



Front Toe Block System

This system is made from 7075 Aircraft Aluminum for Maximum Strength and Long Life. The system gives you the resilience of plastic to absorb the shock of RC Car Racing. This system will also allow you to fine-tune the rear suspension for your exact needs.

The hinge pins P# 5701 have been redesigned with a ball end and tapered 4 degrees in the area that comes in contact with the bushings. This design allows the hinge pins and arms to float freely in the bushings and offers a dual system of arms rotating around the hinge pin or the hinge pin rotating in the bushing. This system will allow the path of least resistance to the suspension system and it will allow it to react faster to the movement of the arm.

The hinge pins are captured to help with ease of maintenance and hardened o1 tool steel for long life.

This system now uses the m2c White Delrin Bushings. These bushings have a very long life and are very resistant to wear.

1Dot- P# 3910

2Dot- P#3920

3Dot- P#3930

You can also use the Associated black bushings- P# 89039

This system consists of 3 blocks. The 2 Front Anti-dive Blocks and the Rear Block. Also contains a hinge pin bushings.

The -½ Block (2) Dot Down corresponds to the Mugen pill rotated down.

The 0 Block is a ½ degree higher than the Mugen Block ½ degree down.

The black hinge pin bushings have dots on the back side.

1Dot- The hole is centered in the bushing.

2Dot- The hole is 1 degree off center

3Dot- The hole is 2 degrees off center.

Ex: If you use the $-\frac{1}{2}$ Block with the 2 dot pill down, you will have a -1 degree anti-dive.

If you use the $\frac{1}{2}$ Block with 3 Dot Bushings you will have -2 degree anti-dive.

If you use the 0 Block with 2 Dot down you will have $\frac{1}{2}$ degree anti-dive.

If you use the 0 block with 3 dot down you have -1.5 anti-dive.

Remember that this system will react quicker than the current system, so you may have to adjust the inserts to attain the most comfortable setup. This system also makes it easier to service the front diffs.

It will be necessary to modify the front bumper slightly to attain proper fit. Dremmel the front outside about 2.5mm back and it is best to completely remove the small braces in the middle. When we lawn dart the front, all the energy from the impact is transmitted through the chassis. This is not good. Removing the small inner tabs will allow the bumper to bend and absorb the shock. So far, removing these tabs has not resulted in any broken bumpers.