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Behling In-House Services

Clutch Inspesction & Repair

Don't miss a lap! Whenever you have the motor out of the car, get the clutch checked. It saves you time, money, and it just makes sense. We can inspect, torque test, and check for release on your clutch. If it works on our test stand it will work in your car. Clutch testing is $25 per unit, except October 1st till December 20th we will offer the clutch testing free of charge. With exception for an extreme emergency we require 2-3days to complete our clutch service. Don't forget to bring in or ship the flywheel with your clutch. Blow the dust and debris off the clutch and reassemble it exactly as it was on the motor, Then bring it in for inspection, test, and repair if necessary.

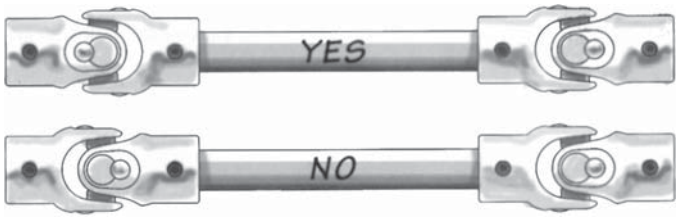
Typical Inspection includes:

- Spring tension test of clutch cover
- Checking of clutch disc(s), floater plate(s), pressure plate, and flywheel for maximum wear tolerances
- Checking floater plate(s), pressure plate, and flywheel for warping
- Spline wear and fatigue
- Torque test clutch to make sure it meets factory specifications
- Check for smooth and proper release and engagement of clutch to ensure maximum performance

Shock Dyno, Revalve & Repair

Behling Racing Equipment can now take our customer service to the next level by offering an in house dyno service for most shocks. In addition to dynoing shocks we can also repair and re-valve most manufacturer's shocks. Call a Behling representative for details and estimated turn around time for service. All shock services must be called in ahead of time and can not be done on the spot.

Steering U-Joint Installation



The yokes at opposite ends of any shaft segment should be aligned with their bores parallel, at least within reason. Phasing or "clocking" of the universal joints is especially important when welding u-joints directly to the shaft, since it will be impossible to reposition them once you've done it. Any back-to-back pair should be aligned like the ends of a driveshaft, as in the picture at the right. Please study it closely; the difference is not obvious unless you are looking for it. The more acute the operating angle, the more critical the phasing. At around 45 degrees out of phase, the shaft will react to applied torque with a wobble, with the condition being most pronounced at 90 degrees. A badly out-of-phase setup makes excessive ujoint angles act even worse, and cannot be improved by retiming the steering wheel. For reference, most stock car steering layouts will tolerate joints 20 degrees out of phase, and will not likely cause noticeable problems in steering, but 45 degrees out will be noticeable, and 90° will almost certainly cause problems.

Brake Bedding

Bedding is a "real conditions" heat cycle and the final step in preparing the pads for service. All pads, even OE stock replacement parts, will benefit from a proper bedding cycle. Bedding can be done either in the vehicle, or on a special bedding dyno that can realistically duplicate the torque loads, pressure, and temperature that will be realized in the vehicle.

The bedding process is the final "heat cure" for the pads. This final bedding cure differs from an oven heat cure in such that the oven heat cure does not include the pressure, torque, and elevated surface temperatures that are necessary to properly condition the pad for service. New pads must be gradually brought up to temperature and then slowly cooled. If the pads are put into hard service right from the start, damage from fractures or accelerated deterioration due to extreme temperature variations between the surface and the body of the pad can occur. Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for bedding of all pad materials.

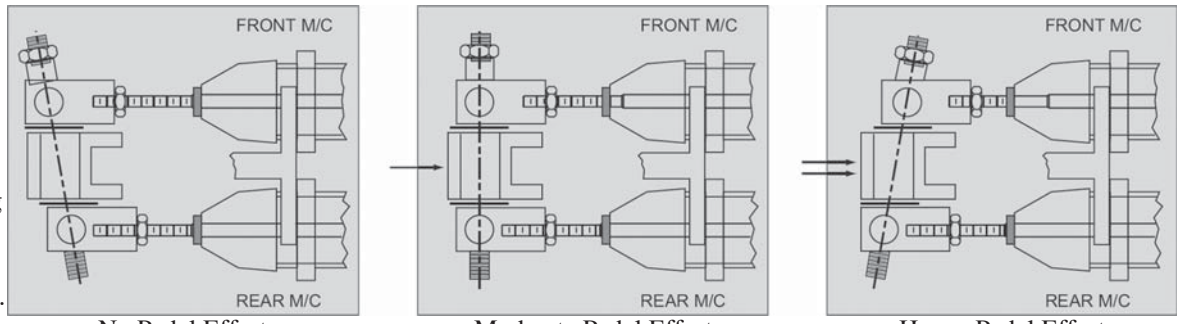
1. Begin with a series of 8-10 light stops from approx. 30 MPH down to 15 MPH allowing 20-30 seconds for cooling between each stop.
2. Progress to series of 8-10 moderate stops from around 45 MPH down to 30 MPH allowing a 20-30 second cool down period between each stop.
3. Proceed with a series of 8-10 hard stops from 55-65 MPH down to 25 MPH allowing 20-30 seconds of cool down time between each stop.
4. Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

During the bedding process, a more positive feel from the brakes should develop. This is an indication that the bed in process is working. If any level of brake fade is observed during the hard stops, it may be an indication that the brakes have been more than adequately heated. Begin cooling the brakes with light driving and without brake contact immediately.

Balance Bar Adjusting

The balance bar is an adjustable lever (usually a threaded rod), that pivots on a spherical bearing and uses two separate master cylinders for the front and rear brakes. Most balance bars are part of a pedal assembly that also provides a mounting for the master cylinders. When the balance bar is centered, it pushes equally on both master cylinders creating equal pressure, given that the master cylinders are the same size bore. When adjusted as far as possible toward one master cylinder it will push approximately twice as hard on that cylinder as the other.

To set up the balance bar, thread themaster cylinder pushrods through their respective clevises to obtain the desired position. Threading one pushrod into its respective clevis means threading the other one out the same amount. Sometimes this will lead to a "cocked" balance bar when the pedal is in the relaxed position, Figure 1, no pedal effort. This is acceptable as long as each master cylinder pushrod is completely free of pressure when the pedal is relaxed.



No Pedal Effort | Moderate Pedal Effort | Heavy Pedal Effort

Note: The pushrod adjustment in this figure is representative of a typical ashpalt application that is, large pistons in front, and small pistons in the rear

Figure 1. Balance bar lever adjustment

It is important that the operation of the balance bar functions without interference by over adjustment. This can occur when a clevis jams against the side of the pedal or the lever (bolt) hits the pedal bore during any point of pedal travel, Figure 2. Lever movement should be unimpeded throughout pedal travel. In the neutral position, clevises should have between .20" - .25" total clearance between the side of the pedal. The large washers between the pedal and clevis should remain loose. Make sure that the master cylinder pushrods remain true in relationship to the cylinder during entire pedal travel; pushrods should not be pushing master cylinder pistons at an angle. See Figure 3.

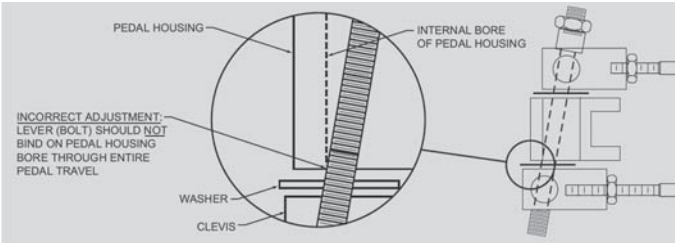


Figure 2. Example of lever interference

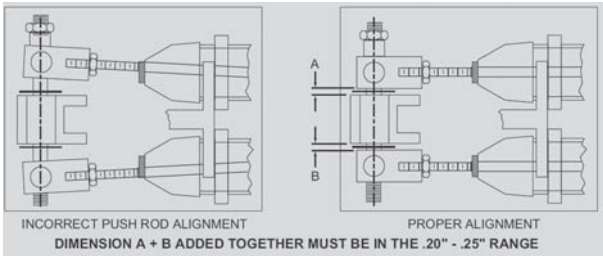


Figure 3. Example of pushrod alignment

Note: In its non-depressed position, the pedal and balance bar should allow the pushrod of the master cylinders to fully return. This can be checked by feeling pushrods for very slight movement, not loose movement. Master, cylinder pistons should be against the retaining

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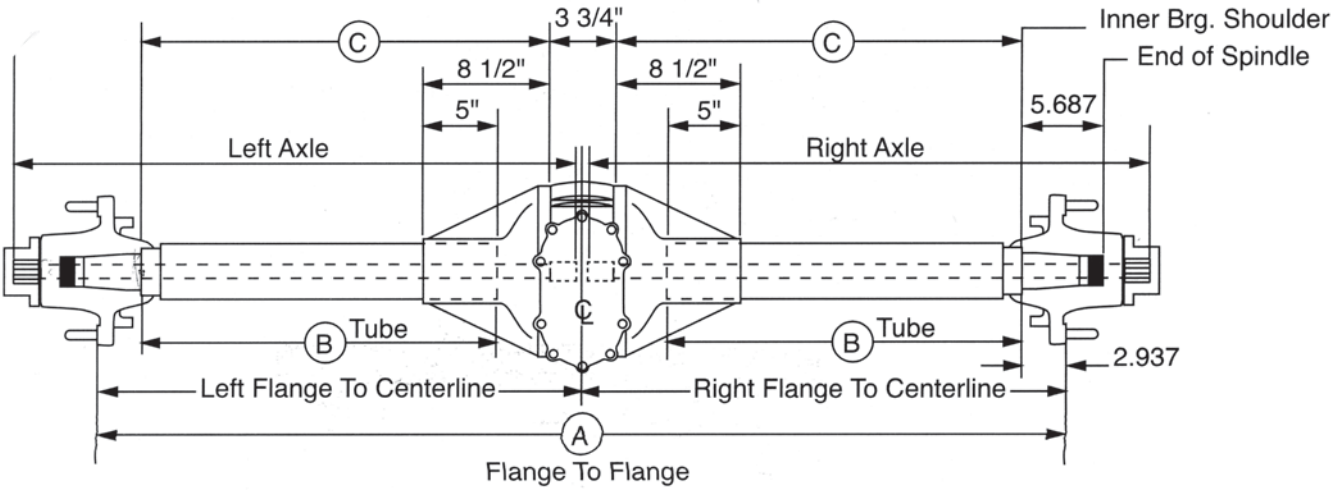
Measuring Quick Change Rear Ends



Note that above figure and corresponding measurements below are for a centered rear.

A	B	C	**Axle** (with spool)
69-5/8	26-1/2	30	38
67-5/8	26-1/2	29	37
65-5/8	24-1/2	28	36
63-5/8	23-1/2	27	35-1/8
61-5/8	22-1/2	26	34-1/8
58-5/8	21	24.5	32-5/8
57-3/8	20.375	23.875	32
55-3/8	19.375	22-7/8	31
52-7/8	18-1/8	21-5/8	29-3/4
49-7/8	16-5/8	20-1/8	28-1/4

Note: With offset rears, your right tube is longer than the left tube. For example a 2" offset rear, the center is moved over 2" to the left making the right side tube 4" longer than the left side tube.

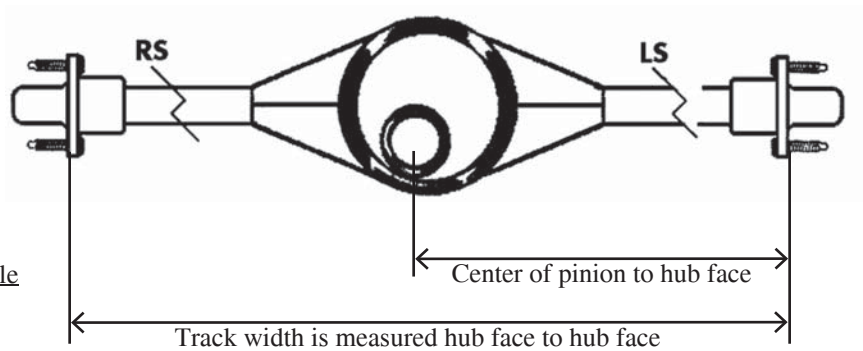
Axle length formulas for Wide-5 rears:

Style of Differential	Left side	Right side
Alum Locker, Triple Track, Gleason	Flange to Flange/2 + 3.6875" - offset	Flange to Flange/2 + 3.6875"+ offset
Lightweight Aluminum Locker	Flange to Flange/2 + 2.9375" - offset	Flange to Flange/2 + 4.9375"+ offset
Aluminum Spool & Steel Spool	Flange to Flange/2 + 3.1875" - offset	Flange to Flange/2 + 3.1875"+ offset

Measuring 9" Ford Rear Ends

The offset of a rearend is determined by how much the pinion is moved left or right from the center of the track width. For an example a rearend with a track width of 64" and a 1" offest would make the distance from the pinion to the right hub face 2" longer than from the center of the pinion to the left hub face (33" RS axle, 31" LS axle).

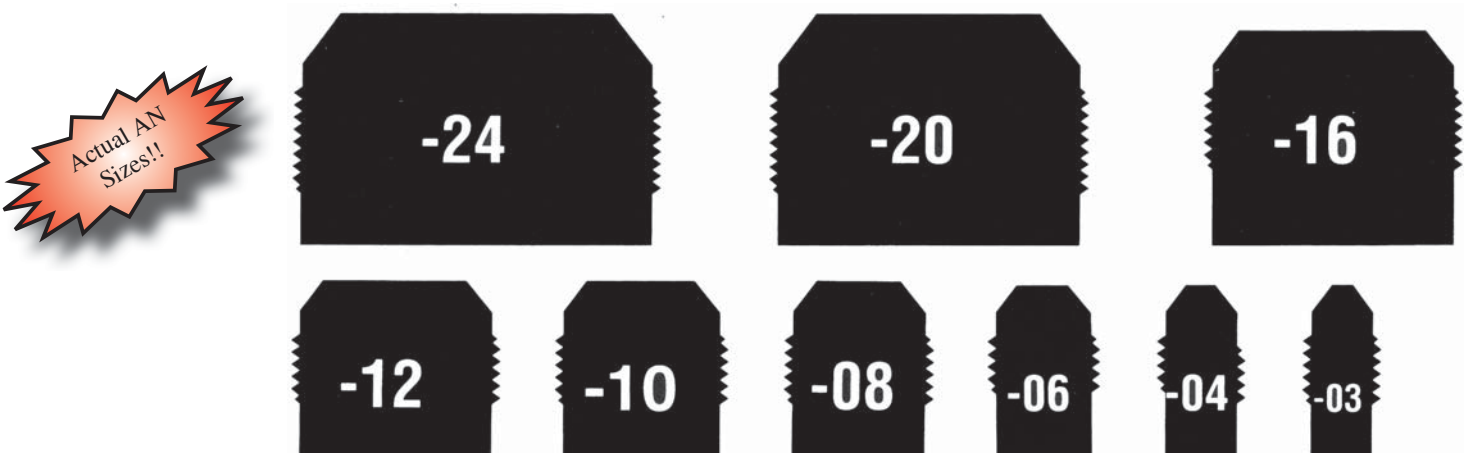
Note: On a 9" rearend, the axle lengths on a centered rearend are generally 4" different in length. This is due to the offset of 3rd member. The measurement from the pinion to hub face will be equal.



Hub	Track width	LS Axle	RS Axle
GN	62"	29.5"	33.5"
Howe 5X5	62"	31"	35.5"
Wides 5	62"	33"	37"

Fitting Sizing Chart

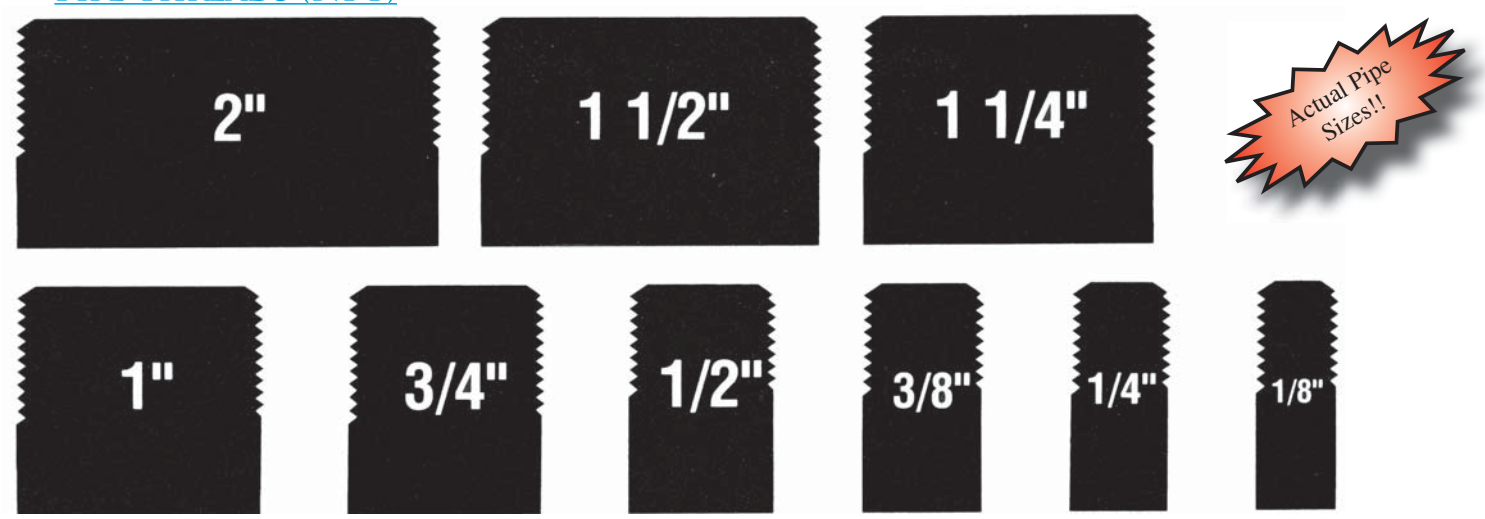
AN Male Sizes



Note: The following chart gives fractional equivalents to hose and dash sizes.
Dash sizes are the numerators of fractions with a denominator of 16.

AN	Fractional Equivalent	AN	Fractional Equivalent	AN	Fractional Equivalent
-3	3/16”	-8	1/2”	-16	1”
-4	1/4”	-10	5/8”	-20	1-1/4”
-6	3/8”	-12	3/4”	-24	1-1/2”

Pipe Threads (NPT)



Racer Notes:

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Racer Notes: