



## Modified Standard Car Set-up Sheet

### For 2011 & previous year cars

**\*APPLIES TO ALL CHEVELLE 4-BAR CARS\***

#### **RIDE HEIGHTS:**

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 THE AMOUNT OF WEDGE

RR – **UNDER RAIL CARS:** 2 3/4" TOP OF LOWER UNDERSLUNG TO BOTTOM OF AXLE TUBE.

RR – **OVER RAIL CARS:** 12 3/4" FROM BOTTOM OF TOP FRAME TO TOP OF AXLE TUBE

#### **SPRINGS:**

##### **(STANDARD CONDITIONS)**

LF 550      RF 600

LR 225      RR 225

##### **(SLICK CONDITIONS)**

LF 550      RF 550

LR 200      RR 175

#### **SHOCKS:**

##### **(STANDARD CONDITIONS)**

LF 75      RF 74-6

LR 96-2      RR 94

##### **(SLICK CONDITIONS)**

LF 75-3      RF 73-8

LR 98-2      RR 93-4

\*Use Coil-Over Eliminator with spring behind the LR and shock in front in average to heavy tracks.

\*Use the coil-over spring & shock behind and no front shock when track is slick.

\*LR Max chain prop 18" bottom frame to top of the tube.

#### **PULL BAR:**

\*Rear end mounting location is top front hole.

\*Pull bar 24 1/2" center to center @ 20 degree for short tight corners & 18 degree for sweeping longer corners.

\*Pinion angle 7 degree.

\*A 90/10 shock should be used with all pull bar applications.

### **PANHARD INFO:**

Panhard bar is 18 ¾" center to center for Quickchange.

Panhard bar is 19 ½" center to center for 9" Ford.

Panhard frame mount is 3<sup>rd</sup> notch up

On quickchanges panhard bar should be 1 ¼" above center of pinion.

On 9" Ford panhard bar should be center of pinion.

Bracket is 7" up from bottom of frame to flat bottom.

### **REAREND INFO:**

\*Rearend location is 15 ¾" from the inside edge of 2x2 to center of pinion at ride heights.

\*Rearend width is 60" centered

### **LR BRAKE FLOATER:**

The more upward angle helps the car turn, freeing the car up on entry.

The less upward angle tightens the car up on entry.

### **4-BAR LENGTHS:**

16" ON TOP

13 ½" ON BOTTOM

\*Lead the RR back ¼" to ½" on sweeping tracks.

\*Lead the RR forward ¼" on track corners stop & go.

### **4-BAR LOCATION:**

LR TOP 7<sup>TH</sup> HOLE UP

LR BOTTOM 4<sup>TH</sup> HOLE UP

RR TOP 6<sup>TH</sup> HOLE UP

RR BOTTOM 3<sup>RD</sup> HOLE UP

\*Adjust lower left bar up to help car turn.

\*Adjust lower right bar down to tighten entry and up to free entry.

### **CASTER/CAMBER:**

RF CASTER 3 DEGREE TO 4 DEGREE POSITION

LF CASTER 1.5 DEGREE TO 2 DEGREE POSITION

RF CAMBER 3 DEGREE TO 5 NEGATIVE

LF CAMBER 2 DEGREE TO 4 DEGREE POSITION

\*Add more camber to higher banked tracks.

\*Toe out 3/8" to ½".

## **BITE & %'S:**

LR BITE	30 TO 50 POUNDS
LEFT SIDE %	52.5, WITH 15 GALLONS FUEL
REAR %	55 TO 57

\*Use less rear on sweeping momentum tracks.

\*Use more rear on stop & go tight corners

## **WHEEL OFFSET:**

\*Use 2" offset wheels on LF, RF, LR and 3" on RR

## **RECOMMENDED TIRE AIR PRESSURE:**

LF: 10 #

RF: 12 #

LR: 8 #

RR: 12 #

## **TORQUE ARM INFO:**

\*Torque Arm Cars use 73-6 shock and 250 spring.

\*32" center line of axle tube to center line of shock, for most tracks.

\*Torque Arms require 6<sup>th</sup> rebound chain rubber kit for braking.

\*The rebound kit can also be used with pull bar to tighten car on corner entry.