



LAZER TECH BULLETIN

Bernheisel Race Components



To Our Valued Customers,

In an effort to improve our communication with you and thus improve your racing program we will periodically provide tech bulletins. These bulletins should address some of your most frequently asked questions. As always you are welcome to call our tech-line @ 717-865-6691 or e-mail us at lazerchassis@comcast.net

Thank You and Good Luck !

- Jim Bernheisel -

Torque Arms (Lift Bar) Update

It has come to our attention recently some torque arms may be susceptible to premature failure. These arms were manufactured from approximately November of 2006 to present. To identify if you have one of these simply look at the rear most holes for mounting the fifth coil. If your arm does not have a bushing welded in the left rear hole it must be replaced or updated!

1. **UPDATED**– If your arm has no crack at this hole , send the arm to B.R.C. we will install the slug and return ship to you the same day at no cost for the repair. You pay only the shipping costs.
2. **REPLACEMENT**– If your arm has a crack it must be replaced immediately or failure will occur. Remove the rod ends from the arm and send it to B.R.C., We will ship you a new updated arm at 1/2 price (\$ 81.39) plus shipping.



If you have an older arm with the slug installed you should still inspect closely. If you see any cracks or the arm has been used for two years we recommend replacement.

Although most racing parts have no warranty we take great pride in the quality of our products. We have made a great effort to notify you of a potential problem and to come up with a fair and inexpensive solution.

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SHOCK MOUNTS

Many new shocks have adjustment knobs at the end. In many instances these knobs and/or hardware can interfere with the shock mounts, This condition is usually easily remedied by slightly grinding the shock mount to ensure adequate clearance. Failure to do so can cause shock damage, inconsistent handling, suspension bind or shock failure.



Left Lower 4-Link Rod Adjustment

The left lower bar is commonly raised on the frame to give more Left Rear anti-squat and thus more drive. However ,this adjustment also increases loose roll steer. In some instances it is preferable to have less roll steer, By moving the rod down one hole the loose steer is reduced . Interestingly the traction is not harmed because this adjustment speeds up the birdcage indexing and loads the left rear spring

SHOCK LENGTHS

With the arrival of many new shock companies and new styles of shocks within brands lengths of shocks compressed and extended vary greatly. All B.R.C. setup book recommendations are based on the Afco twin tube 13 series shock. Bottoming out or over extending shocks can greatly harm performance and shorten the life of the shock. The three most important measurements are as follows:

R.F.- Φ to Φ compressed 13 1/4"

R.R.- Φ to Φ compressed 15 1/4"

L.R. Front side - Φ to Φ extended 25 1/4"



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**WE ARE ON THE WEB
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