

# Team Z Motorsports

## Setting Up Your Anti-Roll Bar

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The first step is to get the car to race weight. There should be proper air in the tires, fuel in the tank/cell, driver or driver weight substituted in the driver's seat, etc. You want the suspension loaded. You can crawl under the car and make these adjustments while the car is on the ground, or if you have access to a drive on hoist, you may use that. If not, and the car is too low to crawl under, place it on blocks that are the same height to simulate how the car sits on level ground.

### **Make sure the car cannot move or roll off.**

With the car at race weight and the driver or equivalent weight is in the seat, install the driver's side downlink, making sure that the link is short enough so that it does not hit the floor when going over bumps. Tighten the bolts and jam nuts.

Next, install the passenger's side downlink so that the bolts just slide into the rod ends easily. Tighten the bolts and jam nuts for this downlink, but make sure you can move both down links freely using only your finger and thumb; your ARB should be *neutral*.

Adding preload to the suspension using the ARB involves lengthening or shortening one of the downlinks and is usually done with the passenger's side downlink. I prefer not to use the ARB to add preload, although we do recommend adding  $\frac{1}{4}$  to  $\frac{1}{2}$  turn, lengthening the passenger's side to take out any free play in the Heims and bar.

**Lengthening** the Passenger downlink will turn the car **left**.

**Shortening** the Passenger downlink will turn the car **right**.

When adding preload, only turn the downlink  $\frac{1}{4}$  to  $\frac{1}{2}$  turn at a time.

Do not go more than  $\frac{1}{2}$  turn until you test it.

A half turn can be as much as 50lbs of preload!