



INSTALLATION INSTRUCTIONS

P/N: C2140 & C2145

UNIVERSAL 60" WHEEL-E-BAR™ KIT

These Universal Wheel-E-Bar™ Kits allow the professional chassis builder to fabricate bars to fit a specific vehicle. Each kit is available in either sprung or un-sprung versions. The 60" long tubes can be cut to the desired length to suit individual needs. As an added feature, each kit includes the necessary material to install cross-bracing for increased strength.

PARTS LIST

- | | |
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| 2) Lower Strut Assembly (A) | 2) Upper Strut Assembly (B) |
| 2) Zinc Plated Spring (C) | 1) 40" Brace (D) |
| 2) Wheel (E) | 2) 20" Brace (F) |
| 2) Gold Clevis (G) | 2) 1/2" Jam Nut |
| 2) Quick Release Pin (H) | 2) 3/8"-24 x 2-3/4" Bolt |
| 4) Weld-in Tube Clevis (I) | 2) 3/8"-24 Locknut |
| 2) Threaded Aluminum Strut (C2145 only) (J) | 2) Threaded Collar (C2145 only) (K) |
| 2) Bolted Collar (C2145 only) (L) | 2) 5/16"-18 x 2" Bolt (C2145 only) |
| 2) 5/16"-18 Locknut (C2145 only) | |

ASSEMBLY

1. Thread a jam nut onto the supplied **GOLD CLEVISES (G)**. Thread the clevis assemblies into the **UPPER STRUT TUBES (B)** so that five threads are showing in front of the jam nut.
2. Bolt the **WHEELS (E)** in place on the **LOWER STRUT ASSEMBLIES (A)** using the supplied 3/8"-24 x 2-3/4" bolts and locknuts.

Spring loaded version:

1. Coat the unthreaded area of the two **threaded aluminum struts (J)** with lithium grease. Also spray the threaded portion with anti-seize lubricant.
2. Slide the **bolted spring collars (L)** over the **upper strut bars (B)** with the shoulder of the collar facing the spring.
3. Slide the **threaded aluminum struts (J)** into the end of the **upper strut bars (B)** and insert a 5/16" x 2" bolt through the hole in the assembly. Install the locknuts and make certain the threaded strut slides freely.
4. Install the **springs (C)** over the end of the **threaded aluminum struts (J)**. Thread the **threaded spring collars (K)** onto the **threaded aluminum struts (J)** with the shoulder towards the spring.
5. Tighten the **threaded spring collars (K)** until the spring compresses 1/8".

*For Technical Assistance, call Competition Engineering's Tech Line at
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- Attach the upper strut assembly to the lower strut assembly by connecting the gold clevis end to the wheel bracket using the supplied **quick release pins (H)**.

INSTALLATION

- With the car on a level surface, determine the mounting locations of the upper and lower strut assemblies. Most chassis builders will mount the wheel-e-bars off the 4-link brackets. This eliminates the need for additional bracketry and allows for a more compact, rigid installation.
- Measure from these mounting points out to the desired wheel position for the wheel-e-bars.
- Trim the upper and lower strut assemblies to meet this dimension.
- Install the **weld-in tube clevises (I)** into the ends of the strut assemblies and tack weld into place.
- Trial fit the assembly on the vehicle and check the ride height of the wheels.
- If everything is correct, weld the clevis ends completely. We highly recommend that you plug weld the clevis ends to the tube to strengthen the weld area.
- Crossbrace Installation
 - Mount the strut assemblies to the rear axle housing.
 - Using a scrap piece of tubing, space the wheels at the rear of the assembly so that they are equal to the rear axle mounting dimension.
 - Notch the supplied **40" brace (D)** and two **20" braces (F)** so that they form an "X" between the lower strut assemblies.
 - Weld the braces in place.
 - When the welds have cooled, remove the assembly and disassemble it for painting or plating.

TUNING

Height adjustments will control the amount of weight transfer a vehicle will have. Changes in height can be made by removing the quick release pins and threading the clevises in or out. Pre-load adjustments determine the rate at which the Wheel-E-Bar™ springs will compress. Proper pre-load settings will prevent unnecessary tire unloading. Adjustments can be made by rotating the threaded spring collars up or down. More pre-load on the springs will make the Wheel-E-Bar™ react quicker. The direct opposite is true for less pre-load.

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