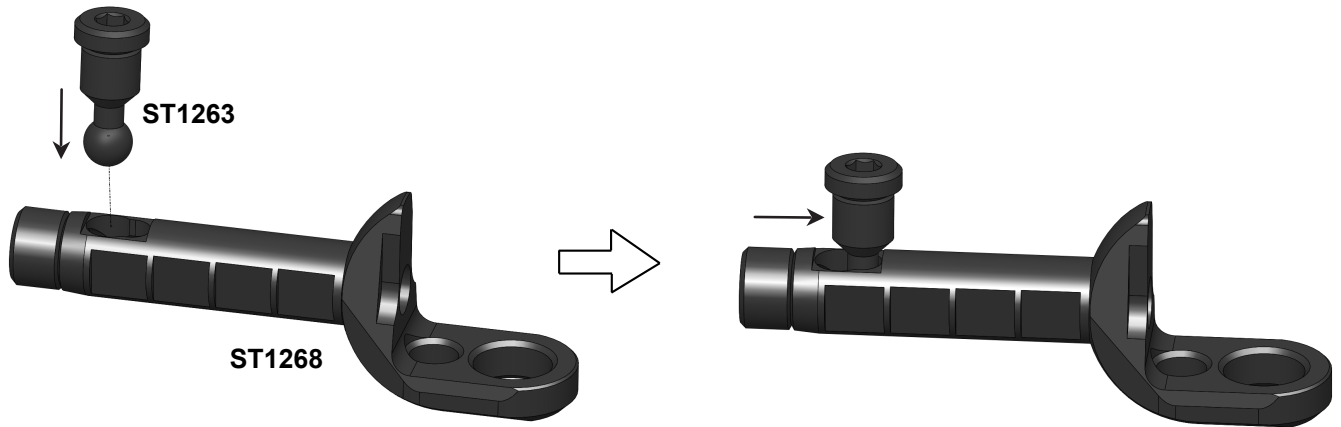


Awesomatix AFS set - Adjustable Front Suspension set manual.

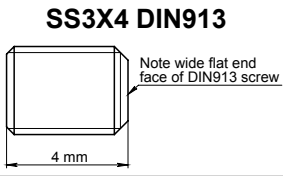
STEP 1



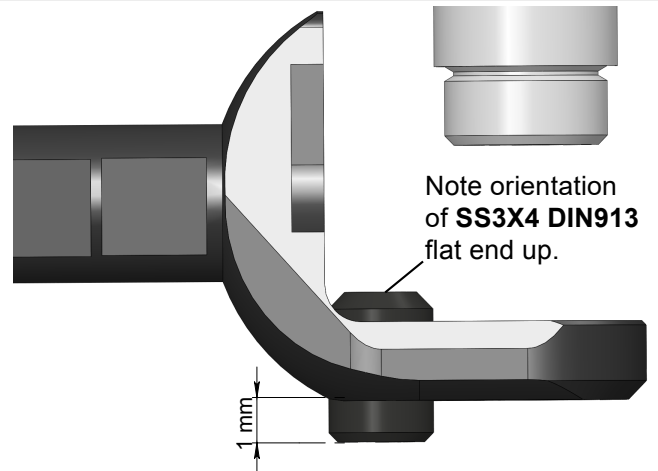
Check the fit between **ST1263** Camber Screw and **ST1267** AFS Holder.
Insert **ST1263** ball end into **ST1268** bore and slide it along **ST1268** recess.
If **ST1263** does not fit freely into **ST1268**, inspect and remove any burrs in **ST1268** bore and recess.
Note that **ST1263** Camber Screw will be in this position relative to **ST1268** Holder after the **AFS** is fully assembled.
After this check, remove **ST1263** from **ST1268**.

STEP 2

Use a 2mm hex driver to screw **ST1267** Post via the hex hole on the bottom face.



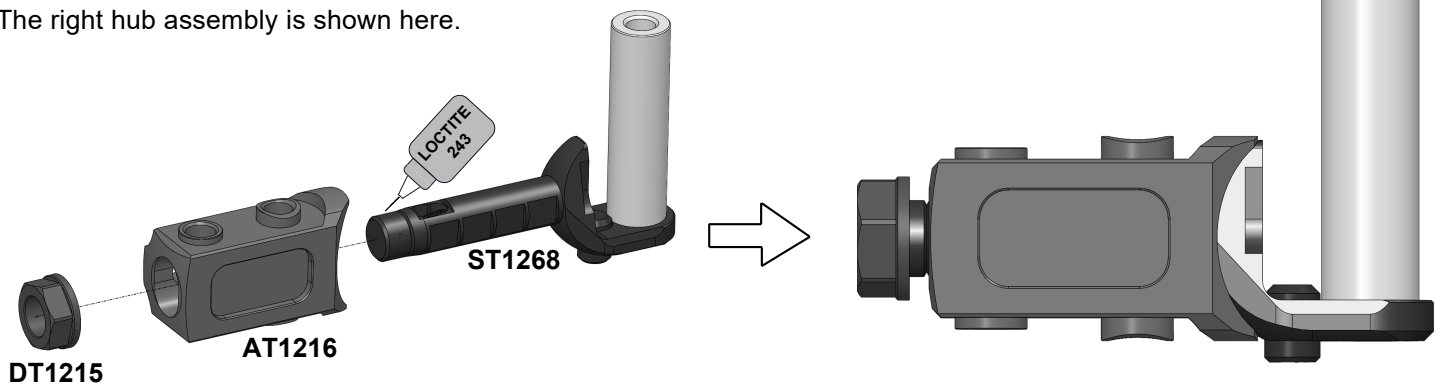
Apply a medium strength threadlocker (blue) on the threads of **ST1267** Post and **SS3X4 DIN913** Downstop Screw.
LOCTITE 243 threadlocker is recommended.



Initial position of **SS3X4 DIN913** Downstop Screw.
1 mm corresponds to 2 full turns of this screw, starting from the position flush with **ST1268** lower face.
It can be reset later for desirable downstop setup.

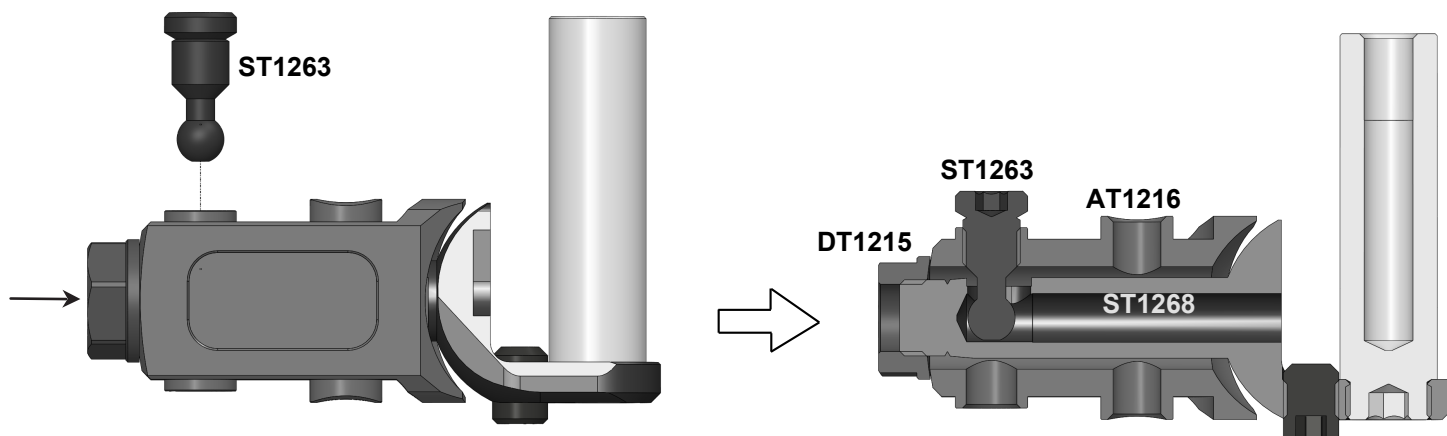
STEP 3

The right hub assembly is shown here.



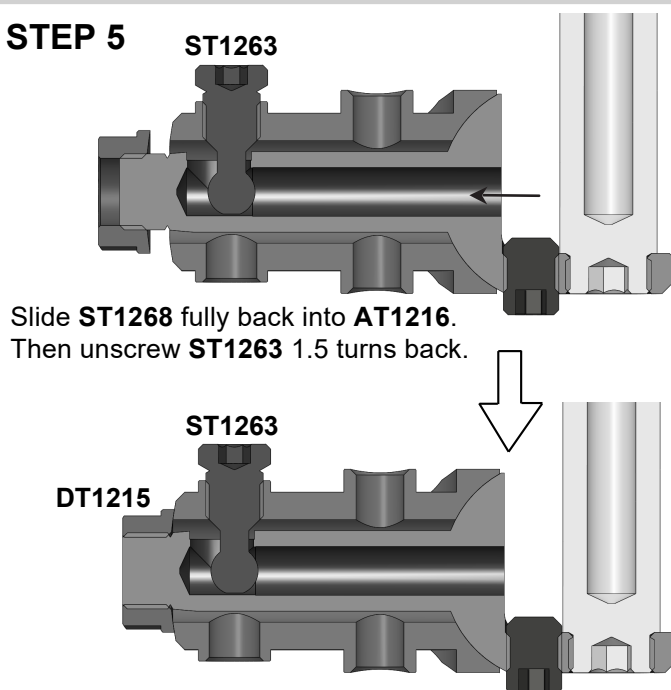
Insert **ST1268** fully into **AT1216** AFS Housing and screw **DT1215** AFS Nut with threadlocker until it stops.
Then back off **DT1215** two full turns (1 mm).

STEP 4



Click on **DT1215** and slide **ST1268** back out of **AT1216**. Then insert **ST1263** and screw it until it stops. At thus, the ball end of **ST1263** should be fully inside the hole of **ST1268**.

STEP 5

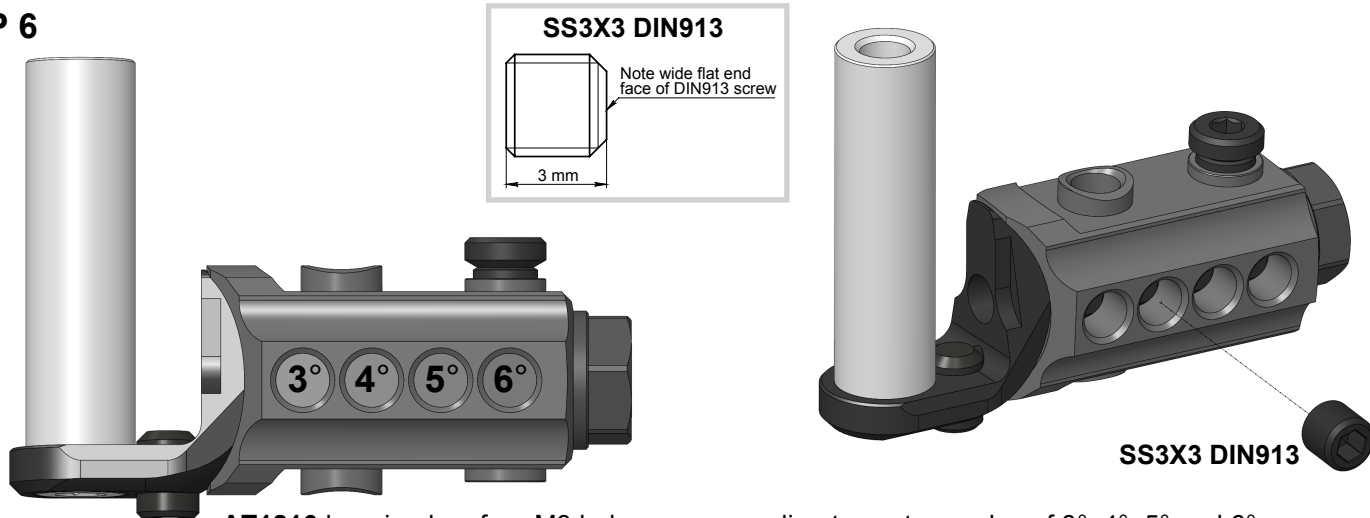


Slide **ST1268** fully back into **AT1216**. Then unscrew **ST1263** 1.5 turns back.

Tighten **DT1215** until it stops. Do not overtighten **DT1215**. There should be small tension between **DT1215** and **AT1216**.

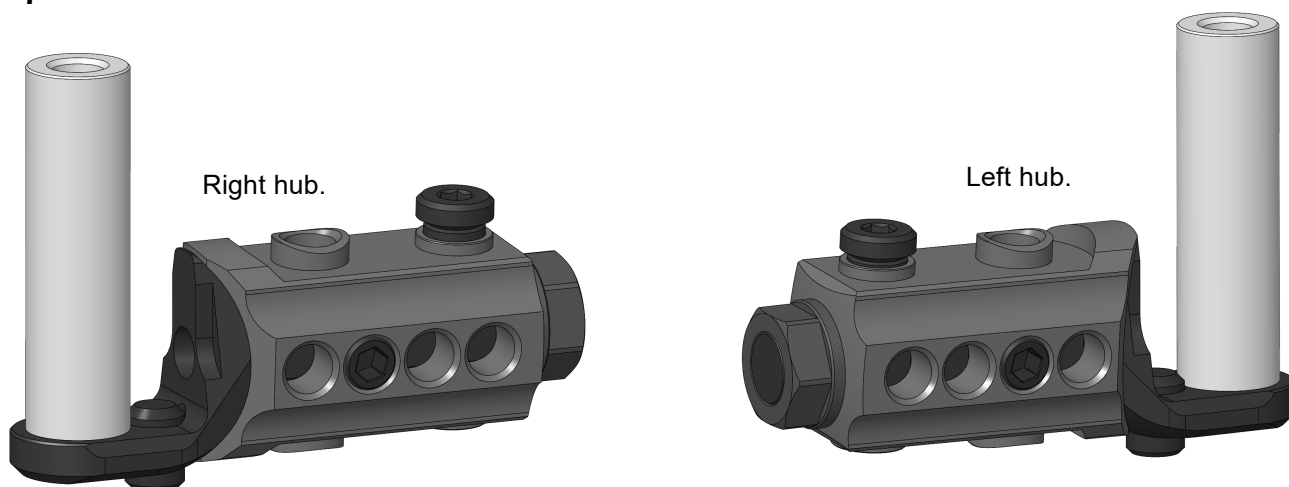
The depth of **ST1263** screw position affects the angle position of **ST1268** holder with **ST1267** post and is used to adjust the camber. Camber can be adjusted within a range of $\pm 1.75^\circ$. One full turn of **ST1263** screw corresponds to a 1° of camber change.

STEP 6



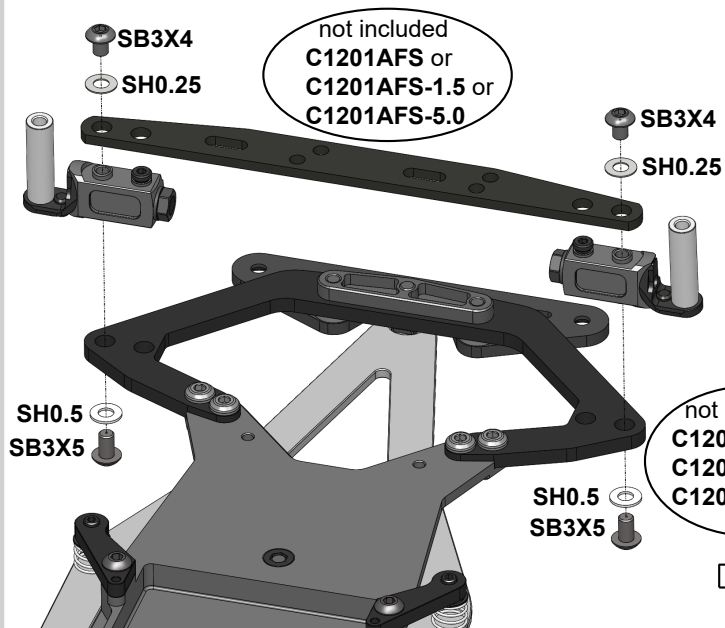
AT1216 housing has four M3 holes corresponding to caster angles of 3° , 4° , 5° and 6° . Tighten **SS3 DIN913** Caster Screw into the desired hole. We recommend to set 4° caster as initial.

STEP 7



Repeat all previous steps to assemble the mirror-symmetrical left hub.

STEP 8



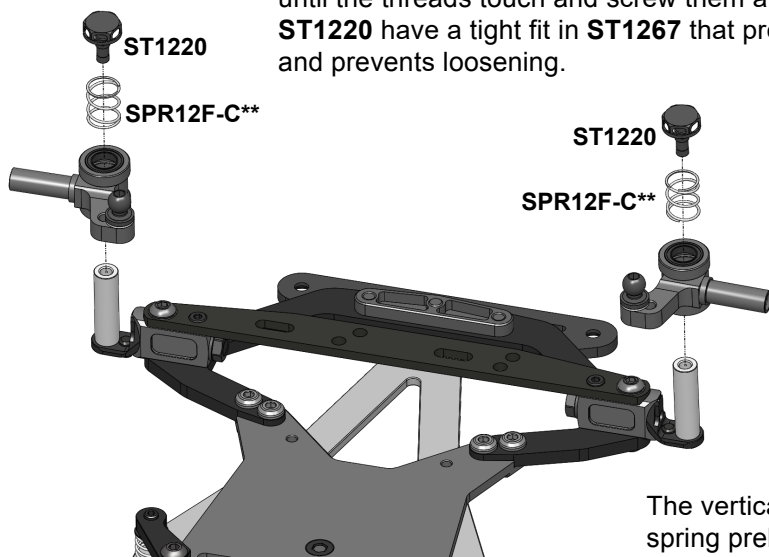
15 mm thick mini servo and SRT M11 servo installation.



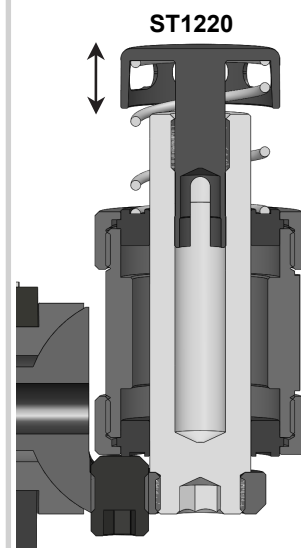
not included
C1205AFS or
C1205AFS-1.5 or
C1205AFS-5.0

STEP 9

Insert **ST1220** Ride Height Screws into **ST1267** posts with force until the threads touch and screw them a few turns down.
ST1220 have a tight fit in **ST1267** that provides a self-locking effect and prevents loosening.



The vertical position of **ST1220** affects spring preload and front ride height.



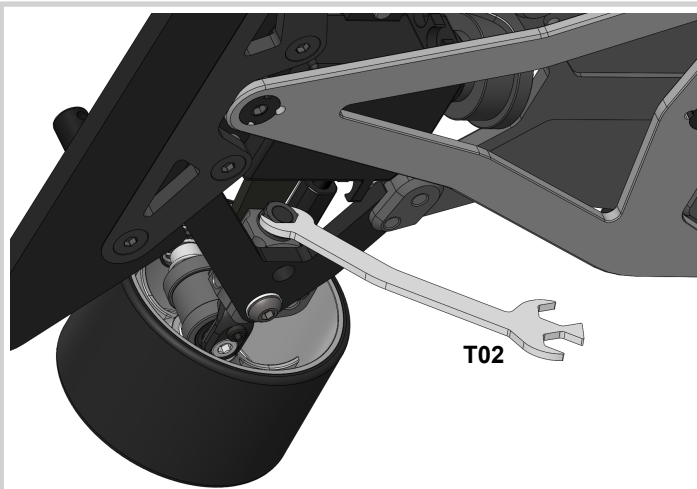
How to adjust camber, caster, ride height and downstop with AFS system.

- Camber, caster, ride height and downstop can be adjusted without front wheels removing. This unique feature allows you to set your desirable setup much faster than with conventional 1/12 pancar front suspension systems.
- Setup station designed for 1/12 pancars or an angle gauge should be used at camber setting.
- The camber range is $\pm 1.75^\circ$
- It is possible to select the caster angle of 3° , 4° , 5° , 6° .
- Smooth, stepless ride height adjustment.
- Smooth, stepless downstop adjustment.

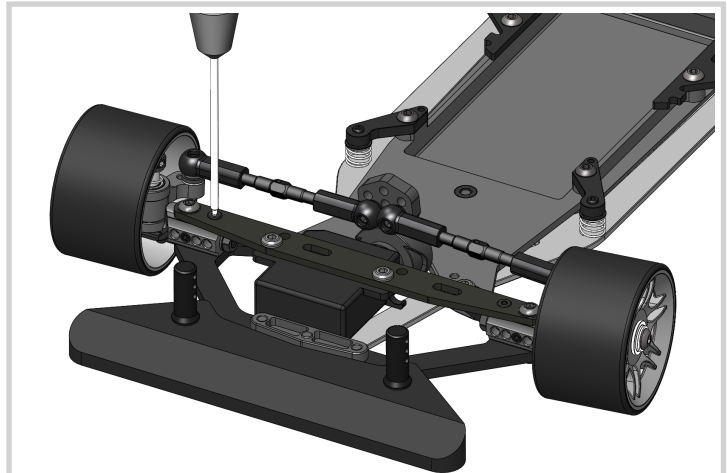
Important!

Before adjusting camber and caster, loosen **SS3X3 DIN913** caster screw to allow swinging of **ST1268** holder inside **AT1216** housing.

First set the desired camber, then tighten **SS3X3 DIN913** into the desirable hole of **AT1216**. Just in case, check that **DT1215** nut has not come loose and is creating sufficient tension.

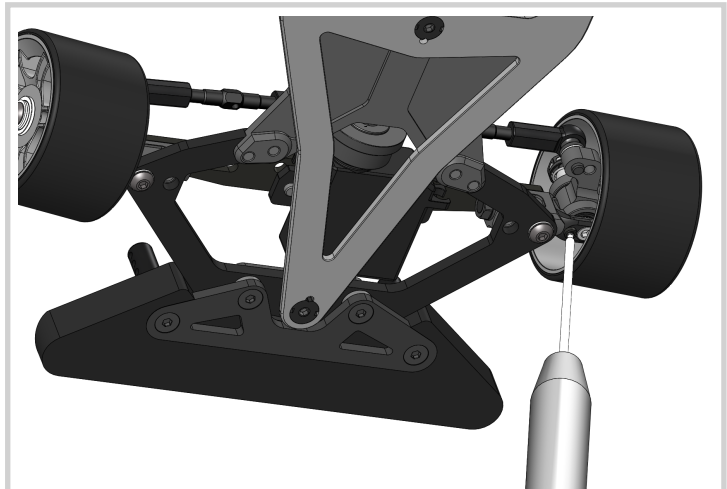
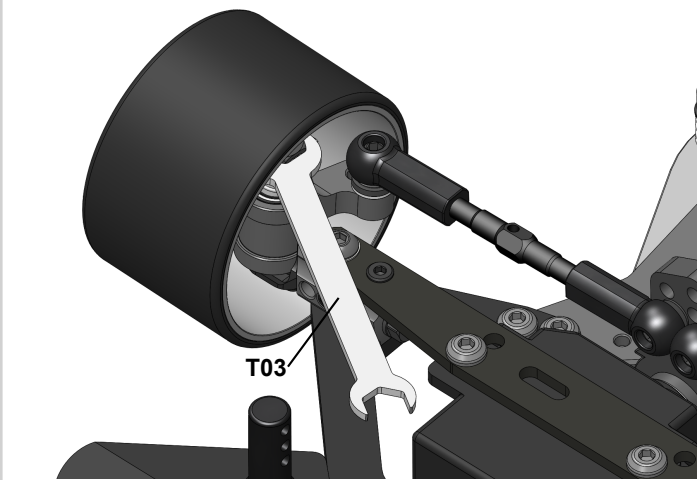


Use Awesomatix **T02** wrench to loosen and tighten **DT1215** nut.



Use 1,5 mm hex driver to turn **ST1263** screw when adjusting the camber. 1/4 turn of **ST1263** corresponds to a camber change of 0.25° .

Use Awesomatix **T03** wrench to turn **ST1220** screw when adjusting the ride height.



Use 1,5 mm ball-end hex driver to turn **SS3X3 DIN913** screw when adjusting the downstop.

We recommend indicating the downstop screw position in the setup sheet, starting from a position flush with the bottom surface of **ST1268**. This can be measured using a caliper or by counting the number of turns while tightening. 1/2 turn of this screw corresponds to a change of 0.25 mm.