The Ultimate Dirt Race Cars
83 S. Broadview St Greenbrier, AR 72058 ● Phone: 501.679.2311 ● www.TeamGRT.com

2010 LATE MODEL *STANDARD CAR* SETUP SHEET

Info for 2010, 2009, & 2008 Basic Chassis Models:

RIDE HEIGHTS—(CHASSIS #2939 and after, Black Spindles)

LF: 3 1/4" Top of Lower Control Arm (16 5/8") & Bottom of Frame
RF: 3 1/4" Top of Lower Control Arm (18 1/8") & Bottom of Frame
LR: Will be set with the amount of bite
RR: 12 1/2" Bottom of Top Frame to Top of Rear End Axle Tube (Over rail)

FRONT END ALLIGNMENT

CASTER:		CAMBER:	
LF:	2+	LF:	3+
RF:	4+	RF:	4 -

UPPER A-ARM LENGTHS:

LF: 10 1/2"
RF: 8 1/4"

TIE ROD LENGTHS:

LF: 16 1/2"
RF: Determined when setting toe

*Toe needs to be 1/2" for long tracks and 3/4" for short tracks with tight corners.
*Requires clevis style rack to set bump. Contact GRT for bump specs.

Info for 2007 and previous year models:

RIDE HEIGHTS—(CHASSIS #2938 and before, Standard Front End, Black Spindles)

LF: 3" Top of Lower Control Arm & Bottom of Frame (2.5" on cars with gray spindles)
RF: 3" Top of Lower Control Arm & Bottom of Frame (2.75" on cars with gray spindles)
LR: Will be set with the amount of bite
RR: 4.25" Top of lower under slung & Bottom of Axle Tubes
*3" on older cars with angled under slung bar
*12 1/2" on over rail cars (Bottom of Frame to Top of Axle tube)

STANDARD SPRINGS

LF:	550	RF:	350
LR Behind:	250	RR:	225

* Soften right front spring as low as 300 pounds on smooth, slick tracks and soften in 25 pound increments.

SHOCKS

LF:	75	RF:	75
LR:	6-2 GAS (9-3 STD)	RR:	94

SLICK TRACKS

LF:	5-3	RF:	3-5
LR:	8-2	RR:	3-4

***Important shock note:** Double adjustable canister shocks are recommended for optimum tuning in all track conditions.

BITE

150 LBS LEFT SIDE 52.5% REAR 55%

**Based on 20 gallons of fuel and a 200 pound driver.*

TORQUE ARM

73-6 Shock with 325 pound spring
Approximately 3" travel on 36" center to center

REAR END LEAD

Right rear back 1/4" to 3/8"

FRONT END ALIGNMENT:

CASTER:		**CAMBER:**	
LF:	1.5+	LF:	2.5+
RF:	3+	RF:	3.5-

Toe: 1/4 to 1/2 out

NEW STYLE PANHARD BAR BRACKET

- Bottom of Frame to Bottom of Bracket (8 3/8")
- 3rd Notch up on chassis, 2nd notch up on pinion
- Panhard bar: 19 1/4" center to center

4-BARS (STANDARD)

Left Lower:	3rd Hole up (6 to 7 Degrees)
Left Upper:	7th Hole up (23 to 25 Degrees)
Right Lower:	4th Hole up (Level)
Right Upper:	5th Hole up (18 to 20 Degrees)

*IMPORTANT 4-Bar Note:

- Lower RR bottom rod to tighten up on entry
- Raise RR top rod to help car turn

ADDITIONAL NOTES OF INTEREST:

- If car has too much drive, drop upper bar 1 hole and continue on alternating between top bar and bottom bar 1 hole down at a time, until desired drive is obtained.
- Indexing increases instant traction and turning capabilities, but does not maintain forward traction as long. Smoother throttle application is a necessity when indexing.
- Indexing is not recommended in most slick track applications.
- The Limiter Chain is now used to prevent the rear end from traveling too much or being too erratic. It is recommended that you run the chain at all times. This lets the LF maintain maximum traction and keeps LR from traveling too far. The dummy shock takes away traction and therefore should only be used in a traction situation. Top of rear end tube to bottom of frame when chain is fully extended is 17 3/4"
- 90/10 shock should not be used unless car is extremely loose on entry.
- Use 73-6 or 73-7 on torque arm
- 90/10 shock reduces forward traction and transfer that promotes side bite.