









## **Torsion Bar Dyno Procedure Changes**

If you have gotten torsion bars dynoed from us before you will now notice a difference in the markings on the torsion bar, also we don't provide a printed dyno sheet. We know nobody likes change so we did a lot of research before making these improvements. We feel strongly that this new technology and procedures are only going to provide more detailed and accurate information when analyzing torsion bars. In mid-September of 2023 we purchased a new Accu-Force torsion bar dyno. We felt this machine was superior to the one we had previously used. After speaking with Accu-Force and some other suspension experts that dyno a lot of torsion bars we've decided to present the customer with a different reading on their torsion bar. Previously we would mark the bar with the pounds per one inch or arm travel. Now we mark the bars with the force reading at 3" of arm travel. This seems to be a more useful number for the racer. Also keep in mind the new Accu-Force machine utilizes a 15" torsion arm, our previous machine used a 12". You will also notice we now mark the bar with a hysteresis number at 3". This is essentially the difference between compression and rebound. We have found the closer these numbers are the more reactive the torsion bar is. Below is what your new torsion bar markings will look like, and what those markings mean.

23-0481 (serial #)- RF/LR (corner designation)

457 (rate) - 8 (hysteresis or difference between compression and rebound)

If you have any questions about these changes, please feel free to contact us. We would be happy to discuss them further.