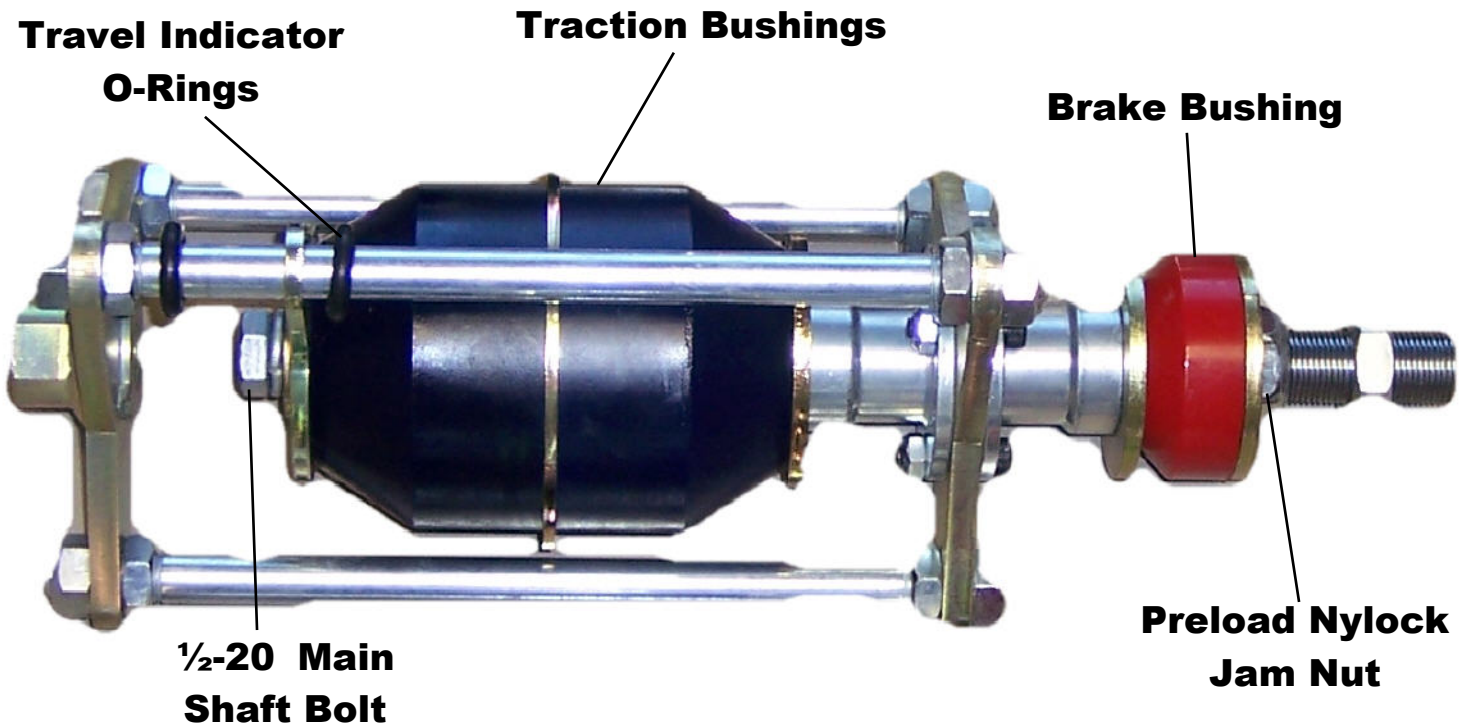


P/N 5500 TORQUE LINK TUNING & MAINTENANCE



The 5500 Torque Link is easy to use and can be tuned to provide good traction in all track conditions. Some tuning and maintenance tips follow.

1. The torque link is tuned by changing the traction bushings. A wide range of bushings with softer and harder durometers is available. The durometers and spring rates of the traction bushings can be found in the Tech Pages section of the Right Foot website.
2. A blue/blue bushing combination is a good all around starting point for most modifieds. A blue/yellow combination has been found to work well in crate engine cars. An orange/blue combination works well for many racers on slick tracks.
3. Heavier tracks often require a harder bushing combination and dry slick tracks a softer bushing combination.
4. Bushing compression can be measured using the travel indicator o-rings. A bushing combination which provides 1.5" to 1.75" of bushing compression usually provides good traction while providing optimum bushing life.
5. More than 1.75" of bushing compression will provide very good traction, especially on dry slick tracks, but bushing life will be decreased.
6. Bushing preload is adjusted by tightening or loosening the nylock jam nut. Normal preload is .125" to .25". Additional preload will increase the effective spring rate of the traction bushings and brake bushing.
7. To change bushings remove the 1/2-20 bolt from the end of the shaft and slide the bushings off the shaft. *When reinstalling the 1/2-20 bolt use blue thread locker on the bolt and torque to 75 ft/lb.*
8. The shaft housing has a grease zerk. Give the zerk a shot of lube whenever you lube the cars' steering linkage.

Feel free to call Right Foot Performance Products @ 920 832 2322 with questions.