

555 Faults & Fixes

'PERFORMANCE EXCELLENCE'

ARMED WITH THE TOOLS

Your '555 Team' approach to '**Faults & Fixes**' is both very simple and highly predictable. Those are both good things in 'Golf' and 'Life'!

You know that we strive to understand 'Scientific Realities' such as '**The Physics Of Rotation**' and '**The Geometry Of The Circle**'. This material always applies.

There are aspects and elements that are 'Consistent' to every swing universally. '**The 555 System**' includes a very comprehensive application and foundation of these.

Whenever we come up against a 'Fault', the 'Fix' relies upon our knowledge of '**The 5 SET-UPS**', '**The 5 ESSENTIAL ELEMENTS**' and '**The Five 555 CONCEPTS**' which we call the '**Problem Solvers**'. Sounds like these three groups of five might be worthwhile noting as we get into yet another 'Faults & Fixes'. Here they are!

'The 5 SET-UPS' ...

1) 'Posture', **2)** 'Grip', **3)** 'Stance', **4)** 'Ball Location' and **5)** 'Alignment'.

'The 5 ESSENTIAL ELEMENTS' ...

1) 'Clubface AIM', **2)** 'Clubhead PATH', **3)** 'Clubhead SPEED', **4)** 'Sweet Spot' and **5)** 'Angle Of Attack'.

'The FIVE 555 PROBLEM SOLVING CONCEPTS' ...

1) 'The Golfing Machine Concept', **2)** 'The Tether Ball Pole Concept', **3)** 'The Balsa Airplane Concept', **4)** 'The Human Ratchet Set Concept' and **5)** 'The Dead Rope Concept'.

Equipped with these '**Three Groups Of Five**', we can tackle any '**Mechanical Golf Issue**' that arises in a logical and realistic manner. '**Faults & Fixes**' will become second nature.

"Welcome Aboard!"

"Enjoy The Ride!"

FLIP-HANDED THROW-AWAY

LACK OF TRAJECTORY CONTROL

'DOFT' BOTTOM OF SWING ARC ISSUES

You know the **'5 Primary Absolutes'**. They are **1)** The Flat Target Wrist' ('Impact Component'), **2)** 'Clubhead LAG Pressure' ('Pivot Component'), **3)** 'The Clubshaft On PLANE' ('PLANE Component'), **4)** 'The Ball Goes Where Your Hands Go' ('PATH Component') and **5)** 'The Hands Get To The Ball Before The Clubhead' ('Pivot Component' – 'Forward Press')

The 'Golf Primary Engine' is the 'Body Machine Pivot Pressure' that causes the 'Lower Body Machine' ('LBM') to **'LEAD'** the **'LAGGING'** or Trailing' 'Upper Body Machine' ('UBM'). **The 'Primary Engine' is the 'Horizontal Winding and Un-Winding Of The Body Rubber Band'**. This 'Powers The Clubhead Action'.

If you do not completely 'Wind-Up This Rubber Band' during the 'Full Swing' 'Back & Up Swing' you will not have adequate 'Potential or Kinetic Power' to accomplish the 'Front Swing Task'. **As soon as you 'Body Rubber Band Coil' is expanded, the 'Upper Body Machine' ('UBM') tends to 'Pass' the 'LEADING LBM'**. This enables or causes the 'Hands To Pass The Hips'. This causes the 'Flip Handed Move' that is so damaging to 'Ball Flight Control'.

When the 'Brace Hand Passes The Target Hand', the 'Clubhead' usually passes the 'Target Hand' as well. This 'Takes A Flat or Bowed or Forward Pressed Target Wrist' and immediately converts it into a 'Bent Target Wrist'. Hence the 'Throw-Away'!

At this point in time, you are into 'Deceleration' and 'Loss Of Control Of Your Clubhead Path and Clubface AIM'.

Your success is compromised. That ever-present hope is diminished. Prayer remains and must be used!

You must keep your 'Brace Leg Drive In Control Of Your Pivot Pressure and Delivery'.

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