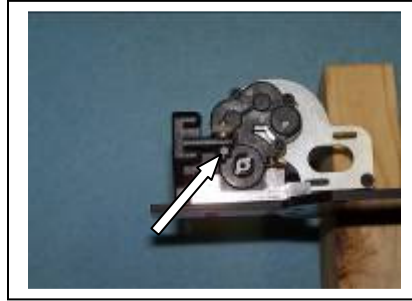
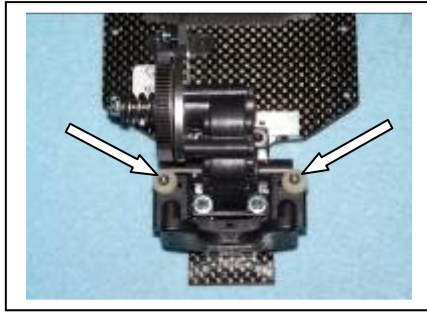


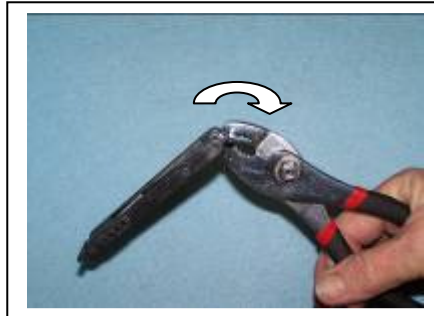
BAG E

REAR SUSPENSION

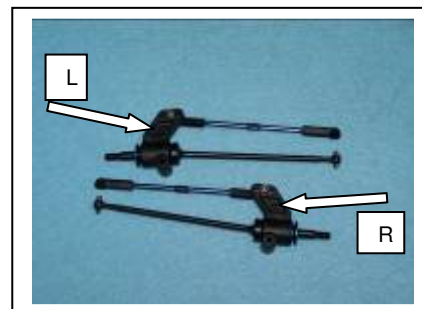
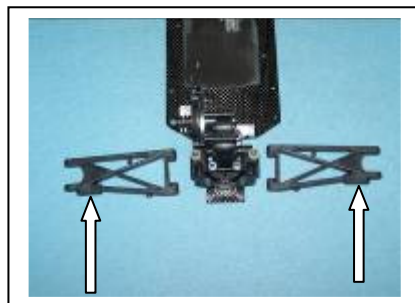
- E1) Install a 3/8" ball stud in the land on each side of the bulkhead. Here we have used the outer, #2 holes. We suggest you place a flat washer and #4 nut under the stud to reduce stress on the bulkhead.



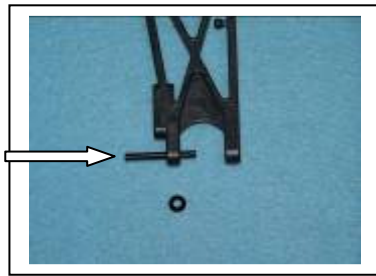
- E2) Take the control arms (XF3012) from Bag E and remove the gurfelmurgles. A pair of pliers and a twisting motion seems to work best.



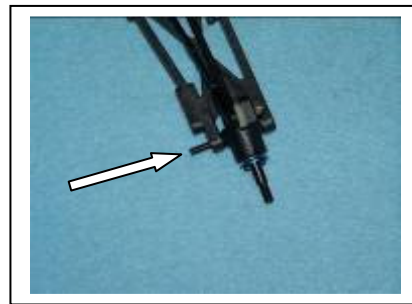
- E3) The two arms are identical; when the arms are assembled to the truck, the shocks mount on the rear. However, we reverse the AE hub carriers, putting the right carrier (marked with an "R") on the left arm and the left carrier (marked with an "L") on the right arm. This makes the camber links line up better.



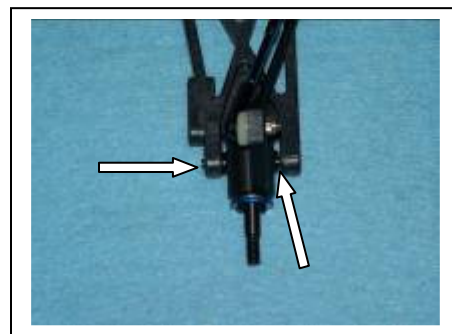
- E4) Let's do the left arm first. Check the set-up sheet and tuning section to determine whether you will mount the hubs rear, middle, or forward. Here we show the middle position. Begin sliding the hinge pin through the outer end of the control arm, and place one shim on the pin.



- E5) Put the *right* hub carrier on the hinge pin.



- E6) Put another spacer between the hub carrier and the arm, then slide the pin the rest of the way through.



- E7) Install the 2-56 X 1/8" button head screw to secure the hinge pin. (Now where did you put that little thing???)



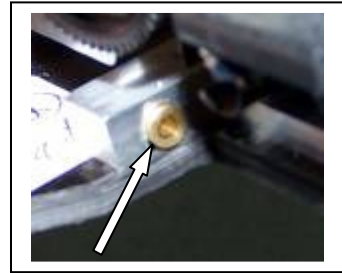
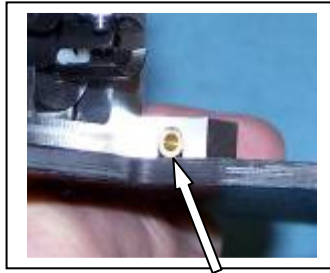
- E8) Repeat steps E4 – E7 to install the left hub carrier on the right arm.



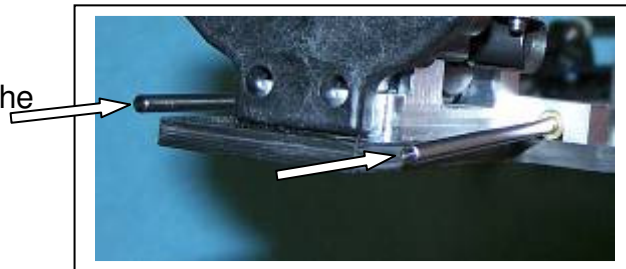
INSTALL THE ARMS

We are using a new build sequence for this operation.

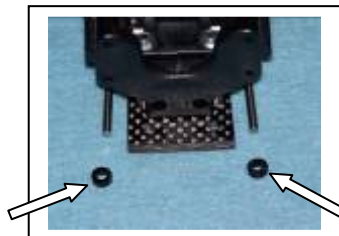
- E9) Place the hinge pin bushings (XF6142) in their slots in the hinge pin brace.



- E10) Place the hinge pins into the bushings.



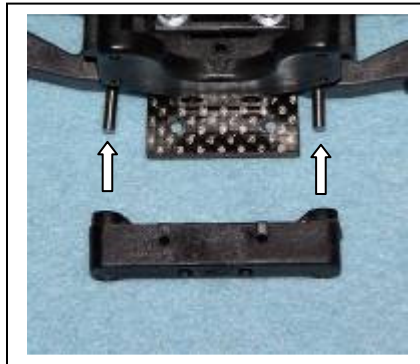
- E11) Check the set-up sheet and tuning section to determine whether your control arm inner pivot will be forward, center, or rear. Here we are using arms rear, so the shims go on the front. We use some extra 0.090" transmission shims; shock limiters, flat washers, almost any shim of the correct size will do. If your set-up is arms back, slide the shims on the hinge pins now.



- E12) Slide the control arms on the hinge pins. Shock mounting holes to the rear.



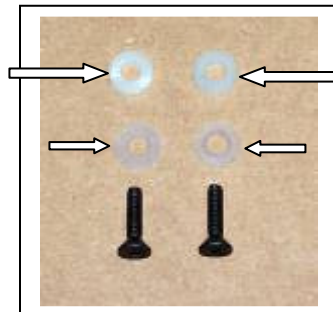
- E13) Check the set-up sheet and tuning section to determine which toe-in bar (XF3211) you will use. Select the 3° or 4° toe-in bar and slide it onto the hinge pins. It will go above the chassis.



- E14) In this photo we have inserted a pencil between the toe-in bar and the chassis to illustrate how the bar will slide up and down.



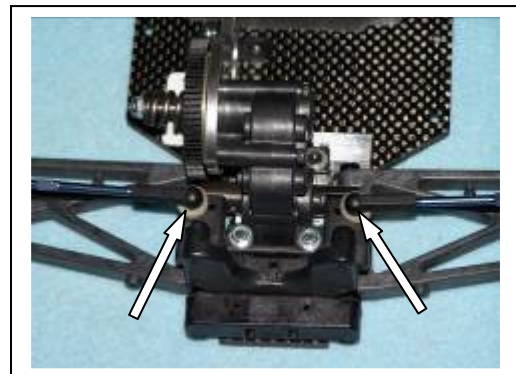
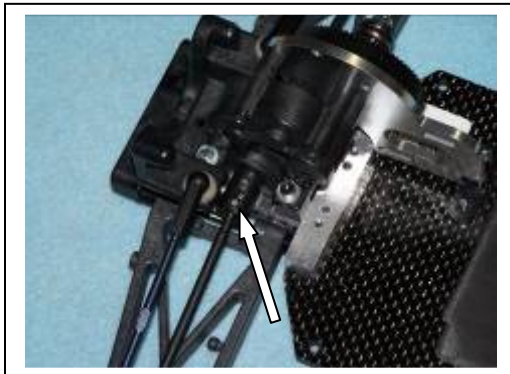
- E15) Check the set-up sheet and Tuning Section to determine how much anti-squat you will run. There is a packet of small round shims in Bag E, four 0.060" thick (long arrows) and two 0.030" thick (short arrows) (XF3250). This allows 6 different anti-squat settings: 0, .030", .060", .090", .120", and .150". Place two sets of shims between the bar and chassis. Here we show .090".



- E16) Secure the toe-in bar and shims with two 4-40 X 1/2" flat head screws up from under the chassis. The screws go in the rearmost chassis holes, through the shim packs, and thread into the toe-in bar.



- E17) Be certain the dogbones are in the outdrives, then snap the ball cups over the ball studs.



Almost through now. Let's do the top deck.

Sooo dialed!