Grizz 17 Spec Sheet

Front Pan hard Bar: The 3rd hole up is the standard location for this radius rod. Once that is done we can direct our attention to the left and right position of the front axle; also known as the front off-set. For a Grizz we remove the outer hood and stand at the front of the car. Then using a stagger tape measure from the inside of the RF steel flange; just above the weld across to the inside edge of the side panel. The starting measurement for the Grizz is 8-5/8". Less would be like spacing the RF tire in to improve grip; more would make the front of the car have less grip.

Rear Pan hard Bar: For a Grizz we normally start in the bottom hole of the left birdcage and 3rd hole from the bottom on the right rear bracket. With the pan hard in the preferred starting position we can adjust the rear axle off-set in the car. Off-set is the left to right position of the axle within the chassis; which is adjusted by rotating the rear pan hard bar. For the rear of the car we normally start by shifting the axle so the head of the left rear pan hard bolt is just outside the frame. Another reference point is the left rear radius rods. When the rear off-set is at the standard position the left rear rods will appear fairly parallel with the outside of the car. The further left you position the rear axle the tighter the car will be. The further right the rear axle is positioned the looser the car will be.

Square Rear Axle: Refer to the Axle Alignment Block Kit manual for this procedure. If the kit and manual are not available, measure from the back of the rear axle to the back of the tubular cross frame rail at the rear of the chassis. Set both sides of the rear axle to 5-1/4" keeping the birdcages straight up and down when the measurement is taken.

Right Side Wheelbase: Refer to the Axle Alignment Block Kit manual for this procedure. If it is not available use the following measurements. These measurements should be taken from the center of the of the rear axle to the center of the front axle.

31" chassis– 45 1/4" 33" chassis– 47 1/4" 35"chassis– 48 1/4" 37"chassis– 49 1/4"

Left Side Wheelbase:
31"chassis- 44 ¾" 33"chassis- 46 ¾" 35"chassis- 47 ¾" 37"chassis- 48 ¾"

Ride Height: This should be set **with the driver in the car**. Some tracks or spring set-ups may require less or more ride height then suggested below. Take these measurements under the side panel; near the nerf bar spuds. Always recheck each corner of the car after the last corner has been set.

Jr. Honda-Animal / Sr. Honda / Sr. Animal / Lt.160 / Lt.WF / Alcohol WF

LF. 1"	RF. 1-1/4"
LR. 1-1/8"	RR. 1-1/2"

Hvy. Honda / Hvy.160 / Unrest. Animal / Hvy.WF

LF. 1"	RF. 1-1/4"
LR. 1"	RR. 1-1/2"

Radius Rods: All cars 31" / 33" / 35" / 37"

Frt. Panhard	11-¾"	LR. Top	9-½" Swedged (9" w/Radius Brkt.)
Lf. Steering	8-1/2"	LR. Bottom	10-1/4" Swedged (9-1/2" w/Radius Brkt.)
Rt. Steering	14"	RR. (2)	22-1/4" (5/8)
Lf. Outer	7"	Rear Panhard	15-½"
Rt. Outer (2)	14-½" (5/8)		

Grizz 17 Spec Sheet

LR Shock Adjustment: There are two spud locations for the left rear shock on a G17. The default location is the rear location. For improved grip in the center and exit of the corner the forward spud location can be used.

RR Shock Adjustment: There are two locations available for the right rear shock on a G17. The default location for the right rear shock is the rear birdcage position. If improved grip is desired for corner entry; then move the shock and spring forward of the birdcage.

RR 5th Shock Option: At the handlers discretion there is a third option. The option to use a second right rear shock. In factory testing NC has found that using a second right rear shock w/o a spring can make the car drive thru the corner with greater ease. It has been proven by most drivers to give the car a greater sense of driver forgiveness. This option can be tested using a variety of different shock combinations and can also be placed in either front or rear locations of the right rear birdcage.

RR Tire and Wheel Spacing: The G17 right rear birdcage design gives the RR tire and wheel a larger range of spacing capability. For the standard RR wheel position of the drive hub; there should be **2"** of rear axle spacers between the drive hub and the split collar that holds the birdcage in position. We suggest starting in this location and moving the hub in 1/8" or ¼" increments for handling improvement. Space the hub **in to tighten** the car and **out to loosen** the car.

Cross Weight: Weight percentage between the left rear and right front corners of the car is called Cross Weight. The cross weight that we most commonly start with is 55%. If a track or car set-up has low grip the cross weight can be increased to help tighten the car. If a track or car set-up has high grip the cross weight can be reduced to help loosen the car. For most high grip conditions we set the cross around 51%. These percentages are determined with the use of car scales that can be purchased thru NC.

Conclusion: All points discussed on this spec sheet are starting points. Many factors must be considered to determine the final adjustment settings to get the best results in car handling. Track conditions, driver weight, class, car size, tire specs, brand of shock, and springs are all contributing factors to making the correct adjustments. At NC we recommend that the handler contacts us directly to get technical assistance on chassis set-up.