2017 TEAM GRT RACE CARS SETUP SHEET

*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” 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

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 – OVER RAIL CARS: 12 ¾ :” FROM BOTTOM OF TOP FRAME TO TOP OF AXLE TUBE

SPRINGS:

(STANDARD CONDITIONS)

LF 500	RF 550
LR 200- 16”	RR 175- 13”

SHOCKS:

(STANDARD CONDITIONS)		(SLICK CONDITIONS)	
LF 75-4	RF 74-10	LF	RF 3-6
LR 7-2	RR 93-4	LR 7-2	RR 3

*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 drop 18” bottom frame to top of the tube.
*RR Chain start at 14” and pull down as track starts to slicken off.

PULL BAR:

*Rear end mounting location is top front hole.
*Pull bar 23 5/8” 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.
*TP Designed pull bar with 2 yellows, 1 red and ¼” pre-load
*Should check biscuits every 3-4 nights for height changes and for durometer change
*Replace every 6-7 nights
*Grease biscuits regularly- inside of canister outside of biscuits!!!! Grease everything, it will help the biscuits last longer and also improve the consistency of the pull bar

PANHARD INFO:

-Panhard bar is 19 ½” center to center for Quickchange.
-Panhard frame mount is 3rd notch up
-Wehrs J-Bar Mount 6 5/8” to bottom of the bracket & 7 3/8” to the center of bolt.
-On 9” Ford panhard bar should be center of pinion.
-Need 6” of split between mounting points

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.
*16 ½” – 17” Center to Center

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.
*****2014 and previous year model cars – the 4-bar lengths may need to be 16 ¼” AND 13 ¾”. Check your engine set back measurement. This needs to be 72” from the front of the mid-plate to the center of the rear end.**

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.

*****2017 Cars with the bolt in 4-link Brackets*****
-Left Side Spacers:

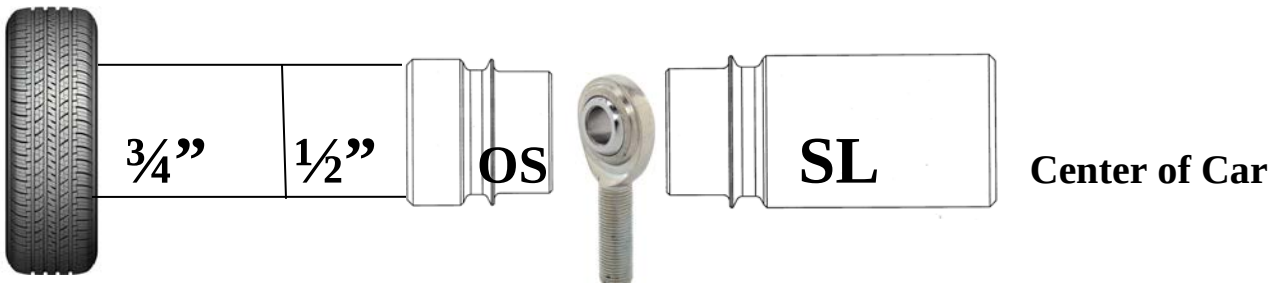
Brake Floater—
1 – 3838S (3/4” x ½” spaver for 5/8” heim)
1 – 3838BF (2017 Mod Brake Floater Heim Spacer)

Left Top Rod—
1 – ½” shock bushing
1 – ¾” shock bushing
1 – 3838OS (Oversize ¾” x ½” Bushing for 5/8” Heim)
1 – 3838SL (3/4” x ½” x 1 3/8” Long Spacer for Heim)

Left Bottom Rod
**Same as Left Tie Rod above.

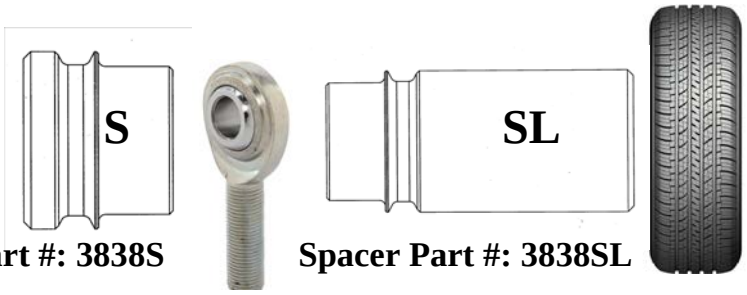
SPACER ORIENTATION:

LS 4-Link:



RS 4-Link:

Center of Car



Spacer Part #: 3838S **Spacer Part #: 3838SL**

CASTER/CAMBER:

RF CASTER	3 DEGREE TO 4 DEGREE POSITIVE
LF CASTER	1.5 DEGREE TO 2 DEGREE POSITIVE
RF CAMBER	- 5 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 % With 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
* Or 3" offset all the way around with a 1" spacer on the LF,RF, and LR

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.

BIRD CAGE MEASUREMENTS:

2017 Cars with the bolt in shock mounts:
LR: Middle Hole is standard
RR: Second Hole is from the outside is standard
-7” from the edge of the rotor to the center of the shock mount.
-Position the shock mount toward the center section.
-Offset the rotors toward the center section while the rotors are positioned flat against the hub.
-Be sure to have a 4.5” separation from the center of the axle tube to the center of the 4-link rod heim. This applies to the top and bottom as well as the left and right of the car.
*These measurements are based off the GRT/BSB and GRT/TWM birdcages.
*Wehrs Double Shear w/ 1” Rotors
*7 3/8” edge of rotor to center of the shock mount
*Shock Drop 7” LR and 6” on RR
*Shock Mounts mounted toward the center section
*Wide spacer is toward the center
*Narrow Spacer toward the wheel