



INSTALLATION INSTRUCTIONS

C2025

FRONT END TRAVEL LIMITER

The Competition Engineering Front Travel Limiter is designed for use in drag race vehicles with strut-type front suspensions. The seven-position adjustment bar will allow you to fine tune front-end separation, improving 60-ft times as well as vehicle reaction time. By setting the Travel Limiter in its tightest position, you limit the amount of weight transfer, which might be beneficial on a good hooking track. Conversely, setting the limiter in the loosest position allows for maximum weight transfer, which is perfect for a slippery track.

PARTS LIST

2) 3/8"-24 Locknut	2) Adjustment Bar
2) Cable Assembly	4) Chassis Bracket
2) Cable Clamp	2) Cable Hoop
2) 3/8"-24 x 1-1/4" Bolt	2) 1/2"-20 x 1" Bolt
2) 1/2"-20 Locknut	2) Control Arm Tab

INSTALLATION

1. Using the diagram for reference, determine the desired mounting position for the travel limiter. One end should be mounted solidly to the frame rail using the supplied chassis brackets and the other end should be welded to the lower control arm.
2. Pre-assemble the limiter for each side of the vehicle as follows:
 - a. Attach the cable assembly clevis end to the control arm tab using the supplied 1/2"-20 x 1" bolt and lock nut.
 - b. Bolt two of the chassis brackets to the top hole on the adjustment bar using the supplied 3/8"-24 x 1-1/4" bolt and lock nut.
 - c. Raise the front of the vehicle so that the front suspension is fully extended. Support the frame with jack stands.
 - d. Locate the chassis bracket/adjustment bar assembly on the frame rail directly above the lower control arm. Tack weld the tabs in place.
 - e. Thread the cable hoop and the cable assembly through the bottom hole on the adjustment bar.
 - f. Align the control arm tab with the lower control arm and tack weld it in place.
 - g. Take up the slack in the cable by pulling it through the bottom hole of the adjustment bar. Make sure the cable rides in the groove of the cable hoop.
 - h. Secure the cable using the supplied cable clamp. Torque the nuts 5-7 ft-lbs.
 - i. Move the suspension up and down through its complete travel and check for bind or interference. Re-position the control arm tab as necessary to enable full travel.
 - j. Weld all tabs completely.

