Modified Standard Car Set-up Sheet
For 2013 Standard, G-12 & G-13 Cars
APPLIES TO ALL CHEVELLE 4-BAR CARS

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

RIDE HEIGHTS:

G-60 TIRES

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

UMP/WISSOTA/AMRA/TSMA TIRES

LF: 8 ¼" TO 8 3/8" FROM GROUND TO CENTER LINE OF LOWER A-FRAME BOLT
RF: 8 ¼" 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 ¾" TOP OF LOWER UNDERLSUNG TO BOTTOM OF AXLE TUBE
RR – OVERRAIL CARS: 12 ¾ :" FROM BOTTOM OF TOP FRAME TO TOP OF AXLE TUBE

SPRINGS:

(STANDARD CONDITIONS)

LF 550 RF 600
LR 200- 16" RR 175- 13"

(SLICK CONDITIONS)

LF 550 RF 550-500
LR 200- 16" RR 175- 13"

SHOCKS:

(STANDARD CONDITIONS)

LF 75-4 RF 74-8
LR 96-2 RR 93-4

(SLICK CONDITIONS)

LF 75-4 RF 74-10
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 ½" 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.
* 4 Biscuit QC bar with GRT spacer 2 reds, 1 yellow for acceleration, 1 red for braking
*Should check biscuits every 3-4 nights for height changes and for durometer change
* Replace every 6-7 nights

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 3rd 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.
*If instant traction is needed more than traction down the straights you can go to a 19 ¼" pull bar.
*We make a bracket to bolt-on in your existing car to shorten the pull bar.

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.
*Depending on Sanctioning body rules you may need to go to 16 ¼ for uppers and 13 ¾ for lowers

4-BAR LOCATION:

LR TOP	2nd HOLE UP
LR BOTTOM	2nd HOLE UP
RR TOP	MIDDLE HOLE
RR BOTTOM	4TH HOLE UP

*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 POSITIVE

*Add more camber to higher banked tracks.
*Toe out 3/8” to ½”.

BITE & %’S:

LR BITE	50 LBS for traction 80 lbs for slick
LEFT SIDE %	54.5 % W ith 15 gallons of fuel
REAR %	57 % For stop and go —55.5 % For momentum

*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 6th rebound chain rubber kit for braking.
-The rebound kit can also be used with pull bar to tighten car on corner entry.

UPPER A-FRAME INFO:

-A-Frames should be positioned in the top set of holes.
-LF- 6” tube and clevis in the front, 7” tube in the back.
-RF- 5” tube and clevis in the front, 6” tube in the back.
-A-frames could be moved down to the 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.
- Located in the 2ND hole from the bottom
* 1 inch spacer needs to go underneath the front engine mount.