



Tech Line & Information: (561) 863-2188

Orders Only: (800) 327-9402

Fax: (561) 863-1424

Manufacturers and Distributors of quality chassis,
suspension, driveline and components

C/E 3621 – Wheelie Bars

Bill of Materials:

2...Bottom Bar	2...Top Bar	2...Support Bars
1...Cross Brace	2...Housing Bracket	2...Wheelie Bar Wheel
2...Threaded Clevis	2...1/2" R/H Jam Nut	2...1/2" x .0625" Rue Ring
2...1/2" x 2-1/4" Rue Pin	2...3/8" x 1" Quick Pin	2...Clevis 1/8" Slot 5/16" Hole 5/8"
2...Clevis 3/16" Slot 5/16" Hole 3/4"	4...3/8" x 1-1/4" Bolt	4...3/8" Nylock Nut
4...5/16" x 3/4" Bolt	6...5/16" Thin Nylock Nut	2...5/16" x 1" Bolt
2...1/2" Flat Washer		

These instructions are just one way of properly installing the Wheelie Bar Kits. Depending on your fabrication experience, you may find it easier or more convenient using other methods that accomplish the same results. Every installation is slightly different and we have attempted to structure these instructions to make your installation as easy as possible.

INSTALLATION:

1. Begin by assembling the upper and lower tubes together on the housing brackets for each side. The long tube with the wheel housing is the bottom tube and the housing bracket is attached to the rear end with the long side facing down. Be sure to screw the threaded clevis halfway into the top bar, at the rear, far enough to allow for future adjustments.
2. With both sides now assembled, you can now determine the best mounting position on your car. As a general rule of thumb, wheelie bars should be spaced as far apart as your installation will allow, to provide for maximum amount of lateral stability. Using jack stands, wood blocks, and a friend if needed, position the two sides of the bars under the car, being sure that each side is an equal distance from the centerline of the car and that nothing will interfere with, or come into contact with the wheelie bars themselves. Measure and record this width measurement.
3. Now with the bars out from under the car and placed in your working area, set the bars on the floor or bench of the correct width as previously measured, being sure that they are parallel and square. Loosely bolt the two large clevises to the brackets on the upper tube closet to the middle of the bars. Carefully measure the distance from the shoulder of one clevis to the shoulder of the other to determine the correct width of the cross shaft.
4. Measure the cross shaft for cutting, being sure to center the bracket already welded. Once satisfied that your measurements are correct, cut the cross shaft to the correct length and tack weld to each clevis.
5. Now, attach the clevis end of the two diagonal braces to the bracket on the cross shaft with the nuts and bolts provided and loosely bolt the two small clevises to the lower brackets on the upper wheelie bar tubes. Carefully measure these tubes, cut to the correct length and tack weld.

At this time, before everything is finish welded, it is a good idea to position the bars under the car again to double check that everything fits. If everything looks good, it's time to mount the bars on the car.

6. Start by making sure that the car is at the correct ride height, taking into account the additional weight of fuel, batteries, driver, tire pressure, etc. Next position the bars under the car so that they are centered on the centerline of the chassis.
7. Set the bottom of the wheelie bar wheels between 3" and 4" off the floor. This is a good starting position for future adjustments and in all probability will be pretty close to the ideal position for your car.
8. Tack weld the housing brackets to the rear end.
9. Now go back and re-check everything, Finish weld all welds at this time if you are satisfied that everything checks out okay.

WELDING: These wheelie bars are made from 4130 chrome moly. Welding on the cross bars and the diagonal braces should be done with a heli arc type welder. The brackets for the rear end are made from mild steel and either a Mig or Tig welder can be used. Note: When finish welding on the rear end, weld only a small area at a time to avoid excessive heat build-up in the rear which can warp the housing and ruin bearings. A little patience here can save you a lot of hair pulling later!

WHEELIE BAR TUNING: Wheelie bars are essentially as a safety device designed to keep the car off the roof in the event of a violent wheelstand. Tuning is simple, keep raising the bars until the car slows down or gets out of control. If the car still wants to wheelstand violently you can lower the bars to control this, but you will slow the car down by taking weight off the rear tires. In order to prevent violent wheelstands, you must adjust the "chassis", lowering the engine in the chassis if it's too high or by properly tuning the ladder bars or four-link.

PRELOADING: Do not use wheelie bars to correct a car that wants to go left or right by preloading the wheelie bars. If you must use preload to get your car to go straight, begin by preloading the ladder bars or four-link. Preloading of any component to get the car to go straight is a sign that something is not right with the chassis. Check all dimensions and settings on the suspension before doing any preloading of the chassis. Feel free to contact your Chassis Engineering Tech Advisor if you have any questions.

