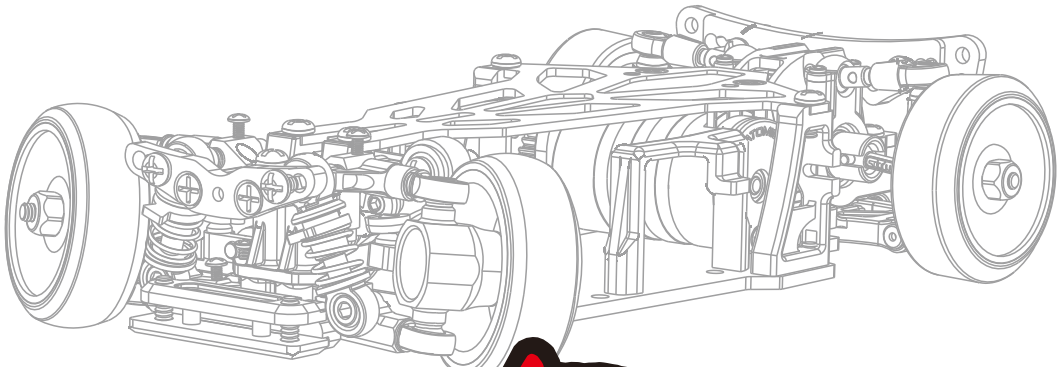
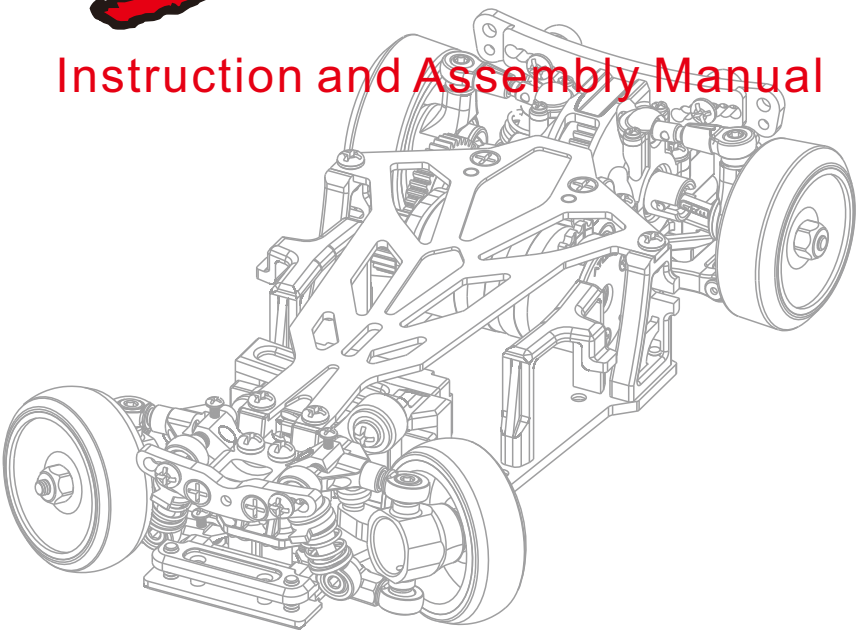
ATOMIC
RADIO CONTROL RACING EXPERT



DR2

Instruction and Assembly Manual



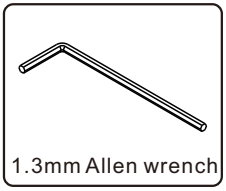
Version 1.1 (2018-June)

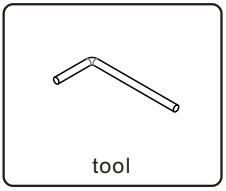
Thank you for purchasing this Atomic product. DRZ is a RWD-Rear Wheel Drive Drift Chassis in 1:28 scale.

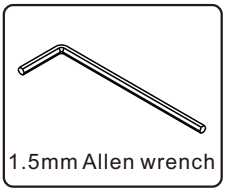
It requires a steering gyro also suitable drift tires to work with.
And you need smooth track surface to do drift. It is not recommend to drift on foam track or high grip carpet. Marble floor, Tile surface, PVC vinyl floor, Wood desktop, or any kinds of surface that is low traction is recommended.

Please read this manual in detail in order to have proper assembly of this product and wish you have fun with it.

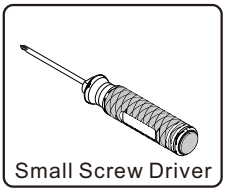
Tools Included :

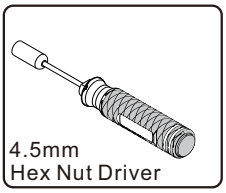

1.3mm Allen wrench

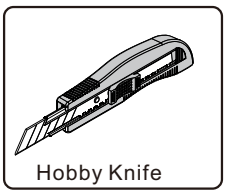

tool


1.5mm Allen wrench

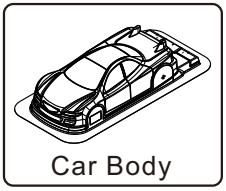
Tools Needed (Not Included) :


Small Screw Driver

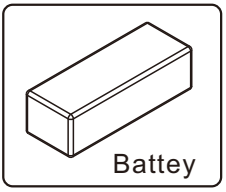

4.5mm
Hex Nut Driver

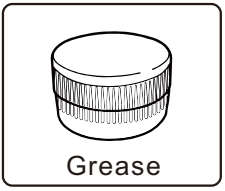

Hobby Knife

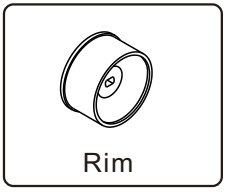
Equipment required :

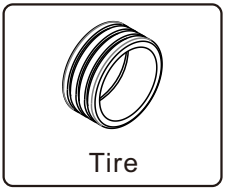

Car Body


Radio System

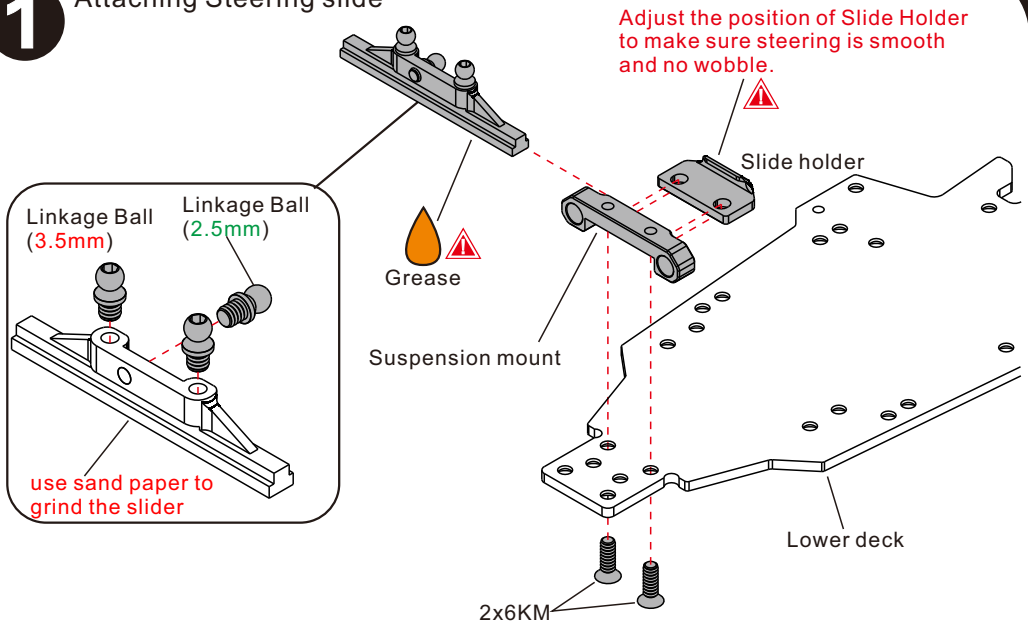

Battey


Grease


Rim


Tire

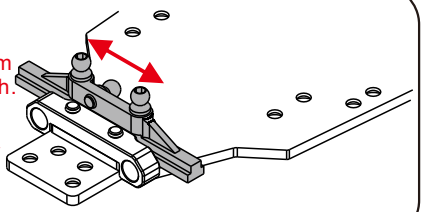
1 Attaching Steering slide



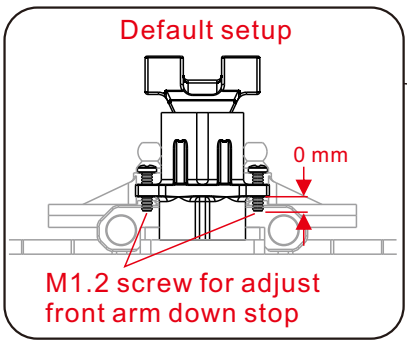
⚠ Caution:

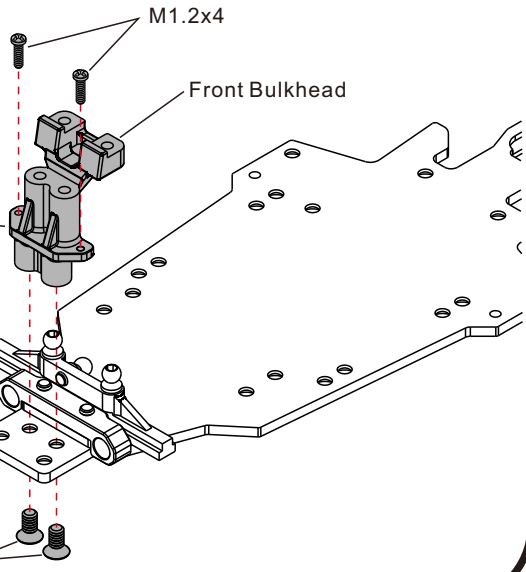
Use sand paper to grind the bottom of slider to ensure it sliding smooth.

Adjust the position of Slide Holder to make sure steering is smooth and no wobble.

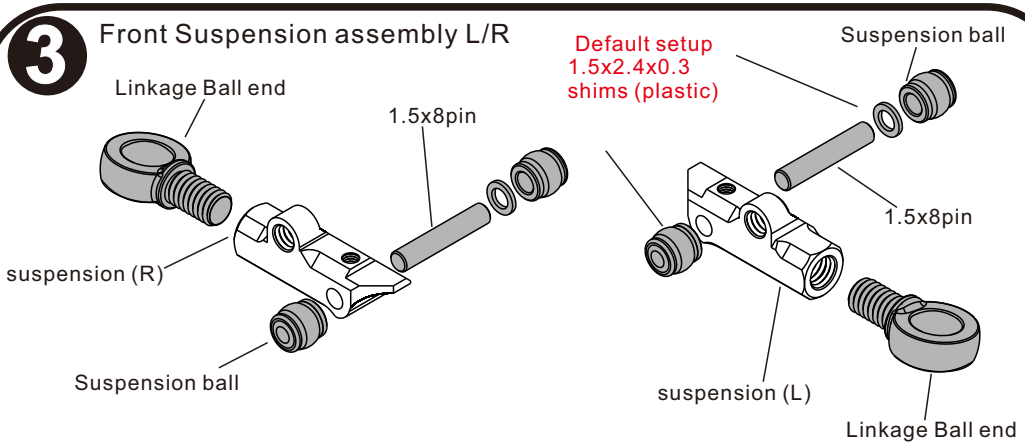


2 Attaching front bulkhead

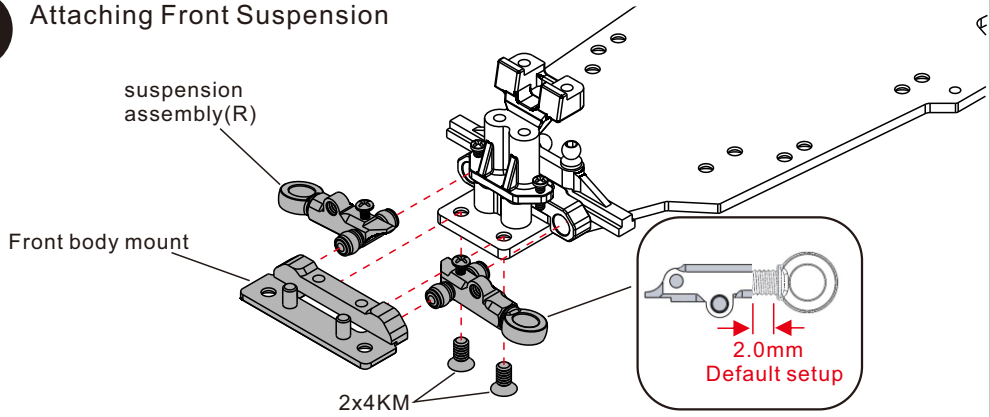




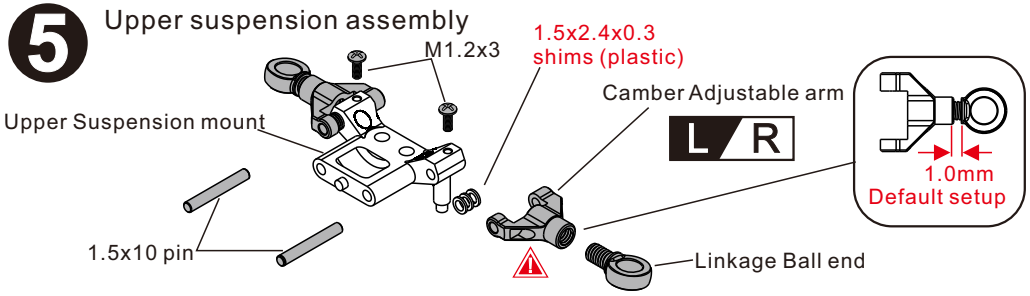
3 Front Suspension assembly L/R



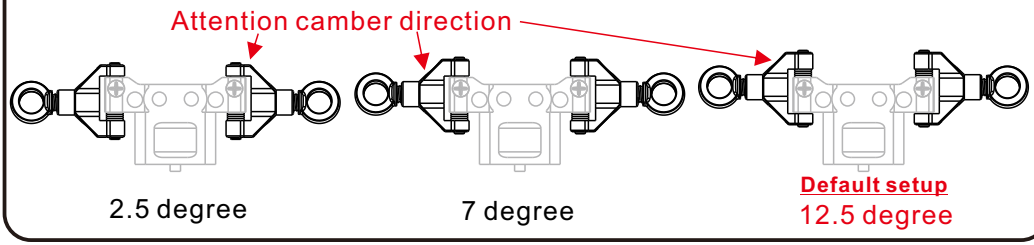
4 Attaching Front Suspension



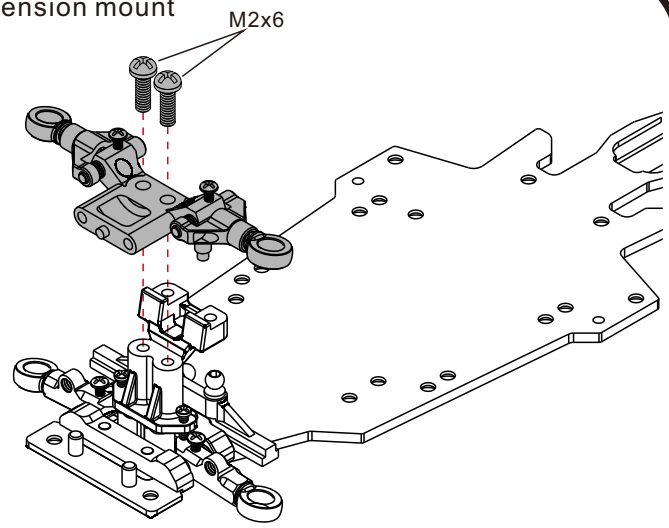
5 Upper suspension assembly



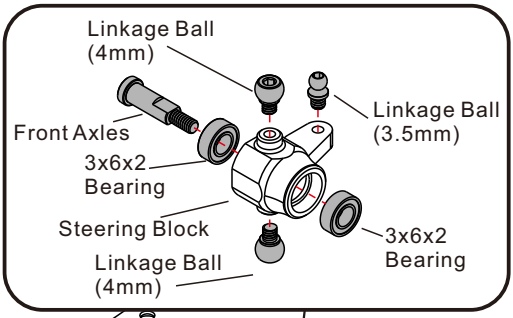
⚠ Setup the Shims (plastic) position to setup caster gain

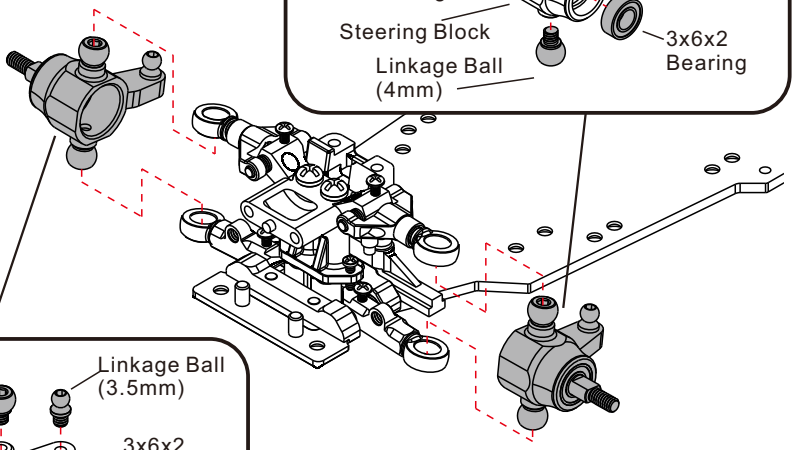


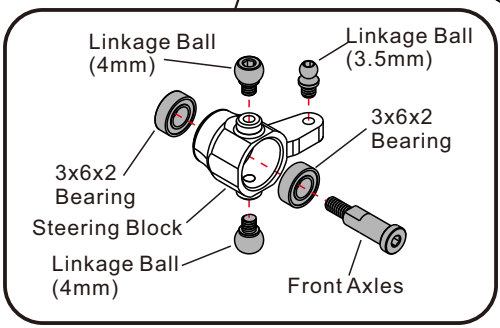
6 Attaching Upper suspension mount



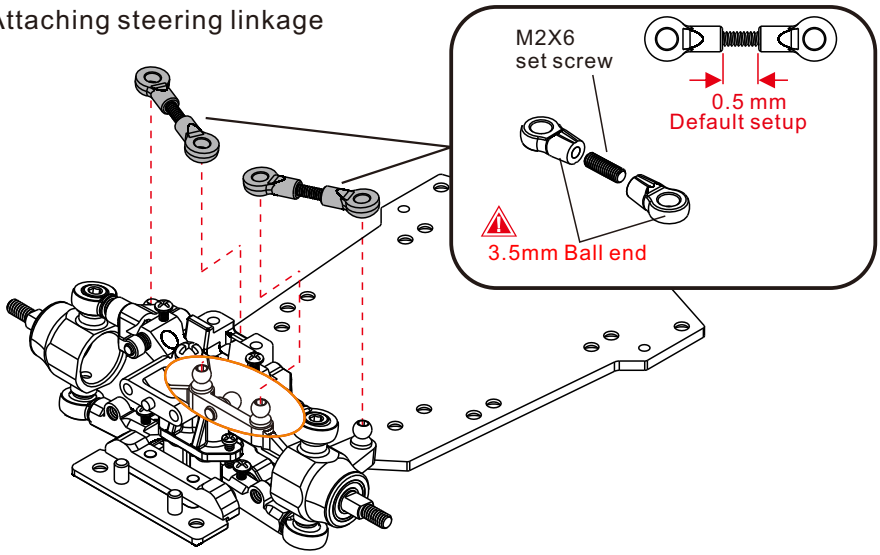
7 Attaching Steering Assembly



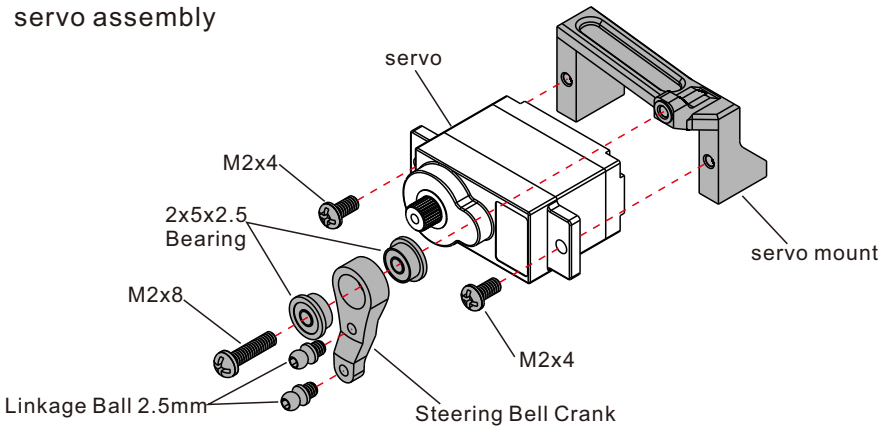




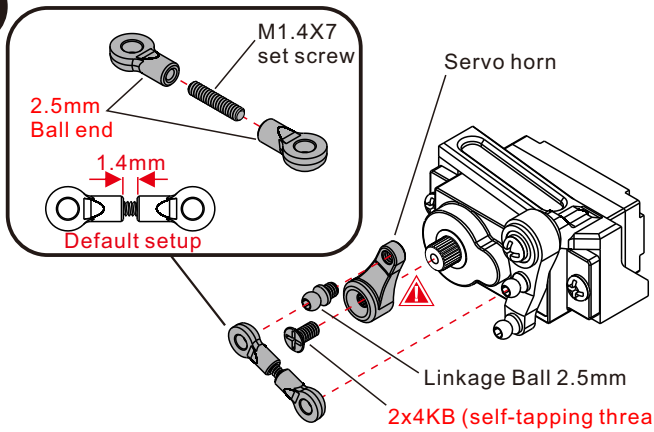
8 Attaching steering linkage



9 servo assembly

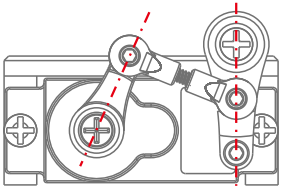


10 Attaching servo horn & linkage

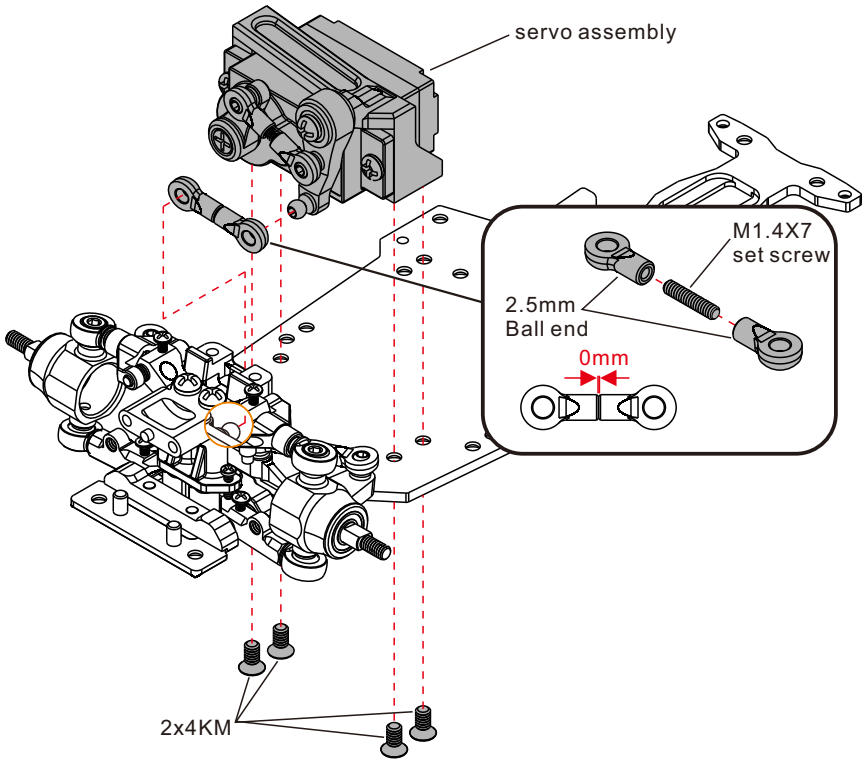


⚠ Caution:

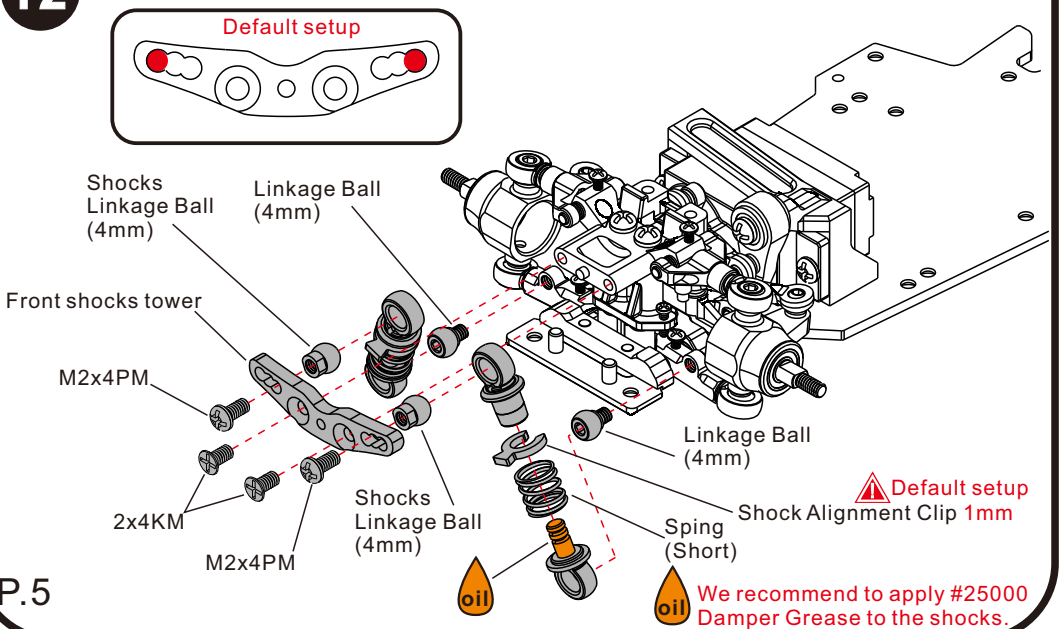
Attach as shown with servo in neutral point



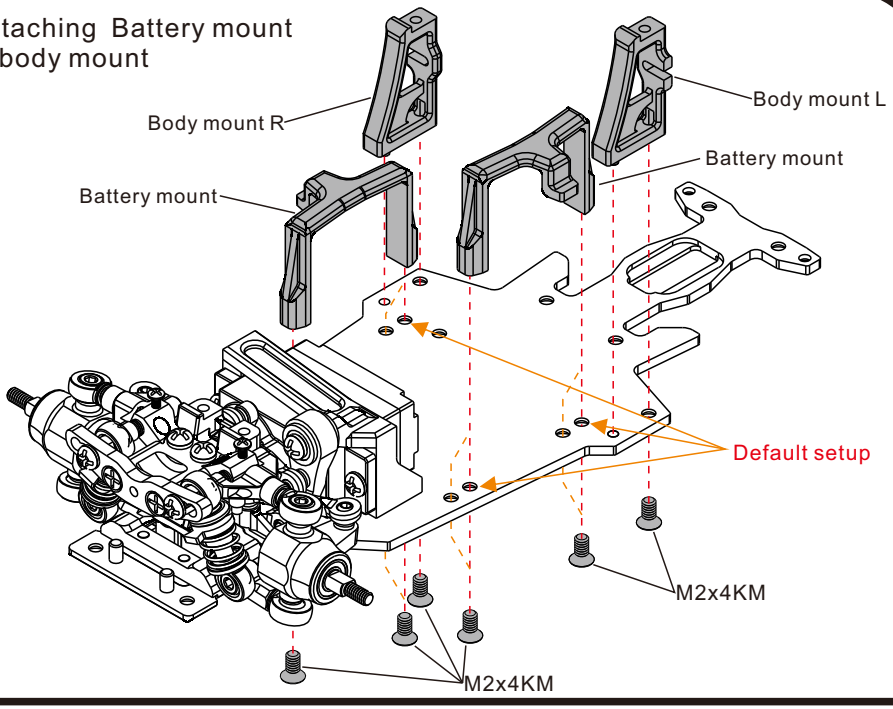
11 Attaching servo assembly



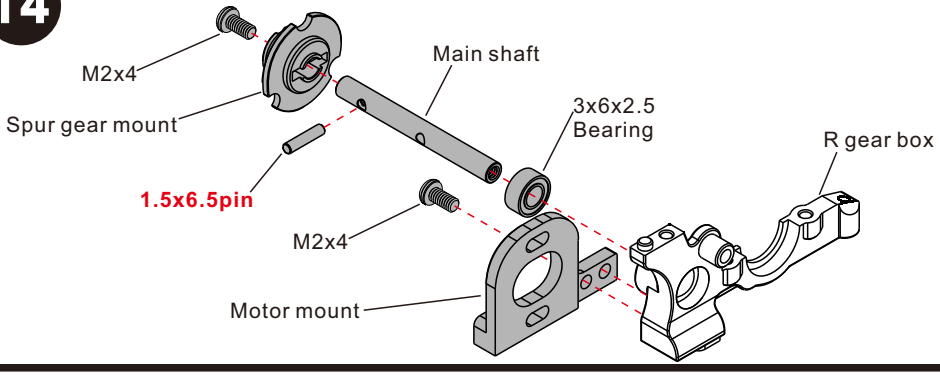
12 Attaching Front shocks tower



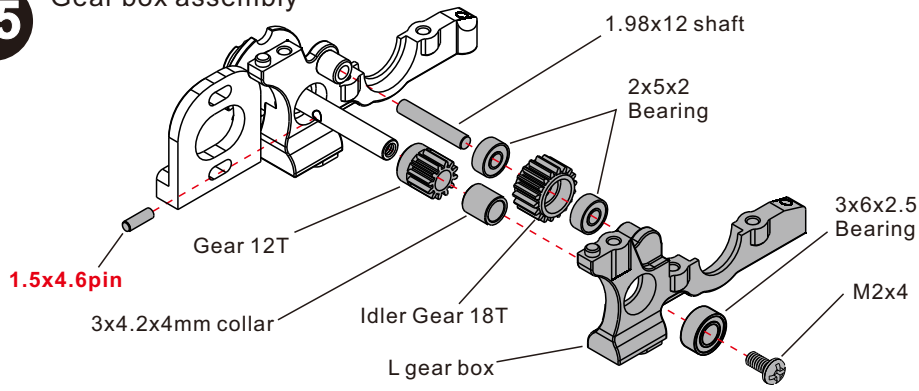
13 Attaching Battery mount & body mount



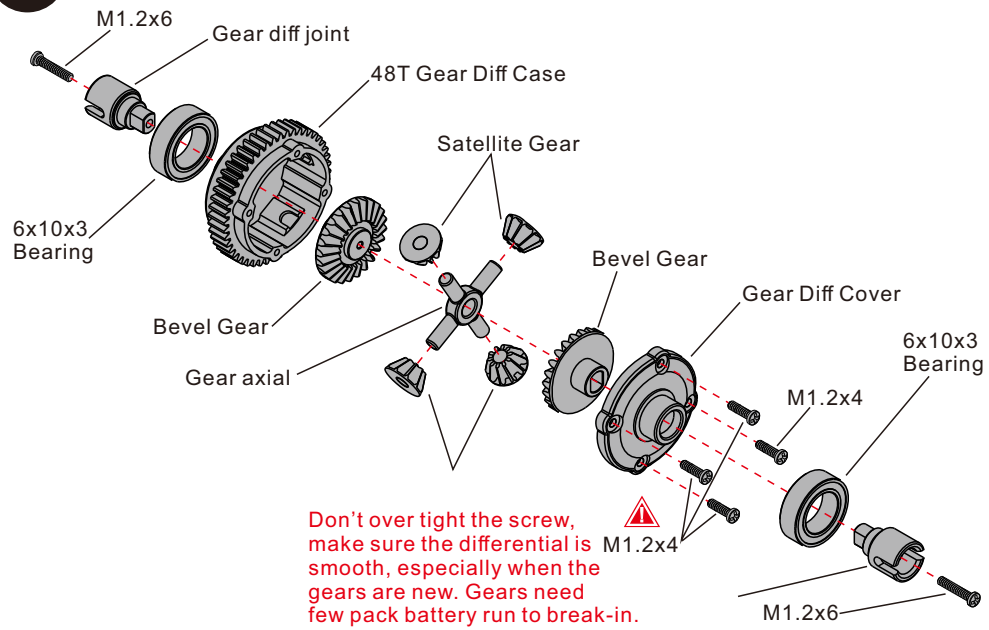
14 Motor mount & R gear box assembly



15 Gear box assembly

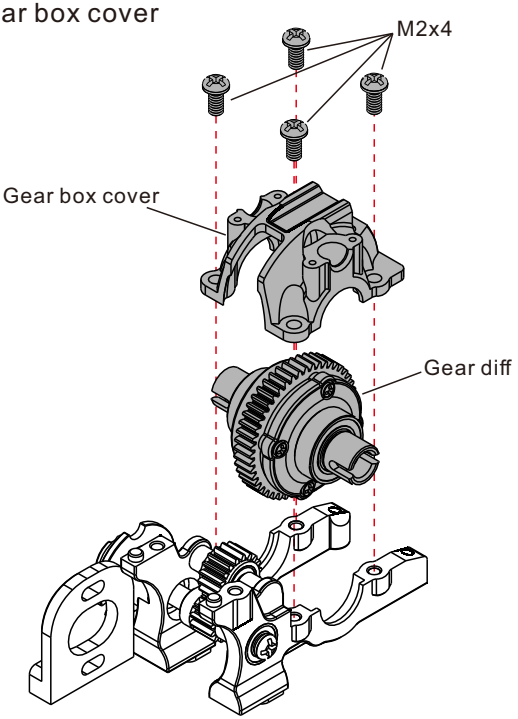


16 Gear diff assembly

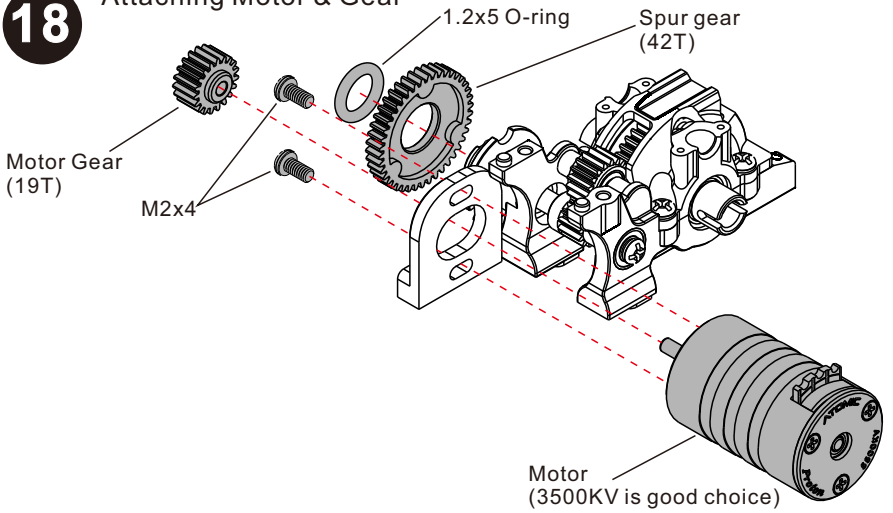


Don't over tight the screw, make sure the differential is smooth, especially when the gears are new. Gears need few pack battery run to break-in.

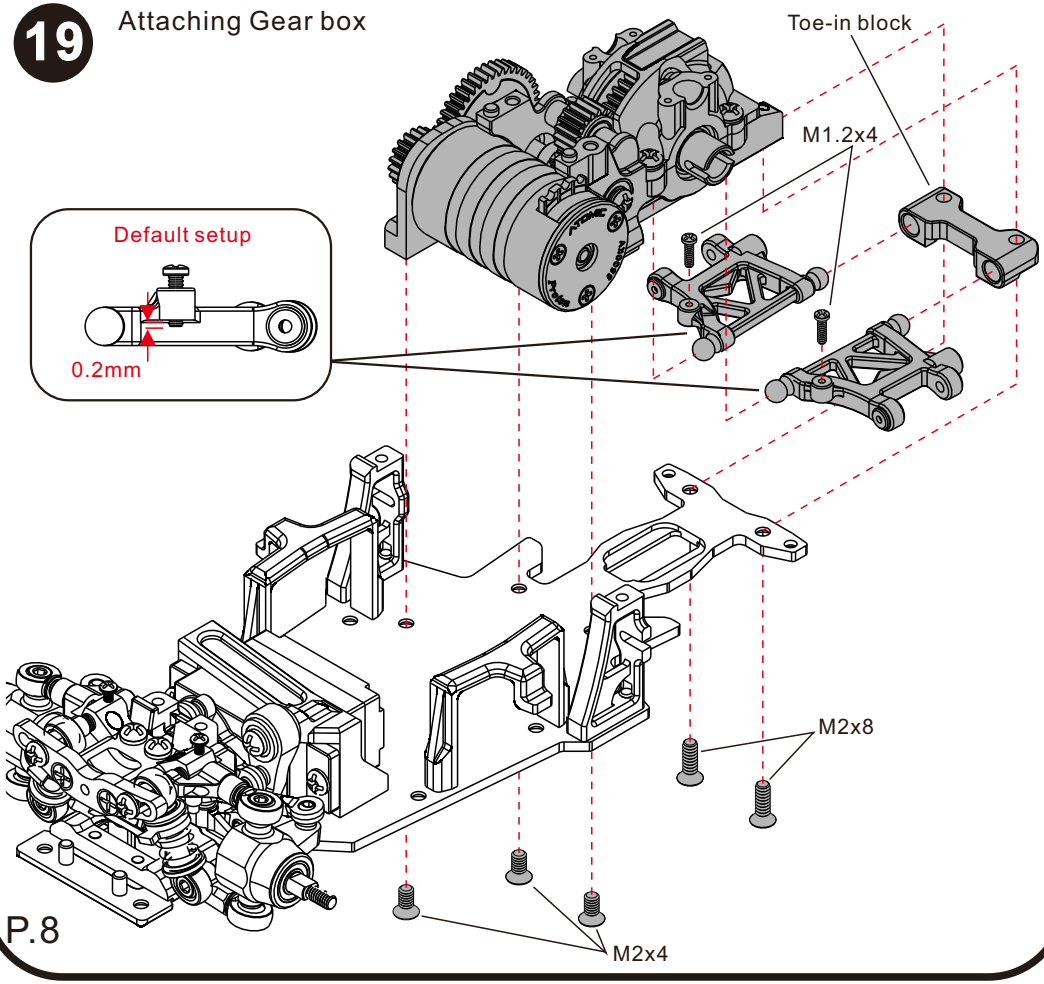
17 Attaching Gear box cover



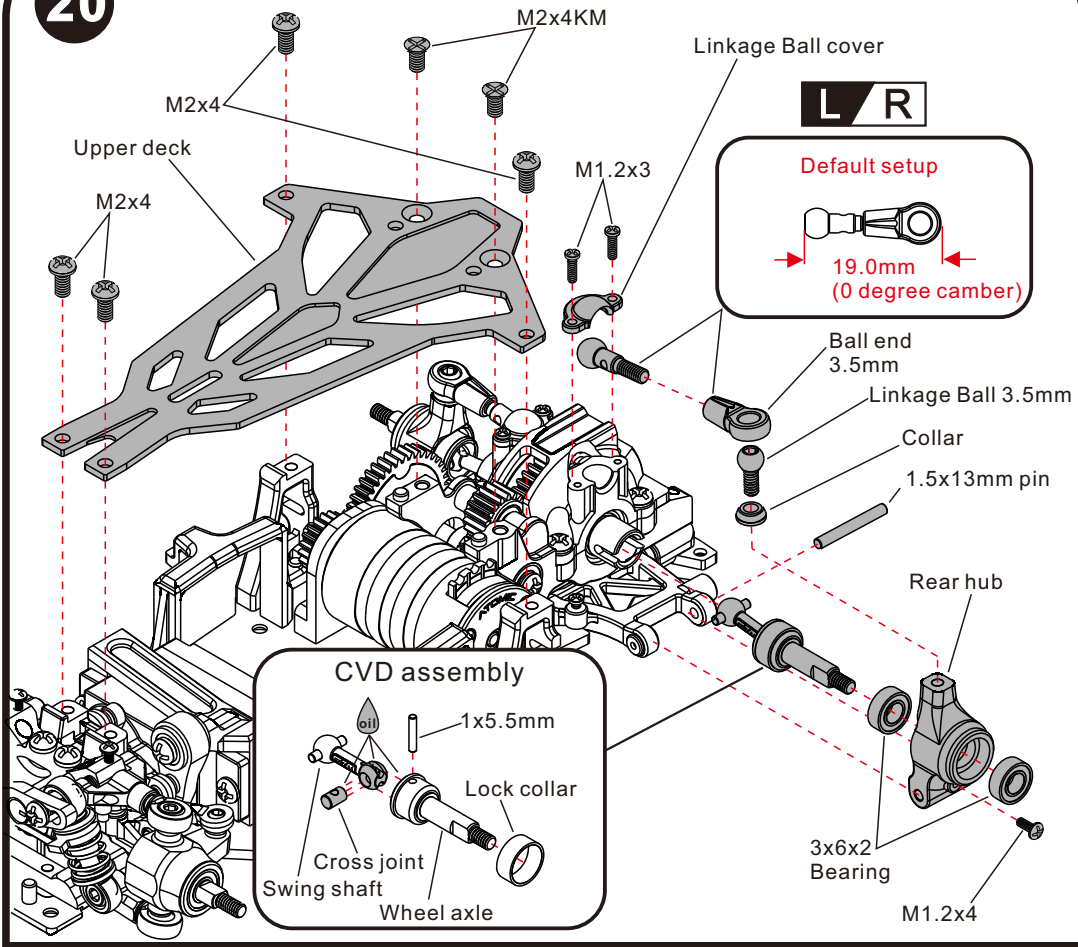
18 Attaching Motor & Gear



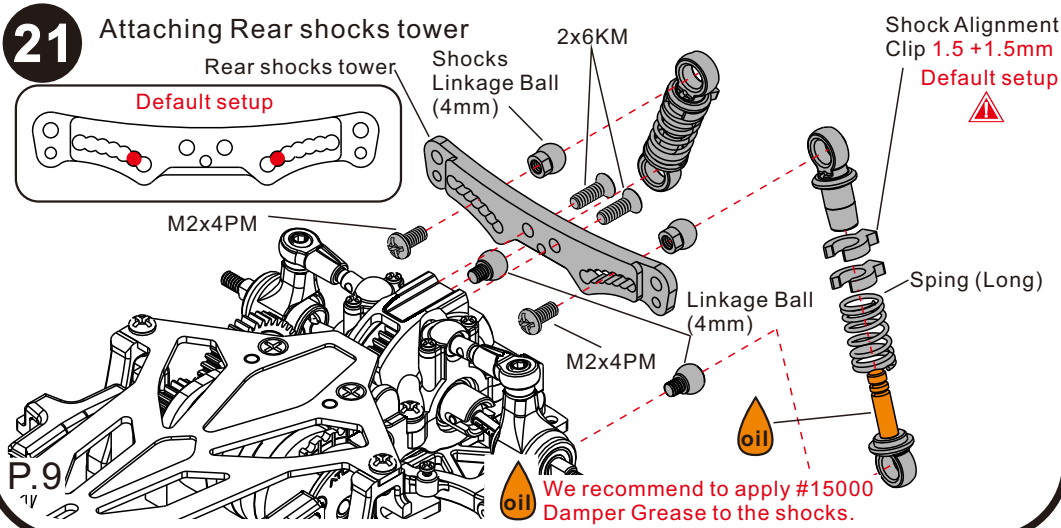
19 Attaching Gear box



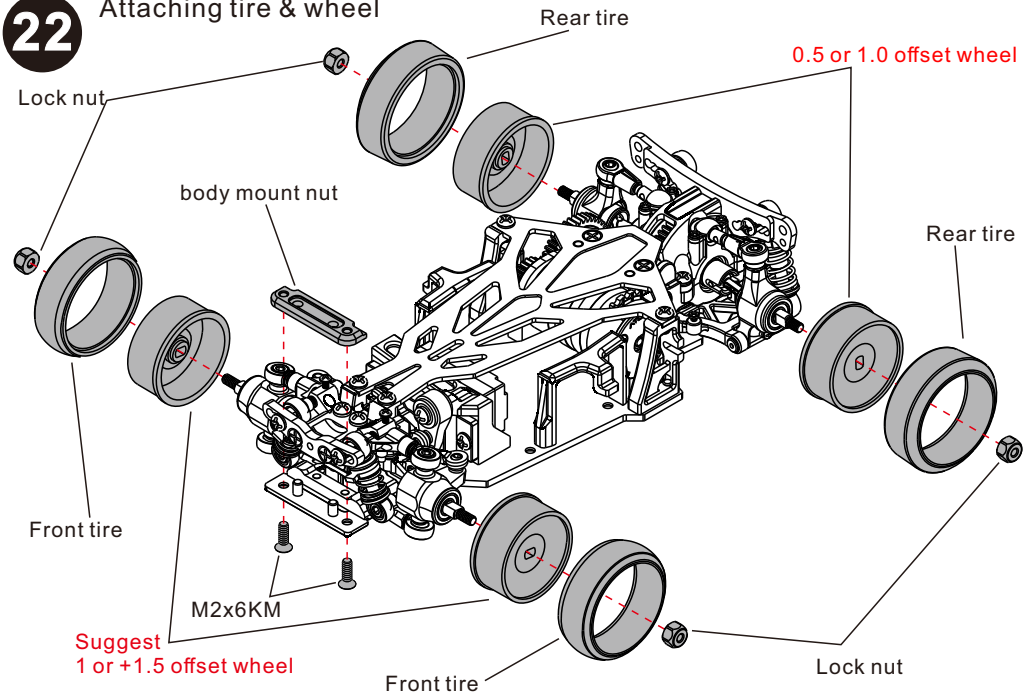
20 Attaching Rear camber linkage



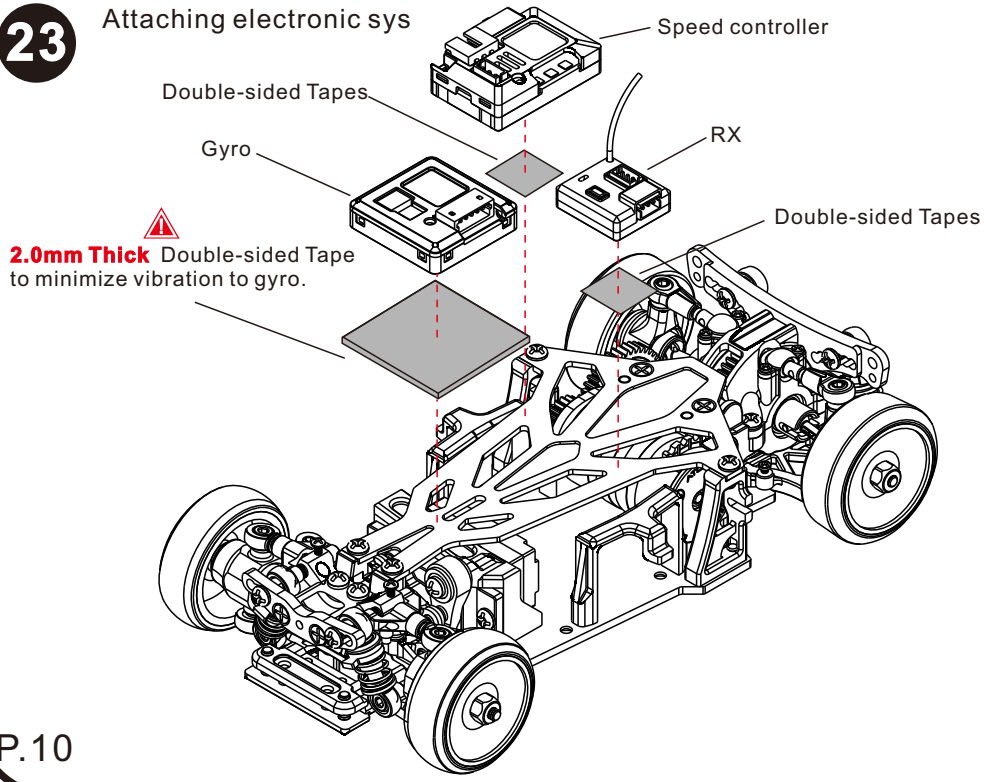
21 Attaching Rear shocks tower

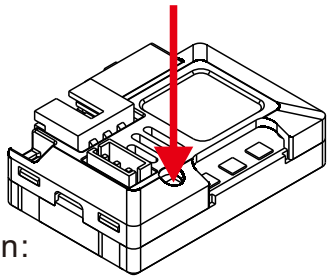


22 Attaching tire & wheel



23 Attaching electronic sys





ESC/Radio Calibration:

1. Turn on the transmitter, set parameters on the throttle channel like “D/R”, “EPA” and “ATL” to 100% (for transmitter without LCD, please turn the knob to the maximum) and the throttle “TRIM” to 0 (for transmitter without LCD, please turn the corresponding knob to the neutral position). For Futaba radio transmitter, the direction of throttle channel shall be set to “REV”, while other radio systems shall be set to “NOR”. Please ensure the “ABS braking function” of your transmitter must be DISABLED.

2. Start with transmitter on

3. ESC turned off but connected to a battery.

4. Holding the SET button and turn on the ESC, the RED LED on the ESC starts to flash and then release the SET button immediately.(it is now in setup mode)

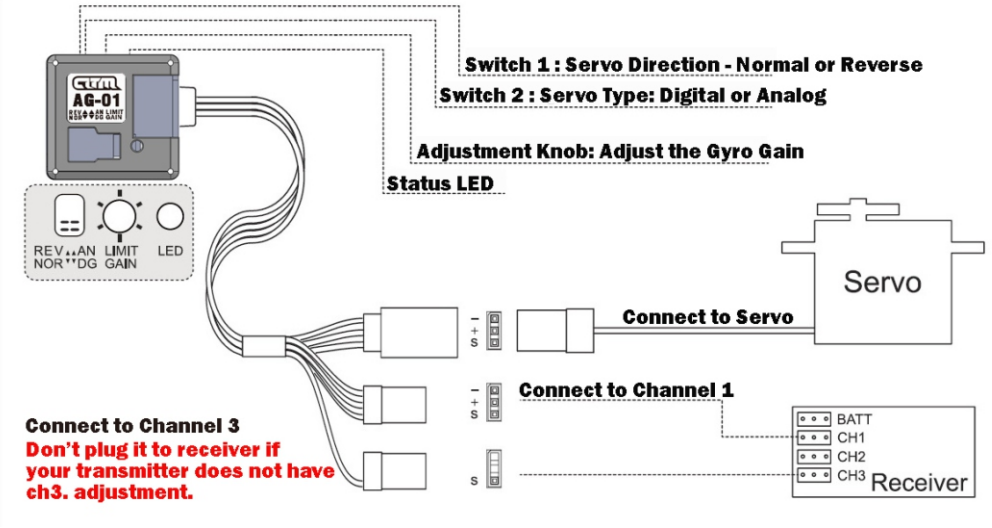
3. Steps to Set the neutral point, the full throttle endpoint and the full brake endpoint:

3.1 Leave the throttle trigger at the neutral position, press the SET button, the RED LED dies out and the GREEN LED flashes 1 time.

3.2 Pull the throttle trigger to the full throttle position, press the SET button, the GREEN LED blinks 2 times.

3.3 Push the throttle trigger to the full brake position, press the SET button, the GREEN LED blinks 3 times.

3.4 The motor can be started 3 seconds after the ESC/Radio calibration is complete.



Instructions:

1. Use thick double side tape to fix the gyro (on the center line of chassis) thicker tape (2mm or more) has better vibration absorption and the gyro will perform better.

2. Switch1: Adjust the **"REV – NOR"** "switch to make sure the servo is working in correct direction. Set to "REV" if using stock servo on DRZ.

3. Switch2: Adjust the **"AN-DG"** switch for type of servo, Atomic servos are Digital type- "DG"

4. Un-plug the Ch.3 cable, and adjust the gyro gain knob to 50% (middle).

5. Power on the car and transmitter, don't touch the car and transmitter during gyro initialization. After initialization, the car is ready to drift.

6. Decrease the gyro gain if the servo is shaking. Normally 45 to 50% gain is a sweet spot for drift.

7. If your transmitter has "ch.3 dial or adjustment" function, you can connect Ch.3 cable to receiver and adjust gyro gain value thru transmitter.

8. Please note that, not all transmitter has this function. Please refer to transmitter instruction manual.

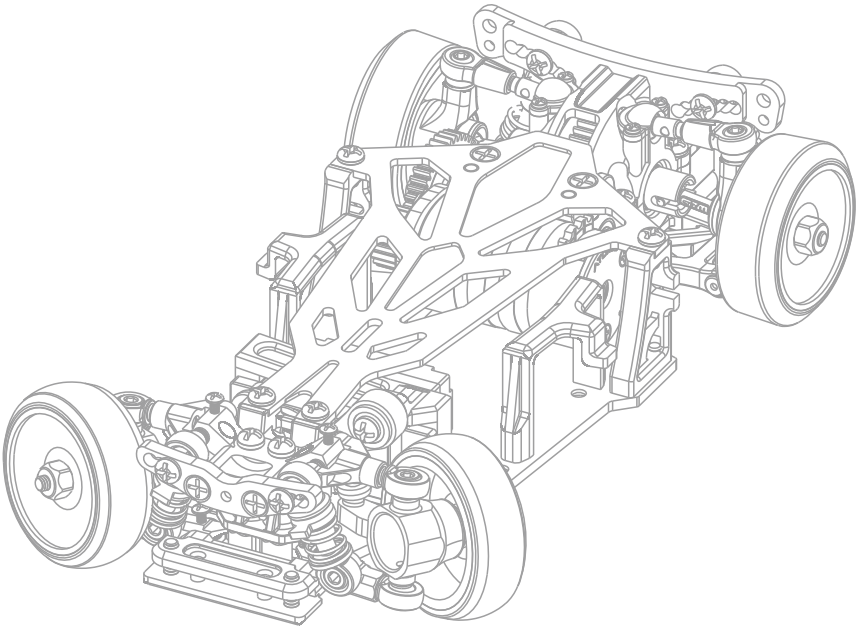
9. If you are not familiar with drift gyro operation:
we recommend to test and setup the car without ch.3 connected. It is easier to get start, because advance transmitter function is not easy to understand. Tunning with physical gyro gain button is easier than setup thru transmitter screen setup manual.

LED light status :

1. When power it on, LED fast blink means the gyro is doing initialization and reading the steering midpoint. Don't move the gyro nor touch the steering wheel on transmitter.

2. (Ch 3 cable connected)
LED steady light after initialization, means the gyro is receiving sensitivity signal from transmitter. Gyro gain is set by transmitter Ch 3 dial.
And gyro compensation steering angle is set on gyro (limit) knob.

3. (Ch 3 is not connected) --LED blinks slowly when initialization completed, means no sensitivity signal received from transmitter, gyro gain is setting with adjustment knob on the gyro. (servo angle is set at maximum)



End of Assembly

ATOMIC

RADIO CONTROL RACING EXPERT

www.rcatomic.com