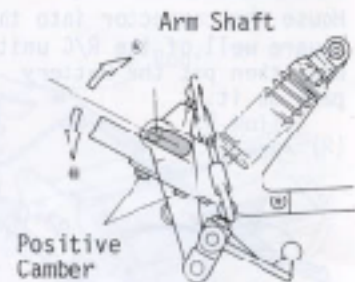


CHASSIS ADJUSTMENT

1. Camber Adjustment

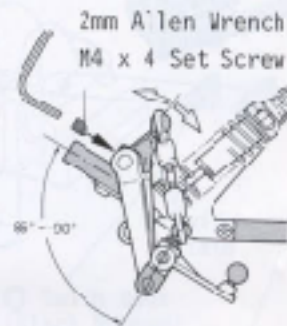
Rotate arm shaft up down to obtain 0° camber (wheels exactly vertical neither negative or positive camber) highest ride height. The camber should change to negative when the front of the car is pushed down.

A Negative camber
B Positive camber



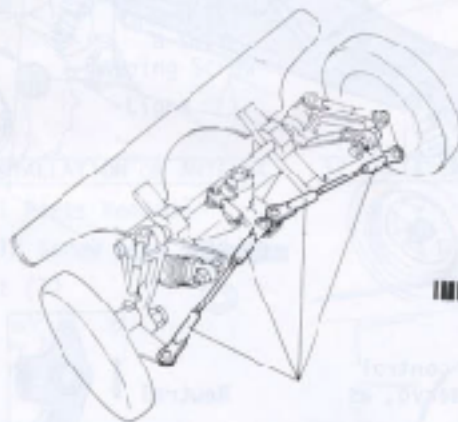
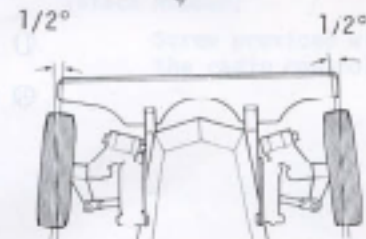
2. Caster Adjustment

When caster lock is tilted toward A caster is reduced, toward B increases caster. The upright should be parallel to the bend in the frame rails.



3. Toe in Adjustment

The front wheels should be perfectly parallel or toed-in 1° maximum.



Adjust the length and refit.

Adjust the neutral and toe-in setting with four ball fitted adjusters of the control rods.

4. Front ride height - When you are ready to run the car, drive it a few feet and come to a slow stop. The front of the car should be $1/16$ " below maximum possible ride height.
5. Rear ride height using the same procedure for front ride height the chassis rails should be $1/16$ " higher in the rear than in the front.