

NOTES:

- A - Coat threads of set screws with **'RED'** Thread Lock compound!
- B - Use an All Purpose "Moly" Grease on moving parts!
- C - Check set screws daily for loosening

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**MIP C-CVD 1/10th & SC
Inst. Sheet**

TITLE:

Must Read Before Assembly!

MIP Designs our Products to Work with Stock Parts ONLY!

- After installing your MIP C-CVD Drives, check for binding between the outdrive cup and shaft of the Drive Bone as shown in Fig: 1.

- First check by compressing the suspension arm until it stops. While holding the arm; rotate the Drive Bone. It should rotate freely.

- If the shaft appears to bind at any point in a compressed position you will need to add "External Limiter/ Spacers" to your shocks as shown in Fig: 2

- Next, while holding the car in air, allow the suspension arm to droop down completely. Again, rotate the Drive Bone.

- If the shaft appears to bind at any point in the drooped position you will need to add "Internal Limiter/ Spacers" to your shocks as shown in Fig: 2

NOTES:

- Keep moving parts greased using an All Purpose "Moly" Grease.

- Where set screws are used coat the threads with 'RED' thread lock before fastening together and allow to set for 6 hours.

- Check that the set screws are "tight" daily. if loose remove, clean, and re-apply "Red" thread lock.

- The plastic "Retainer/ Capture Ring" SNAPS into place on the bell end of the Drive bone. When installed correctly it should be flush with the face of the bell.

Use this drawing as a visual gage!

- * If the limiting is not set correctly your drives will fail!
- * If at anytime you notice "Notching" or "Wearing" on the Drive Bone, near the Ball End, install Limiter Spacers as shown in Fig: 2

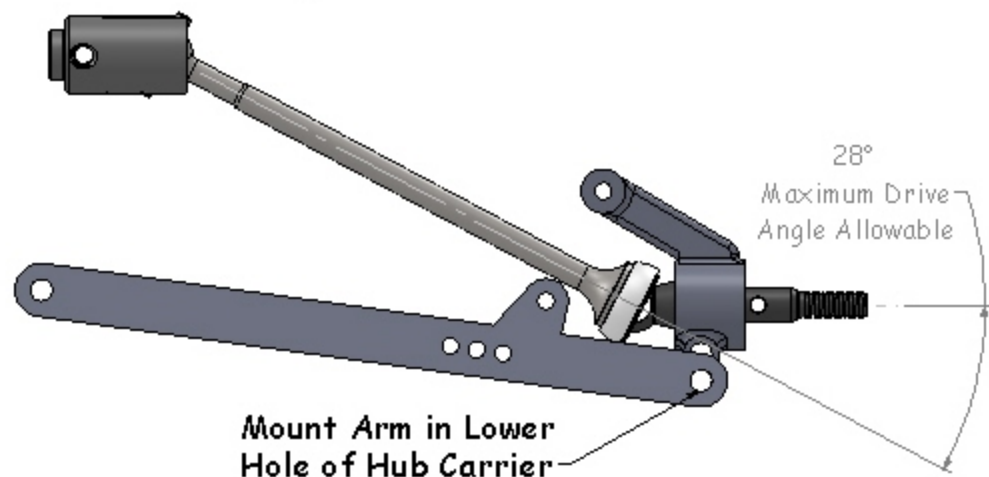
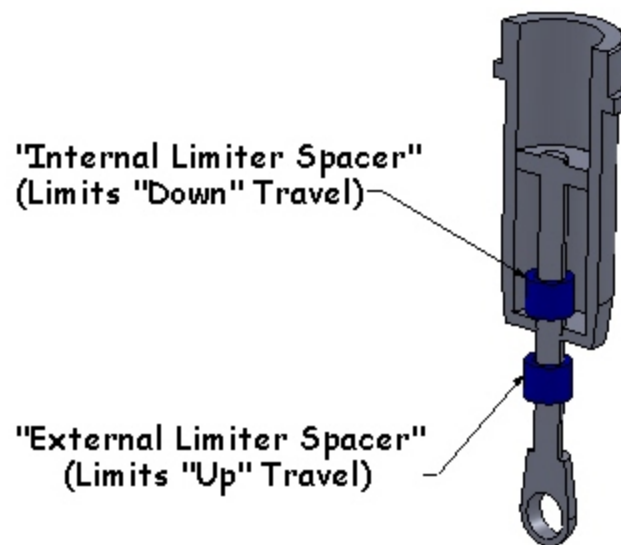


Fig: 1

Fig: 2



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