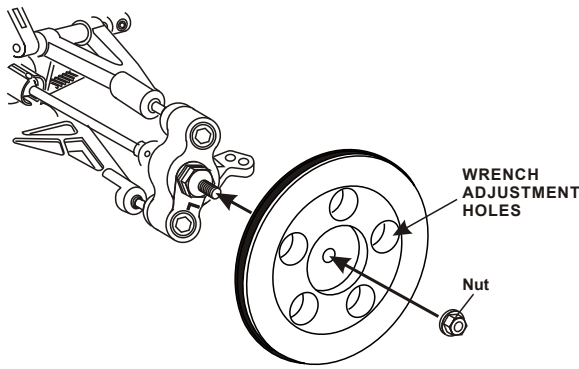
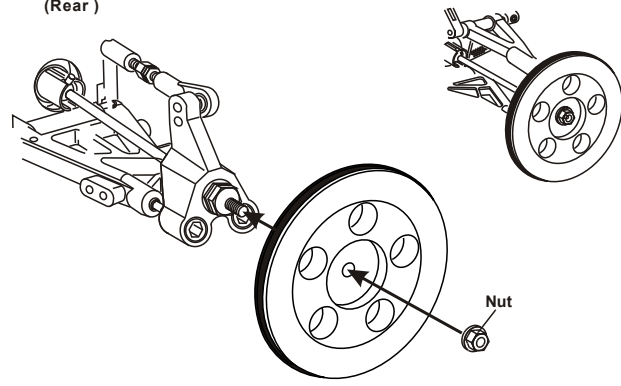


ALUMINUM CNC ALINEMENT AND RIDE HEIGHT SETUP WHEELS - p/n #87999

ASSEMBLY OF THE SETUP WHEEL (FRONT)

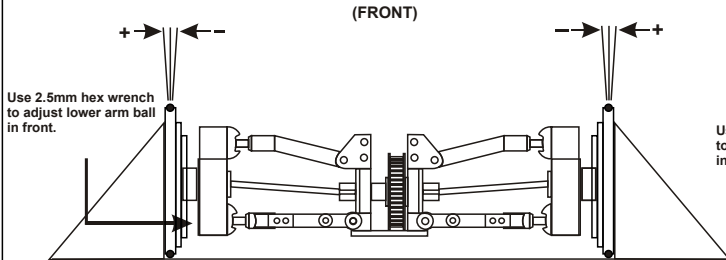


(Rear)

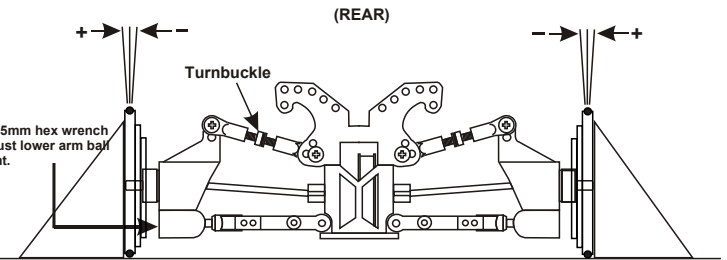


FRONT AND REAR CAMBER ANGLE SETTING

* Use the cambergauge. (Not Included)



Use 2.5mm hex wrench to adjust lower arm ball in front.

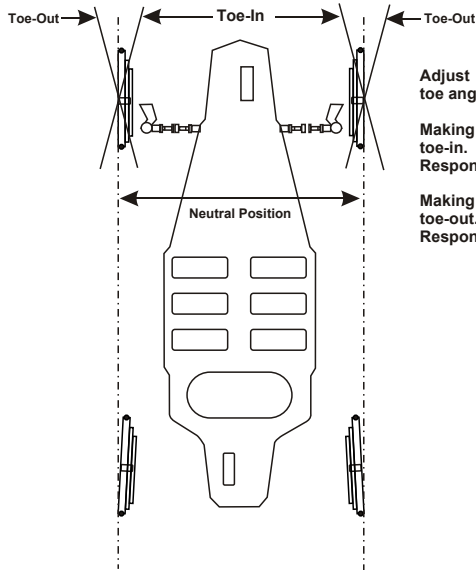


Use 2.5mm hex wrench to adjust lower arm ball in front.

Place the model car on a flat surface . Raise the chassis to it's maximum clearance before the wheels leave the ground. Adjust length of the front and rear lower ball so that the wheels are at right angles to the ground.

The rear camber adjustment can be made by moving the turnbuckle rod on the upper arms , clockwise or counter-clockwise. We suggest zero degrees for the front and one degree negative for the rear.

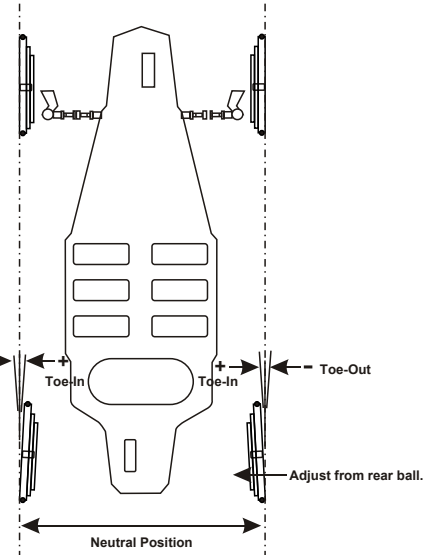
SETTING OF THE FRONT TOE AND REAR TOE



Adjust the length of front steering rod to change the toe angle.

Making the tie rod longer will make the front tires become toe-in. Response will be slower and will over steer.

Making the tie rod shorter will make the front tires become toe-out. Response will be quicker and will under steer.

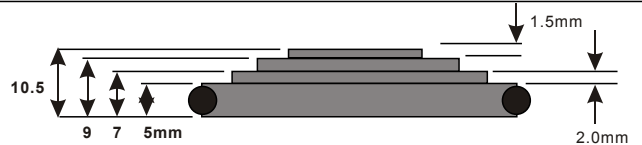


Adjust the length of rear hub 8mm ball change the toe angle.

Making the 8mm ball longer will make the rear tires become toe-in. Response will be under steer.

Making the 8mm ball shorter will make the rear tires become toe-out. Response will be over steer.

CHECKING THE GROUND CLEARANCE



INSTALL WHEELS AND TIRES TO CHECK RIDE HEIGHT.

