

## RADIUS ROD LOCATIONS

Both rear radius rods in middle holes is stock BRP location (see page 25). This creates a tight (pushy entry) because you will have reverse roll steer of the rear end. This will make the car slightly pushy on entry and mid turn until the throttle is applied. If the car is in what we call a driveable push, then the car will still get good forward drive off the corner.

### If you raise only the right rear radius rod:

This will create more roll steer, as the right rear will move back further on corner entry. The car will be looser on corner entry. This will also cause the car to be looser when the throttle is applied. The higher the right rear radius rod gets, the looser the car will be. If the car is laying on the right rear too much, you have the choice to increase the right rear torsion bar or raise the right rear radius rod. Raising the right rear radius rod will also loosen corner exit when throttle is applied. If you only install a larger torsion bar, this will stop the car from rolling to the right rear, but will still allow better forward drive as long as the car does not get loose before throttle is applied.

### If you raise the left rear radius rod:

This will cause a looser corner entry, and then better forward drive when the throttle is applied.

### If you raise both rear radius rods:

This will create maximum roll steer on corner entry (loose race car) and will also make the car more erratic on throttle as the car will be lifting when throttle is applied. This will also allow the rear radius rods to aid in lifting the chassis, and create more drive off.

## 29" TORSION BAR RATES

	14"	15"	16"	17"	18"
0.875	147	128	112	100	89
0.900	164	143	126	111	99
0.925	183	160	140	124	111
0.950	204	178	156	138	123
0.975	226	197	173	153	137
1.000	250	218	192	170	152
1.025	276	241	212	187	167
1.050	304	265	233	206	184
1.075	334	291	256	227	202
1.100	367	319	281	249	222
1.125	401	349	307	272	243