



FENIX SU-ZUKA

Su-zuka Assembly

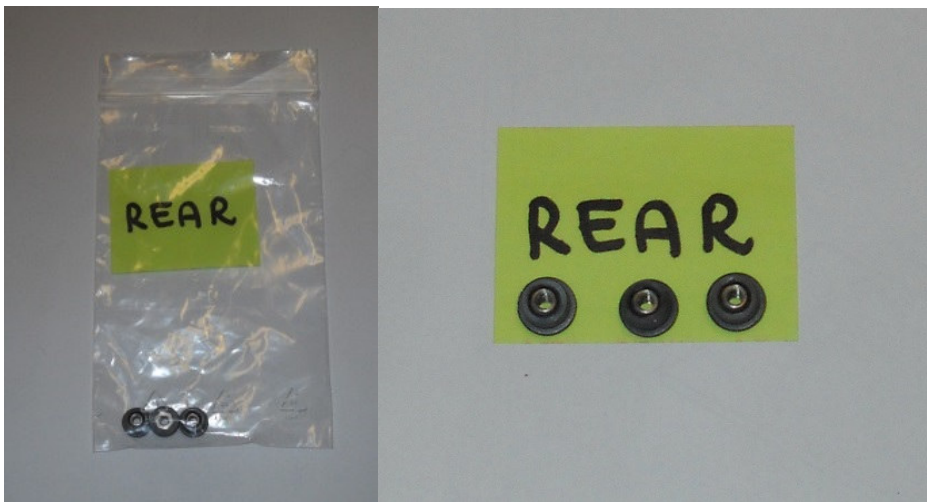
After the usual Cyano-acrylate chassis sealing....

ATTENTION:

- Read this completely before start to assembly the car.
- Do not mix the spheres between "front" and "rear" – They are different

Link -

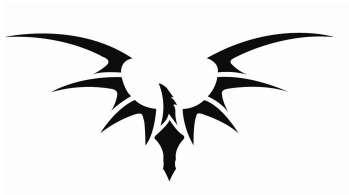
The sphere's seat are tight on purpose. We want to be sure we can cope the tolerances in the plastics.



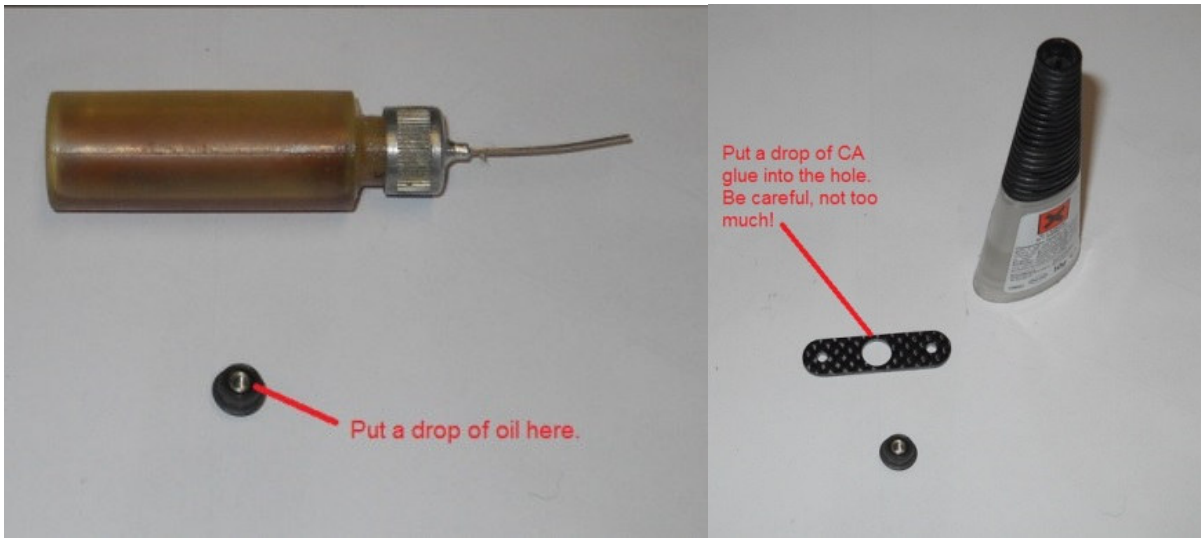
Sphere must be inserted with the minimal amount of play as possible. If you need, you can enlarge the hole using a thin emery paper. Do the job as show.



A suggestion: before glue the spheres, you might want to put a small drop of oil of the sphere and the plastic, just to avoid the cyano to go over the sphere.



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All you need is a minimal amount of CA glue over the CSC part. Working on a flat surface just slide from the top the part over the sphere.

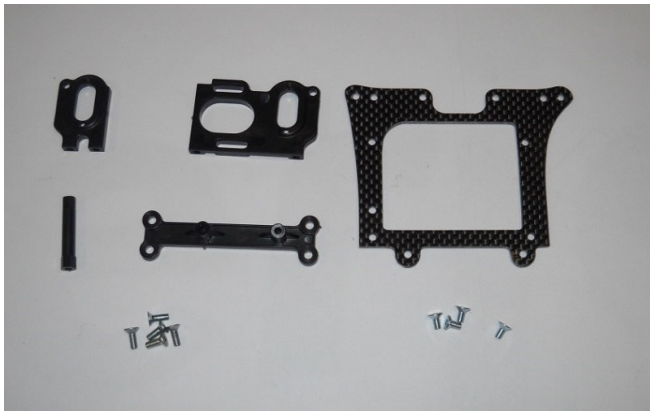


Make the complete set. Note the orientation of the links

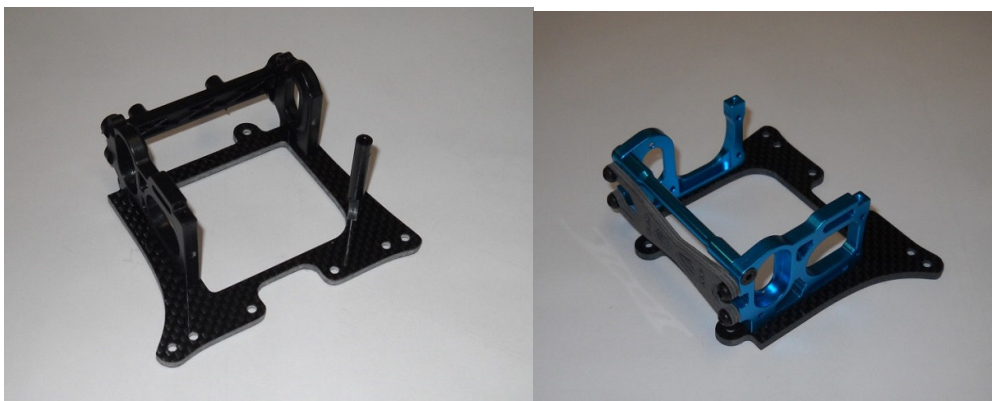
Ok, now is the rear pod...



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We've 2 versions Esistono 2 of motor pod, assembly is the same.



Now, you can join the swivel to the motor pod.

Important: Swivel must be flat, shim it properly. 2.75mm is a good starting point. Screws are M3 by 12mm



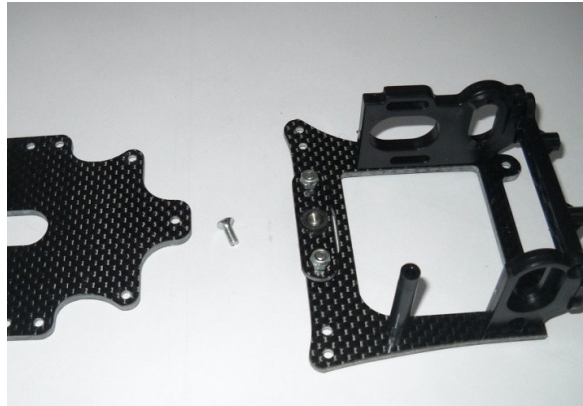


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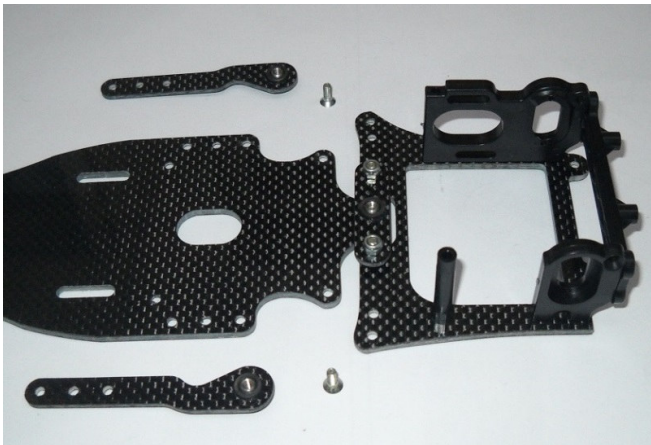
It's important that the swivel center and the link starting point are at the same level. SO use the same amount of shims, on the "A" hole of the links. So, if you have used 2.75mm on the swivel, use the same on "A" hole.

You can raise the whole "rotation line" of the car (the imaginary line between the 3 spheres and "A" hole in the links), in this case screw length must be adapted.

To join the chassis to the motor pod, use a M3 by 8mm

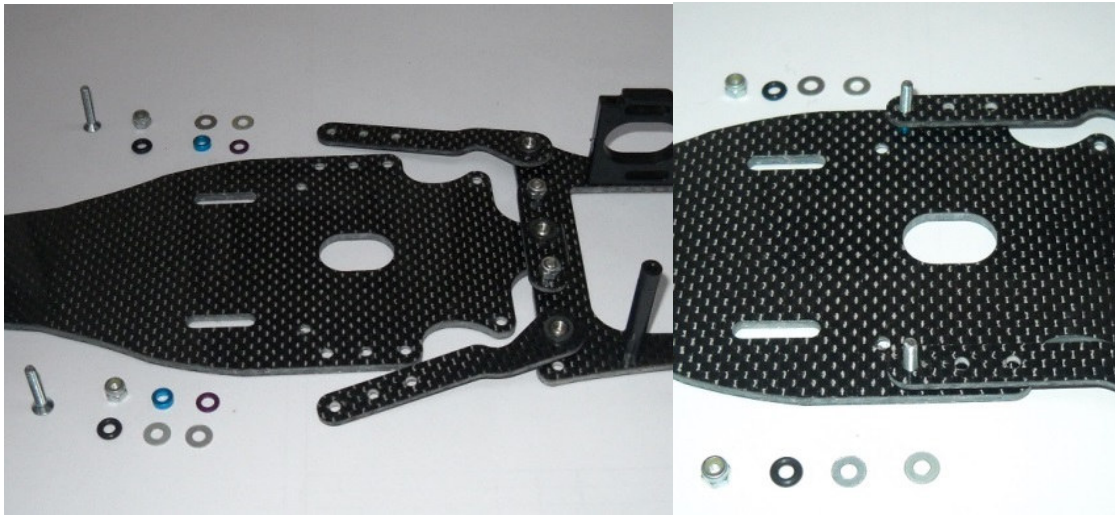


Attach the link to the motor pos, using 2 screws M3 by 8mm





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On the upper face of the link we will have: washer/o-ring/washer/locking nut. The washers allows an even compression of the o-ring. Screws are M3 by 15mm (with a 2.75mm level)



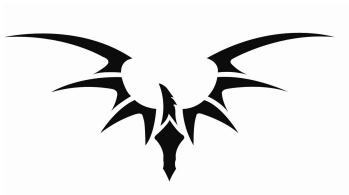
Link holes identification.



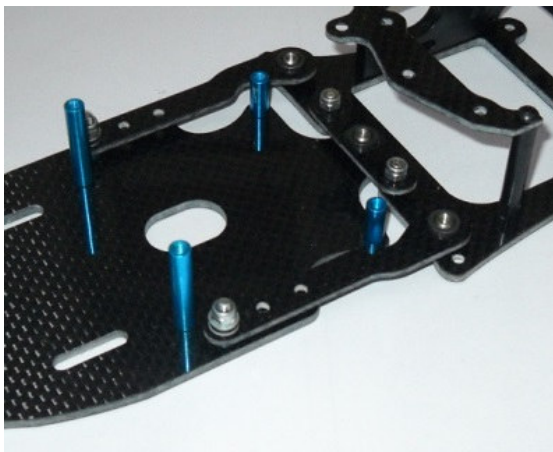
Rear end should look this way.

Now, time to go on the front of the car

Find 2 x 26mm long posts, those hold the shock absorber. Shorter ones are needed for the rear holder

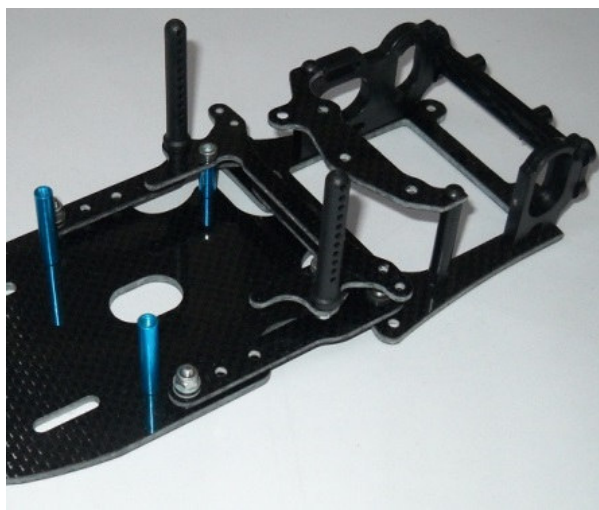


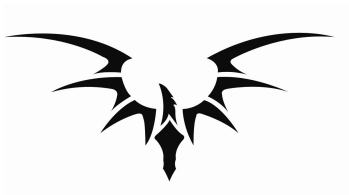
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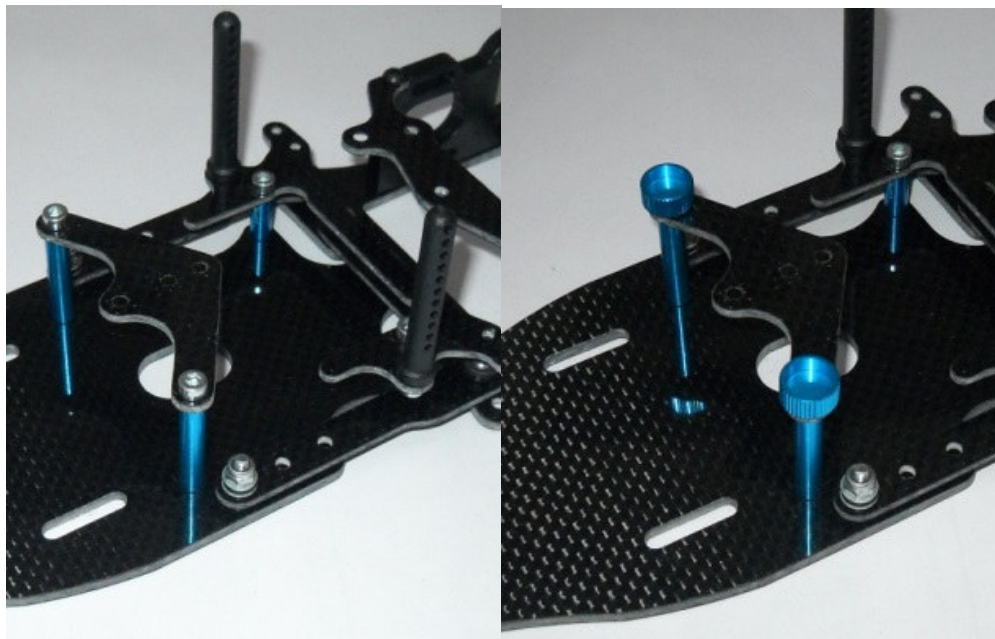
If you don't use iside springs, 10mm post are sufficient, according the spring you choose, you have to add shims to those posts.

Rear holder assembly



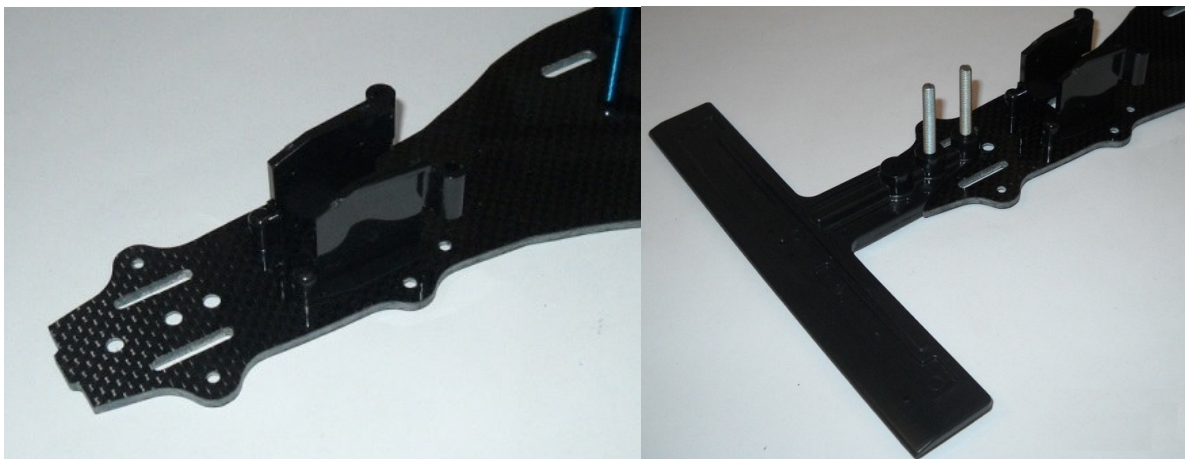


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Shock holder is normally fixed with 2 M3 x 8mm screws. Shows also the optional “torsion control”.

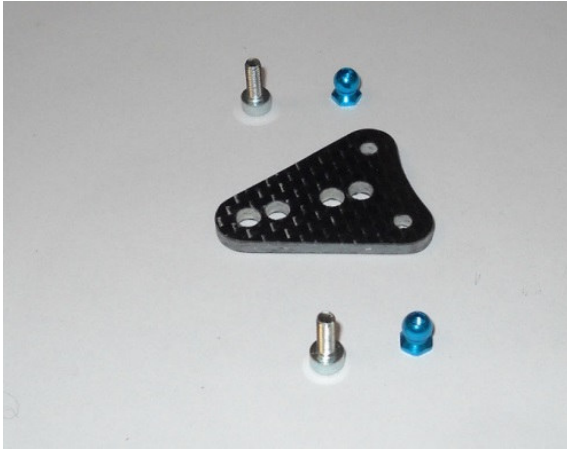
Let’s go to the front.



Install the servo holder (any F104 servo holder will work), for now use just the 2 front screws. Install also the front wing (any F104 compatible front wing will work).



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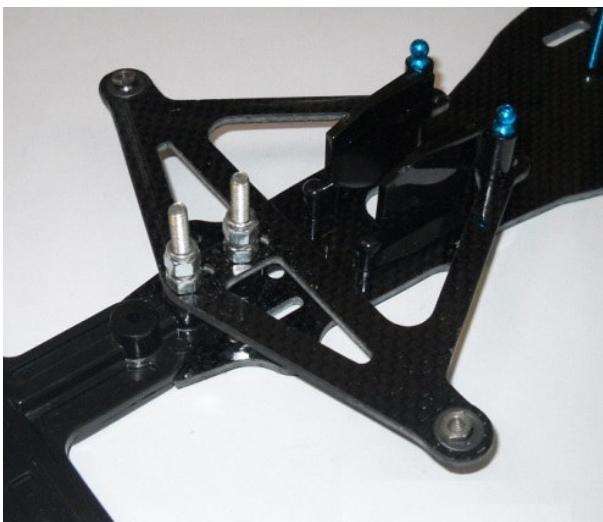
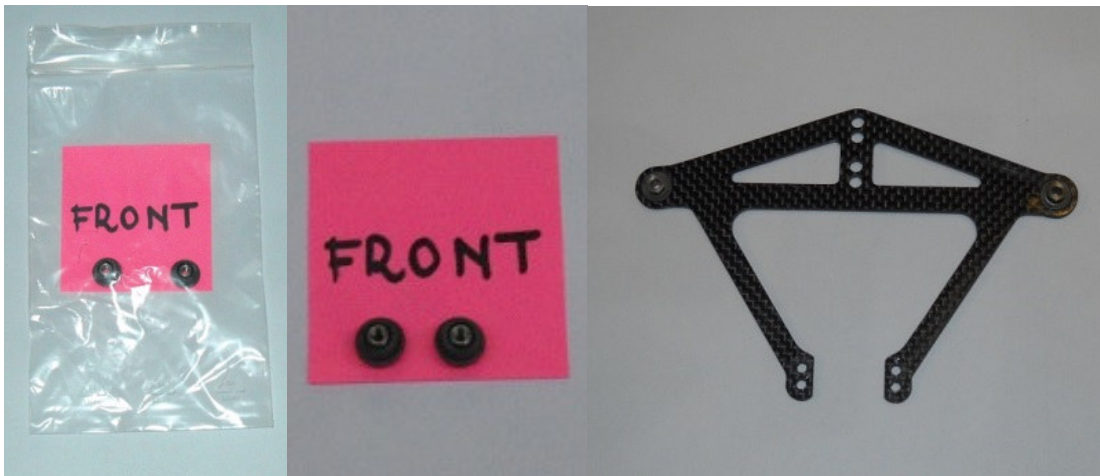


Assembly the front camber plate. Insert in the 2 out most holes 2 uniball.

The height of this plate allows a Dynamic Camber function

Let's assembly the front end, in the same way we use for the rear end. Remember: spheres are different. The front ones have no threads inside.

!



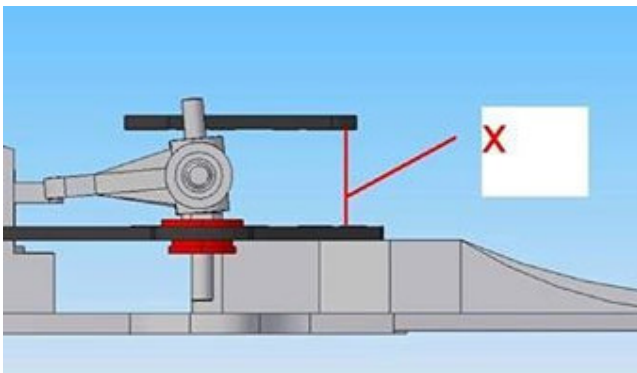
insert the triangle

ATTENTION:

Hex shape must point to the top.



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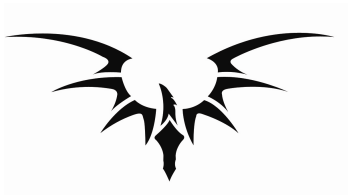


Camber plate height change the position of the upper triangles, changing dynamically the camber.

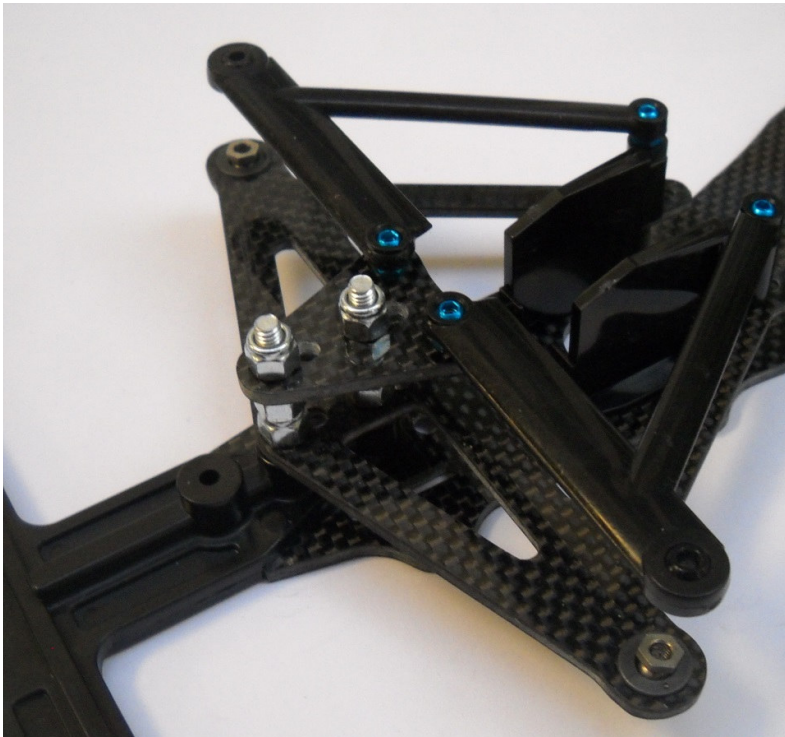
You che use the F104 shims plus some M4 shims. Your starting height will be 10mm



Front end should look like this...



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You can now fix the upper triangles.

(might be different from the ones pictured)

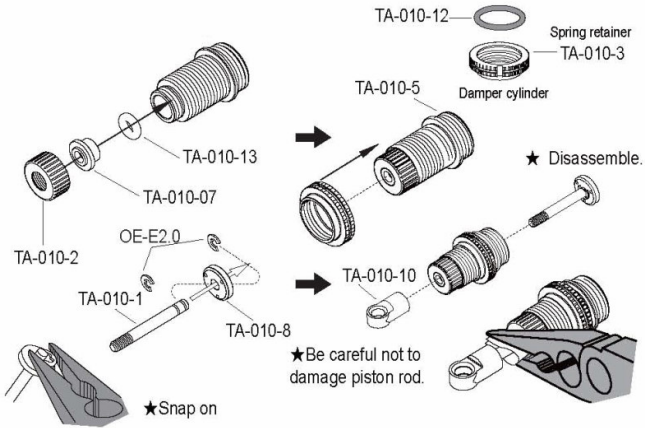
Now, we can assemble the shock absorber:



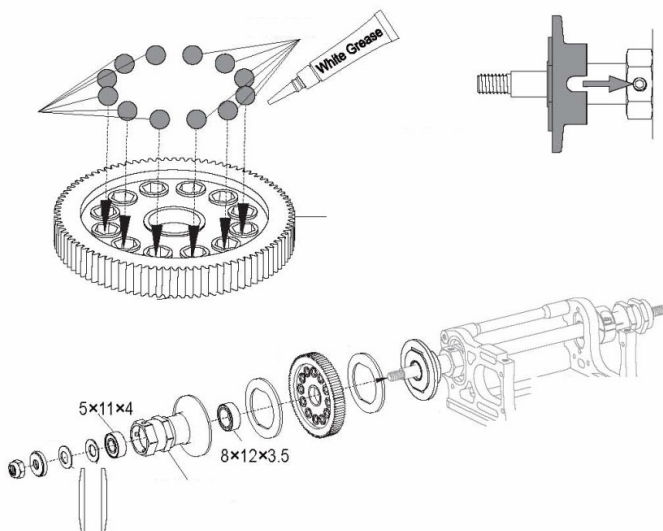
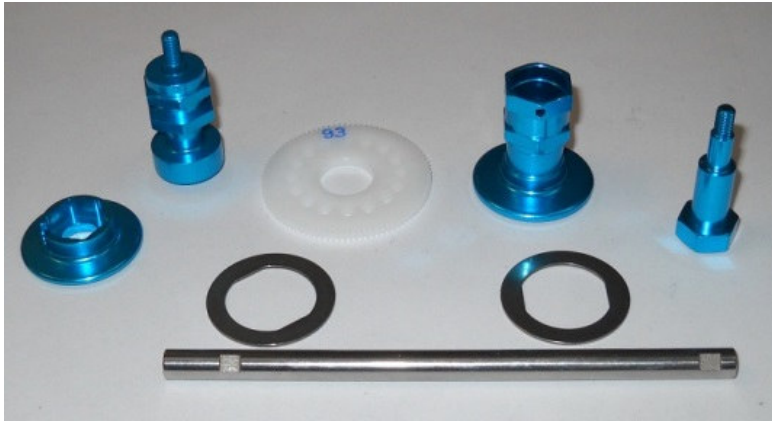
Use #300 as starting oil.

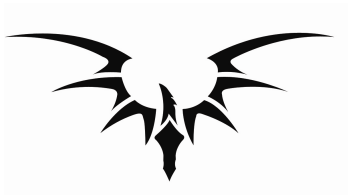


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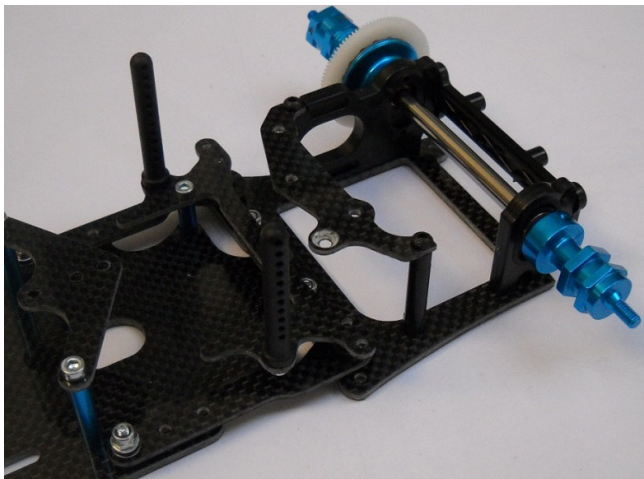


Differential assembly...





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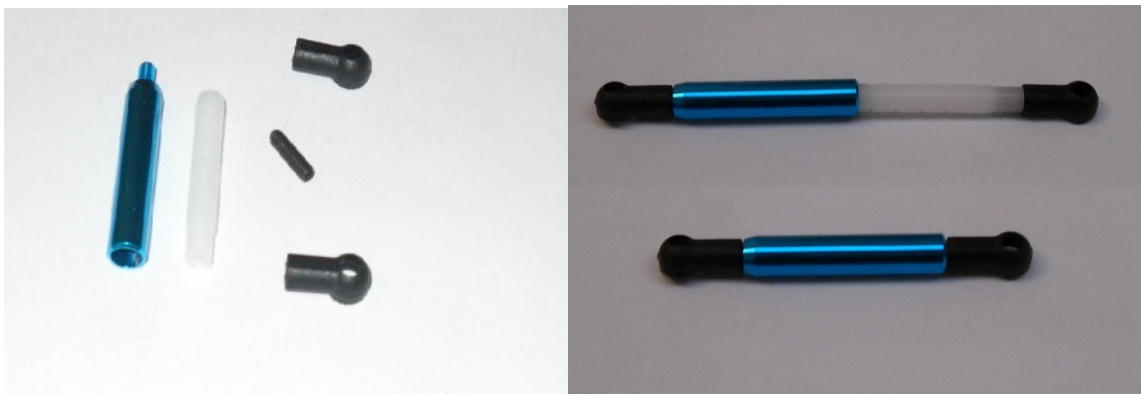


Here is the rear assembly.

If you want you can use Tamiya spacers for the rear height or Fenix optionals which allows a finer tuning, with increments of 0.5mm instead of 1mm

Side dampner.

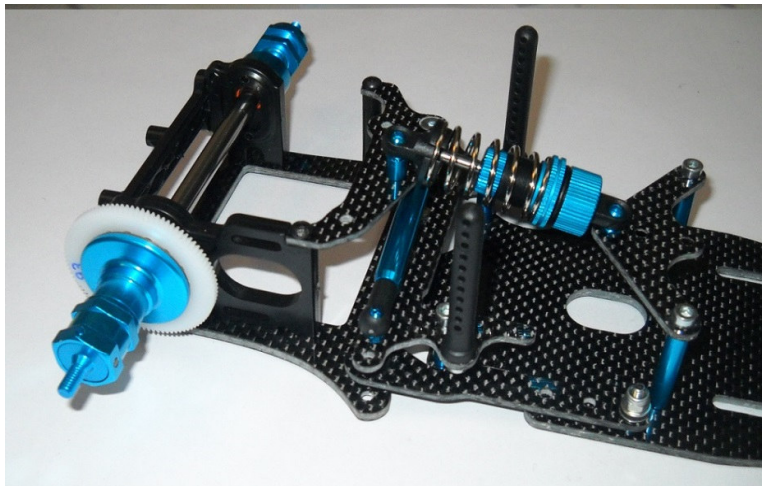
Shown here Fenix aluminium version.



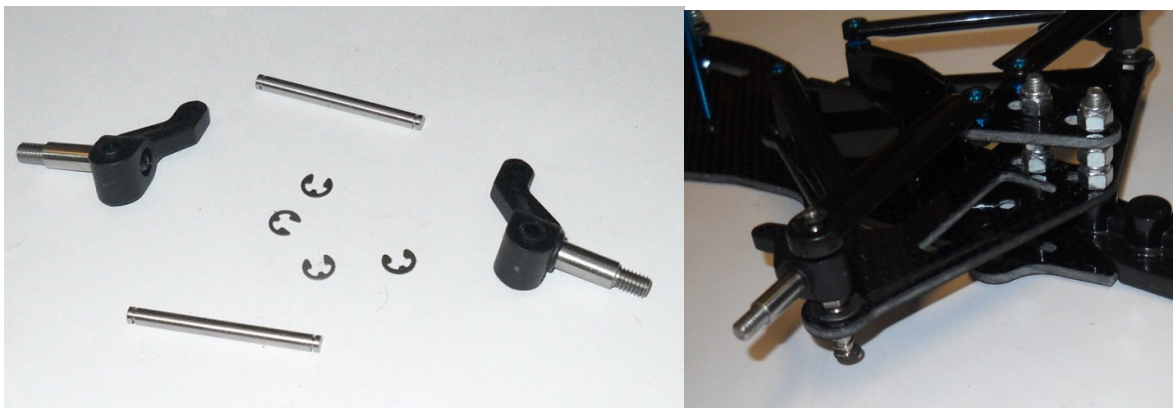


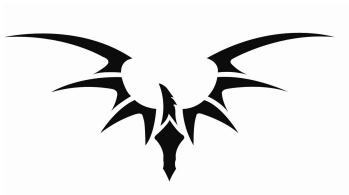
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Completed rear end should look like this:



Finish the front end:

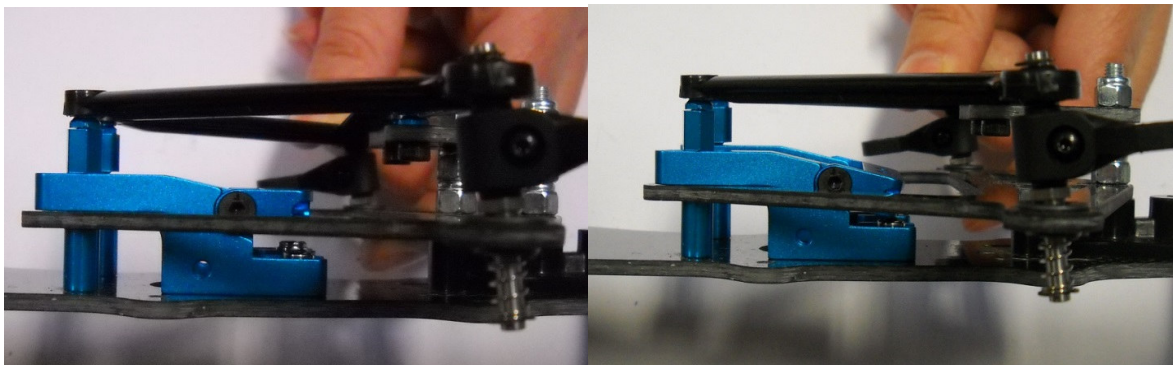




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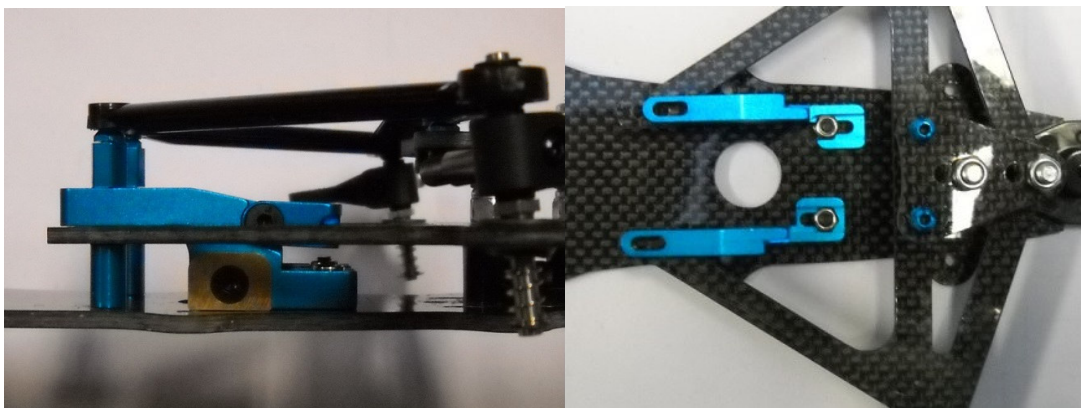
Show here is the Fenix optional servo holder:

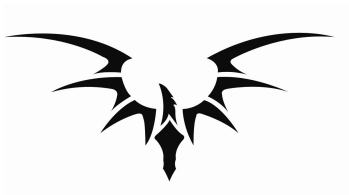
You fix you servo horizontal or angled (adjusting the angle as well), using the servo “ears”



You can also fine balance the car, by adding weight to the side of the servo holder.

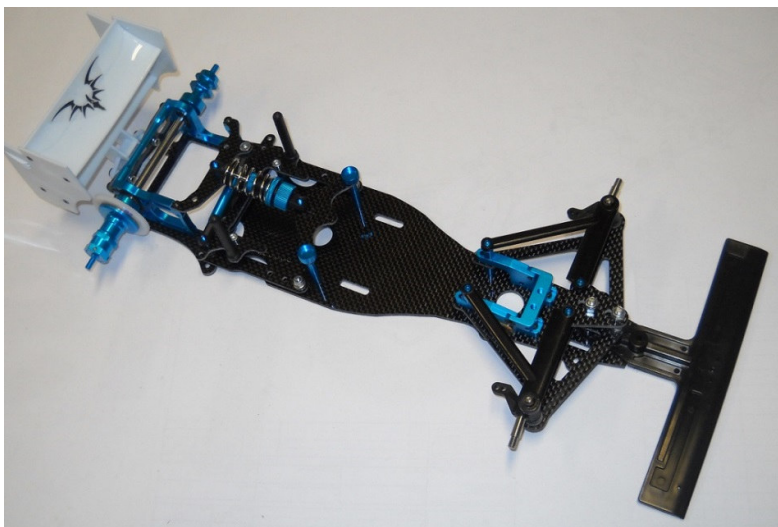
Ackerman angle is adjustable as well, in a very fast way.





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Well, your car should look this way:



Now, you can relax.....

