

In racing, the more adjustments that are available in a car, the more personal one can make the fine tuning. This is why we developed the H-arm for the JRX2. As well as providing the JRX2 with a new set of performance characteristics, the H-arm itself has a variety of settings. On the bottom you'll find an arrow and a letter. The arrow points to the front of the car and the letter is for right and left. You'll notice that the arms are slightly swept back and that there are a number of holes for shock placement. If you reverse the arms so that they are swept forward, you will shorten the wheelbase and speed up the reaction time of the car. If you raise the shock placement, the car will handle big jumps better and will be less forgiving in the chop and turns. Use the adjustments provided, experiment and find out which combinations work best for you.

NOTE: To ensure consistent geometry, store this and all cars on a car stand or riser to keep the suspension free of residual strain

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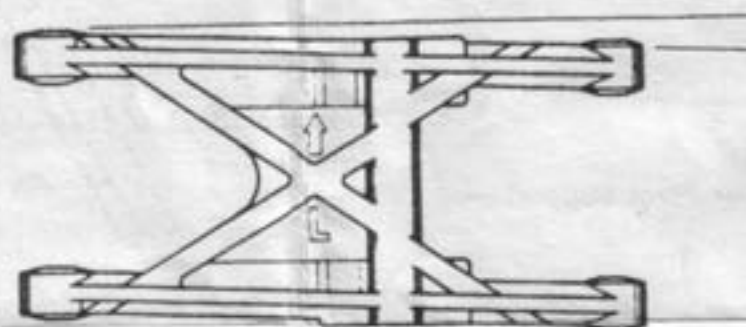


FIG. 1

1. Remove rear wheel.
2. Remove rear shock from lower trailing link and upper shock mount.
3. Remove upper and lower trailing links from the side bulkhead by unscrewing the 4-40 screws.
4. Remove adjustable camber rod from rear bulkhead.
5. Remove the two E-clips that secure the inner hinge pin in place.
6. Withdraw the inner hinge pin.
7. Remove one E-clip from the outer hinge pin and withdraw the pin.
8. Unscrew the 4-40 screws that secure the trailing links to the hub carrier.
9. Place the hub carrier assembly between the outer rails of the H-arm as shown. **FIG. 2**
10. Reinsert the outer hinge pin through the hub carrier and both rails of the H-arm and secure with E-clips.
11. Align the holes on the free end of the H-arm with the holes in the rear pivot support and the rear bulkhead. **FIG. 3**
12. Reinsert inner hinge pin through rear pivot support and H-arm until the forward E-clip groove is in between the rear bulkhead and rear pivot support.
13. Replace E-clip into forward groove
14. Continue sliding the pin through the H-arm until it seats in the rear bulkhead.
15. Replace the E-clip into the rear groove.
16. Reconnect the driveshaft.

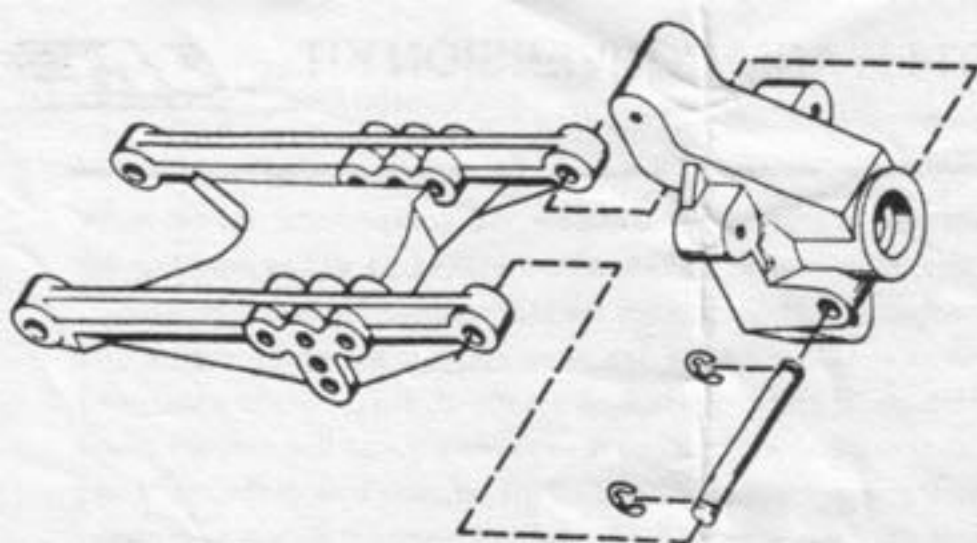


FIG. 2

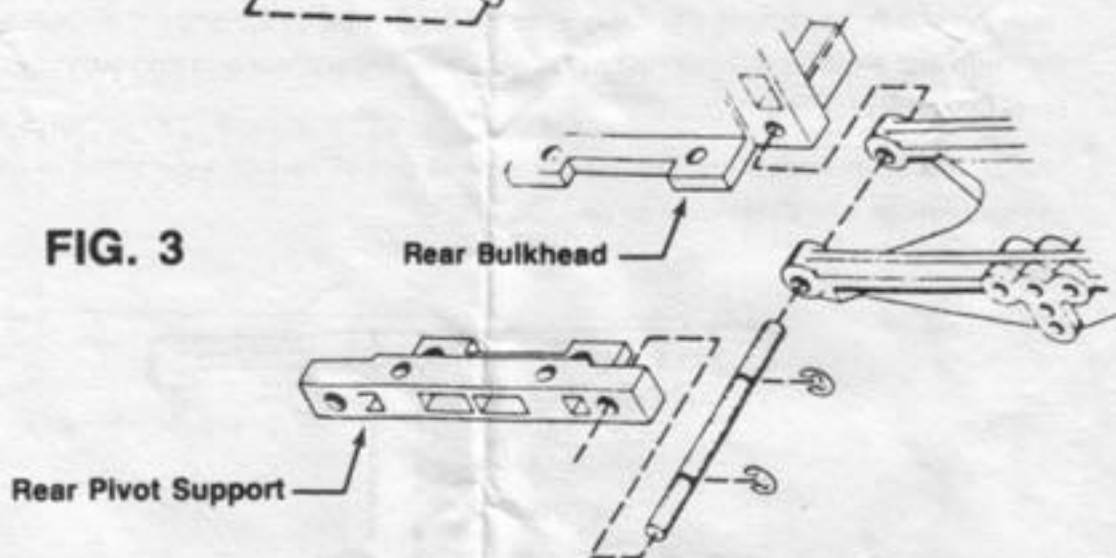


FIG. 3

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17. Replace the upper rod end of camber adjustment rod onto ball mounting in rear bulkhead.

NOTE: The ball mount should be in the top inside hole.

18. Loosen shock collar and remove with spring.

19. Remove lower shock mount from shock shaft.

20. Secure lower shock mount provided onto shock shaft. **FIG.4**

21. Snap .250 ball into lower shock mount.

22. Snap shock cup onto shaft and slide it down onto the lower shock mount.

23. Replace the spring and shock collar.

24. Screw the 4-40 x 3.4" screw through the ball and spacer provided into the lowest hole in the H-arm.

25. Resecure the top of the shock to the shock tower.

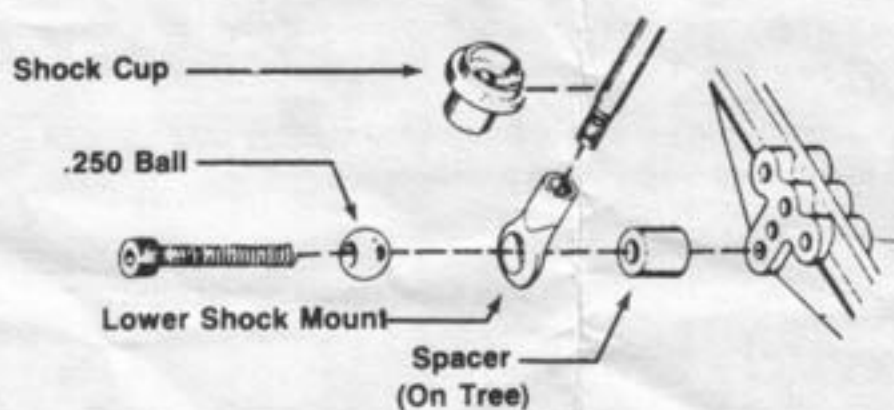


FIG.4