Build Tips

1. Bullet Proof Diff (CraigM)

The Photon diff is super smooth out of the box, so keeping it this way is a priority. Here's what I do keep it this way:

- Build the diff as normal: sand the rings with fine grit sandpaper, liberally coat the thrust in associated black grease, and use a good quality diff lube (e.g. Schumacher, Hudy) on the balls themselves. I use ceramic balls (T.O.P. makes some), and I will use a ceramic 1pc thrust when one eventually becomes available
- Tighten the diff and run it in, then readjust the tightness. I run my diff in by holding one wheel and holding half throttle for 30 seconds
- Stretch some heat shrink over the out drive to cover the adjustment hole
- Plug the hole above the screw/thrust with some foam or similar – Tamiya shock foam bushings are a perfect fit
- Smear grease on the out drive under where the diff cover joins to catch any grit that makes its way past the cover

Your diff should now stay smooth for a very long time

2. Beat the Tweak (Vr01)

The Photon main belt is very tight out of the box, and installing it, even in the loosest position when building can tweak the chassis. A handy tip is to not tighten the spur gear until you've bolted the top deck and the wings on, as this will give you a bit more slack to get the chassis flat before putting the belt on. Another more extreme option is to not install the drive front diff until the chassis is built up, this will ensure your car is tweak free from the start

3. Servo Saver (CraigM)

The steering assembly is a potential pain point of the car. Using the stock servo arm and crashing is a recipe for a broken bell crank. A Kimbrough servo saver is an easy fit. To maintain alignment, and prevent the saver from fouling the top deck, I spaced my servo out by 2mm using the long mounts and added 2.5mm spacers to the grub screw on the servo saver. This gave me a very square setup and even steering throw. I also removed the ear and some material from the servo and also the bell crank to allow me to use the forward position and liberate more electronics space

4. Ackerman Plate (CraigM)

In my first run with the car I hit a board and ripped a grub screw clean out of the Ackerman plate (a servo saver would have also helped). While trying to fix it, I dropped the nut out of the bottom of the plate and it was a massive PITA to get back together. To alleviate these problems, I did the following:

- Glue the nut into the back of the plate with rubber cement or CA
- Use a slightly longer screw into said nut, to give you another 2mm for easy Ackerman adjustment
- Use normal screws from the bottom up in the radial Ackerman plates in place of the grub screws. There isn't much clearance for the heads above the chassis wings so I ream the radial plate holes slightly and use countersunk screws

5. Loctite the Spur (Vr01)

Put a small amount of loctite on the screws that keep the spur in place. The power of mod/superstock can cause these to unwind, resulting in a stripped spur

6. Strengthen the Rear Hubs (Danjoy25)

The plastic between the two holes on top of the rear hubs is quite thin, and can be susceptible to damage in a collision. To strengthen this up, put a grub screw into the vacant hole and you're hub will break the board instead

7. Soft Spool Cups (mrrcguy)

In the first batch of kits the spool parts are a touch soft. Try the following when building your version one spool.

When building the spool tap the hole in the centre of the spool all the way through both sides before attaching the drive cups. This will help make it easier to feel the stopping point of the screw when attaching the cups.

This should provide a more secure lock of the threads

8. Diff Cone Washer Stiffness (bagsofskill)

From soft to hard spring stiffness we would have:
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