

## TORSION BAR PRELOAD INSTRUCTIONS

These instructions are assuming that you already have the rear end installed, squared using setup blocks and that the torsion bars and torsion arms are slid into place and tightened down.

- 1- Make sure the rear shocks are unhooked.
- 2- Take the rear end off the setup stands and let it hang down. At this point, if you have an 1 1/2" left rear drop rail you must put an 1 1/2" block between the bottom of the left rear tube and top of the left rear frame connector. If car doesn't have a drop left rear rail, the rear end will sit on the lower chassis rails.
- 3- Make sure the torsion stop adjuster bolt are never seized and installed in the stops. Back the stop adjuster bolts all the way out.
- 4- Slide the torsion stops into place. You may need to pry the left rear torsion bar out slightly to have enough room to slide the left rear stop into place. Use a pry bar on the left rear torsion arm to slide the torsion bar and arm out enough to slide torsion stop into place. Make sure the stop is rotated as close to the adjustment pad as possible.
- 5- Adjust the stop bolts until they just touch the adjustment pad and you feel a slight amount of tension starting.
- 6- Starting with the left rear bar, wind the required 5-6 turns into the stop bolt. Remember the stop on the right hand side of the car controls the left rear bar.
- 7- Next, do the same to the right rear bar, but put 6-7 turns into it. Now the car should be taken off the jack stands and set on the shop floor.
- 8- Torsion bars must now be seated. Bounce the back of the car by placing your knee on the rear bumper. Moderately bounce on the car for 3-5 minutes.
- 9- Re-install shocks. Make sure when you hook the shocks back up that the rear end tubes touch the frame rail on the left rear, and right rear is 1" off the lower frame connector.
- 10- Scale car as necessary.

### WARNING

ALL CHASSIS SETTING AND ADJUSTMENTS ARE INTENDED FOR USE BY PROFESSIONAL RACE TEAMS AND TO BE PERFORMED BY QUALIFIED TECHNICIANS. IF YOU ARE NOT QUALIFIED TO DO THE WORK, SEEK THE ASSISTANCE OF A QUALIFIED TECHNICIAN. IF YOUR DRIVER IS NOT EXPERIENCED IN THE OPERATION OF A RACE CAR OF THIS TYPE, SEEK THE ASSISTANCE OF A QUALIFIED RACE DRIVING INSTRUCTOR OR SCHOOL BEFORE OPERATING THIS RACE CAR.

**SERIOUS INJURY OR DEATH CAN OCCUR IN AUTO RACING.**

### CHASSIS ADJUSTMENTS TO IMPROVE PERFORMANCE IN SPECIFIC AREAS

Auto Racing, especially on dirt tracks, require finding a delicate balance of adjustments which will maximize the performance of the race car both relating to acceleration and top speed on the straights and reducing the needs to slow or increasing the speed through the corners. Any adjustment which will improve the performance of the race car relating to its ability to accelerate in a straight line, may decrease its ability to maintain speed while cornering. Conversely, those adjustments, which will enable the race car to go faster while cornering, may decrease its ability to accelerate in a straight line.

**DRIVER'S ABILITY TO CONTROL THE RACE CAR MAY BE ADVERSELY AFFECTED AFTER CHASSIS ADJUSTMENT. USE CAUTION WHEN RESUMING OPERATION AFTER ANY CHASSIS ADJUSTMENT.**

**DO NOT WORK ON RACE CAR BEFORE SUPPORTING IT ON ADEQUATE JACK STANDS OR OTHER SUITABLE WORK STANDS. NEVER WORK NEAR OR UNDER A RACE CAR SUPPORTED ONLY ON A JACK. WORK ONLY ON A LEVEL, HARD SURFACE CAPABLE OF SUPPORTING STANDS.**