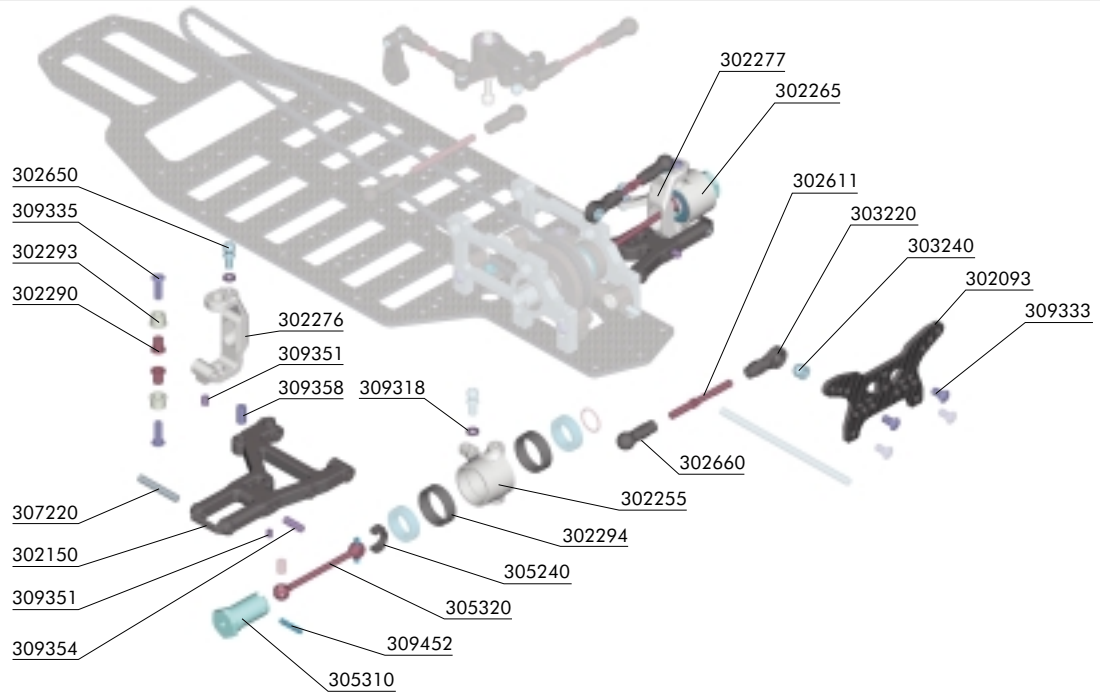


#30 0921 C-HUB SUSPENSION OPTION SET, FRONT

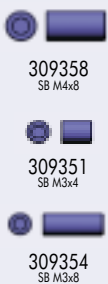


BAG #300921

30 2093 ULTRA-TUNE SHOCK TOWER FRONT - GRAPHITE
30 2150 SUSPENSION ARM FRONT LOWER FOR C-HUB SUSP.
30 2255 ALU STEERING BLOCK RIGHT FOR C-HUB SUSP.
30 2265 ALU STEERING BLOCK LEFT FOR C-HUB SUSP.
30 2276 ALU C-HUB FOR STEERING BLOCK RIGHT - CASTER 3°
30 2277 ALU C-HUB FOR STEERING BLOCK LEFT - CASTER 3°
30 2290 C-HUB BUSHING (4)
30 2293 C-HUB BUSHING NYLON (4)
30 2294 BALL-BEARING NYLON BUSHING FOR C-HUB SUSP. (4)
30 2611 ADJ. STEERING ROD L/R 35 MM - SPRING STEEL (2)
30 2650 5 MM BALL END, WITH THREAD (6)
30 2660 BALL JOINT 5 MM (6)
30 3220 BALL JOINT 5.8 MM (4)

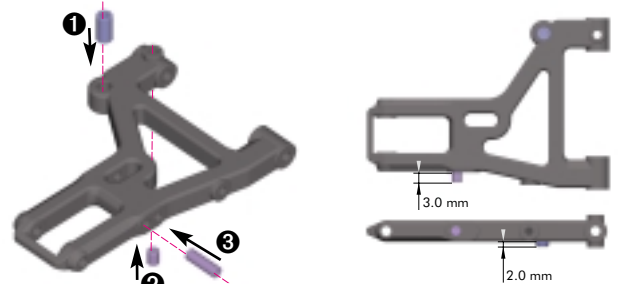
30 3240 BALL UNIVERSAL 5.8 MM HEX (4+4)
30 5240 DRIVE SHAFT REPLACEMENT PLASTIC CAP 3 MM (4)
30 5310 WHEEL AXLE REAR - INTEGR. HEX HUB - HARD COATED (2)
30 5320 DRIVE SHAFT REAR - SPRING STEEL (2)
30 7220 FRONT PIVOT PIN FOR C-HUB (2)
30 9318 WASHER C 3.2 (10)
30 9333 HEX SCREW SH M3x6 (10)
30 9335 HEX SCREW SH M3x10 (10)
30 9351 HEX SCREW SB M3x4 (10)
30 9354 HEX SCREW SB M3x8 (10)
30 9358 HEX SCREW SB M4x8 (10)
30 9452 PIN 2x10 (10)

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 front suspension on the car, but keep the front bulkheads mounted on the chassis.



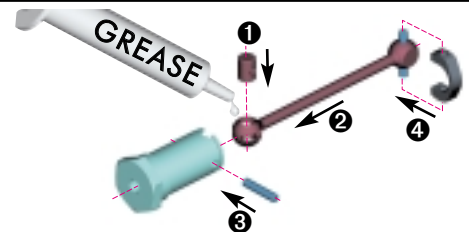
1. Thread a #309358 (SB M4x8) downstop adjustment screw into the front lower arm. It must protrude 2.0 mm below the arm. This screw needs to be accessible from the top of the arm.
2. Thread a #309351 (SB M3x4) pivot pin set screw into the arm. Thread it just enough so it will stay in the hole; don't let it thread into the pivot pin area.
3. Thread a #309354 (SB M3x8) shock mounting screw into the hole located at the front outside of the arm. It must protrude 3.0 mm.

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



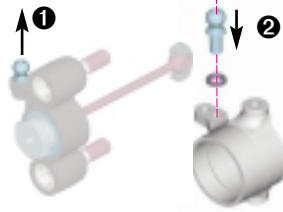
1. Use the coupling from dismantled front suspension, lightly grease it and insert it into the drive shaft joint.
2. Slide the drive shaft joint into the #305310 wheel axle, aligning the cross holes.
3. Insert a #309452 cross pin (P 2x10) through the aligned holes in the coupling and wheel axle. Make sure it is evenly spaced on both sides of the wheel axle.
4. Install a #305240 plastic cap onto the drive shaft pins. First insert one hole of the plastic cap over a pin, then stretch the other hole over the other pin.

Repeat for the other axle.



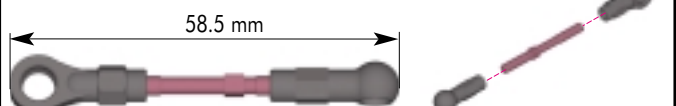
1. Remove the steering rod ball end from the dismantled front steering block.
2. Place a #309318 washer (C 3.2) onto the ball end and thread it to the top of the steering arm in the hole closest to the block.

Repeat for other side.



Assemble the front turnbuckles by threading ball joints onto the ends of the spring steel turnbuckles as shown.

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 58.5mm, measured end-to-end.



#30 0921 C-HUB SUSPENSION OPTION SET, FRONT



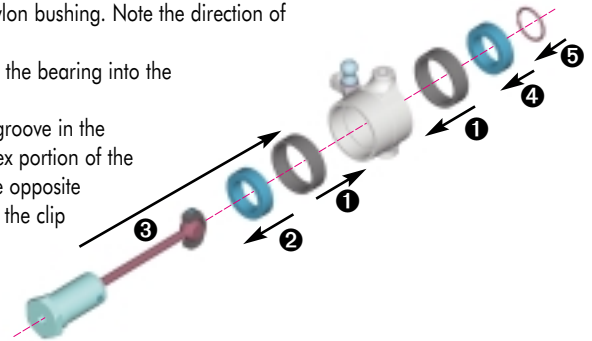
309054
BB 10x15



309425
C 10

1. Press two #302294 nylon bushings into the steering block until they seat firmly.
2. Slide a #309054 (BB 10x15) ball-bearing onto the wheel axle.
3. Insert the wheel axle into the steering block 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 steering block, making sure it seats properly in the nylon bushing.
5. Fasten the wheel axle to the steering block 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.

Repeat for the other side.



309335
SH M3x10



309351
SB M3x4

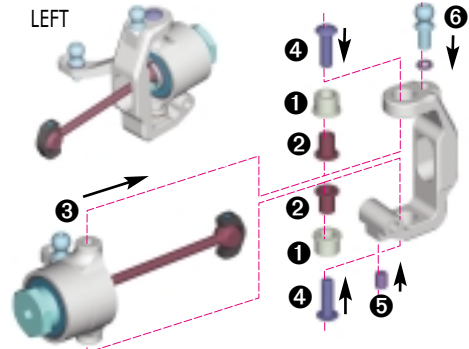


309318
C 3.2

1. Insert two #302293 C-hub nylon bushings into the C-hub. Orient the nylon bushings so the ridges are to the inside of the C-hub.
2. Insert two #302290 C-hub bushings into the already seated nylon bushings.
3. Insert the steering block assembly into the C-hub. Insert the left assembly into C-hub marked L, and the right assembly into C-hub marked R.
4. Pass two #309335 screws (SH M3x10) through the bushings, and thread into the top and bottom of the C-hub.
5. Thread a #309351 screw (SB M3x4) into the bottom of the C-hub. Do not tighten fully.
6. Place a #309318 washer (C 3.2) on a #302650 ball end, then thread the ball end into the top of the C-hub.

Repeat for the other side.

LEFT



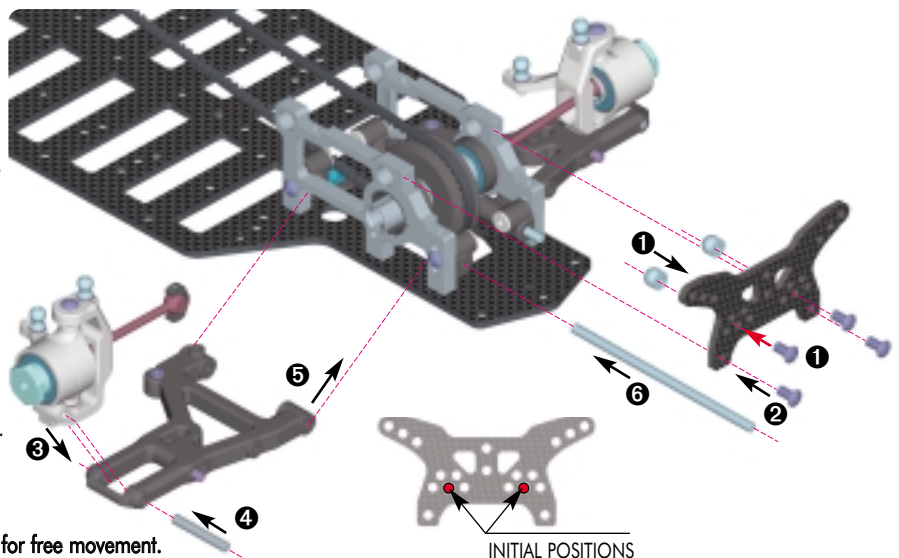
309333
SH M3x6

1. Mount two #303240 balls to the rear of the #302093 front shock tower using two #309333 (SH M3x6) hex screws. Mount the balls to the middle holes as shown.
2. Mount the front shock tower to the bulkheads using two #309333 (SH M3x6) hex screws.
3. Insert the assembled C-hub steering block into the arm. Align the hole in the bottom of the C-hub and holes in the arm.
4. Slide a #307220 pivot pin through the aligned holes. The flat spot on the pivot pin must be towards the bottom. Tighten the #309351 screw (SB M3x4) until it is tight on the pivot pin. The steering block assembly should move freely.

5. Position the front suspension assembly in the front bulkhead. It should seat between the two plastic lower suspension holders. The pivot pin set screws should be accessible from the large access holes underneath the chassis. Place the driveshaft plastic cap into the diff outdrive slots.

6. Align the holes in the arms with the suspension holders and slide a #307212 lower front pivot pin through the aligned holes. The flat spot on the pivot pin must be towards the rear and facing the bottom.
7. Tighten the #309351 pivot pin set screw (SB M3x4) in the lower arm onto the flat spot on the pivot pin.

Repeat for the other side. Check the arms for free movement.



Snap the turnbuckle ball joints onto the balls on the steering blocks and the balls on the shock tower. 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 movement again. Repeat this process until there is no more binding.

