Suspension Down Stop Screw Installation

Covers Part #5554

In order to install the down stop screws into the suspension arms, holes must be carefully drilled into the arms with the included 2.5mm drill bit. Drilling of the adjustment holes is performed with the arms attached to the Jato. Take your time and be very careful while drilling. **Always wear safety glasses.** Do not allow the drill bit to move side to side, or the hole will become enlarged. When drilling the holes take care not to damage any other parts. You are modifying these parts at your own risk. **Traxxas is not responsible for any parts damaged during the drilling procedure.**

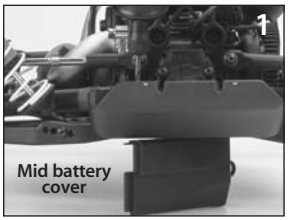
1. Front Arms

Locate the dimples (drilling locations) on the front arms. For correct hole alignment, the drill must be held perpendicular to hole surface. To make this easier, first place your Jato on a flat table. Press the front of the Jato down, compressing the front suspension until the bottom of the chassis stops against the table. With the stock front wheels and tires installed, this procedure positions the hole locations so that the drill can be held perpendicular to the table surface for drilling (easier visual alignment). Insert the tip of the drill bit into the dimple. Hold the drill perpendicular to the table surface when viewed from the front(1) and then tilt the drill back to match the kick up angle of the chassis (2). Starting slowly at first, carefully drill the hole all the way through the arm. Be very careful not to allow the drill to move side to side, enlarging the hole.

Keep the drill bit perpendicular to the flat surface of the hole location. (Wheels removed for printed instruction purposes only, the procedure can be performed with wheels in place)

2. Rear Arms

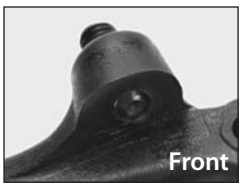
Locate the dimples on the rear arms. For easier drilling access you may want to remove the rear shocks from the shock tower and the rear battery box cover. The rear arms should be positioned parallel to the table surface for drilling. To do this, remove the mid battery cover (under the EZ-Start motor) and place it on its side under the rear of the chassis (1). This will support the chassis and arms at the right height and angle for drilling. Insert the tip of the drill bit into the dimple. Hold the drill perpendicular to the table surface (1) and then tilt the drill back to match the angle of the hole boss (2). Starting slowly at first, carefully drill the hole all the way through the arm. Be very careful not to allow the drill to move side to side, enlarging the hole.



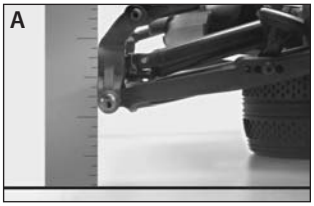
Keep the drill bit perpendicular to the flat surface of the hole location. (Wheels removed for printed instruction purposes only, the procedure can be performed with wheels in place)

3. Thread a 3x8 set screw into each hole from the top of each suspension arm.

4. To adjust the down travel, start with the bottom of each set screw flush with the bottom of each hole location. Prop the vehicle up off of the flat surface so the wheels can be removed without affecting the suspension, remove the wheels. As the down travel is adjusted to the desired amount, measure the distance from the lower outer edge of each suspension arm to the surface (A). Set the left and right arms equally.



Start with the bottom of each set screw flush with the bottom of each arm. (no limiting)



As the down travel is adjusted, measure the distance from the lower outer edge of each suspension arm to the surface.

Down stop set-up tips: Large changes to down travel can be made by changing the lower shock location on the suspension arm. This also changes the damping affect of the shocks. Once the desired shock location is found, use the down stop screws to fine-tune the down travel of the arms.

- For smooth surfaces, limit the down travel (**Note:** extreme limitation of down travel can cause twitchy and erratic handling).
- For rough surfaces, allow more down travel
- Always set the left and right down travel equally.

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