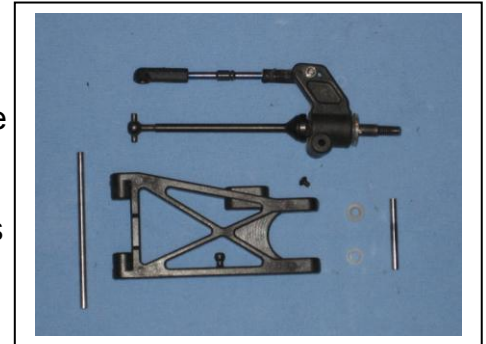


BAG C

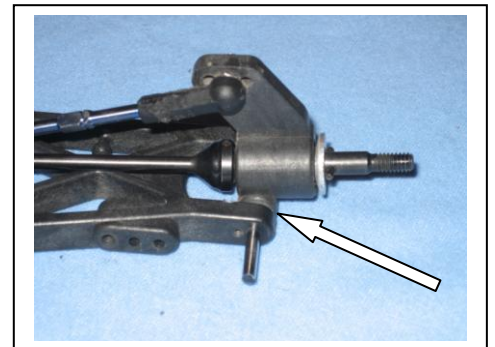
REAR SUSPENSION

ASSEMBLE THE HUB CARRIERS

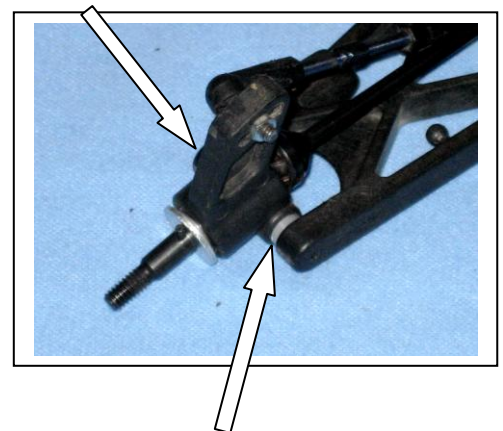
- C1) We'll do the right arm first. Assemble the left hub Carrier marked "L" (9584) to the right control arm. AE hub carriers have 0 degrees of toe-in, so they're identical. Swapping them makes the camber links straighter. .X – 6 Sq. control arms (XF3012) also are inter-changeable; put the shock mounting holes to the rear. You'll need the hinge pin (9622), two spacers (4187) and the little 2-56 button head screw.



- C2) Check the Tuning Section and Set-Up sheets for hub spacing. These instructions show hub in the center. Slide the hinge pin in from the rear, add one spacer (4187) (arrow), then start the pin through the hub carrier.

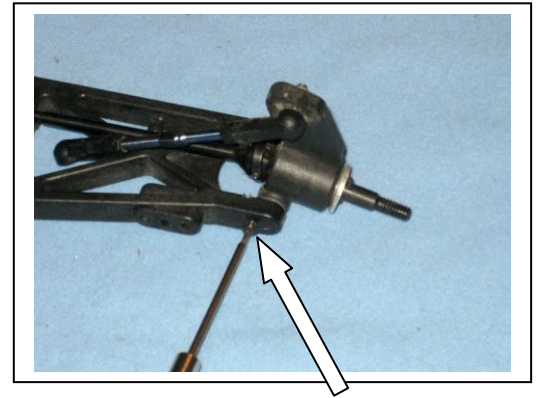


- C3) Place the second spacer (4187) between the hub carrier and the front of the control arm and slide the hinge pin the rest of the way through.



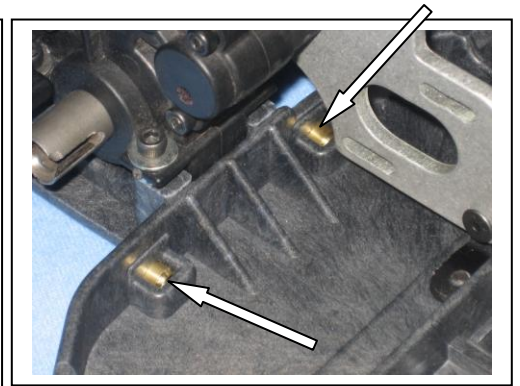
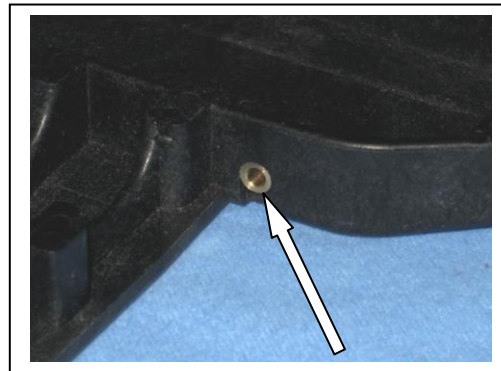
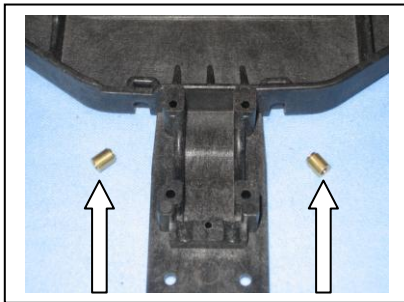
C4) Secure the hinge pin with the 2-56 screw. Be careful not to strip the hole for the screw – don't be a gorilla here.

C5) Repeat C1 through C4 for the left side.

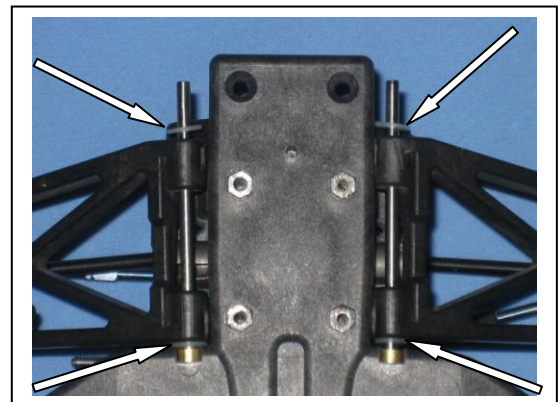
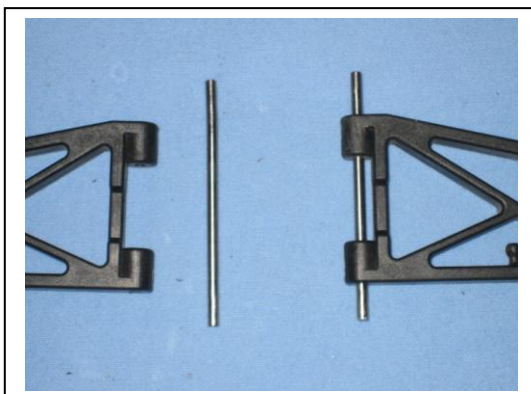


ASSEMBLE CONTROL ARMS TO THE X – 6 Sq.

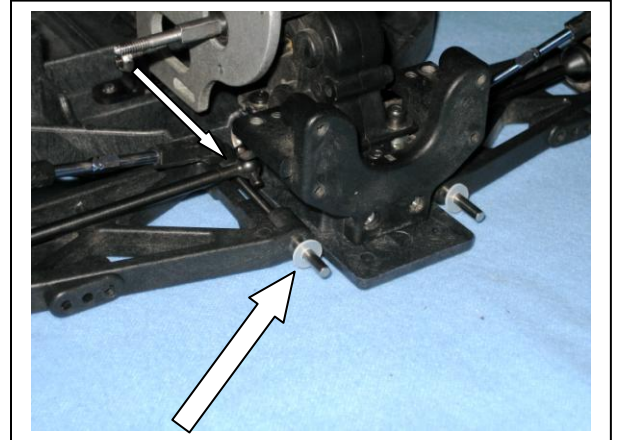
C6) Bag C contains two brass bushings (XF6142). Insert the brass bushings into the rear of the chassis, one on each side of the transmission box. Photos show the transmission out for clarity.



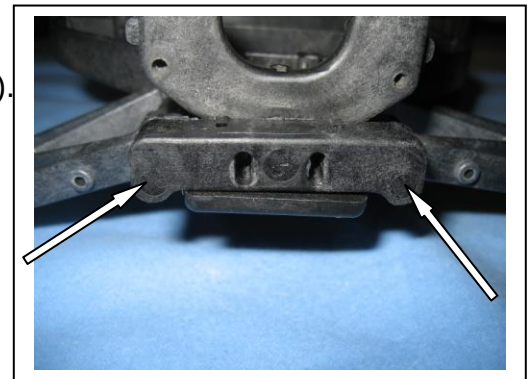
C7) Place the Lunsford Ti hinge pins (XF6141) in the two rear control arms. Insert the front end of the hinge pins into the bushings. Check the Tuning Section and Set-Up sheets. Here we have placed spacers in front of the arms and behind them.



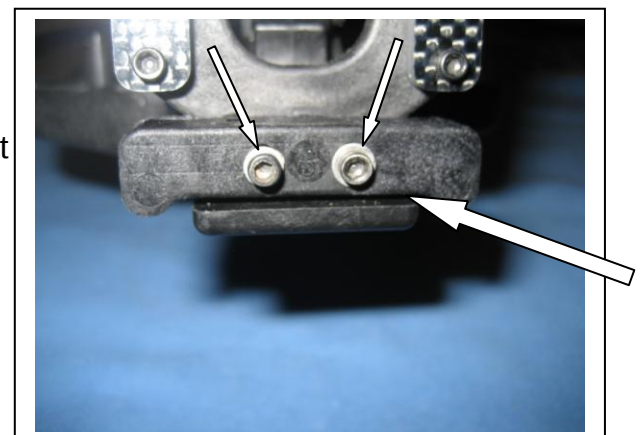
- C8) Another photo of the arms in the X -6 Sq. Note the forward spacer (small arrow). Some Team drivers keep at least one .010" spacer in front of the arm to act as a washer. Additional spacers may be added in front of the arm. When the front of the arm is set, put spacers on the rear to shim the arm against the toe-in bar in step A9 below (large arrow). Again, some Team drivers always keep at least one small spacer on the back to act as a washer.



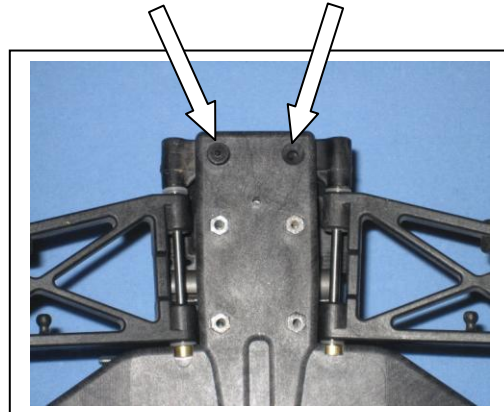
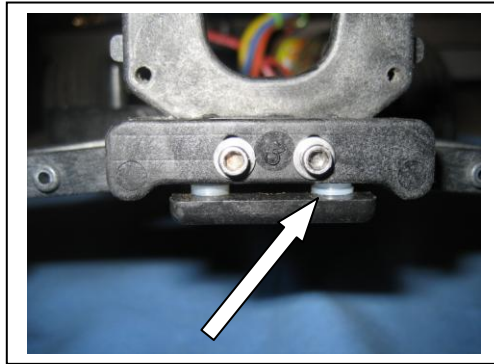
- C9) Your X – 6Sq. has been supplied with two toe-in bars, 3 degrees and 4 degrees (XF3211). Check the Tuning Section and Set-Up sheets to determine which you will use. Engage the rear of the hinge pins in their holes in the toe-in bar. The bar will extend across the back of the chassis.



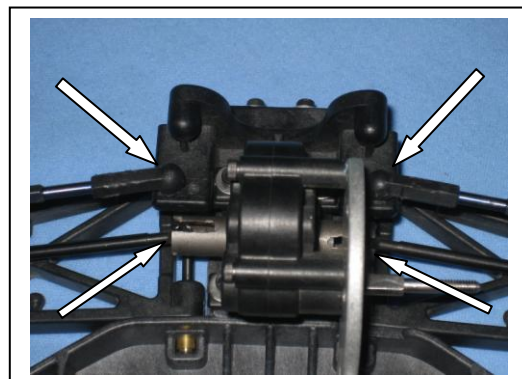
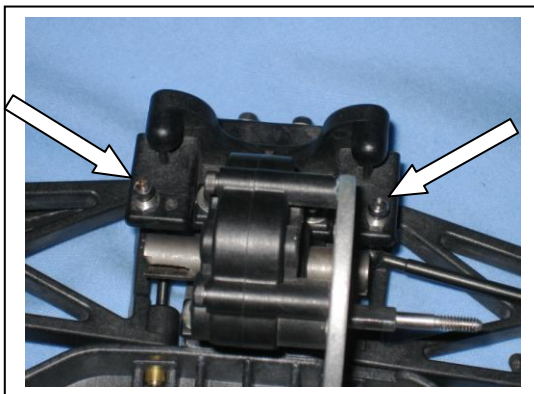
- C10) Secure the toe-in bar with two 4-40 X 3/4" cap head screws (XF6004) and flat washers (small arrows). Leave the screws finger-tight for now. The bar must be free to move up and down in its slots and there should be a gap between the bar and the chassis (large arrow).



- C11) Consult the Tuning Section and Set-Up sheet to determine how many shims you will use under the toe-in bar to set anti-squat. You have a bag with four .060" and two .030" shims (XF3250) which allow you to make .030" increments from zero to .150". In the left photo, we have a .030" and a .060" to make .090". Secure the toe-in bar and shims from below with the two 4-40 X 3/8" flat head screws (XF6022). Then, secure the two cap head screws from C10 above..



- C12) Install the two ball studs in their holes in the bulkhead. Consult the Tuning Section and Set-Up sheet to determine which hole and number of washers. Be sure the dogbones are properly engaged in the outdrives and press the ball cups over the ball studs.



Almost finished now. This thing is sooo dialed...