



Bristol Technical Bulletin



TECHNICAL BULLETIN: Bristol Recommendations for all Late Model Teams

Below is a list of RECOMMENDATIONS for Late Model Teams competing at Bristol Motor Speedway. The information here-in has been assembled from various industry leaders and crew chiefs. Teams are reminded that, in regards to the items below, the final decisions about the construction of their car is the responsibility of the individual team...and as such, **these are recommendations only**. All cars that compete at Bristol may be subject to a post-accident review and inspection by a committee selected by the sanctioning bodies.

1. All parts should be new or never crashed.
2. Use steel hubs. At minimum steel hubs are highly recommended on the right side.
3. Use high quality fine thread wheel studs.
4. Teams should consider using a wheel bearing spacer in the hubs if they are not already using them.
5. **All racers should contact their wheel manufacturer about their wheels and when purchased, for manufacturer assurance they are utilizing the correct wheels for the Bristol event. It is suggested that racers use Bristol to update their wheel inventory with new wheels (at least right sides).** Please note: Two teams at the first open practice last year folded wheel beads on the inside right front. It is believed that they came from an older production lot from a specific manufacturer. **Check with your wheel manufacturer!**
6. Teams should use at least a **steel** 1/8" thick x 7 1/4" wheel spacer on each corner of car directly behind wheel. Maximum tread widths will be expanded by 1/4" to allow for the spacer usage.
7. Teams should consider Bristol a great opportunity to utilize new hardware on suspension components that include but are not limited to: bolts, rod ends, etc.
8. Utilize steel or a thicker material for suspension tubes.
9. Use reinforced spindles with new ball joint pins.
10. Reinforce shock mounts. Also, teams should consider eliminating bump rods and put bump package back on the main shaft of the coilover.
11. Utilize reinforced track bars, track bar mounts and adjusters.
12. Utilize a high pressure steering pump and lines to match the pressure increase.
13. Consider using steel rear end tubes.
14. Inspect and replace shock eyelets where necessary.