



ALL56367 SPRING STYLE PULL BAR (TORQUE LINK) TUNING AND MAINTENANCE

This torque link uses a coil spring to absorb engine torque and increase traction to rear tires. As engine torque is applied, the coil spring compresses to absorb energy applied to rear tires. Twin shaft design allows engine torque and brake bushings to be adjusted separately. Understanding the various adjustments which can be made is crucial to torque link performance.

1. Spring Selection – A 5" O.D. x 6-5/8" or 7" tall spring is needed. Torque link works with a wide variety of springs from 600# straight rate to 1600# progressive rate. A 1050# or 1200# spring is a good starting point. When traction conditions are good use a stiffer spring, as a track becomes dry/slick, soften the spring rate.

2. Spring Preload – Preload spring by adjusting the three 5/16" locking nuts (A). Preloading spring 1/8" to 1/4" is a good starting point. Be careful to adjust the nuts evenly. If more than 1/4" of preload is ran, preload should be reduced as the track gets slick. Spring can also be preloaded by adjusting the 3/4" nyloc nut (B) on the shaft

3. Brake Bushing – Brake bushing is adjusted separately from the engine side on this unit by adjusting 3/4" nyloc nut (C). A good starting point is zero to 1/2 turn of initial preload. A single red (87 durometer) poly bushing is standard with this unit but other bushings may be substituted. This unit also has a solid spacer (D) that can be removed to add an additional brake bushing and washer. Harder brake bushing(s) or more pre-load will tighten the car on corner entry, softer brake bushing(s) will loosen or free the car on corner entry.

Note: Bushings with a lower durometer rating are softer, higher durometer rating bushings are harder.

4. Torque Link Maintenance – Periodically lube torque link at the grease fittings. Only a few pumps are needed. Check the 1/2" bolt holding the shaft in place to make sure it doesn't come loose. Periodically check torque of the three 5/16" cap screws (H). Each screw should be torqued to 29ft/lb. with a torque wrench. Over tightening of cap screws can stretch and damage them. The three 5/16" studs are made from special chrome-moly material. If a stud is damaged, do not replace it with threaded rod from a hardware store. Poly bushings should be replaced annually or when they lose static height.

Optional Poly Bushings

Part No:	Color	Hardness	O.D.:"	I.D.:"	Height"
ALL56369	Green	50	2.25	.75	1.06
ALL56370	Purple	60	2.25	.75	1.06
ALL56372	Yellow	75	2.25	.75	1.06
ALL56373	Blue	80	2.25	.75	1.06
ALL56374	Red	87	2.25	.75	1.06

Bushing Washer - Required between bushings when stacking poly bushings for optimum performance.

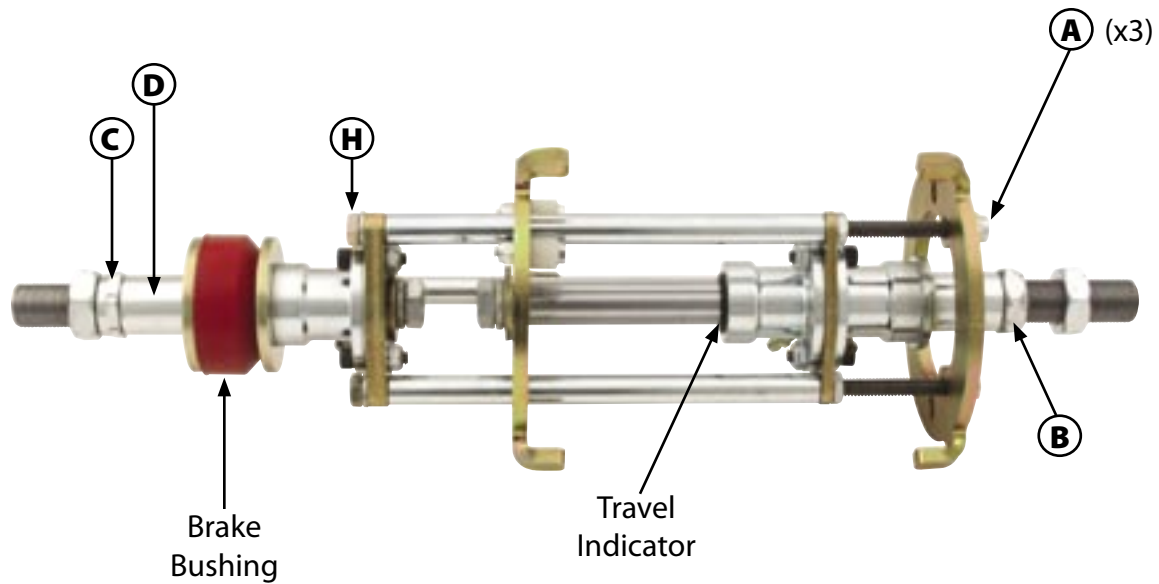
ALL99178.....Steel Washer

ALL99179.....Aluminum Washer

Allstar Performance 8300 Lane Dr., Watervliet, MI 49098
Phone: (269) 463-8000 Fax: (800) 772-2618 www.allstarperformance.com



ALL56367
SPRING STYLE PULL BAR (TORQUE LINK)
TUNING AND MAINTENANCE



Shown Assembled With Spring - Spring Not Included

Allstar Performance 8300 Lane Dr., Watervliet, MI 49098
Phone: (269) 463-8000 Fax: (800) 772-2618 www.allstarperformance.com