

Installation Instructions

Parts included in kit:

| | | |
|--|---|---|
| <p>A. Servo Plate</p>  <p>The servo plate is a black, L-shaped metal component with several mounting holes. The 'LOCKEDUP RC' logo is visible in the top left corner.</p> | <p>B. Drop Bracket</p>  <p>The drop bracket is a black metal component with a curved shape and two mounting holes. The 'LOCKEDUP RC' logo is visible in the top left corner.</p> | <p>C. Drill Guides x2</p>  <p>Two silver metal drill guides, one shown from a top-down perspective and one from a side view.</p> |
| <p>D. Standard TB</p>  <p>A long, thin black metal rod with a slightly tapered end.</p> | <p>E. Max Clearance TB</p>  <p>A long, thin black metal rod with a curved, wavy shape in the middle. The 'LOCKEDUP RC' logo is visible in the top left corner.</p> | <p>F. Drag Link</p>  <p>A long, black metal rod with a threaded end and a slightly tapered end.</p> |
| <p>G. 4mm Spacers x2</p>  <p>Two black plastic spacers of different lengths.</p> | <p>H. 2mm Spacers x2</p>  <p>Two black plastic spacers of different lengths.</p> | <p>I. Servo Mounts</p>  <p>Two black plastic servo mounts, one shown from a top-down perspective and one from a side view.</p> |

Not Pictured:

- J. M3x10 screws x6
- K. M3x12 screws x3
- L. M3x8 screw x1
- M. M3x8 flat screw x1

These instructions were created with the Axial AX90046 kit, a Spektrum S605 servo, Traxxas Rod ends and our Max Clearance track bar but will work with other kit/RTR numbers and similar parts. If you do have a different setup some additional steps not detailed here may be necessary.

Installation of this kit does require some modification, relocation or removal of stock components. You should read though the entire manual before beginning installation to ensure you are comfortable making these changes. Throughout the instructions we recommend specific holes for mounting things but pending your setup you may need to relocate certain items.

Step 1.

Remove the body, front driver side wheel/tire, wheel hex and pin.

Step 2.

Disconnect driver side shock hoop from chassis, track bar and shock. Set hoop aside. Remove the track bar and set it aside. (*stock track bar is not reused*).



Step 3.

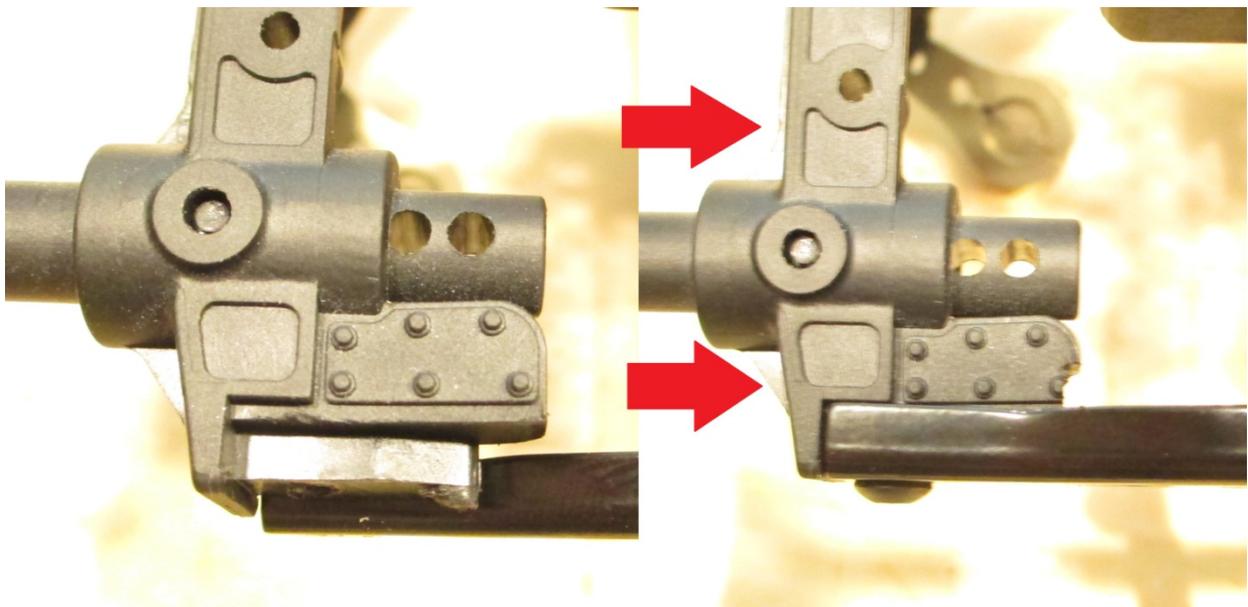
Separate your servo arm and drag link then remove the servo from the servo mount (AX31387).

Step 4.

Remove the servo mount (AX31387) and front battery tray support (AX31386). *AX31387 & AX31386 will not be reused.*

Step 5.

To check clearance, line up the new **Servo Plate (A)** inside your frame rails and ensure that the front hole of **Servo Plate (A)** matches the existing hole in your frame. You may need to remove 1mm of material from the driver side bumper mount to get the holes to line up perfectly. This can be accomplished easily with a rotary tool or knife. (If you prefer, you can also trim the **Servo Plate (A)** to get clearance.)



Step 6.

Line up the new **Servo Plate (A)** on the **OUTSIDE** of the frame rail and use 2 of the **M3x10 screws (J)** to tighten it down by passing the screws through the frame rail from the inside. *This step may be easier with the passenger side front wheel/tire removed.* The 3rd and 5th holes of the frame rail line up with the 1st and 7th holes on **Servo Plate (A)** as shown.



Step 7.

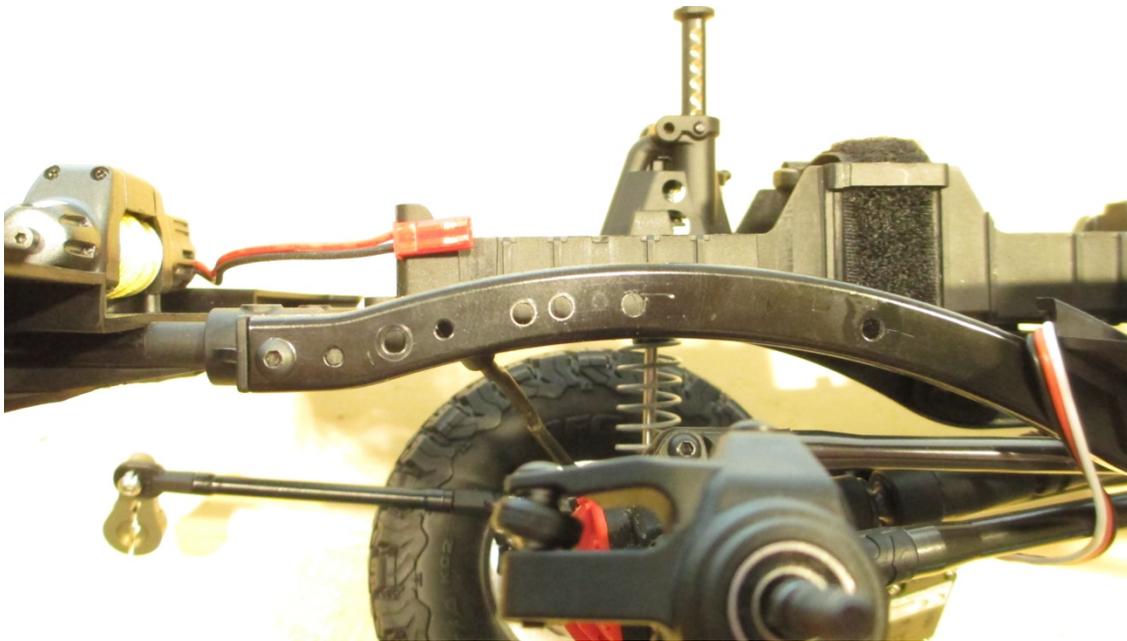
This is a permanent modification.

You can now use one of the **Drill Guides (C)** and a 1.60mm bit (or 1/16") to make some pilot holes in the frame rail. For a standard wheelbase you will want to drill holes 3 & 4 between the mount hardware (from the front). Different holes can be used for a longer or shorter wheelbase, but those options will require more customization of your setup and are not covered in these instructions.



Step 8.

Remove the **Servo Plate (A)** and use a 3mm (or 1/8") bit to complete the new holes in the frame rail. **Be sure to remove any burrs inside the frame and touch up the steel frame with some paint to inhibit rust.**



Step 9.

Install the **Servo Plate (A)** using the **M3x8 screw (L)** in the front hole of **Servo Plate (A)** leaving the screw slightly loose.

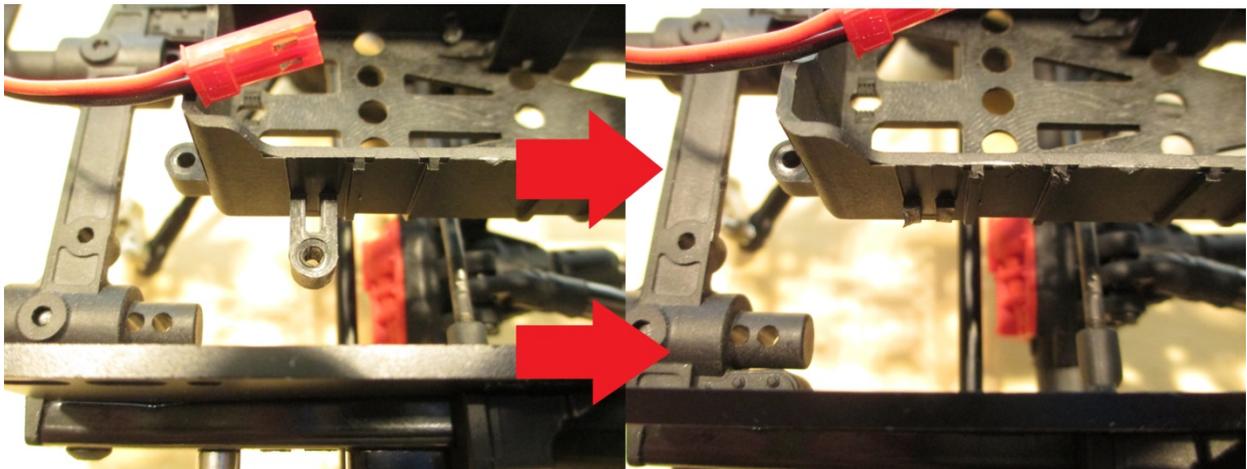


Step 10

This is a permanent modification.

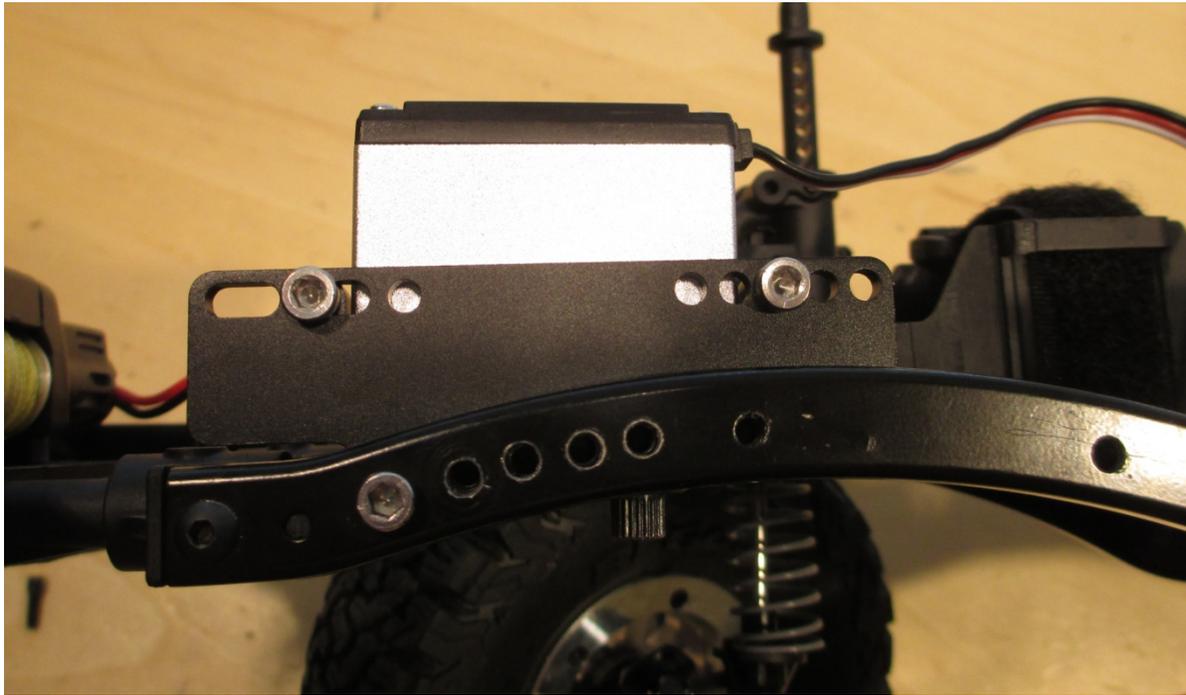
Trim the battery box as pictured.

Keep the tab you remove to use as a nut in step 13.



Step 11.

Mount your servo to the new **Servo Plate (A)** with optional Locked Up RC servo mounts (part# 0300), AX80028**5** or similar servo mount. For a stock wheelbase, you will use the rear mount hole that is centered. *Depending on the physical shape of your servo, you may need to clearance the front driver side bumper mount by 1mm.*



Step 12.

Install the **Drop Bracket (B)** with 2x **M3x10 screw (J)**.



Step 13.

You now have 2 options.

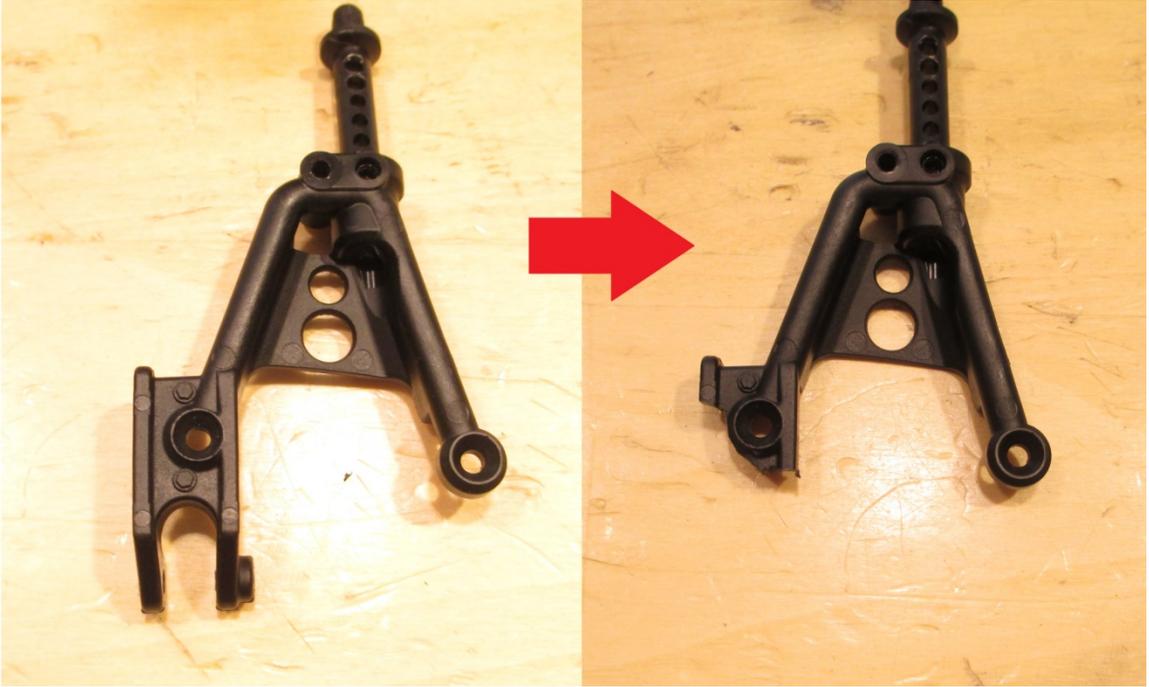
OPTION 1: Use aftermarket shock towers like the Devil RC shock towers that make use of a separate drop bracket (but you will use the LURC supplied drop bracket).



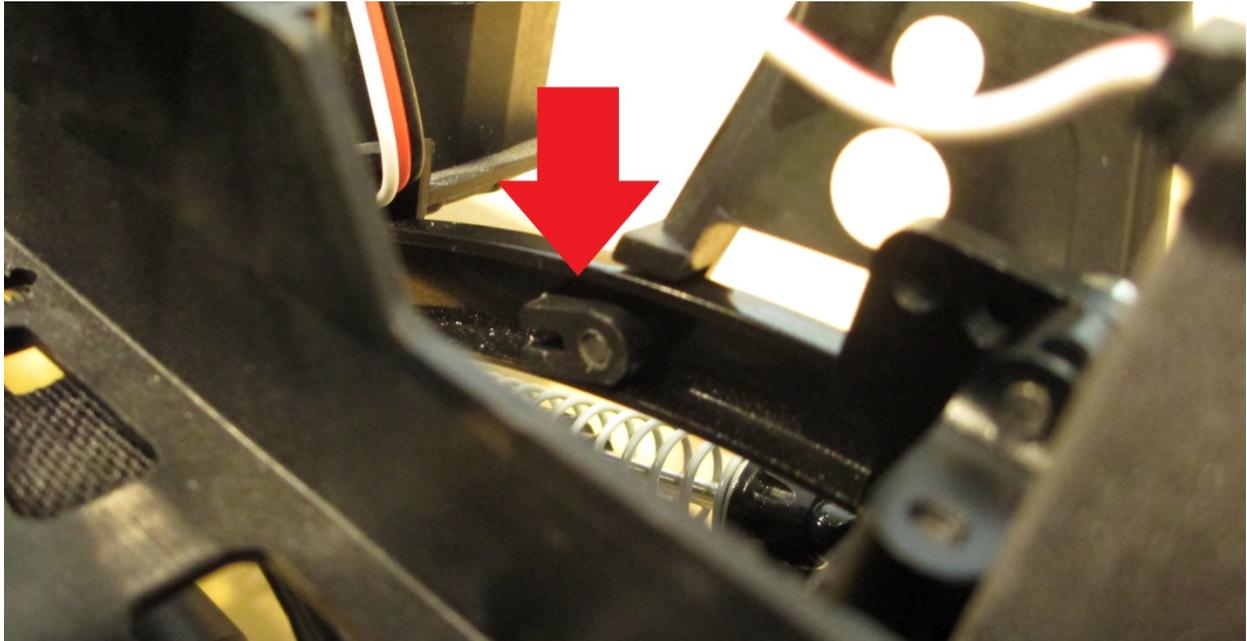
Option 2: Trim and use the stock shock tower.



To reinstall the stock shock tower you will need to trim it as shown.



Then use the stock screws and the tab you cut off of the battery tray in step 10 as a lock nut inside the frame.



Step 13.

Assemble the new **Track Bar (D or E)** (and optional **Drag Link (F)**) with M3 rod ends of your choice. We recommend roughly 91mm for a starting eye to eye measurement. You can use the supplied spacers to tweak the lengths. Take care to keep the finished Track Bar and Drag Link the same length to help minimize bump steer.

We recommend Traxxas rod ends for maximum clearance between the kit, axle, servo and chassis. Larger rod ends will work depending on your configuration, ride height, etc.





Step 14.

Install the Track Bar to the **Drop Bracket (B)** and the passenger side knuckle using original hardware. Reinstall stock or optional **Drag Link (F)**. Take special care to align the Drag Link and Track Bar so that they are as parallel as possible to help minimize bump steer.



Step 14.

Reinstall your hex pins, wheel hexes, wheels & tires and reattach your shock. Tighten the screw you left loose in step 9 and any other loose screws.

Step 15.

Cycle the suspension/steering and check for clearance issues by lifting/pressing down on the front of your vehicle. If you have a clearance problem, you may need to adjust your setup by utilizing different holes through the kit, adding bump stops or removing material in various places.



Troubleshooting

Issue: The track bar and drag link are not parallel

Solution: Try different mounting holes for the brackets and different locations for the tie rod/drag link on the knuckle.

Issue: My drag link and track bar are the same length but the axle is not centered.

Solution: Centering of the axle may require you to adjust the length of the track bar. We suggest correcting the track bar first, then adjusting the draglink to match. Keep in mind that the axle will move side to side as the suspension cycles. This is to be expected and may be exaggerated if your suspension sits very high or low. The important feature is that the drag link and track bar move in the same arc to minimize bump steer.

Issue: I still have clearance issues between various components.

Solution: because of the various ride heights, servos, servo horns and rod ends available you may need to make small adjustments in the length of your links, draglink or track bar; rotate your rod end balls 180* (so that the smaller end of the balls are on the other side), run a different servo horn, rotate your servo 180* or shave material to create enough space for your servo and components to all clear.

Issue: My servo arm contacts the drop mount when I turn left.

Solution: If you are running a very large arm you may need to lightly clearance the drop mount to make enough room. This can be easily achieved with a rotary tool.

Other issues?

Submit a ticket through our website (on the contact us tab at the top of the site) and we will do our best to help you get your kit up and running!