



INSTALLATION INSTRUCTIONS

P/N: C2041

UNIVERSAL ANTI-ROLL BAR KIT

This kit is designed for use in any drag race chassis to control side-to-side body roll during hard launching. It mounts between the frame rails of the chassis above the rear axle housing with links that attach to the housing. It is adjustable for preload enabling you to tune for changing track conditions.

PARTS LIST

- | | |
|------------------------|---------------------------|
| 2) Billet Arms | 2) Adjuster Links |
| 2) Tube Mounts | 1) 36" Torsion Tube |
| 4) Mount Tabs | 2) 1/2" LH Rod Ends |
| 2) 1/2" RH Rod Ends | 2) Nyliner Inserts |
| 2) Grease Fittings | 2) 3/8"-16 x 2-1/2" Bolts |
| 4) 1/2"-20 x 2" Bolts | 2) 3/8"-16 Locknuts |
| 4) 1/2"-20 Locknuts | 2) 1/2"-20 RH Jam Nuts |
| 2) 1/2"-20 LH Jam Nuts | |

There are three mounting options for installing this kit. They are as follows:

1. You can mount the torsion tube mounts into the frame rails by drilling a 1-1/2" hole through the side of the frame in the desired location. You must cut 1/2" off the end of the tube mount for a flush fit. Measure the outside to outside frame width and cut the torsion tube to this measurement.
2. You can weld the tube mounts directly to the inside face of the frame rails. We recommend that you drill a 1-1/8" through hole in the rail to allow for torsion tube removal and replacement. Measure the outside to outside frame width and cut the torsion tube to this measurement.
3. On round tube frame rails you can fishmouth the ends of the tube mounts and weld them to the frame. Keep in mind that this will prevent removal of the torsion tube for maintenance or repair. Measure the inside to inside frame width, subtract 1/4" and cut the torsion tube to this length.

INSTALLATION

1. Determine which option you will use to install this kit. Make sure to position the tube mounts so that the billet arms remain level and the adjuster links are 90 degrees from the billet arms. We recommend mounting the link adjusters behind the axle housing to eliminate interference with other suspension components.
2. Cut the 36" Torsion Tube to the desired length.

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

COMPETITION ENGINEERING

80 Carter Drive • P.O. Box 1470 • Guilford, CT 06437

Phone: (203) 453-5200 • Fax: (203) 453-6906

Visit Us At www.competitionengineering.com

3. Pre-assemble the Antiroll Bar Kit as follows:
 - a. Thread the 1/2" spherical rod ends into the Adjuster Links using a jam nut on each end. Leave five threads showing above the jam nuts. Make sure both adjuster assemblies are of equal length.
 - b. Insert a Nyliner insert into the shouldered side of the tube mount. You may also install the grease fitting at this time into the hole provided in the mount.
 - c. Slide the torsion tube through one side of the frame. Slip the two Billet Arms onto the tube and then slide it into the mount on the opposite side. Center the tube so that it is flush with the outside of both frame rails. (If you are using option 3, slip the Billet arms onto the torsion tube BEFORE installing it into the tube mounts.)
 - d. Install one end of the adjuster link into the slotted end of the billet arm. Fasten the assembly in place using the 1/2"-20 hardware.
 - e. Bolt the Mount Tabs to the opposite end of the adjuster links. Make sure that the wings on the tabs face out from the rod end.
4. Position the billet arm assemblies against the shoulder of the tube mounts so that they ride against the Nyliner insert. Make sure that the torsion tube is flush with the outside of both frame rails. (If you are using option 3, slip the Billet arms onto the torsion tube BEFORE installing it into the bar mounts.)
5. Level the Billet Arms and mark the torsion tube with a magic marker through the 3/8" holes in the arms. If the adjuster assemblies are too long and prevent the arm from being level, you may shorten them and re-tap the tube with a 1/2"-20 tap. We recommend cutting the right hand threaded side because right hand taps are more commonly found. Remove the torsion tube from the vehicle for drilling.
6. Using a drill press and a 25/64" bit, clamp the tube in the drill press vise and drill through the centerline of the torsion tube. Make sure that the tube is square with the drill bit before drilling.
7. Deburr the drill holes in the tube and re-install it following step 3b.
8. Secure the billet arm assemblies to the torsion tube using the supplied 3/8"-16 hardware.
9. Position the mounting tabs on the end of the adjuster link assemblies onto the axle housing. Make sure that the adjuster link tubes are 90 degrees from the billet arms. Tack weld the tabs in place at this time.
10. With all dimensions correct and everything level and square, remove the following components for before final welding: torsion tube and billet arms, adjuster links, Nyliner inserts.
11. Weld the tube mounts to the frame rails. Also weld the mounting tabs to the axle housing. Use one of the rod ends between the tabs to keep the correct spacing during welding. We highly recommend removing the axles and bearings before welding to prevent warpage and damage.
12. Re-install the components in reverse order, tightening the bolts securely. Do not tighten the adjuster link jam nuts at this time.
13. Install the supplied grease fittings and lube the bushings with a quality chassis grease.

ADJUSTMENTS

Begin your tuning by creating a baseline setting for the vehicle. Install the lower adjuster link bolts so that they slide through the welded tabs on the axle housing. Rotate the adjuster links to achieve this. Tighten up all hardware and make a pass down the track. Have someone watch or even better, video tape the car as it leaves the starting line. Use the following guidelines to correct torque steer or chassis twist:

- If the car pulls to the right, lengthen the passenger side adjuster link to add preload.
- If the car pulls to the left, lengthen the driver's side adjuster link. You can also shorten the passenger side link to achieve the same results.

