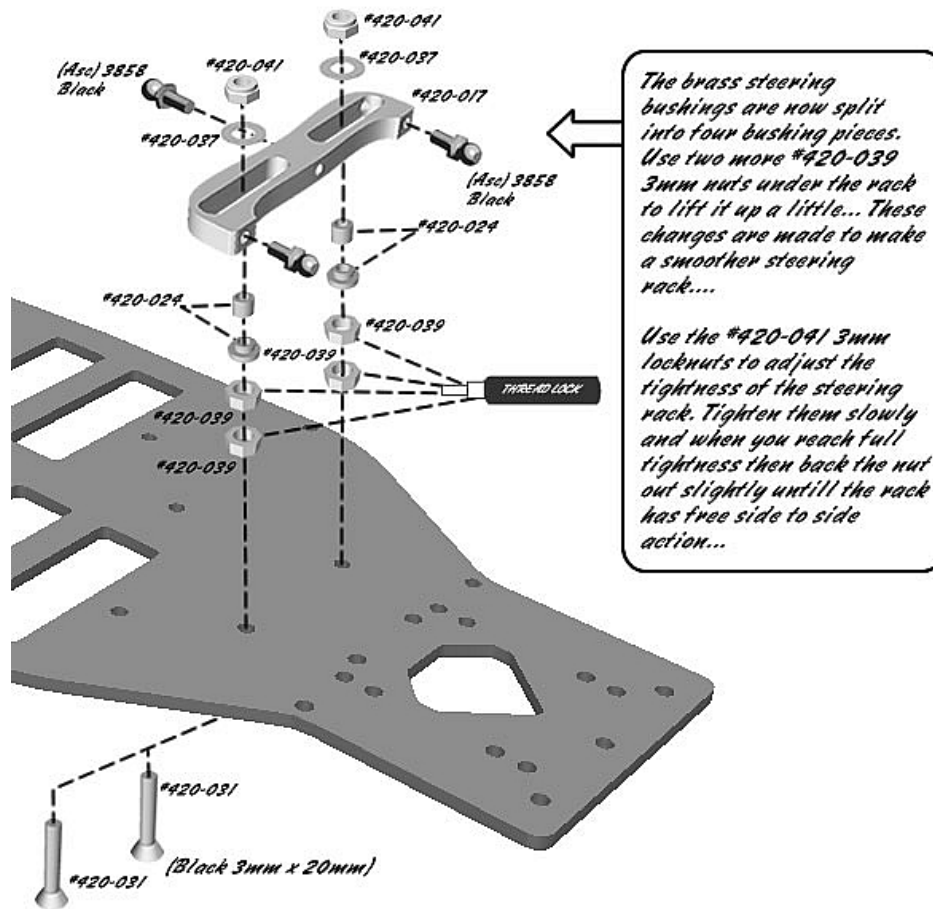


Instructions Insert #1 10/01/2007

Steering rack update! Some people have had binding problems with their steering guide bushings. To take care of this problem the one piece brass steering guide bushings #420-024 are now split in to two parts making four brass steering guide bushings. This allows for the steering guide bushings to move against eachother more freely. We also use four #420-039 3mm nuts under the rack to help raise it to get rid of bump steer on high traction tracks.

REFER TO STEP #1



Brass Hinge Pin spacer washers! These are replaced with new black fiber washers..

Delrin Cone Washers! Are included for quick replacements..

Instructions Insert #1 10/01/2007 OPTIONAL!

Rear arms Reverse mounting! In the most recent runnings of the XLR8 kits, racers running indoor on carpet prefer to run the arms in reverse with the shocks on the inside of the arms. This allows for faster transitioning through tight and quick corners. Make sure to use a spacer on the top shock mounting screw to slide the shock out more to level. (It will not be level, it will angle back at the top).

TC4 Front Steering Blocks and rear carriers: We have also noticed in the most recent runnings of the XLR8 that the TC4 front steering blocks have an extra hole for the steering ackermann and this new mounting location works very well for the XLR8. When running the rear arms in reverse we like to use the TC4 rear hub carriers but you will need to drill a hole for a set screw like the TC3 ones...

REFER TO STEP #4, #12, and #13

