

IRS200 Style trailing arm kit for Tamiya SRB series

If you purchased this kit, you should already know that this is a semi-replica of the MIP kit that was sold. In the same way as the original, this is just a canvas for you to work with. Shock positions are not defined and depend on the shocks and locations you intend to run. The kit will work with a stock transmission case, or you can use the T100/T200 style case. The included universal joints are much stronger than the vintage joints, but you still need to limit travel or you may pop out. Remember that these were made back when a hot motor still didn't have replaceable brushes and we didn't have triples to clear or wall rides. Used as intended you should have great success in reliving the early 80s. Used as a modern car on a modern track, be prepared to fix stuff.

Attach the bearing carriers to the arms using the 4-40 x 3/8" socket head screws. Note that the arms have a pair of offset holes, make sure that you make two symmetrical sides. Do not overtighten. Install a 4-40 x 3/8" socket head screw through the lower hole closest to the large front hole and place a nylon nut to the inside. This is the down stop. Now install the "camber jack" pivot at the front of the arm in the large hole with a 6-32 x 4" socket head screw. Align the widest side of the pivot facing forward, this will get you close on the rear camber setting.

Attach a camber mount block to each side of the adapter plate using 4-40 x ¼" socket head screws. Push a bushing into place inside each of them with the hole facing FORWARD. Now install a plain nut on a 4-40 x 3/8" socket head screw and thread the assembly into the hole in the block and through the bushing. Do not go all the way for now. Insert each trailing arm assembly into the bushing making sure that the down stop is in the correct position (see picture). You can now tighten the screw that passes through the bushing, go until you feel some resistance and then back off slightly. Lock the nut down to hold the bolt in that position. Take your time with this setting and make sure its not binding. You will have some side-to-side movement; this is normal and expected. You can now bolt the assembly to the chassis. If using a stock trans, bolt the plate between the trans and the chassis. If using the T100/T200 case and T-5 adapter plate, it will go between those two.

The next step is to trim your stock axles. I offer a baseline that worked for us- but you should check this on your axle before cutting, especially if using a non-stock rerelease axle. We trim off 22.5mm from the side with the flat. You will then need to file or Dremel a new flat on the shaft. When you install the axle into the carrier, through the 5x11 bearings, and its fully seated you should have just enough room for the new universal assembly to fit without the axle hitting the joint. Once you have that portion installed, you can insert the other half of the joint making sure to align the phases of the joints, With the axles as parallel to the ground as possible (this will be its narrowest point for the sliding action) you can setscrew the inside joint to the diff shaft. You should be able to articulate the suspension without binding as it travels through its arc.

This completes the installation; you can now sort out your shock arrangement.