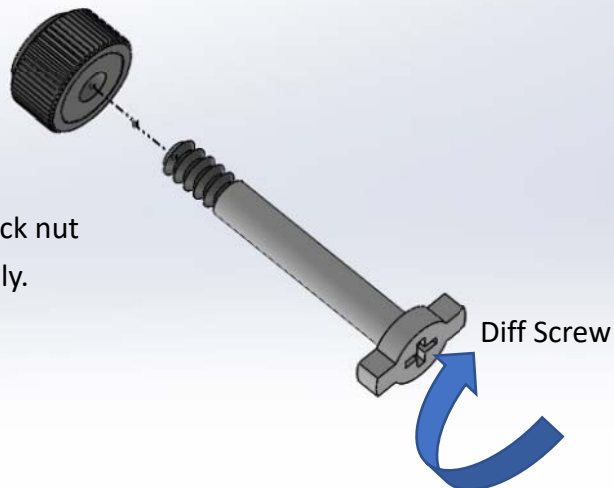


Open Bag ①, ② and Bearing Bag

Step 1 - Prepare the Diff Lock Nut

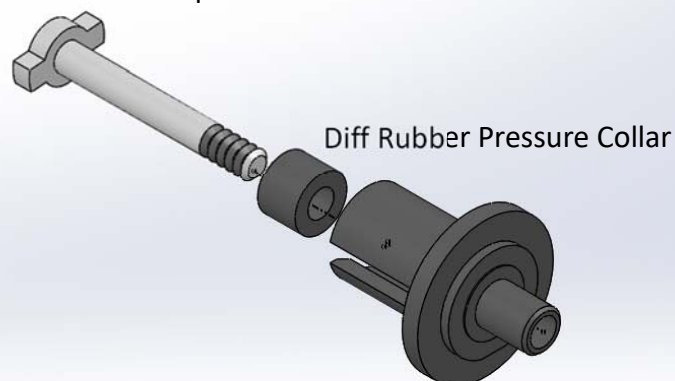
Hold Diff Lock Nut by pliers

Make screw thread to the lock nut
Before carry out the assembly.



Step 1.1 - Diff Assembly

Insert the diff screw and rubber pressure collar
into the diff cup

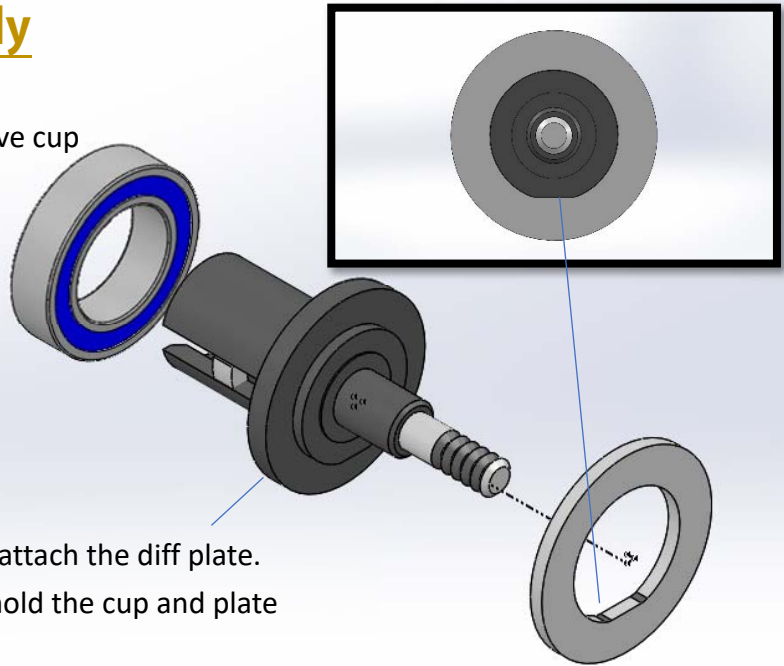


Step 1.2 - Diff Assembly

Insert the Bearing (6*10*3) to the drive cup

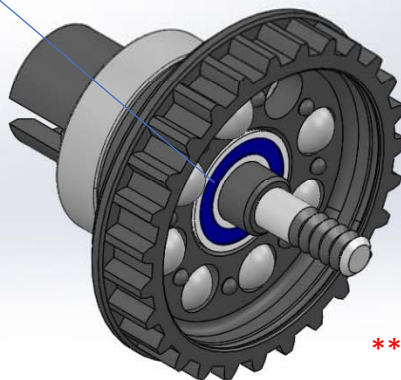
Attention: the "D" Shape

Apply ball diff grease to the cup and attach the diff plate.
Diff grease is act as the adhesive to hold the cup and plate together.



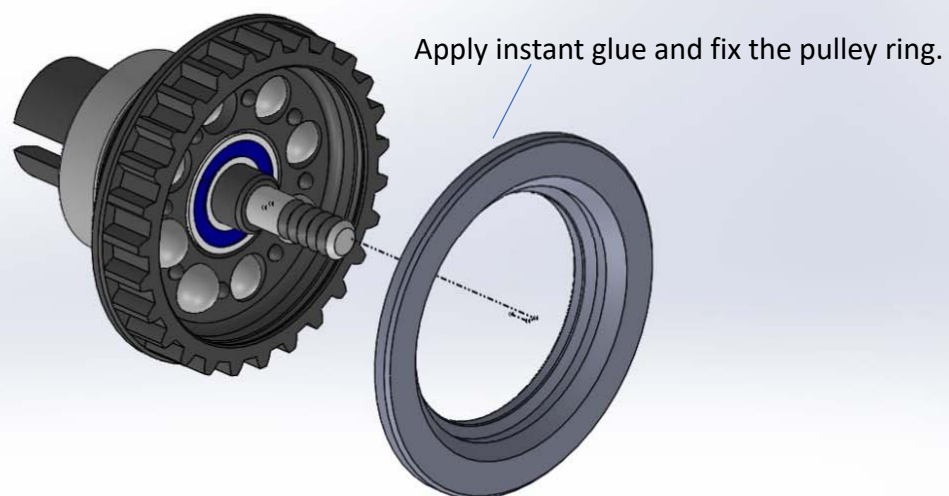
Step 1.3 - Diff Assembly

Insert the Bearing (3*6*2) to the center of pulley, and attach pulley to the diff cup



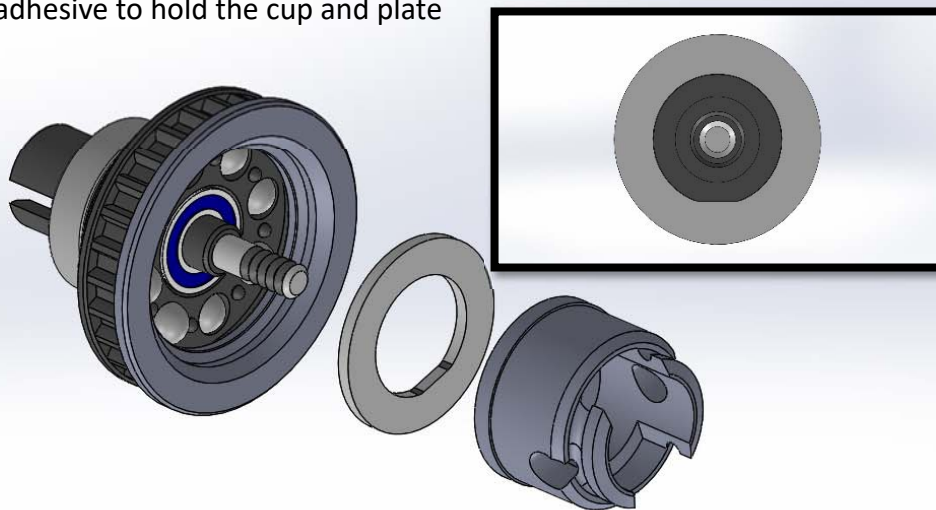
2.381mm balls x 8 pcs

**** Not necessary to apply any grease if you run on RCP or EVA foam tracks.**

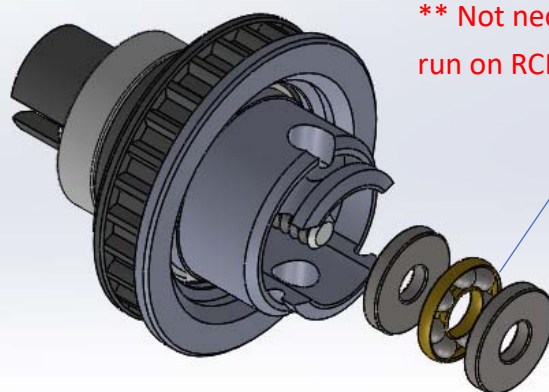


Apply ball diff grease to the cup and attach the diff plate.
Diff grease is act as the adhesive to hold the cup and plate together.

Attention: the "D" Shape

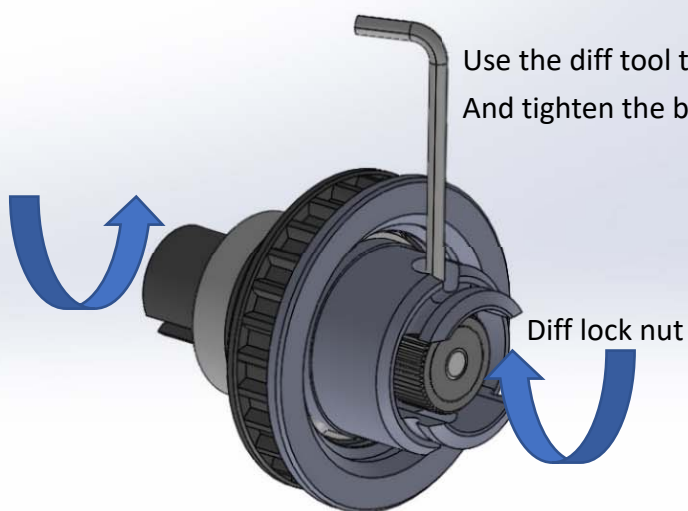


Step 1.4 - Ball Diff Thrust Bearing



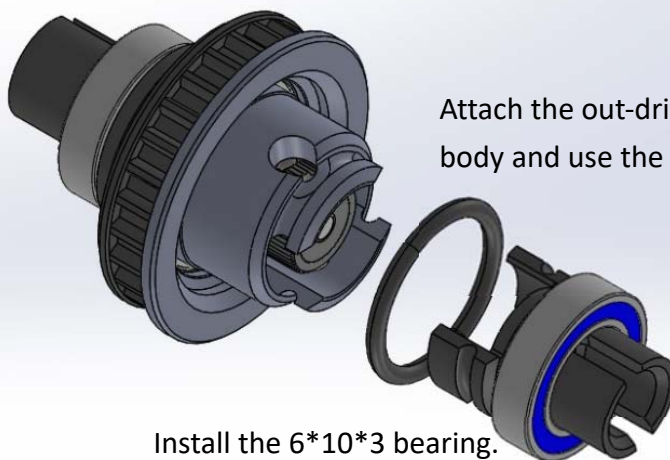
**** Not necessary to apply any grease if you run on RCP or EVA foam tracks.**

Attach the thrust bearing set to the cup



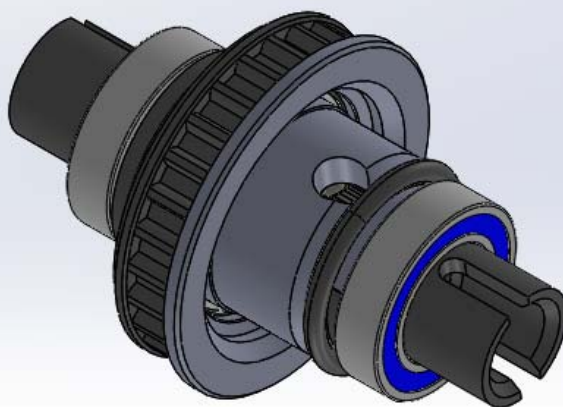
Use the diff tool to hold the diff lock nut,
And tighten the ball diff.

Step 1.4 - Ball Diff Assemble Finished



Attach the out-drive cup to the ball diff body and use the O-ring to secure the cup.

Install the 6*10*3 bearing.

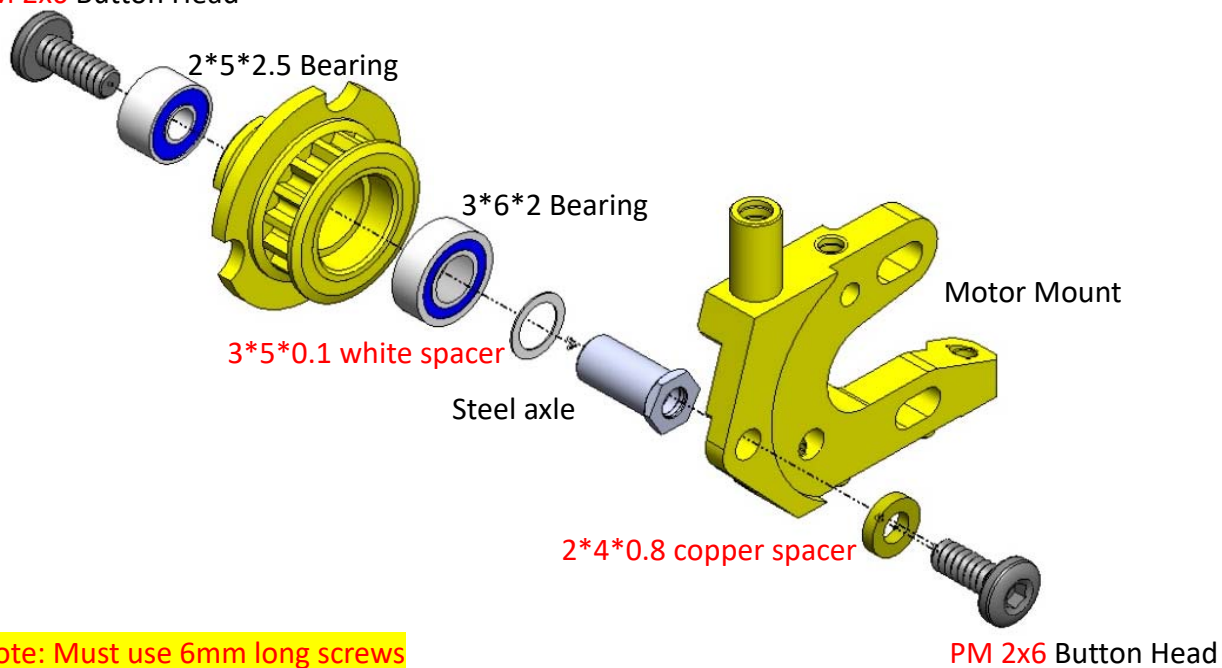


Ball differential is finished building

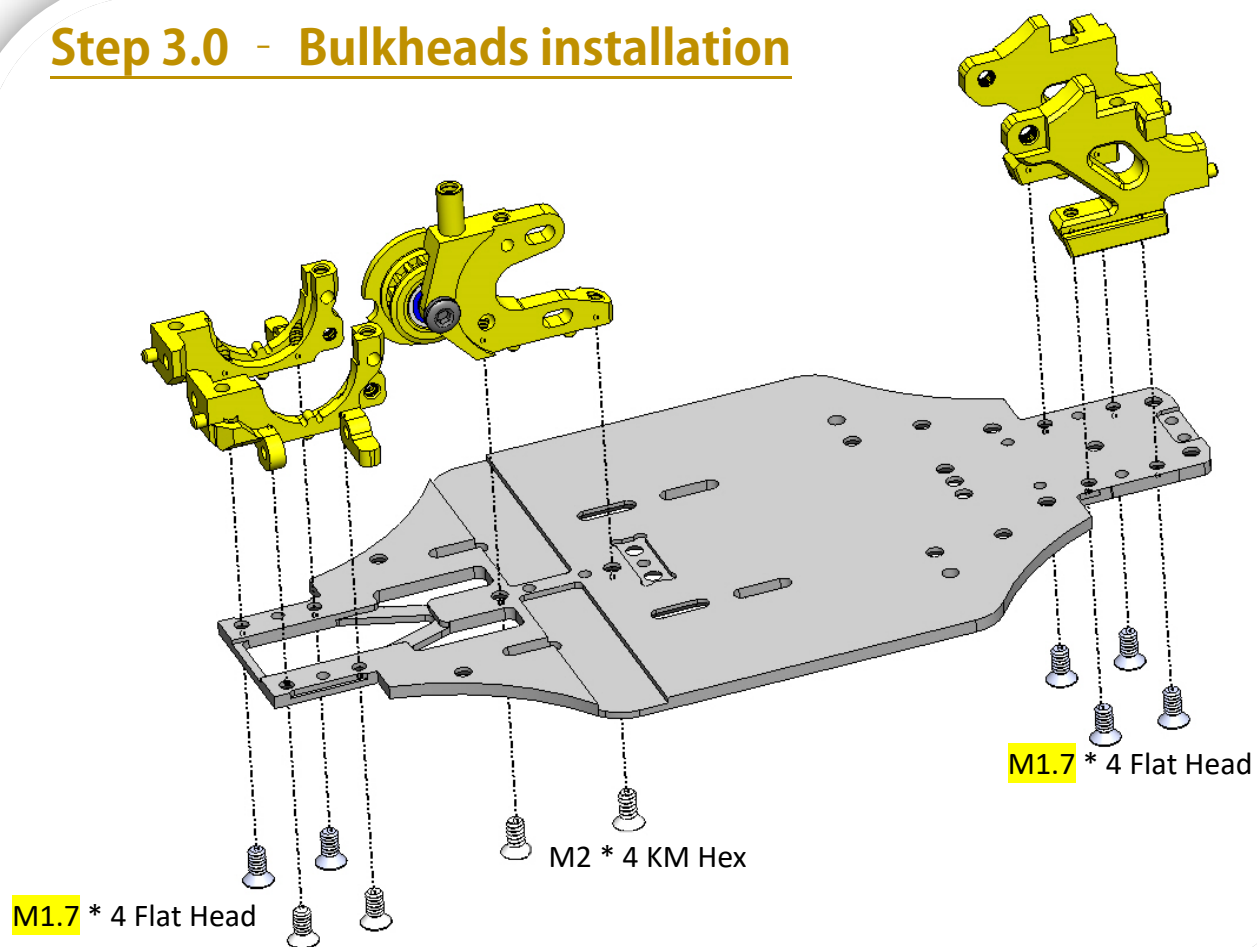
Open Bag 3, 4 and 5

Step 2.0 - Central Drive Pulley

PM 2x6 Button Head



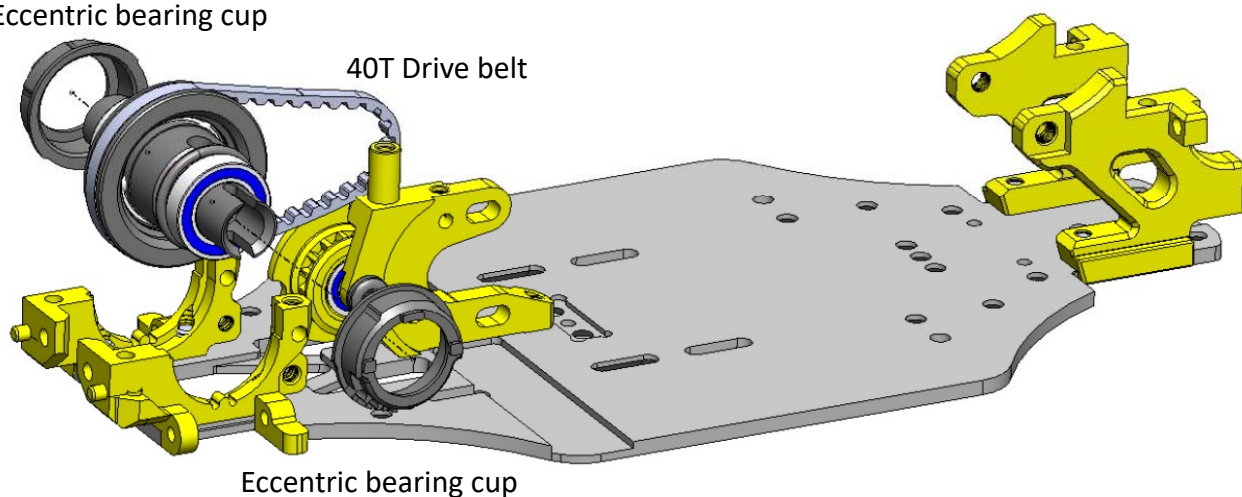
Step 3.0 - Bulkheads installation



Step 4.0 - Install Ball Differential

Eccentric bearing cup

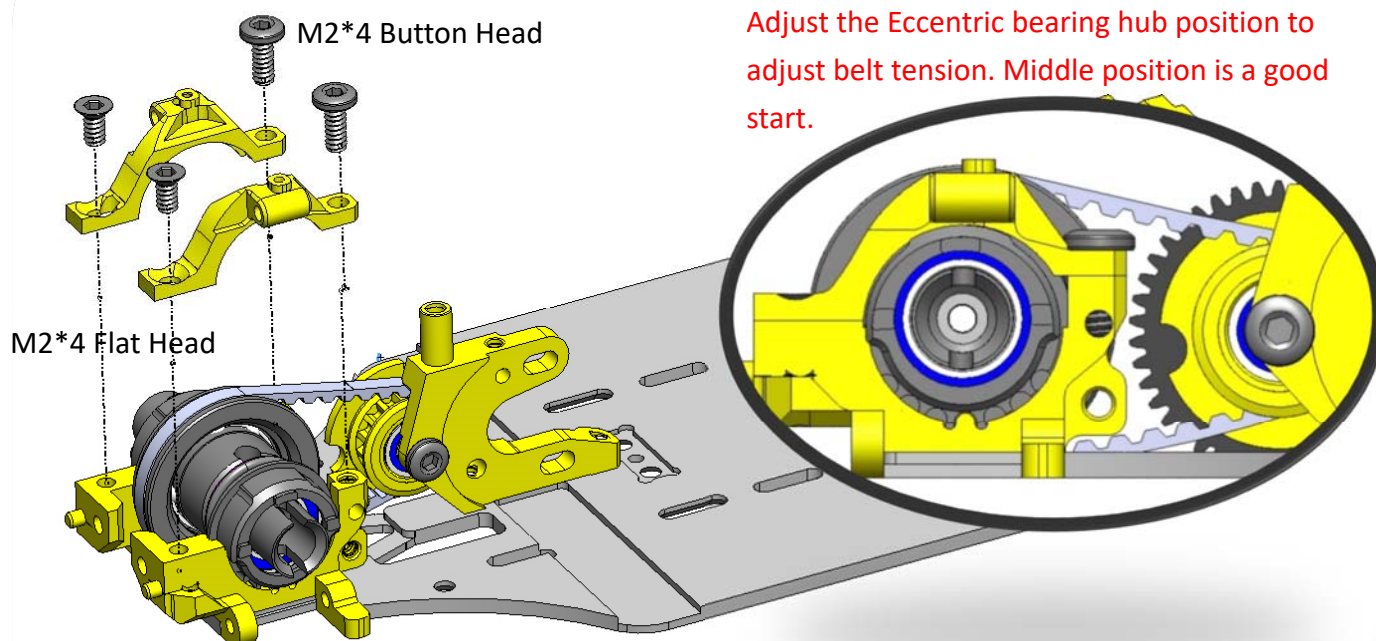
40T Drive belt



Step 5.0 - Front Bulkhead Cover

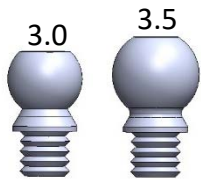
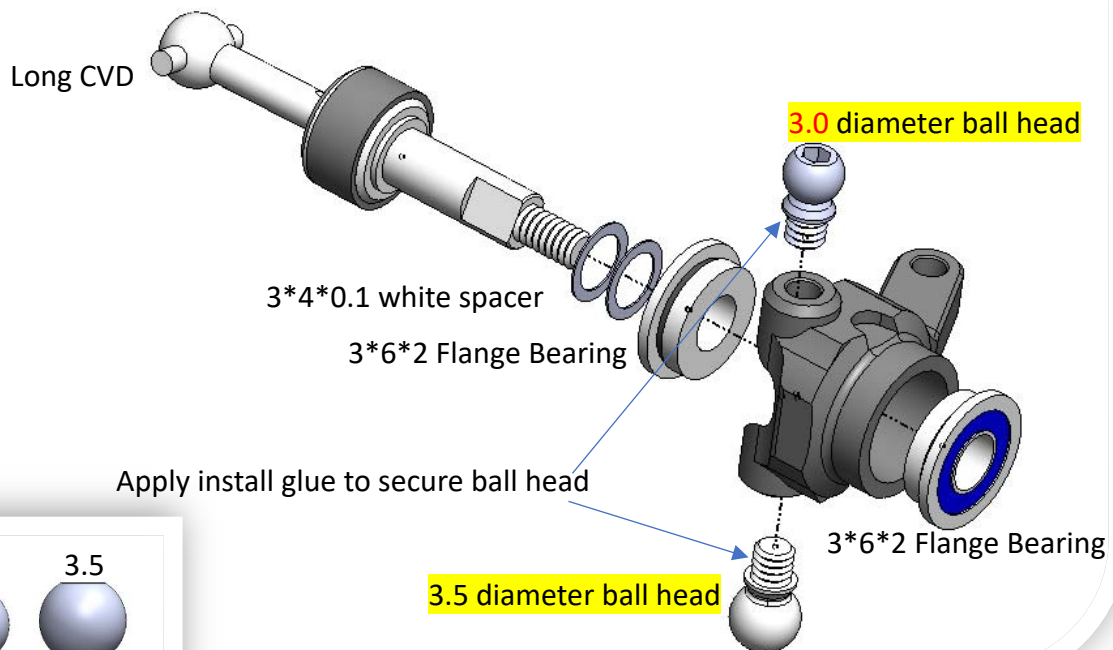
M2*4 Button Head

M2*4 Flat Head



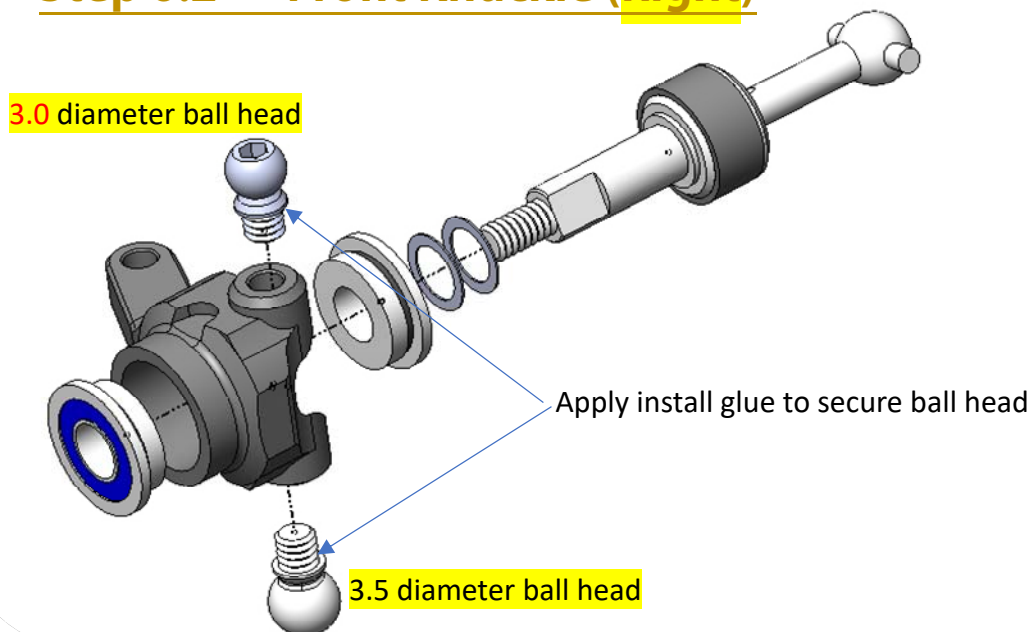
Open Bag 6

Step 6.1 - Front Knuckle (Left)



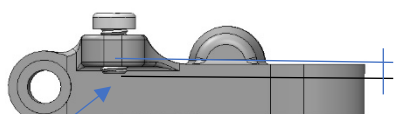
3.0 and 3.5 Ball head

Step 6.2 - Front Knuckle (Right)

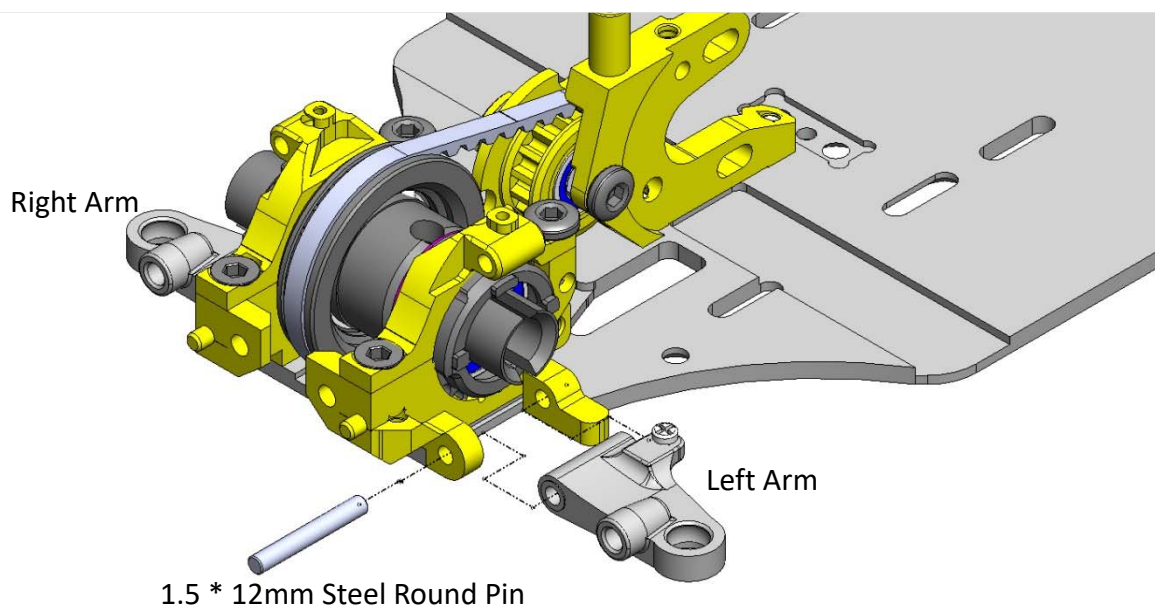
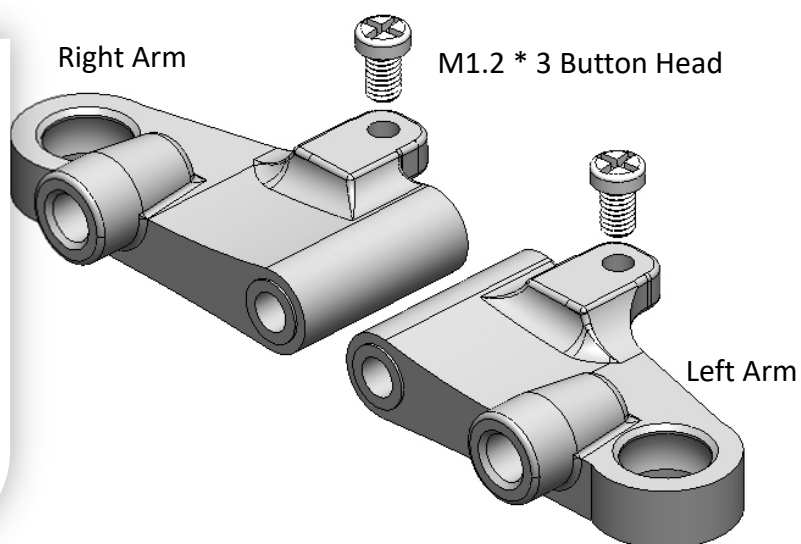


Step 7.0 - Front Lower Arms

Droop screw setup

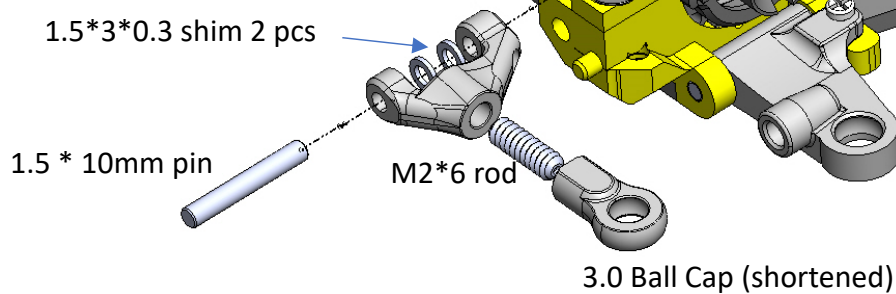
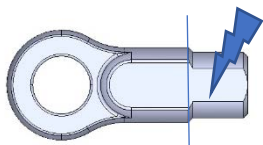


Screw protrude around 0.5mm



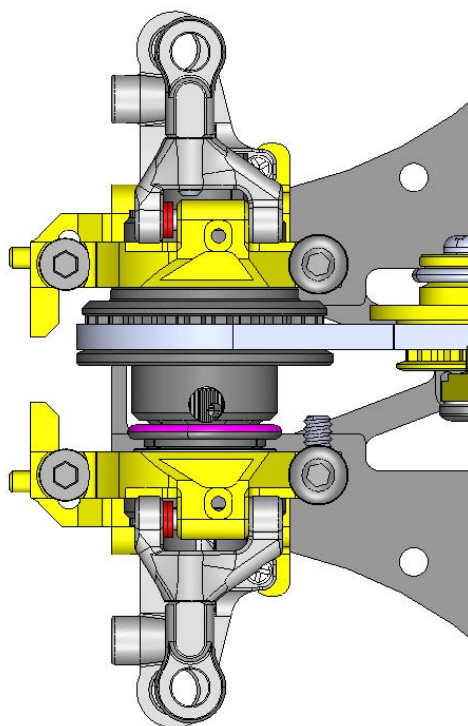
Step 7.1 - Front Upper Arms

Shorten the 3.0 ball cap

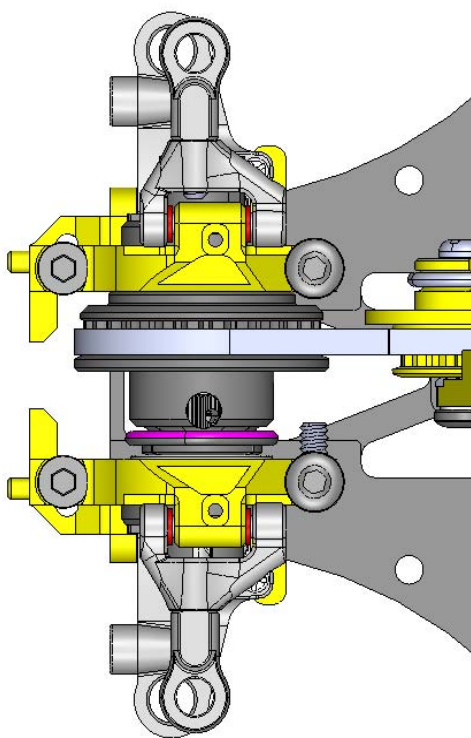


Note the position of the 0.3mm shims define the caster angle

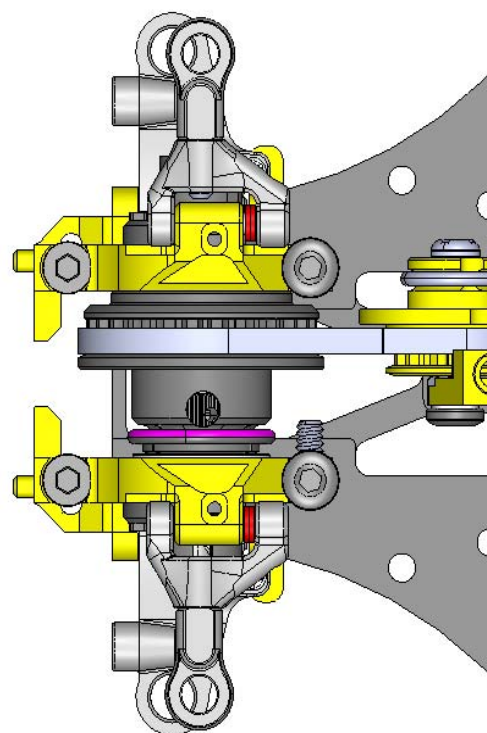
2 degree caster



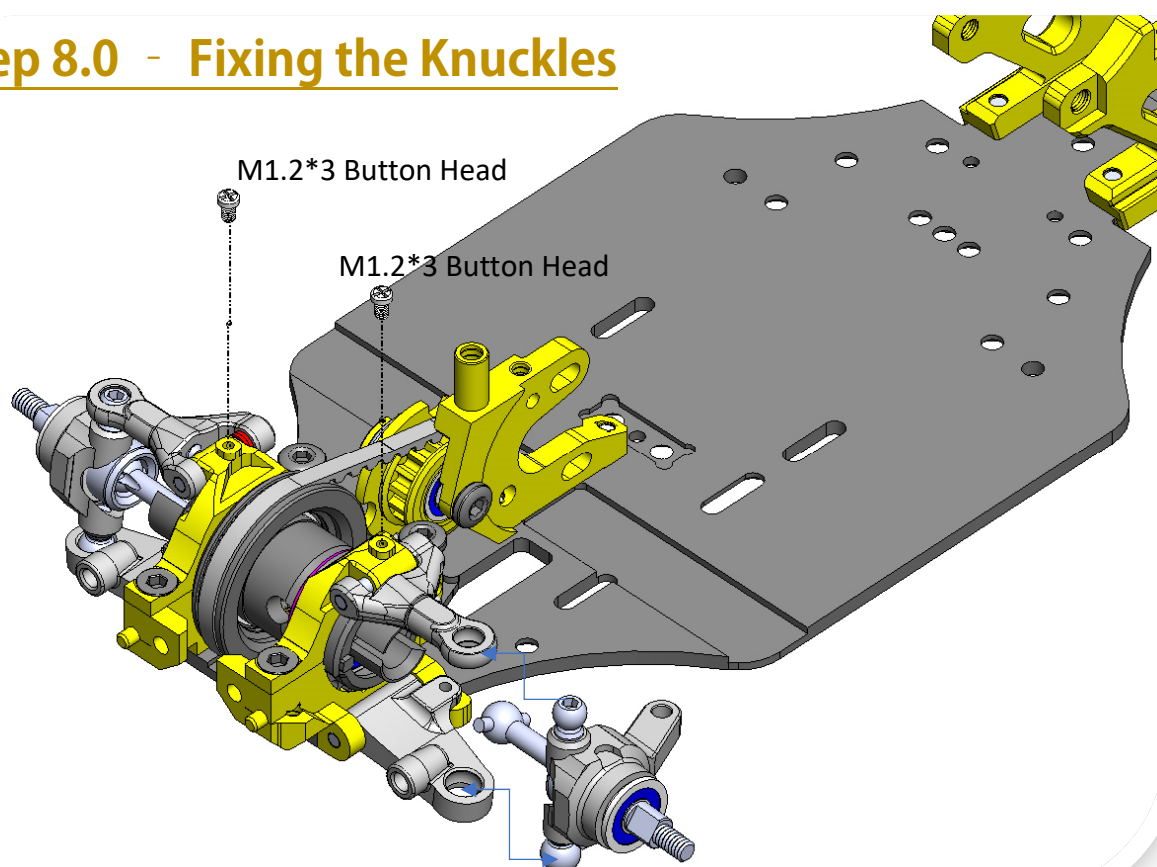
3 degree caster



4 degree caster



Step 8.0 - Fixing the Knuckles

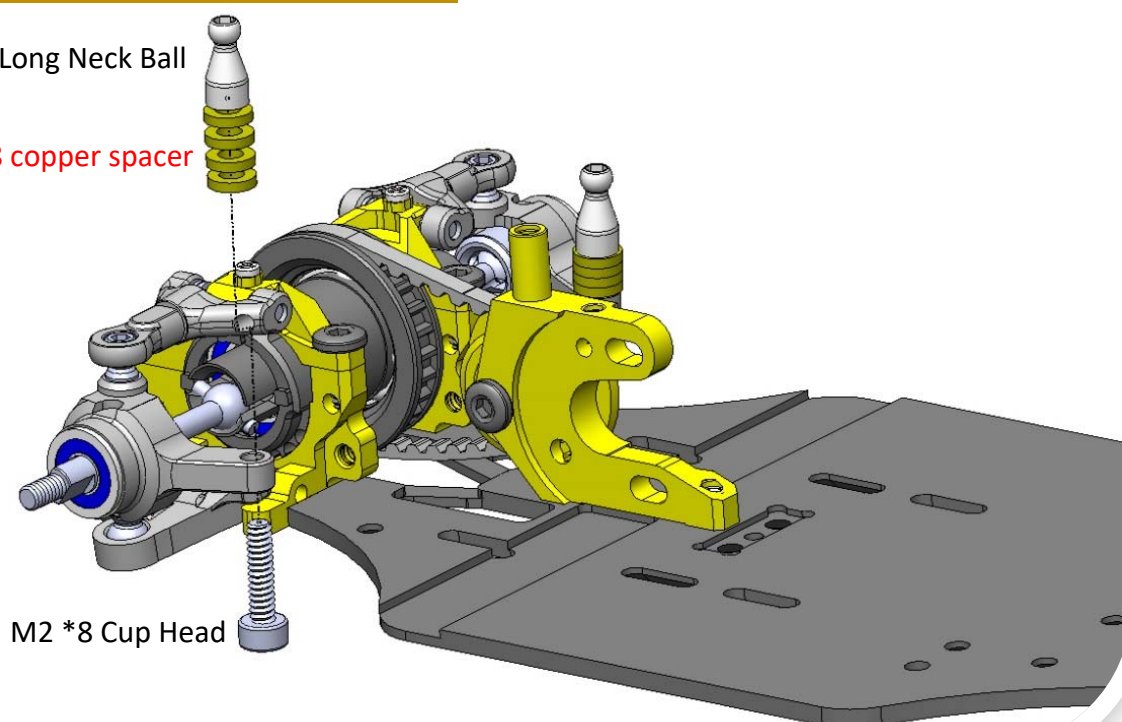


Open Bag 7

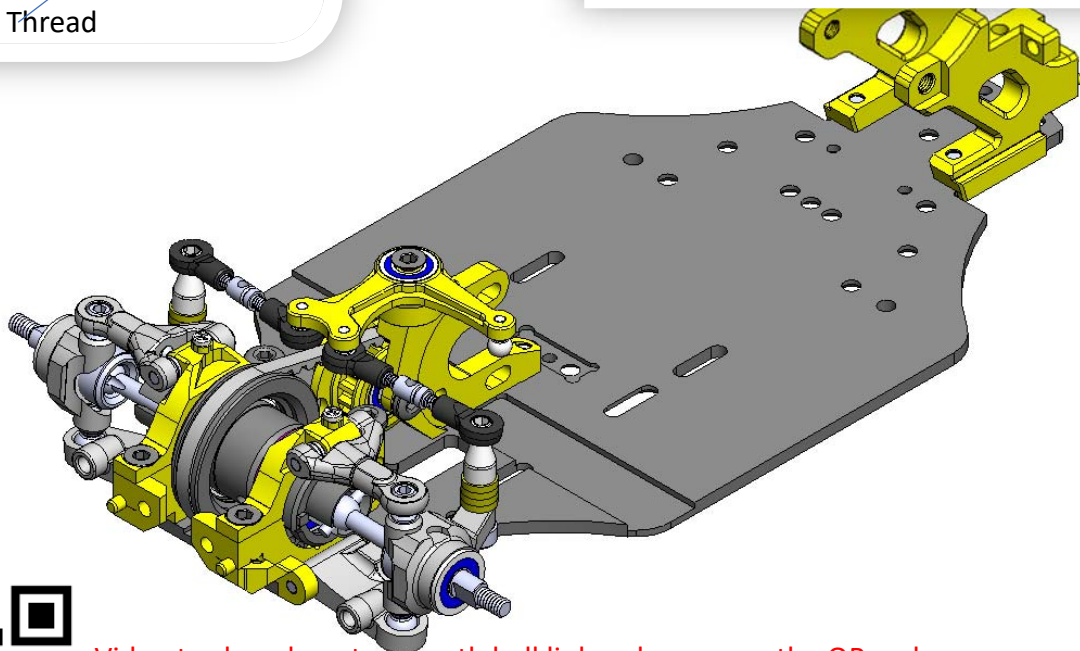
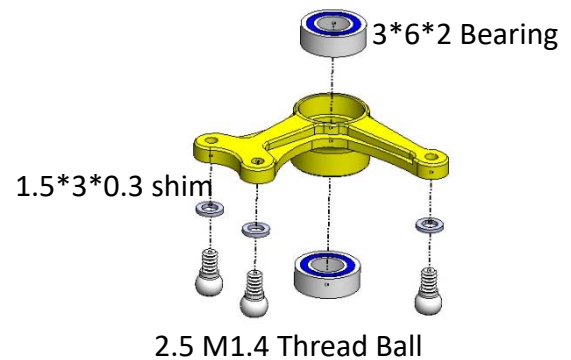
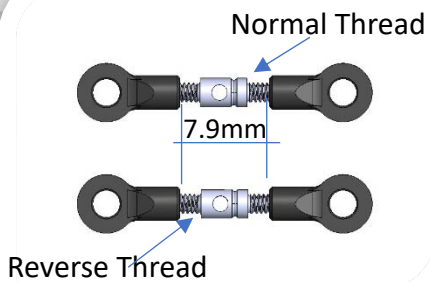
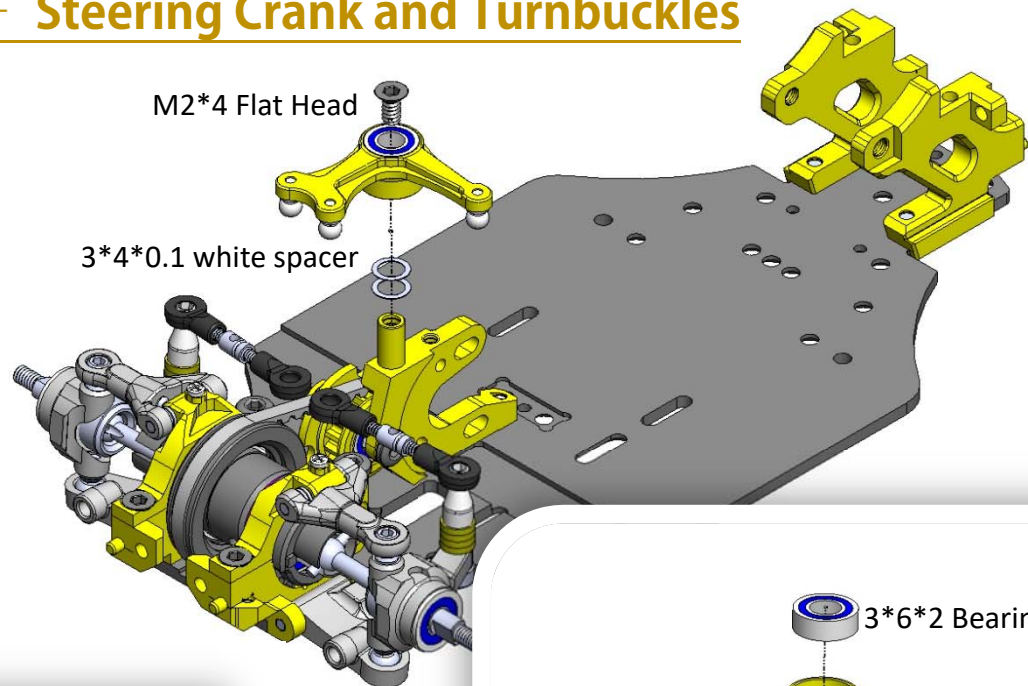
Step 9.0 - Steering System

2.5 Long Neck Ball

2*4*0.8 copper spacer
4 pcs



Step 9.1 - Steering Crank and Turnbuckles



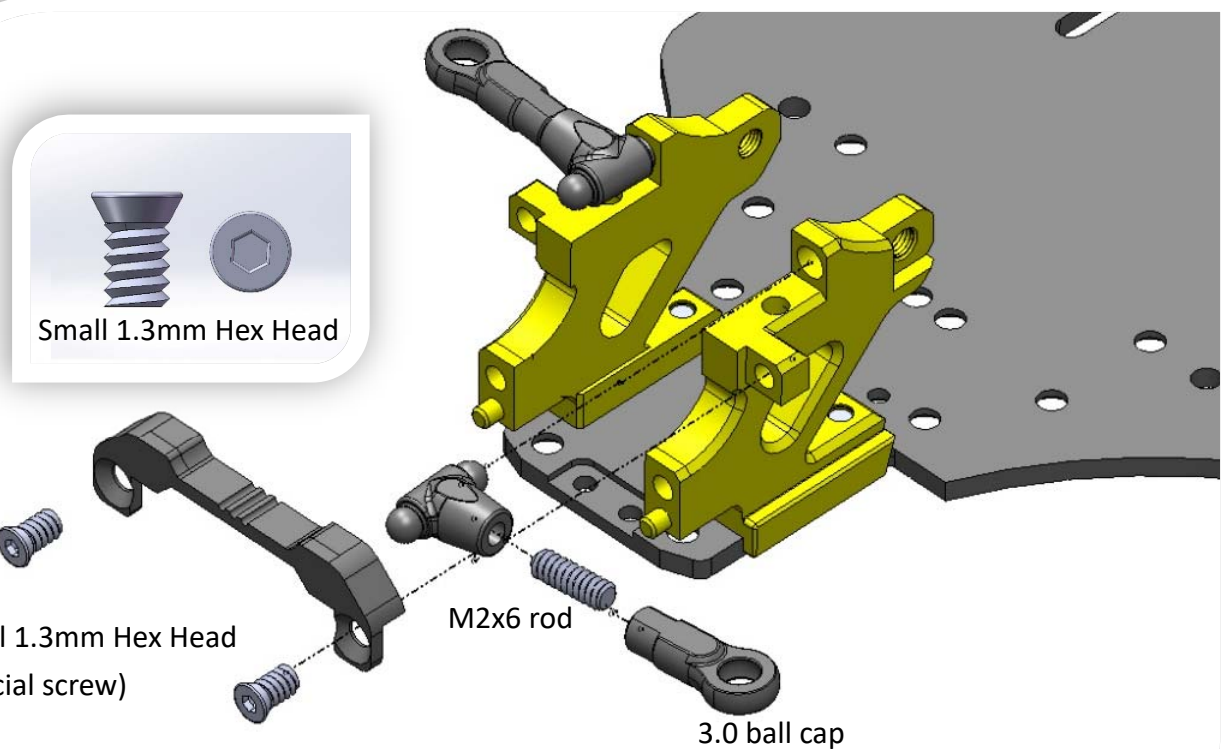
Video to show how to smooth ball links, please scan the QR code.

This skill will make the ball head smooth and no play slop.

<https://youtu.be/RMhkoIUS og>

Open Bag 8

Step 10 - Rear Upper Arms



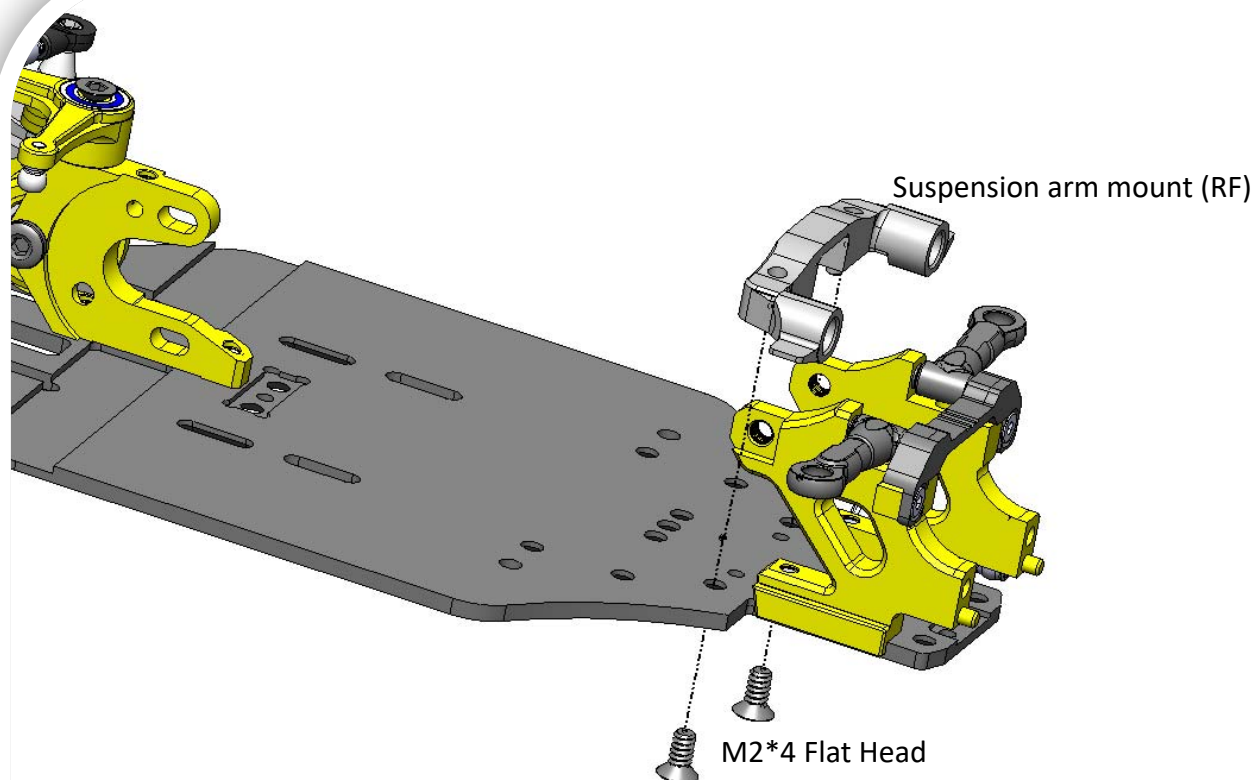
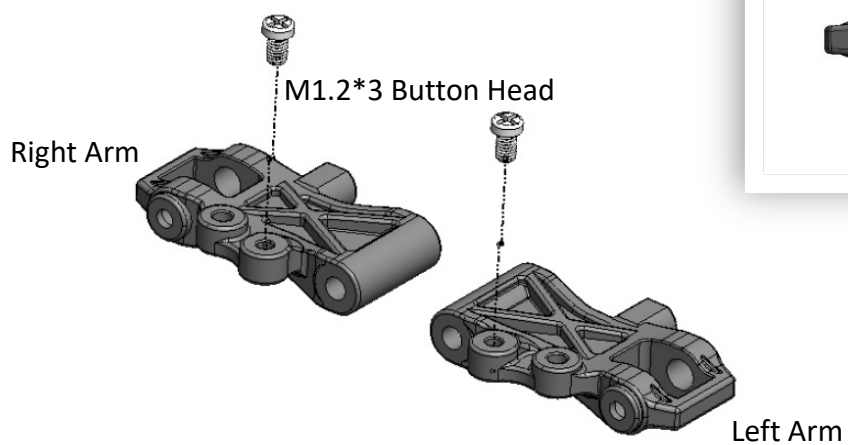
Caution:

If the Upper arm is not moving freely, please use sandpaper to grind the “tip of the ball head”. To remove burr (or raised edge) of the plastic ball head.

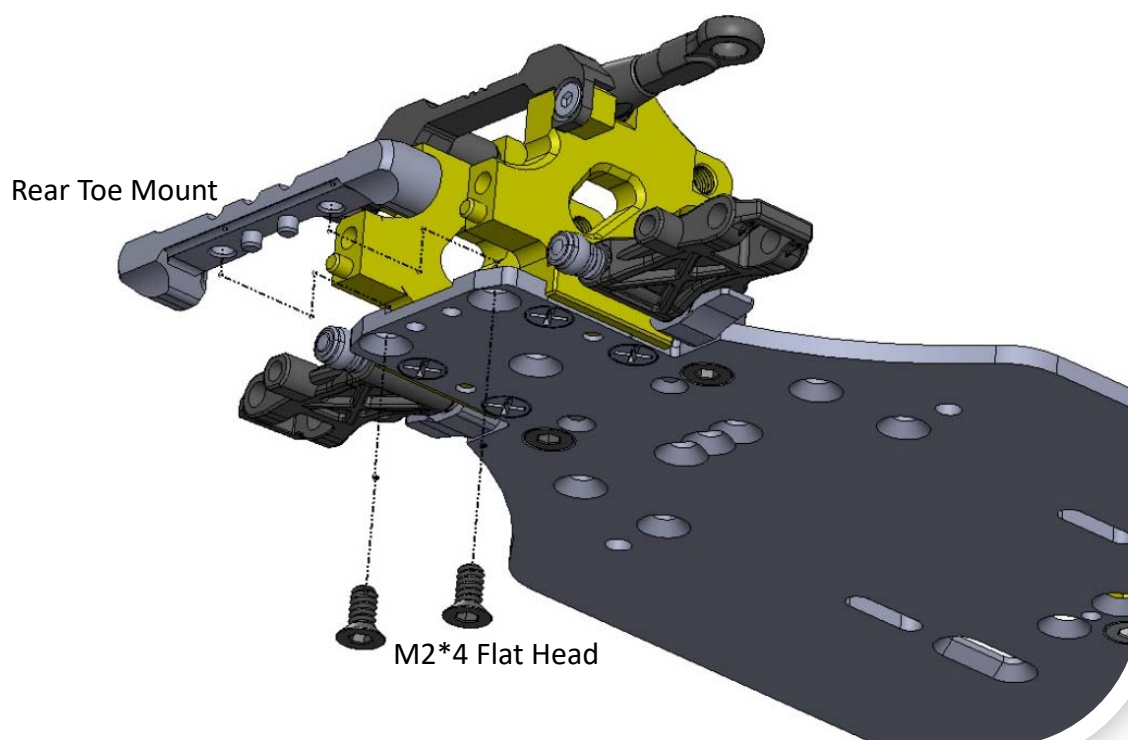
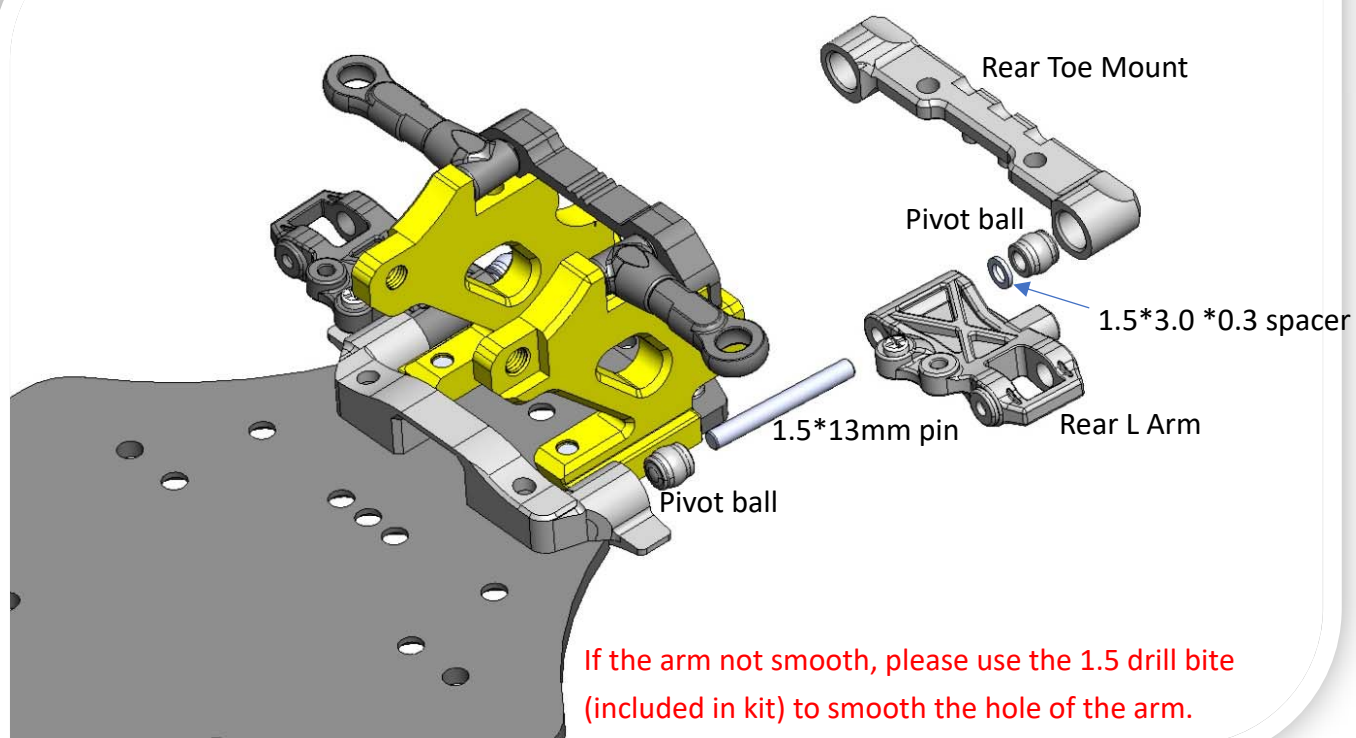
Make sure the upper arm is moving freely.



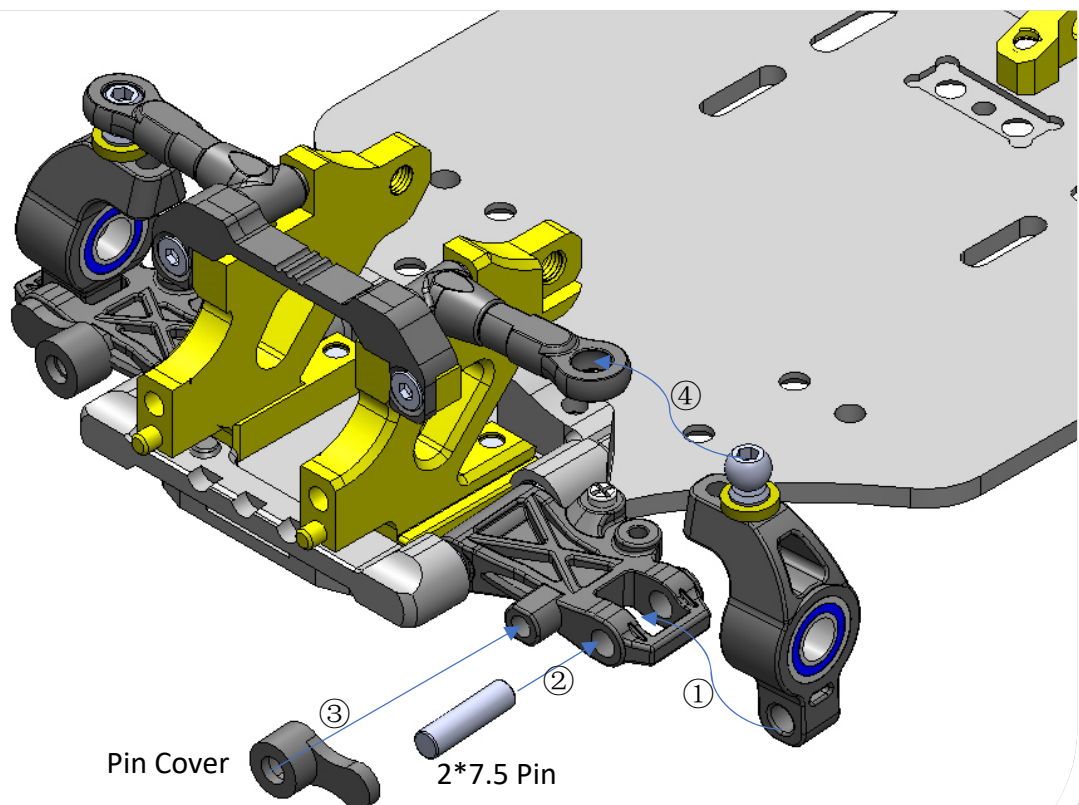
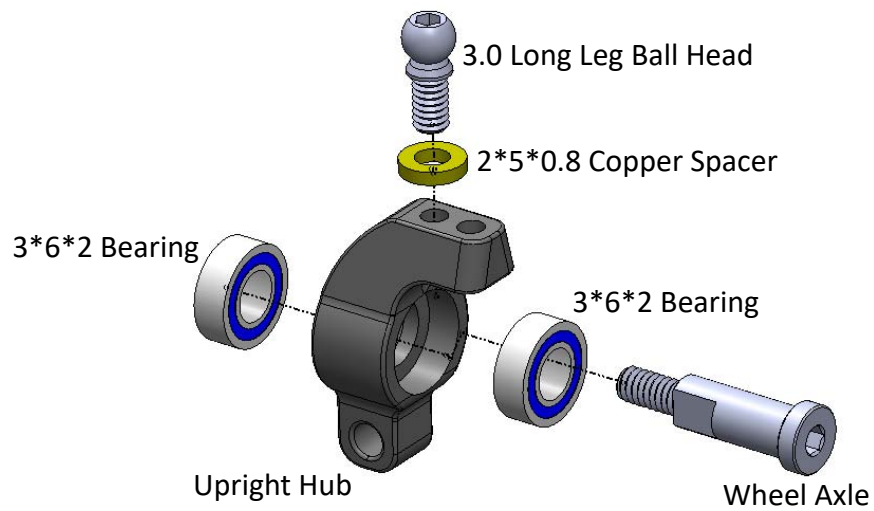
Step 11 - Rear Lower Arms



Step 11.1 - Fixing Lower Arms



Step 12 - Rear Uprights (Build 2 pcs)

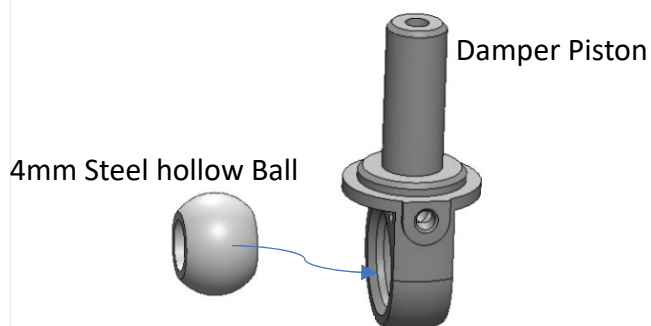


Open Bag 9

Step 13 - Shock Dampers

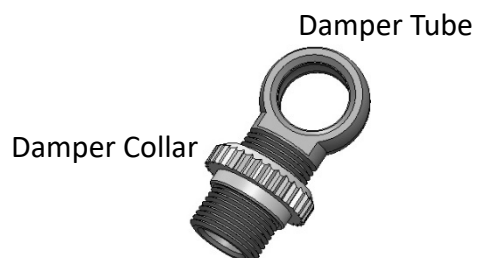
Build 4 sets

Press the Ball into the Piston Cap

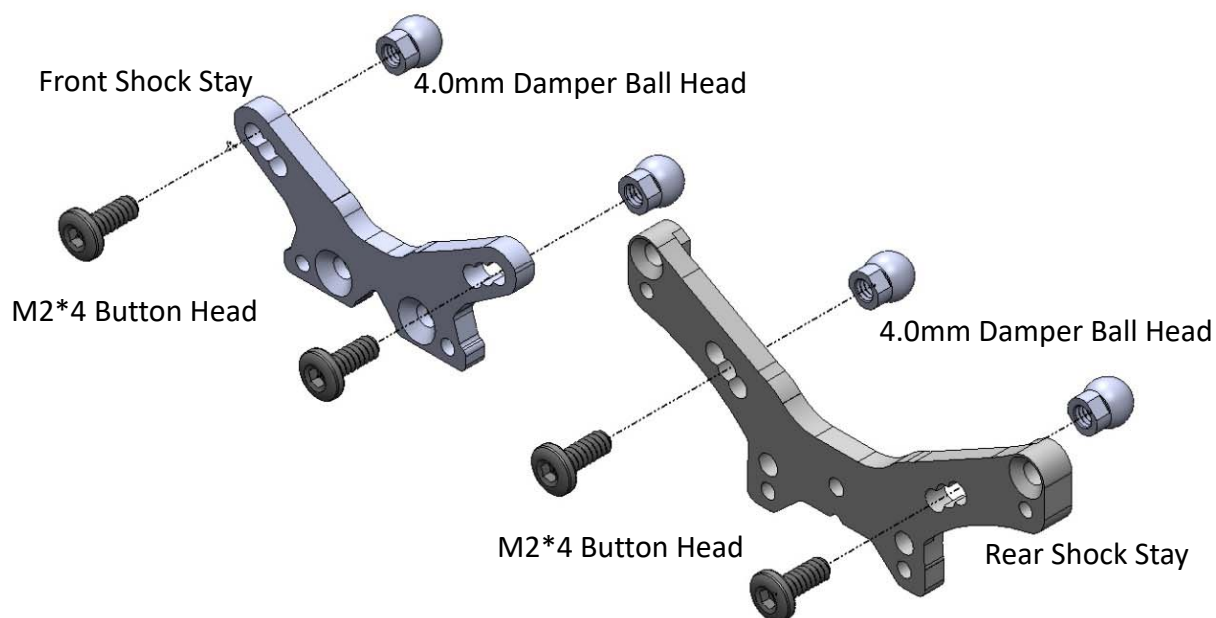


Build 4 sets

Screw the Collar to the Tube

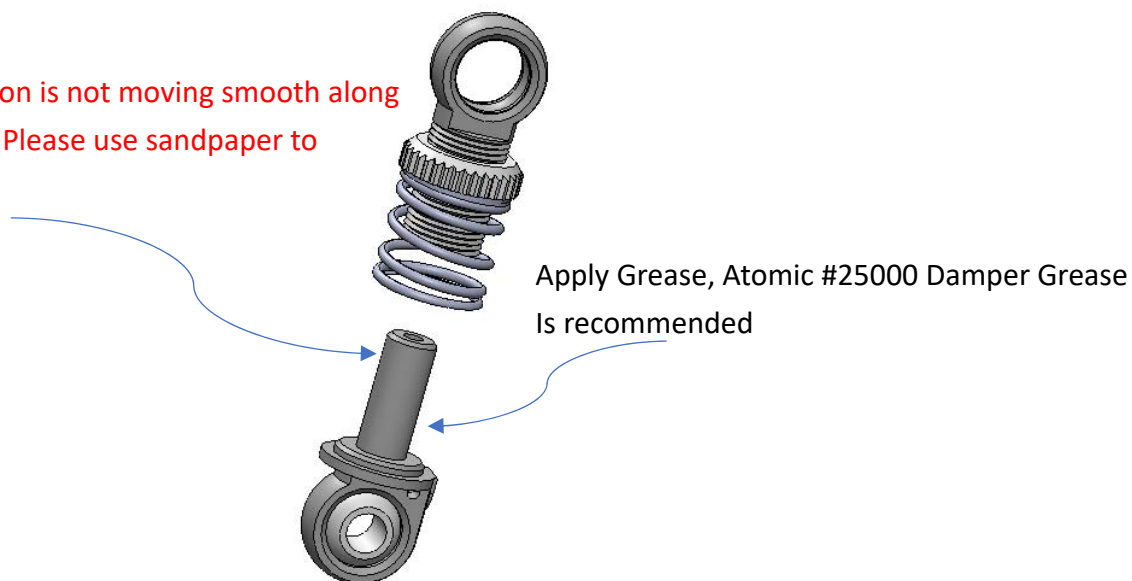


Align the thread carefully before screw in.

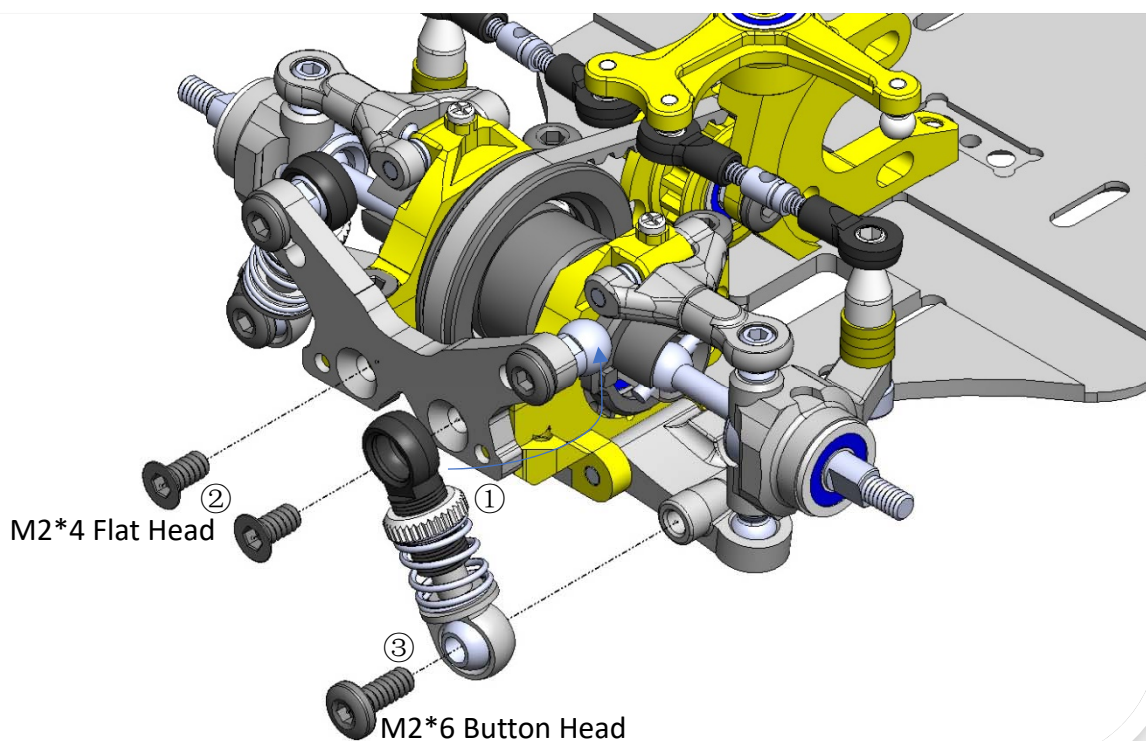


Step 13.1 - Apply Grease

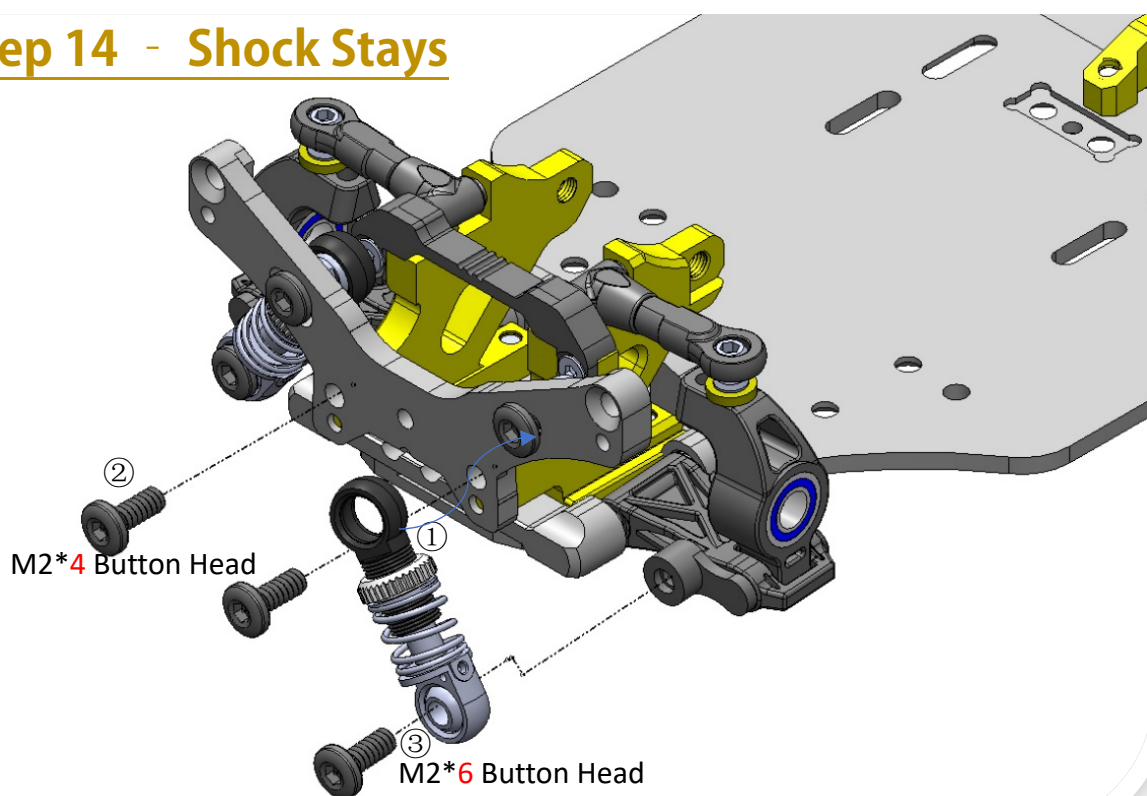
If the piston is not moving smooth along the tube. Please use sandpaper to Polish it.



Build 4 sets

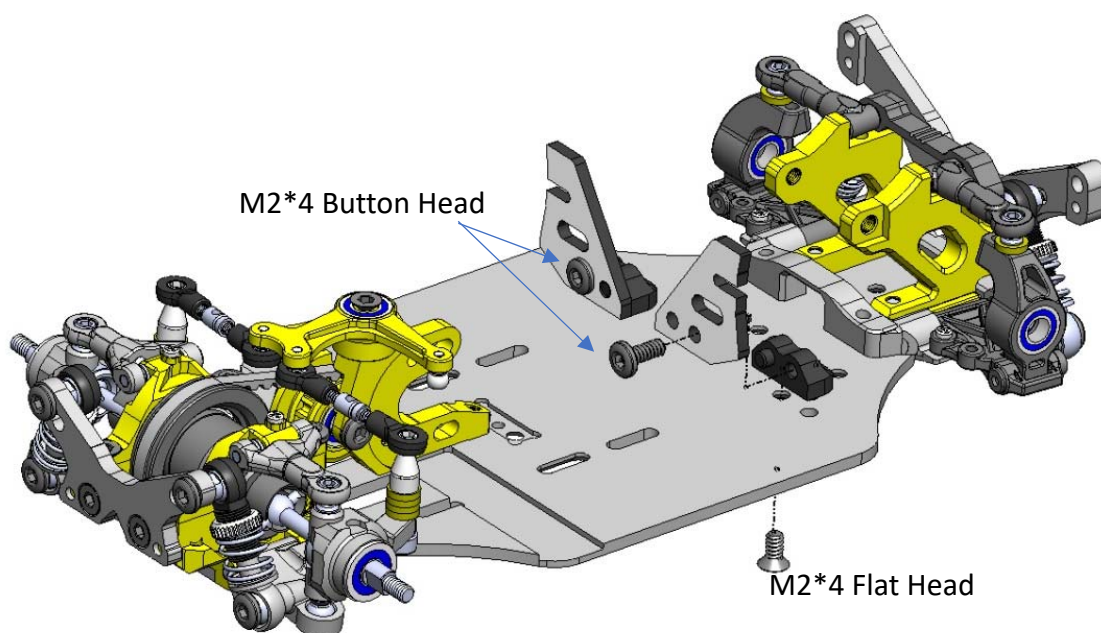


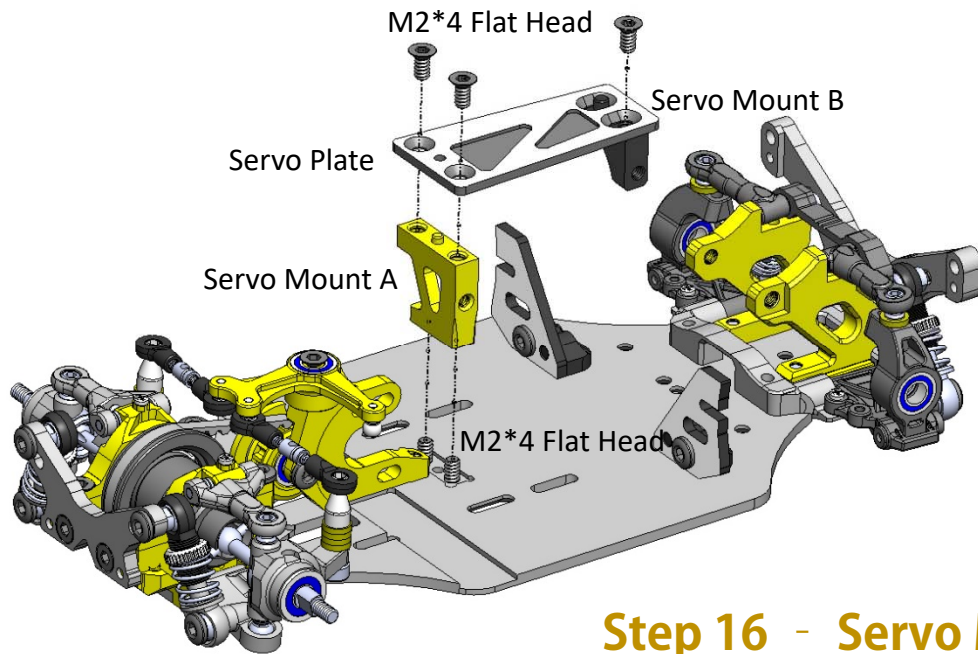
Step 14 - Shock Stays



Step 15 - Body Side Mount

Open Bag 10

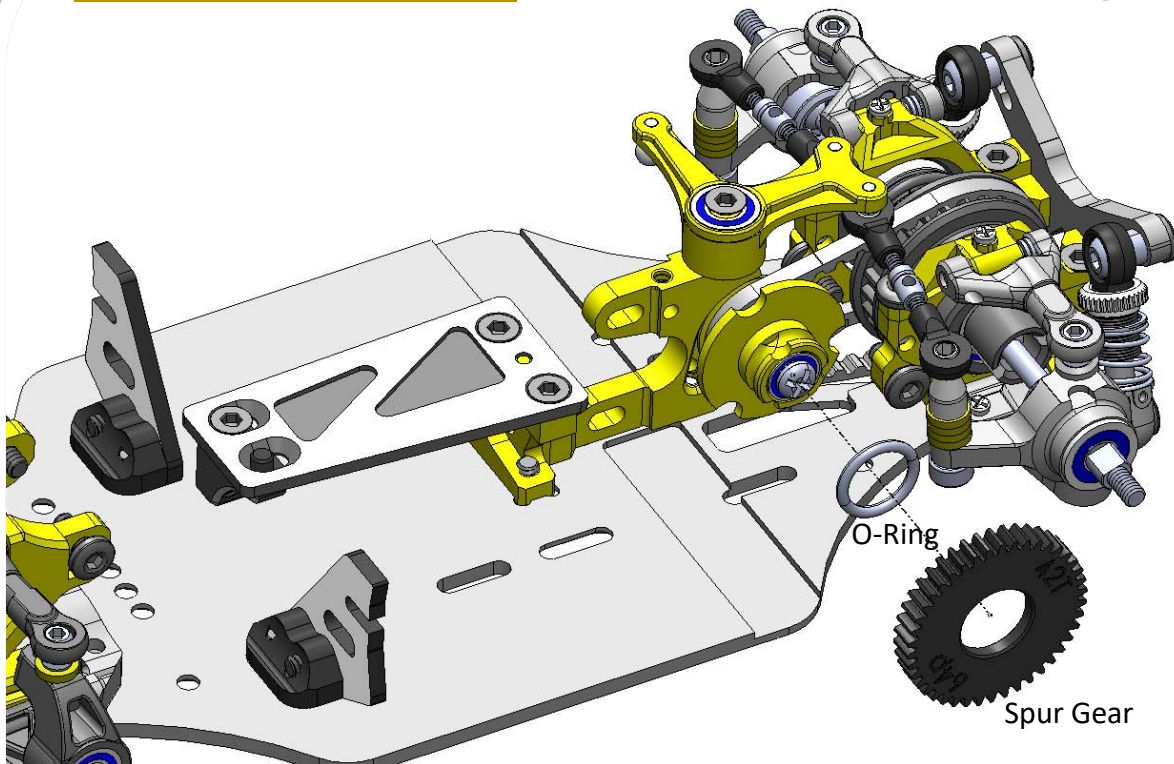




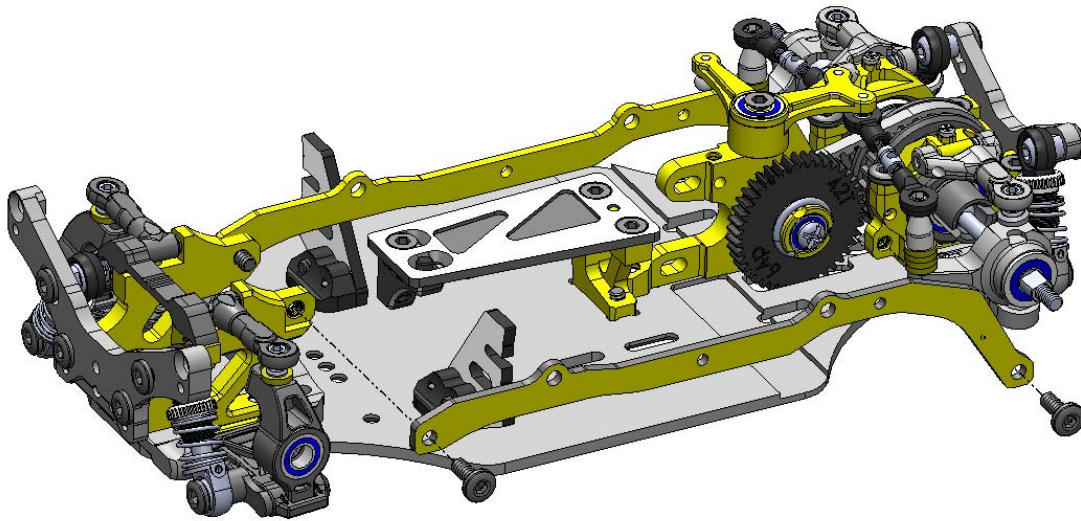
Step 16 - Servo Mount

Step 17 - Spur Gear

Open Bag 11



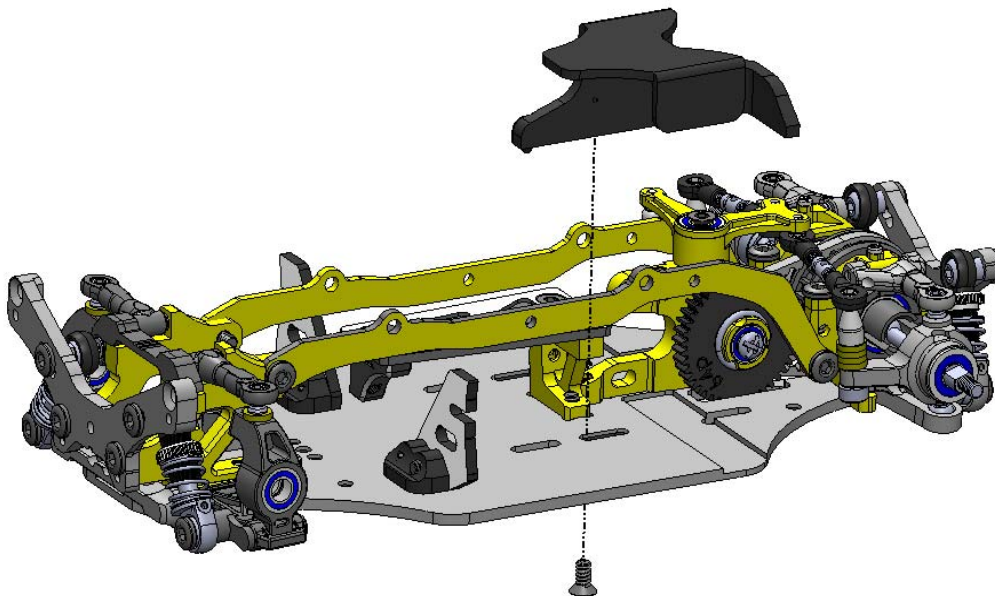
Step 18 - Top Deck



M2*4 Button Head

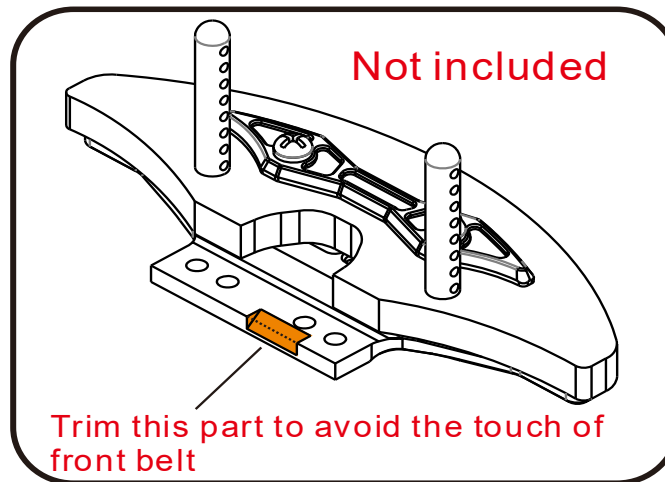
M2*4 Button Head

Step 19 - Battery Mount



Caution when install the Front Body Mount

Caution:



FFZV2 Gear Ratio Chart

		<i>Motor Pinion</i>					
		<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>
<i>Spur Gear</i>	<i>39</i>	5.4	5.01	4.68	4.39	4.13	3.9
	<i>40</i>	5.54	5.14	4.8	4.5	4.24	4
	<i>41</i>	5.68	5.27	4.92	4.61	4.34	4.1

Recommend Gear ratio for Atomic Motors:

3500KV : around 4.3 ~ 4.6

5500KV : around 4.8 ~ 5.2

Gear ratio decision is affected by strength of battery, and overall smoothness of the transmission system also the size of the track