



INSTALLATION INSTRUCTIONS

P/N: C2007

LADDER LINK™ CONVERSION KIT

This kit is designed to convert standard 1" o.d. ladder bars into a Ladder Link™. The adjustable feature of our Ladder Link™ allows you to change pinion angle and/or add preload to your suspension without removing the bars from the vehicle. After installation you will be able to make between round changes in minutes as compared to hours with the standard bar design.

PARTS LIST

- | | |
|--------------------------|--------------------|
| 2) Weld-on Pivot Plates | 1) Adjuster Link |
| 1) Solid Rod End, LH | 1) Jam Nut, LH |
| 1) 3/4"-16 x 2-1/4" Bolt | 1) 3/4"-16 Locknut |

INSTALLATION

1. Measure your wheelbase for both sides of the vehicle and write it down.
2. If your ladder bars are installed on the vehicle, remove them at this time.
3. Un-thread the rod end from the lower rear ladder bar tube.
4. Assemble the link adjuster as follows:
 - a. Thread the jamnuts onto the rod ends so that there is approximately five threads showing.
 - b. Thread the rod ends into the adjuster link equally. Set the center-to-center distance of the rod ends at 7-5/8".
 - c. Bolt the pivot plates to each side of the left hand threaded rod end using the supplied 3/4" bolt and lock nut.
5. Re-install the ladder bars into the car without the lower rear rod end. Make sure that the bottom of the bar is parallel to the ground.
6. Measure the distance from the center of the lower rod end mounting bracket along the bottom of the ladder bar to a distance of 8-5/8". Mark this dimension onto the bar this is where the lower tube will be cut. On Competition Engineering Ladder Bar P/N: C2006, you will remove 7-3/16" from the lower tube.
7. Cut the tube using a hacksaw or reciprocating saw. Remove the paint in the area to be welded.
8. Mount the assembled link adjuster into the axle bracket. Pivot the link up until it is parallel with the lower tube of the ladder bar. Tack weld the brackets to the lower ladder bar tube.
9. Remove the ladder bar from the vehicle and complete the weld on both of the brackets.
10. After allowing the weld to cool, paint the brackets to match the bar and re-install.
11. Repeat this process for the other side.

TUNING

1. Adjust the Ladder Link™ to a neutral position by turning the lower link in or out so that the 3/4" bolt slides in without force. Tighten all nuts, bolts and jam nuts. If you installed the links correctly, you should now have 0° pinion angle with the car at ride height.

*For Technical Assistance, call Competition Engineering's Tech Line at
(203) 458-0542, 8:30am-5:00pm Eastern Time*

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We will now make adjustments to give you a baseline setting. Remember if you get confused while tuning always return to the baseline setting.

- a. Loosen the jam nuts on the link adjusters.
 - b. Place the angle finder on the pinion yoke. It should read 0°.
 - c. Rotate the adjusters evenly until the angle finder reads 2° downward angle.
3. Tighten all jam nuts.
 4. After the first run, check the tightness of all nuts, bolts and jam nuts. Also, check all welds for stress cracks. This should be done before each race.
 5. Check the condition of the rod ends. Replace any that show signs of stress such as bending, cracks and looseness. Use only high quality replacement rod ends.
 6. If the car doesn't launch straight and flat, pre-load may have to be added to the right hand bar (Passenger side). Loosen the jam nuts on the adjuster link and lengthen by turning it one wrench flat. Tighten the jam nuts. Continue to add pre-load until the car launches correctly.
 7. Pinion angle can be adjusted by rotating both adjuster links an equal amount and checking the angle with an angle finder such as Competition Engineering Part No: C5020.

TROUBLESHOOTING

CAR DOES NOT DRIVE STRAIGHT:

- Check the wheelbase on both sides of the vehicle. If the dimensions differ more than a 1/8" reset the wheelbase. Make sure the housing is square under the car.
- Check for excessive pre-load. Too much pre-load will cause the vehicle to launch unevenly.
- Rotate the rear tires from side to side. If the problem goes away think about replacing the tires.
- Uneven ballast. Make sure that the ballast in the trunk is located in the correct place (center or Passenger side of the trunk) and not excessive.
- Suspension bind. Check that the bars are not binding through out the suspension's travel. Also, look for obstacles that would limit full suspension travel.

CAR DOES NOT LEAVE HARD:

- Poor weight transfer. Raise front of ladder bars to top hole.
- Check front suspension travel. If front travel is too tight it will not allow the vehicle to transfer weight to the rear. Add Competition Engineering 3-Way Adjustable Shock Absorbers and Front Drag Race Springs.
- Change front to rear weight bias by moving heavy items (Battery, Fuel, and Ballast) as far to the rear of the vehicle as possible.
- Check for correct flywheel weight / torque converter selection.
- Make sure the Wheel-E-Bars are not set too close to the ground.

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