

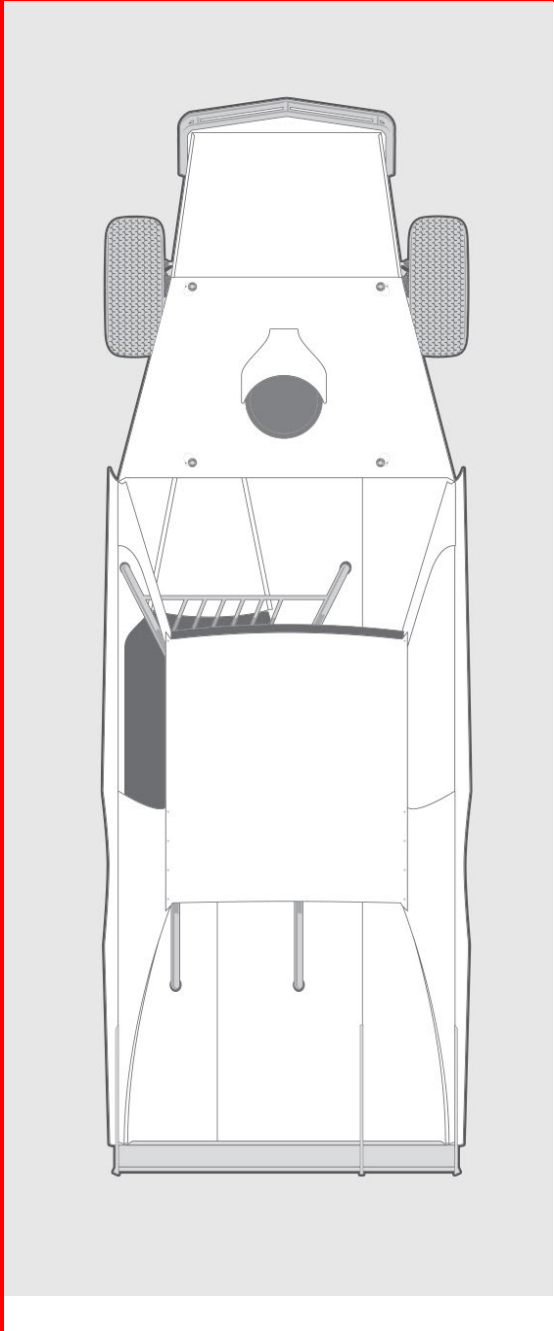


NAME: GRT
 DATE: 2017 newer

GENERAL SETUP

CHASSIS: A-Mod
 SERIES: _____

LF SHOCK			RF SHOCK			
Scale #	580		Scale #	500		
Spring #	600		Spring #	550		
Shock	LF1-50/160		Shock	RFGF-300/150		
SN#			SN#			
Load#			Load#			
C to C			C to C			
R/H	7-7/8		R/H	7-3/4		
LCA	stock		LCA	stock		
Chain			Chain			
Air #	10		Air #	12		
Caster	1.5 / 2		Caster	3 / 4		
Camber	4		Camber	5		
Toe	0		Toe	.250 - .375		
Bump			Bump	Foam/ Red		
Wheel Offset			Wheel Offset			
LF	2		RF	2		
LR	2		RR	3		
Bump	gap	load	Bump	gap	load	
					1450	
Rate:			Rate:			
Ball Joint Length/Part#			Ball Joint Length/Part#			
Upper LF			Upper RF			
Lower LF			Lower RF			
LR SHOCK			RR SHOCK			
Scale #	720		Scale #	680		
Spring #	200x16/125/16		Spring #	225 x 13		
Shock	LR1-50-400 srt		Shock	RR1-40/120		
SN#			SN#			
Air #	10		Air #	12		
Load#	See below		Load#	375		
C to C			C to C			
R/H	by wedge		R/H-UR	2-3/4		
Chain	18" max		R/H-OR	12.750		
Bite #	40		Chain	1.250		
Bar Length LRU	16		Bar Angle LRU	2up		
Bar Length LRL	13.5		Bar Angle LRL	2up		
Bar Length RRU	16	Full Hike C to C	Bar Angle RRU	17 deg		
Bar Length RRL	13.5	Full Hike Load	Bar Angle RRL	8deg		
Scale		J-Bar	Length		Scale	
Total	2480	Pinion	qc/+5	19.5	Cross	49.19%
Left	52.42%	Frame	6" split		Rear	56.45%
Driver	Yes/No	Yes	Fuel	15 gal		





Notes:

Upper A-Arms:

A-Arms should be in upper hole on mount.
LF- 6" tube and clevis in front / 7" tube in back
RF- 5" tube and clevis in front 6" tube in back
Moving arm down to lower holes will add camber gain to the RF and will work on smaller high banked tracks

Engine Plate:

Mid plate should be mount all the way to the left
Mount in 2nd hole from bottom
1" spacer under mount mount.

Birdcage:

7" from inside edge of rotor to center of shock mount.
Shock mount to inside of birdcage. Towards center section.
Rotor is mounted with flat towards the hub.
Mount 4 link tubes at 4.5" up and down from center of axle tube.
Both side the same.

Pull Bar:

Rear end mount is top front hole.
Pull bar is 23.625 center to center
20 degrees for short tight tracks
18 degrees for sweeping tracks
7615 BSB pull bar gap setting on internal bushing is 1" @ rest

Rearend:

Location side to side is 15.750 from inside edge of 2x2 to center of pinion at ride height.
Rearend is 60" center, don't change.

Lift Arm:

32" center of axle to center of shock.
Run 5th arm shock valving 60-600 and a 250 spring.
Bump shock for lift arm works very well a will increase drive.

Bumps:

Foam tree style bump is better, Speedthan with a red stripe.

4 Link Bushing:

Left Side: From tire to center 1.250 bushing + OS + rod end + SL bushing.
Right Side: From tire to center, SL bushing + rod end + S bushing.

