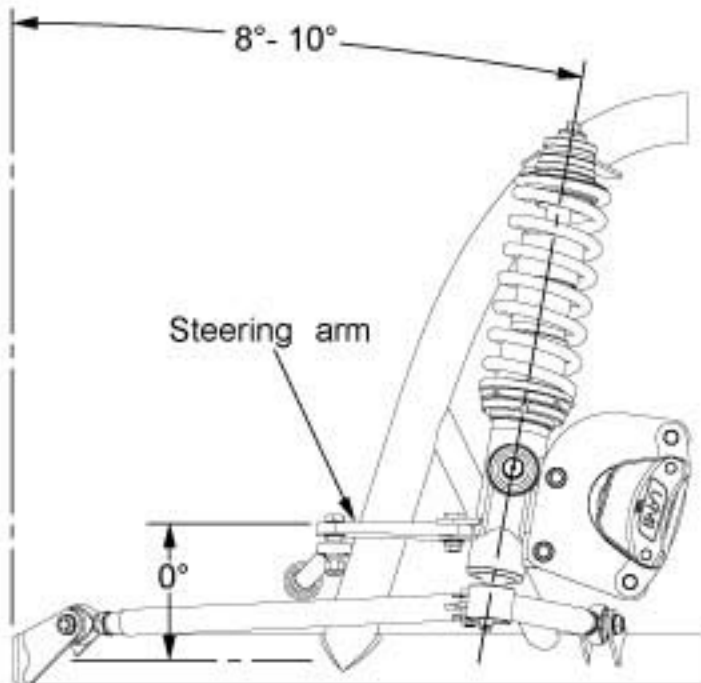
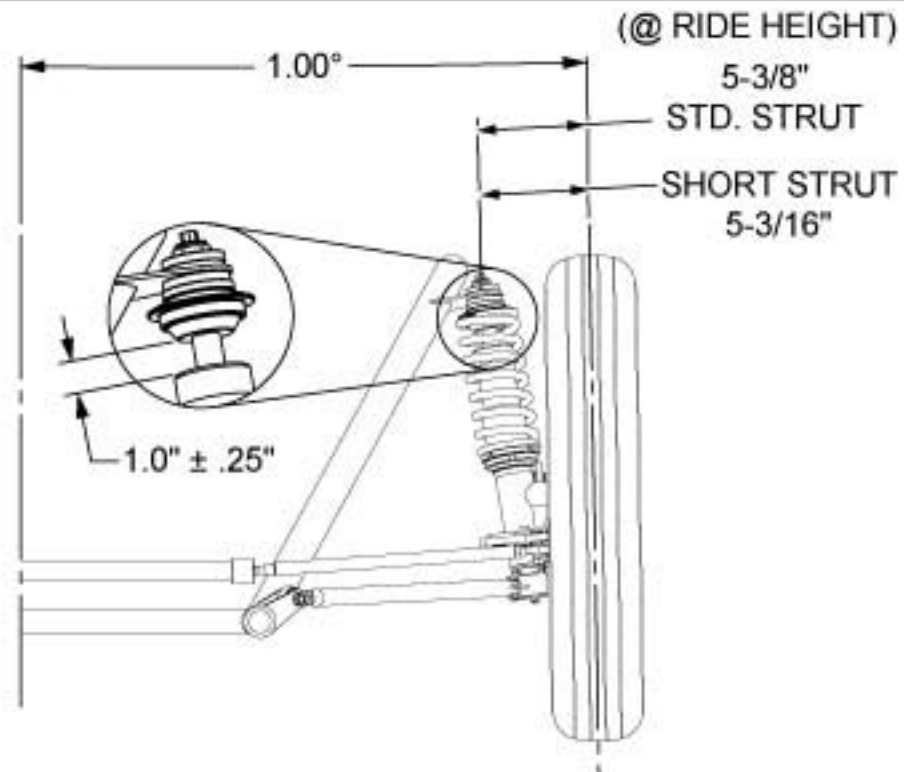




BASIC INSTALLATION SPECS FOR LAMB PRO STOCK STRUTS



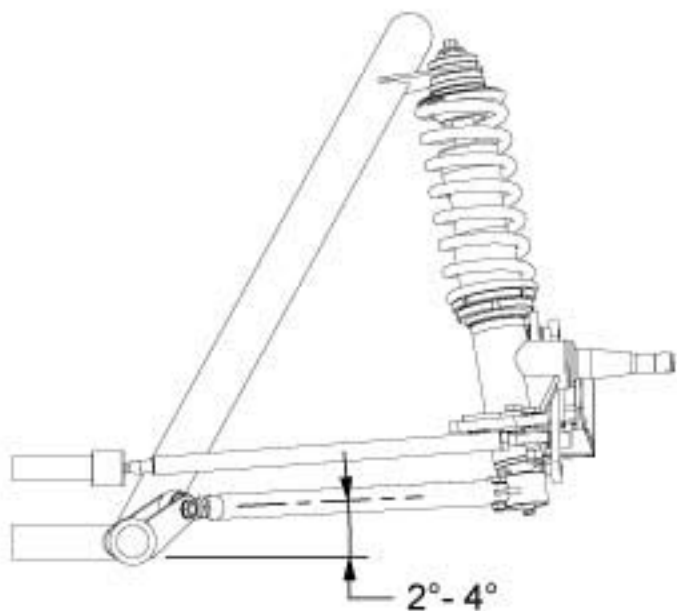
1. Caster: 8 - 10 degrees. Steering arm should be 0 degrees when caster is at 10 degrees. Caster must be the same left and right $\pm .5$ degrees.



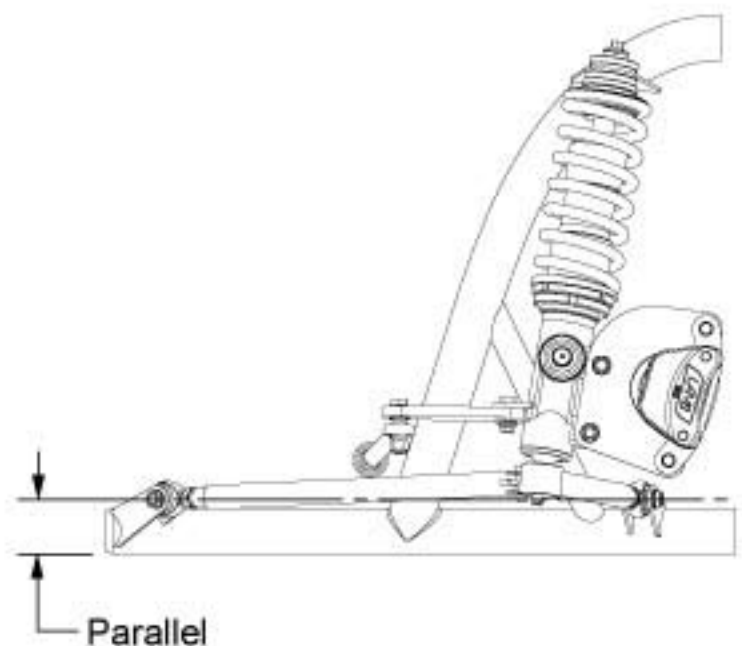
2. Camber: 1 degree negative or in at the top, when measured at ride height.
Ride Height: 1.0" above snubber $\pm .25$ " maximum.

3. Bump steer: Maximum allowable, .060" throughout full travel, measured without spring on.
⚠ Toe change must be within .050" from ride height to fully collapsed against snubber. Wheels must not toe out in any position!

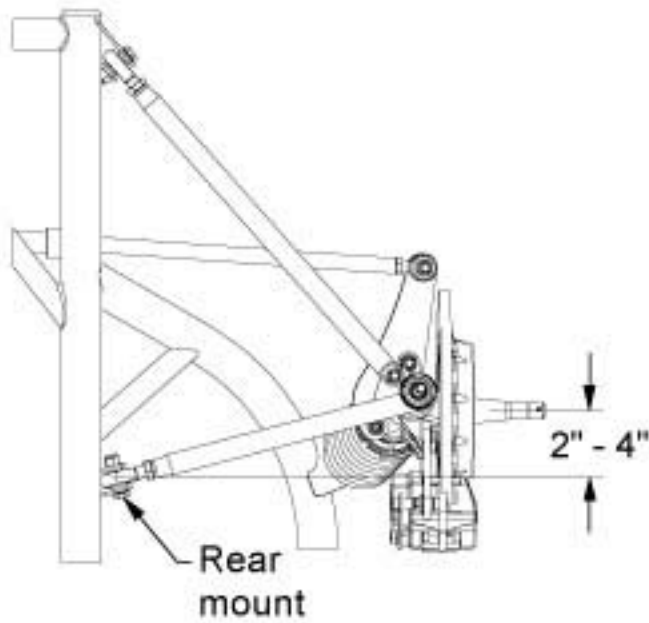
4. Toe in: .060"-.100" at ride height. Check with a trammel, not a measuring tape. Always scribe a true centerline on tire. Tires and wheels are NOT true!



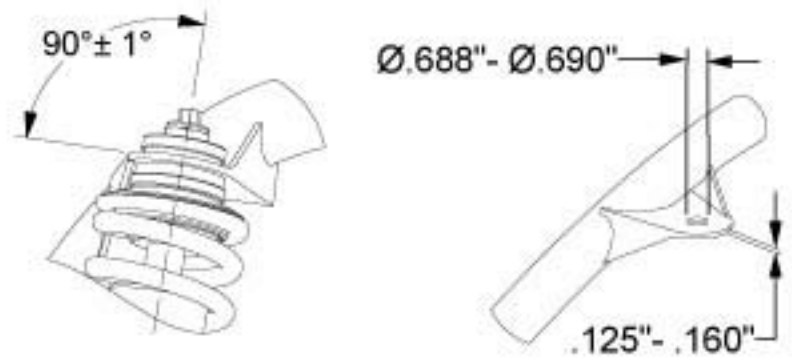
5. To achieve minimum patch (tread) change, install struts so that the control arms angle downward towards frame approximately 2 to 4 degrees at ride height.



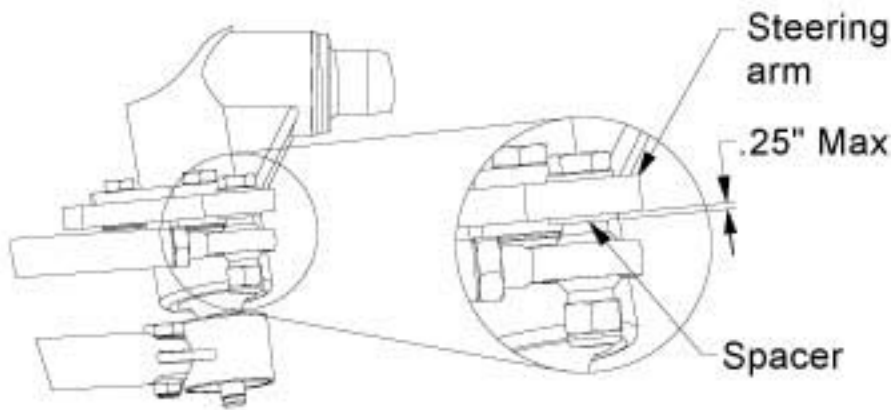
6. Control arm mounting points, front to rear, should be parallel to the ground at ride height.



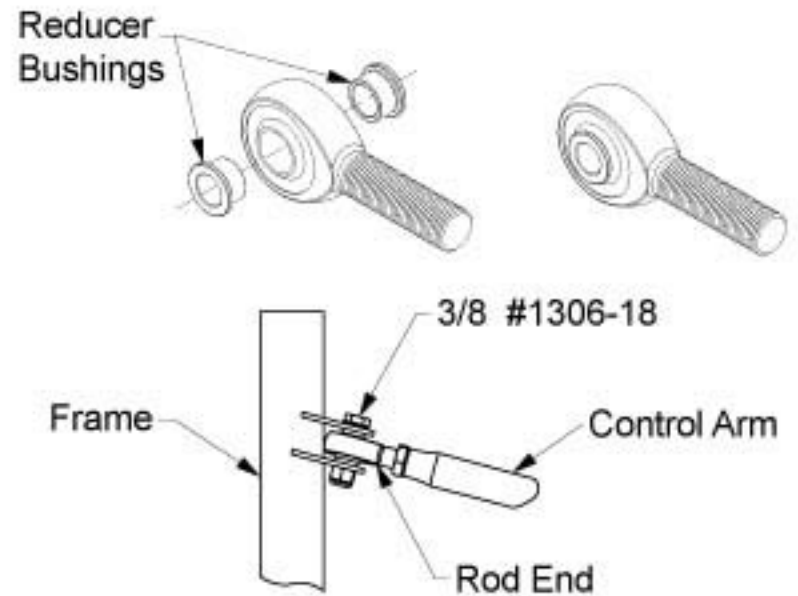
7. Rear control arm should mount to the chassis 2"- 4" rearward of spindle centerline.



8. Strut top mount plate thickness: .125"- .160" thick. Hole size: Ø.688"- Ø.690". Top mount plate must be perpendicular to shock shaft ± 1 degree. Plate must cover entire urethane. Suggest plate-type top mount. Tubular-type top mounts do not allow for urethane movement and make it difficult to install the strut shock retaining nut safely.



9. Maximum allowable steering arm to rod end spacer to correct rack mounting error is .25". Spacing steering rod end any more will cause eventual steering arm fatigue and will cause steering control problems. Bending steering arm will not solve any steering arm torsion problem and could cause other structural failures.



10. Mounting of the inner control arm rod ends to the frame must be done in such a way that they do not bind throughout travel. Under no circumstances are the rod ends to be left loose because proper clearance has not been provided.

Lamb Components offers a mounting kit which will not bind. Ask for Strut Part #4.

11. Under no circumstances are limiters to be used on Lamb Struts. Steering arms and control arms will not withstand side loads imposed by limiters. If you think you need to limit your suspension, we can do it safely inside the shock assembly. If you have the proper valving, know how to use it, and the struts have been properly installed, limiters are unnecessary.
12. All rack and pinions must operate freely. Obviously there can be no side play or the wheels will toe out under braking. Some believe suspensions need more than 10 degrees castor. If the rack and pinion is properly assembled and mounted, 7 degrees castor is more than enough.
13. Lamb Struts are available in 2.250"/2.625"/3.000" travel (Standard travel is 2.625"). Be sure to specify when ordering.

ADJUSTING LAMB STRUTS

The 3/8" hex rebound extension or adjustment on Lamb struts adjusts counter clockwise to increase the rate and clockwise to decrease. Be sure not to use the 3/8" hex to hold the shaft while tightening the 5/8" mounting nut. The rebound has 2-5/8 turns of adjustment. Never leave the adjusters locked tight or loose, always back off 1/8 turn to prevent locking. The compression adjuster is numbered. The lower the number, the lower the rate. Use 3 as a starting point.

3/8" hex adjustment
(rebound adjustment)



5/8" mounting nut



3/8" hex adjustment
wrench

Flat-Head
screwdriver



Setting
indicator mark

Compression
adjuster

