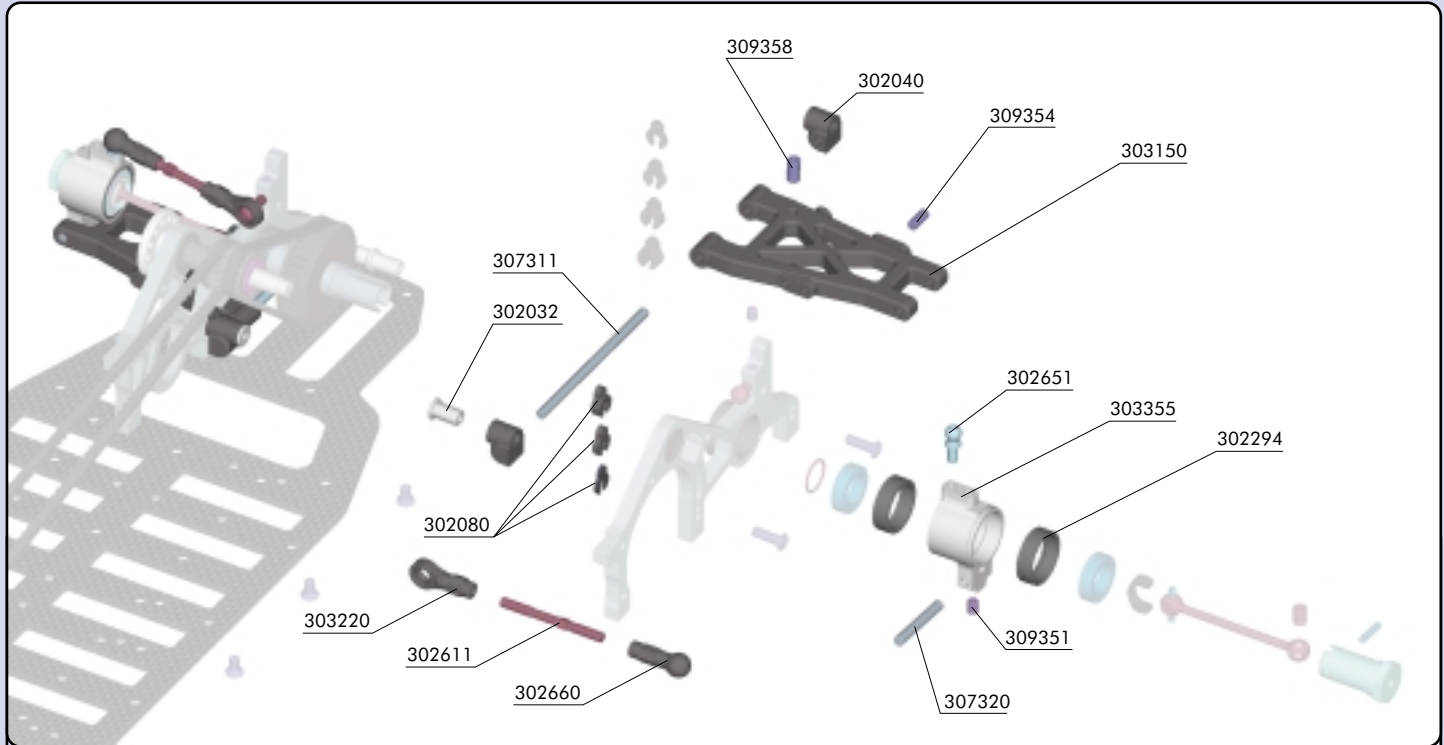


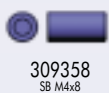
#30 0931 C-HUB SUSPENSION OPTION SET, REAR



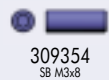
BAG #300931

30 2032	ALU NUT (2)	30 3220	BALL JOINT 5.8 MM (4)
30 2040	LOWER SUSPENSION HOLDER (SET 2+1+1)	30 3355	ALU UPRIGHT REAR FOR C-HUB SUSPENSION
30 2080	CASTER CLIPS SET 4+3+2+1 MM (2)	30 7311	REAR WISHBONE PIVOT PIN BOTTOM - SPRING STEEL - C-HUB (2)
30 2294	BALL-BEARING NYLON BUSHING FOR C-HUB SUSP. (4)	30 7320	REAR PIVOT PIN FOR C-HUB - SPRING STEEL (2)
30 2611	ADJ. STEERING ROD L/R 35 MM - SPRING STEEL (2)	30 9351	HEX SCREW SB M3x4 (10)
30 2651	5 MM BALL END, WITH THREAD - SHORT (6)	30 9354	HEX SCREW SB M3x8 (10)
30 2660	BALL JOINT 5 MM (6)	30 9358	HEX SCREW SB M4x8 (10)
30 3150	SUSPENSION ARM REAR LOWER FOR C-HUB SUSP.		

The new optional C-hub suspension is a great new tuning option to set up your T1 for different racing conditions. Before you mount the new C-hub suspension, dismount the entire rear suspension on the car, and also dismount the left rear bulkhead.

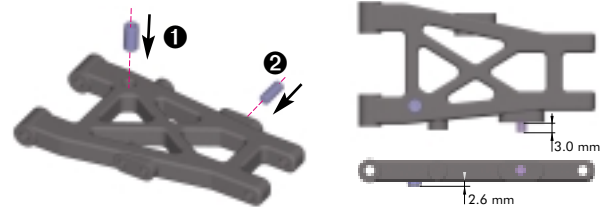


309358
SB M4x8



309354
SB M3x8

1. Thread a #309358 (SB M4x8) downstop adjustment screw into the rear lower arm. It must protrude 2.6 mm below the arm. This screw needs to be accessible from the top of the arm.
2. Thread a #309354 (SB M3x8) shock mounting screw into the middle hole located on the outside of the arm. It must protrude 3.0 mm.

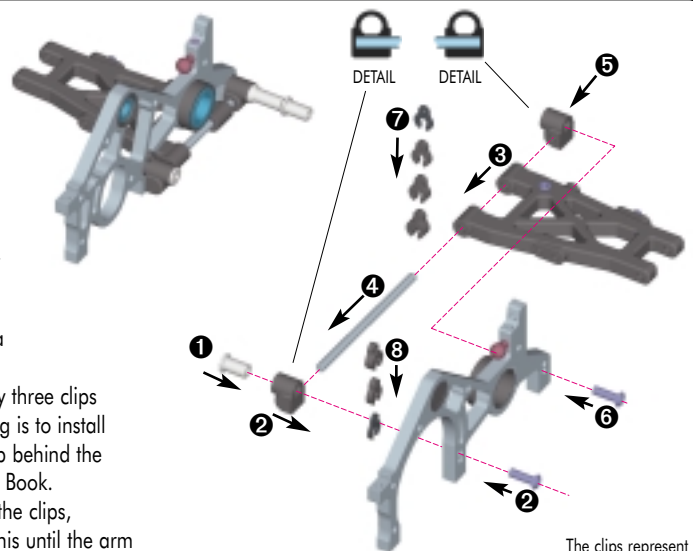


Repeat for the other arm, making sure to mirror the screw placement.



309335
SH M3x10


1. Insert a #302032 aluminum nut into a #302040 nylon lower suspension holder (front - with the CLOSED hole).
2. Mount the lower suspension holder (front) to the bulkhead using a #309335 (SH M3x10) screw. Do not tighten the screw; leave the holder loose.
3. Position the inside end of the #303150 rear lower arm in the rear bulkhead. Slide a #307311 pivot pin through the holes in the rear lower arm.
4. Put the pivot pin in the mounted lower suspension holder (front).
5. Mount a lower suspension holder (rear - with the CLOSED hole) onto the pivot pin.
6. Mount a lower suspension holder (rear) on the bulkhead using a #309335 (SH M3 x 10) screw.
7. Install the #302080 wheelbase clips onto the pivot pin. Use only three clips (one each of 4mm, 3mm, and 2mm) on each arm. The initial setting is to install two clips (3 mm and 2 mm) in front of the arm, and one 4 mm clip behind the arm. For information on wheelbase adjustment, refer to the Set-Up Book.
Note: If you find that the arm does not move freely after installing the clips, remove the 4mm clip, lightly sand one side, and reinstall. Repeat this until the arm moves freely with all three clips installed.
8. Install the #302080 clips between the bulkhead and the mounted lower suspension holder (front) to set rear toe-in. For information on rear toe-in, refer to the Set-Up Book.




The clips represent approximately these values:
1mm clip = 1° toe-in
2mm clip = 2° toe-in
3mm clip = 3° toe-in

The initial setting of rear toe-in is to install 2mm clip on the front holder.

#30 0931 C-HUB SUSPENSION OPTION SET, REAR

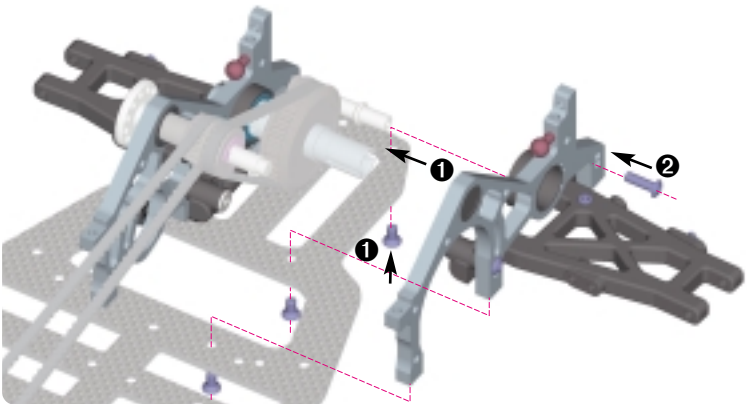



309343
SFH M3x6




309335
SH M3x10

1. Mount the whole left rear suspension assembly bulkhead to the chassis using the #309343 (SFH M3x6) screws. Place the end of the rear alu suspension holder into the cavity of the lower suspension holder (rear).
2. Thread the #309335 (SH M3 x 10) screw into the rear alu suspension holder.






309054
BB 10x15



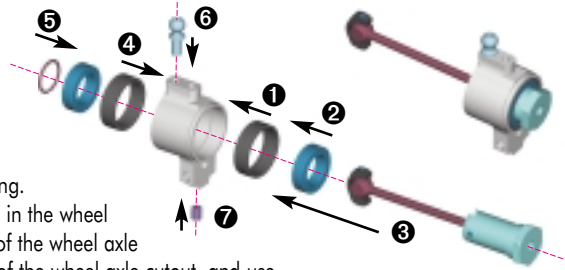
309425
C 10



309351
SB M3x4

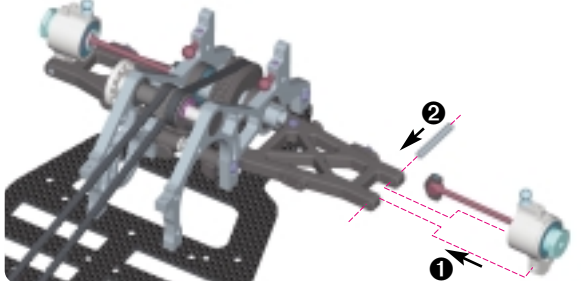
1. Insert two #302294 nylon ball-bearing bushings into the rear uprights from both sides until they seat firmly.
2. Slide a #309054 (BB 10x15) ball-bearing onto the wheel axle.
3. Insert the wheel axle through the rear upright until the bearing seats in the nylon bushing. Note the direction of installation from the diagram.
4. Slide another #309054 (BB 10x15) ball-bearing onto the wheel axle. Press the bearing into the rear upright, making sure that it seats properly in the nylon bushing.
5. Fasten the wheel axle to the rear upright by installing a snap ring in the groove in the wheel axle (near the drive shaft joint). To make installation easier, place the hex portion of the wheel axle flat on a table. Put one end of the snap ring into the groove on the opposite side of the wheel axle cutout, and use a slotted screwdriver to work the rest of the clip into the groove.
6. Thread a #302651 ball end to the top of the rear upright, in the inner position.
7. Thread a #309351 (SB M3x4) screw into the bottom of the rear upright. Do not tighten fully.

Repeat for the other side.



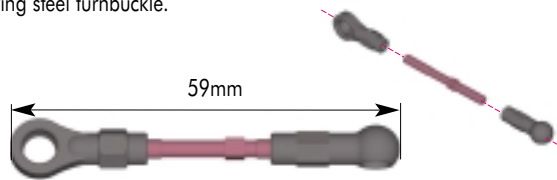
1. Place the driveshaft plastic cap into the diff outdrive slots. Insert the rear assembly into the end of the front lower arm. Align the hole in the bottom of the rear upright and holes in the arm.
2. Slide a #307320 pivot pin through the aligned holes. The flat spot on the pivot pin must be towards the bottom. Tighten the #309351 (SB M3x4) screw until it is tight on the pivot pin. The rear upright should move freely.

The rear upright should move freely.



Assemble the rear turnbuckles by threading ball joints onto the ends of the spring steel turnbuckle.

Note: The turnbuckle has a CCW thread on one end and a CW thread on the other end. Adjust the turnbuckles to a length of 59 mm, measured end-to-end.



59mm

Snap the turnbuckle ball joints onto the balls on the rear uprights and the adjustable ball ends in the rear bulkheads. The suspension arms must be able to fall freely when lifted up then dropped. If there is any binding that prevents the arm from falling freely, remove the ball joint from the ball and lightly squeeze the ball joint with a pair of pliers. Remount the ball joint and check the arm again. Repeat this process until there is no more binding.

