BAG F

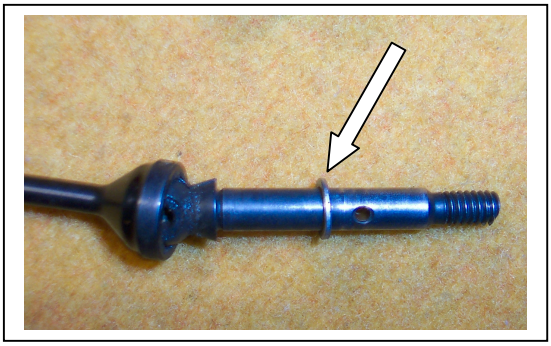
REAR SUSPENSION

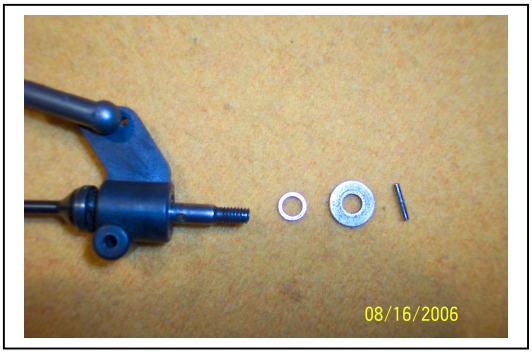
ASSEMBLE THE HUB CARRIERS

F1 Let's do this one side at a time starting with the left hub carrier, marked "L." (9584). Remove the drive pin (7369) from the axle (9598), and slide the CVD/axle assembly out of the hub carrier. The wheel spacer (9608) and two axle shims (7368) should come off the axle. Leave the bearings inside the carrier unless you want to clean/lube them.

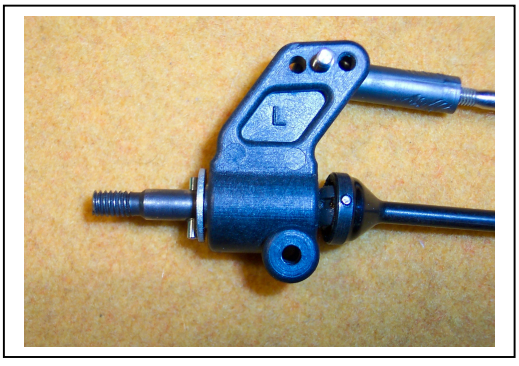


F2 We must space the axle in for the X – 6, so slide one of the small axle spacers (7368) over the axle. It is possible you will discover later you need to put both spacers inside, but most of the time one is all that's needed.

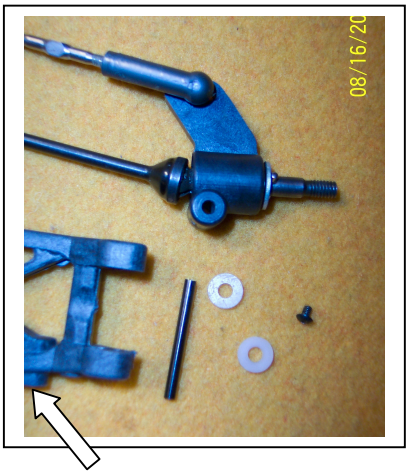




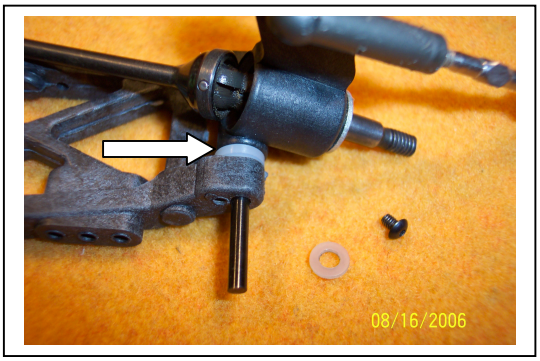
F3 Reassemble the remaining axle spacer (7368), wheel spacer (9608) and pin (9369).



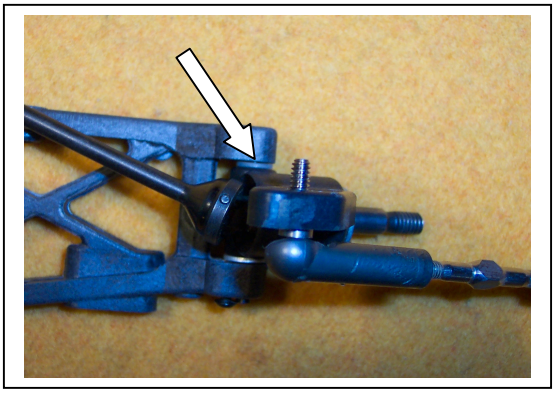
F4 Gather the parts necessary to assemble the right rear control arm. Identify the arm by the boss for the three shock holes at the rear (arrow). You just re-shimmed the CVD on the left hub carrier (9584) and will assemble the left hub carrier to the right arm. AE hub carriers have 0 degrees of toe-in, so they're interchangeable. You'll need the hinge pin (9622), two spacers (4187) and the little 2-56 button head screw.



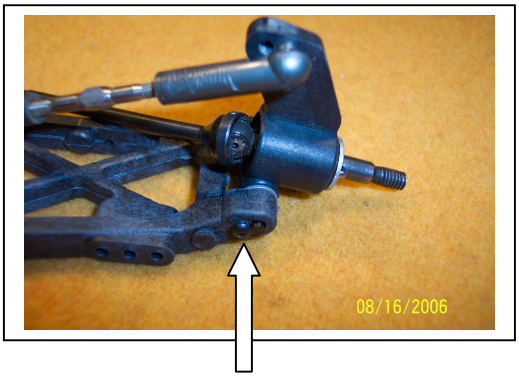
F5 Slide the hinge pin in from the rear, add one spacer, then start the pin through the hub carrier.



F6 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. We have found that on some arms the pin does not go entirely into the arm at the rear, but that is OK – do not attempt to force it.



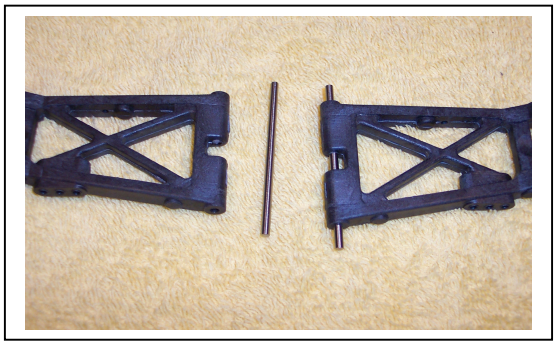
F7 Secure the hinge pin with the 2-56 screw. Be careful not to strip the hole for the screw – you can't force things here. If your pin protrudes a bit the screw will go in next to the pin, and pressure of the head of the screw against the side of the pin holds the pin in just fine.

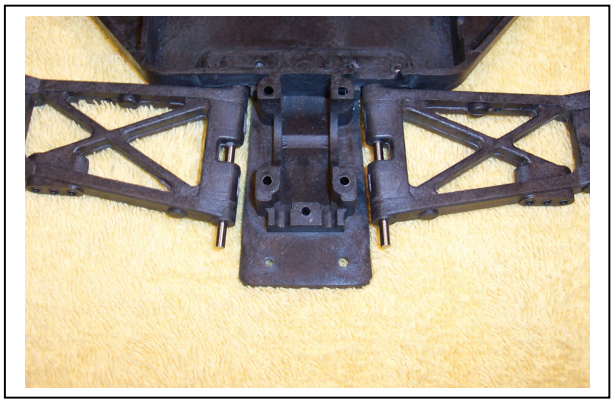


F8 Repeat F1 through F8 for the left side.

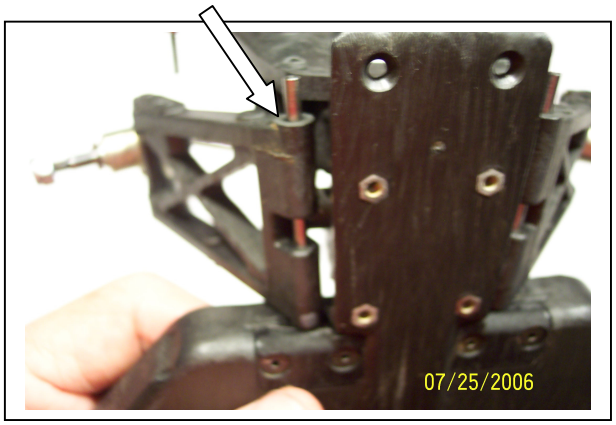
ASSEMBLE CONTROL ARMS TO THE CAR

F9 Place the Lunsford Ti hinge pins in the two rear control arms. Place the front end of the hinge pins in the two holes created at the chassis rear by the bottom covers.

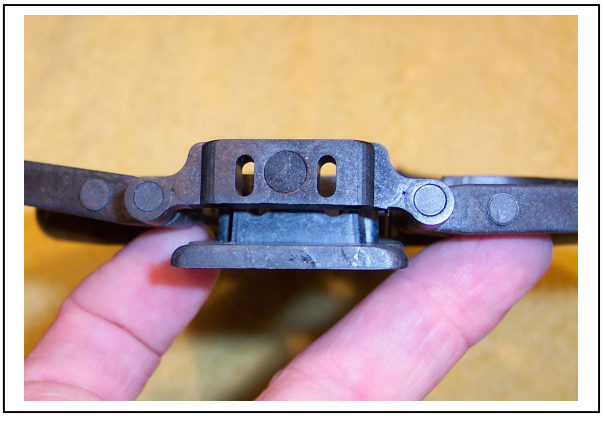


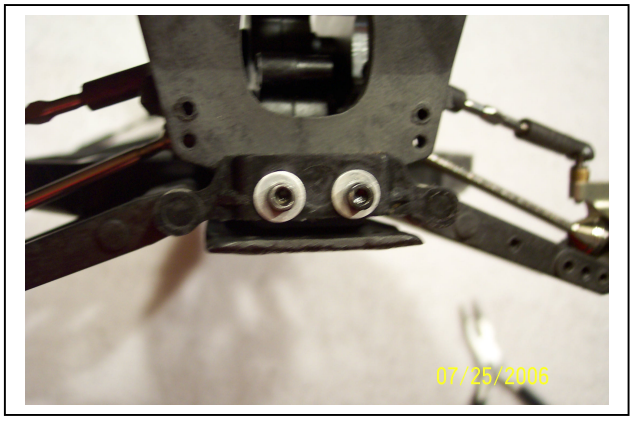


F10 You may want to put a washer between the arm and chassis or between the arm and toe-in bar. This is not necessary, but may help with free movement or to shim the arm forward or backward.

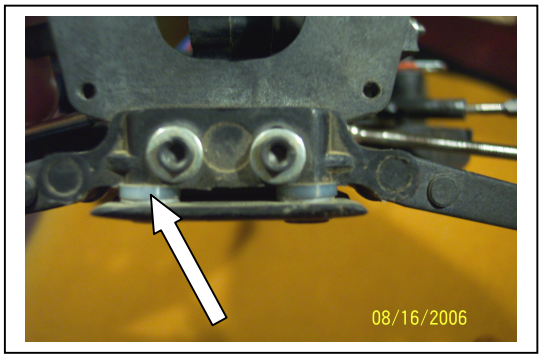


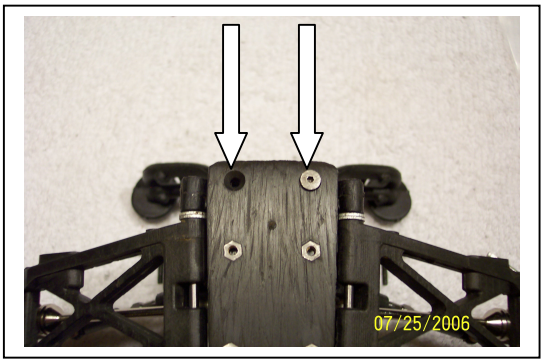
F11 Two toe-in bars are provided, marked 3° per side and 4° per side. Consult the tuning section to determine which you'll use and place it over the ends of the hinge pins. Put two 4-40 X ½" cap head screws with washers through the slots in the toe-in bar and thread them into the shock tower's threaded inserts. The bar should be free to slide up and down.





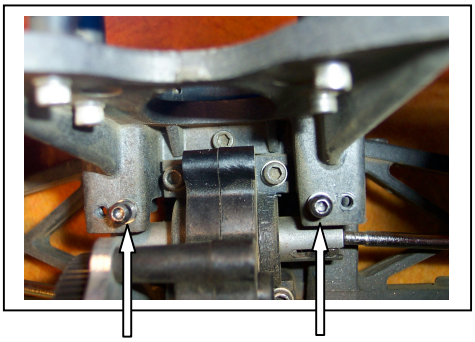
F12 Consult the tuning section to determine how many shims you will use under the toe-in bar tp set anti-squat. You have a bag with four .060" and two .030" shims which allow you to make .030 increments from zero to .150". In the left photo, we have a .030" and a .060" to make .090". Secure the toe-in bar and shims from below with the two 4-40 X 3/8" flat head screws. Then, secure the two cap head screws.

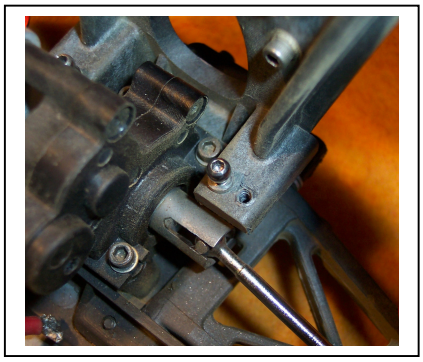




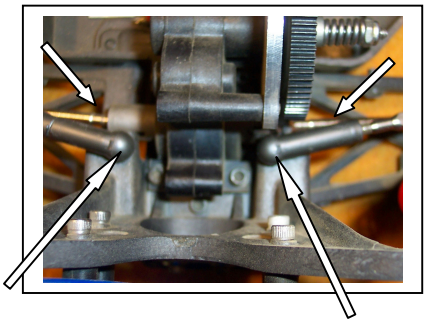
FINISH IT UP

F13 Consult the Tuning Section for ball stud placement and number of washers. . Install a ball stud (6273) you saved from the B4 into one hole on each side of the shock tower.





F14 Place the dog bones in the outdrives (short arrows) and snap the camber link ball cups over the ball studs (long arrows).



F15 Either Losi 1” buggy rear shocks or the AE shocks that came on your B4 may be used. Determine which you will use, then consult the Tuning Section for oil weight, piston size, limiting, spring, and mounting position on both the tower and arm. We suggest at least .060” limiting inside your rear shocks. Too much droop allows the dogbones to come out of the outdrives. Shocks install on the X – 6 just as they did on the B4. Photos below show Losi shocks.





TIP FROM THE TEAM

When you want to change position of the top of the shocks, the wing mount makes it difficult to remove the top shock bolt, and removing the mount is difficult because the transmission is in the way of the bottom wing mount bolts, especially the right one. The Team simply removes the top wing mount bolt, loosens the bottom wing mount bolt a quarter turn, and pivots the mount out of the way,. Saves much cussing!

