

## IRS-10 SUSPENSION KIT

IRS-10 Suspension Kit is the key for maximum handling for oval or off road. The IRS-10 is a proven winner.

### READ COMPLETE INSTRUCTIONS BEFORE INSTALLATION

1. Press IR-5 bushings into IR-7 camber mounts. Be sure to align hole in bushings with hole in mounts. Insert IR-6 camber Jack into bushing and tighten 4-40 X 3/8 screw with small pattern nut through mount/bushing and into groove in Jack, to hold jack in bushing. Adjust 4-40 x 3/8 screw so jack spins free and tighten nut. Bolt IR-3 arms to camber jack with 6-32 X 1/4 screw, leave hand tight for now. Bolt nylon nut to arm with 4-40 X 3/8 screw for down stop. Repeat for other side.
2. Mount completed arm/jack assemblies to IR-1 adapter with spacer between the adapter and camber mount with 4-40 X 7/16 screws. Bolt IR-4 bearing carrier to arm with 4-40 X 3/8 screws.
3. Mount stock bearings, axles, shims and pins into IR-4 bearing carriers. Bolt shock end to arm/carrier with 4-40 X 3/4 screw.
4. Mark pattern on chassis to cut slot for adapter. Make cut "A" first and "B" second. Bend remaining tab off and file rough edges smooth. Use a saw at 90° for best cut.
5. Bolt complete suspension assembly to chassis with 4-40 X 3/8 flat head screws and 4-40 lock nuts. Trim bulkhead to clear adapter. Bolt shocks to stock screws with small length of clear tube on screw. For best results use the 10-4 shock struts. Mount transmission, dogbones and springs.
6. To set camber, loosen 6-32 X 1/4 screw to allow camber jack to turn. Hold arm while rotating the jack until camber is at desired position. Tighten 6-32 X 1/4 screw.
7. Start with silver springs and 20wt oil for rear shocks. Other setups with springs, oil and tires should be tried for best performance.

### GOOD LUCK IN YOUR RACING!

*Original document written by MIP, some wording changed to make for easier assembly. Pictures from MIP documents.*





