

FENIX

MISTRAL 3.3

Rev. 0.4

NOVEMBER 2022



FENIX MISTRAL 3.3

MISTRAL 3.3 is an high-competition, high-quality, 1/10-scale model car intended for persons aged 16 years and older with previous experience building and operating RC model racing cars. This is not a toy; it is a precision racing model. This model racing car is not intended for use by beginners, inexperienced customers, or inexperienced racers or by children without direct supervision of a responsible, knowledgeable adult.

Before building and operating your MISTRAL 3.3, YOU MUST read through all of the operating instructions and instruction manual and fully understand them to get the maximum enjoyment and prevent unnecessary damage. Read carefully and fully understand the instructions before beginning assembly.

Contents of the box may differ from pictures. In line with our policy of continuous product development, the exact specifications of the kit may vary without prior notice.

Take appropriate safety precautions prior to operating this model. You are responsible for this model's assembly and safe operation! Please read the instruction manual before building and operating this model and follow all safety precautions

IMPORTANT NOTES – GENERAL

- This product is not suitable for children under 16 years of age without the direct supervision of a responsible and knowledgeable adult.
 - Carefully read all manufacturers warnings and cautions for any parts used in the construction and use of your model.
 - Assemble this kit only in places away from the reach of very small children.
 - First-time builders and users should seek advice from people who have building experience in order to assemble the model correctly and to allow the model to reach its performance potential.
 - Exercise care when using tools and sharp instruments.
 - Take care when building, as some parts may have sharp edges.
 - Keep small parts out of reach of small children. Children must not be allowed to put any parts in their mouth, or pull vinyl bag over their head.
 - Read and follow instructions supplied with paints and/or cement, if used (not included in kit).
 - Immediately after using your model, do NOT touch equipment on the model such as the motor and speed controller, because they generate high temperatures. You may seriously burn yourself seriously touching them.
 - Follow the operating instructions for the radio equipment at all times.
 - Do not put fingers or any objects inside rotating and moving parts, as this may cause damage or serious injury as your finger, hair, clothes, etc. may get caught.
 - Be sure that your operating frequency is clear before turning on or running your model, and never share the same frequency with somebody else at the same time. Ensure that others are aware of the operating frequency you are using and when you are using it.
 - Use a transmitter designed for ground use with RC cars. Make sure that no one else is using the same frequency as yours in your operating area. Using the same frequency at the same time, whether it is driving, flying or sailing, can cause loss of control of the RC model, resulting in a serious accident.
 - Always turn on your transmitter before you turn on the receiver in the car. Always turn off the receiver before turning your transmitter off.
 - Keep the wheels of the model off the ground when checking the operation of the radio equipment.
 - Disconnect the battery pack before storing your model.
 - When learning to operate your model, go to an area that has no obstacles that can damage your model if your model suffers a collision.
 - Remove any sand, mud, dirt, grass or water before putting your model away.
 - If the model behaves strangely, immediately stop the model, check and clear the problem.
 - To prevent any serious personal injury and/or damage to property, be responsible when operating all remote controlled models.
 - The model car is not intended for use on public places and roads or areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
 - Because the model car is controlled by radio, it is subject to radio interference from many sources that are beyond your control. Since radio interference can cause momentary loss of control, always allow a safety margin in all directions around the model in order to prevent collisions.
 - Do not use your model:
 - Near real cars, animals, or people that are unaware that an RC car is being driven.
 - In places where children and people gather
 - In residential districts and parks
 - In limited indoor spaces
 - In wet conditions
 - In the street
 - In areas where loud noises can disturb others, such as hospitals and residential areas.
 - At night or anytime your line of sight to the model may be obstructed or impaired in any way.
- To prevent any serious personal injury and/or damage to property, please be responsible when operating all remote controlled models. Failure to follow these instructions will be considered as abuse and/or neglect.
- We have made every effort to make these instructions as easy to understand as possible.
- However, if you have any difficulties, problems, or questions, please do not hesitate to contact the Fenix support team at racing@fenixwaterjet.com . Also, please visit our Web site at www.Fenix-racing.com or www.fenixracingshop.com or <https://www.facebook.com/FenixRacing.it/> the latest updates, set-up information, option parts, and many other goodies. We pride ourselves on taking excellent care of our customers.

Just a quick note.... Read the manual “before” and not after....

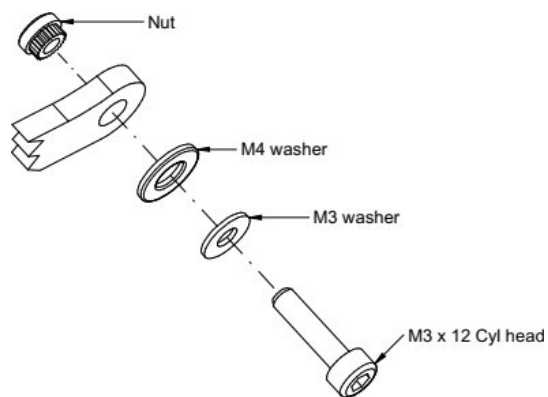
If you're super lazy 😊

Scan the QR code, there will be a photo guide for the assembly.
It does not substitute the manual, it's intended to be a visual support



Thanks to Marco for the idea.... 😊

Carbon Nut assembly



----- Read me first!!! -----

Mistral 3.3 use this kind of special nut in several places. Just take your time and the result will be great.

Those comes already pre-assembled, but is always good to know "how to", just in case...

To insert the Nut in the carbon fibre you have to follow this easy procedure.

Slide the M3 and M4 washer over the M3 x 12 Socket Head Screw.

Insert the screw in the carbon part and tight by hand the special nut.

Once the nut hit the carbon fibre it will start to secure itself into the CF.

Tight it slowly (very slowly) until it stop.

Don't overtight it – is completely unnecessary

Tip 1:

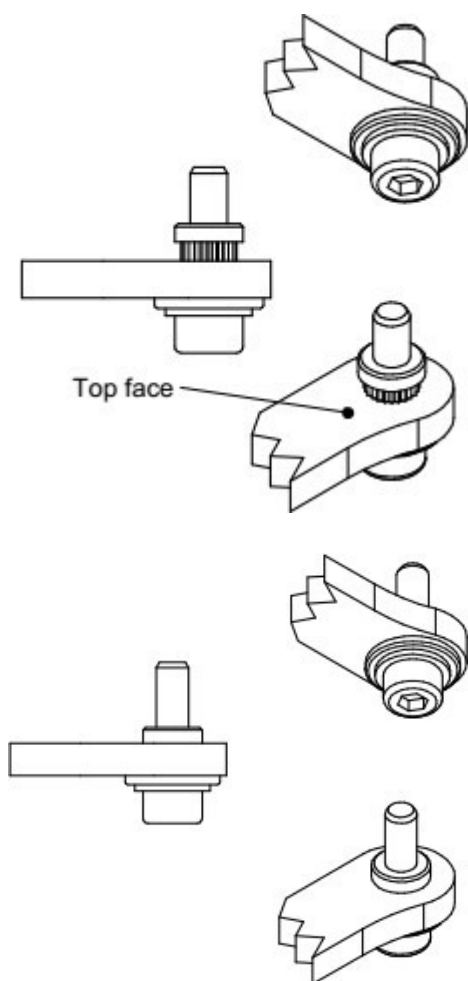
You might want to slightly chamfer the Top face with your body reamer. Just enough to remove the sharp edge

Tip 2:

When the nut hit the carbon fibre, before insert it fully, you can add a tiny drop of thin slow cure CA glue. *Very tiny....*

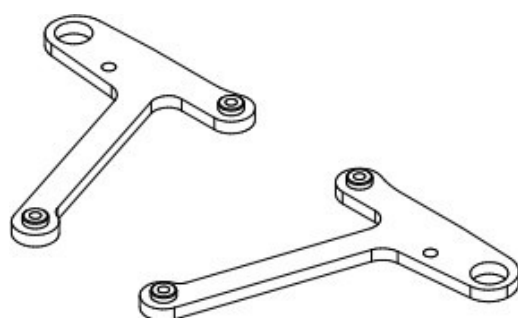
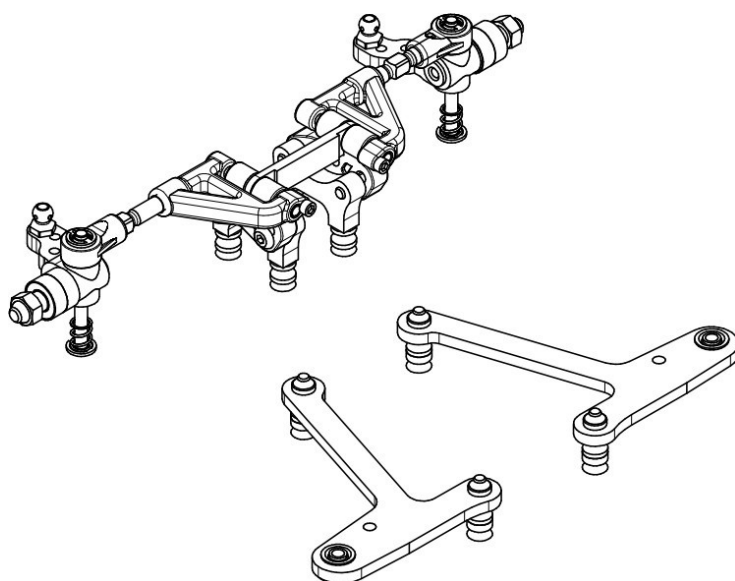
Tip 3:

Don't use electric tools to drive the screw, most likely you'll end damaging the carbon fibre....

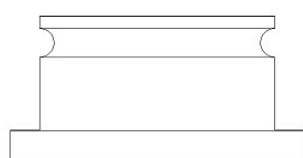


Bag A

Front End assembly



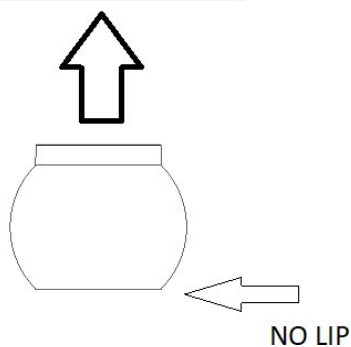
Please **note** that M33-9 are optimized for Ride GR offset wheels.



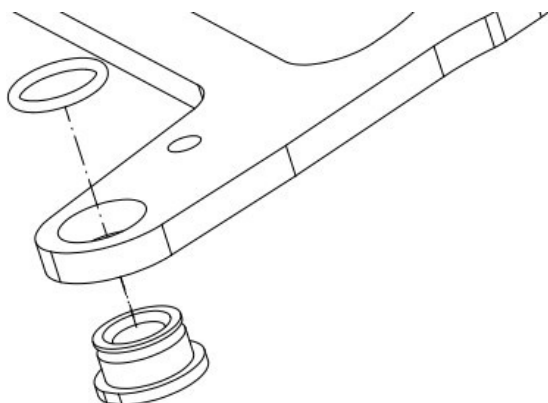
2 x G56038 Sphere holder
2 x M20-K3 6mm sphere

Insert the sphere into the holder from the lower side

Make 2 sets



FENIX MISTRAL 3.3



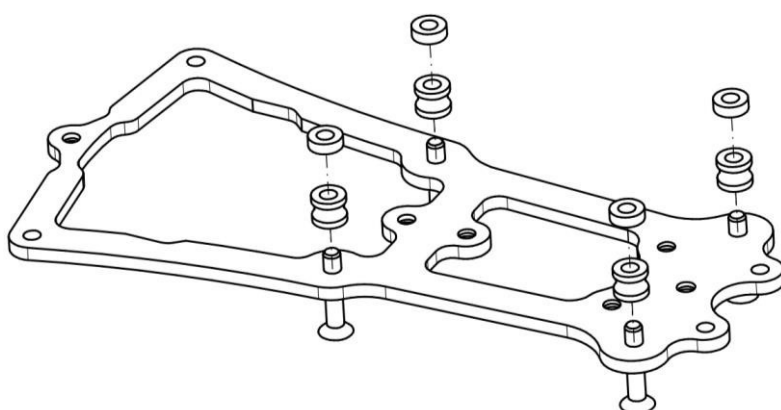
Insert the group into the front arm

Fix the sphere holder with the provided Oring

Make 2 sets mirror like

Note:

Be sure that the sphere holder fit easily, you might have to enlarge the 8mm hole with some sandpaper.



Prepare the sub-frame M33-3

Install 4 x M3x16 HW020 in the lower face.

Old Kits:

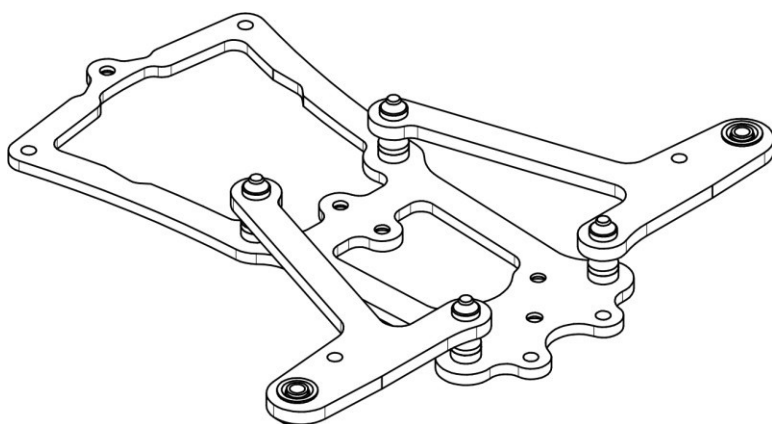
Insert 4 FX0088 5mm shims + 4 FX02009 2mm shims over the screws

New Kits:

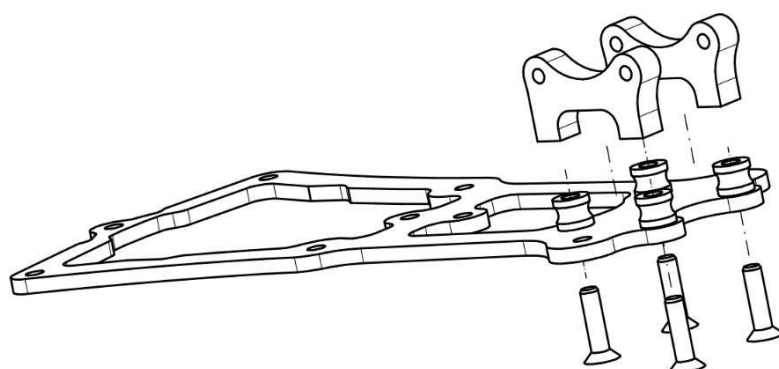
Insert 4 FX0094 7mm shims over the screws

Note: to set the front height, you've to add/remove shims here

Install the front arm as show



Check the note "Old/New kits Note" for those shims!



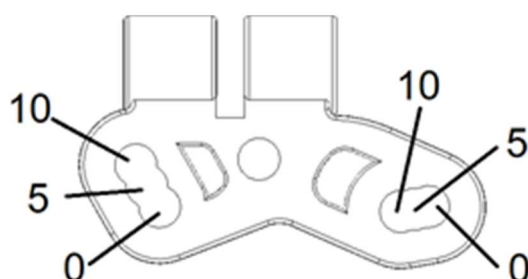
Note: Longer screws goes in the front
Do not tight them now...
just insert them

Note: Front arms are removed for sake of clarity. ☺

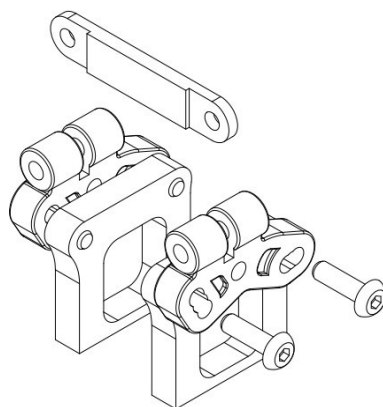
Install the G560039 suspension holder, use 2 x HW026 M3x12 + 2x HW020 M3x16 countersunk screw.

Use 4 x FX0088 5mm shims

Note the position of G56039 – the knob should face forward.



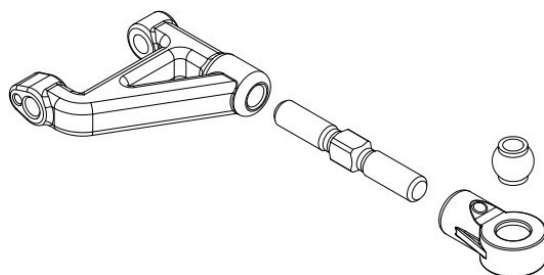
Active caster settings.
5 Degrees are default setting.



Secure the G56-030 upper arm mount to the M20-16 using 2 HW004 M3x10mm Hex button screw

Slide the M20-13 brace in position.

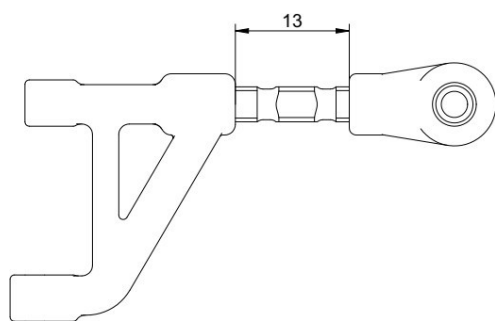
Note:
Be sure that the brace fit easily. You might have to enlarge the gap with some sandpaper.



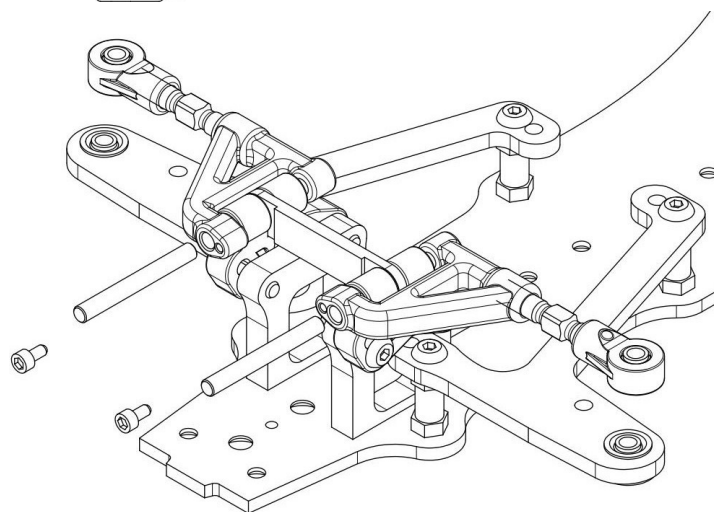
G56-031 arm –
G56-033 eyelet-
TR 28-M4 turnbuckle
G56-037 sphere

Make 2 sets

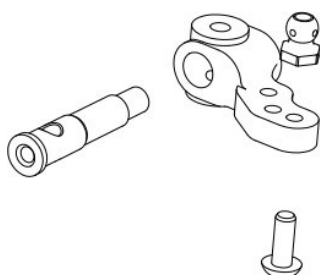
Note: insert the sphere into the eyelet using the dimple as reference



Set the distance at
13mm (Ride)

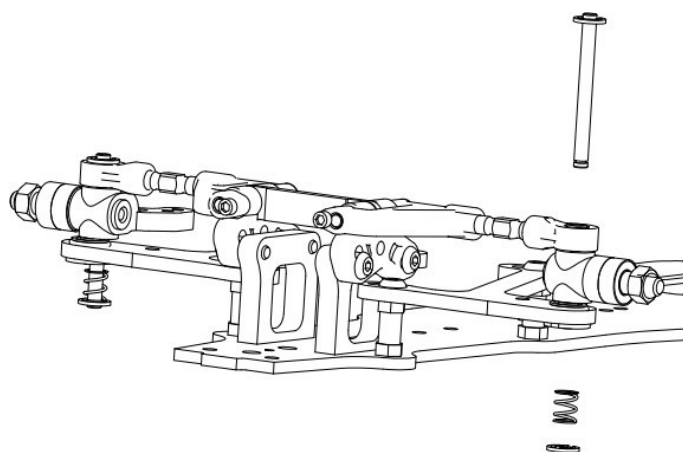


Insert the G56-034
hinge pins and secure
them with the HW031
M2x4 screw



Steering hub

Make 2 sets mirror like



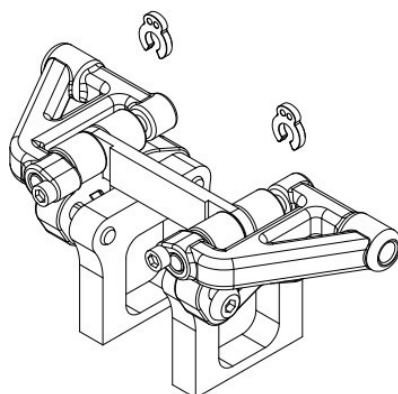
Insert the seeger into
the kingpin

Slide the kingpin into
the eyelet and the
steering hub

Insert the front spring
into the kingpin

Secure it with a seeger.

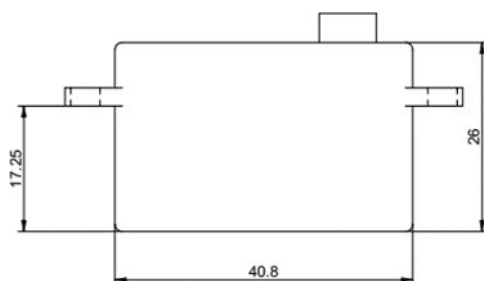
FENIX MISTRAL 3.3



There are 4 caster clips,
2 by 1 mm and 2 by
2 mm.

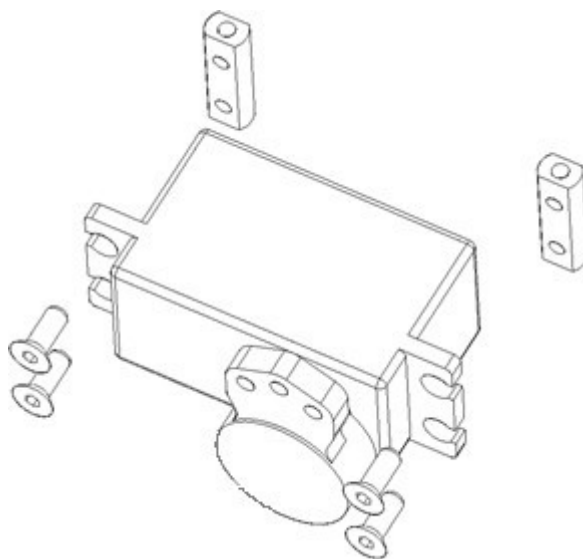
Those are be used to
adjust the static caster.

Setup of them is
symmetric.



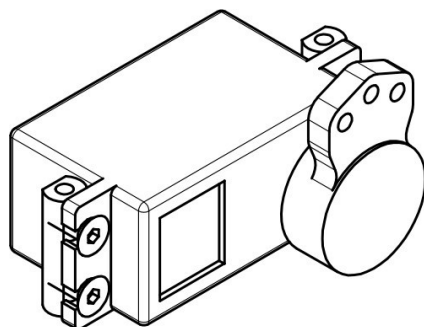
**Servo and servo saver are
not included**, Mistral 3.3
need a low profile or super
low profile servo.

Note: the dimension of the
servo suggested

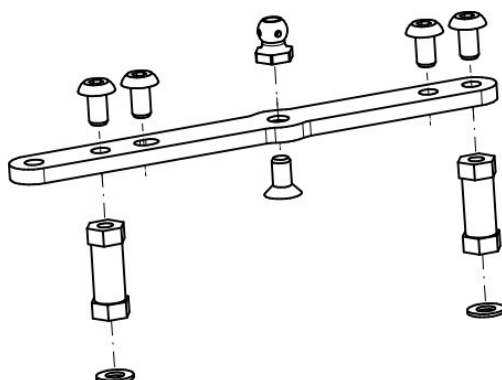


Use the 4 x HW008 M3x8
countersunk screw to fix
the FX022 servo mount.

Servo saver is **not** included.

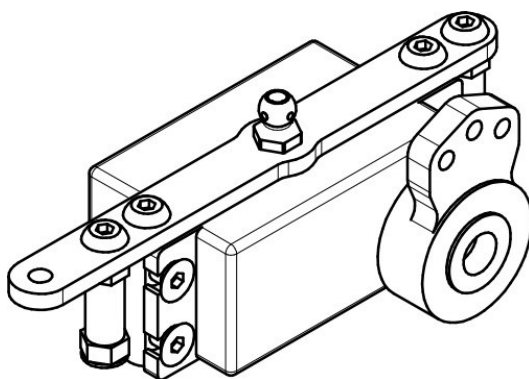


Assembled group. Servo saver should be vertical when servo is neutral.



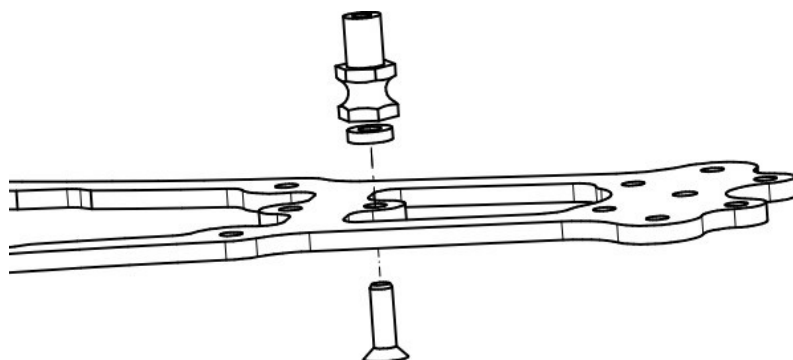
M33-10 servo holder assembly.
Use 2 15mm post, according the servo, you might need to shim those by 0.5mm

Fix the FX-FU48 with 1 HW0012 – 3 x 6mm countersunk.



Using 2 x HW008 M3x6 Button, fix the servo group to the M33-10 servo holder

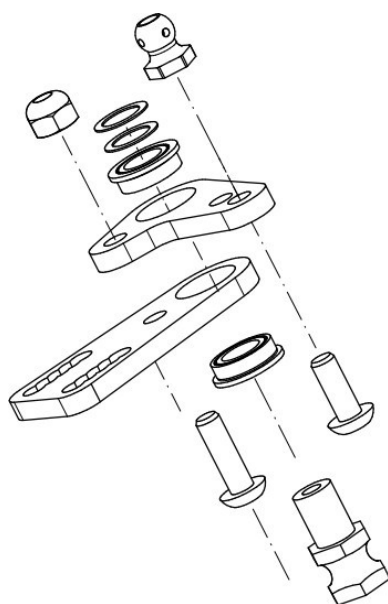
Note: the most frontward servo hole mounting hole in M33-10 is shaped to cope with several servo.



Note: Some parts are removed for sake of clarity.
☺

Fix the FX0049 steering post with 1 x HW0033 M3x10 countersunk screw

Insert the 1.5mm shim between the M33-3 and the steering post



Assembly the steering linkage as shown. Take some care when insert the bearings in the carbon fibre.

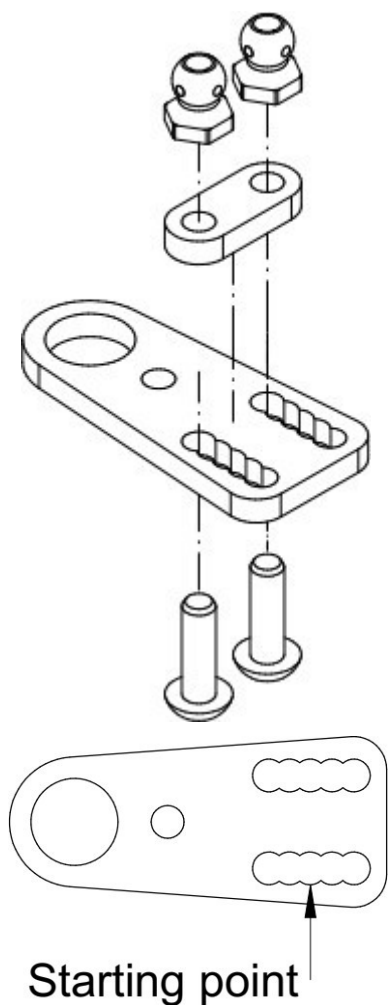
Note:

you might have to enlarge the 8mm hole with some sandpaper. Do not exceed.

Note:

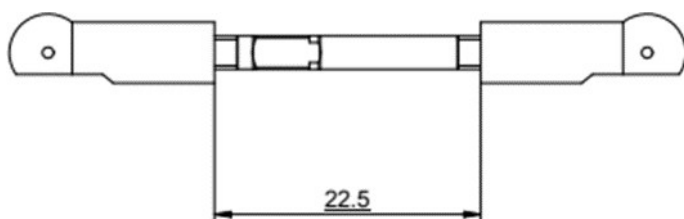
Take some time when aligning the carbon plates.

If necessary, use the provided shims to remove the vertical play to the minimum.



Install the FX-FU48 using 3 x HW003 M3x8 button screw.
Install the M33-12 between the FX-FU48 and M33-11

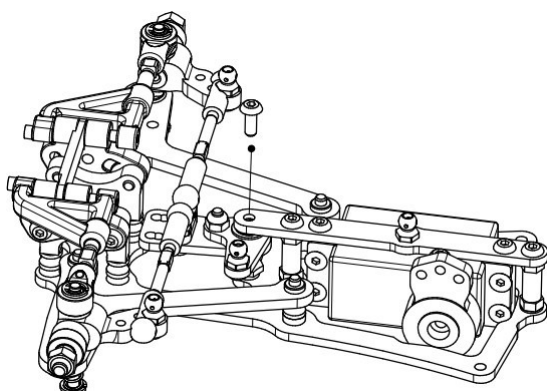
FENIX MISTRAL 3.3



Make 2 tie-rod with 22.5mm and 1 with 24mm

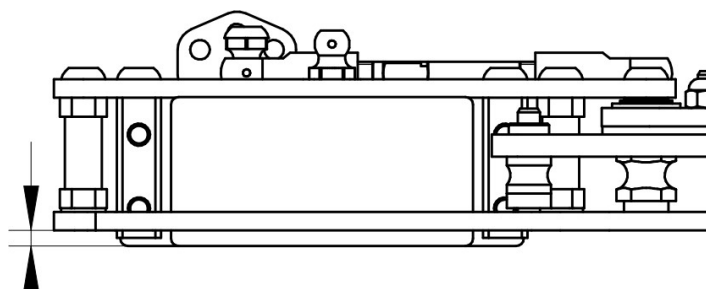
Connect the 24 mm one to servo and the other 2 to the steering hubs

Ball male stud should be used on the servo horn.



Use one HW003 M3x8 button screw to fix the M33-10 to the steering post.

A certain amount of vertical play is needed

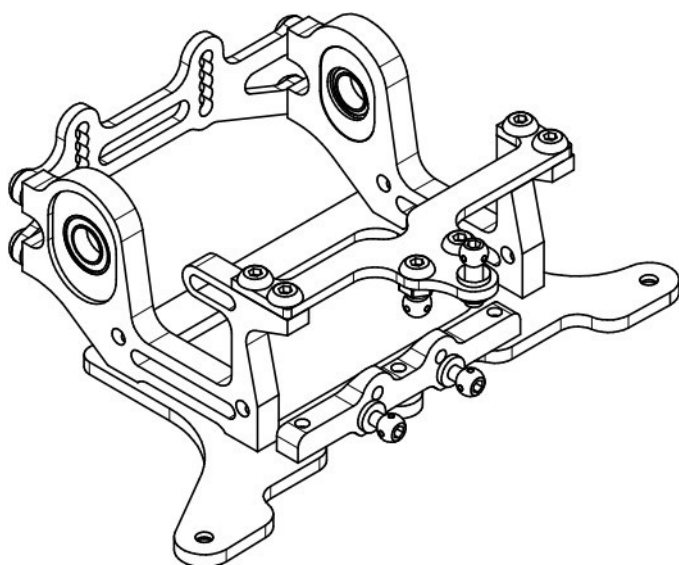


Servo should protrude from the M33-3 sub frame.

This dimension is variable according your servo.

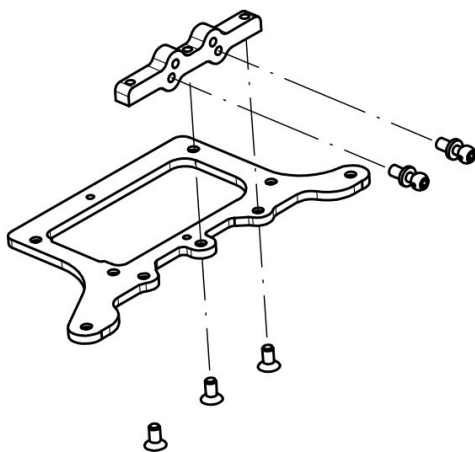
Bag B

Motor Pod



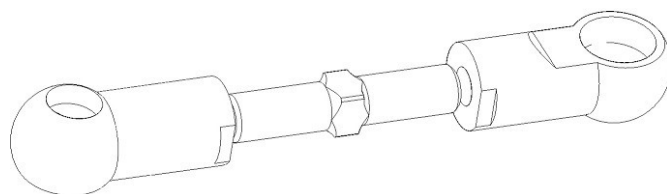
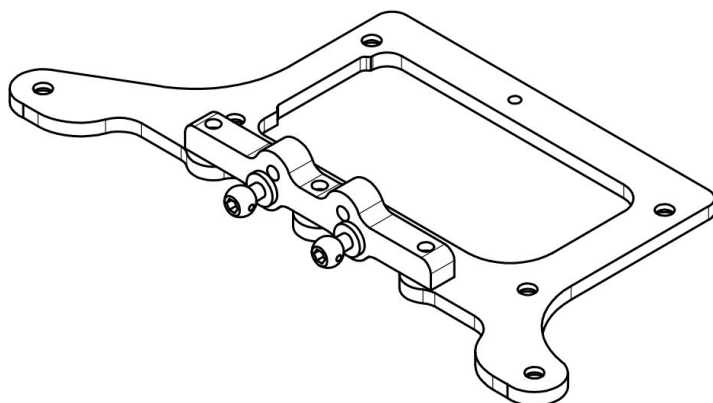
NOTE:

Before start to assembly the rear end of Mistral 2-0, we strongly suggest you, to visit the Fenix Racing Youtube channel and look the "V-link suspension setup" video...

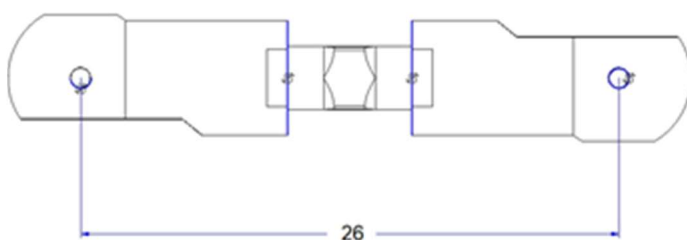


Using 3 x HW012 M3x6 countersunk screw fix the V-link F2 to the M33-4 motor pod.

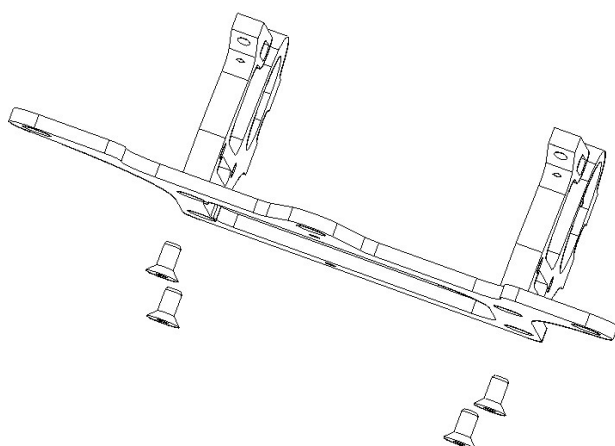
Insert 2 x male ball stub into the V-link F2.



Build 2 set of link using
2 x TR16 and 4 FX0037
- short

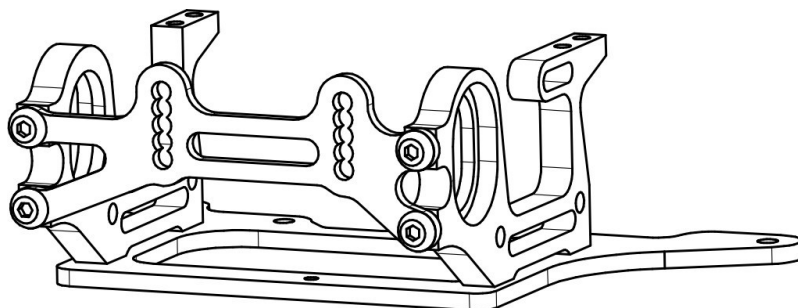


Keep this dimensions.
Fix the link over the V-
link F2



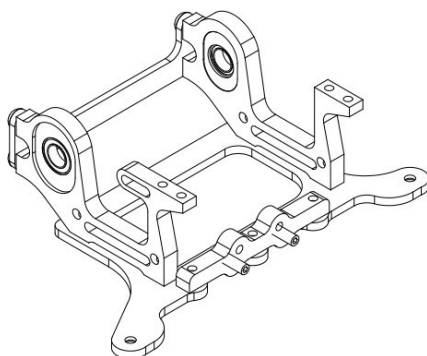
Using 4 x HW012
countersunk screws,
fix the motor holder to
the motor pod.

Tight the screws evenly
using an "X" pattern

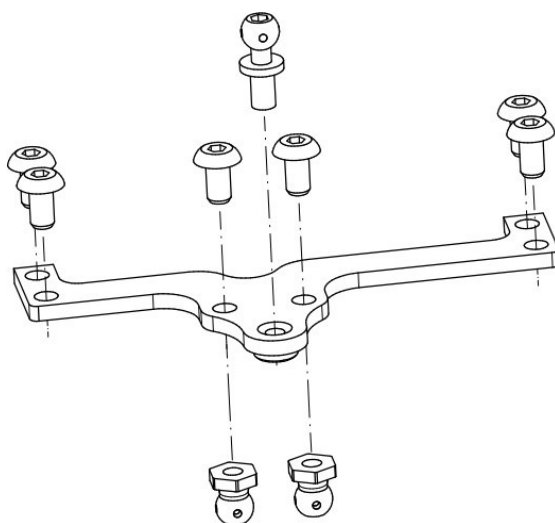


Fix the M33-6 wing stay to the group using 4 x HW008 M3x6 button screw.

Tight the screws evenly using an "X" pattern



Insert the ride height adjuster and the flanged bearings (bearings are in the differential bag)



Use the provided HW006 M3x8 button screw to fix the M33-5 shock holder to the Motor holder

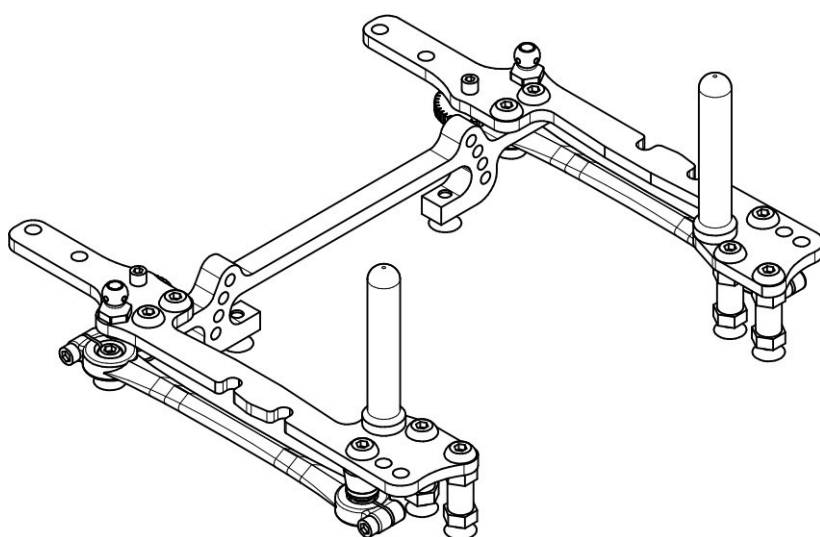
Note: Wait to install the shock holder to the motor group.

Note: When you've to remove the battery, you can unscrew the male stud from the M33-5 and leaving it into the shock absorber.

How about a cup of coffee now? You deserve it!



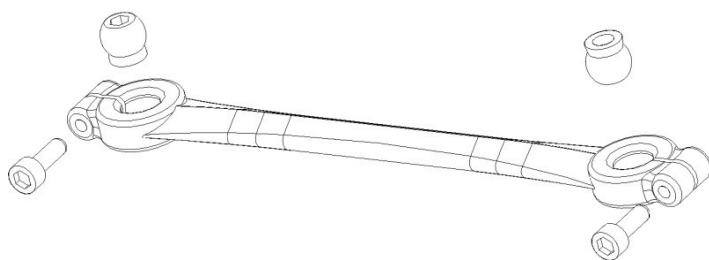
While you drink it... you can read the manual... . 😊



Bag C

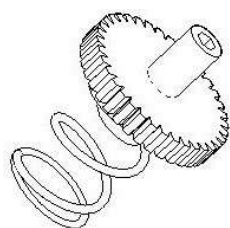
Rear V-link and
common parts

FENIX MISTRAL 3.3



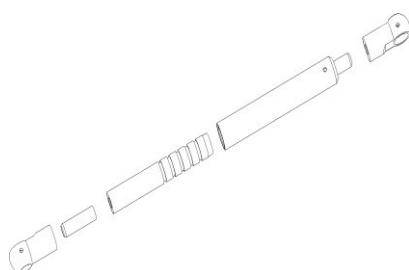
Prepare 2 sets –
note the position of
the spheres.

Use 2 x HW0014
M2x 6 screws and 2
x FX002 spheres
each

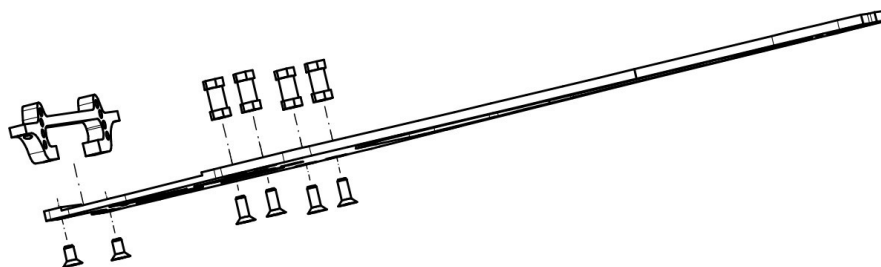


Grub screw
M3 x 8

Prepare 2 side
spring group set as
shown



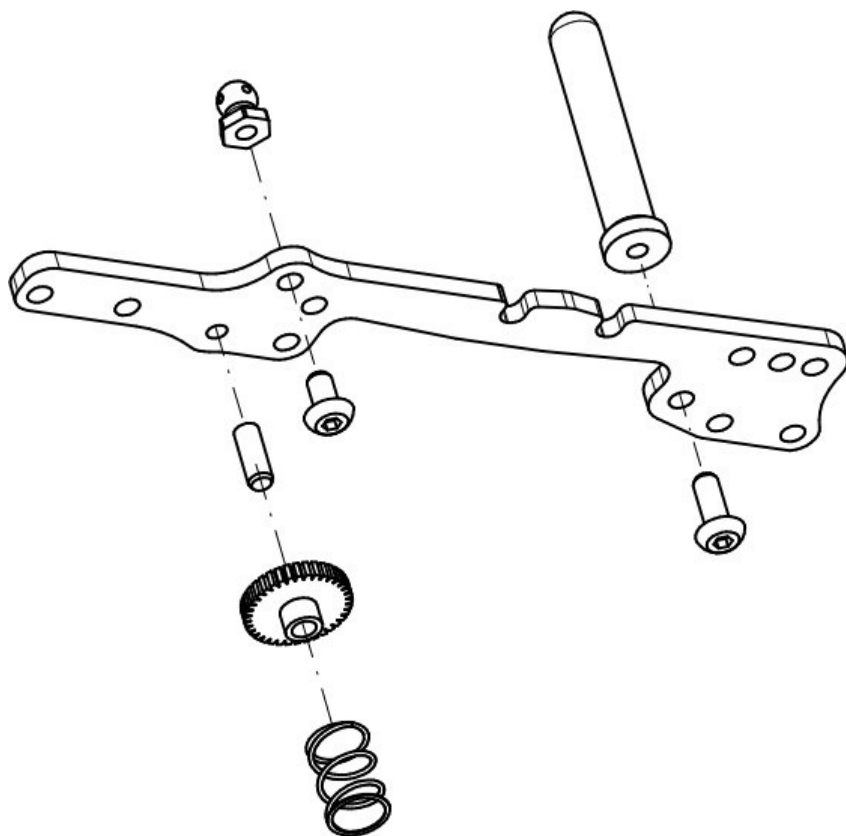
Assembly the 2 side
dampers as shown



Assembly 4 x
FX0052 12mm post
with 4 x HW007
M3x8 countersunk
screw

Assembly the V-link
F1 using 2 x HW012
M3x6 countersunk
screw

Assembly as shown



Prepare 2 mirror like side element, using M33-13

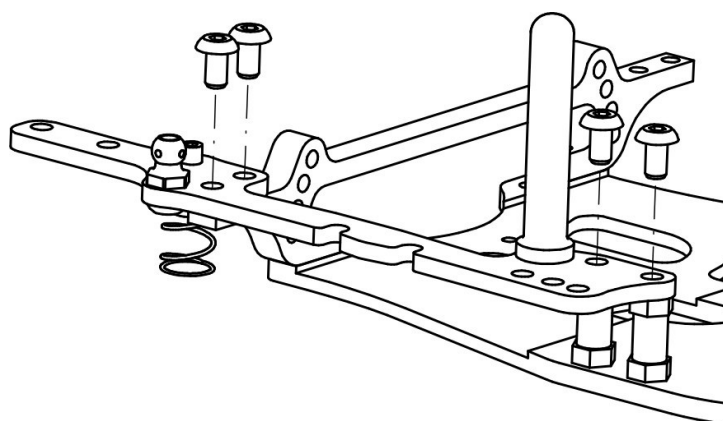
Fix the FU-FX48 and the body post using 2 HW003 M3x8 button screw.

Insert the side spring group into the carbon fibre

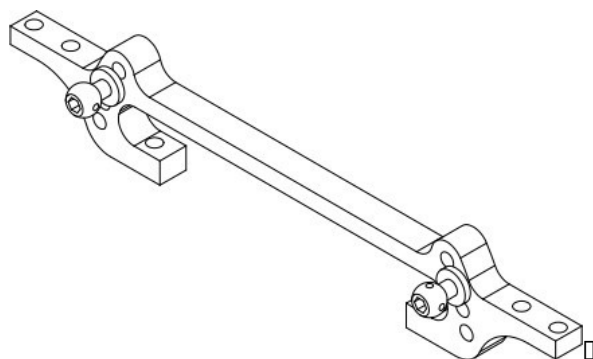
Note:

Use special attention when "thread" the grub screw in the carbon fibre, lubricate the grub screw often during the operation and insert it slowly.

You might want to thread the carbon fibre using an M3 tap.



Install the side group as shown using 4 x HW003 M3x6 button screws.



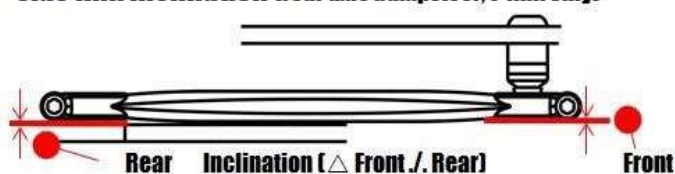
From Bag C, insert 2 x male stud.

Fix the short link between V-link F1 and V-link F2

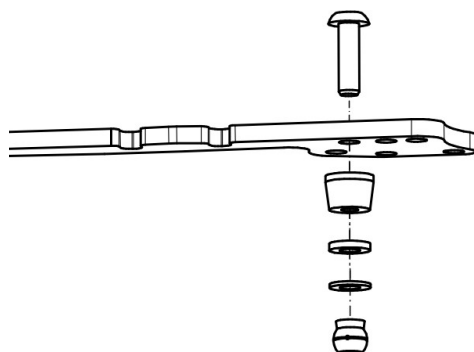
Note

Please, check in the tech section about the V-link settings.

Side link inclination (rear axle bumpsteer, v-link only)

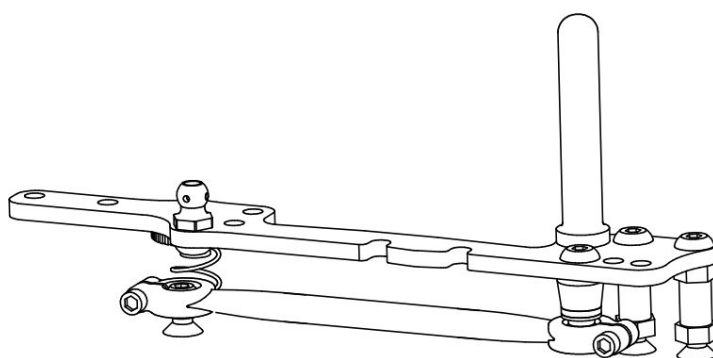


Note: See later in the manual the “angled link” explication



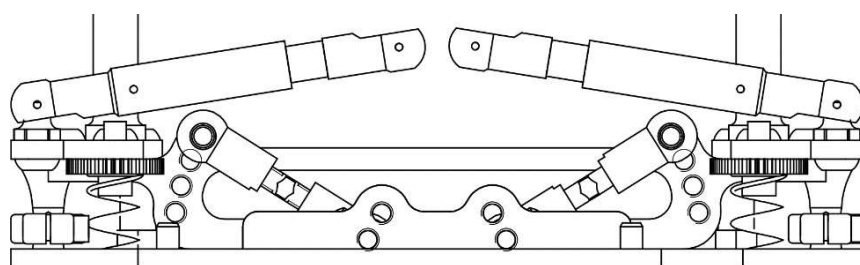
Insert the G56042A spacer between the carbon side wing and the link sphere.

Note:
Newer G56042A allow to set the angled link in the easiest way.



Install the side link you’ve prepared.

Use 2 x 6mm allen to tight the sphere link.

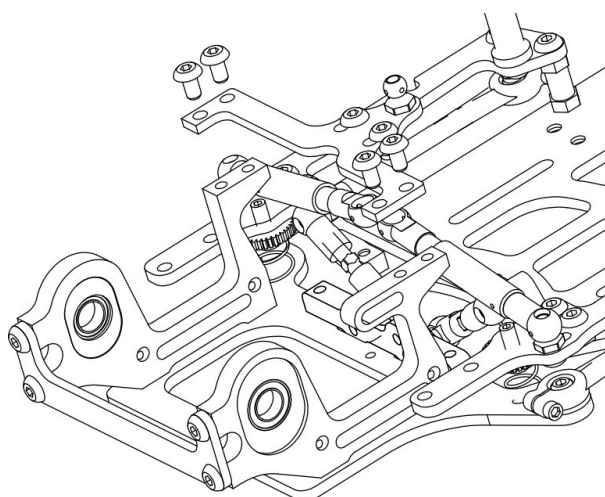


Now, lay the car on a flat setup board and make the final fine tuning of the links length. Chassis and motor pod must lay flat on the setup board.

V-link setting.....



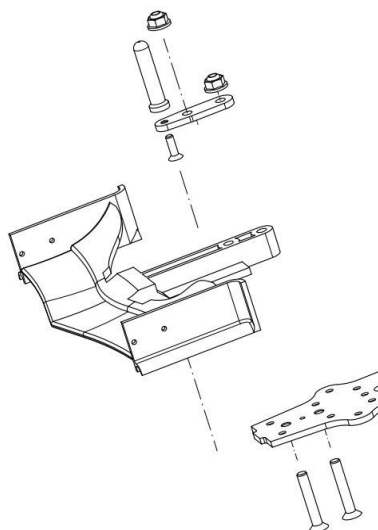
Take the proper time for this setting.



Now you can couple the motor pod to the chassis group. Use the M33-5 shock holder, using 4 by HW008 3x6 button screw.

Side links can be installed using 2 x HW012 M3x6.

Install now the side dampers

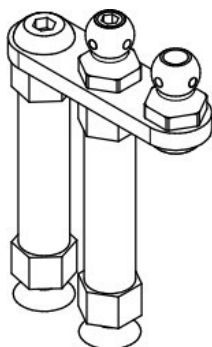


To assembly the front wing.

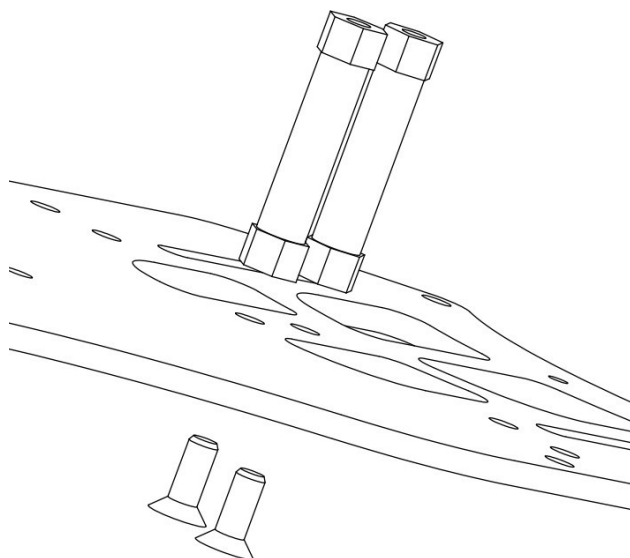
First secure the front body post to the body holder using 1 HW004 M3x10 screw, then using 2 HW017 M4x25 secure the frontwing (not included) to the front end of the chassis.

Bag D

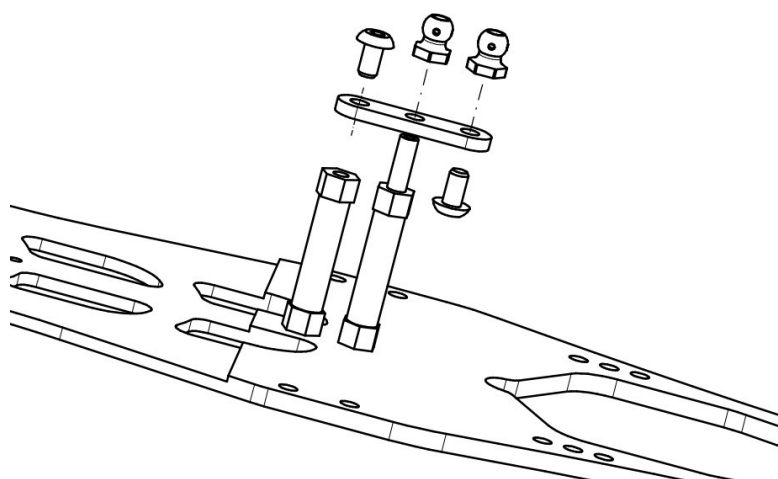
Central shock
holder



Cross battery
Using 2 x HW007
M3x8
countersunk
screw, fix 2
FX0054-26mm
posts to the
chassis

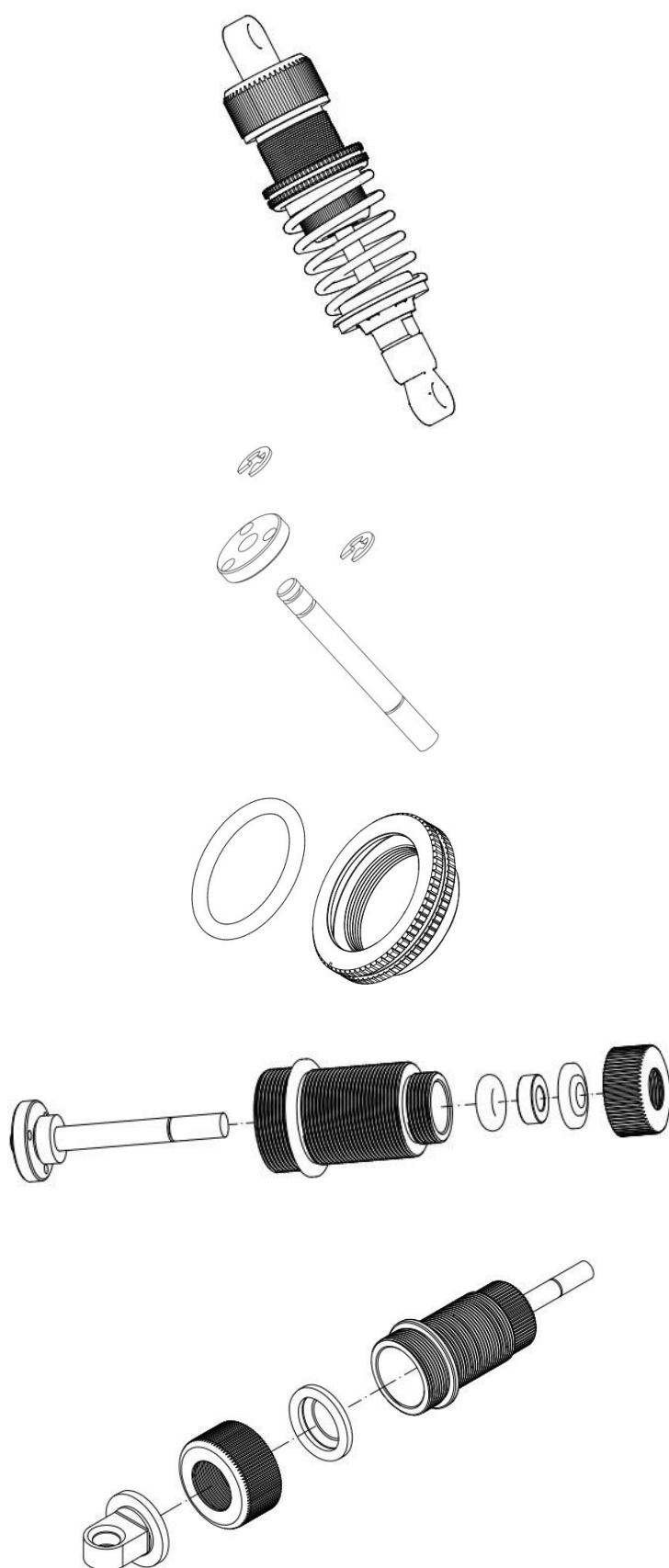


Fix the M33-7
mini shock holder
using 1 x HW003
M3x8 button
screw, 1 x HW034
M3x15 grub screw
and one FUFX48
as show.



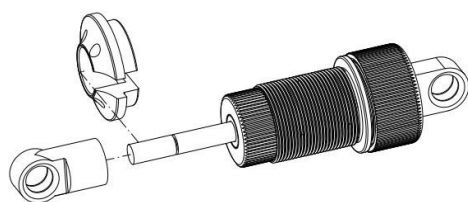
The second
FUFX48 can be
installed if you
want to use a tie-
rod to connect the
front chassis

Shock Bag

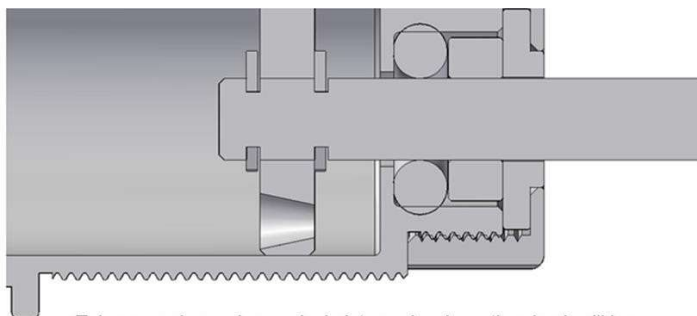


Insert a seeger into the first seat on the shock shaft. Then insert your preferred piston (4 holes cylindrical suggested) and then insert a second seeger into the proper seat. Insert the o-ring into adjusting ring. Lubricating it – before - using a drop of oil shock

Insert the shaft into the shock housing. Lubricate the o-ring and the 2 guides and insert them in the housing. Tight the cover. Fill the shock with your favourite oil, bleed it as usual and close it tight.



Screw the cup holder on the shock shaft, insert your favourite spring and insert the spring holder as shown

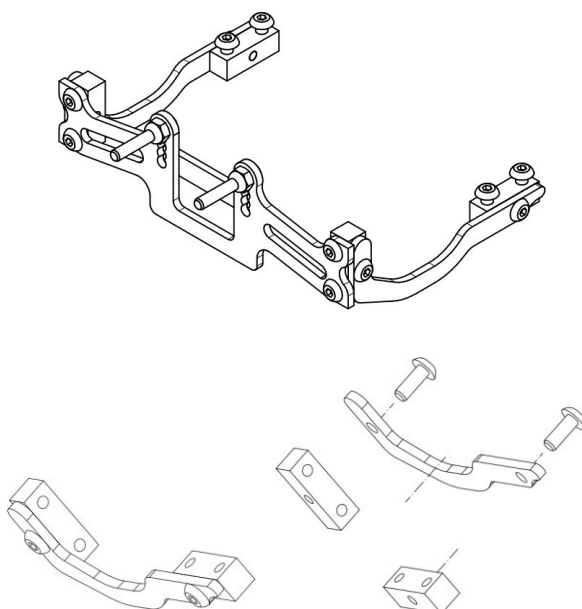


Take care when using conical pistons. As show, the shock will be harder in compression and softer in extension

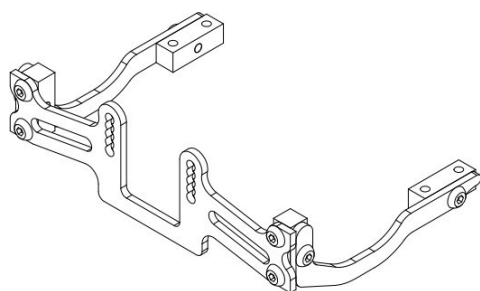
Please **note**:
Pistons are supplied in 2 versions.
Standard cylindrical holes and conical holes.
Conical allows to choose "harder/softer" direction.

Bag E

Wing to chassis

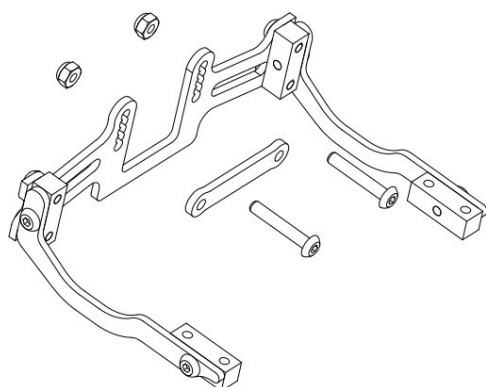


Assembly 2 mirror like shoulders using M20-8 and M20-17 joint.
Use 2 x HW003 M3x8 button screw.
Do not tight them fully now.

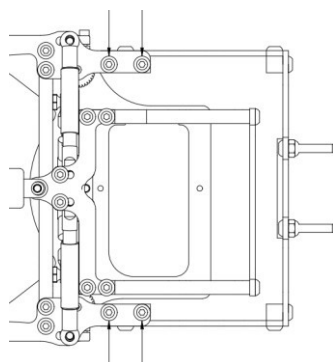


Use 4 x HW003 M3x8 button screw and assembly the M20-6 wing holder to the shoulders
Do not tight them fully now.

Note: The peculiar shape of M20-8 allow most rear wing to be assembled also "inside".
With some rear wing this is not possible



To assembly the rear wing use the HW016 M3x20 screws and the M3 Nylock nuts provided.
We've add also an M20-11 small brace. This can provide extra safety to the M20-6.



You can install the "wing to chassis" system to the Chassis, using 4 x HW003 M3x8. Now you can tight fully all the screw of the WTC

Note:
Sometime is going to be more practical remove the WTC when you set the pinion/spur gear

For the differential assembly, please refer to the specific manual.

Sphere Differential F1 Mk2

Gear Diff F1 Mk2



Also, check our Youtube channel for differential assembly tips.

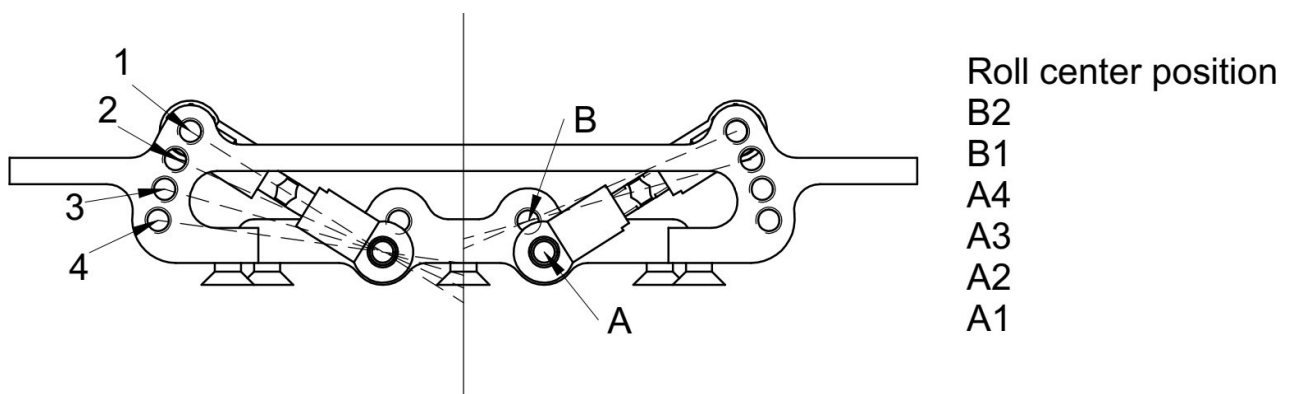
Tech area

MISTRAL 3.3 represent a major breakthrough in the F1 class. Nothing comes close to this F1 model.

We've had several drivers developing the car, from Club racers to ETS A-main finalist, we'd like to thank all of them for the time and dedication they put in this project.

Front End: On the front end you can find an easy system to change the front track, according the tires you're using, and very user friendly system to alter camber, caster and dynamic caster.

Rear End: V-link we spent quite a lot of time developing this rear end, using different brand of tires, driving on ETS carpet and asphalt.



V-Link suspension has the unique ability to alter the roll centre position.

You can alter significantly the amount of rear grip by changing the roll centre position.

B2 is very much like a common pivot rear suspension.

A1 give the lowest roll centre.

Most of the time, you'll find a very comfortable setting using A2 or A3 position

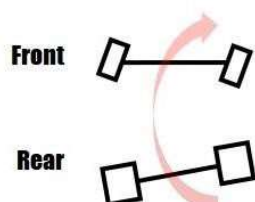
Of course the 2 connection link must have the same length!!!

Here you can see how to set the V-link!



Positive Inclination (front higher)

negative bumpsteer: the outer wheel goes into a toe-out position, hence generating more steering (a tighter turning radius)

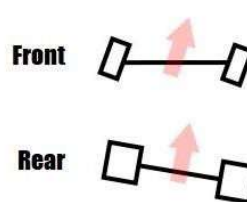


- + increase corner speed under high grip conditions
- + increase mid-corner steering

- loose rear end at corner entry under low grip conditions
- reduced traction at corner exit

Negative Inclination (rear higher)

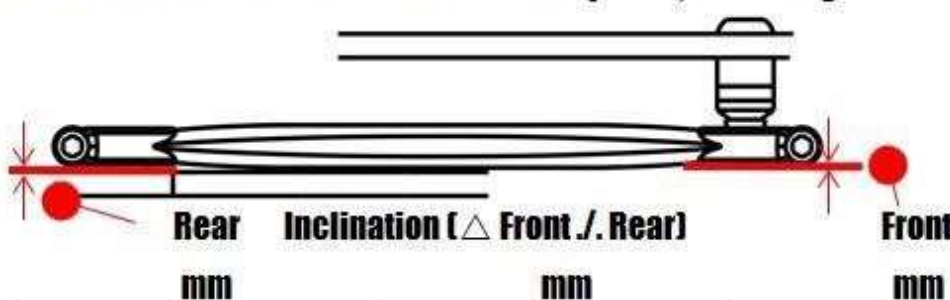
positive bumpsteer: the outer wheel goes into a toe-in position and stabilizes the rear end



- + increase traction under low- or medium grip conditions
- + avoid snap-oversteer

- car tends to push at corner entry
- reduced on-power steering

Side link inclination (rear axle bumpsteer, v-link only)



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