SC4.18™

ASSEMBLY AND MAINTENANCE GUIDE

HELPFUL HINTS

- ✔ Avoid working over a deep pile carpet. If you drop a small part or screw, it may be difficult to find.
- ✔ Place a mat or towel over your work area. This will prevent parts from rolling off and will protect the work surface.
- ✔ Avoid running the car in cold weather. The plastic and metal parts can become brittle at low temperatures. In addition, grease and oil become thick, causing premature wear and poor performance.

MAINTENANCE

BEFORE EACH RUN

- ✔ IMPORTANT: Check to make sure that all screws are tight. Check that the servo saver screw is fully tightened to ensure that your Dromida SC4.18 tracks straight.
- ✔ Always check the condition of your radio system batteries and replace if necessary.
- ✔ Check to make sure that all of the moving parts of the Dromida SC4.18 move freely and do not bind.
- ✔ Turn on the radio and make sure the servo moves easily and in the proper direction.
- ✔ Check for any broken or damaged parts. Replace them before running the Dromida SC4.18. Running the Dromida SC4.18 with broken or damaged parts could damage additional parts.
- ✔ Check to make sure that all wires are properly connected.

AFTER EACH RUN

- ✔ Clean any debris from the chassis and moving parts.
- ✔ Check for any broken or damaged parts. Replace them before the next run.
- ✔ Disconnect and remove the battery from the chassis.

AFTER EVERY 10 RUNS

- ✔ Check to make sure that the bearings are free of dirt and debris, and roll smoothly.
- ✔ Check the shocks for oil leakage.
- ✔ Check the tires to make sure they are still properly glued to the rims.

HARDWARE CHART

ACTUAL SIZE *(WHEN PRINTED AT 100%)*

A 6x10MM BALL BEARING

B 8x12MM BALL BEARING

C 2x4MM ROUND HEAD SCREW

E 2x8MM ROUND HEAD SCREW

F 2x10MM ROUND HEAD SCREW

G 2x8MM FLAT HEAD SCREW

H 2x10MM FLAT HEAD SCREW

J 2x14MM FLAT HEAD SCREW

K 2.5x8MM FLAT HEAD SCREW

L 2.5x8MM SOCKET HEAD SCREW

M 2.5x14MM SOCKET HEAD CAP SCREW

N 3x6MM SOCKET HEAD SCREW

P 2x8MM ROUND HEAD SHOULDER SCREW

Q 3x3MM SET SCREW

R 3MM LOCK NUT

S 2.6x5MM WASHER

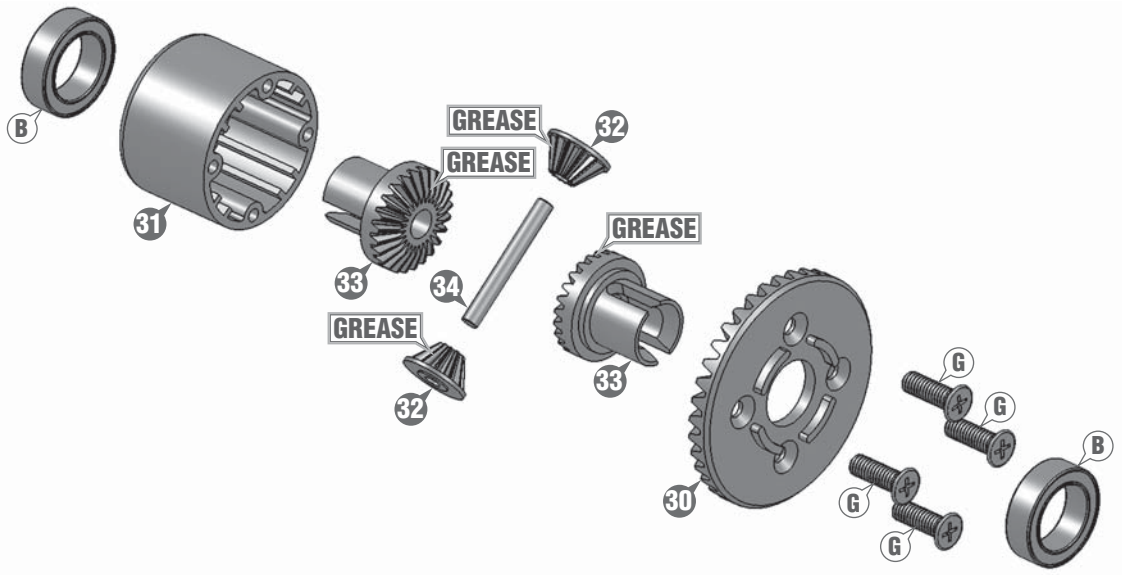
T 3x6MM WASHER

U 1.5x6MM E-CLIP

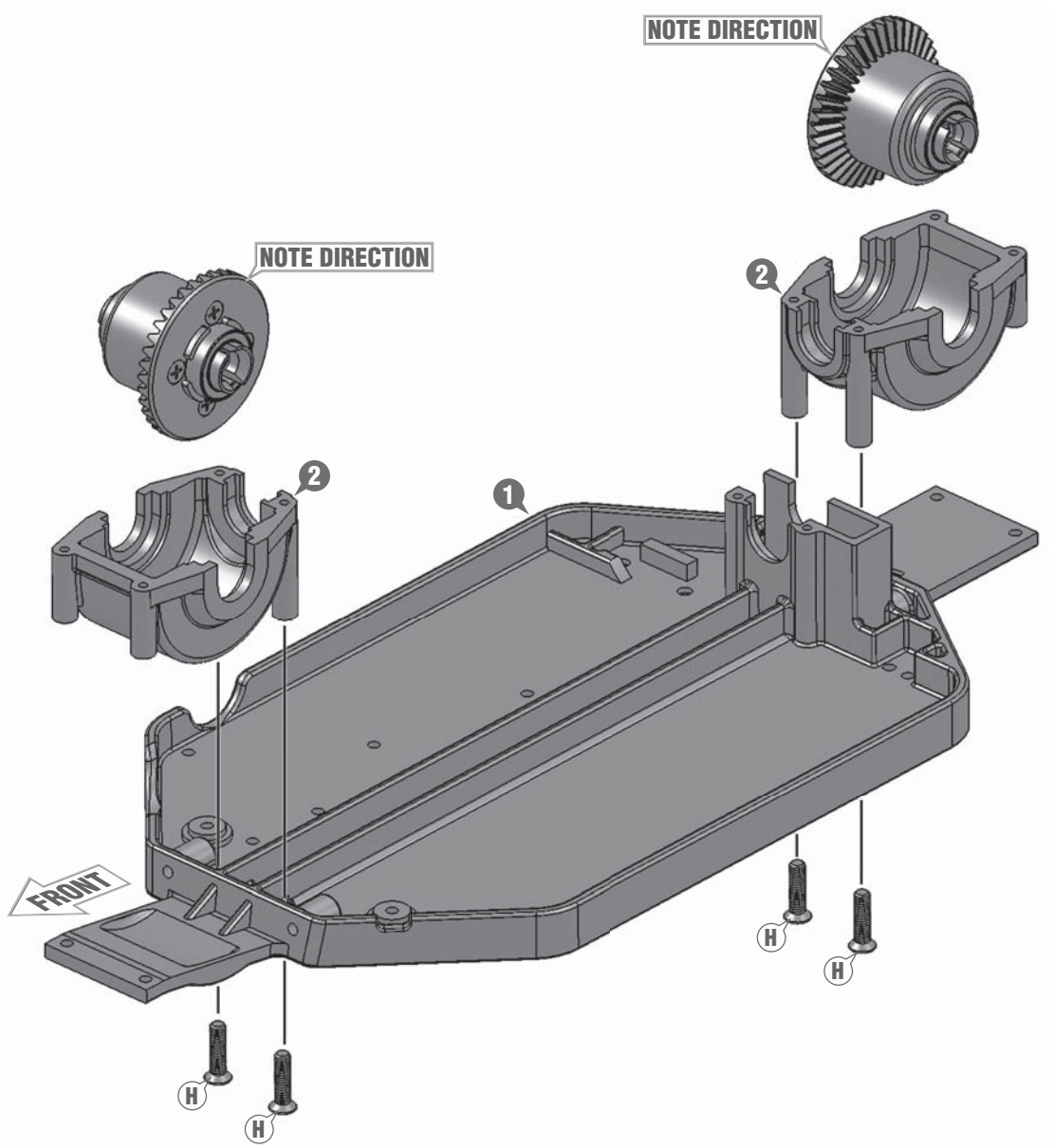
V BODY CLIP (SMALL)

X 2x6MM SELF-TAPPING ROUND HEAD SCREW

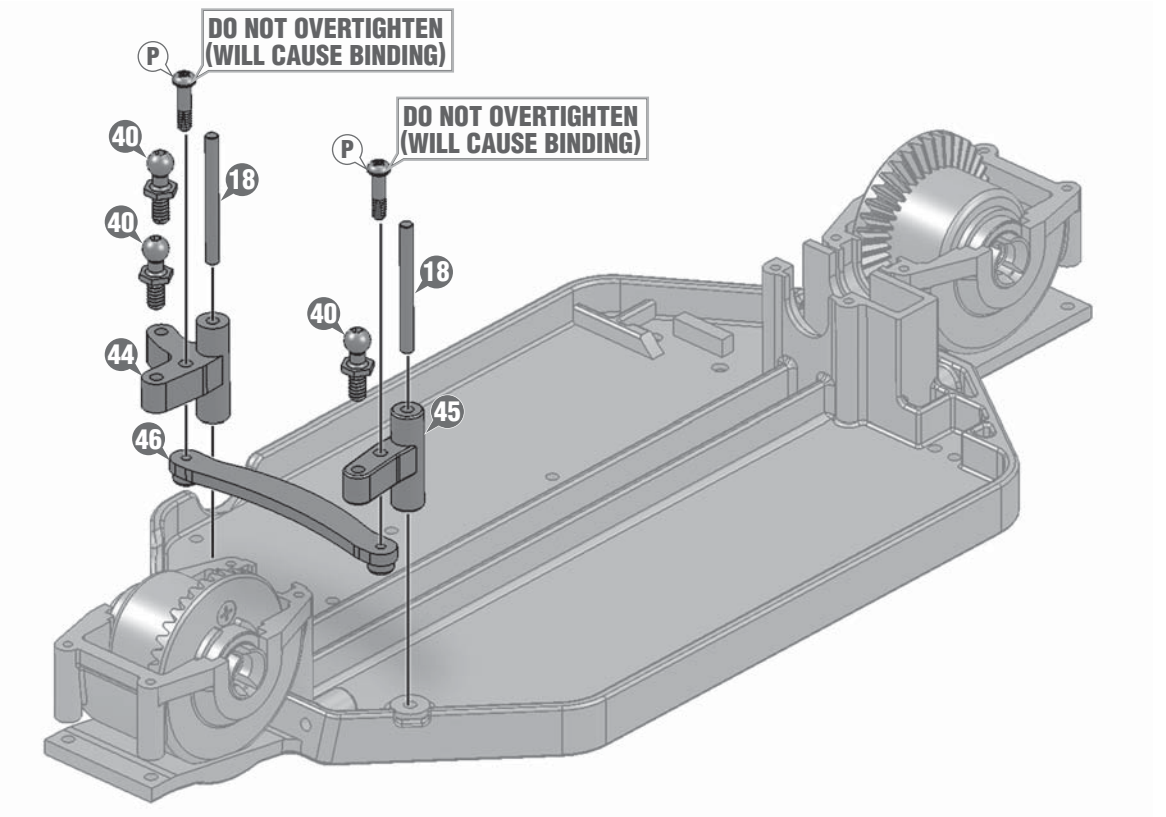
1. DIFFERENTIAL ASSEMBLY



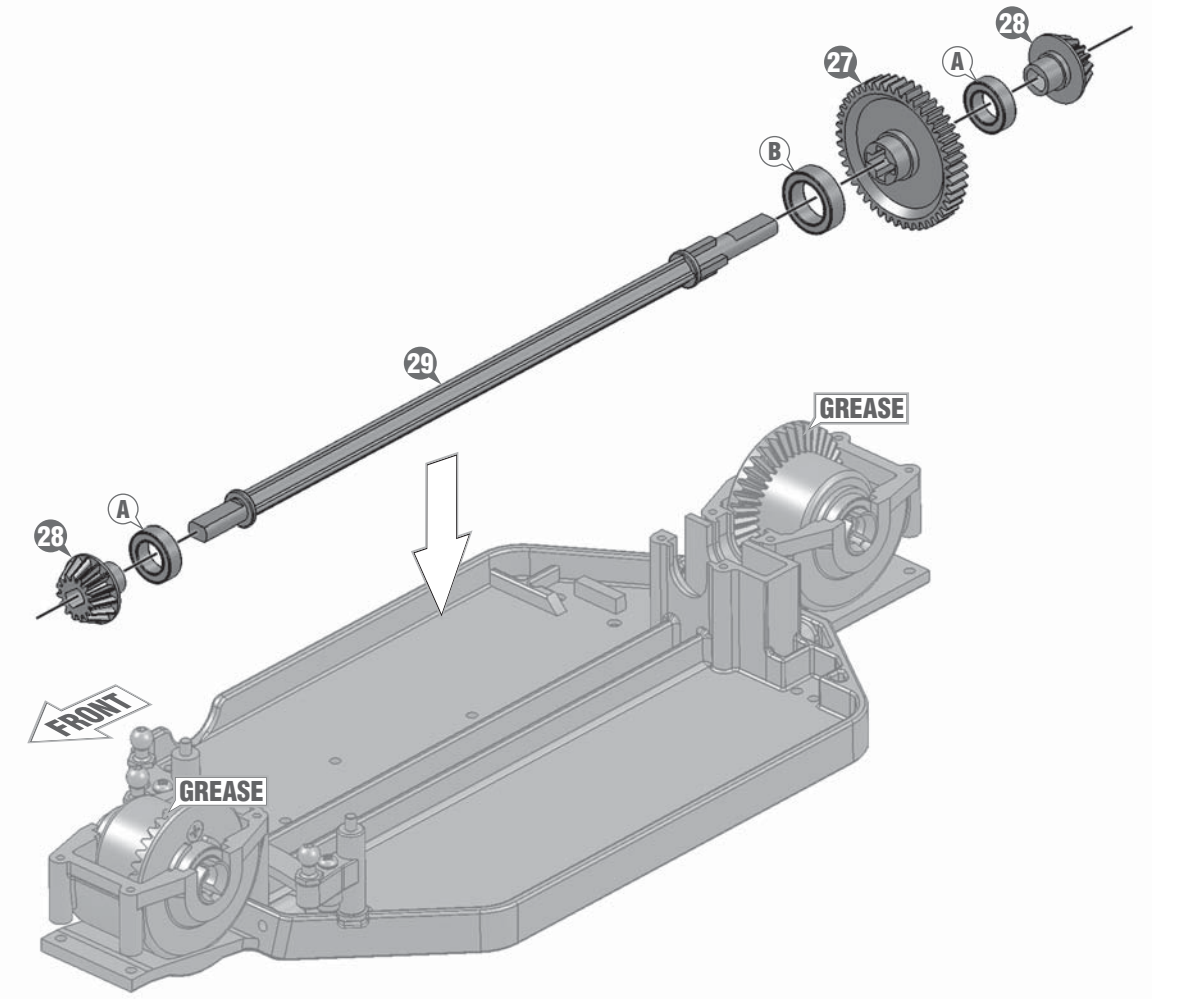
2. DIFFERENTIALS TO CHASSIS



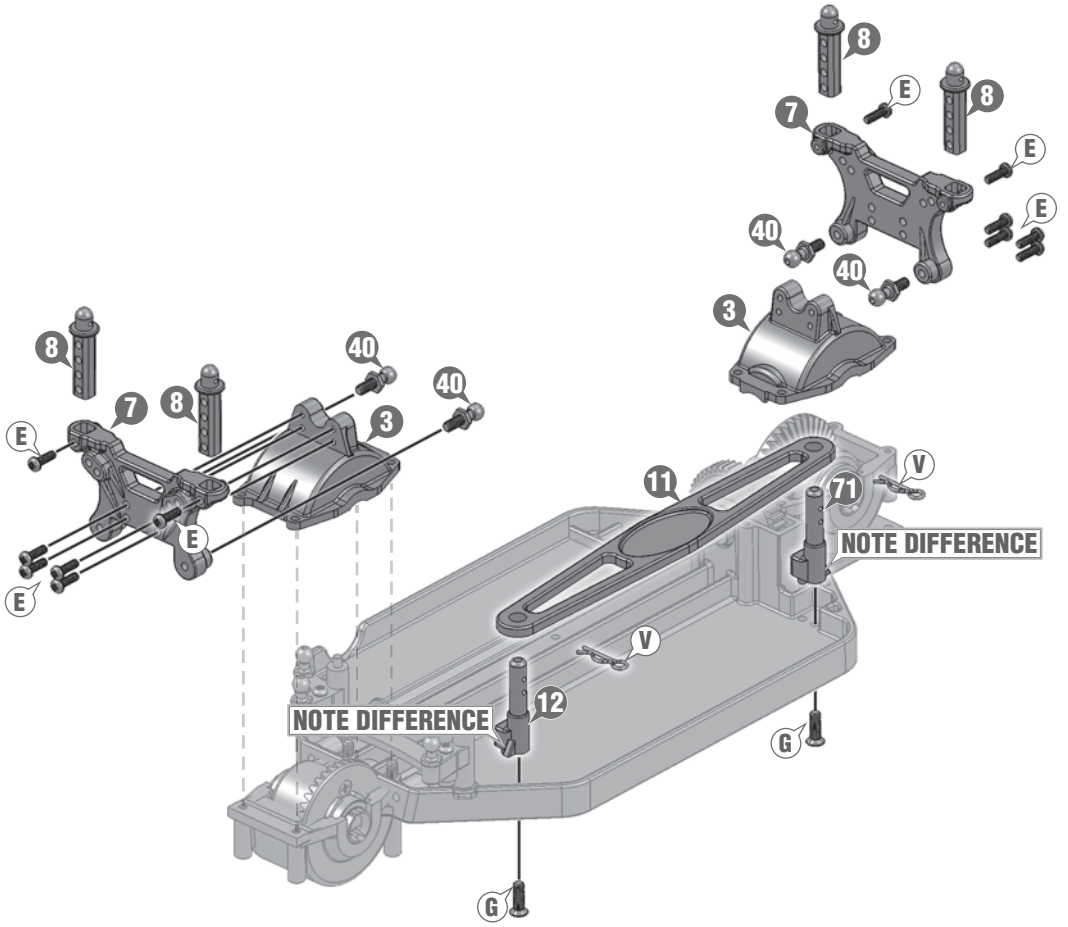
3. STEERING ASSEMBLY



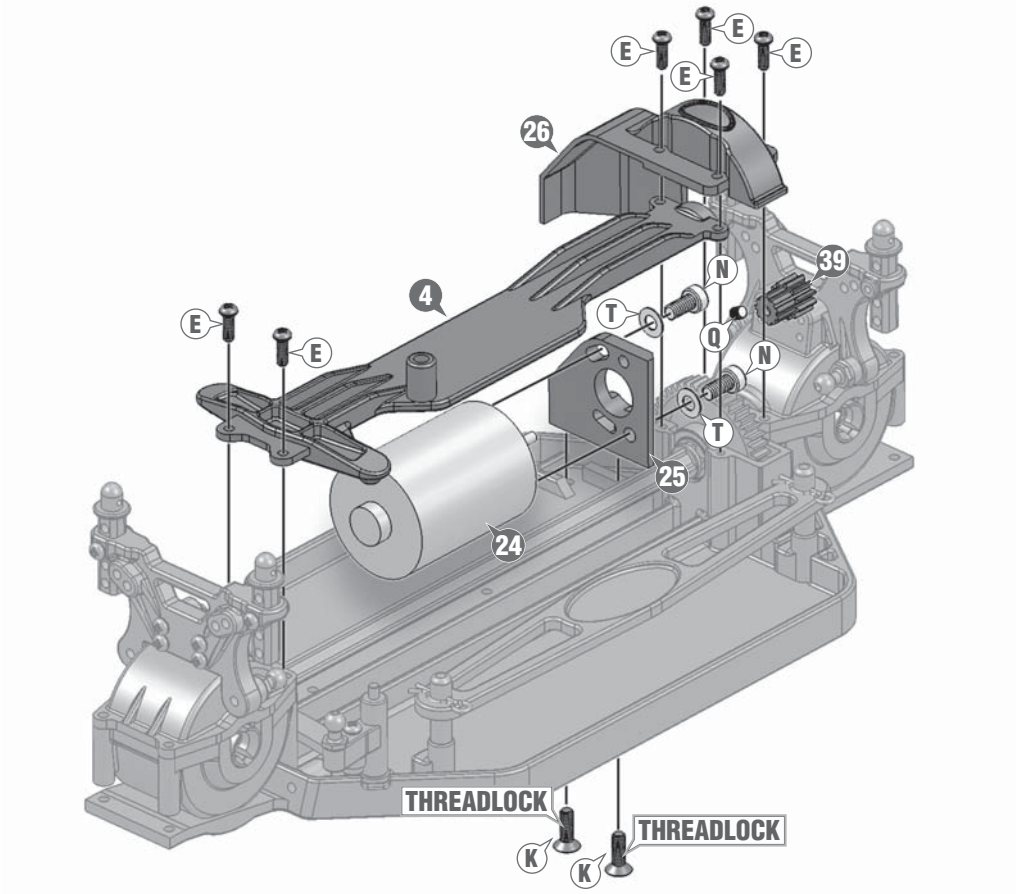
4. CENTER SHAFT



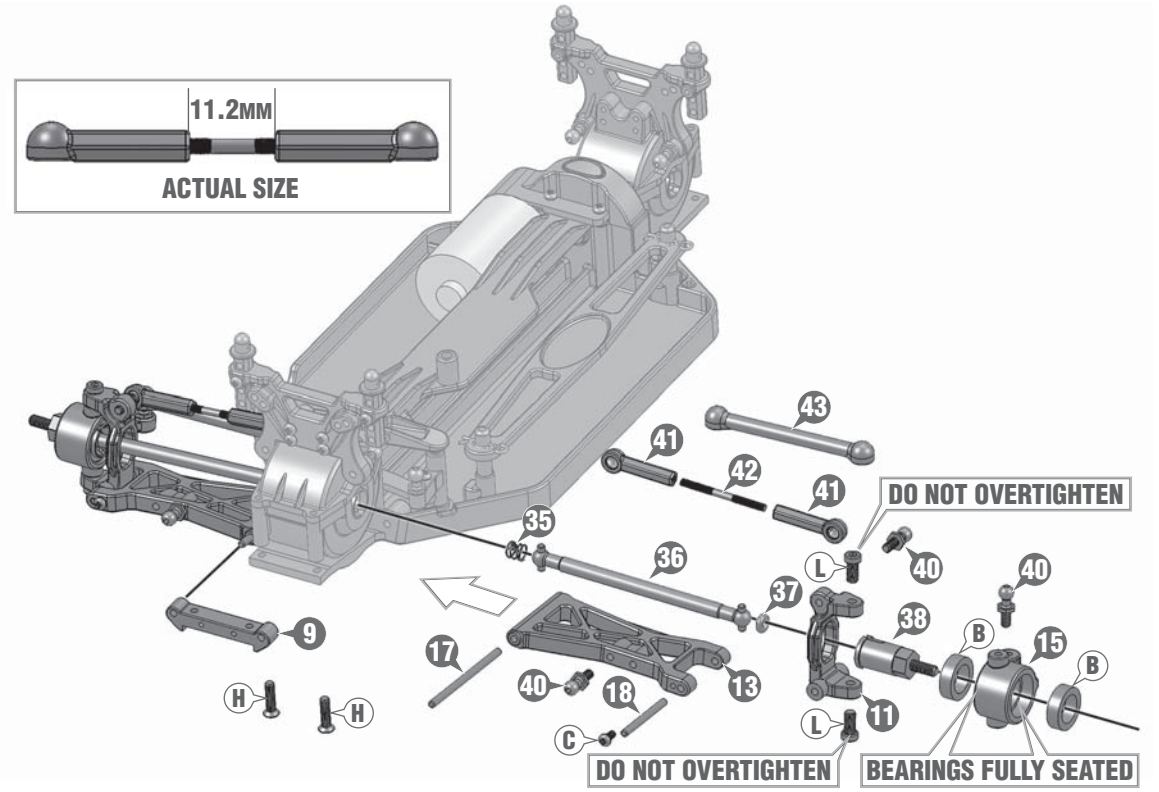
5. SHOCK TOWERS



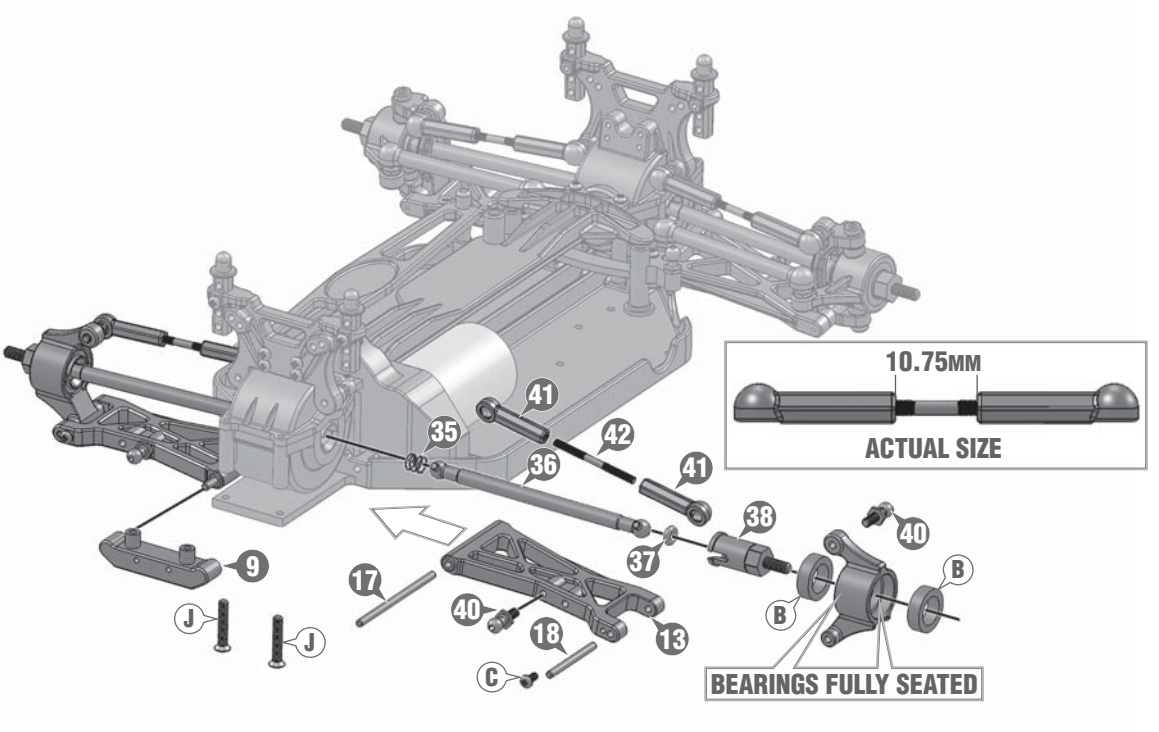
6. MOTOR MOUNT



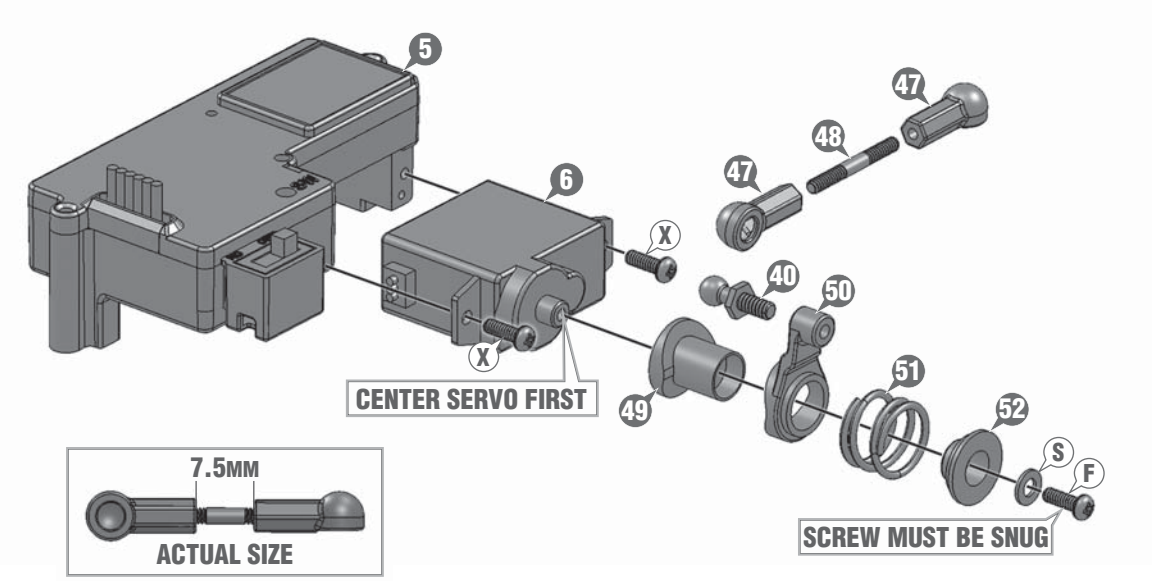
7. FRONT SUSPENSION

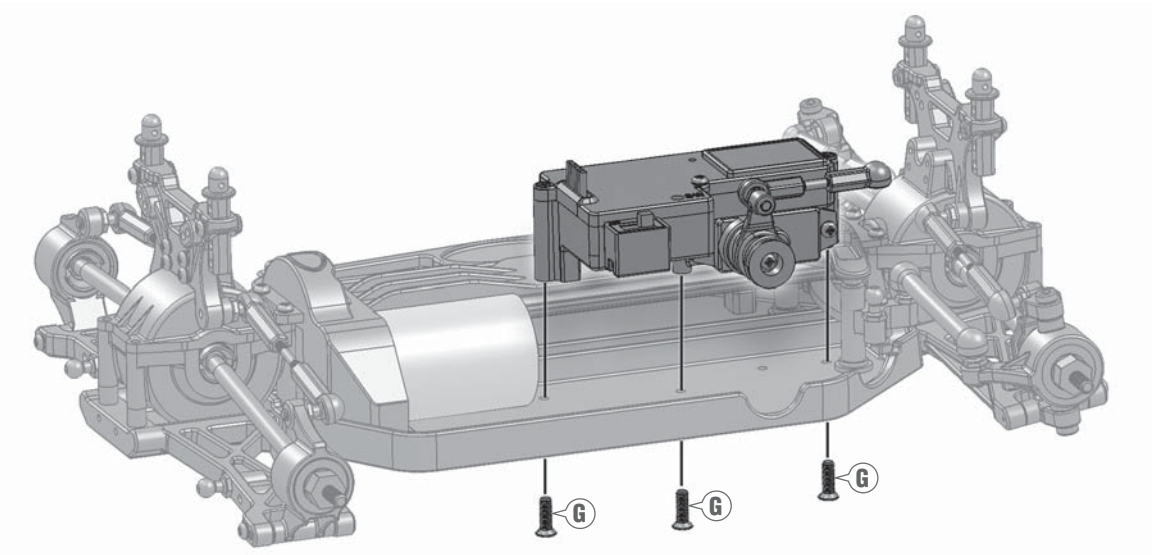


8. REAR SUSPENSION

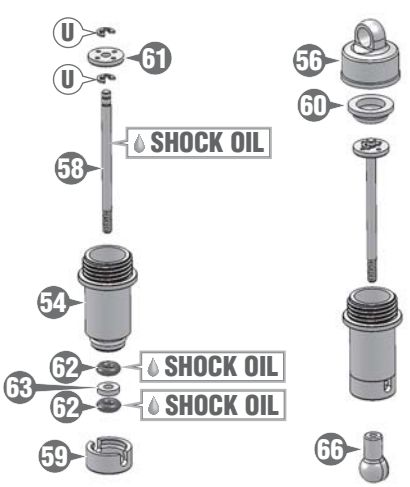


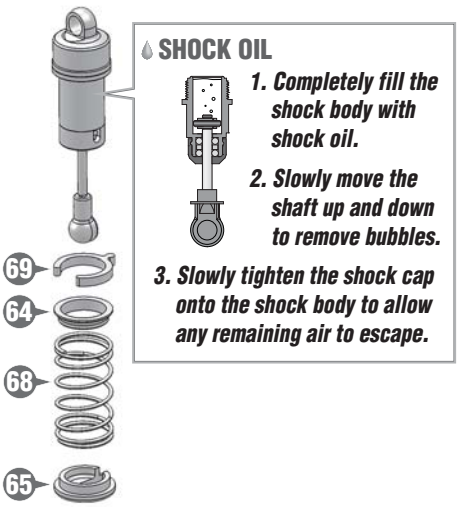
9. RADIO BOX



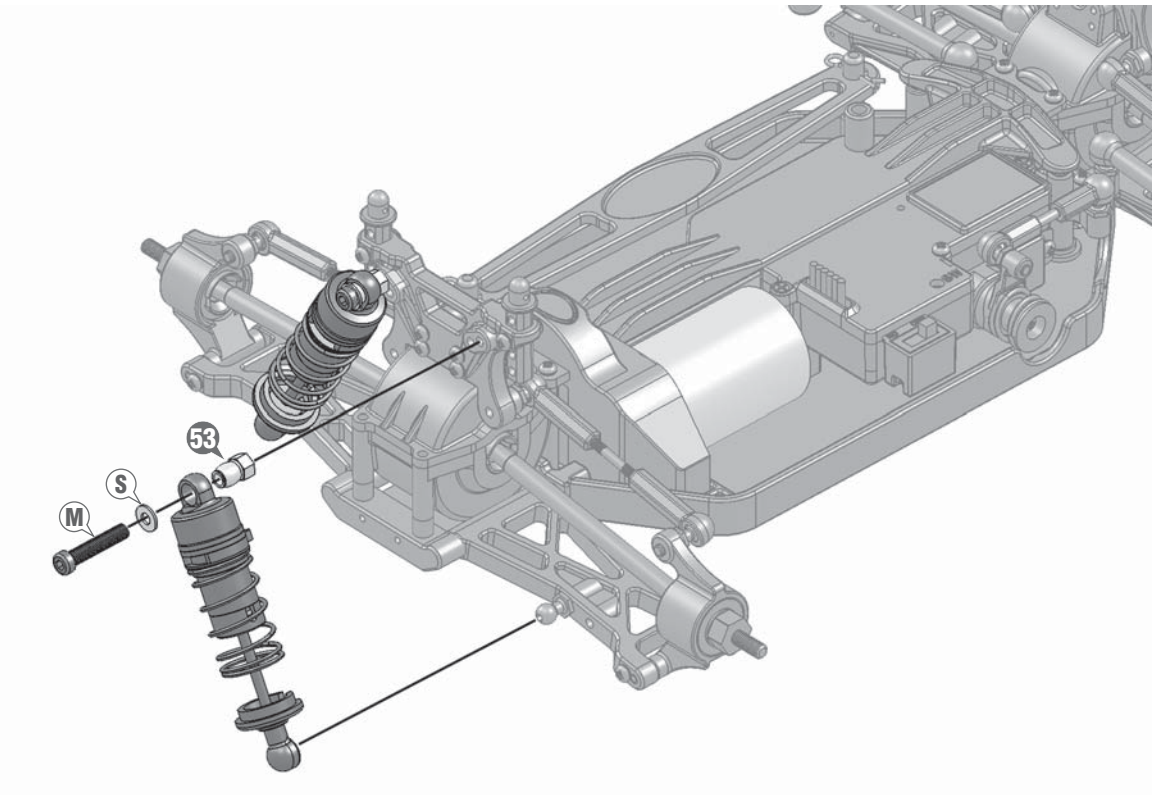


10. SHOCK ASSEMBLY

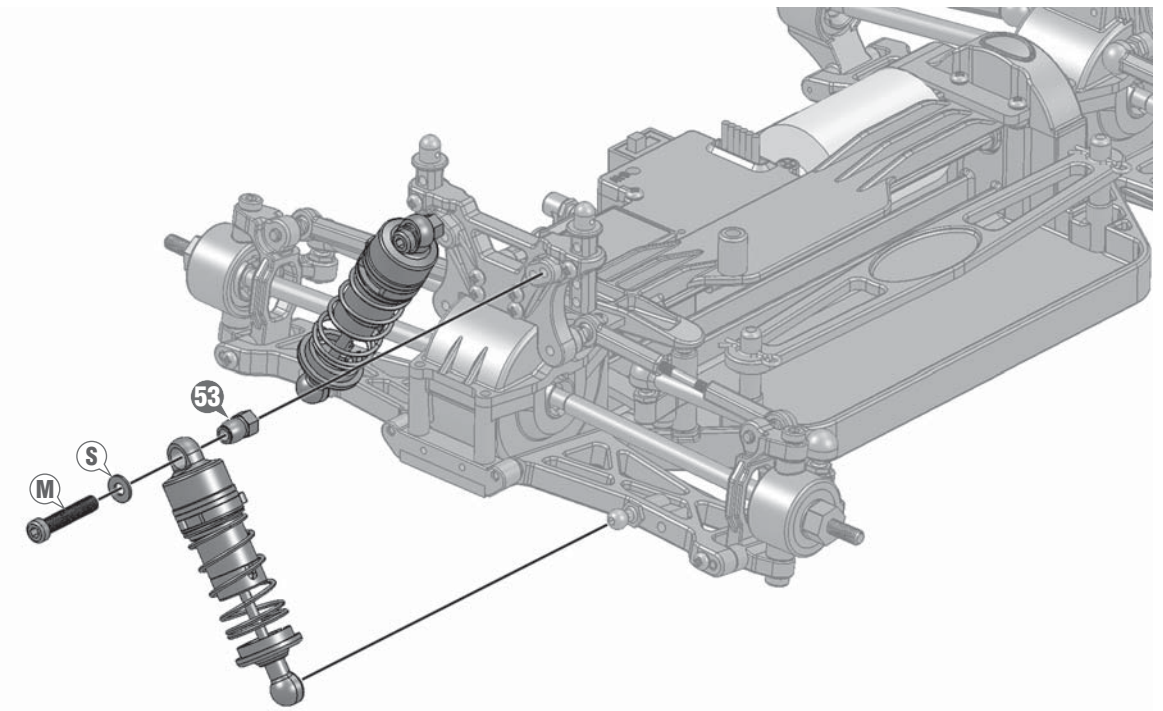




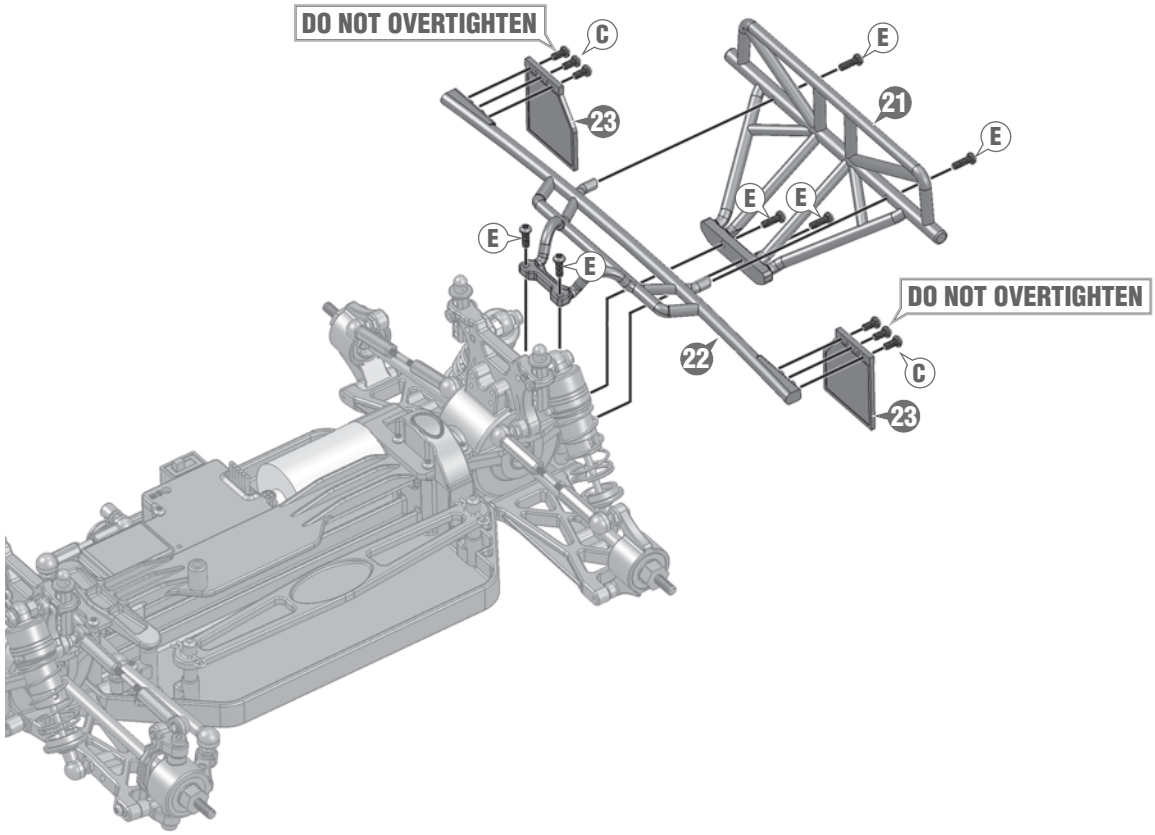
11. REAR SHOCK INSTALLATION



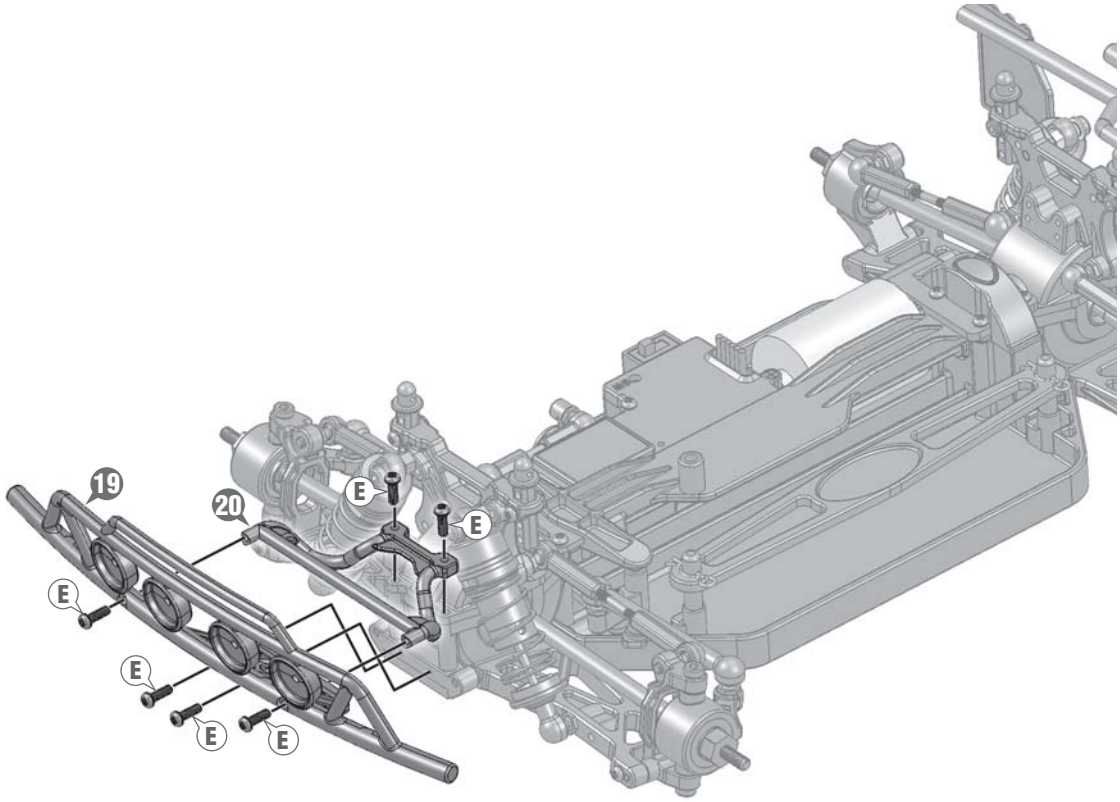
12. FRONT SHOCK INSTALLATION



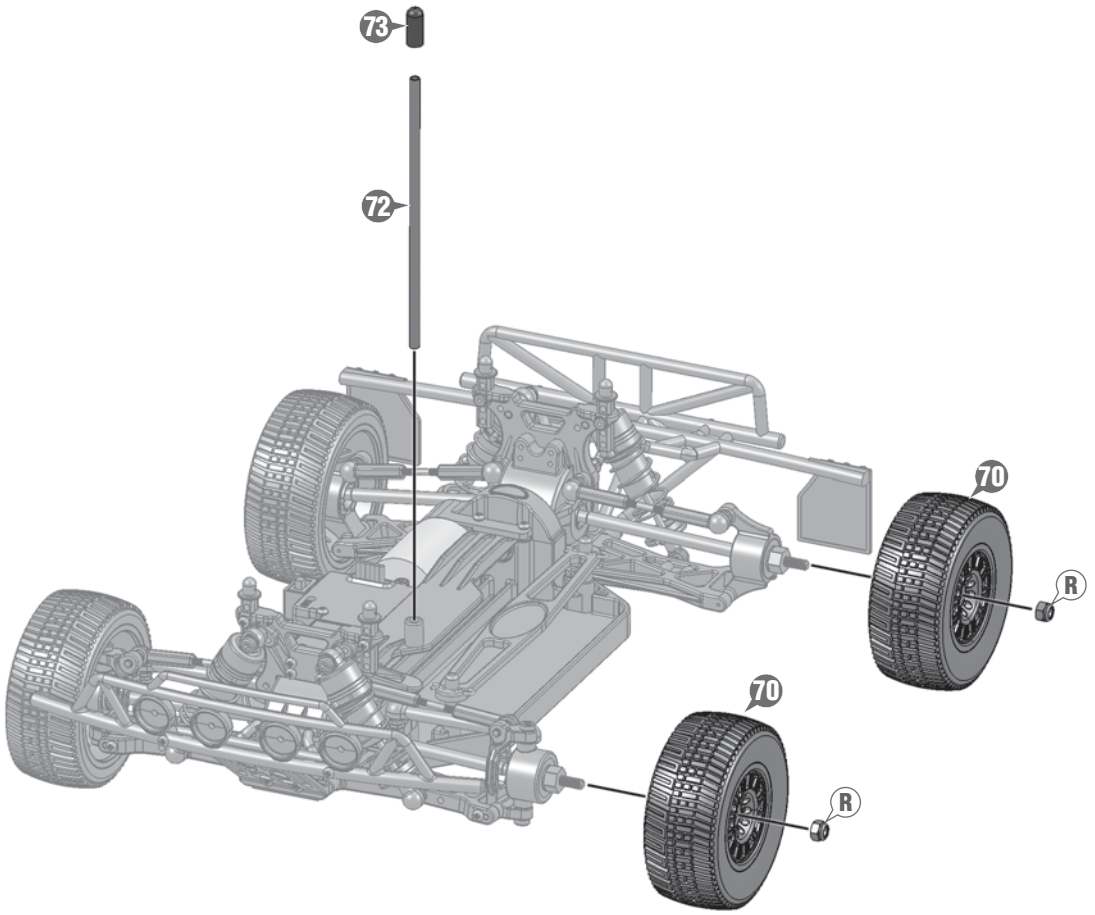
13. REAR BUMPER



14. FRONT BUMPER



15. WHEELS



TUNING GUIDE

When tuning the Dromida SC4.18 make sure that you have equal lengths from one side to the other on the shocks and upper rods. Also, make sure to have the shock pre-load adjusters at the same setting from left to right. They do not have to be the same front to rear.

PINIONS

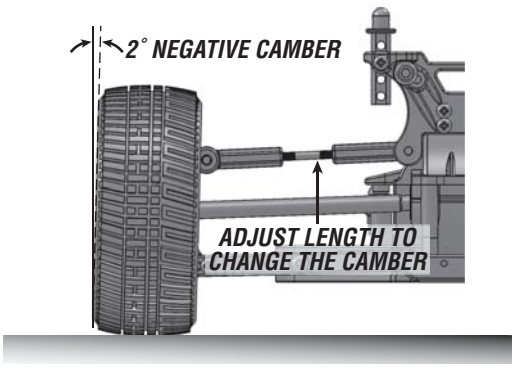
The Dromida SC4.18 comes stock with the 12 tooth pinion. To obtain higher top speeds you can install a larger pinion gear onto the motor. This will, however, decrease your acceleration and run time. **TIP:** Smaller pinion equals more torque, less top speed. Larger pinion equals more top speed, less torque.

SHOCK OIL

The Dromida SC4.18 comes stock with 30 weight oil in the shocks. The handling can be tuned by changing the shock oil to either heavier (bigger number) or lighter (smaller number). By putting heavier oil in the shocks, the car will have less chassis roll and become more responsive. Putting lighter oil in the shocks will cause the car to be less responsive and have more chassis roll. For smooth, high traction surfaces, a thicker oil would be best. For low traction or bumpy surfaces, a lighter oil would be best.

CAMBER

Camber refers to the angle at which the tire and wheel ride in relation to the ground when viewed from the front or rear. Negative camber is when the wheels lean inward and positive camber is when the wheels lean outward. Usually adding a small amount of negative camber (0° to -2°) will increase traction. However, adding too much camber will decrease traction. The objective is to keep as much of the tire as possible in contact with the running surface. Never put in positive camber. Make sure that both sides are equal.

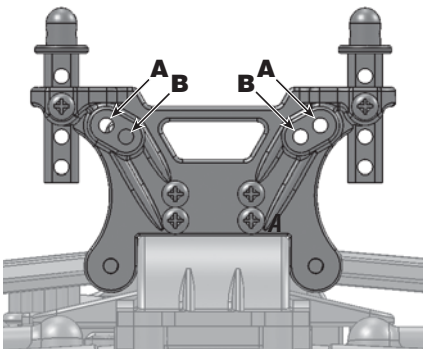


SHOCK SPRINGS

For low traction or bumpy surfaces, a softer spring should be used. For high traction or smooth surfaces, a firmer spring should be used.

FRONT SHOCK ADJUSTMENT

Moving the tops of the shocks out (A) will increase steering reaction but decrease front traction. Moving the tops of the shocks in (B) will result in slower steering reaction but will be smoother over bumps and have more front traction.



REAR SHOCK ADJUSTMENT

Moving the tops of the shocks out (A) will increase steering reaction and decrease rear traction. Moving the tops of the shocks in (B) will result in slower steering reaction but will be smoother over bumps and have more rear traction.

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