



**B- MOD SETUP SHEET**  
**APPLIES TO 2012 AND NEWER GRT B-MODS**  
**WILL ALSO WORK FOR OLDER CHEVELLE CLIP CARS**

**\*ALL NUMBERS SHOULD BE SET WITH**  
**DRIVER IN CAR OR SIMULATED**  
**DRIVER WEIGHT!!**

**RIDE HEIGHTS:**

**G-60 TIRES**

LF: 7 3/4" TO 8" FROM GROUND TO CENTER LINE OF LOWER A-FRAME BOLT  
RF: 7 3/4" 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.

**UMP/WISSOTA/AMRA/TSMA TIRES**

LF: 8 1/8" TO 8 3/8" FROM GROUND TO CENTER LINE OF LOWER A-FRAME BOLT  
RF: 8 1/8" TO 8 3/8" 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

**SPRINGS:**

**(STANDARD CONDITIONS)**

LF 550      RF 600  
LR 175      RR 150

- **ON SLOW, FLAT SMOOTH TRACKS LOWER FRONT SPRINGS TO LF 500 RF 550**
- **ON HIGH BANKED, HOOKED UP TRACKS STIFFEN RR SPRING**

**SHOCKS:**

**(STANDARD CONDITIONS)**

LF 75      RF 74-8  
LR 96-3      RR 94

**(SLICK CONDITIONS)**

LF 75-4      RF 74-10  
LR 98-2      RR 93-4

### **PULL BAR:**

- 18 DEGREES
- MOVE LEFT ON CHASSIS FOR SLICK TO HELP PROMOTE MORE LR DIG
- MOVE RIGHT ON CHASSIS FOR TACKY TO HELP FREE CAR UP ON THROTTLE

### **PANHARD INFO:**

- BOTTOM OF MOUNT ON AXLE TUBE
- START WITH 7 INCHES OF RAKE
- AS TRACK BEGINS TO SLICK OFF RAISE ON FRAME

### **REAREND INFO:**

\*Rearend location is 15 3/4" from the inside edge of 2x2 to center of pinion at ride heights.

### **2- LINK BAR LOCATIONS**

- \* LR LOWER BAR IS 4 HOLES DOWN FROM THE TOP
- \* RR LOWER 4 BAR IS 4 HOLES DOWN FROM THE TOP

\*ALL STANDARD BAR LOCATIONS ARE NOTCHED ON THE FRAME

\*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 POSITIVE
LF CASTER	1.5 DEGREE TO 2 DEGREE POSITIVE
RF CAMBER	4 DEGREE NEGATIVE
LF CAMBER	4 DEGREE NEGATIVE

\*Add more camber to higher banked tracks.

\*Toe out 3/8" to 1/2".

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

LR BITE	75 LBS
LEFT SIDE %	55% WITH 15 GALLONS FUEL
REAR %	58 % FOR STOP AND GO—55 % FOR MOMENTUM

\*Use less rear on sweeping momentum tracks.

\*Use more rear on stop & go tight corners

### **WHEEL OFFSET:**

\*Use 3" offset wheels on LF, RF, LR and 4" on RR

### **RECOMMENDED TIRE AIR PRESSURE:**

LF: 10 #

RF: 12 #

LR: 8 #

RR: 12 #

### **UPPER A-FRAME INFO:**

\*A-FRAMES SHOULD BE POSITIONED IN TOP SET OF HOLES

\*LF- 6" TUBE AND CLEVIS IN FRONT, 7" TUBE IN BACK

\*RF- 5" TUBE AND CLEVIS IN FRONT, 6" TUBE IN BACK

\* A-FRAMES COULD BE MOVED DOWN TO LOWER SET OF HOLES ON A SMALL, HIGH BANKED SLICK TRACK TO ALLOW FOR MORE RF CAMBER GAIN

### **ENGINE PLATE INFO:**

\*ENGINE PLATE SHOULD BE MOUNTED ALL THE WAY TO THE LEFT

\* 2<sup>ND</sup> HOLE FROM THE BOTTOM

\* 1 INCH SPACER UNDERNEATH FRONT ENGINE MOUNT