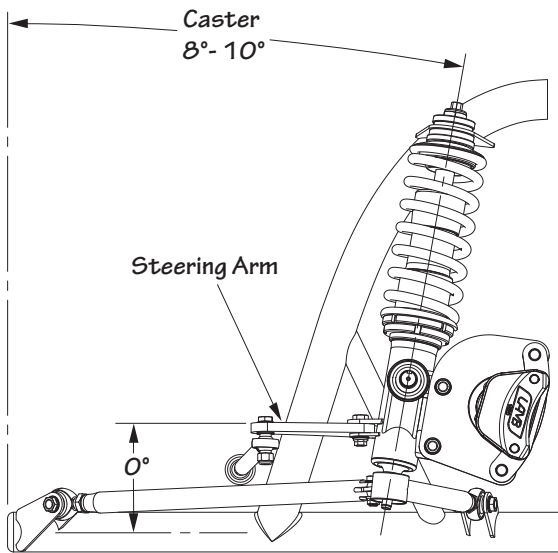
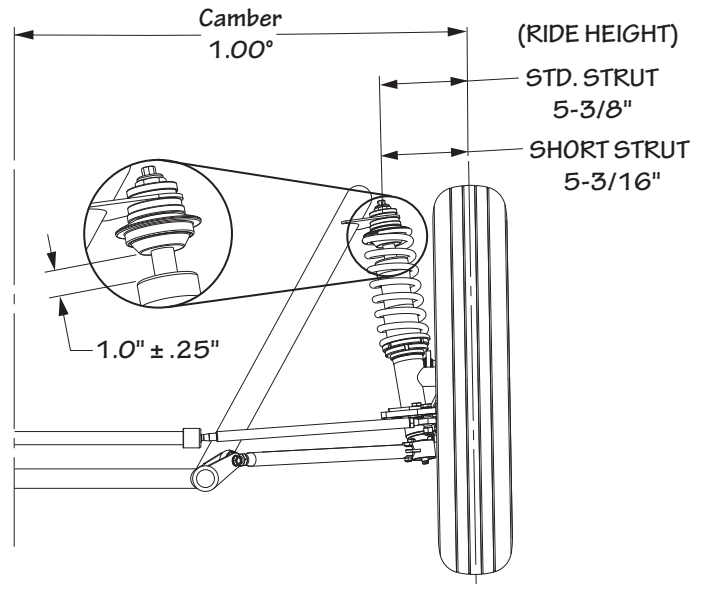




BASIC INSTALLATION SPECS FOR LAMB PRO STOCK STRUTS



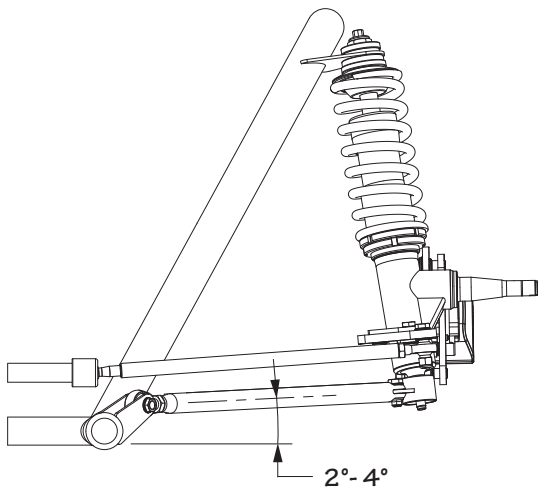
- ① Caster: 8 - 10 degrees. Steering arm should be 0 degrees when caster is at 10 degrees. Caster must be the same left and right $\pm .5$ degree.



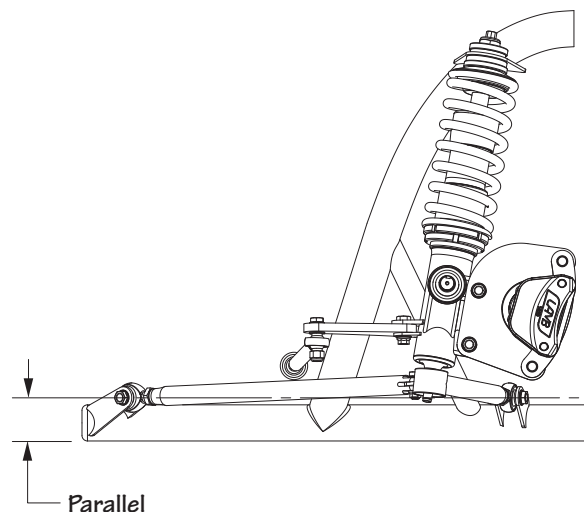
- ② Camber: 1 degree negative or in at the top, when measured at ride height.
Ride Height: 1.0" above snubber $\pm .25$ " maximum.

- 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!

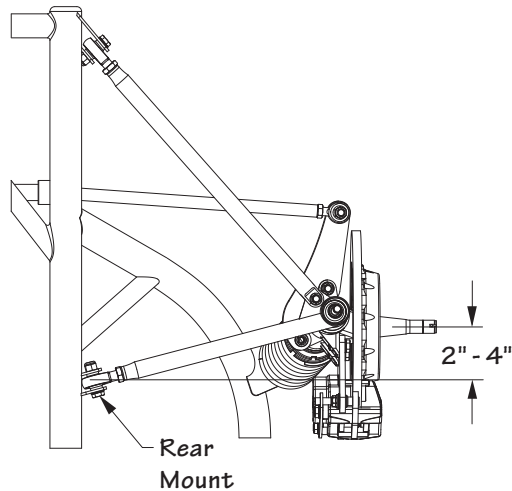
- ④ Toe in: .060"-.100" at ride height. Check with a trammel, not a measuring tape. Always scribe a true centerline on tire. Tires and wheels are NOT true!



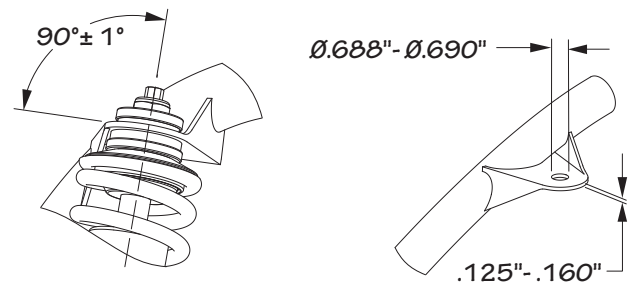
- ⑤ To achieve minimum patch (tread) change, install struts so that the control arms angle downward towards frame approximately 2 to 4 degrees at ride height.



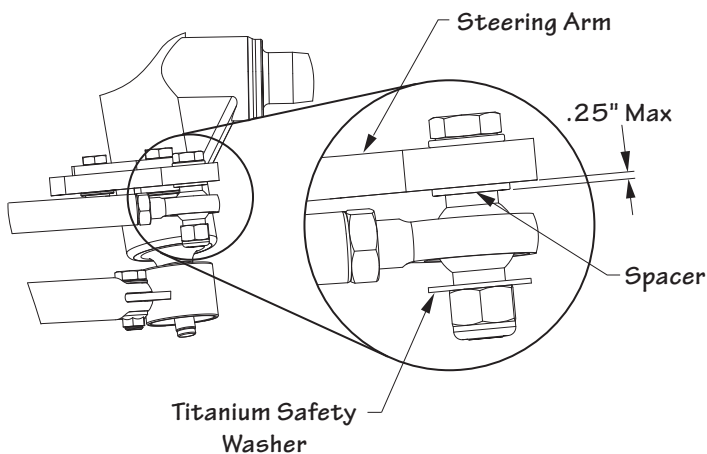
- ⑥ Control arm mounting points, front to rear, should be parallel to the ground at ride height.



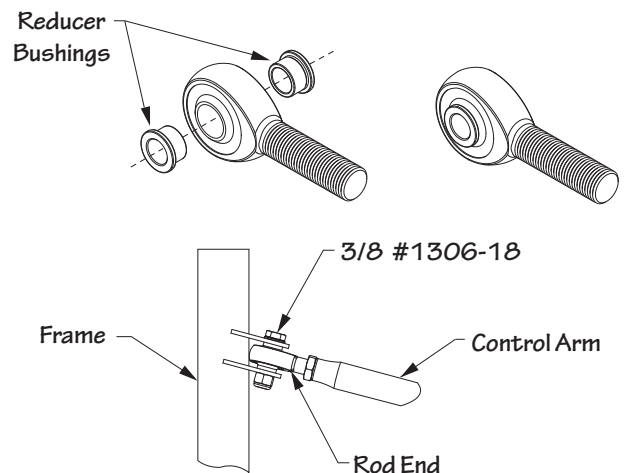
- ⑦ Rear control arm should mount to the chassis 2" - 4" rearward of spindle centerline.



- 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.

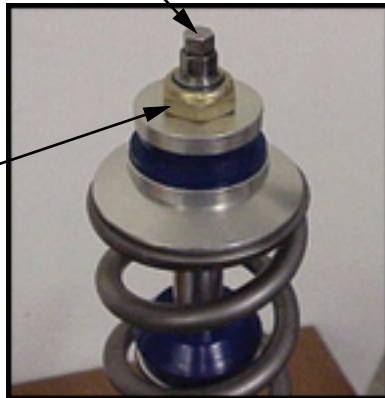
Lamb Components offers a mounting kit which will not bind. Ask for Strut part #4.

- 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 and the struts have been properly installed, limiters are unnecessary.
- ⑫ All rack and pinions must operate freely. There can be no side play or the wheels will toe out under braking.
- 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)

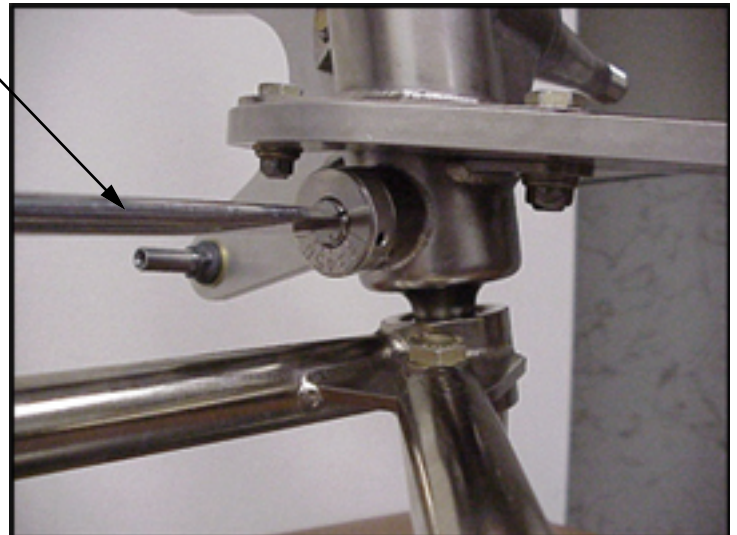


5/8" Mounting Nut

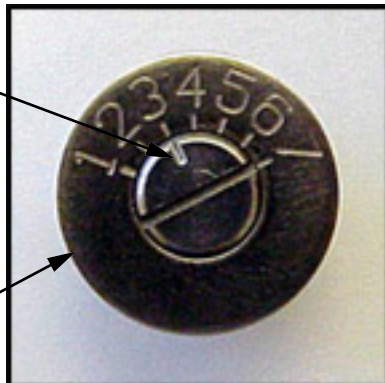


3/8" Hex Adjustment
Wrench

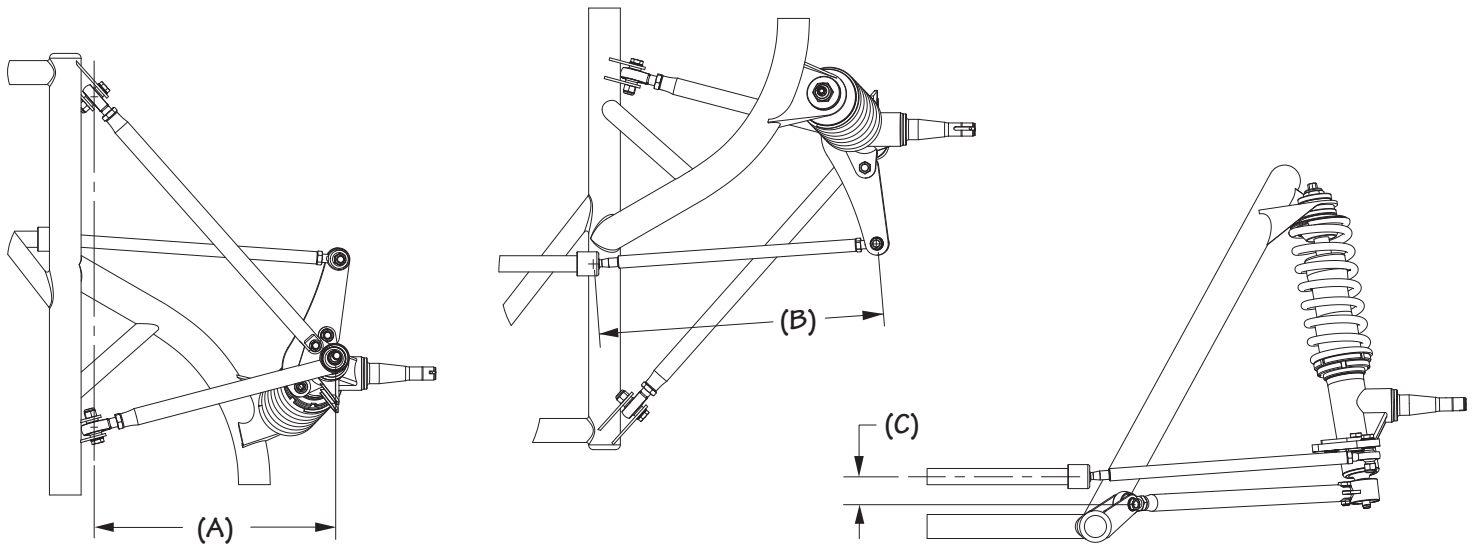
Flat-Head
Screwdriver



Setting
Indicator Mark



Compression
Adjuster



To achieve the least amount of bump steer using Lamb Struts, use the formula and charts below to obtain the tie rod length (B) and steering rack height (C):

Control Arm length (A) + 2 3/8" = Tie Rod length (B)

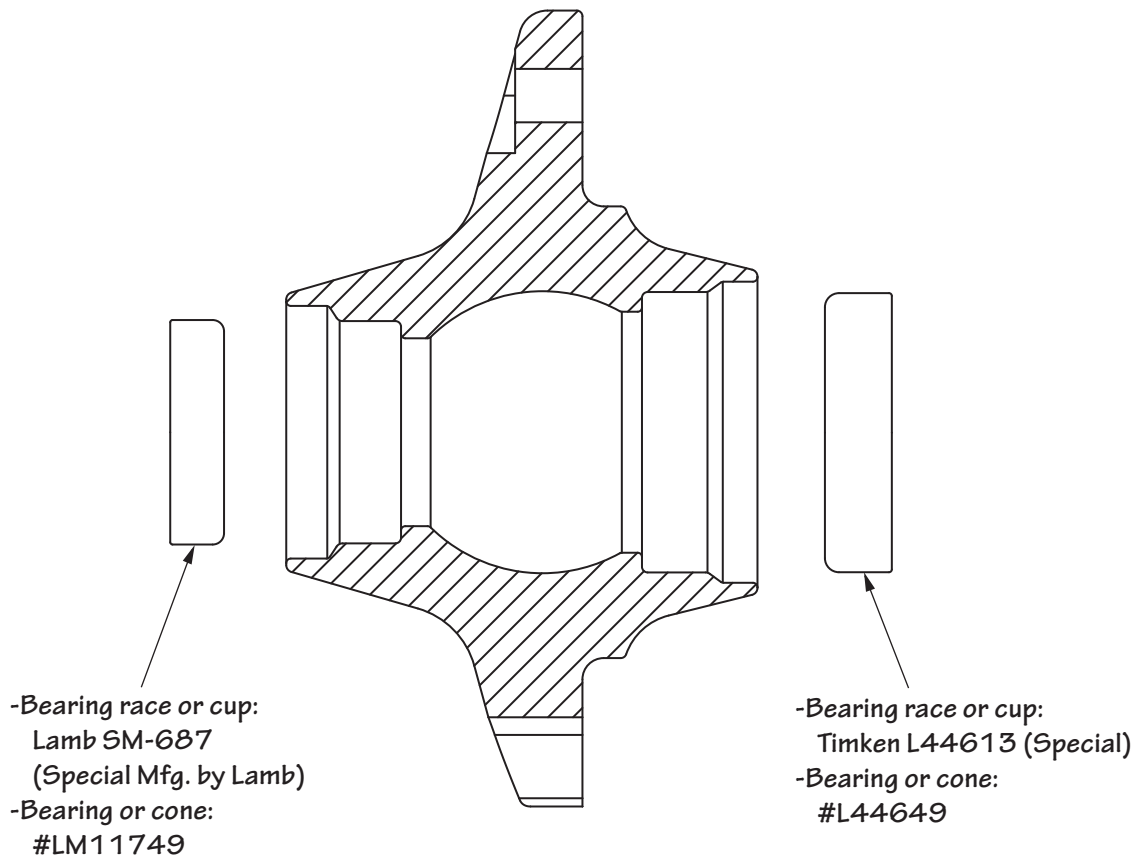
Example: 12" Control Arm + 2 3/8" = 14 3/8" Tie Rod

STEERING RACK HEIGHT (C)				
CONTROL ARM LENGTH (A)	STANDARD STRUT		LOW PROFILE STRUT	
	STD. ARM	OFFSET ARM	STD. ARM	OFFSET ARM
15.0"	1.425"	1.465"	1.325"	1.365"
14.5"	1.425"	1.465"	1.325"	1.365"
14.0"	1.425"	1.465"	1.325"	1.365"
13.5"	1.435"	1.475"	1.335"	1.375"
13.0"	1.435"	1.475"	1.335"	1.375"
12.5"	1.445"	1.485"	1.345"	1.385"
12.0"	1.445"	1.485"	1.345"	1.385"
11.5"	1.455"	1.495"	1.355"	1.395"
11.0"	1.455"	1.495"	1.355"	1.395"
10.5"	1.465"	1.505"	1.365"	1.405"
10.0"	1.475"	1.515"	1.375"	1.415"
9.5"	1.485"	1.525"	1.385"	1.425"
9.0"	1.500"	1.540"	1.400"	1.440"



WHEEL BEARINGS

When using Anglia spindle mount wheels, you must use the complete bearing and seal kit provided. The bearing races in your wheels have the wrong angle and must be replaced. If you don't replace them, one or both wheels could seize at speed.



Because the Anglia spindle size (.625"/1.984") is not sufficient for pro stock type cars, the spindles on Lamb struts are larger (.687"/1.062"). Therefore, it is necessary to change the outer races or cups to match the larger i.d. bearings used.

It is also necessary that the bearing races fit properly into hub bores. An interference fit of .001"-.003" is required. Bearing bores must also have the correct face register. If your hub bearing bores do not have enough interference fit or are loose, reject them to the manufacturer.

All Lamb replacement hubs use the std. bearing races that are smaller on the O.D. (#11710 outer & #L44610 inner).



LAMB CONTROL ARMS

We do not recommend decorative chrome plating of the control arm or any other structural race car parts because it is difficult to control hydrogen embrittlement and decorative chrome destroys any accuracy of precision parts.

If your control arms have been chrome plated, make sure they have been baked and that the bearing bores have been masked before plating. Do not try to grind the plating out of the precision bearing bore! Doing so will result in an out of round or loose bearing bore and could lead to complete structural failure.

We recommend electroless nickel of .0002" thickness or cadmium plating of .0002" or less and the parts must be baked to mill specs, 4 hrs. @ 375°F or more at the time of plating. Baking the parts days or months later will not work.

DO NOT use limiters on Lamb control arms. Doing so will cause complete suspension failure and possible injury. We will safely limit travel if necessary at a nominal charge.

DO NOT use Chassis Engineering or any other make of control arms on Lamb Struts. They are not compatible with Lamb Struts, and will cause permanent damage to the lower strut mounting boss. This could lead to complete suspension failure.

DO NOT use Lamb control arms on other makes of suspension systems as they are not designed for other application.

Under no circumstances are any other spherical bearings to be used in the strut end of the control arms. The bearings supplied by Lamb have a radius on the inside bore to keep from cutting into the radius on the strut boss. These bearings are not available from Aurora or any other source.

Struts damaged by the use of incorrect bearings will be marked "not serviceable" and returned to the customer.