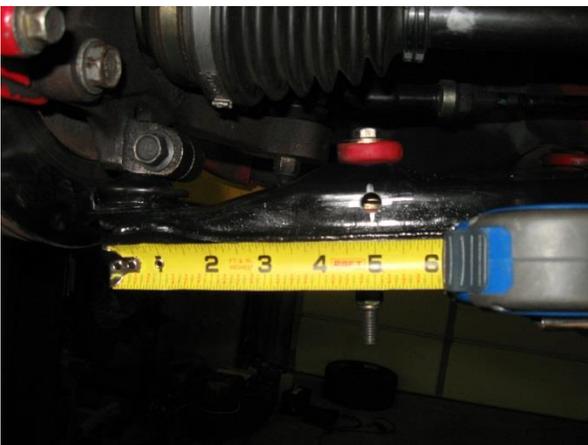


DCR DRAG STRAPS HOW-TO



Measure 1" from bottom of a lower control arm and make a mark as shown.



Hook tape measure on bottom edge of control arm and mark at 5" inches as shown. Be sure you double check that the mark at 1" and the mark at 5" intersect to determine spot to center punch to be drilled. Use a 1/8th drill bit to drill first and step up to 1/4 drill bit and finish with 1/2" drill bit for fitment for 1/2" lower cable stud (supplied). This is the lower attaching point for the drag straps on both sides. The supplied 1/2" studs shoulder will rest on inside edge of control arm once locked down with supplied 1/2" nut and torque to 40ft lbs.



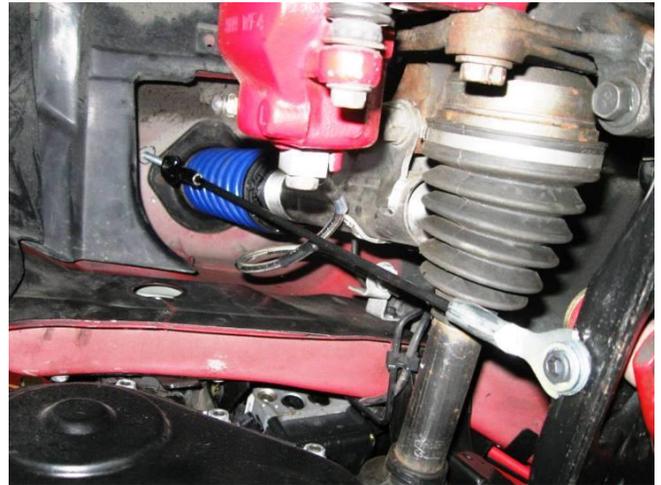
Mark spot to be drilled from under side of strut tower on both sides of car just in front of strut top plate on side toward front of car right in the middle of the factory spot weld location. Center punch and drill pilot hole with 1/8 drill bit. Step it up with a 1/4 drill bit and finish with a 1/2 in drill bit be careful not to get hurt once drill bits break thru to topside. Also be sure the hood is up when performing this. Passenger side shown above marked and driver side has shown below drilled.



Using 1/2 inch bolt supplied with lock washer on top side as shown place thru strut tower and attach to DCR Drag Strap. Depending on ride height you may need to lower car down so control arm is compressed so that the bolt will reach the threaded coupler on upper end of drag strap.



Once started make sure car is lowered of jack or lift etc. and in desired ride height. Make sure drag strap is attached on the control arm with supplied shoulder bolt and 1/2" nut and torque to 40ft lbs. Make sure upper 1/2" bolt is started into coupler and tighten upper bolts just until car pulls down 1/4 of a inch on both sides with driver in car. Do not tight beyond this. DO NOT STREET DRIVE CAR with these in place. ONLY FOR DRAG RACING and to be REMOVED before STREET USE!!! It is ok at the track thru pits and return road. CHECK adjustment between rounds as they are held into position with the 1/4 inch preload. These are the key to consistent launches and traction. They are NHRA legal and 100% safe if installed and adjusted as recommended by DCR! Best adjustment is having someone to adjust with driver in car just before each run. Simply snug down hand tight and this will eliminate majority of weight transfer off of front wheels allowing max traction.



DOUBLE CHECK EVERYTHING TO BE SURE THAT YOU'RE DONE. IF YOU NEED ANY ASSISTANCE EMAIL US AT; jennifer@darrellcoxracing.com or call us at 517-369-9636.