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Set Ups

Dirt Track

Technology

Stock Car

Manual Includes

Set Ups

Chassis Design

Technology

Manual Suspension Setup

Adjusting To

Includes

Track Conditions

Chassis Adjusting

Design

Torque Springs

Fabrication

Shocks Dyllo

Suspension

Graphs Rear
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feature that enables you to customize your reading material, but it's a bit of a hassle, and is really designed for readers who want printouts. The easiest way to read Wikibooks is simply to open them in your web browser.

Dirt Track Stock Car Set

A low CG number for a dirt car is around 17-18 inches off the ground.

Hobby Stock (HS): We

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might run a stiffer right-front (RF) spring and a stiffer right-rear (RR) spring.

Chassis Design

**Dirt Car Setup Tips -
- Circle Track
Magazine**

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Car Technology Author
Name: "Smith, Steve"

Illustrator: 30246A

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Technology -

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They have the

experience so you can

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be rest assured if you

choose them to build

your Stock Car or

Modified. Today, they

are producing 10-15

Modifieds and 35-40

Stock Cars a year.

Whether you need a

car built, scaled,

bodied, fixed, set up or

even the shocks

dynode, visit Belle

Plaine's one stop shop,

B & B Racing Chassis.

Shocks Dyno

B & B Racing Chassis

| Racecar | Chassis |

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Belle Plaine, MN

Dirt track race cars can be very difficult to set up. condition of the track and your driving style, there can be two very different approaches to your chassis tuning. As long as the tires have near "1 to 1 traction" with the ground, you should

Dirt Track Chassis Set-up At The Rear For Cornering

After everything is

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installed and

tightened, the car can
be rolled on the ground
to set the frontend
settings. Baker

suggests setting the
right front for second
gen Camaros to 3.5
degrees of negative
camber, and 3 to 4
degrees of positive
caster.

Torque Springs
Second Gen Camaro
Street Stock
Suspension Setup
For Dirt

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Super Stocks are the next highest stock car class of racing at the local dirt track. Very similar in appearance to street stocks, super stocks allow more modifications to the engine and are capable of producing between 500 and 550 horsepower.

Depending on track they can be called super stocks, sportsman, or limited late models.

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The Total Novice's Guide to Dirt Track Racing | AxleAddict

The dirt car rear geometry layouts are varied and usually highly adjustable for both late models and modifieds. Each car needs to be evaluated for where it is to be raced and then set correctly. The trailing arm angles affect the rear steer and bite and the pull bar, or lift arm,

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can redistribute load upon acceleration and deceleration.

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Technical Articles - Longacre Racing Products

Suspension Setup

Adjusting Torque

only. LEGEND:

Track Conditions

Description of Car; LF:

Dirt Front Spring

Asphalt Front Spring:

Dirt Front Spring

Asphalt Front Spring:

RF: LR: Dirt Front

Spring Asphalt Front

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Spring: Dirt Front

Spring Asphalt Front

Spring: RR: 3200 -

3400 Lb. Street Stock

72-77 GM/Ford full size;

LF: 900 1000: 1000

1200: RF: LR: 250 250

Suspension Setup

...

Adjusting To

Recommended Basic

Setups | Landrum

Performance Springs

Circle Track Car Setup

Guide. Published: June

26, 2017.

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from Trackpedia. Note:
this page refers to
circle track driving. All
corners are left turns.
Translated to road
course driving, "left"
when referring to the
position of a part on a
car means "inside" and
"right" means
"outside".

Circle Track Car Setup Guide - Race & Track Driving ...

Welcome to Dirt Track
Trader! List Your

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Racing Classifieds.

Currently 3399

registered site users.

DirtTrackTrader.com

Racing Classifieds has

helped thousands of

racers buy & sell dirt

race cars and racing

equipment since 2000!

Dirt Track Trader

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Dirt Race Cars For ...

This means keep track

of weight coming off

and going on. A good

handling car can make

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gobs of horsepower and hook it up. I've seen guys claim engines and be sadly disappointed because the car it was in went around the corner faster. As far as picking springs and setting a car up your in for a drastic learning curve.

Chassis Adjusting

STREET STOCK

RACING

CHEATS/TIPS? -

Racingjunk Forums

to your race car. Also

Suspension
Page 21/30

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dirt tracks offer up

Inconsistent surfaces,

Example; the ... If the

car feels like it is more

on top of the track

rather than down in the

track. The car is more

than likely not getting

the weight transfered

into the right rear tire

patch early enough in

the corner. ... Set

pinion angle at 6 deg.

Larry Shaw Tuning

Guidelines - Shaw

Race Cars

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Front Spring Split The overall trend in circle track racing, for both dirt and asphalt racing, has been to reduce the rates of the front springs. There is even a move for some situations, to a...

Track Conditions

What Spring Rates

To Use In Your Race

Car - Circle Track ...

The "ULTIMATE" Racing Car Chassis Setup

Guide and Tutorial. The

Most Complete Racing

Suspension *Page 23/30*

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Car Chassis Setup

Tutorial Guide

Available presented by

Shown above is a

gaming expo fair in

Europe that held a

contest for the best

gamer team in a newly

released 1st shooter

game competition.

Track Conditions

Chassis Adjusting

Racing Car Chassis

Setup Guide and

Tutorial

On dirt, heavy front

brakes cause the car to

Suspension

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push up the track and

slide on the dirt. So,

when the rules state

that you must have

four working brakes

and no brake bias

controller, a simple fix

is to install a BB in the

front brake line coming

out of the master

cylinder. Yes, a BB,

from a Daisy Red

Ryder.

The Guide to

Cheating in Dirt

Track Racing

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Due to the lack of adjustment options in a stock 4-cylinder chassis, racers must often be creative to get as much speed out of their car as possible. ... your car is finished, set up and is ready to hit the track. In the next installment we'll talk personal safety, tips for getting your car to the track safely, and some good things to think ...

Time To Put A Set

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Up In Your Four-Cylinder - Race Pro Weekly

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The three core factors which make your car fast ... everything else builds off of these three. (Chapter 1) Real world examples of on-track tuning and how to strategize like a winning driver.

Torque Springs
Shocks Dyno
Camber, Toe
Suspension

(Chapter 24) The most overlooked factor on a dirt race car which probably will make the biggest difference in

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the handling of your
car. (Chapter 2)

Manual Includes

**Dirt Track Racings
Best Kept Secrets -**

Hogan Technologies

Classic Industries can
supply you with split

mono leaf springs for a

wide range of cars in
an equally wide range

of ride heights - stock,

+1 and -1 are the
basics (special orders
are possible). In

addition, you can also
get the springs tailor-

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made with regard to
spring rate (the rate
ranges from
approximately 200 to
225 pounds).

Fabrication

How To Master Traction in Your Leaf Spring Car Part I ...

Dirt track racers have
never paid attention to
these formulas and
principles because
when you take a car
that handles well on
asphalt, it does not do
very well on dirt. Many

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changes need to be made to get it to work to the best of its potential when sliding on dirt.

Fabrication

Suspension Setup

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Chassis Adjusting

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