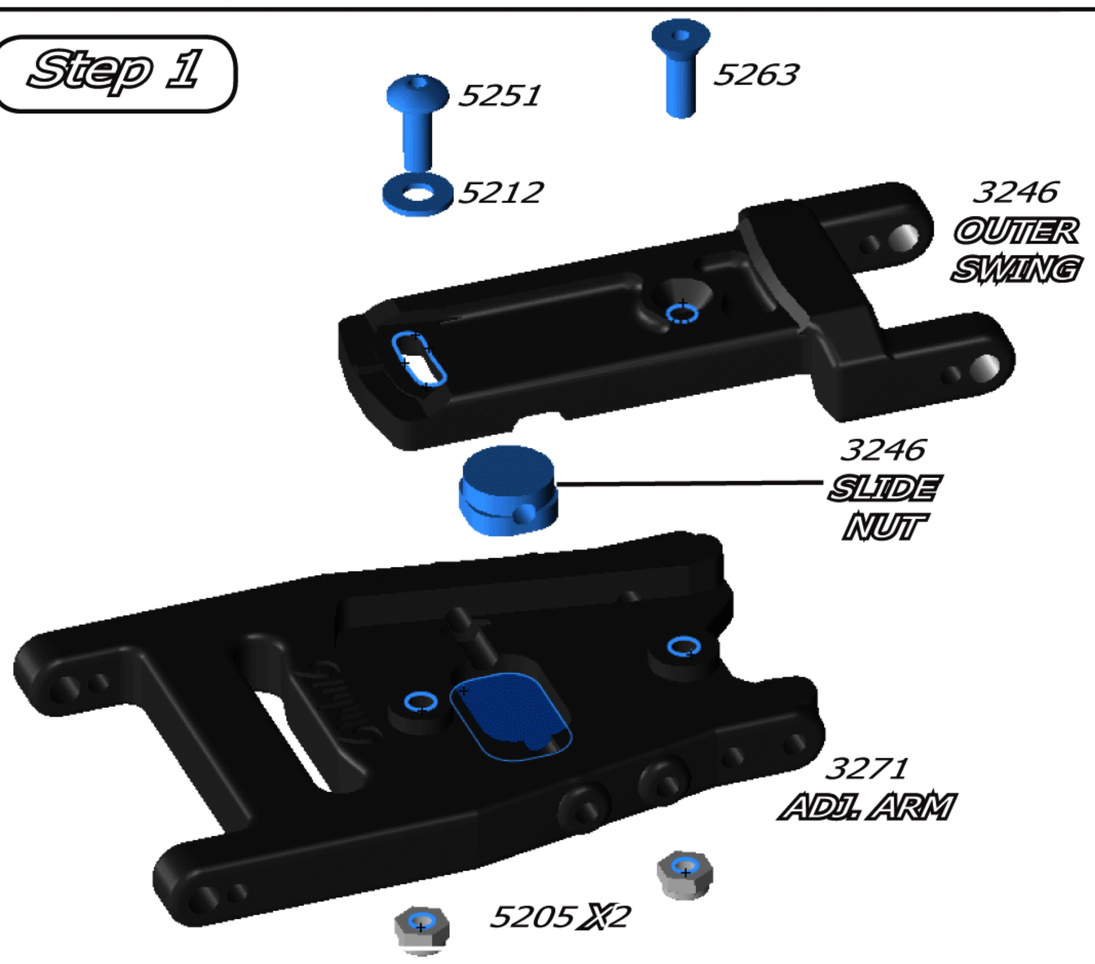
#3270 Adjustable Suspension Arm
fitting the 2wd Traxxas Slash™
PATENT PENDING

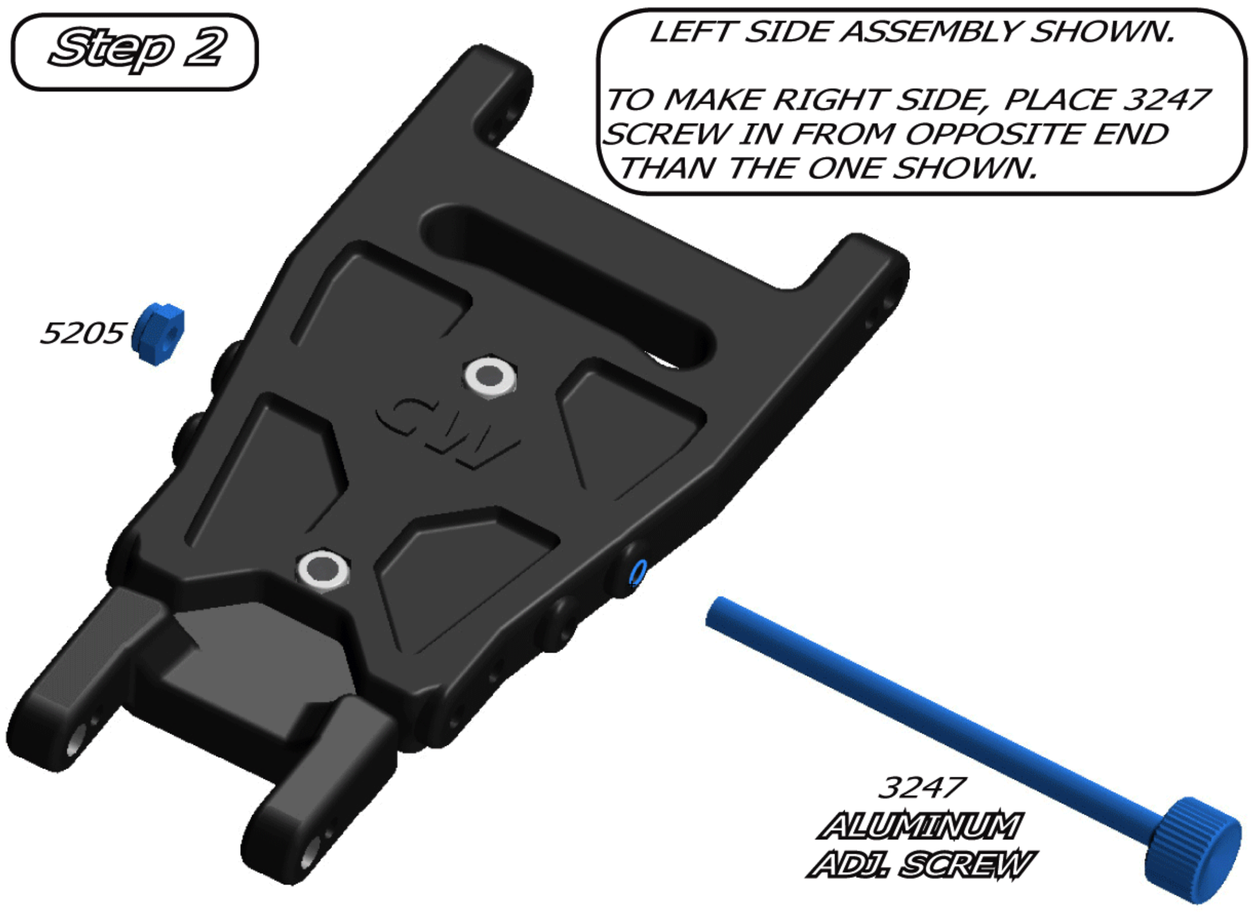
Step 1



Step 2

LEFT SIDE ASSEMBLY SHOWN.

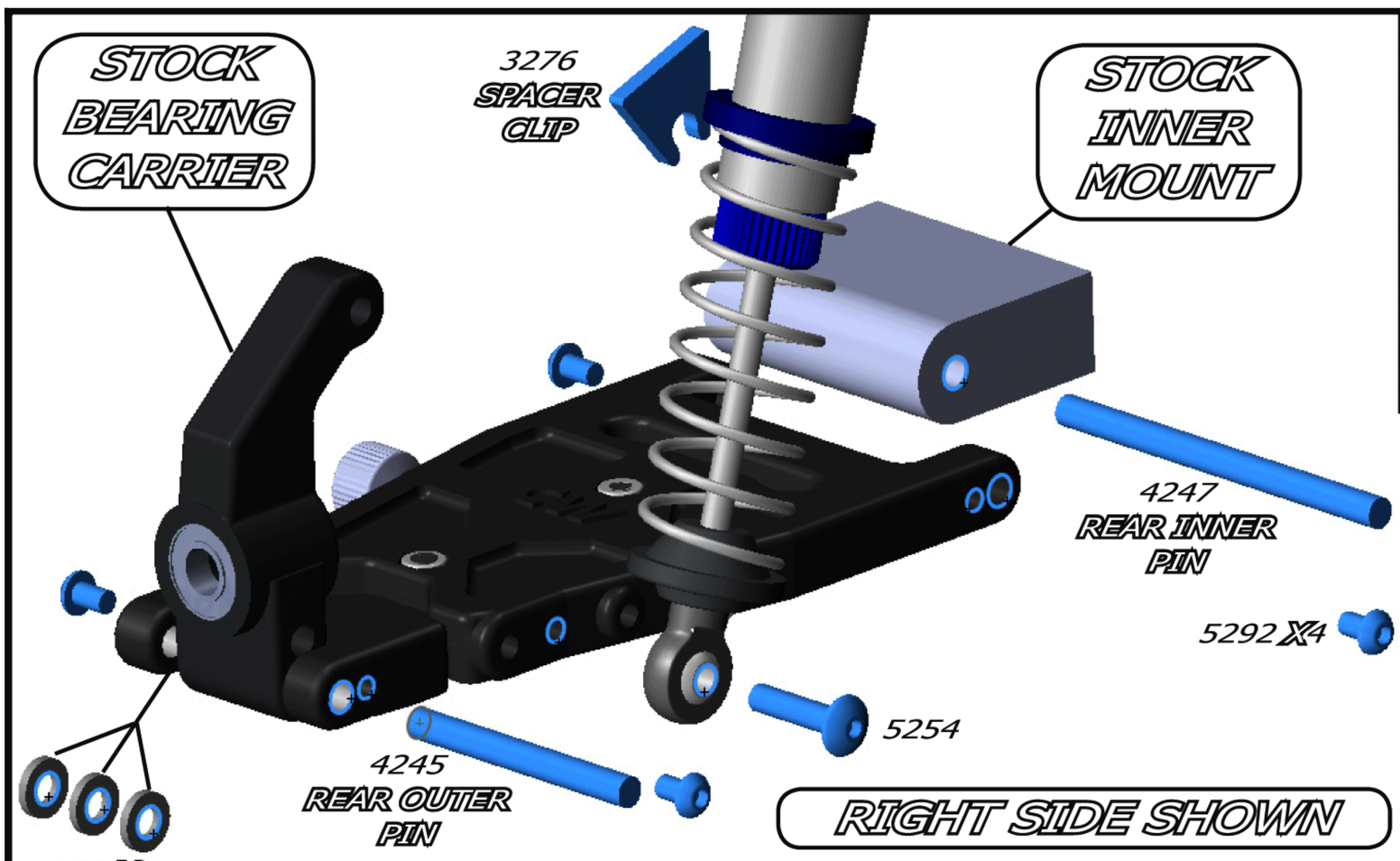
TO MAKE RIGHT SIDE, PLACE 3247 SCREW IN FROM OPPOSITE END THAN THE ONE SHOWN.



- **STEP #1:** NORMALY TIGHTEN THE 5263 SCREW WHERE THE PARTS ALIGN AND PIVOT.

- **STEP #2:** WITH ARM ASSEMBLED, THREAD 3247 ADJ. SCREW THRU THE 3246 SLIDE NUT UNTIL SCREW BOTTOMS OUT AT THE FACE OF THE 3271 ARM. THREAD THE 5205 LOCKNUT ONTO THE 3247 SCREW ONLY SO IT BARELY TOUCHES THE 3271 ARM. DO NOT TIGHTEN TO ARM!!!

- **ADJUSTING:** WHEN ADJUSTING, LOOSEN THE 5251 SCREW OFF A 1/2 TURN. YOU MAY RUN THE CAR WITH THIS SCREW LOOSENED, FASTEN IT SECURELY ONCE YOU HAVE CHOSEN A POSTION. ADJUSTMENT OF THE ARM VIA TURNING THE SCREW WITH YOUR FINGERS SHOULD BE SLIGHTLY RESISTANT BUT FLUENT PROVIDED THE 5251 SCREW IS BACKED-OFF THE 1/2 TURN.



RIGHT SIDE SHOWN

- ATTACH THE ARM TO YOUR VEHICLE AS SHOWN. THE SMALL 5292 ARE USED TO RETAIN THE PIN WITHIN THE ARM.

ADJUSTING THE ARM:
1) LOOSEN 1/2 TURN THE HEX HEAD SCREW
2) TURN THE ALUMINUM SCREW TO THE DESIRED SETTING.
3) TIGHTEN THE HEX HEAD SCREW ONCE YOU HAVE CHOSEN A SETTING.

READING THE SETTINGS:
-SHOWN IS THE ARM IN THE "ZERO" SETTING.
-EACH MARK SHOWN IS AN INCREMENT OF 2°.
-WHEN THE LINE IS BETWEEN THE MARKS, THIS IS THE "ODD" NUMBERED LOCATIONS: (1°,3°,5°,&7°)
-USING A PAINT PEN OR SILVER SHARPIE ON THE MARKS WILL HELP YOU SEE THEM EASIER AT THE TRACK.

- **BEARING CARRIER & #4245 PIN:** USE A 1/8" REAM OR DRILL BIT TURNING SLOWLY TO RE-SIZE YOUR BEARING CARRIER FOR THE PIN.
- **SPACERS:** USE BOTH THE 3276 SPACER CLIP & THE (3) 1255 SPACERS TO ADJUST THE WHEELBASE HANDLING OF YOU VEHICLE:
  SHORTER WHEELBASE: MORE ON-POWER FORWARD DRIVE, LESS ON-POWER STEERING.
  LONGER WHEELBASE: MORE ON-POWER STEERING, LESS ON-POWER FORWARD DRIVE. (LESS WHEELSTANDING)
- **TOE-SETTINGS:** THIS DESCRIBES THE ANGLE OF THE REAR TIRE VS. THE CHASSIS. THE TIRE HAS "TOE-IN" WHEN IT IS POINTING TOWARD THE CHASSIS. THE TIRE HAS "TOE-OUT" WHEN THE TIRE IS POINTING AWAY FROM THE CHASSIS.
  (OFF-ROAD): ADJUST EACH SETTING FOR TOE-IN ONLY ON BOTH ARMS EQUALLY TO KEEP PROPER BALANCE:
    - 0°-2° EQUALLY PER SIDE: MORE STRAIGHT LINE SPEED, LESS FORWARD DRIVE AND LESS HIGH SPEED STABILITY.
    - 2°-4° EQUALLY PER SIDE: GOOD BALANCE OF ALL CHARACTERISTICS.
    - 4°-6° EQUALLY PER SIDE: INCREASED FORWARD DRIVE OFF CORNER, INCREASED STEERING INTO CORNERS WHEN OFF THROTTLE. LESS ON-POWER STEERING AT ANY PART OF THE CORNER.
  (OVAL): STAGGER THE AMOUNT OF TOE ON EACH SIDE BY 2°-3°, HAVING MORE TOE ON THE LEFT REAR TIRE. ALSO WITH OVAL DEPENDING ON CONDITIONS IT IS TYPICAL TO BE TOE-OUT ON THE RIGHT REAR. ADJUST THE RR TIRE FOR CORNER ENTRY, ADJUST THE LR FOR CORNER EXIT. TOO MUCH LR TOE CAN MAKE FOR CHRONIC LOOSE OFF HANDLING.