The new optional C-hub suspension is a great new tuning option to set up your T1 for different racing conditions. Before you mount the new C-hub suspension, dismount the entire front suspension on the car, but keep the front bulkheads mounted on the chassis.

1. Thread a #309358 (SB M4x8) downstop adjustment screw into the front lower arm. It must protrude 2.0 mm below the arm. This screw needs to be accessible from the top of the arm.
2. Thread a #309351 (SB M3x4) pivot pin set screw into the arm. Thread it just enough so it will stay in the hole; don’t let it thread into the pivot pin area.
3. Thread a #309354 (SB M3x8) shock mounting screw into the hole located at the front outside of the arm. It must protrude 3.0 mm. Repeat for the other arm, making sure to mirror the screw placement.

1. Use the coupling from dismounted front suspension, lightly grease it and insert it into the drive shaft joint.
2. Slide the drive shaft joint into the #305310 wheel axle, aligning the cross holes.
3. Insert a #309452 cross pin (P 2x10) through the aligned holes in the coupling and wheel axle. Make sure it is evenly spaced on both sides of the wheel axle.
4. Install a #305240 plastic cap onto the drive shaft pins. First insert one hole of the plastic cap over a pin, then stretch the other hole over the other pin. Repeat for the other axle.

1. Remove the steering rod ball end from the dismounted front steering block.
2. Thread the ball end to the top of the steering arm in the hole further from the block. Repeat for the other side.

Assemble the front turnbuckles by threading ball joints onto the ends of the spring steel turnbuckles as shown. Note: The turnbuckle has a CCW thread on one end and a CW thread on the other end. Adjust the turnbuckles to a length of 57.5 mm, measured end-to-end.
1. Thread a #302650 ball end into the top of the C-hub.
2. Insert two #302290 bushings into the C-hub upper and lower holes. Install the bushings from the inside of the C-hub as shown, with the flanges facing into the C-hub.
3. Insert the steering block assembly into the C-hub. Pass the driveshaft through the oblong hole in the side of the C-hub. Insert the left assembly into C-hub marked L, and the right assembly into C-hub marked R.
4. Pass two #309336 screws (SH M3x12) through the bushings, and thread into the top and bottom of the steering block.
5. Thread a #309351 screw (SB M3x4) into the bottom of the C-hub. Do not tighten fully.

Repeat for the other side.

1. Mount two #309393 M3 nuts to the rear of the #302093 front shock tower using two #309335 (SH M3x10) hex screws, using the middle holes as shown. Mount two #303240 balls to the rear of the shock tower on the already mounted hex screws, against the M3 nuts.
2. Mount the front shock tower to the bulkheads using two #309333 (SH M3x6) hex screws.
3. Insert the assembled C-hub steering block into the arm. Align the hole in the bottom of the C-hub and holes in the arm.
4. Slide a #307220 pivot pin through the aligned holes. The flat spot on the pivot pin must be towards the bottom. Tighten the #309351 screw (SB M3x4) until it is tight on the pivot pin. The steering block assembly should move freely.
5. Position the front suspension assembly in the front bulkhead. It should seat between the two plastic lower suspension holders. The pivot pin set screws should be accessible from the large access holes underneath the chassis. Place the driveshaft plastic cap into the diff outdrive slots.
6. Align the holes in the arms with the suspension holders and slide a #307212 lower front pivot pin through the aligned holes. The flat spot on the pivot pin must be towards the rear and facing the bottom.
7. Tighten the #309351 pivot pin set screw (SB M3x4) in the lower arm onto the flat spot on the pivot pin. Repeat for the other side.

Snap the turnbuckle ball joints onto the balls on the steering blocks and the balls on the shock tower. The suspension arms must be able to fall freely when lifted up then dropped. If there is any binding that prevents the arm from falling freely, remove the ball joint from the ball and lightly squeeze the ball joint with a pair of pliers. Remount the ball joint and check the arm movement again. Repeat this process until there is no more binding.