



Shock shaft rod guide orientation

There is a shoulder on one side of the rod guide; this shoulder needs to sit into the recess in the lower shock cap.



Fig 1. Note the direction of the shoulder on the rod guide.

Rear pod lower brace orientation

The flat side of the brace goes towards the bottom of the car. There is a notch in the brace which needs to go along the centreline of the car.



Fig 3. Note the notch cut into the carbon brace. Make sure this is aligned with the holes in the lower pod plate.

Side link screws

The side links have a clearance hole on one side, then a smaller diameter hole for the clamping screw to bite into. Insert the screw through the clearance hole first, then into the screw it in. Install the links with the screw heads facing outwards.



Fig 5. Note the larger diameter hole on the left-hand side of the picture – install the clamping screw from this side.

Camber on setup sheet

the positive and negative symbols on the setup sheet have been transposed, they should show the top of the wheel leaning inwards for negative camber.

Pivot ball installation into shock

The eyelets have one side that have a shiny, polished appearance to them; install the balls from this side.

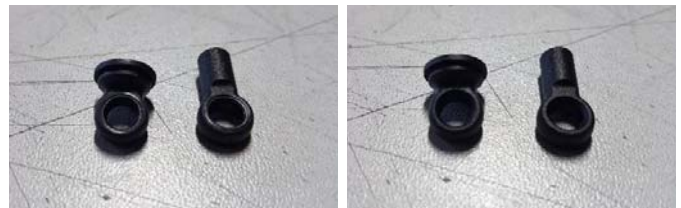


Fig 2. Note the shiny section around the sockets in the left-hand picture. Install the pivot balls from this side.

Shock length

The manual is incorrect here; the shock length needs to be around 84mm to use the kit shock position.

Screw length in pivot balls

M3x5 (AS31540) screws are better here than M3x6, they allow better engagement of a 3mm driver into the top of the pivot ball.

Side link orientation

The side links have one shiny side and one matte one; install the pivot ball from the shiny side.



Fig 4. Note the shiny side of the side link at the top of the picture – make sure the pivot ball is installed from this side.

Side spring seat

threadlock the grub screw into the side spring retainer so there is 4mm thread protruding above the retainer. You may find an M3x10 (AS4671) grub screw better here, because you can run the screw all the way to the bottom of the retainer and still have 4mm protruding.

Side spring choice

The kit White (AS4792) side spring is relatively stiff. For most UK tracks the Black (AS4790) or Green (AS4791) is a better starting point.

Dynamic strut (reactive caster) setting

for the lower traction normally found in the UK the 1 dot insert to give 5 degrees of reactive caster is probably a better setting to use as a starting point.

Damper tube orientation

Personal preference, but spinning the tubes through 180 degrees keeps the moving part of the damper tube out of the way of the worst of the debris from the rear tyres, so stays cleaner for longer. No performance difference either way.



Fig 6. Note that the damper tube has been installed with the tube to the outside of the car.

Pivot ball installation into upper and lower eyelets

The upper eyelet ball needs installing from the shiny side of the socket. The lower balls need fitting to the sockets before the socket is pressed into the arm. Make sure the balls are fitted from the flanged side of the sockets.



Fig 9. The correct sequence of installation and the completed front arm assembly on the car.

Front arm orientation

The front arms are reversible to give a 2mm shift in the wheelbase; start with the flat parts of the arms nearest the servo and the angled part towards the front bumper. This is the short position, reversing them will give a 2mm longer wheelbase.

Rear axle carrier orientation

These are offset to allow a 1mm shift in wheelbase/pod length. Make sure the carriers are both installed with the holes closest to the pivot.

Front axle nut alignment

Make sure the flat on the nut that secures the axle to the hub runs parallel to the bottom of the hub.



Fig 7. Ensure the flat of the nut is aligned like this to ensure it doesn't clash with the wishbone on lock.

Ream kingpin hole in hub once axle fitted

Use a 3mm arm reamer (FAST645) to clean up the hole the kingpin passes through in the hub; it can swell slightly as you tighten down the locknut for the front axle.



Fig 8. Run an arm reamer through the hub once the axle has been installed.

Kingpin shims

You'll probably want to add an extra AS8425 kingpin shim above the top pivot ball. You may need to add more as the front spring compresses after a few runs.

Static caster setting

Again, the kit setting may be a little aggressive for typical UK tracks. Try running the smaller of the two spacer clips in front of the upper arm with the thicker one behind as a starting point.

Front ride height

The front ride height shims (AS4742 & AS4743) make fine tuning of the ride height a lot easier. Unless you're running very small tyres you'll always need the 0.5mm washer as well, so place this above the standoff rather than below. No performance difference but nicer to work with and less chance of dropping shims when altering the ride height.



Fig 10. Note the 0.5mm spacer above the arm mounting standoff rather than below.