



SPRINGROD ASSEMBLY INSTRUCTIONS



INSTALLATION:

- * Center to center length of springrod should be set same as solid radius rod would be in same location.
- * Initial preload on spring should be set at 4" loaded length of spring. (Free length is 4 1/2")
- * Spring selection is based on the following conditions:
 - Greasy, slick track or dry, dusty track generally requires lighter spring rate regardless of tire and body rules (650#).
 - Extra light cars (such as sprint, modified or late model under 2000#) generally use lighter rate spring (650#).
 - Tracks with good bite, medium to heavy cars, all asphalt applications use heavy springs (900# to 1050# Dirt and 1200#, 1600# or 2000# Asphalt)

ADJUSTMENT:

- * The springrod does not promote bite. It reacts to bite and controls what traction is available in a way that helps the car get off the corner quicker.
- * Since this is accomplished by controlling rear end steer tendencies under acceleration, then any adjustment will be in response to what the car is doing.
- * If the car is pushing off corner, reduce rear end steer by increasing preload to spring.
- * If the car is loose off corner, increase rear end steer by reducing preload of spring.
- * Amount of adjustment depends on track conditions and experience. Generally, when car is close, an eighth of an inch adjustment (1 1/2 turns) can be felt.
- * As a general rule the most movement you'll ever be able to use is 1 1/2" with an average between 1/2" and 1".
- * Be sure to check side clearance on torque arm to ensure that at the maximum wheel-base change there is no interference with driveshaft.

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MAINTENANCE:

- * All sliding parts are aluminum and are therefore subject to wear in abrasive conditions. In addition to regular greasing, the following maintenance needs to be done on a regular basis:
 - * Periodically, the springrod needs to be disassembled, cleaned and thoroughly inspected.
 - * Relieve all preload on spring. Remove cover housing from slide bar housing. (RH threads). Remove stop bolt and two washers from slide bar. Remove slide bar from housing.
 - * If there are any scratches, scuff marks or blemishes on slide bar or in slide bar housing bore, they should be polished with emery cloth or 600 grit sand paper.
 - * Clean old Loctite out of cover housing, threads and stop bolt threads. Apply coating of lubricant (gun grease or anti-seize compound) on slide bar.
 - * Reassemble slide bar and slide bar housing. Install stop bolt with two washers using Loctite. (Don't forget travel indicator) tighten securely.
 - * Install cover housing on slide bar housing with Loctite on threads. Tighten securely.
 - * Slowly grease springrod while rotation slide bar inside housing (1-2 shots should do).
 - * Set preload on spring and re-install on car.

NOTE: Use only Blue Loctite on aluminum parts when disassembling aluminum parts that have been assembled with Loctite, a small amount of heat will make dis-assembly easier and prevent damage to the threads.

ASSISTANCE:

- * If you have any questions regarding application or adjustment, just call your dealer or you may call us:

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