



LIT 157 REV-B

# Operation Manual

## 2 Way Torque Link

### Part Number 21220

Proper set-up is critical to the performance of this product. Read all instructions before making any adjustments.

1. With unit off car, make sure (3) 1/2" front spring plate retainer nuts "F" are tight to FRONT TRIANGULAR PLATE "E".
2. Relieve any preload on the spring by first backing off 3/4" NYLOCK JAM NUT "G" (if necessary) followed by (3) 1/2" PRELOAD ADJUSTER NUTS "B".

3. Adjust spring preload to 1/4" by turning the (3) 1/2" PRELOAD ADJUSTER NUTS "B". Measure and adjust so that SPRING PLATES "A" & "D" end up parallel to each other. Note that springs are factory preset at 1/4".

Additional preload is required when any rear suspension spring is attached directly to front of axle tube ("clamped" set-ups). Start with 1/2" - 5/8" preload at this point.

4. Compress unit by hand until 3/4" NYLOCK JAM NUT SPACER "H" fits tightly against FRONT SPRING PLATE "D". Remove clearance between the REAR SPRING PLATE "A" and FLAT WASHER "C" by turning 3/4" NYLOCK JAM NUT "G" while holding 1/2" BOLT "C". Be careful to not change spring preload when making this adjustment!

If necessary use 3/4" ID flat washers or spacer to increase adjustment range of NYLOCK JAM NUT "G" or to improve access to NUT "G" on early models not equipped with spacer "H".

5. Adjust unit to a length that enables installation on chassis. Adjust by turning rod end/s or, if equipped, threaded extension tube only.
6. Set the racecar on tires with driver and fuel installed. Adjust to race ready ride heights & wheel weights.

If any rear suspension spring is attached directly to front or rear of axle tube ("Clamped" Spring Set-Ups), adjust pinion angle now by adjusting length of unit (see step 5 for proper method). Set wedge also.

7. With unit remaining on the chassis, repeat Step 4 adjustment of NYLOCK JAM NUT "G" if necessary.
8. Remove any clearance between FRONT SPRING PLATE "D" and (3) 1/2" FRONT SPRING PLATE RETAINER NUTS "F" by evenly turning (3) 1/2" PRELOAD ADJUSTER NUTS "B" towards spring. Do not over adjust! Keep spring plate "A" & "D" parallel.
9. Set pinion angle (or re-set for clamped set-ups) by adjusting length of unit (see Step 5 for proper method).
10. Lock down the (3) jam nuts to the (3) 1/2" PRELOAD ADJUSTER NUTS "B".

NOTE: To change spring remove parts "E","G","H","F","D" then change spring and reinstall parts. It is necessary to re-set unit after a spring change (repeat steps 1 thru 10).

### Recommendations

- Use 6-5/8" length springs
- Clean, lube, bolt check & inspect after each event.
- Increase spring rate if any coils bind or torque link tops or bottoms out.
- Soften spring rate to increase forward bite if acceleration travel is less than 1-3/4".
- Preferred axle mounting is 12" above axle tube center line (or higher).
- Mounting unit ahead of axle centerline can help forward bite & improve corner entry handling stability (4" ahead with pinion angle set is recommended).
- Spring rates (Modifieds)
  - Slick/ medium traction slow tracks - 1050#/ inch to 1200#/ inch
  - Medium/ heavy traction fast tracks - 1450#/ inch or add 1 AFCO spring rubber to 1200#/ inch spring
- Torque link length (measured from axle center line to chassis mount)
  - 17" - 26" : Use on heavy traction fast tracks
  - 26" + : Use on slower tracks
- Shorten when excessive front end lift causes throttle push.
- Lengthen when excessive rear hike-up causes loss of stability or traction
- Mount angles (downhill to front)
  - Slick tracks - 20° to 26°
  - Medium traction tracks - 18° to 24°
  - Heavy traction tracks - 14° to 20°
- Damper shocks
  - If equipped, make sure damper/s DO NOT top or bottom out (VERY IMPORTANT!). Mount dampers no more than 3" above torque link on axle (recommended)

