



The Ultimate Dirt Race Cars

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2010 MODIFIED **STANDARD CAR** SETUP SHEET 3-LINK & 4-BAR

RIDE HEIGHTS—(NEW CHEVELLE FRONT CLIP)

LF: 7 7/8" TO 8" FROM GROUND TO CENTER LINE OF LOWER A FRAME BOLT
RF: 7 7/8" TO 8" FROM GROUND TO CENTER LINE OF LOWER A FRAME BOLT
LR: WILL BE SET BY AMOUNT OF WEDGE
RR: 2 3/4" TOP OF LOWER UNDERSLUNG TO BOTTOM OF AXLE TUBE FOR UNDER RAIL
RR: 12 3/4" FROM BOTTOM OF TOP FRAME TO TOP OF AXLE TUBE FOR OVER RAIL.

SPRINGS

3-LINK: LF: 600 RF: 650
LR: 250 RR: 175

4-BAR: LR: 200 RR: 175

SHOCKS

LF: 75 RF: 75
LR: 6-2 RR: 94

SLICK TRACK SHOCKS

LF: 5-3 RF: 3-5
LR: 8-2 RR: 3-5

BITE

3-LINK: 100 LBS 4-BAR: 30 LBS
LEFT SIDE 52.5% REAR 57%

BASED ON 15 GALLONS OF FUEL AND NO DRIVER

PULL BAR

FRONT MOUNTING LOCATION—BOTTOM OF FRAME
REAREND MOUNTING LOCATION—TOP FRONT HOLE
PULL BAR LENGTH APPROX. 19 1/2" (DETERMINED BY PINION ANGLE)
PINION ANGLE = 7 DEGREES

REAREND LOCATION

3-LINK: LOWER TRAILING ARMS 15" CENTER TO CENTER
4-BAR: LOWER 4-BAR LENGTH 13 1/2", TOP 4-BAR LENGTH 16"

LEAD RIGHT REAR BACK 1/4"

PANHARD BAR LOCATION—BOTTOM OF FRAME TO BOTTOM OF BRACKET 7"

PINION LOCATION—CENTER OF PINION

APPROXIMATE PANHARD BAR LENGTH—19 1/2"

PANHARD BAR NOTES:

- REAREND LEFT TO RIGHT—CHECK MEASUREMENT FROM INSIDE OF PANHARD BAR MOUNTING TUBE TO CENTER OF PINION AT RIDE HEIGHTS 15 3/4"
- ON QUICK CHANGES, PANHARD BAR SHOULD BE 1 1/4" ABOVE CENTER OF PINION. ON A 9" HOUSING, THE PANHARD BAR SHOULD BE CENTER OF PINION.
- PANHARD BAR SHOULD BE FROM 5 TO 7" OF SPLIT ACCORDING TO TRACK CONDITIONS.

FRONT END ALLIGNMENT

CASTER:

LF: 2+

RF: 4+

TOE: 1/4 TO 3/8 OUT

CAMBER:

LF: 2+

RF: 3 1/2 -

3-LINK FRAME MOUNTING LOCATION

LR: 4TH HOLE UP

RR: 4TH HOLE UP

4-BAR STYLE SUSPENSION

LEFT LOWER: 3.5 DEGREES, 2ND HOLE UP

RIGHT LOWER: LEVEL

LEFT UPPER: 22 DEGREES, 5TH HOLE DOWN

RIGHT UPPER: 19 DEGREES, 6TH HOLE DOWN

REAREND HOUSING WIDTH

60" CENTERED

WHEEL OFF-SETS

LF: 2"

RF: 2"

LR: 2"

RR: 3"

(INCREASE RR TO 4" OFF-SET IN EXTREME SMOOTH AND SLICK APPLICATIONS)

TUNING WITH REAR SHOCKS ON 3-LINK SUSPENSION

FOR 3-LINK: LEFT REAR SHOCK IN FRONT WHEN MORE DRIVE IS DESIRED AND RIGHT REAR SHOCK BEHIND WHEN CAR NEEDS TO BE TIGHTER ON ENTRY.

LEFT REAR SHOCK INCREASE COMPRESSION ON SLICK RACE TRACKS

*90/10 SHOCK SHOULD BE USED WITH ALL PULLBAR APPLICATIONS

RECOMMENDED TIRE AIR PRESSURE

LF: 10 LBS

RF: 12 LBS

LR: 8 LBS

RR: 12 LBS