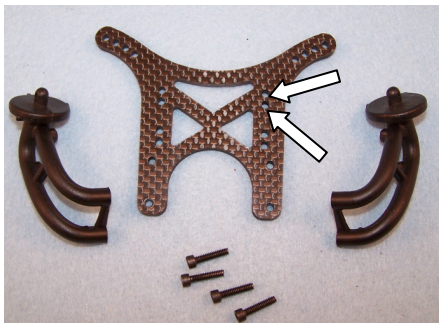
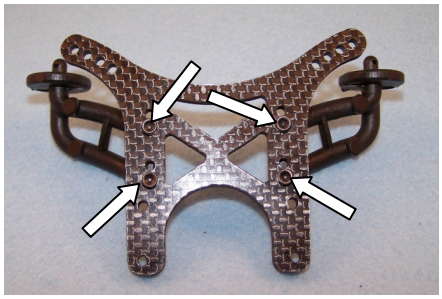
BAG H

REAR TOWER, SHOCKS, TURNBUCKLES

TOWER

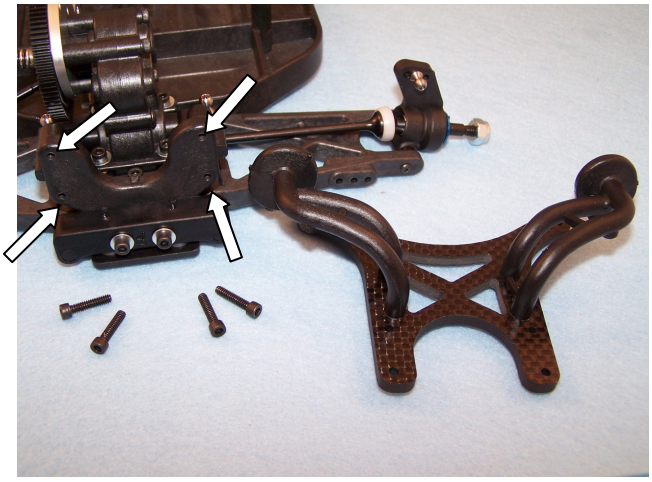
H1) Check the Tuning Section and Set-Up Sheet to determine if your wing will mount high or low. There are two sets of holes in the tower (3313) for the wing mounts (3500). Here we have used the lower set of holes. Use four 4-40 X 1/2" cap head screws (6002). Team drivers pre-tap the wing mounts, but do NOT tap more than 1/4" into the mounts. Also, do NOT use longer bolts. The holes in the mounts are not very deep.





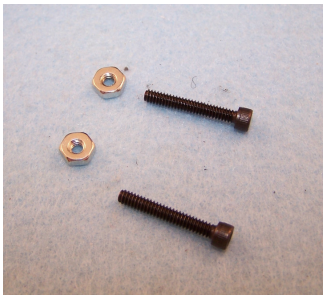
TEAM TIP: Team drivers often cut off the pip where the wing attaches to the mount, grinding it flat. Then they drill a hole down into the mount and attach the wing with a black X Factory # 6452 wheel washer and a flat head screw.

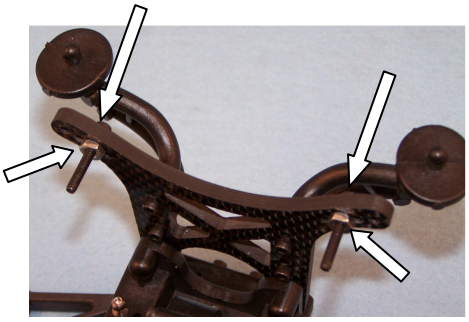
H2) Install the tower with wing mounts to the rear, using four 4-40 X 1/2" cap head screws (6002). In a few bulkheads, these screws have stripped when over-tightened, so keep the gorilla in his cage. Poor guy – we never let him out to play!



INSTALL THE SHOCKS

H3) Consult the Set-Up sheet and tuning Section to determine where you will mount the rear shocks. Here we are using the #2 hole. Install two 4-40 X 3/4" cap head bolts (6004) from the rear of the tower and secure with the two standard nuts (6070).





H4) Gather the shocks and spring cups. Pull the shock shafts out as far as they will go. We have supplied brown springs (ASC 6493) for the front and silver (ASC 6478) for the rear. Slide each spring up from the bottom until it engages the shock collar

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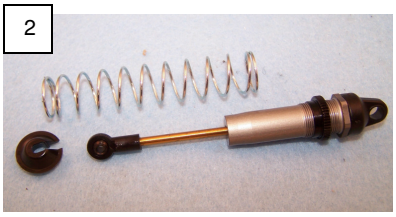

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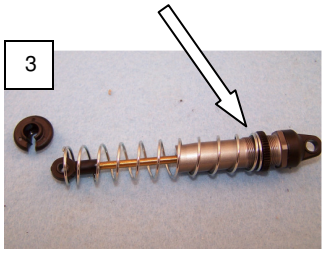

H5) Compress the spring toward the top of the shock, exposing the shaft. Place the spring cup (ASC 9606 & 9607) over the shaft above the shock bottom eyelet. The round side of the cup is toward the spring. Slide the cup down over the eyelet and release the spring. The spring should seat properly on the cup.

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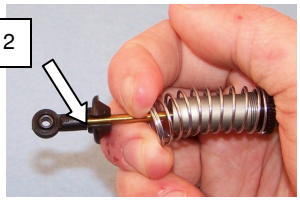

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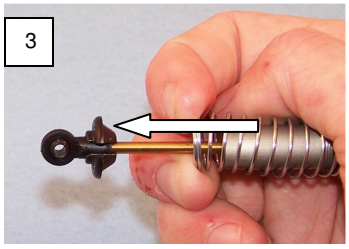

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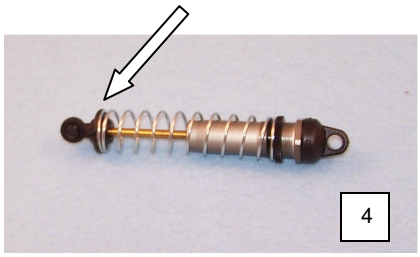
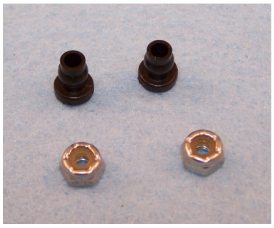


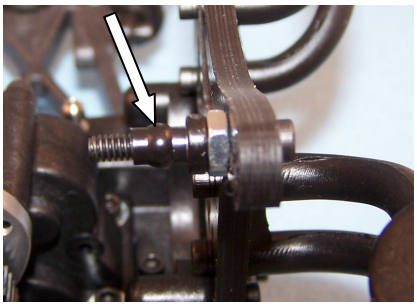
H6) Put the springs on all the shocks. Silver rear. Brown front.

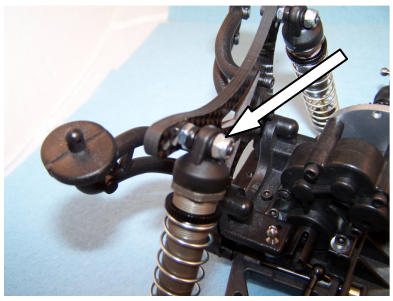
We will install the rear shocks first.

H7) Remove an upper shock mount tree (ASC 6473) from Bag H and cut the two bushings off. Team drivers dress the bushings for appearance. Also get out two #4 lock nuts (6071).

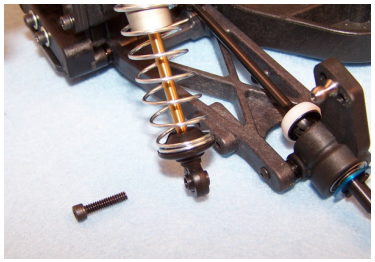


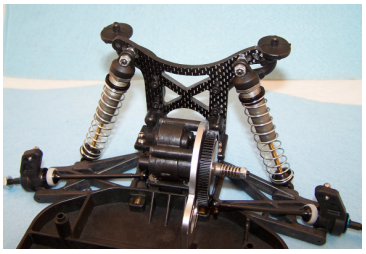
H8) Slide the bushings over the upper shock mounting bolts so they are up against the standard nuts. Slide the upper eye of the shock over the bolt and over the bushing and secure with a lock nut. We do the top first because you will want to rotate the shock out of the way so your nut driver will fit properly on the lock nut. Be certain the shock moves freely on its bushing.





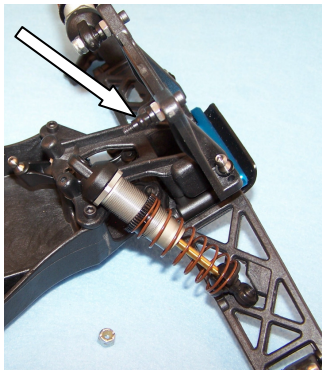
H9) Consult the Set-Up sheet and Tuning Section to determine where you will mount the bottom of your shocks. Insert a 4-40 X 1/2" cap head screw (6002) into the eyelet at the bottom of each shock and screw the shocks into the rear of the control arms. Here we have used hole #2 (middle).



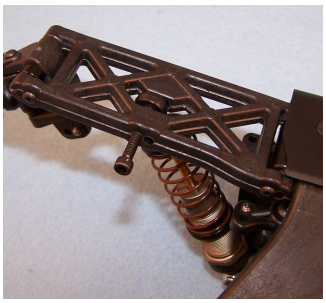


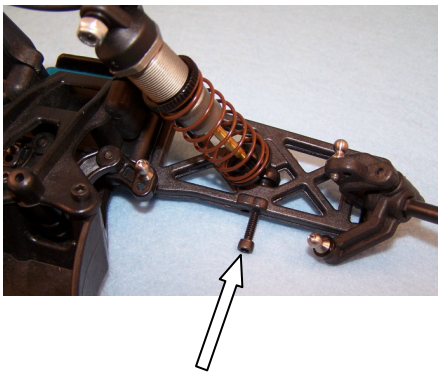
Now the fronts.

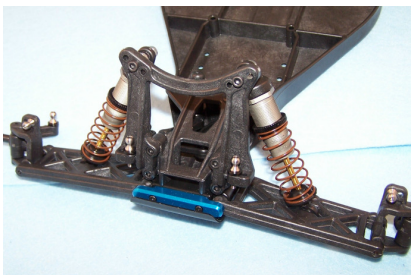
H10) Repeat the drill with the upper bushings and install them on the mounting bolts. Slide the upper eyelet of the shock over the mounting bolt and over the bushings, and secure with a #4 lock nut. Again, the shock should rotate freely.



H11) Consult the Set-Up sheet and Tuning Section to determine where you will place the lower shock mounts. Here we are using the #2 (outside) hole. Secure the shock with a 4-40 X 3/4" cap head screw (6004) through the lower shock eyelet.

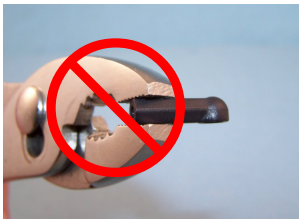






TURNBUCKLES

H12) WARNING/Tip From The Team: Do not use a pliers on the J Concepts ball cups! Not only must the gorilla stay in his cage, you must not even visit the zoo! Gripping the "cup" area will quickly render it useless, and gripping the hex area will pinch the ball cup so that it is difficult to screw the turnbuckle in.



H13) Hold a turnbuckle with pliers or turnbuckle wrench and thread a ball cup (6120) onto one end with your hand. Turn the ball cup until it becomes too difficult, then thread a ball cup on the other end of the turnbuckle. Remember that one end of the turnbuckle is left-hand threads. You should try to have the same amount of turnbuckle threads protruding from the ball cup on each side of the turnbuckle – they should be even. Do this for all six turnbuckles.

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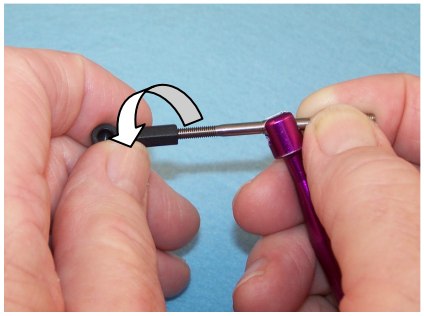
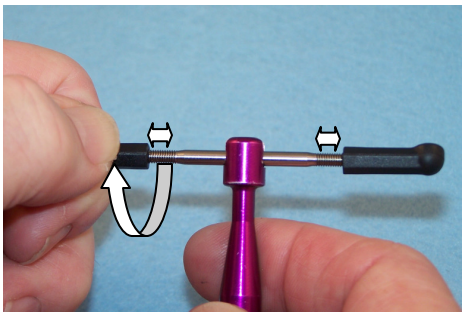
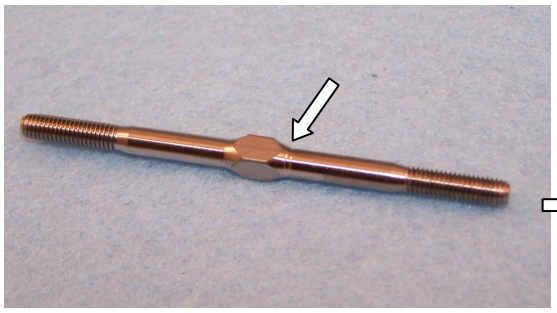
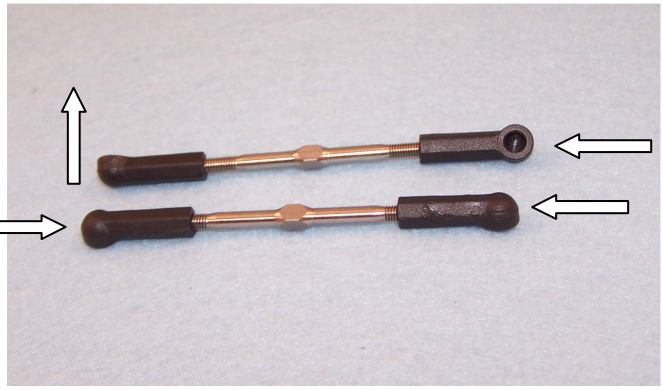


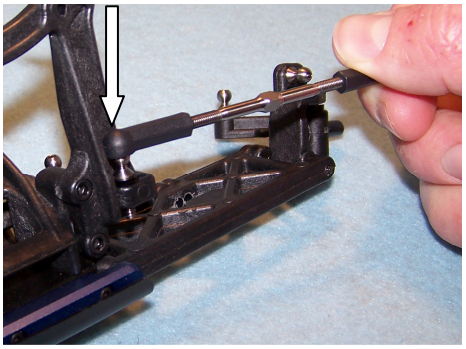


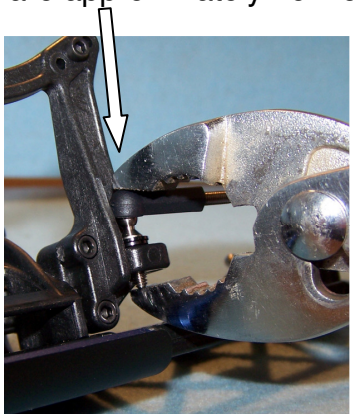
H14) You have four 2" Lunsford Ti turnbuckles (6111) and two 2 1/8" (6112). The steering tie rods are 2 1/8" and the four 2" are camber links. Just next to one side of the hex on each turnbuckle is a small groove that goes around the turnbuckle. (left photo) If all six turnbuckles are installed with the groove on the same side, groove to the left or groove to the right, they will all adjust in the same fashion. On the four camber link turnbuckles, the ball cups are 90^{o} opposed (top right photo), while the longer steering tie rod ball cups are in the same plane (bottom right photo).

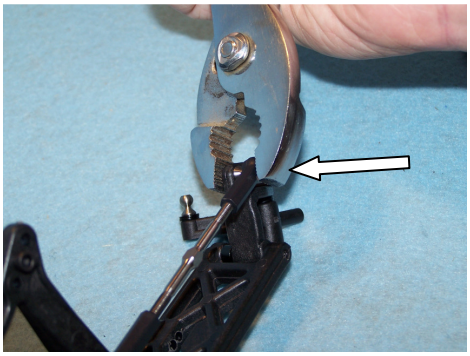


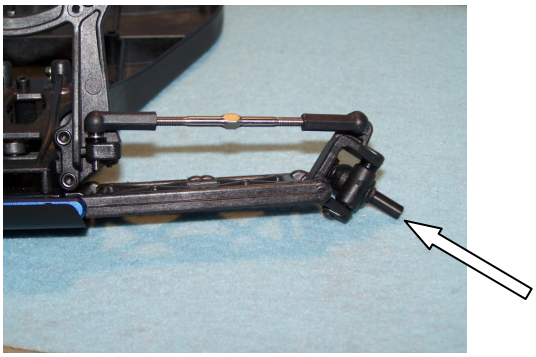


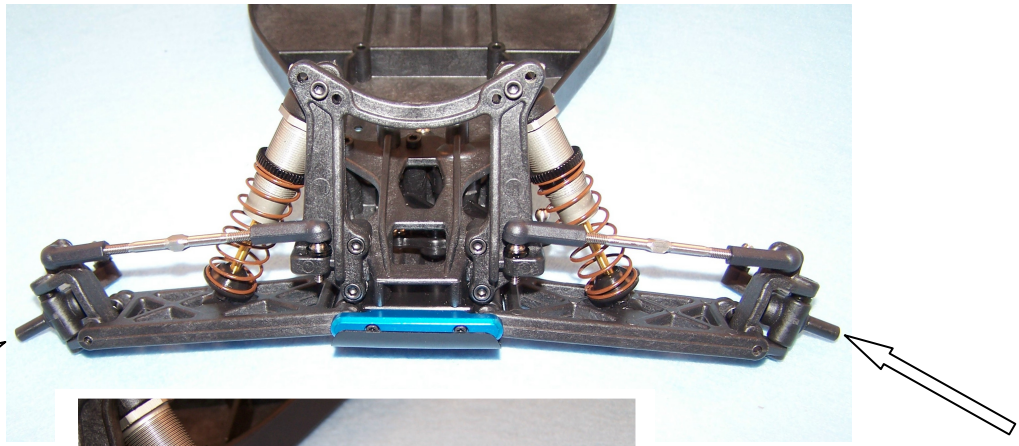
H15) Install the two front camber link turnbuckles by pressing the cups down over the ball studs. Sometimes a pliers helps. All the turnbuckles will be too long. Adjust the camber link turnbuckles so the front axles are approximately horizontal. Final adjustment will be made with the wheels on.

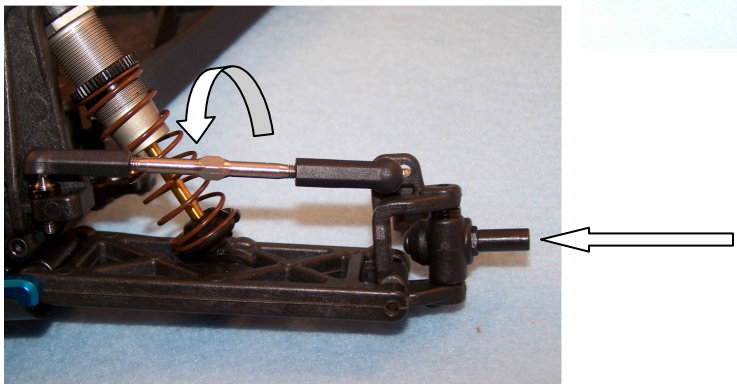




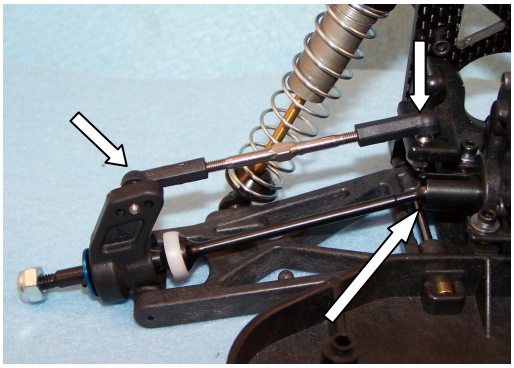


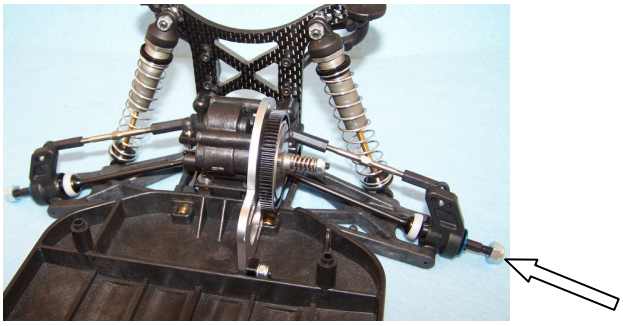






H16) In the rear, make sure the driveshafts are engaged in the diff outdrives (long arrow), then install the camber links by pressing the ball cups over the ball studs. (short arrows) Again, the hub carriers will be at crazy angles and you should adjust until the axles are approximately horizontal. Final adjustment will be made with the wheels on.





H17) Check the longer tie-rod turnbuckles to see that they are approximately the same length. Now install them to the steering rack and steering block by pressing the ball cups over the ball studs. Adjust until the axles are straight. Team drivers will carefully measure to be certain the two steering turnbuckles are the same length prior to installation. Final adjustment will be made with the wheels on.