

Dri-Bar Installation Instructions for the Bicknell Modified

1. Remove Caps from chassis clamps (Large Bore) attached to Torsion Bar
2. Grease inside of Clamp where Torsion Bar will contact
3. Re-assemble Clamps around Rear Torsion Bar Bearing Housings with Torsion Bar in place (Steel torsion stop to be placed on RR corner)
4. Set Left Rear Clamp Completely Straight up (Front Face of Clamp will lay back at 13 degrees) Clamp to be centered on Torsion Bar Bearing Housing
5. Lay Right Rear Clamp back with Front Face @ 45 degrees. Clamp to be centered on Torsion Bar Bearing Housing
6. Tighten Center bolt until gap at top of Clamp is removed and Clamp halves touch – Then tighten lower bolt for clamping pressure to prevent movement.
7. Back Stop bolts out on RR Torsion Bar Stop
8. Install bolt through RR arm for RR drop link
9. Install bolt through LR arm for LR drop link
10. To set Stop Bolts have Driver Seated in Car, Chassis Set-up Completed, Tire Pressures Set, Car Ready for Competition. Gently wind both stop bolts in until they contact the arm stud, and lock in place (ON LEVEL SURFACE)
11. If you have purchased the remote adjustable unit, it can be mounted on any of the chassis tubing outside the Drivers reach. First install the control unit itself by removing the caps and re-installing, then install the cable clamp assembly, pull it away from the control (with the handle adjusted to extend the cable to its limit) then move back towards the control unit 1/8” and tighten in place. This should provide FULL range of adjustment.
12. We recommend to starting with the adjustable slider fully extended (Max Stiffness) for Heavy or Rough Conditions.
13. As the Track Dries out or loses Grip – Retract slider and soften Rate of Dri-Bar to desired Side Bite.