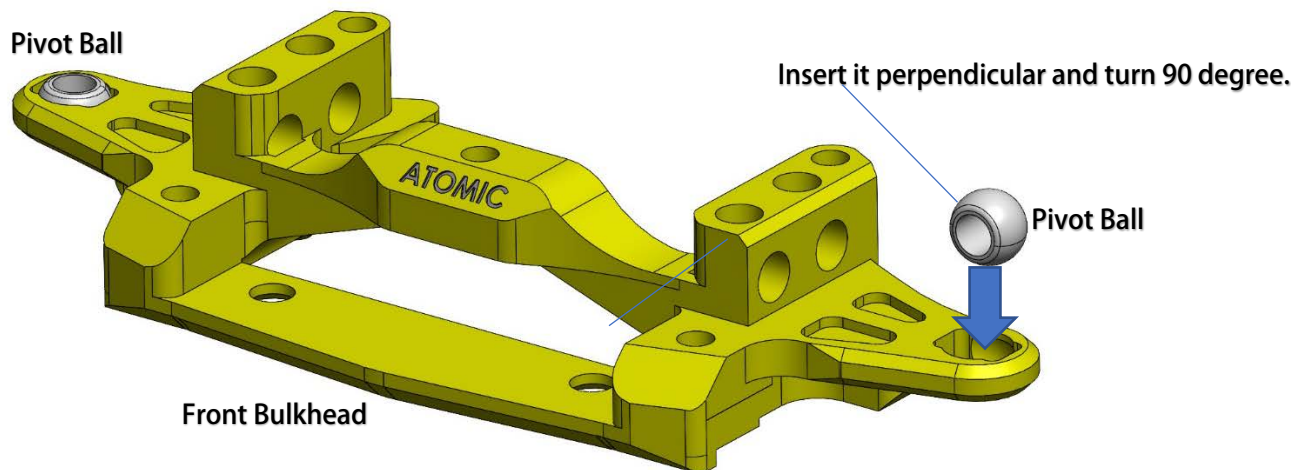
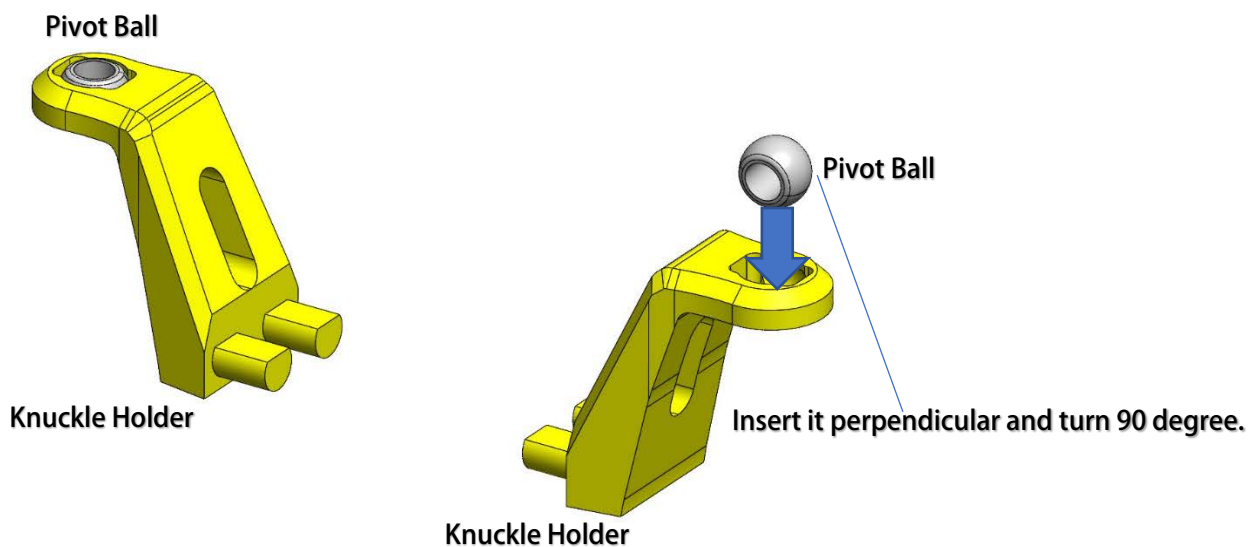


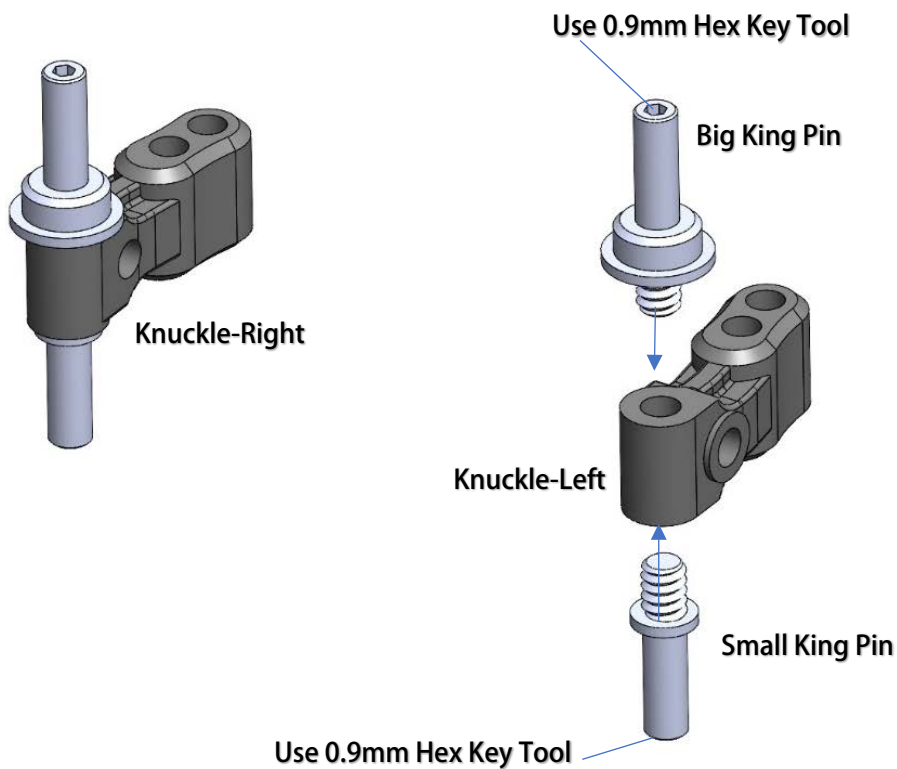
Step 01 – Pivot Balls to Bulkhead



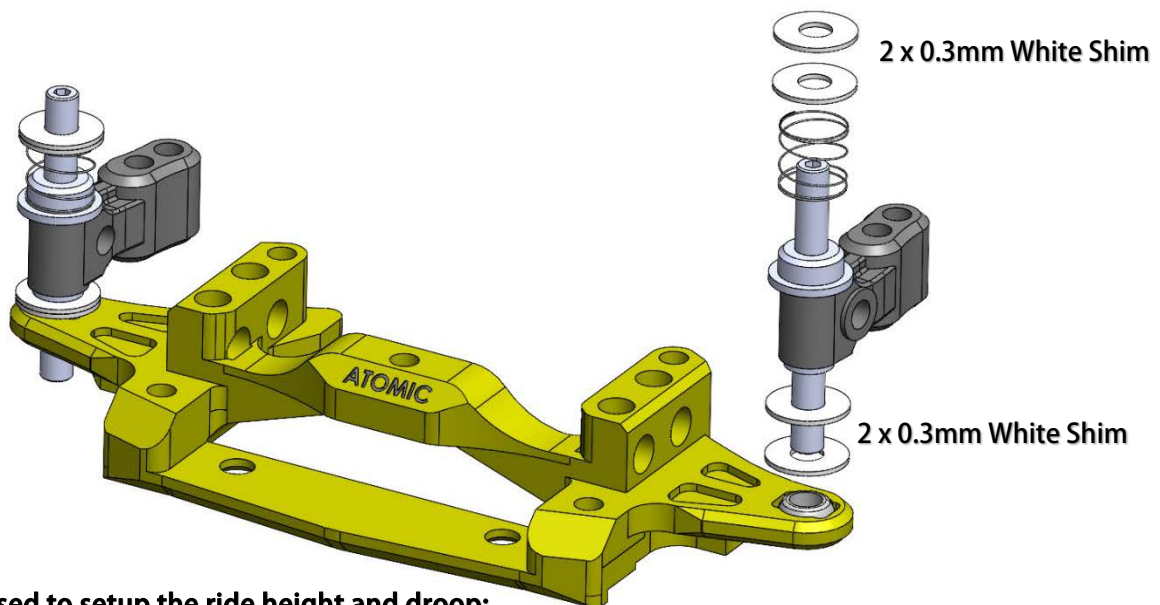
Step 02 – Pivot Balls to Knuckle Holder



Step 03 – King Pin and Knuckle



Step 04 – Spring and Spacer



Shims used to setup the ride height and droop:

for front tire around 23mm diameter, 2 pcs 0.3 shim on top and bottom is good starting setup.

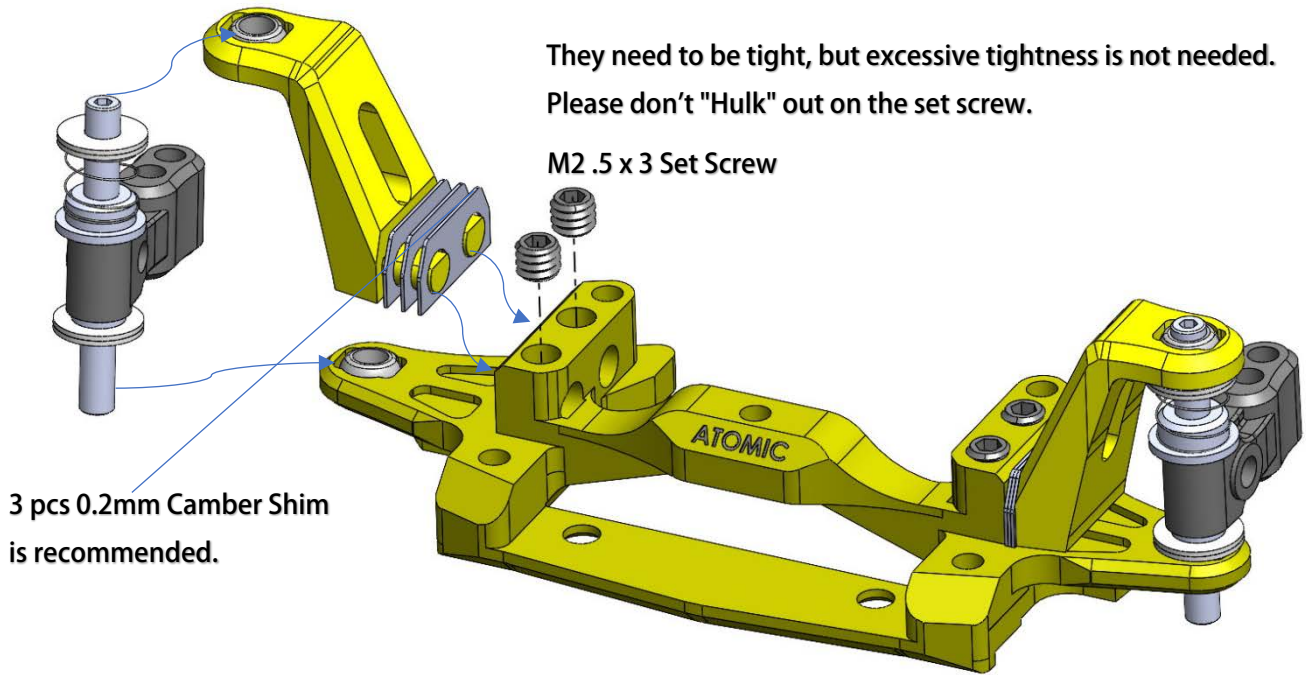
Step 05 – Camber Shim

Caution:

If you tighten the set screw down too hard, it may damage the aluminum posts. Some wear is expected as the edge takes hold.

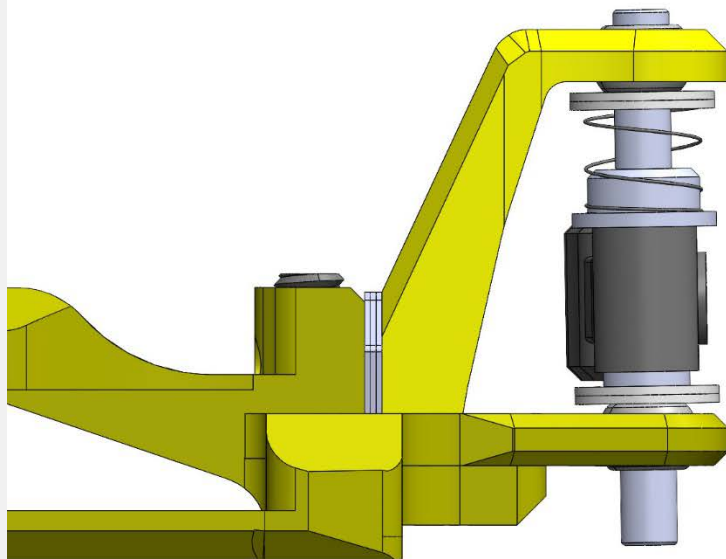
They need to be tight, but excessive tightness is not needed. Please don't "Hulk" out on the set screw.

M2 .5 x 3 Set Screw



3 pcs 0.2mm Camber Shim is recommended.

Step 06 – Camber Angle

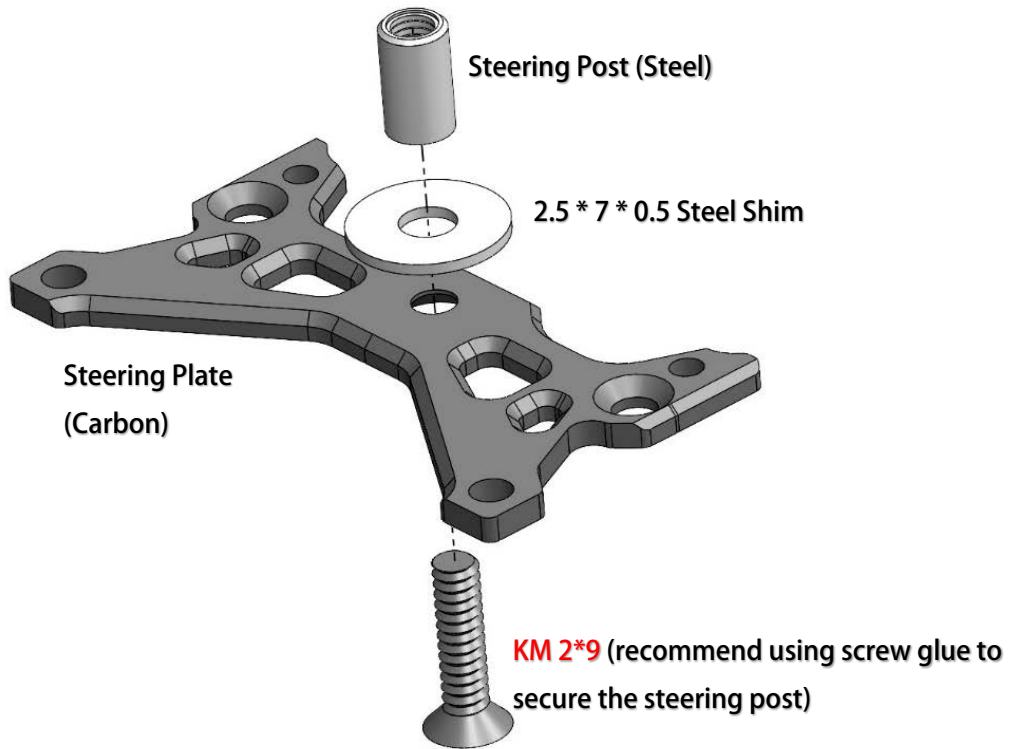


Camber Shims for Camber Angle Adjustment:

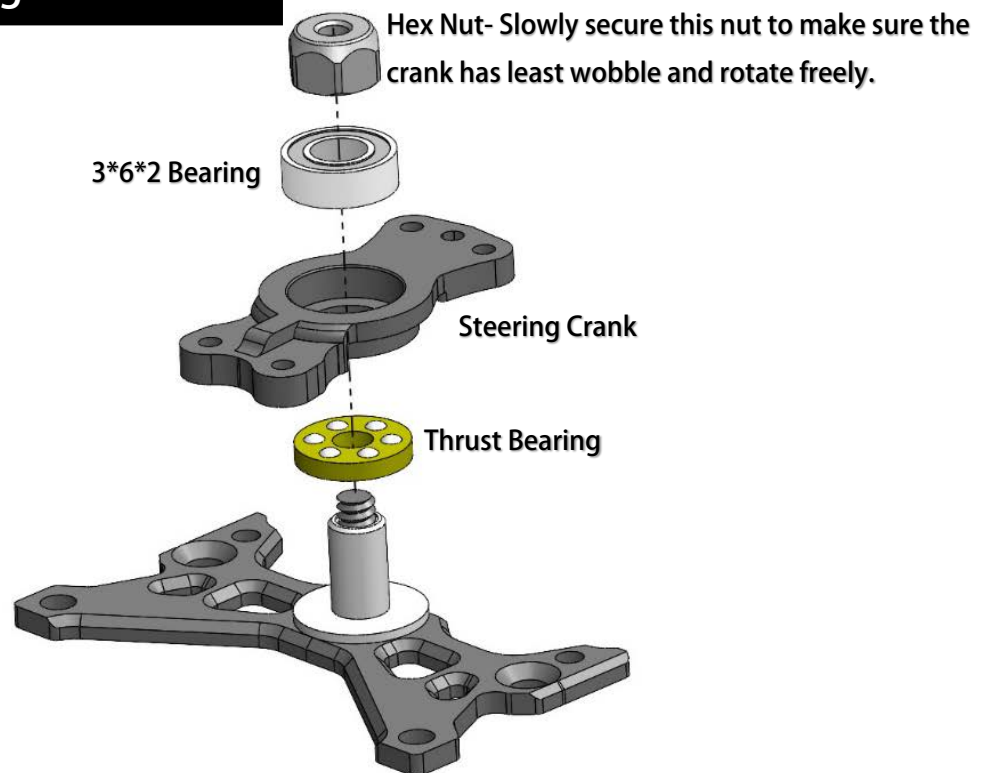
- 4 x 0.2mm shim = 0 degree
- 3 x 0.2mm shim = 1 degree
- 2 x 0.2mm shim = 2 degree
- 1 x 0.2mm shim = 3 degree

Generally, more camber will result in more steering, we recommend starting at 3 x 0.2mm shim.

Step 07 – Steering Plate



Step 08 – Steering Crank

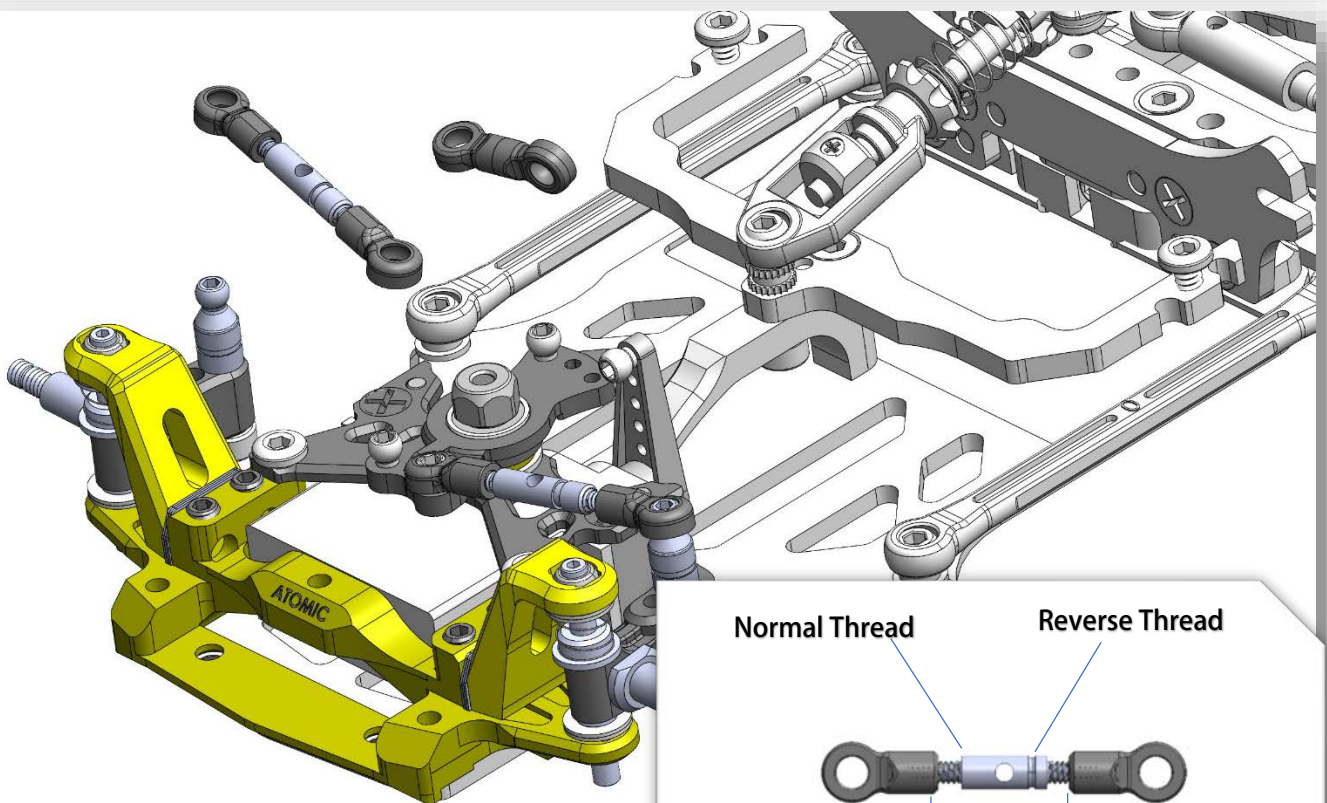
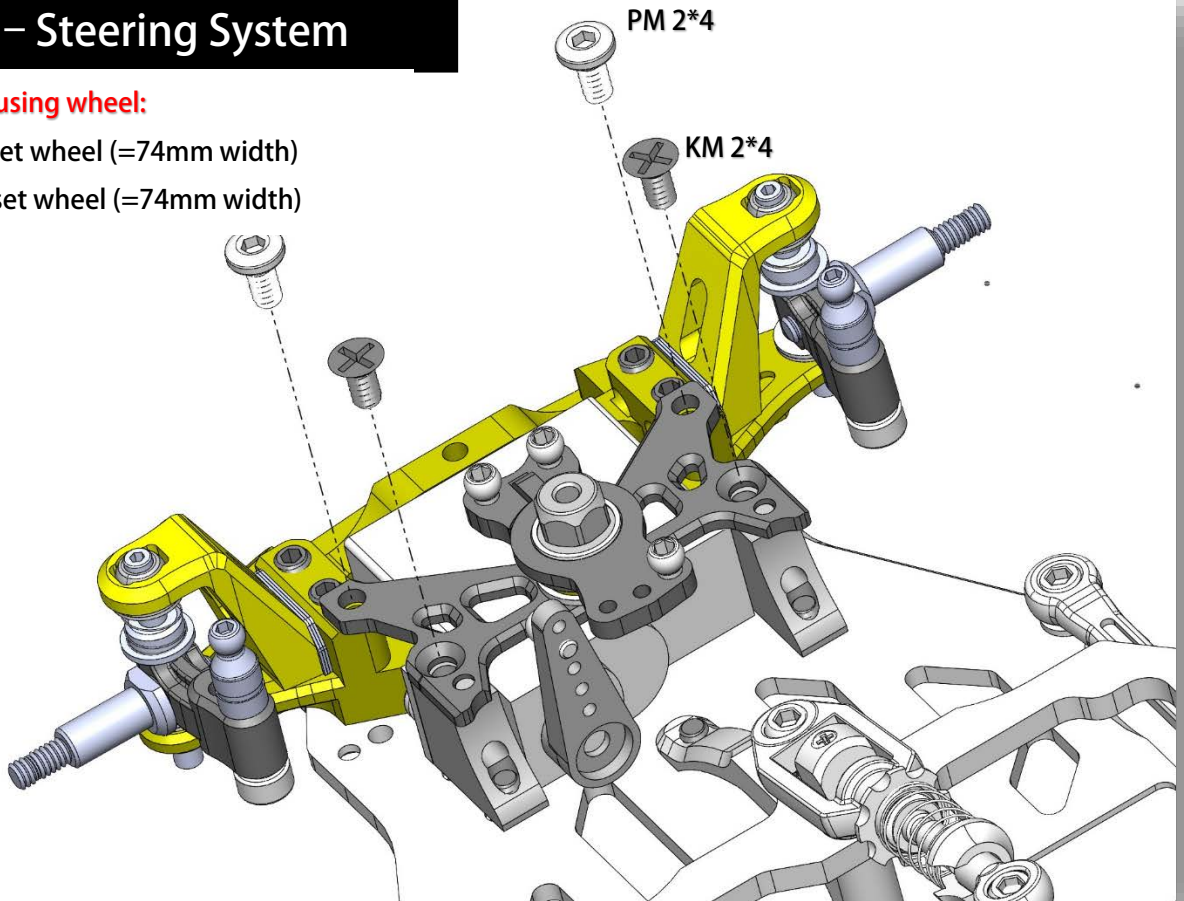


Step 09 – Steering System

Recommend using wheel:

Front N-0 offset wheel (=74mm width)

Rear W+2 offset wheel (=74mm width)



Normal Thread

Reverse Thread



10.3mm

Turnbuckle and 2.5 Ball cap