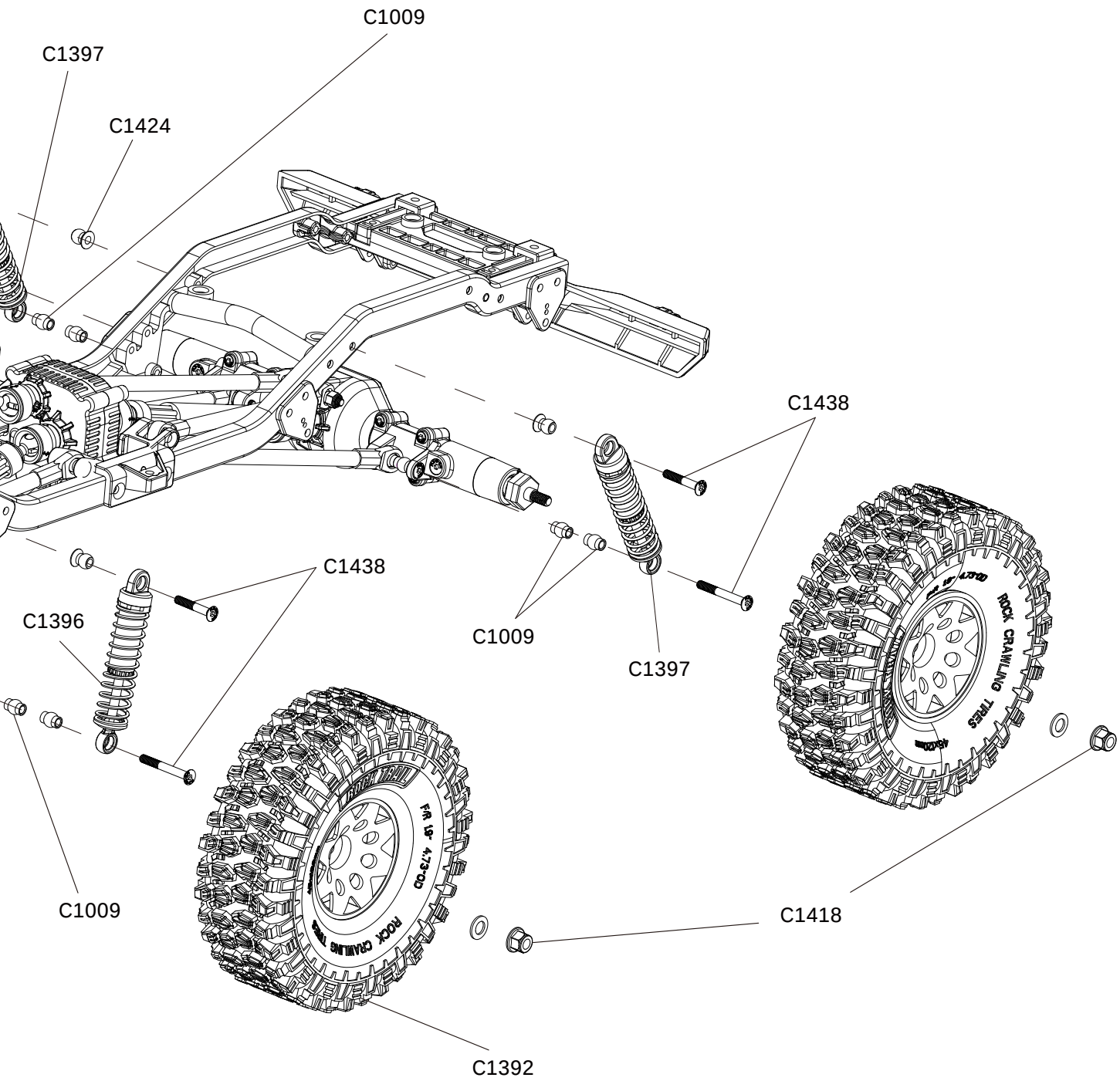
(EN) SEMI-FINISHED FRAME SET B

(CN) 车架半成品B组

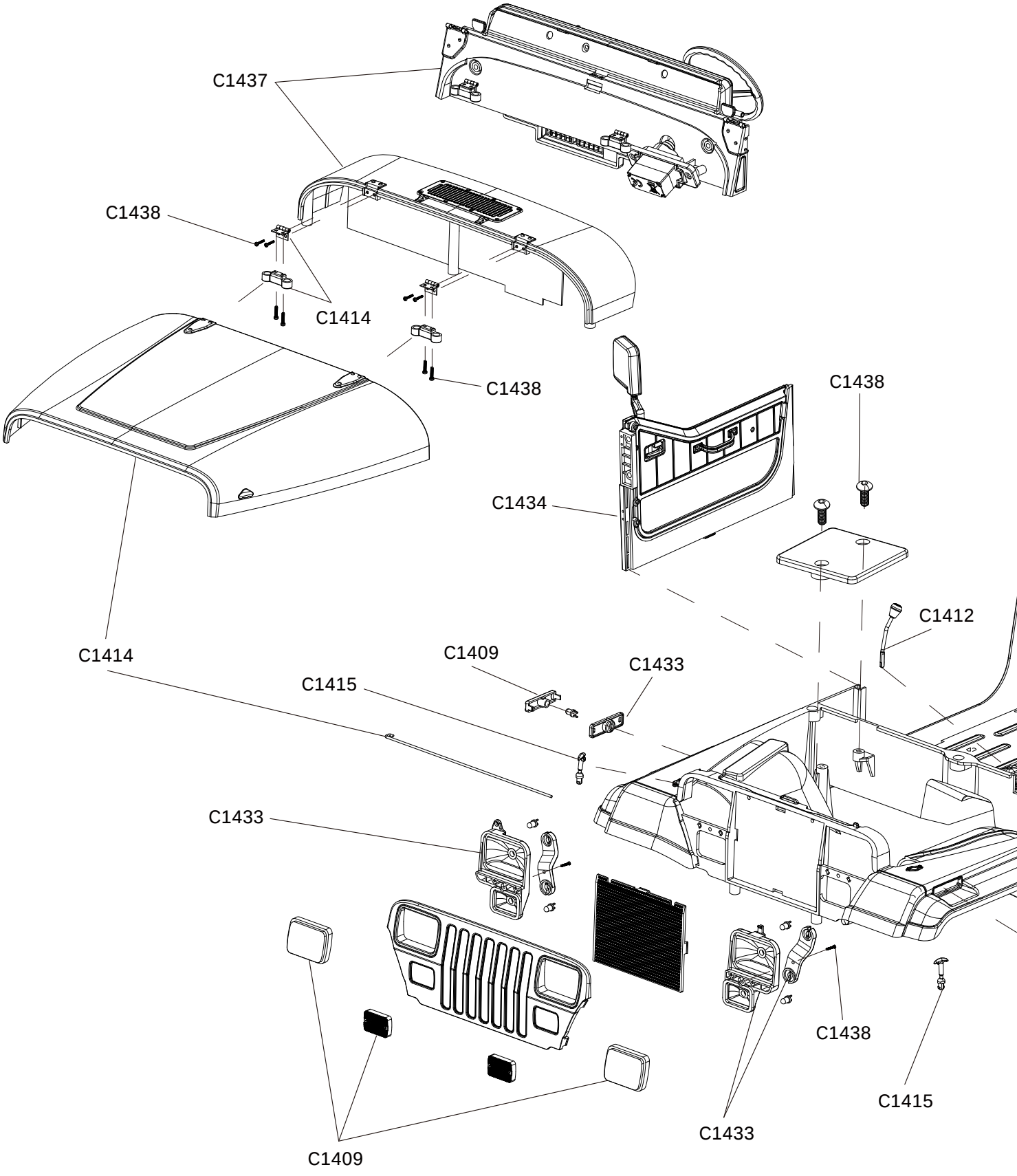


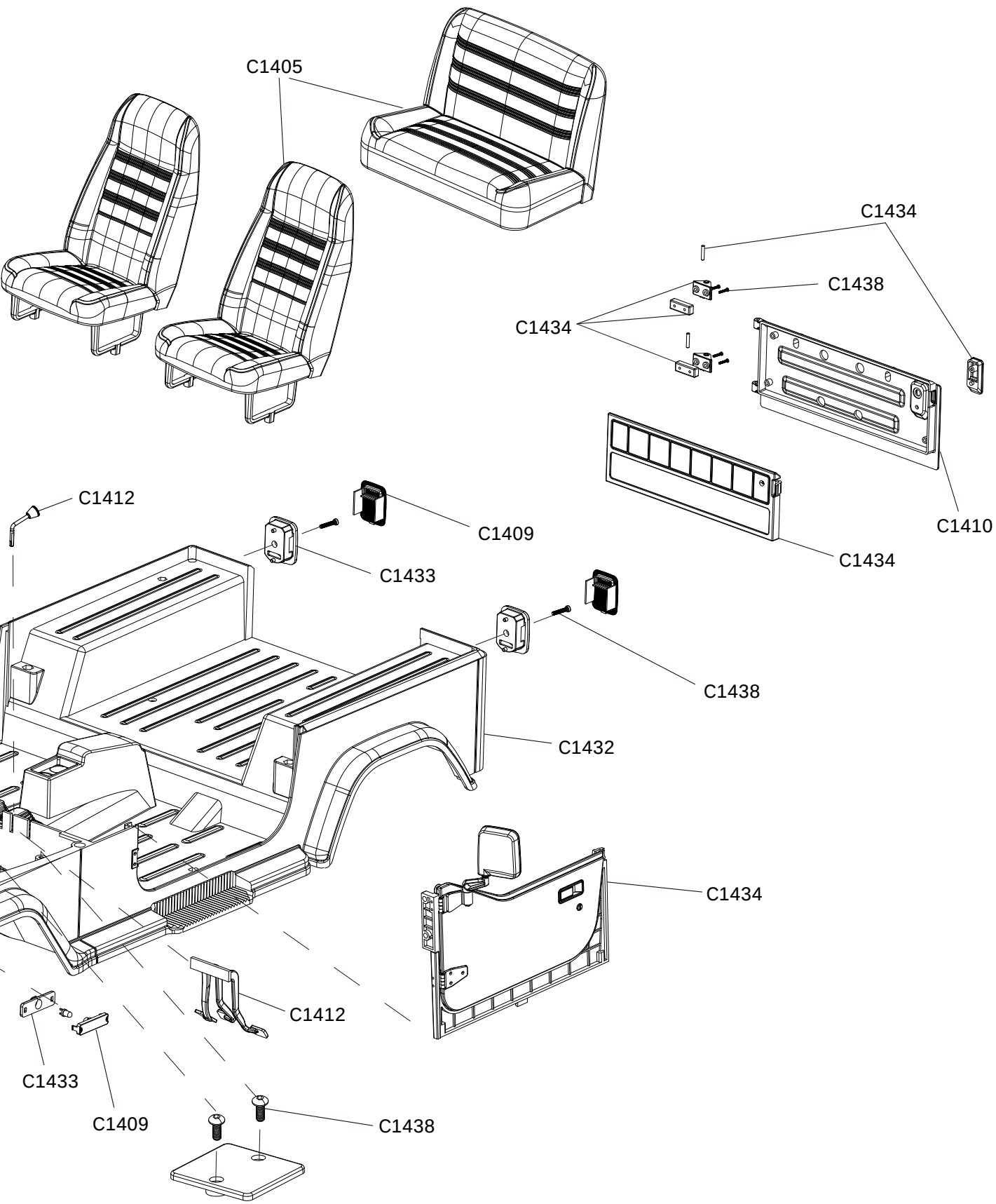

C1407
C1438
C1009
C1418
C1438
C1400
C1427
C1427
C1010


C1392
C1438
C1418
C1397
C1438
C1424
C1009
C1396

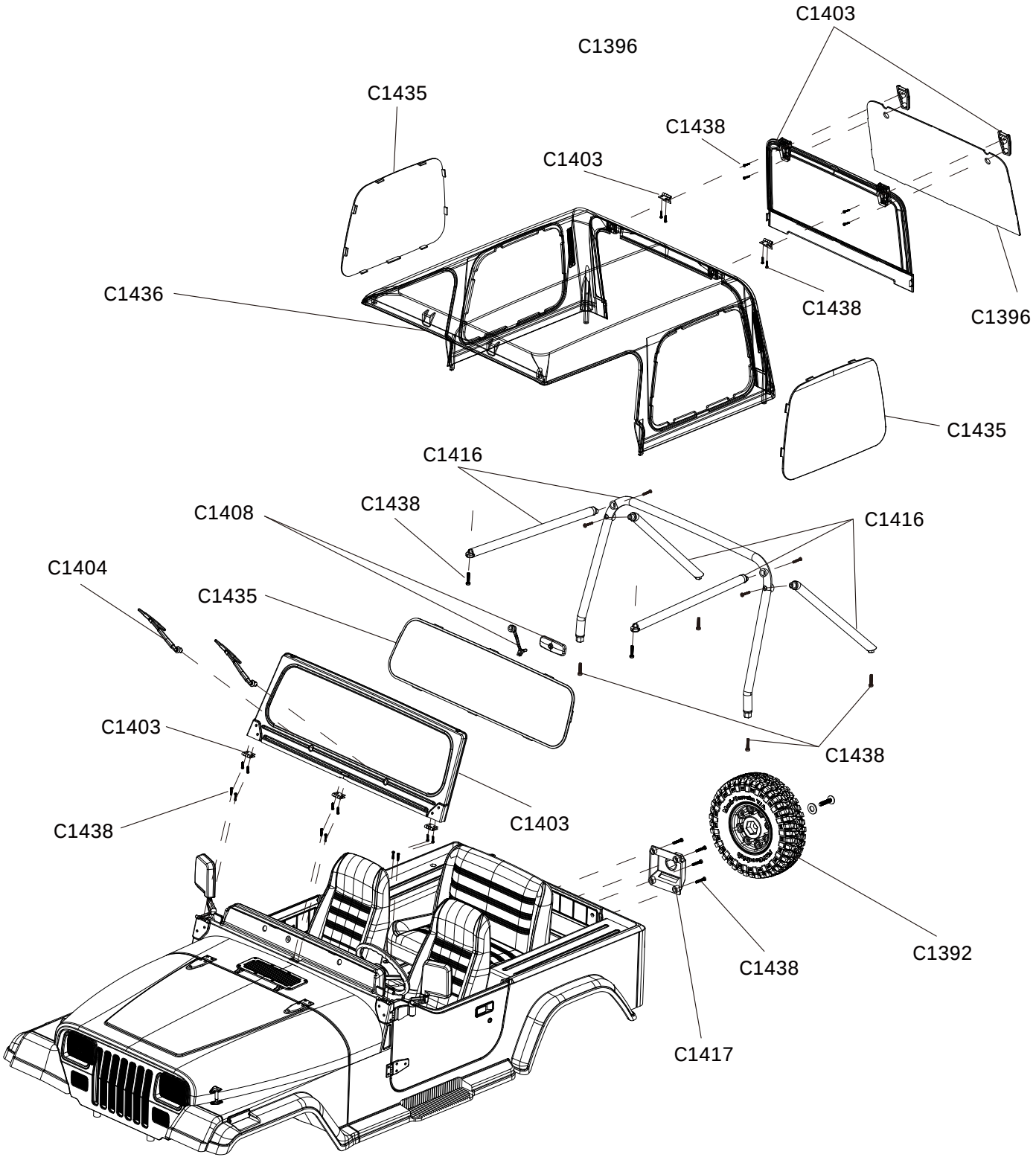

C1009
C1397
C1424
C1438
C1438
C1396
C1009
C1009
C1397
C1009
C1418
C1392

(EN) SEMI-FINISHED HARD BODY SET　　(CN) 车壳半成品组

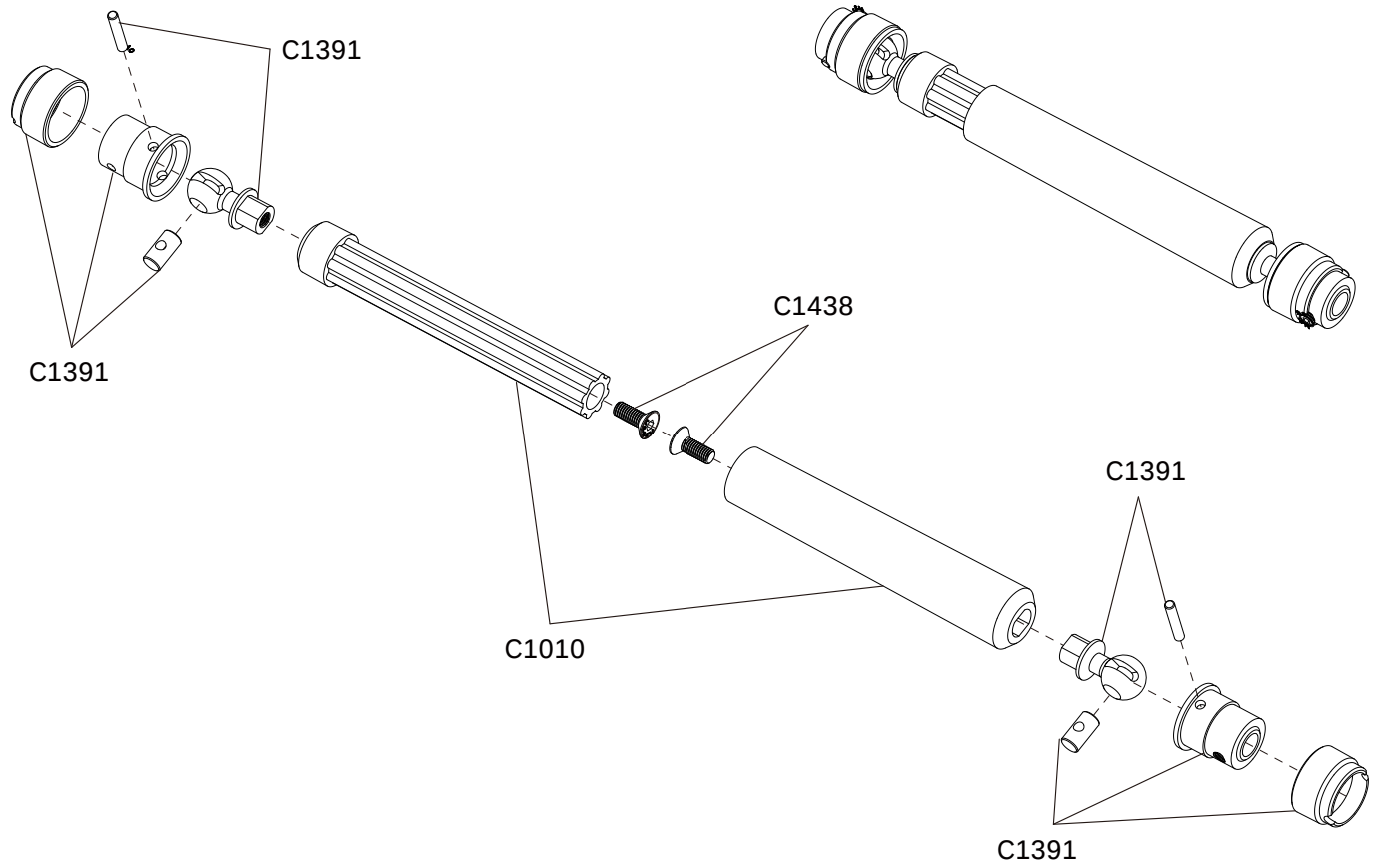



C1405
C1434
C1438
C1434
C1410
C1434
C1412
C1409
C1433
C1438
C1432
C1434
C1412
C1433
C1409
C1438

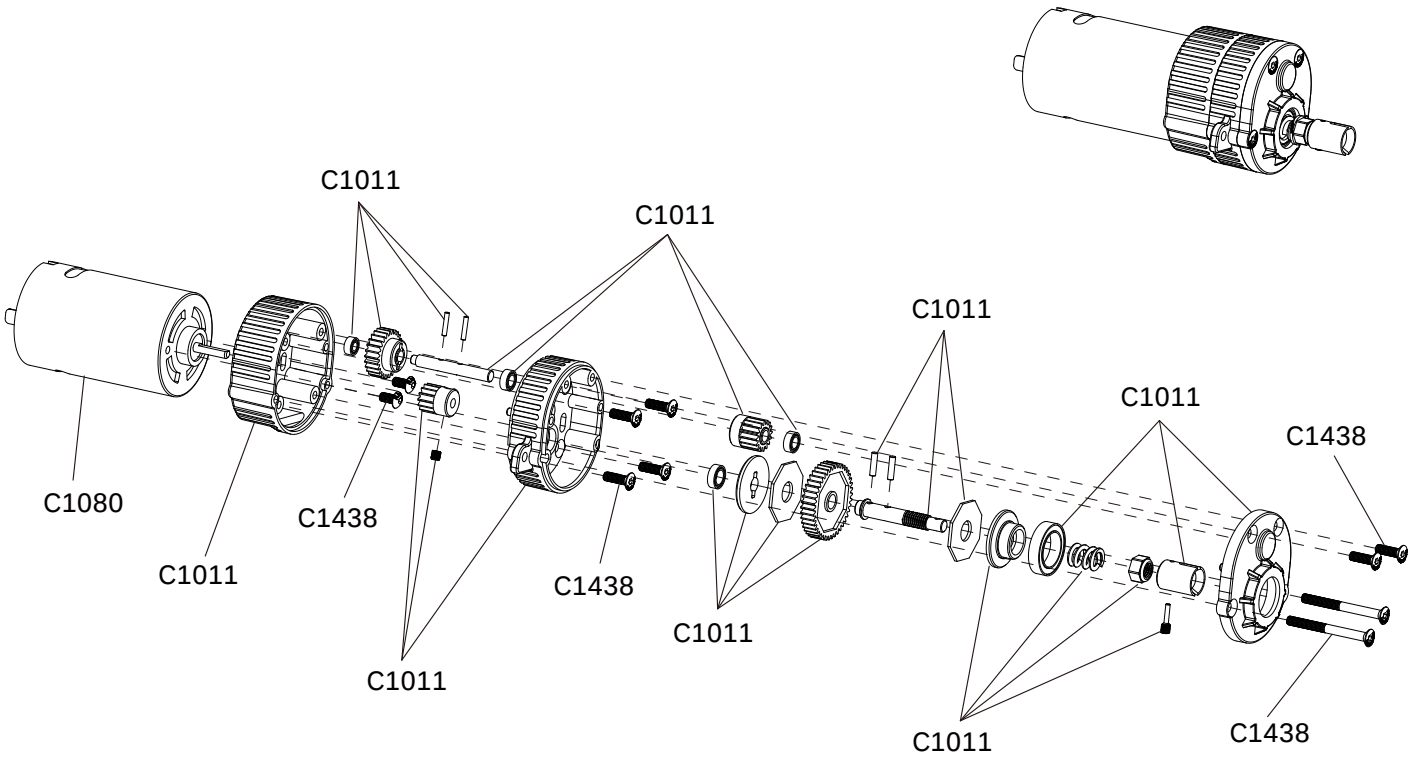
(EN) FINISHED HARD BODY SET (CN) 车壳成品组



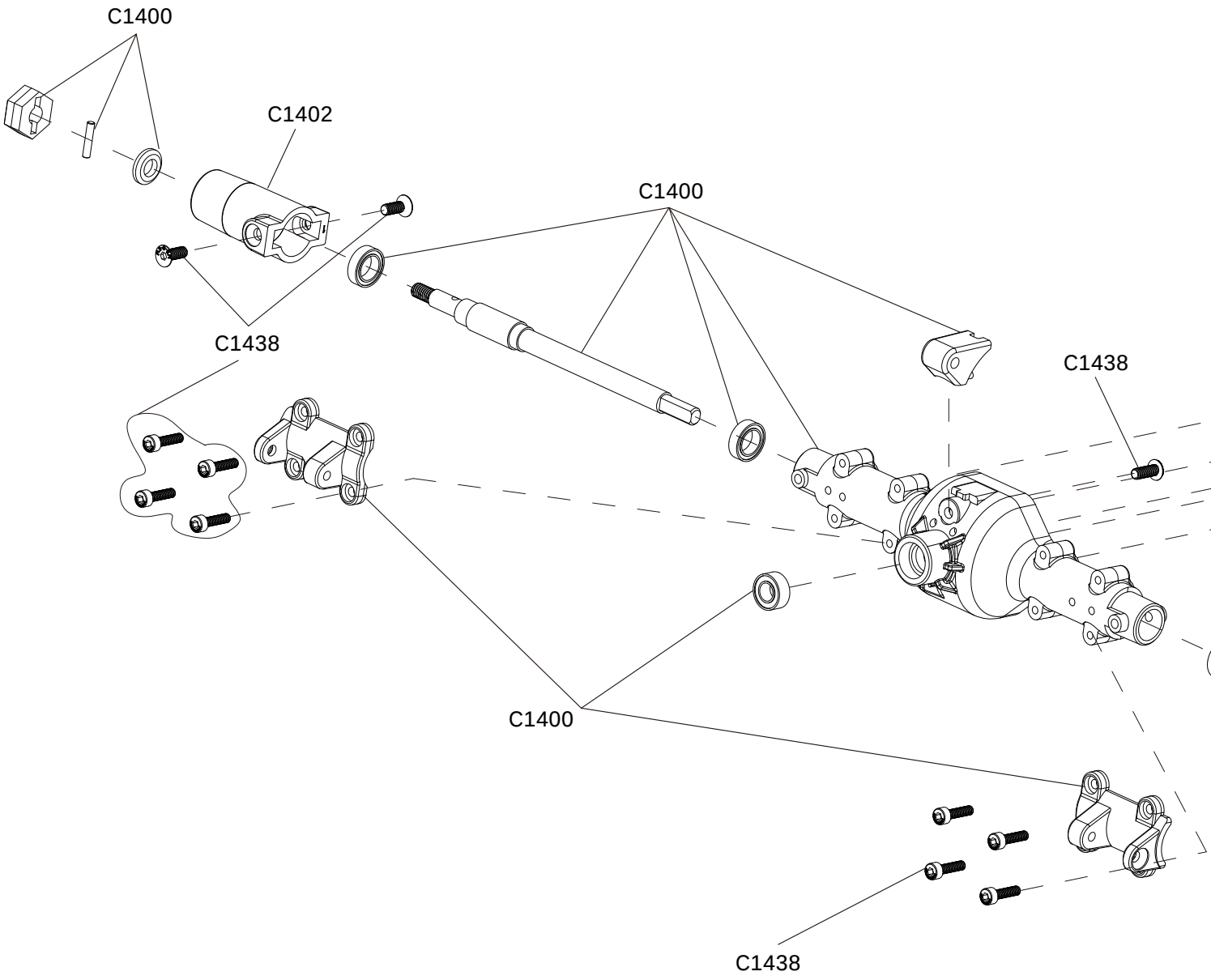
(EN) TRANSMISSION SHAFT ASSEMBLY　　(CN) 传动轴组

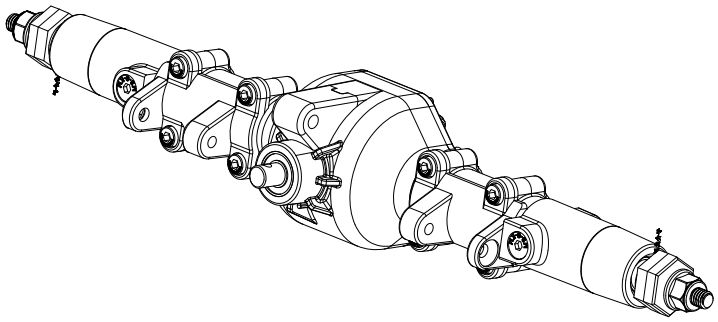


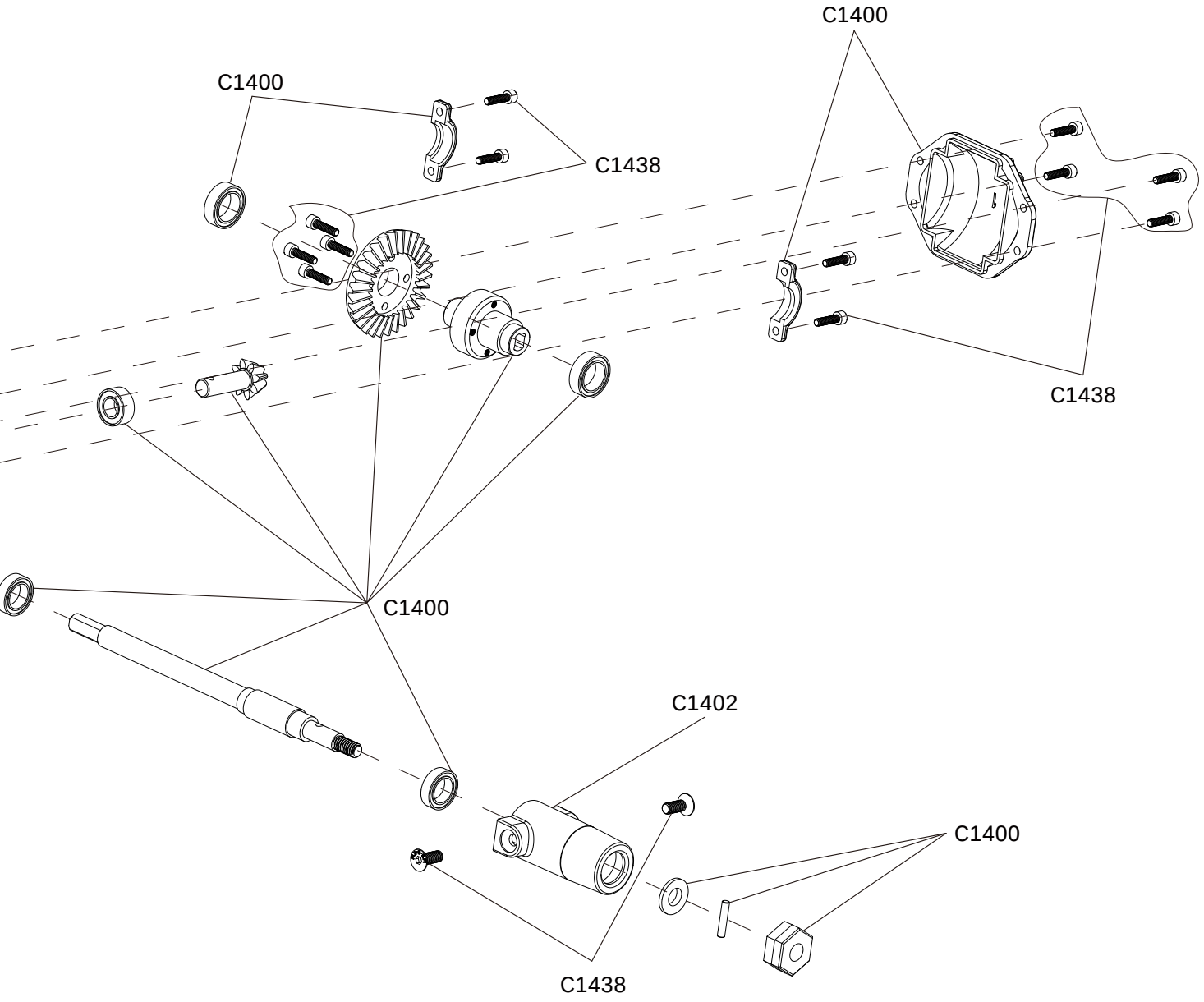
(EN) MAIN GEAR BOX ASSEMBLY　　(CN) 驱动牙箱组

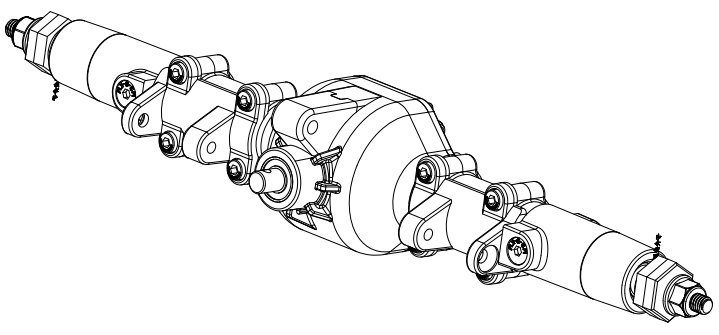


(EN) REAR AXLE ASSEMBLY　　(CN) 后桥组

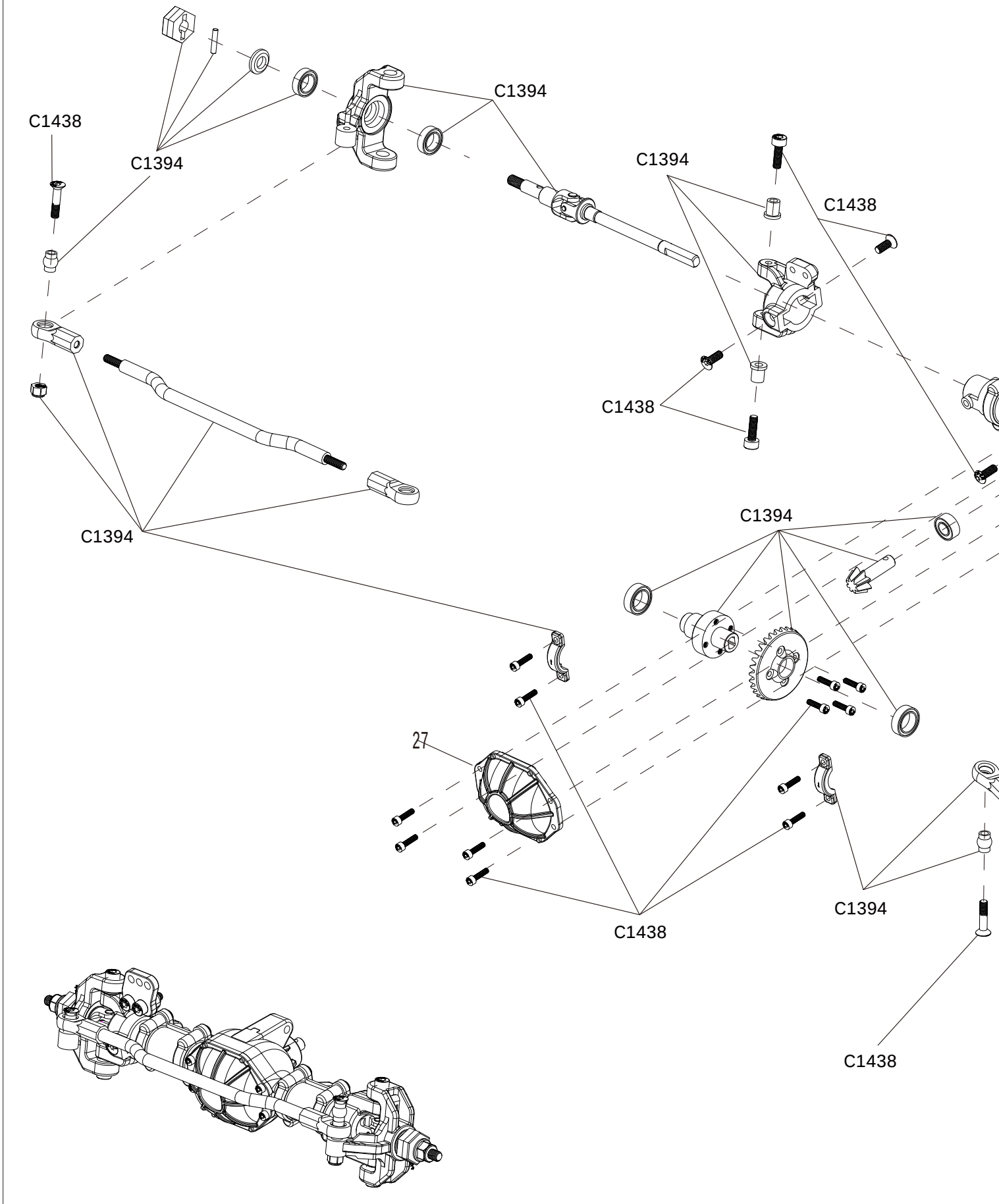


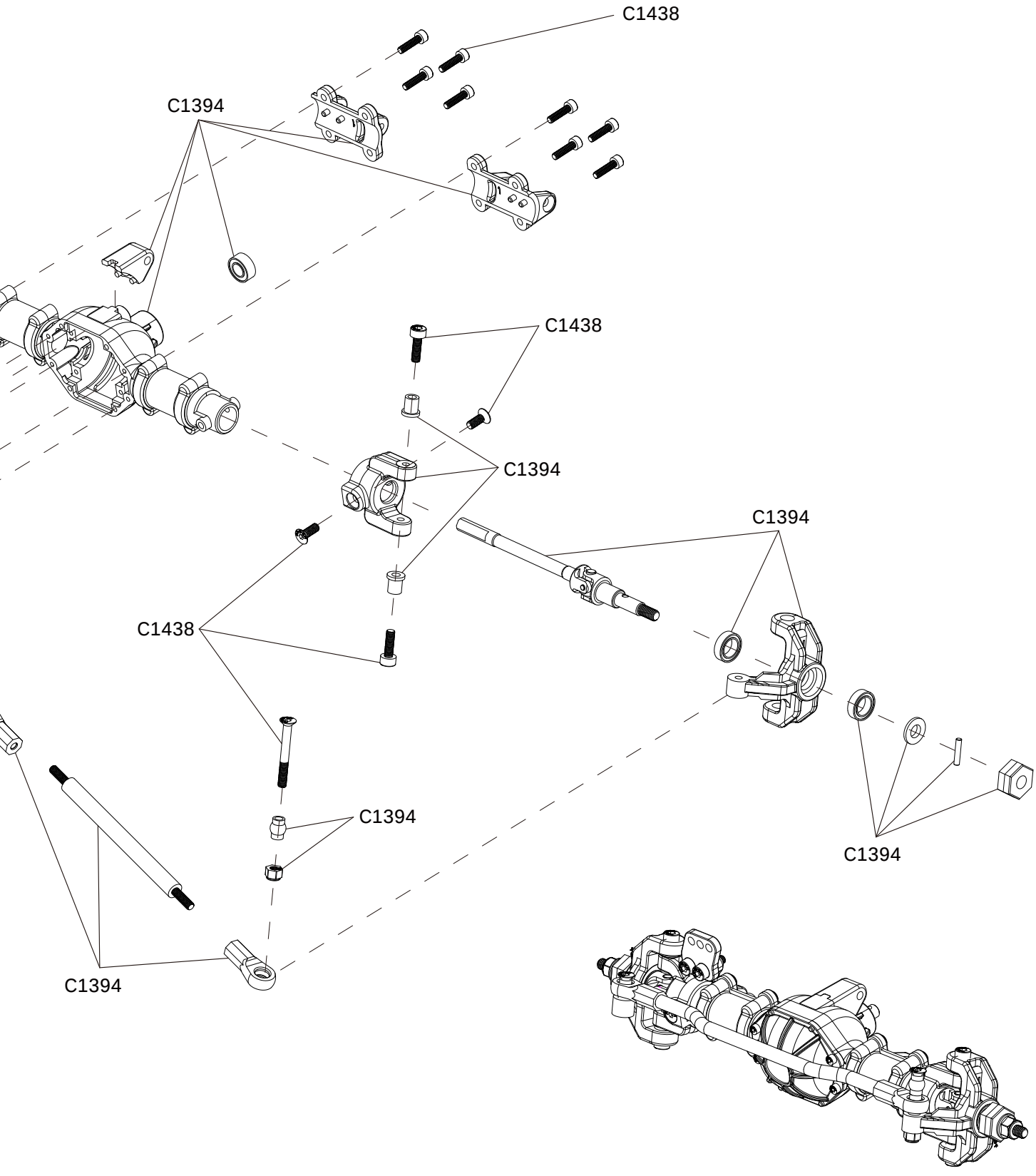



C1400
C1400
C1438
C1438
C1400
C1402
C1400
C1438

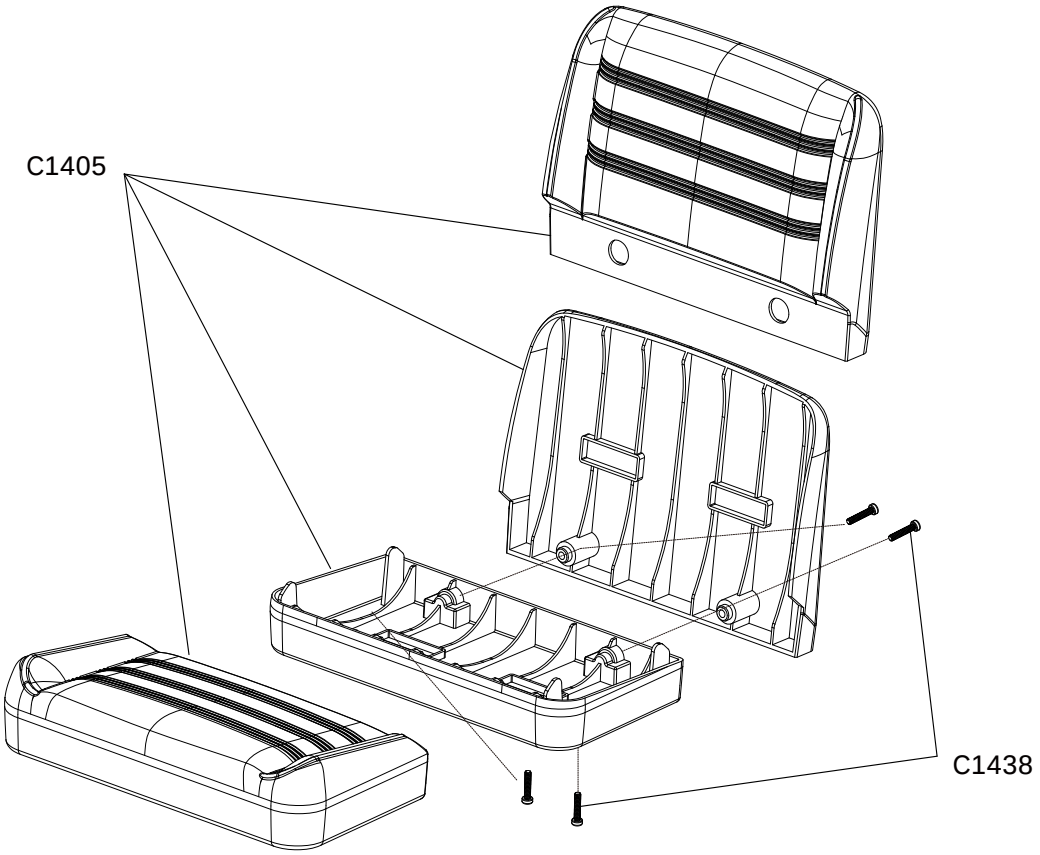


(EN) FRONT AXLE ASSEMBLY　　(CN) 前桥组

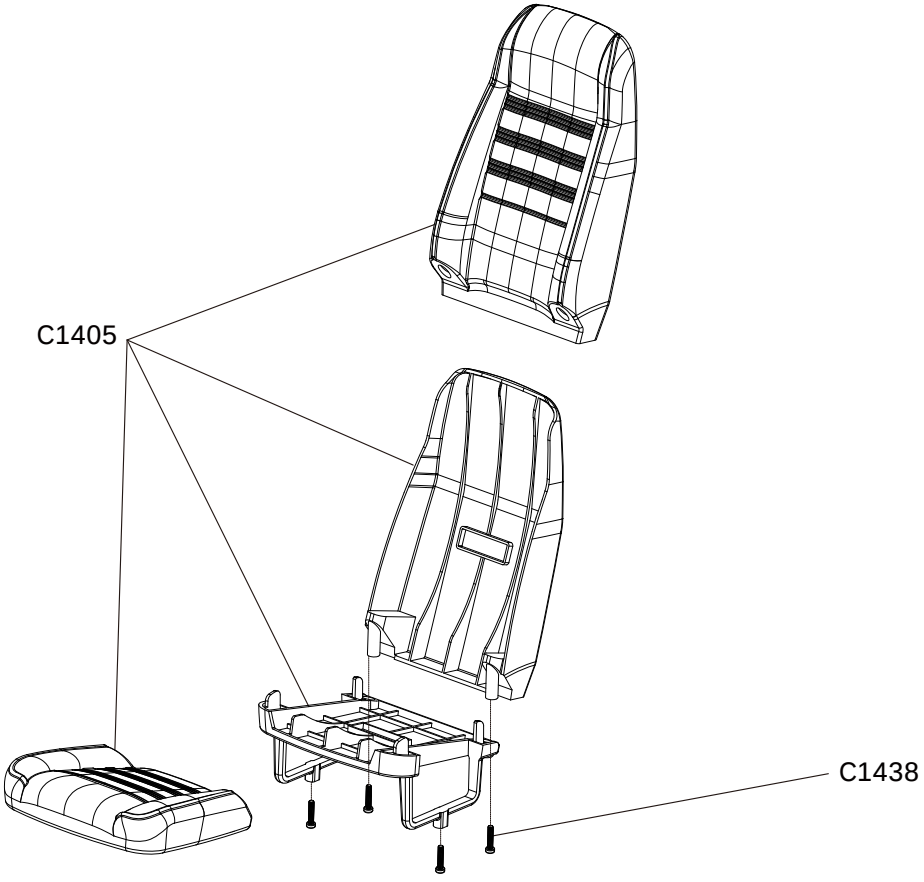



C1438
C1394
C1438
C1394
C1394
C1438
C1394
C1394
C1394

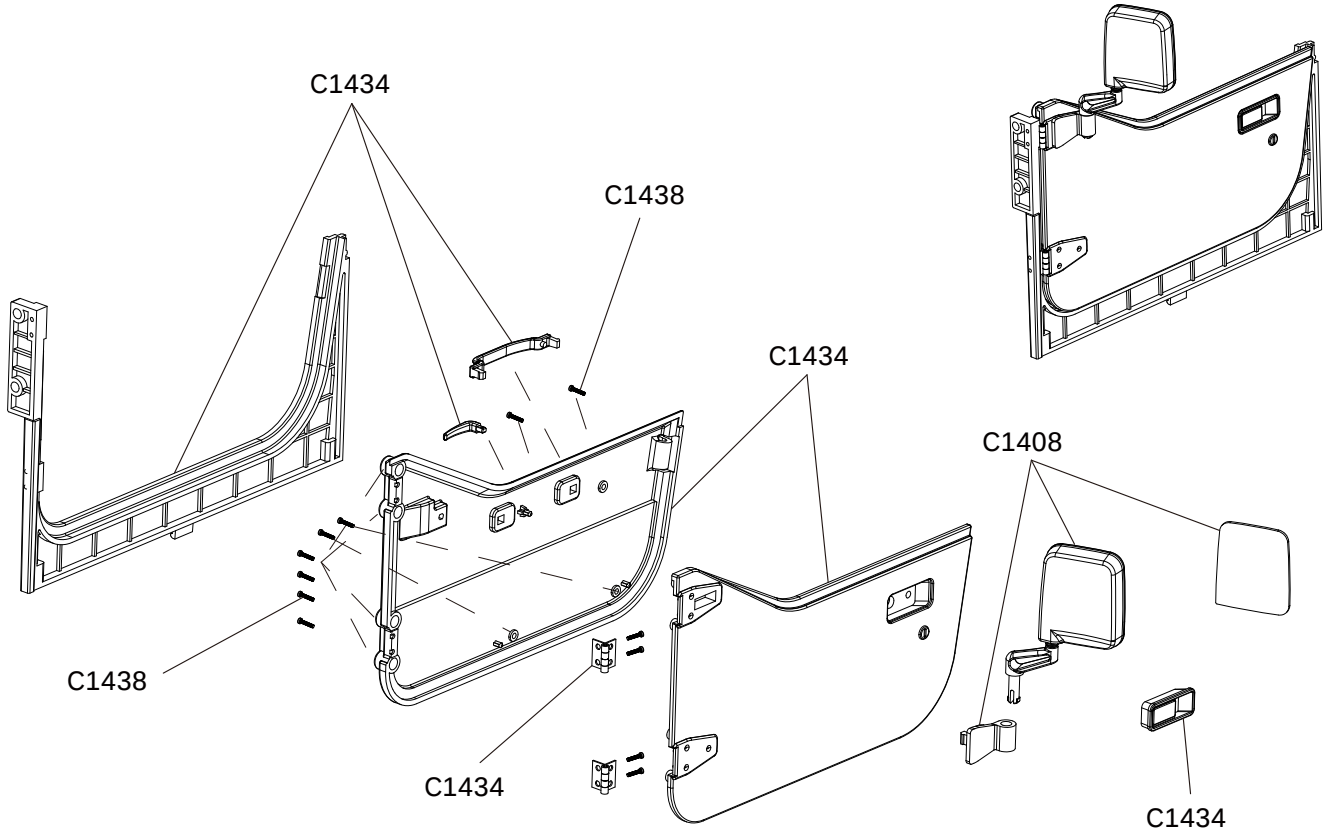
(EN) REAR SEAT GROUP　　(CN) 后座椅组



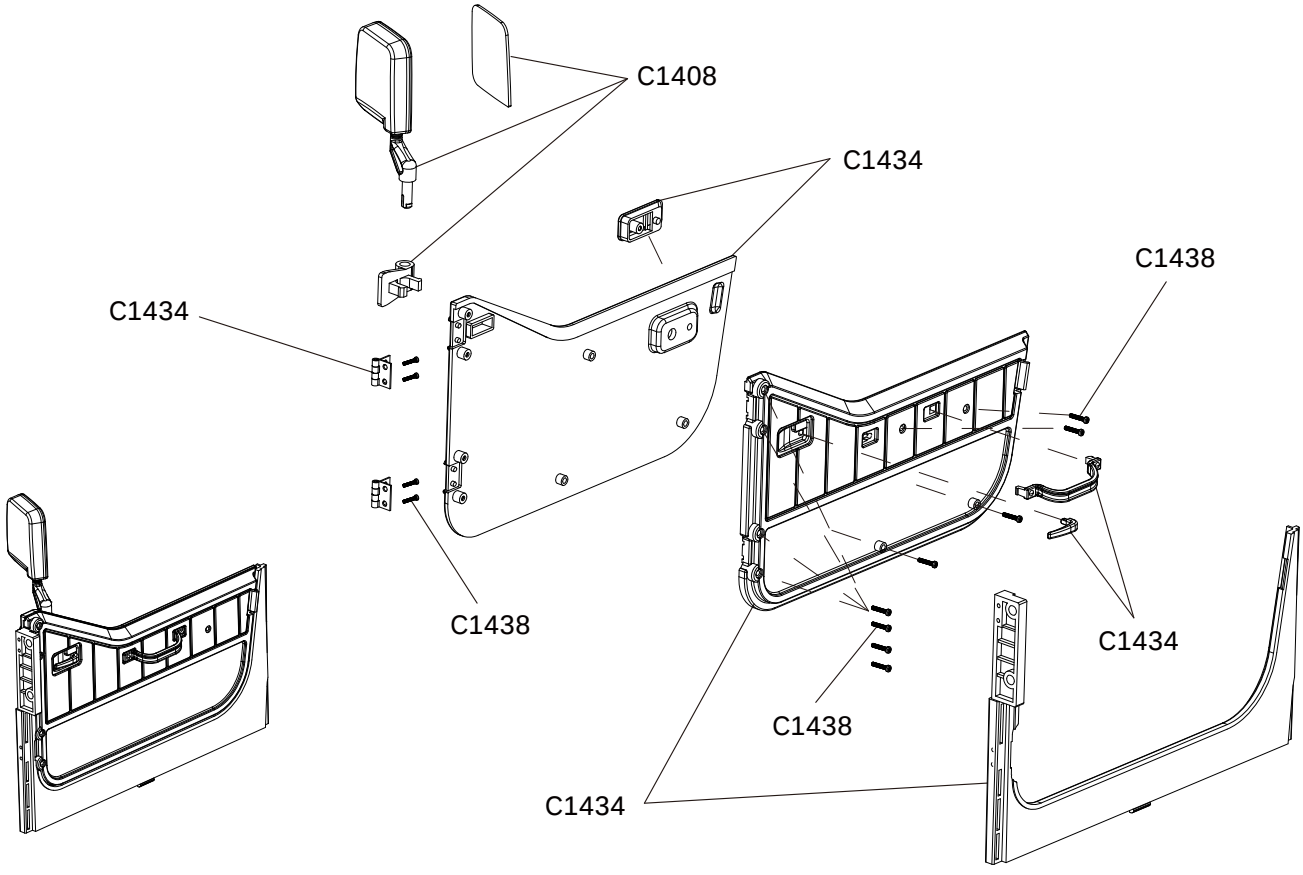
(EN) FRONT SEAT GROUP　　(CN) 前座椅组



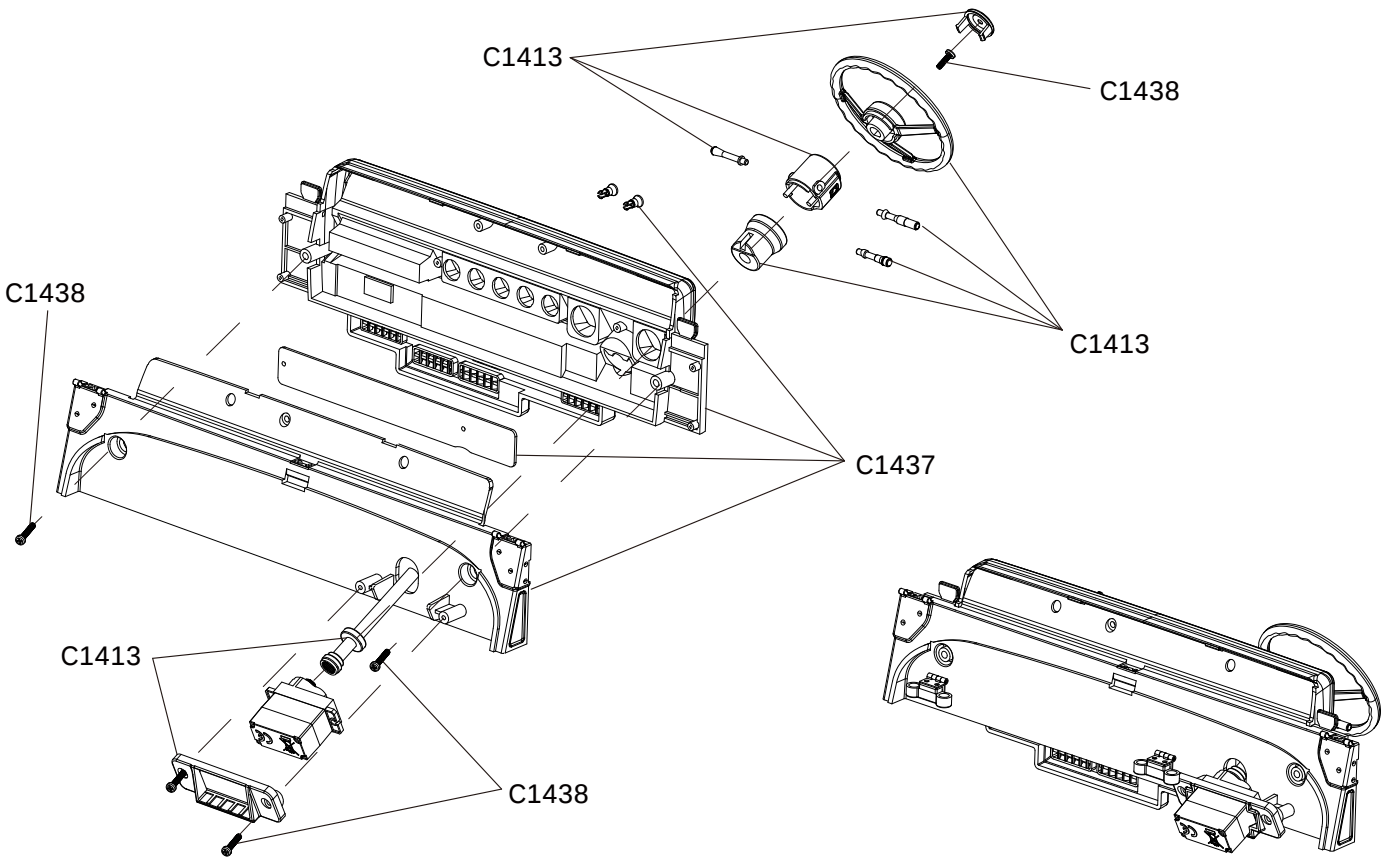
(EN) LEFT WINDOWS SET (CN) 左车门组



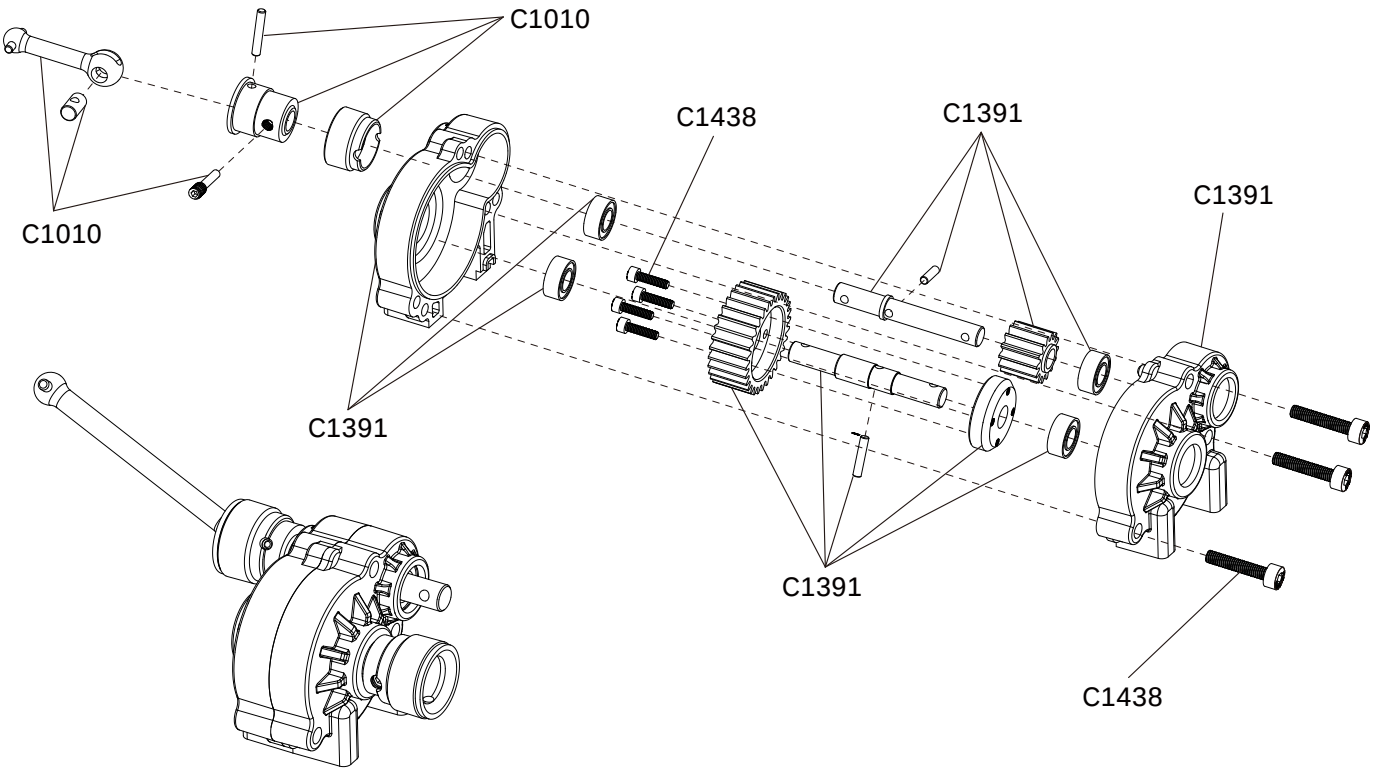
(EN) RIGHT WINDOWS SET (CN) 右车门组

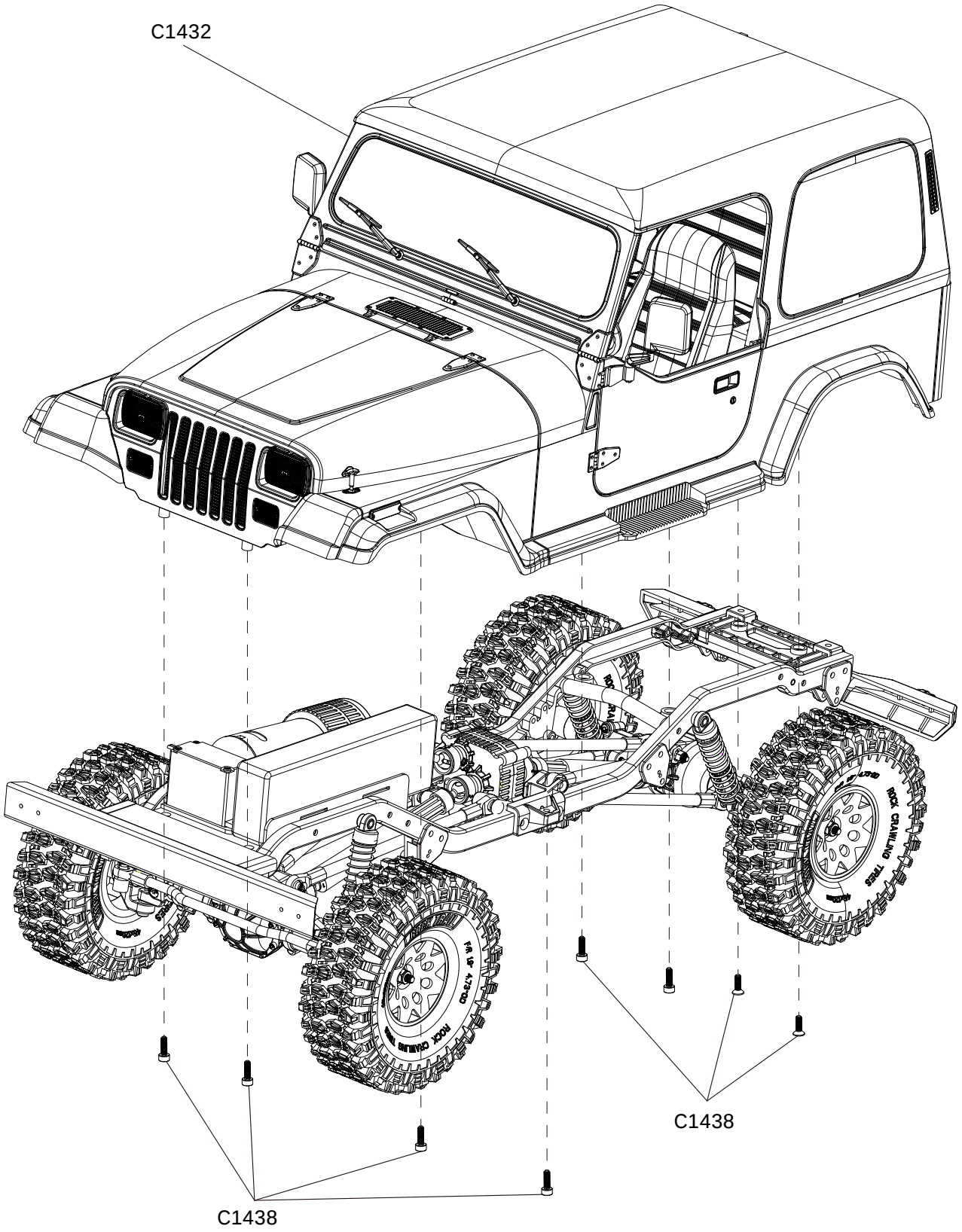


(EN) DASHBOARD GROUP (CN) 仪表盘组



(EN) TRANSMISSION GEAR BOX ASSEMBLY (CN) 中传动牙箱组




C1432
C1438
C1438

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