

The Lightweight Puck Pull Bar system allows the largest range and easiest tuning of any bushing style pull bar ever. Torque is absorbed by the pucks to provide better drivability by allowing the rear tires to hook up sooner off the corners. The system can be used as a single stage, dual stage or triple stage on the torque side.

The Twin Shaft Design allows the torque side and brake side to operate independently. This allows you to tune corner entry and exit separately without the pre-load of the torque side being affected. This allows both sides of the system to work properly.

The Puck and Washer combination allows you to fine tune the system. You can soften the rate by using softer pucks (80 Rate), washers with more angle, or more pucks. To increase the rate of the system – stiffer pucks (90 Rate), washers with less angle, or less pucks.

Tune the system to achieve approximately the same amount of travel that you had with your previous systems or the chassis manufactures recommendations. The softer initial rate provided by the pucks and washers will increase the drive off the corner, while maintaining the same travel that the chassis needs for drive down the straights.

## Recommended Torque Side Starting Combination

Wug"5"qh'Rctv'P wo dgt"; 3267872/; 2\*Tgf+'y kj "5"qh'Rctv'P wo dgt"; 3267882/37"  
"uxcmgf"qp"vqr"qh'mqm'qwr'rwg'Wpf gt"vj g'mqm'qwr'rwg."kpxcmgf"4"qh'Rctv'P wo dgt"  
"; 3267872/: 2\*Dmg+'y kj "4"qh'Rctv'P wo dgt"; 3267882/37"kp"vj g'cmgt"ewr'0Ugv'vj g"  
"r tgmcf"wp'kn'qwj cxg"0822"qh'cp"lpej "ck"i cr "dgy ggp"vj g'mqm'qwr'rwg"cpf "vj g'ewr'0  
"Vj ku'eqo dkc'vqp'y kn'tcxgn'dgy ggp"3047"cpf "3072"qh'cp"lpej'0"

1 of part number 91045650-90 with 2 of part number 91045660-0. Preload 1/8 of an inch.

## Helpful hints

To set preload - adjust the nylock until there is no play in the system then tighten to specifications.

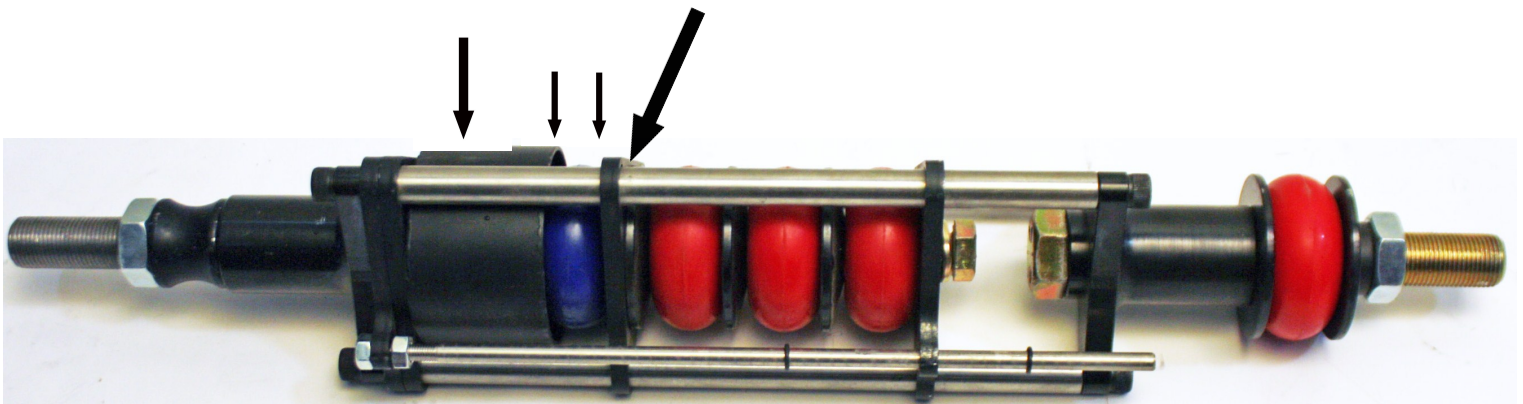
Bushings need to be replaced when Preload is lost.

## Optional Torque Side Combinations

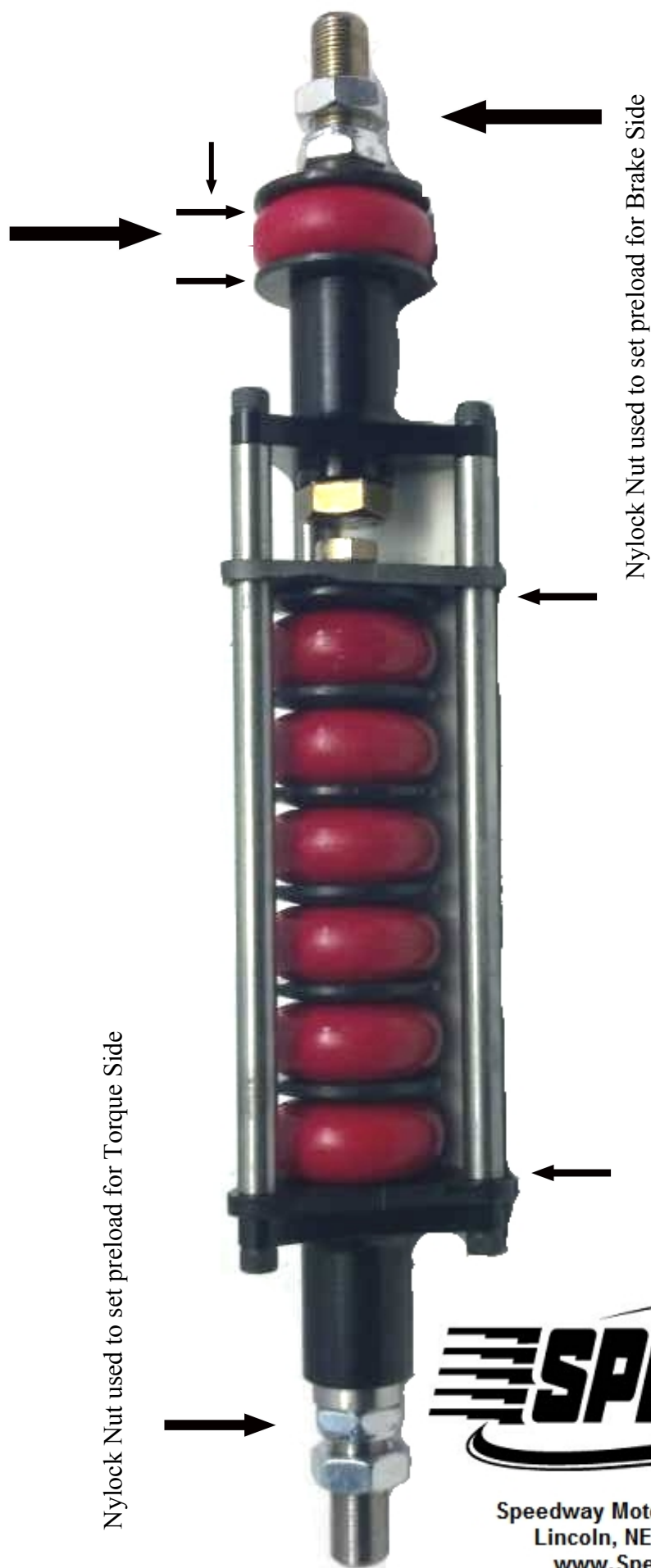
1. Use 4 of Part Number 91045650-90 (Red) with 4 of Part Number 91045660-15 stacked on top of lock out plate. Under the lock out plate, installed 2 of Part Number 91045650-80 (Blue) with 2 of Part Number 91045660-15 in the taller cup. Set the preload until you have .600 of an inch air gap between the lock out plate and the cup. This combination will travel between 1.75 and 2.00 of an inch.
2. 6 of part number 91045650-90 pucks with 6 of part number 91045660-15. Preload the pucks and washers  $\frac{3}{4}$  of an inch.

## ~~Additional~~ Additional Notes

- Start with the same travel as recommended by your chassis builder, or what you are currently running.
- The Dual Stage Combinations can help traction off the corner
- Some cars and drivers have seen performance gains by decreasing travel of the pull bar. With the decreased travel, if the car feels like it loses traction down the straight away, take some angle out of the pull bar. This does not seem to hurt corner exit but increases traction off the corner and down the straight away



(Brake Side) – To tighten deceleration handling increase washer tapper one step at a time (0 to 5 to 10 to 15) until desired handling is reached.



Nylock Nut used to set preload for Torque Side

Nylock Nut used to set preload for Brake Side



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# IMPORTANT

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