

# 63 SERIES 1-4 REBOUND ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase rebound resistance)

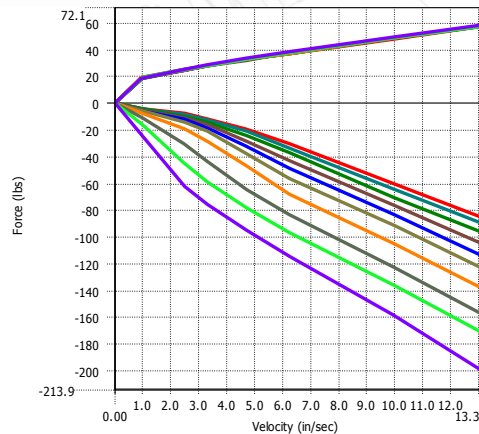
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	4	25	75	115	160
-2		16	55	95	135
-4	3	10	45	80	120
-8	2	8	30	65	105
-15		5	20	50	80
-22	1	4	15	40	70

FV = Force Value

- 00010 R-30.pvp
- 00010 R-26.pvp
- 00010 R-22.pvp
- 00010 R-18.pvp
- 00010 R-15.pvp
- 00010 R-12.pvp
- 00010 R-8.pvp
- 00010 R-4.pvp
- 00010 R-2.pvp
- 00010 R-0.pvp



[Performance Suspension Parts](#)



## 63 SERIES 1-4 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Midget</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	-4	45 PSI	-8	30 PSI	-22	20 PSI
LF	-2	45 PSI	-4	30 PSI	-15	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	-4	45 PSI	-8	30 PSI	-22	20 PSI
LF	-2	45 PSI	-4	30 PSI	-15	20 PSI
<b>Wing Micro/600cc</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	-8	20 PSI	-15	20 PSI	-22	20 PSI
LF	-8	20 PSI	-15	20 PSI	-22	20 PSI
<b>Non Wing Micro/600cc</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	-8	20 PSI	-15	20 PSI	-22	20 PSI
LF	-8	20 PSI	-15	20 PSI	-22	20 PSI

\* This rebound range is not recommended for this application.



# 63 SERIES 2-5 REBOUND ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase rebound resistance)

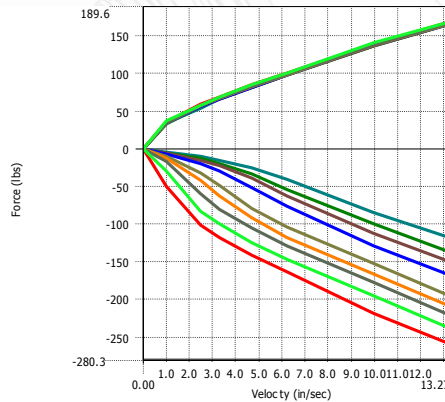
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	5	50	110	160	215
-2		30	100	145	195
-4	4	17	75	130	175
-8	3	10	45	105	152
10		10	40	95	140
-12	2	7	30	75	130
-20		5	20	55	100

FV = Force Value

- 00011 6-4-25 R-0.pvp
- 00011 6-4-25 R-F0.pvp
- 00011 6-4-25 R-20.pvp
- 00011 6-4-25 R-16.pvp
- 00011 6-4-25 R-12.pvp
- 00011 6-4-25 R-8.pvp
- 00011 6-4-25 R-6.pvp
- 00011 6-4-25 R-4.pvp
- 00011 6-4-25 R-2.pvp



Recommended starting points on opposite side.

## 63 SERIES 2-5 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	0	45 PSI	-4	45 PSI	-20	20 PSI
LF	0	45 PSI	-4	35 PSI	-20	20 PSI
<b>Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	*	*	*	*	*	*
RF	0	45 PSI	-2	45 PSI	-8	20 PSI
LF	0	45 PSI	0	35 PSI	-8	20 PSI
<b>Midget</b>						
LR	*	*	*	*	*	*
RR	0	45 PSI	-4	30 PSI	0	20 PSI
RF	-4	45 PSI	-6	30 PSI	-20	20 PSI
LF	-4	45 PSI	-6	30 PSI	-20	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	*	*	*	*	*	*
RR	0	45 PSI	-4	30 PSI	0	20 PSI
RF	-4	45 PSI	-6	30 PSI	-20	20 PSI
LF	-4	45 PSI	-6	30 PSI	-20	20 PSI
<b>Wing Micro/600cc</b>						
LR	*	*	*	*	*	*
RR	0	35 PSI	-4	35 PSI	0	20 PSI
RF	-8	20 PSI	-12	20 PSI	-20	20 PSI
LF	-8	20 PSI	-12	20 PSI	-20	20 PSI
<b>Non Wing Micro/600cc</b>						
LR	*	*	*	*	*	*
RR	0	45 PSI	-4	35 PSI	0	20 PSI
RF	-8	20 PSI	-12	20 PSI	-20	20 PSI
LF	-8	20 PSI	-12	20 PSI	-20	20 PSI

\* This rebound range is not recommended for this application.



# 63 SERIES 2-5 COMPRESSION ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase compression resistance)

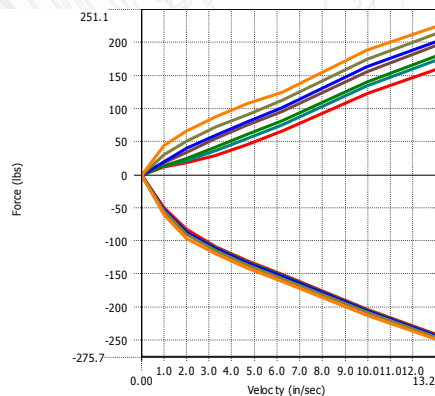
**COUNTER CLOCKWISE**  
SOFTER (decrease compression resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	5	60	85	125	190
-4		30	70	115	175
-8		20	60	100	165
-10	4	17	55	95	155
-15	3	12	40	80	140
-18		12	35	75	135
-28	2	10	30	65	125

FV = Force Value

- 00022 25-5 C-28.pvp
- 00022 25-5 C-18.pvp
- 00022 25-5 C-15.pvp
- 00022 25-5 C-10.pvp
- 00022 25-5 C-8.pvp
- 00022 25-5 C-4.pvp
- 00022 25-5 C-0.pvp



Recommended starting points on opposite side.

## 63 SERIES 2-5 ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	COMP SETTING	GAS PRESSURE RECOMMENDATION	COMP SETTING	GAS PRESSURE RECOMMENDATION	COMP SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	-15	45 PSI	-10	35 PSI	-10	20 PSI
RR	0	65 PSI	-4	50 PSI	-10	40 PSI
RF	0	45 PSI	0	45 PSI	0	20 PSI
LF	-8	45 PSI	-8	35 PSI	-8	20 PSI
<b>Wing Sprint Car</b>						
LR	-12	50 PSI	-10	40 PSI	-10	30 PSI
RR	0	65 PSI	0	45 PSI	-4	20 PSI
RF	0	45 PSI	0	45 PSI	0	20 PSI
LF	-4	45 PSI	-4	35 PSI	-4	20 PSI
<b>Midget</b>						
LR	-10	45 PSI	-4	30 PSI	-10	20 PSI
RR	0	45 PSI	-10	30 PSI	-15	20 PSI
RF	-10	45 PSI	-10	30 PSI	-10	20 PSI
LF	-15	45 PSI	-15	30 PSI	-15	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	-10	30 PSI	-4	30 PSI	-10	20 PSI
RR	0	45 PSI	-10	30 PSI	-15	20 PSI
RF	-10	45 PSI	-10	30 PSI	-10	20 PSI
LF	-15	45 PSI	-15	30 PSI	-15	20 PSI
<b>Wing Micro/600cc</b>						
LR	-15	25 PSI	-28	25 PSI	-28	20 PSI
RR	0	35 PSI	-10	35 PSI	-12	20 PSI
RF	-15	20 PSI	-28	20 PSI	-28	20 PSI
LF	-28	20 PSI	-28	20 PSI	-28	20 PSI
<b>Non Wing Micro/600cc</b>						
LR	-15	25 PSI	-28	25 PSI	-28	20 PSI
RR	0	45 PSI	-10	35 PSI	-12	20 PSI
RF	-15	20 PSI	-28	20 PSI	-28	20 PSI
LF	-28	20 PSI	-28	20 PSI	-28	20 PSI

# 63 SERIES 3-6 REBOUND ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase rebound resistance)

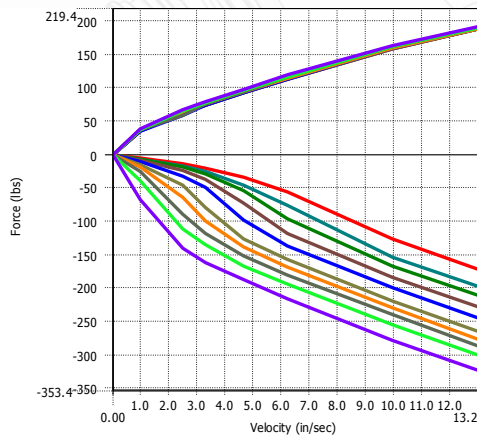
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	6	65	150	215	275
-2		40	135	195	255
-4	5	25	115	180	240
-8	4	15	75	155	220
-12		10	50	140	200
-16	3	10	40	115	185
-24		7	25	75	150

FV = Force Value

- 00006 6-5-36 R-FO.pvp
- 00006 6-5-36 R-24.pvp
- 00006 6-5-36 R-20.pvp
- 00006 6-5-36 R-16.pvp
- 00006 6-5-36 R-12.pvp
- 00006 6-5-36 R-8.pvp
- 00006 6-5-36 R-6.pvp
- 00006 6-5-36 R-4.pvp
- 00006 6-5-36 R-2.pvp
- 00006 6-5-36 R-0.pvp



Recommended starting points on opposite side.

## 63 SERIES 3-6 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

3

TRACK CONDITION	Heavy		BASE		SLICK	
	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	0	65 PSI	-4	50 PSI	-8	40 PSI
RF	-4	45 PSI	-4	45 PSI	-24	20 PSI
LF	-4	45 PSI	-4	35 PSI	-24	20 PSI
<b>Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	0	65 PSI	-4	45 PSI	-10	20 PSI
RF	-4	45 PSI	-4	45 PSI	-20	20 PSI
LF	0	45 PSI	-4	35 PSI	-12	20 PSI
<b>Midget</b>						
LR	0	45 PSI	-8	30 PSI	-4	20 PSI
RR	-4	45 PSI	-8	30 PSI	-4	20 PSI
RF	-4	45 PSI	-8	30 PSI	-24	20 PSI
LF	-4	45 PSI	-8	30 PSI	-24	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	0	45 PSI	-8	30 PSI	-4	20 PSI
RR	-4	45 PSI	-8	30 PSI	-4	20 PSI
RF	-4	45 PSI	-8	30 PSI	-24	20 PSI
LF	-4	45 PSI	-8	30 PSI	-24	20 PSI
<b>Wing Micro/600cc</b>						
LR	-4	25 PSI	-8	25 PSI	-4	20 PSI
RR	-4	35 PSI	-8	35 PSI	-4	20 PSI
RF	-16	20 PSI	-16	20 PSI	-24	20 PSI
LF	-16	20 PSI	-16	20 PSI	-24	20 PSI
<b>Non Wing Micro/600cc</b>						
LR	-2	25 PSI	-8	25 PSI	-4	20 PSI
RR	-4	45 PSI	-8	35 PSI	-4	20 PSI
RF	-16	20 PSI	-16	20 PSI	-24	20 PSI
LF	-16	20 PSI	-16	20 PSI	-24	20 PSI

\* This rebound range is not recommended for this application.

27

39

# 63 SERIES 3-6 COMPRESSION ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase compression resistance)

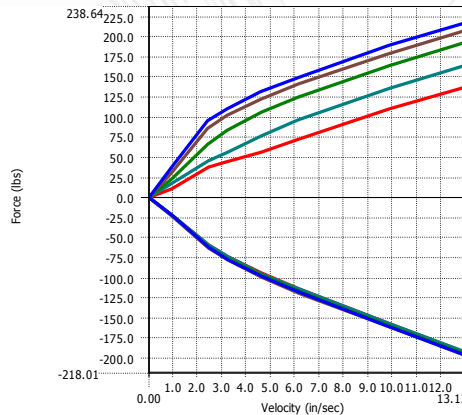
**COUNTER CLOCKWISE**  
SOFTER (decrease compression resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	6	40	135	150	215
-4		30	100	140	180
-8	5	23	85	125	165
-10		20	75	120	155
-18	4	16	55	100	135
-30	3	10	40	75	110

FV = Force Value

00015 C-30.pvp  
00015 C-18.pvp  
00015 C-8.pvp  
00015 C-4.pvp  
00015 C-0.pvp



Recommended starting points on opposite side.



## 63 SERIES 3-6 ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	COMP SETTING	GAS PRESSURE RECOMMENDATION	COMP SETTING	GAS PRESSURE RECOMMENDATION	COMP SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	-30	45 PSI	-18	35 PSI	-30	20 PSI
RR	-8	65 PSI	-10	50 PSI	-18	40 PSI
RF	-8	45 PSI	-8	45 PSI	-8	20 PSI
LF	-10	45 PSI	-10	35 PSI	-10	20 PSI
<b>Wing Sprint Car</b>						
LR	-30	50 PSI	-30	40 PSI	-30	30 PSI
RR	-8	65 PSI	-8	45 PSI	-10	20 PSI
RF	-8	45 PSI	-8	45 PSI	-8	20 PSI
LF	-10	45 PSI	-10	35 PSI	-10	20 PSI
<b>Midget</b>						
LR	-18	45 PSI	-10	30 PSI	-18	20 PSI
RR	-8	45 PSI	-18	30 PSI	-30	20 PSI
RF	-18	45 PSI	-18	30 PSI	-18	20 PSI
LF	-30	45 PSI	-30	30 PSI	-30	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	-30	30 PSI	-10	30 PSI	-18	20 PSI
RR	-10	45 PSI	-18	30 PSI	-30	20 PSI
RF	-18	45 PSI	-18	30 PSI	-18	20 PSI
LF	-30	45 PSI	-30	30 PSI	-30	20 PSI
<b>Wing Micro/600cc</b>						
LR	-30	25 PSI	-30	25 PSI	-30	20 PSI
RR	-10	35 PSI	-18	35 PSI	-20	20 PSI
RF	-18	20 PSI	-30	20 PSI	-30	20 PSI
LF	-30	20 PSI	-30	20 PSI	-30	20 PSI
<b>Non Wing Micro/600cc</b>						
LR	-30	25 PSI	-30	25 PSI	-30	20 PSI
RR	-10	45 PSI	-18	35 PSI	-20	20 PSI
RF	-18	20 PSI	-30	20 PSI	-30	20 PSI
LF	-30	20 PSI	-30	20 PSI	-30	20 PSI





# 63 SERIES 5-8 REBOUND ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase rebound resistance)

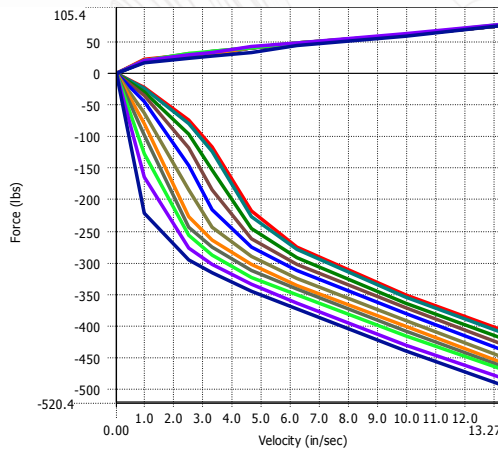
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	8	225	315	375	440
2		165	300	360	430
4		130	285	350	415
6		100	275	340	405
12		65	245	325	390
18	7	40	210	305	370
24	6	30	150	290	360
30	5	20	115	275	350

FV = Force Value

- 00004 5-2-48 R-F0.pvp
- 00004 5-2-48 R-28.pvp
- 00004 5-2-48 R-24.pvp
- 00004 5-2-48 R-20.pvp
- 00004 5-2-48 R-16.pvp
- 00004 5-2-48 R-12.pvp
- 00004 5-2-48 R-8.pvp
- 00004 5-2-48 R-6.pvp
- 00004 5-2-48 R-4.pvp
- 00004 5-2-48 R-2.pvp
- 00004 5-2-48 R-0.pvp



Recommended starting points on opposite side.



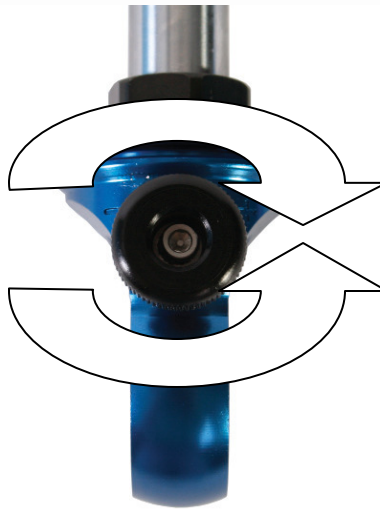
## 63 SERIES 5-8 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	-30	65 PSI	-30	50 PSI	-24	40 PSI
RF	*	*	*	*	*	*
LF	-18	45 PSI	-30	35 PSI	-18	20 PSI
<b>Wing Sprint Car</b>						
LR	*	*	*	*	*	*
RR	-30	65 PSI	-30	45 PSI	-24	20 PSI
RF	*	*	*	*	*	*
LF	-18	45 PSI	-20	35 PSI	0	20 PSI
<b>Midget</b>						
LR	0	45 PSI	-18	30 PSI	-6	20 PSI
RR	-30	45 PSI	-30	30 PSI	-24	20 PSI
RF	*	*	*	*	*	*
LF	-24	45 PSI	-30	30 PSI	-30	20 PSI
<b>Mini Sprint/1200cc</b>						
LR	0	45 PSI	-18	30 PSI	-6	20 PSI
RR	-30	45 PSI	-30	30 PSI	-24	20 PSI
RF	*	*	*	*	*	*
LF	-24	45 PSI	-30	30 PSI	-30	20 PSI
<b>Wing Micro/600cc</b>						
LR	-18	25 PSI	-30	25 PSI	-18	20 PSI
RR	-30	35 PSI	-30	35 PSI	-24	20 PSI
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Non Wing Micro/600cc</b>						
LR	-18	25 PSI	-30	25 PSI	-18	20 PSI
RR	-30	45 PSI	-30	35 PSI	-24	20 PSI
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*

\* This rebound range is not recommended for this application.

# 63 SERIES 6-10 REBOUND ADJUSTMENT GUIDE

Full closed (0 setting) comes by way of turning to full clockwise position.



**CLOCKWISE**  
STIFFER (increase rebound resistance)

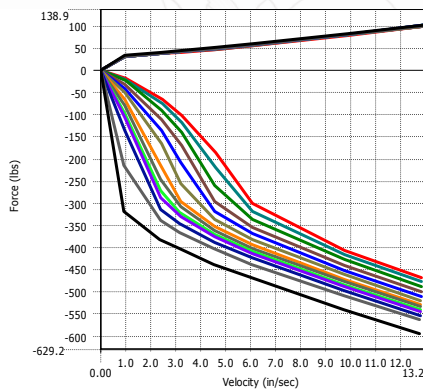
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

All adjustment settings are determined by the number of "clicks" from a full closed position.

CLICKS	VALVING	1" FV	3" FV	6" FV	10" FV
0	10	315	400	465	535
-3		215	365	435	505
-5	9	135	350	420	495
-8		100	325	410	485
-10	8	80	300	400	475
-15		50	255	380	460
-18	7	40	200	365	450
-24	6	30	150	345	430

FV = Force Value

- 00004 R-F0.pvp
- 00004 R-30.pvp
- 00004 R-26.pvp
- 00004 R-22.pvp
- 00004 R-18.pvp
- 00004 R-15.pvp
- 00004 R-12.pvp
- 00004 R-10.pvp
- 00004 R-8.pvp
- 00004 R-7.pvp
- 00004 R-5.pvp
- 00004 R-3.pvp
- 00004 R-0.pvp



Recommended starting points on opposite side.



## 63 SERIES 6-10 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

TRACK CONDITION	Heavy		BASE		SLICK	
	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION	REBOUND SETTING	GAS PRESSURE RECOMMENDATION
<b>Non Wing Sprint Car</b>						
LR	0	45PSI	-3	35PSI	-5	20PSI
RR	*	*	*	*	-24	20PSI
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Wing Sprint Car</b>						
LR	-3	50PSI	-5	40PSI	-8	30PSI
RR	*	*	*	*	-20	30PSI
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Midget</b>						
LR	-10	45PSI	-15	30PSI	-18	20PSI
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Mini Sprint/1200cc</b>						
LR	-10	35PSI	-12	25PSI	-15	20PSI
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Wing Micro/600cc</b>						
LR	-12	35PSI	-18	25PSI	-24	20PSI
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*
<b>Non Wing Micro/600cc</b>						
LR	-10	35PSI	-16	25PSI	-20	20PSI
RR	*	*	*	*	*	*
RF	*	*	*	*	*	*
LF	*	*	*	*	*	*

\* This rebound range is not recommended for this application.

27

39



## CIRCLE TRACK SHOCK GUIDE

### Dirt Late Model

### SHOCK DIMENSIONS

#### 62 SERIES



**GAS** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	12.20"	18.20"	2.17"
7"	13.20"	20.20"	2.17"
8"	14.20"	22.20"	2.17"
9"	15.20"	24.20"	2.17"

#### 26z SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.35"	2.17"
6"	12.40"	17.35"	2.17"
7"	13.40"	19.35"	2.17"
8"	14.40"	21.35"	2.17"
9"	15.40"	23.35"	2.17"

#### 21 SERIES



**GAS** - Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	14.21"	20.12"	2.17"
9"	16.21"	24.12"	2.17"
9"D LEFT REAR	15.53"	24.5"	2.17"

#### 31 SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7" (3163FC)	14.80"	21.80"	2.17"
9" (3190CA)	16.80"	25.80"	2.17"

#### 37z SERIES



**TWIN TUBE** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 35 SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.17"
6"	12.30"	18.30"	2.17"
7"	13.30"	20.30"	2.17"
8"	14.30"	22.30"	2.17"
9"	15.30"	24.30"	2.17"

#### 36z SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 13T SERIES



**TWIN TUBE** - Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Pavement Late Model

### SHOCK DIMENSIONS

#### 62z SERIES



**GAS** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.50"	17.50"	2.17"
7"	12.50"	19.50"	2.17"
8"	13.50"	21.50"	2.17"
9"	14.50"	23.50"	2.17"

#### 26z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 47z SERIES



**TWIN TUBE** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

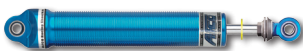
#### 46z SERIES



**TWIN TUBE** Aluminum Big Body - Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.25"	16.25"	2.17"
6"	12.25"	18.25"	2.17"
7"	13.25"	20.25"	2.17"
8"	14.25"	22.25"	2.17"
9"	15.25"	24.25"	2.17"

#### 13T SERIES



**TWIN TUBE** Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

## CIRCLE TRACK SHOCK GUIDE

### Modified

#### 55 SERIES

#### 56

#### 57

#### 58



SILVER

55  
BASE VALVE

56  
BASE VALVE

57  
NON-BASE VALVE

58  
NON-BASE VALVE

### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"

**GAS** - Steel Bulb - W/ or W/O Base Valve & W/ or W/O Schrader Valve

#### 25 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve & Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

#### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 23 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

#### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

#### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 22 SERIES



**TWIN TUBE** - Steel Small Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.30"	19.30"	1.64"

#### 15 SERIES



**TWIN TUBE** - Steel Small Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	1.64"
6"	11.50"	17.50"	1.64"
7"	12.50"	19.50"	1.64"



## CIRCLE TRACK SHOCK GUIDE

### Sprint Car, Wing & Non-Wing

#### 16 SERIES DOUBLE ADJ.



**GAS** Aluminum Small Body - Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.60"	17.60"	1.75"
7"	12.60"	19.60"	1.75"
8"	13.60"	21.60"	1.75"
9"	14.60"	23.60"	1.75"

#### 26 Z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 63 SERIES SINGLE ADJUSTABLE



#### 64 NON-ADJUSTABLE

**GAS** Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 SERIES REBOUND ADJ.



**TWIN TUBE** 16xx-xx: Aluminum Small Body - Threaded  
116xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.60"	15.60"	T=1.75" S=1.68"
6"	11.60"	17.60"	T=1.75" S=1.68"
7"	12.60"	19.60"	T=1.75" S=1.68"
8"	13.60"	21.60"	T=1.75" S=1.68"
9"	14.60"	23.60"	T=1.75" S=1.68"

#### 16 SERIES NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

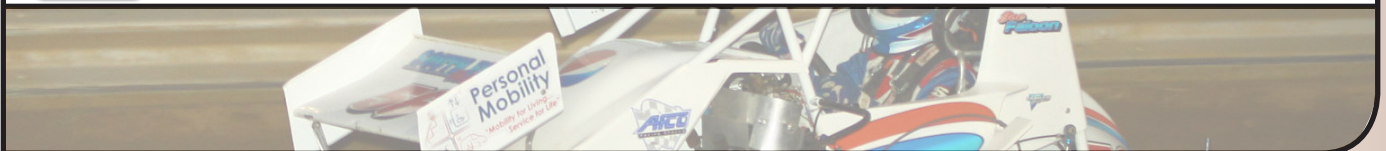
STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	T=1.75" S=1.68"
6"	11.50"	17.50"	T=1.75" S=1.68"
7"	12.50"	19.50"	T=1.75" S=1.68"
8"	13.50"	21.50"	T=1.75" S=1.68"
9"	14.50"	23.50"	T=1.75" S=1.68"

#### 11T SERIES



**TWIN TUBE** Aluminum Big Body Smooth- Non Adj.

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.06"
6"	12.30"	18.30"	2.06"
7"	13.30"	20.30"	2.06"
8"	14.30"	22.30"	2.06"
9"	15.30"	24.30"	2.06"





## CIRCLE TRACK SHOCK GUIDE

### Midget/Mini/Micro/Wing & Non-Wing

#### 16 DOUBLE ADJ.



**GAS** - Aluminum Small Body Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	1.75"
6"	11.59"	17.59"	1.75"
7"	12.59"	19.59"	1.75"
8"	13.59"	21.59"	1.75"
9"	14.59"	23.59"	1.75"

#### 63 SERIES SINGLE ADJUSTABLE

#### 64 NON-ADJUSTABLE



**GAS** - Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 REBOUND ADJ.



**TWIN TUBE** 16xx-xx Aluminum Small Body - Threaded  
16xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.69"	15.69"	T=1.75" S=1.68"
6"	11.69"	17.69"	T=1.75" S=1.68"
7"	12.69"	19.69"	T=1.75" S=1.68"
8"	13.69"	21.69"	T=1.75" S=1.68"
9"	14.69"	23.69"	T=1.75" S=1.68"

#### 16 NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	T=1.75" S=1.68"
6"	11.59"	17.59"	T=1.75" S=1.68"
7"	12.59"	19.59"	T=1.75" S=1.68"
8"	13.59"	21.59"	T=1.75" S=1.68"
9"	14.59"	23.59"	T=1.75" S=1.68"

### Quarter Midget

#### 51 SERIES



**GAS** - Aluminum Body Quarter Midget - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
2.5"	7.70"	10.20"	1.5"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Street Stock

#### SHOCK DIMENSIONS

### 25 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve, Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 23 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

### 10 STOCK MT. SERIES



**TWIN TUBE** - Steel Body - Stock Mount

**STOCK MOUNT**  
ALL APPLICATIONS

### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

## CIRCLE TRACK SHOCK GUIDE

### Dirt Late Model

### SHOCK DIMENSIONS

#### 62 SERIES



**GAS** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	12.20"	18.20"	2.17"
7"	13.20"	20.20"	2.17"
8"	14.20"	22.20"	2.17"
9"	15.20"	24.20"	2.17"

#### 26z SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.35"	2.17"
6"	12.40"	17.35"	2.17"
7"	13.40"	19.35"	2.17"
8"	14.40"	21.35"	2.17"
9"	15.40"	23.35"	2.17"

#### 21 SERIES



**GAS** - Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	14.21"	20.12"	2.17"
9"	16.21"	24.12"	2.17"
9"D LEFT REAR	15.53"	24.5"	2.17"

#### 31 SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7" (3163FC)	14.80"	21.80"	2.17"
9" (3190CA)	16.80"	25.80"	2.17"

#### 37z SERIES



**TWIN TUBE** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

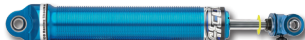
#### 35 SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.17"
6"	12.30"	18.30"	2.17"
7"	13.30"	20.30"	2.17"
8"	14.30"	22.30"	2.17"
9"	15.30"	24.30"	2.17"

#### 36z SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 13T SERIES



**TWIN TUBE** - Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Pavement Late Model

### SHOCK DIMENSIONS

#### 62z SERIES



**GAS** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.50"	17.50"	2.17"
7"	12.50"	19.50"	2.17"
8"	13.50"	21.50"	2.17"
9"	14.50"	23.50"	2.17"

#### 26z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 47z SERIES



**TWIN TUBE** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

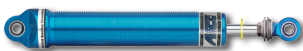
#### 46z SERIES



**TWIN TUBE** Aluminum Big Body - Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.25"	16.25"	2.17"
6"	12.25"	18.25"	2.17"
7"	13.25"	20.25"	2.17"
8"	14.25"	22.25"	2.17"
9"	15.25"	24.25"	2.17"

#### 13T SERIES



**TWIN TUBE** Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

## CIRCLE TRACK SHOCK GUIDE

### Modified

#### 55 SERIES

#### 56

#### 57

#### 58



SILVER

55  
BASE VALVE

56  
BASE VALVE

57  
NON-BASE VALVE

58  
NON-BASE VALVE

### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"

**GAS** - Steel Bulb - W/ or W/O Base Valve & W/ or W/O Schrader Valve

#### 25 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve & Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

#### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 23 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

#### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

#### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 22 SERIES



**TWIN TUBE** - Steel Small Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.30"	19.30"	1.64"

#### 15 SERIES



**TWIN TUBE** - Steel Small Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	1.64"
6"	11.50"	17.50"	1.64"
7"	12.50"	19.50"	1.64"



## CIRCLE TRACK SHOCK GUIDE

### Sprint Car, Wing & Non-Wing

#### 16 SERIES DOUBLE ADJ.



**GAS** Aluminum Small Body - Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.60"	17.60"	1.75"
7"	12.60"	19.60"	1.75"
8"	13.60"	21.60"	1.75"
9"	14.60"	23.60"	1.75"

#### 26 Z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 63 SERIES SINGLE ADJUSTABLE



#### 64 NON-ADJUSTABLE

**GAS** Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 SERIES REBOUND ADJ.



**TWIN TUBE** 16xx-xx: Aluminum Small Body - Threaded  
116xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.60"	15.60"	T=1.75" S=1.68"
6"	11.60"	17.60"	T=1.75" S=1.68"
7"	12.60"	19.60"	T=1.75" S=1.68"
8"	13.60"	21.60"	T=1.75" S=1.68"
9"	14.60"	23.60"	T=1.75" S=1.68"

#### 16 SERIES NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

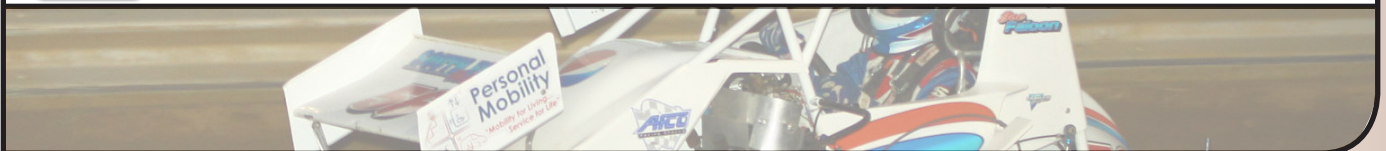
STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	T=1.75" S=1.68"
6"	11.50"	17.50"	T=1.75" S=1.68"
7"	12.50"	19.50"	T=1.75" S=1.68"
8"	13.50"	21.50"	T=1.75" S=1.68"
9"	14.50"	23.50"	T=1.75" S=1.68"

#### 11T SERIES



**TWIN TUBE** Aluminum Big Body Smooth- Non Adj.

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.06"
6"	12.30"	18.30"	2.06"
7"	13.30"	20.30"	2.06"
8"	14.30"	22.30"	2.06"
9"	15.30"	24.30"	2.06"



## CIRCLE TRACK SHOCK GUIDE

### Midget/Mini/Micro/Wing & Non-Wing

#### 16 DOUBLE ADJ.



**GAS** - Aluminum Small Body Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	1.75"
6"	11.59"	17.59"	1.75"
7"	12.59"	19.59"	1.75"
8"	13.59"	21.59"	1.75"
9"	14.59"	23.59"	1.75"

#### 63 SERIES SINGLE ADJUSTABLE

#### 64 NON-ADJUSTABLE



**GAS** - Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 REBOUND ADJ.



**TWIN TUBE** 16xx-xx Aluminum Small Body - Threaded  
16xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.69"	15.69"	T=1.75" S=1.68"
6"	11.69"	17.69"	T=1.75" S=1.68"
7"	12.69"	19.69"	T=1.75" S=1.68"
8"	13.69"	21.69"	T=1.75" S=1.68"
9"	14.69"	23.69"	T=1.75" S=1.68"

#### 16 NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	T=1.75" S=1.68"
6"	11.59"	17.59"	T=1.75" S=1.68"
7"	12.59"	19.59"	T=1.75" S=1.68"
8"	13.59"	21.59"	T=1.75" S=1.68"
9"	14.59"	23.59"	T=1.75" S=1.68"

### Quarter Midget

#### 51 SERIES



**GAS** - Aluminum Body Quarter Midget - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
2.5"	7.70"	10.20"	1.5"



# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Street Stock

#### SHOCK DIMENSIONS

### 25 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve, Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 23 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

### 10 STOCK MT. SERIES



**TWIN TUBE** - Steel Body - Stock Mount

**STOCK MOUNT**  
ALL APPLICATIONS

### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

## CIRCLE TRACK SHOCK GUIDE

### Dirt Late Model

### SHOCK DIMENSIONS

#### 62 SERIES



**GAS** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	12.20"	18.20"	2.17"
7"	13.20"	20.20"	2.17"
8"	14.20"	22.20"	2.17"
9"	15.20"	24.20"	2.17"

#### 26z SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.35"	2.17"
6"	12.40"	17.35"	2.17"
7"	13.40"	19.35"	2.17"
8"	14.40"	21.35"	2.17"
9"	15.40"	23.35"	2.17"

#### 21 SERIES



**GAS** - Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	14.21"	20.12"	2.17"
9"	16.21"	24.12"	2.17"
9"D LEFT REAR	15.53"	24.5"	2.17"

#### 31 SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7" (3163FC)	14.80"	21.80"	2.17"
9" (3190CA)	16.80"	25.80"	2.17"

#### 37z SERIES



**TWIN TUBE** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

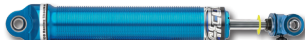
#### 35 SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.17"
6"	12.30"	18.30"	2.17"
7"	13.30"	20.30"	2.17"
8"	14.30"	22.30"	2.17"
9"	15.30"	24.30"	2.17"

#### 36z SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 13T SERIES



**TWIN TUBE** - Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Pavement Late Model

### SHOCK DIMENSIONS

#### 62z SERIES



**GAS** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.50"	17.50"	2.17"
7"	12.50"	19.50"	2.17"
8"	13.50"	21.50"	2.17"
9"	14.50"	23.50"	2.17"

#### 26z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 47z SERIES



**TWIN TUBE** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 46z SERIES



**TWIN TUBE** Aluminum Big Body - Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.25"	16.25"	2.17"
6"	12.25"	18.25"	2.17"
7"	13.25"	20.25"	2.17"
8"	14.25"	22.25"	2.17"
9"	15.25"	24.25"	2.17"

#### 13T SERIES



**TWIN TUBE** Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

## CIRCLE TRACK SHOCK GUIDE

### Modified

#### 55 SERIES

#### 56

#### 57

#### 58



SILVER

55  
BASE VALVE

56  
BASE VALVE

57  
NON-BASE VALVE

58  
NON-BASE VALVE

### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"

**GAS** - Steel Bulb - W/ or W/O Base Valve & W/ or W/O Schrader Valve

#### 25 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve & Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

#### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 23 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

#### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

#### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 22 SERIES



**TWIN TUBE** - Steel Small Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.30"	19.30"	1.64"

#### 15 SERIES



**TWIN TUBE** - Steel Small Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	1.64"
6"	11.50"	17.50"	1.64"
7"	12.50"	19.50"	1.64"

## CIRCLE TRACK SHOCK GUIDE

### Sprint Car, Wing & Non-Wing

#### 16 SERIES DOUBLE ADJ.



**GAS** Aluminum Small Body - Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.60"	17.60"	1.75"
7"	12.60"	19.60"	1.75"
8"	13.60"	21.60"	1.75"
9"	14.60"	23.60"	1.75"

#### 26 Z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 63 SERIES SINGLE ADJUSTABLE



#### 64 NON-ADJUSTABLE

**GAS** Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 SERIES REBOUND ADJ.



**TWIN TUBE** 16xx-xx: Aluminum Small Body - Threaded  
116xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.60"	15.60"	T=1.75" S=1.68"
6"	11.60"	17.60"	T=1.75" S=1.68"
7"	12.60"	19.60"	T=1.75" S=1.68"
8"	13.60"	21.60"	T=1.75" S=1.68"
9"	14.60"	23.60"	T=1.75" S=1.68"

#### 16 SERIES NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

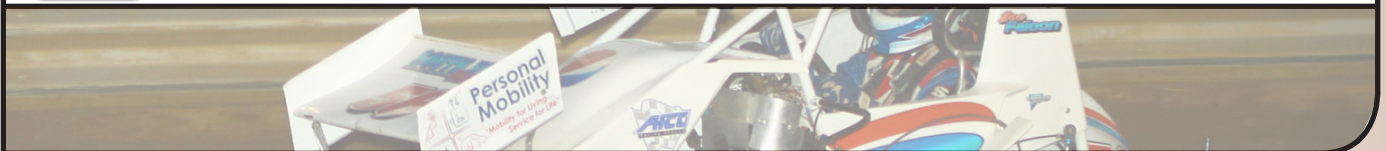
STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	T=1.75" S=1.68"
6"	11.50"	17.50"	T=1.75" S=1.68"
7"	12.50"	19.50"	T=1.75" S=1.68"
8"	13.50"	21.50"	T=1.75" S=1.68"
9"	14.50"	23.50"	T=1.75" S=1.68"

#### 11T SERIES



**TWIN TUBE** Aluminum Big Body Smooth- Non Adj.

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.06"
6"	12.30"	18.30"	2.06"
7"	13.30"	20.30"	2.06"
8"	14.30"	22.30"	2.06"
9"	15.30"	24.30"	2.06"





## CIRCLE TRACK SHOCK GUIDE

### Midget/Mini/Micro/Wing & Non-Wing

#### 16 DOUBLE ADJ.



**GAS** - Aluminum Small Body Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	1.75"
6"	11.59"	17.59"	1.75"
7"	12.59"	19.59"	1.75"
8"	13.59"	21.59"	1.75"
9"	14.59"	23.59"	1.75"

#### 63 SERIES SINGLE ADJUSTABLE

#### 64 NON-ADJUSTABLE



**GAS** - Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 REBOUND ADJ.



**TWIN TUBE** 16xx-xx Aluminum Small Body - Threaded  
16xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.69"	15.69"	T=1.75" S=1.68"
6"	11.69"	17.69"	T=1.75" S=1.68"
7"	12.69"	19.69"	T=1.75" S=1.68"
8"	13.69"	21.69"	T=1.75" S=1.68"
9"	14.69"	23.69"	T=1.75" S=1.68"

#### 16 NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	T=1.75" S=1.68"
6"	11.59"	17.59"	T=1.75" S=1.68"
7"	12.59"	19.59"	T=1.75" S=1.68"
8"	13.59"	21.59"	T=1.75" S=1.68"
9"	14.59"	23.59"	T=1.75" S=1.68"

### Quarter Midget

#### 51 SERIES



**GAS** - Aluminum Body Quarter Midget - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
2.5"	7.70"	10.20"	1.5"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Street Stock

#### SHOCK DIMENSIONS

### 25 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve, Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 23 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

### 10 STOCK MT. SERIES



**TWIN TUBE** - Steel Body - Stock Mount

**STOCK MOUNT**  
ALL APPLICATIONS

### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"



## CIRCLE TRACK SHOCK GUIDE

### Dirt Late Model

### SHOCK DIMENSIONS

#### 62 SERIES



**GAS** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	12.20"	18.20"	2.17"
7"	13.20"	20.20"	2.17"
8"	14.20"	22.20"	2.17"
9"	15.20"	24.20"	2.17"

#### 26z SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.35"	2.17"
6"	12.40"	17.35"	2.17"
7"	13.40"	19.35"	2.17"
8"	14.40"	21.35"	2.17"
9"	15.40"	23.35"	2.17"

#### 21 SERIES



**GAS** - Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	14.21"	20.12"	2.17"
9"	16.21"	24.12"	2.17"
9"D LEFT REAR	15.53"	24.5"	2.17"

#### 31 SERIES



**GAS** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7" (3163FC)	14.80"	21.80"	2.17"
9" (3190CA)	16.80"	25.80"	2.17"

#### 37z SERIES



**TWIN TUBE** - Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 35 SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.17"
6"	12.30"	18.30"	2.17"
7"	13.30"	20.30"	2.17"
8"	14.30"	22.30"	2.17"
9"	15.30"	24.30"	2.17"

#### 36z SERIES



**TWIN TUBE** - Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

#### 13T SERIES



**TWIN TUBE** - Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Pavement Late Model

### SHOCK DIMENSIONS

#### 62z SERIES



**GAS** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.50"	17.50"	2.17"
7"	12.50"	19.50"	2.17"
8"	13.50"	21.50"	2.17"
9"	14.50"	23.50"	2.17"

#### 26z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 47z SERIES



**TWIN TUBE** Aluminum Big Body - Double Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.10"	16.10"	2.17"
6"	12.10"	18.10"	2.17"
7"	13.10"	20.10"	2.17"
8"	14.10"	22.10"	2.17"
9"	15.10"	24.10"	2.17"

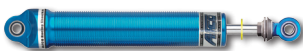
#### 46z SERIES



**TWIN TUBE** Aluminum Big Body - Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.25"	16.25"	2.17"
6"	12.25"	18.25"	2.17"
7"	13.25"	20.25"	2.17"
8"	14.25"	22.25"	2.17"
9"	15.25"	24.25"	2.17"

#### 13T SERIES



**TWIN TUBE** Aluminum Big Body - Non Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.32"	16.25"	2.17"
6"	12.32"	18.25"	2.17"
7"	13.32"	20.25"	2.17"
8"	14.32"	22.25"	2.17"
9"	15.32"	24.25"	2.17"

## CIRCLE TRACK SHOCK GUIDE

### Modified

#### 55 SERIES

#### 56

#### 57

#### 58



SILVER

55  
BASE VALVE

56  
BASE VALVE

57  
NON-BASE VALVE

58  
NON-BASE VALVE

### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	19.5"	1.97"
9"	15.25"	23.5"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"
7"	13.25"	20.25"	1.97"
9"	15.25"	24.25"	1.97"

**GAS** - Steel Bulb - W/ or W/O Base Valve & W/ or W/O Schrader Valve

#### 25 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve & Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

#### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 23 SERIES



**GAS** - Steel Big Body - W/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

#### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

#### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

#### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

#### 22 SERIES



**TWIN TUBE** - Steel Small Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.30"	19.30"	1.64"

#### 15 SERIES



**TWIN TUBE** - Steel Small Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	1.64"
6"	11.50"	17.50"	1.64"
7"	12.50"	19.50"	1.64"

## CIRCLE TRACK SHOCK GUIDE

### Sprint Car, Wing & Non-Wing

#### 16 SERIES DOUBLE ADJ.



**GAS** Aluminum Small Body - Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	11.60"	17.60"	1.75"
7"	12.60"	19.60"	1.75"
8"	13.60"	21.60"	1.75"
9"	14.60"	23.60"	1.75"

#### 26 Z SERIES



**GAS** Aluminum Big Body - Single Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.40"	15.40"	2.17"
6"	12.40"	17.40"	2.17"
7"	13.40"	19.40"	2.17"
7"D	13.40"	20.40"	2.17"
8"	14.40"	21.40"	2.17"
9"	15.40"	23.40"	2.17"
9"D	15.40"	24.40"	2.17"

#### 21 SERIES



**GAS** Aluminum Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
6"	13.25"	18.12"	2.17"
7"	14.25"	20.12"	2.17"
7"D	13.50"	20.12"	2.17"
8"	15.25"	22.12"	2.17"
9"	16.25"	24.12"	2.17"
9"D	15.50"	24.50"	2.17"

#### 63 SERIES SINGLE ADJUSTABLE



#### 64 NON-ADJUSTABLE

**GAS** Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 SERIES REBOUND ADJ.



**TWIN TUBE** 16xx-xx: Aluminum Small Body - Threaded  
116xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.60"	15.60"	T=1.75" S=1.68"
6"	11.60"	17.60"	T=1.75" S=1.68"
7"	12.60"	19.60"	T=1.75" S=1.68"
8"	13.60"	21.60"	T=1.75" S=1.68"
9"	14.60"	23.60"	T=1.75" S=1.68"

#### 16 SERIES NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

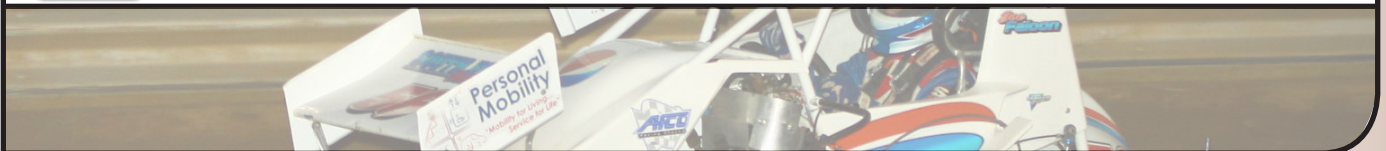
STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.50"	15.50"	T=1.75" S=1.68"
6"	11.50"	17.50"	T=1.75" S=1.68"
7"	12.50"	19.50"	T=1.75" S=1.68"
8"	13.50"	21.50"	T=1.75" S=1.68"
9"	14.50"	23.50"	T=1.75" S=1.68"

#### 11T SERIES



**TWIN TUBE** Aluminum Big Body Smooth- Non Adj.

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.30"	16.30"	2.06"
6"	12.30"	18.30"	2.06"
7"	13.30"	20.30"	2.06"
8"	14.30"	22.30"	2.06"
9"	15.30"	24.30"	2.06"



## CIRCLE TRACK SHOCK GUIDE

### Midget/Mini/Micro/Wing & Non-Wing

#### 16 DOUBLE ADJ.



**GAS** - Aluminum Small Body Double Adjustable

#### SHOCK DIMENSIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	1.75"
6"	11.59"	17.59"	1.75"
7"	12.59"	19.59"	1.75"
8"	13.59"	21.59"	1.75"
9"	14.59"	23.59"	1.75"

#### 63 SERIES SINGLE ADJUSTABLE

#### 64 NON-ADJUSTABLE



**GAS** - Aluminum Small Body - Rebound or Compression Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	11.68"	16.68"	2.17"
6"	12.68"	18.68"	2.17"
7"	13.68"	20.68"	2.17"
8"	14.68"	22.68"	2.17"

#### 16 REBOUND ADJ.



**TWIN TUBE** 16xx-xx Aluminum Small Body - Threaded  
16xx-xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.69"	15.69"	T=1.75" S=1.68"
6"	11.69"	17.69"	T=1.75" S=1.68"
7"	12.69"	19.69"	T=1.75" S=1.68"
8"	13.69"	21.69"	T=1.75" S=1.68"
9"	14.69"	23.69"	T=1.75" S=1.68"

#### 16 NON ADJ.



**TWIN TUBE** 16xx: Aluminum Small Body - Threaded  
16xxS: Aluminum Small Body - Smooth

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
5"	10.59"	15.59"	T=1.75" S=1.68"
6"	11.59"	17.59"	T=1.75" S=1.68"
7"	12.59"	19.59"	T=1.75" S=1.68"
8"	13.59"	21.59"	T=1.75" S=1.68"
9"	14.59"	23.59"	T=1.75" S=1.68"

### Quarter Midget

#### 51 SERIES



**GAS** - Aluminum Body Quarter Midget - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
2.5"	7.70"	10.20"	1.5"



# CIRCLE TRACK

## CIRCLE TRACK SHOCK GUIDE

### Street Stock

#### SHOCK DIMENSIONS

### 25 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve, Rebound Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	13.30"	19.30"	1.97"
7"D LEFT REAR	13.30"	20.30"	1.97"
9"	15.30"	23.30"	1.97"
9"D LEFT REAR	15.30"	24.30"	1.97"

### 24 SERIES



**GAS** - Steel Big Body - IMCA Legal

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 23 SERIES



**GAS** - Steel Big Body - w/ Schrader Valve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.95"	18.85"	1.97"
7"D LEFT REAR	12.95"	19.85"	1.97"
9"	14.95"	22.85"	1.97"
9"D LEFT REAR	14.95"	23.85"	1.97"

### 19 SERIES



**TWIN TUBE** - Steel Big Body - Rebuildable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.85"	19.85"	2.02"
9"	14.85"	23.85"	2.02"

### 10 STOCK MT. SERIES



**TWIN TUBE** - Steel Body - Stock Mount

**STOCK MOUNT**  
ALL APPLICATIONS

### 10 SERIES



**TWIN TUBE** - Steel Big Body - Non-Adjustable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"

### 14 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing Coil-Over

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.03"
9"	14.50"	23.50"	2.03"

### 12 SERIES



**TWIN TUBE** - Steel Sealed Body - Fixed Bearing

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7"	12.50"	19.50"	2.02"
9"	14.50"	23.50"	2.02"



## CIRCLE TRACK BRAKES

### F88 Forged Aluminum Calipers

**NEW**

*Offers the stopping power racers demand!*

Billet pistons feature hard coat anodizing for wear resistance & long life

Extreme duty steel bridge bolts add 10% stiffness vs. billet caliper model

7/16" speed bleeders for quick installation and easy maintenance



Mounting holes on 3-1/2" center

Internal brake fluid passages - Eliminates cross-over lines

DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F88 FORGED CALIPER	.810"	1 3/8"	6630010
F88 FORGED CALIPER	.810"	1 3/4"	6630020
F88 FORGED CALIPER	1.25"	1 3/8"	6630030
F88 FORGED CALIPER	1.25"	1 3/4"	6630040

### Service Parts For F88 Forged Aluminum Calipers

DESCRIPTION	PART #	PRICE
REBUILD KIT 1.38" - F88 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690210	
REBUILD KIT 1.75" - F88 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690240	
PISTON FOR 1.38" FORGED CALIPER F88	6690292	
PISTON FOR 1.75" FORGED CALIPER F88	6690275	
O-RING KIT FOR 1.38" FORGED CALIPER F88	6690243	
O-RING KIT FOR 1.75" FORGED CALIPER F88	6690244	
SHIM KIT FOR FORGED CALIPER	6690257	

DESCRIPTION	PART #
BOLT KIT, .810" FORGED CALIPER F88	6690247
BOLT KIT, 1.25" FORGED CALIPER F88	6690246
BRIDGE BOLT AND SPACER .810" FORGED CALIPER F88	6690248
BRIDGE BOLT AND SPACER 1.25" FORGED CALIPER F88	6690249
ABUTMENT PLATES F88	6690276
SPEED BLEEDER KIT	6690284



### Brake Package Recommendations

#### Recommended Dirt Late Model .810" Rotor

<i>Left Front</i>		
RECOMMENDED CALIPER		PART #
F88 FORGED CALIPER 1.75" PISTON		6630020
RECOMMENDED ROTOR		PART #
11.75 X .810 SLOTTED PILLAR VANE		6640105
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

<i>Right Front</i>		
RECOMMENDED CALIPER		PART #
F88 FORGED CALIPER 1.38" PISTON		6630010
F88 FORGED CALIPER 1.75" PISTON		6630020
RECOMMENDED ROTOR		PART #
11.75 X .810 SLOTTED PILLAR VANE		6640104
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

<i>Left Rear</i>		
RECOMMENDED CALIPER		PART #
F88 FORGED CALIPER 1.75" PISTON		6630020
RECOMMENDED ROTOR		PART #
11.75 X .810 SLOTTED PILLAR VANE		6640105
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

<i>Right Rear</i>		
RECOMMENDED CALIPER		PART #
F88 FORGED CALIPER 1.75" PISTON		6630020
RECOMMENDED ROTOR		PART #
11.75 X .810 SLOTTED PILLAR VANE		6640104
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

## CIRCLE TRACK BRAKES

### Recommended **Dirt Late Model 1.25" Rotor**

#### *Left Front*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640107

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

#### *Right Front*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.38" PISTON	6630030

RECOMMENDED ROTOR	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640106

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

#### *Left Rear*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640107

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

#### *Right Rear*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640106

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

### Recommended **Asphalt 1.25" Front / .810" Rear Rotor**

#### *Left Front*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640107

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C2 COMPOUND HEAVY BRAKING		6651021

#### *Right Front*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
11.75 X 1.25 SLOTTED PILLAR VANE	6640106

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C2 COMPOUND	HEAVY BRAKING	6651021

#### *Left Rear*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.38" PISTON	6630010

RECOMMENDED ROTOR	PART #
11.75 X .810 SLOTTED PILLAR VANE	6640105

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C2 COMPOUND	HEAVY BRAKING	6651021

#### *Right Rear*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.38" PISTON	6630010

RECOMMENDED ROTOR	PART #
11.75 X .810 SLOTTED PILLAR VANE	6640104

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C2 COMPOUND	HEAVY BRAKING	6651021

### Recommended **Sprint Inboard**

#### *.810" Rotor*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630020

RECOMMENDED ROTOR	PART #
12.19 X .810 LH SLOTTED PILLAR VANE	6640109
12.19 X .810 RH SLOTTED PILLAR VANE	6640108

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

#### *1.25" Rotor*

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTON	6630040

RECOMMENDED ROTOR	PART #
12.19 X 1.25 RH SLOTTED PILLAR VANE	6640111
12.19 X 1.25 LH SLOTTED PILLAR VANE	6640110

RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	6651011
C2 COMPOUND	HEAVY BRAKING	6651021

## Leading Racers Love The F88 Billet Caliper...



Randy Korte

"I don't have to use the brakes as much because the car stops better. I would not have been able to miss two wrecks without the AFCO brake package!" - Randy Korte



## CIRCLE TRACK BRAKES

### Brake Package Recommendations

#### Recommended **Dirt Late Model .810" Rotor**

<i>Left Front</i>			<i>Right Front</i>		
<b>RECOMMENDED CALIPER</b>		<b>PART #</b>	<b>RECOMMENDED CALIPER</b>		<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTON		6630220	F22 FORGED CALIPER 1.38" PISTON		6630210
			F22 FORGED CALIPER 1.75" PISTON		6630220
<b>RECOMMENDED ROTOR</b>		<b>PART #</b>	<b>RECOMMENDED ROTOR</b>		<b>PART #</b>
11.75 X .810 SLOTTED PILLAR VANE		6640105	11.75 X .810 SLOTTED PILLAR VANE		6640104
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>	<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1002	C1 COMPOUND	LIGHT BRAKING	1251-1002
C2 COMPOUND	HEAVY BRAKING	1251-2002	C2 COMPOUND	HEAVY BRAKING	1251-2002

<i>Left Rear</i>			<i>Right Rear</i>		
<b>RECOMMENDED CALIPER</b>		<b>PART #</b>	<b>RECOMMENDED CALIPER</b>		<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTON		6630220	F22 FORGED CALIPER 1.75" PISTON		6630220
<b>RECOMMENDED ROTOR</b>		<b>PART #</b>	<b>RECOMMENDED ROTOR</b>		<b>PART #</b>
11.75 X .810 SLOTTED PILLAR VANE		6640105	11.75 X .810 SLOTTED PILLAR VANE		6640104
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>	<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1002	C1 COMPOUND	LIGHT BRAKING	1251-1002
C2 COMPOUND	HEAVY BRAKING	1251-2002	C2 COMPOUND	HEAVY BRAKING	1251-2002

#### Recommended **Dirt Late Model 1.25" Rotor**

<i>Left Front</i>			<i>Right Front</i>		
<b>RECOMMENDED CALIPER</b>		<b>PART #</b>	<b>RECOMMENDED CALIPER</b>		<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTON		6630240	F22 FORGED CALIPER 1.38" PISTON		6630230
			F22 FORGED CALIPER 1.75" PISTON		6630240
<b>RECOMMENDED ROTOR</b>		<b>PART #</b>	<b>RECOMMENDED ROTOR</b>		<b>PART #</b>
11.75 X 1.25 SLOTTED PILLAR VANE		6640107	11.75 X 1.25 SLOTTED PILLAR VANE		6640106
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>	<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1002	C1 COMPOUND	LIGHT BRAKING	1251-1002
C2 COMPOUND	HEAVY BRAKING	1251-2002	C2 COMPOUND	HEAVY BRAKING	1251-2002

<i>Left Rear</i>			<i>Right Rear</i>		
<b>RECOMMENDED CALIPER</b>		<b>PART #</b>	<b>RECOMMENDED CALIPER</b>		<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTON		6630240	F22 FORGED CALIPER 1.75" PISTON		6630240
<b>RECOMMENDED ROTOR</b>		<b>PART #</b>	<b>RECOMMENDED ROTOR</b>		<b>PART #</b>
11.75 X 1.25 SLOTTED PILLAR VANE		6640107	11.75 X 1.25 SLOTTED PILLAR VANE		6640106
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>	<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1002	C1 COMPOUND	LIGHT BRAKING	1251-1002
C2 COMPOUND	HEAVY BRAKING	1251-2002	C2 COMPOUND	HEAVY BRAKING	1251-2002

#### Recommended **Sprint Inboard**

<i>.810" Rotor</i>			<i>1.25" Rotor</i>		
<b>RECOMMENDED CALIPER</b>		<b>PART #</b>	<b>RECOMMENDED CALIPER</b>		<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTON		6630220	F22 FORGED CALIPER 1.75" PISTON		6630240
<b>RECOMMENDED ROTOR</b>		<b>PART #</b>	<b>RECOMMENDED ROTOR</b>		<b>PART #</b>
12.19 X .810 LH SLOTTED PILLAR VANE		6640109	12.19 X 1.25 LH SLOTTED PILLAR VANE		6640110
12.19 X .810 RH SLOTTED PILLAR VANE		6640108	12.19 X 1.25 RH SLOTTED PILLAR VANE		6640111
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>	<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1002	C1 COMPOUND	LIGHT BRAKING	1251-1002
C2 COMPOUND	HEAVY BRAKING	1251-2002	C2 COMPOUND	HEAVY BRAKING	1251-2002

## CIRCLE TRACK BRAKES

**Left Front**

### Recommended **Dirt Late Model** Brake Pads - F88

**Right Front**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

**Left Rear**

**Right Rear**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

**Left Front**

### Recommended **Pavement** Brake Pads - F88

**Right Front**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

**Left Rear**

**Right Rear**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

**Left Front**

### Recommended **Dirt Late Model** Brake Pads - F22

**Right Front**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1002
C2 COMPOUND	BEST	1251-2002

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1002
C2 COMPOUND	BEST	1251-2002

**Left Rear**

**Right Rear**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1002
C2 COMPOUND	BEST	1251-2002

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1002
C2 COMPOUND	BEST	1251-2002

**Left Front**

### Recommended **Dirt Modified Metric** Brake Pads

**Right Front**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1154
C2 COMPOUND	BEST	1251-2154

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1154
C2 COMPOUND	BEST	1251-2154

**Left Rear**

**Right Rear**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1154
C2 COMPOUND	BEST	1251-2154

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1154
C2 COMPOUND	BEST	1251-2154

**Inboard F88**

### Recommended **Sprint/Midget** Brake Pads - F88

**Inboard F22**

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	6651011
C2 COMPOUND	BEST	6651021

RECOMMENDED BRAKE PADS		PART #
C1 COMPOUND	BETTER	1251-1002
C2 COMPOUND	BEST	1251-2002

## CIRCLE TRACK BRAKES

### Recommended **IMCA Dirt Modified**

#### *Left Front*

RECOMMENDED CALIPER	PART #	
2-1/2" STEEL METRIC CALIPER	7241-9004	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

RECOMMENDED CALIPER	PART #	
2-1/2" STEEL METRIC CALIPER	7241-9003	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

RECOMMENDED CALIPER	PART #	
2-1/2" STEEL METRIC CALIPER	7241-9004	
RECOMMENDED ROTOR	PART #	
PILLAR VANE FLAT ROTOR	6640100	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

RECOMMENDED CALIPER	PART #	
2-1/2" STEEL METRIC CALIPER	7241-9003	
RECOMMENDED ROTOR	PART #	
PILLAR VANE FLAT ROTOR	6640100	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

### Recommended **Outlaw Dirt Modified Aluminum Calipers**

#### *Left Front*

RECOMMENDED CALIPER	PART #	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

RECOMMENDED CALIPER	PART #	
2" ALUMINUM METRIC CALIPER	6630310	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

RECOMMENDED CALIPER	PART #	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
RECOMMENDED ROTOR	PART #	
PILLAR VANE SLOTTED ROTOR	6640105	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

RECOMMENDED CALIPER	PART #	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
RECOMMENDED ROTOR	PART #	
PILLAR VANE SLOTTED ROTOR	6640104	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

### Recommended **Outlaw Dirt Modified Steel Calipers**

#### *Left Front*

RECOMMENDED CALIPER	PART #	
2-3/4" STEEL METRIC CALIPER	6630312	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

RECOMMENDED CALIPER	PART #	
2-1/4" STEEL METRIC CALIPER	7241-9003	
RECOMMENDED ROTOR	PART #	
HYBRID ROTOR	9850-6505	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

RECOMMENDED CALIPER	PART #	
2-3/4" STEEL METRIC CALIPER	6630312	
RECOMMENDED ROTOR	PART #	
PILLAR VANE SLOTTED ROTOR	6640105	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

RECOMMENDED CALIPER	PART #	
2-3/4" STEEL METRIC CALIPER	6630312	
RECOMMENDED ROTOR	PART #	
PILLAR VANE SLOTTED ROTOR	6640104	
RECOMMENDED BRAKE PADS	AXLE SET	PART #
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

## CIRCLE TRACK BRAKES

### Recommended **IMCA Dirt Modified**

#### *Left Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-1/2" STEEL METRIC CALIPER	7241-9004	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640124	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-1/2" STEEL METRIC CALIPER	7241-9003	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640124	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-1/2" STEEL METRIC CALIPER	7241-9004	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE FLAT ROTOR	6640100	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-1/2" STEEL METRIC CALIPER	7241-9003	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE FLAT ROTOR	6640100	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

### Recommended **Outlaw Dirt Modified Aluminum Calipers**

#### *Left Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640125	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2" ALUMINUM METRIC CALIPER	6630310	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640126	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE SLOTTED ROTOR	6640105	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/8" ALUMINUM METRIC CALIPER	6630311	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE SLOTTED ROTOR	6640104	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

### Recommended **Outlaw Dirt Modified Steel Calipers**

#### *Left Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/4" STEEL METRIC CALIPER	6630312	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640125	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Front*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-1/4" STEEL METRIC CALIPER	7241-9003	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
HYBRID ROTOR	6640126	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154

#### *Left Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/4" STEEL METRIC CALIPER	6630312	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE SLOTTED ROTOR	6640105	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154

#### *Right Rear*

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>	
2-3/4" STEEL METRIC CALIPER	6630312	
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>	
PILLAR VANE SLOTTED ROTOR	6640104	
<b>RECOMMENDED BRAKE PADS</b>	<b>AXLE SET</b>	<b>PART #</b>
C1 COMPOUND	LIGHT BRAKING	1251-1154
C2 COMPOUND	HEAVY BRAKING	1251-2154





## DRAG RACING SHOCKS

# WHY AFCO RACING SHOCKS?

Horsepower is critical in drag racing. However, during every launch and every pass, you need your car to hook up with precision or risk squandering your hard earned horsepower in tire shake, or worse, an out-of-control car!

Because horsepower is transferred through the chassis, suspension components and tires, quality chassis components make the difference between success and failure.

Having the latest in suspension geometry is not enough to get the results you need. One of the most critical and often overlooked components to obtaining the perfect setup is your shock and spring combination.

Shocks and springs are the link between your tires/suspension and your chassis. Even slight variations in rate or valving can drastically impact the way weight is transferred and how your car reacts when power is applied.

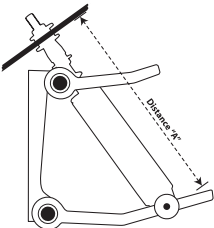
AFCO has made controlling weight transfer into a science. Years of experience and real world testing have gone into producing a shock that can control the explosive forces of a 2000+HP launch and yet still be sensitive enough to react to the smallest of variations in track condition and surface irregularities.

With AFCO shocks and springs installed on your car, you can stage with confidence, knowing that you have the best coil-over shocks money can buy.

## How to Choose your Stock Mount Shocks

### Front Shock Length

The instructions below are general in scope and cannot encompass every application.



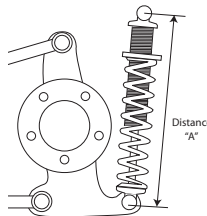
To determine the stroke length you need for your car:

1. Set your car at normal ride height
2. Measure from the center of the mount locations:  
 A=10"-11" length at ride height = 3" stroke shock  
 A=11"-12" length at ride height = 4" stroke shock  
 A=13"-14" length at ride height = 5" stroke shock  
 A=15"-18" length at ride height = 7" stroke shock  
 A=18"-20" length at ride height = 9" stroke shock

**NOTE:** Measure shocks with driver in car.

### Rear Shock Length

The instructions below are general in scope and cannot encompass every application.



To determine the stroke length you need for your car:

1. Set your car at normal ride height
2. Measure from the center of the mount locations  
 A=10.75"-11.25" length at ride height = 3" stroke shock  
 A=12"-13.5" length at ride height = 4" stroke shock  
 A=13.25"-14.5" length at ride height = 5" stroke shock  
 A=15"-18" length at ride height = 7" stroke shock  
 A=18"-20" length at ride height = 9" stroke shock

**NOTE:** Measure shocks with driver in car.

## Pro Street / Strip Shocks



- Small body steel shock — lightweight
- Popular street / strip valving (non-adjustable)
- Heavy-duty gas design
- Mounts in standard coil-over location
- Accepts standard coil-over springs
- Lowers 60 foot times — improves traction
- Coil-over kit accepts "standard" 2-1/2" or 2-5/8" coil
- Includes coil-over kit

**1/3 Lighter Than Full Size Shocks**

STROKE	COMP	EXT	RECOMMENDED SPRING HEIGHT	PART #
6" W/C-O KIT	11.45"	17.45"	10", 12"	1564A



## DRAG RACING SHOCKS

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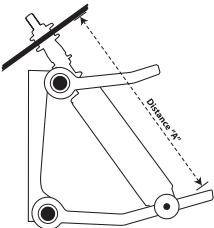
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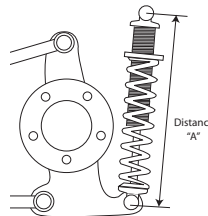
To determine the stroke length you need for your car:

1. Set your car at normal ride height
2. Measure from the center of the mount locations:  
 A=10"-11" length at ride height = 3" stroke shock  
 A=11"-12" length at ride height = 4" stroke shock  
 A=13"-14" length at ride height = 5" stroke shock  
 A=15"-18" length at ride height = 7" stroke shock  
 A=18"-20" length at ride height = 9" stroke shock

**NOTE:** Measure shocks with driver in car.

### Rear Shock Length

The instructions below are general in scope and cannot encompass every application.



To determine the stroke length you need for your car:

1. Set your car at normal ride height
2. Measure from the center of the mount locations  
 A=10.75"-11.25" length at ride height = 3" stroke shock  
 A=12"-13.5" length at ride height = 4" stroke shock  
 A=13.25"-14.5" length at ride height = 5" stroke shock  
 A=15"-18" length at ride height = 7" stroke shock  
 A=18"-20" length at ride height = 9" stroke shock

**NOTE:** Measure shocks with driver in car.

## Pro Street / Strip Shocks



- Small body steel shock — lightweight
- Popular street / strip valving (non-adjustable)
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- Mounts in standard coil-over location
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- Includes coil-over kit

**1/3 Lighter Than Full Size Shocks**

STROKE	COMP	EXT	RECOMMENDED SPRING HEIGHT	PART #
6" W/C-O KIT	11.45"	17.45"	10", 12"	1564A

# DIRT LATE MODEL - TUNING GUIDE

## 4-Link Tuning

### To Tighten

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> <li>Increase wedge</li> <li>Increase compression LF shock</li> <li>Soften RR spring<sup>1</sup></li> <li>Drop left bottom 4-link on chassis</li> <li>Stiffen LF spring (banked track)</li> </ul>	<ul style="list-style-type: none"> <li>Soften RF spring (can also loosen exit)<sup>3</sup></li> <li>Stiffen LF spring</li> <li>Decrease compression RF shock</li> <li>Drop right bottom 4-link rod on chassis</li> <li>Increase compression LR ahead shock</li> <li>Decrease compression RR shock<sup>4</sup></li> <li>Increase rebound 5th coil shock</li> </ul>	<ul style="list-style-type: none"> <li>Stiffen LF spring</li> <li>Soften RF spring</li> <li>Drop panhard on pinion / raise on LS frame</li> <li>Decrease rebound LF shock</li> <li>Increase compression LR ahead shock</li> <li>Stiffen RR spring<sup>3</sup></li> <li>Shorten RS wheelbase / lengthen LS</li> </ul>	<ul style="list-style-type: none"> <li>Increase wedge</li> <li>Decrease rebound LF shock</li> <li>Decrease rebound LR shock</li> <li>Raise left top 4-link rod on chassis</li> <li>Decrease rebound RR shock</li> <li>Soften RR spring<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>Increase wedge (on throttle)</li> <li>Decrease rebound front shocks</li> <li>Decrease rebound LR shock</li> <li>Raise left top 4-link rod on chassis</li> <li>Soften RR spring<sup>1</sup></li> <li>Drop right top 4-link rod on chassis</li> </ul>

### To Loosen

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> <li>Decrease wedge</li> <li>Increase compression RF shock</li> <li>Increase compression RR shock<sup>1</sup></li> <li>Stiffen RR spring<sup>2</sup></li> <li>Raise both right side 4-link rods on chassis</li> </ul>	<ul style="list-style-type: none"> <li>Soften LF spring</li> <li>Raise right bottom 4-link rod on chassis</li> <li>Increase compression RF shock</li> <li>Stiffen LR spring</li> <li>Stiffen RF spring<sup>1</sup> (can also tighten exit)</li> <li>Decrease rebound 5th coil shock</li> <li>Stiffen 6th coil spring</li> </ul>	<ul style="list-style-type: none"> <li>Soften LF spring</li> <li>Raise panhard on pinion / drop on LS frame</li> <li>Increase rebound LF shock</li> <li>Drop left top 4-link rod on birdcage &amp; chassis</li> <li>Decrease rebound 5th coil shock</li> <li>Stiffen LR spring</li> <li>Stiffen RF spring<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>Decrease wedge</li> <li>Drop left top 4-link rod on chassis</li> <li>Increase rebound front shocks</li> <li>Increase rebound RR shock<sup>2</sup></li> <li>Raise right top 4-link rod on chassis</li> <li>Raise left bottom 4-link rod on chassis</li> <li>Stiffen RR spring<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Decrease wedge (on throttle)</li> <li>Decrease rebound RF shock</li> <li>Increase rebound LF shock</li> <li>Increase compression RR shock<sup>1</sup></li> <li>Stiffen RR spring<sup>2</sup></li> <li>Raise right top 4-link rod on chassis</li> <li>Raise left bottom 4-link rod on chassis</li> </ul>

1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

## Special Tuning Tips For LR Behind Applications

### LR Shock Location:

A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle.

### LR Spring Rate:

Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling but hike-up also promotes loose roll steer that tends to loosen handling.
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.
- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

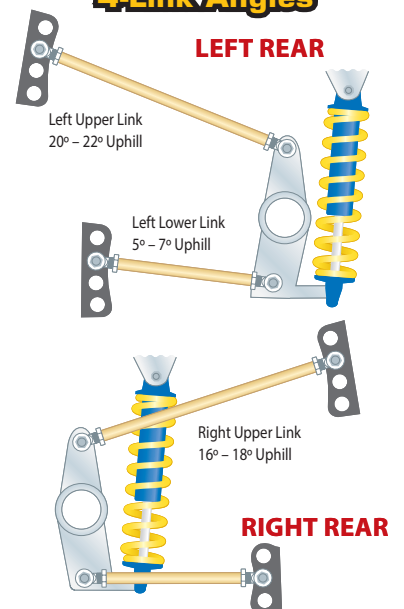
### Gas Shock vs. Twin Tube (Non-Gas): Left Rear Ahead Shock:

- Gas LR ahead shock (AFCO part #3190CA) promotes chassis hike-up and slows hike-down.
- Use gas LR ahead shocks to improve corner entry stability and forward traction on slick and banked race tracks.
- Use a twin tube (non-gas) shock ahead of the axle on LR to avoid violent hike-up and down when traction is maximal (AFCO part #s 1394-0T / 1396-0T).
- Extreme LR compression control can cause corner entry looseness.
- For maximum on throttle traction, mount ahead shock on a clamp bracket (use with normal shock behind LR).
- Insufficient LR behind rebound control may allow chassis hike-up to become excessive and violent, resulting in a loss of traction.

**OVERALL CHASSIS TUNING APPLIES TO ALL TYPES OF CHASSIS:**

<p><b>To Loosen:</b></p> <ul style="list-style-type: none"> <li>Increase stagger</li> <li>Lower ballast</li> <li>Decrease rear weight %</li> </ul>	<p><b>To Tighten:</b></p> <ul style="list-style-type: none"> <li>Reduce stagger</li> <li>Raise ballast</li> <li>Increase rear weight %</li> </ul>
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## Suggested Baseline 4-Link Angles





## DIRT LATE MODEL - TUNING GUIDE

### Swing Arm Tuning

#### To Tighten

##### CORNER ENTRY

(on throttle)

- Increase wedge
- Stiffen LF spring (banked track)
- Increase compression LF shock
- Stiffen LR spring
- Soften RR spring<sup>1</sup>
- Raise right trailing arm on chassis

##### CORNER ENTRY

(off throttle)

- Soften LR spring
- Stiffen LF spring
- Raise right trailing arm on chassis
- Decrease compression RF shock
- Increase compression LF shock
- Decrease compression RR shock
- Stiffen RR spring<sup>2</sup>

##### MIDDLE CORNER

(off throttle)

- Soften RF spring<sup>3</sup>
- Stiffen LF spring<sup>3</sup>
- Decrease compression RF shock
- Decrease rebound LF shock
- Decrease compression RR shock
- Shorten RS wheelbase / lengthen LS

##### MIDDLE CORNER

(on throttle)

- Increase wedge
- Soften RR spring<sup>1</sup>
- Drop left trailing arm on chassis
- Decrease rebound LF shock
- Decrease rebound LR shock
- Decrease rebound RR shock
- Stiffen LR spring
- Move pull bar to left

##### CORNER EXIT

(on throttle)

- Increase wedge (on throttle)
- Soften RR spring<sup>1</sup>
- Drop left trailing arm on chassis
- Decrease rebound front shocks
- Decrease rebound LR shock
- Decrease compression RR shock<sup>2</sup>
- Stiffen LR spring
- Move pull bar to left

#### To Loosen

##### CORNER ENTRY

(on throttle)

- Decrease wedge
- Increase compression RF shock
- Increase compression RR shock
- Soften LR spring
- Stiffen RR spring<sup>2</sup>

##### CORNER ENTRY

(off throttle)

- Stiffen RF spring<sup>4</sup>
- Soften LF spring
- Stiffen LR spring
- Increase compression RF shock
- Increase rebound LR shock

##### MIDDLE CORNER

(off throttle)

- Stiffen LR spring
- Increase rebound LF shock
- Increase wedge<sup>4</sup>
- Soften LF spring
- Increase compression RR shock
- Drop right trailing arm on chassis<sup>3</sup>

##### MIDDLE CORNER

(on throttle)

- Decrease wedge
- Increase rebound RF shock
- Raise left trailing arm on chassis
- Increase rebound LF shock
- Soften RF spring

##### CORNER EXIT

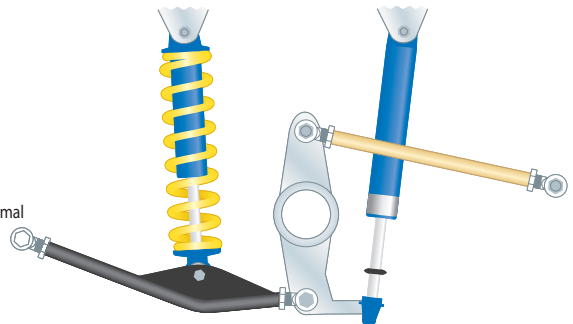
(on throttle)

- Decrease wedge (on throttle)
- Increase rebound RF shock
- Raise left trailing arm on chassis
- Increase rebound LF shock
- Increase compression RR shock<sup>1</sup>
- Stiffen RR spring<sup>2</sup>

1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

### Special Tuning Tips For Swing Arm / Z-Link Applications

- The addition of a shock mounted to the rear of the left birdcage can improve corner entry stability and enhance forward traction.
- Gas LR behind shock (AFCO part #3190CA) promotes chassis hike-up and slows hike-down.
- Use a twin tube (non-gas) shock behind the axle on LR to avoid violent hike-up and down when traction is maximal (AFCO part #s 1394-0T / 1396-0T).
- Use gas LR behind shock to improve corner entry stability and forward traction on slick and banked race tracks.
- Extreme LR compression control can cause corner entry looseness.
- Insufficient LR ahead rebound control may allow chassis hike-up to become excessive and violent, resulting in a loss of traction.



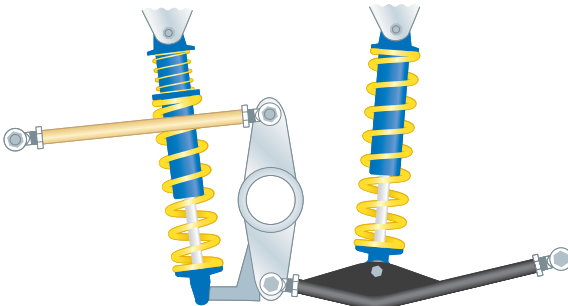
#### Double Right Rear Shock & Spring Setup:

To improve corner entry handling on slick race tracks, mount a 10" or 12" x 125 #/in spring with a take-up spring on a dummy shock to the back side of the right rear axle tube using a clamp bracket.

Angle rear shock / spring 3 to 5 degrees back at top and 10 to 12 degrees inboard at top. Try to align the front and rear lower shock mounts as closely as possible left to right. The rear shock's upper mount should not be lower than the forward shock's upper mount on the right rear.

Use a 175 #/in spring on the front of the birdcage. Adjust front and rear spring so that the rear spring will be loaded 5/8" to 3/4" at ride height. Soften front spring to tighten corner exit handling. Stiffen front spring to loosen corner exit handling.

If necessary, use a shock extension so that 3-1/2" to 4-1/2" of shock shaft is exposed at ride height (rear shock).





# HIGH PERFORMANCE SUSPENSION

## '10-'11 Camaro High Performance Suspension Package

### Ultimate Track Day Package



**NEW**

#### Suspension Package Includes:

- Re-valveable coil-over shocks and struts
- Kit as shipped puts your ride 1" lower vs. stock
- Front and rear adjustable sway bars with bushings
- Caster/camber plates for optimum front end geometry
- Noise isolation for front and rear coil-overs
- AFCO shock valving tuned for a high performance driving experience
- AFCO high performance progressive coil springs on all four corners
- Factory upper and lower shock mounts used for the rear suspension
- Tightens suspension for interstate highway travel, while maintaining a quiet & comfortable ride
- Quick steering response and less body roll/float due to improved sway bar technology

#### DESCRIPTION

#### PART #

'10-'11 CAMARO HIGH PERFORMANCE SUSPENSION PACKAGE 40027

'10-'11 CAMARO SUSPENSION PACKAGE WITHOUT SWAY BARS 40031

'10-'11 CAMARO SWAY BAR KIT 40032

#### KIT INCLUDES:

- 2 re-valveable coil-over struts
- 2 aluminum coil-over shocks
- 2 front springs—275 lb./in.
- 2 rear springs—270 lb./in.
- Front sway bar with install kit
- Rear sway bar with install kit
- Caster / Camber Plates
- Full color instruction manual
- 4 jounce bumpers



**"Take apart"  
Re-valvable Struts**

**High Strength  
Caster/Camber Plates**

**Front and Rear  
Adjustable Sway Bars**

*Front end alignment will be necessary after installation.*



# AFCO DRAG SHOCKS

## TUNING GUIDE

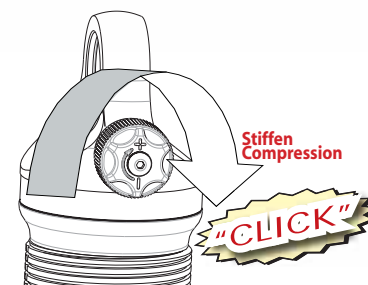
### **Door Cars & Swing Arm (style) Dragsters**

AFCO RACING PRODUCTS manufactures both single and double adjustable shocks for drag racing applications. The adjustment mechanism is both precise and effective. AFCO recommends making 2 (TWO) clicks per adjustment to fine tune the chassis.

## COMPRESSION ADJUSTMENT



The compression adjustment is made on the body end of the shock. Turning the knob clockwise tightens the valving, making the shock stiffer to compress (right hand threads). This adjustment is also commonly referred to as the "Bump".

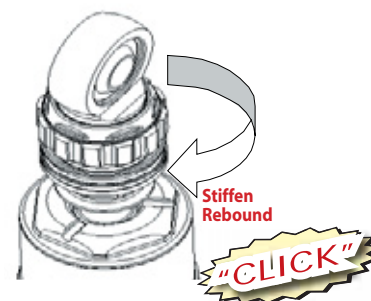


**Heavy door cars slower than 9.90** - Start the compression 6 clicks from full stiff. Faster cars should have 12-16 clicks to baseline with.

**Top Sportsman cars (Light Door and Roadsters)** - Start with 8-10 clicks from full soft. **Dragsters** - Start with 5-6 clicks.

## REBOUND ADJUSTMENT

The rebound adjustment is made with the black ring on the rod end located at the end of the shaft. This adjustment mechanism controls the rate at which the shock extends or pulls apart. Turning the ring or wheel counter-clockwise softens the shock (right hand threads). This adjustment controls what is commonly called the "Hit" to the tire.



**Heavy door cars slower than 9.90** - Start full soft and move up the range two (2) clicks at a time until the 60' times fall off. Faster cars should start with 6-8 clicks from full soft.

**Top Sportsman cars (Light Door and Roadsters)** - Start with 12-16 clicks from full soft. **Dragsters** - Start with 8-10 clicks

**Stock suspension/small tire & big power applications** may need more valving than as described above.

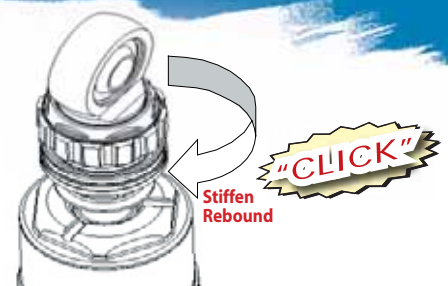
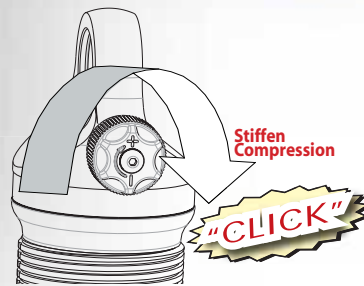


# AFCO DRAG SHOCKS

## TUNING GUIDE

### 4 Link Dragsters (Shocks Behind Rear End)

AFCO RACING PRODUCTS manufactures both single and double adjustable shocks for drag racing applications. The adjustment mechanism is both precise and effective. AFCO recommends making 2 (TWO) clicks per adjustment to fine tune the chassis.



**The compression adjustment** is made on the body end of the shock. Turning the knob clockwise tightens the valving, making the shock stiffer to compress (right hand threads). This adjustment is also commonly referred to as the "Bump".

**The rebound adjustment** is made with the black ring on the rod end located at the end of the shaft. This adjustment mechanism controls the rate at which the shock extends or pulls apart. Turning the ring or wheel counter-clockwise softens the shock (right hand threads). This adjustment controls what is commonly called the "Hit" to the tire.

### Dragsters 8.40 & Slower

Start the compression on the left hand shock on 6 (from full soft). Set the compression on the right hand shock on 7 (from full soft). Rebound on both left and right should be set on 6 clicks (from full soft).

#### IF CAR WRINKLES SIDEWALL EXCESSIVELY -

Stiffen compression on right hand 2 clicks per adjustment and stiffen rebound on left hand 2 clicks per adjustment.

#### IF CAR SPINS AT HIT -

Soften compression on right hand 2 clicks per adjustment and soften rebound on left hand 2 clicks per adjustment.

### Dragsters 8.40 & Faster

Start the compression on the left hand shock on 10 (from full soft). Set the compression on the right hand shock on 12 (from full soft). Rebound on both left and right should be set on 8 clicks (from full soft).

#### IF CAR WRINKLES SIDEWALL EXCESSIVELY -

Stiffen compression on right hand 2 clicks per adjustment and stiffen rebound on left hand 2 clicks per adjustment.

#### IF CAR SPINS AT HIT -

Soften compression on right hand 2 clicks per adjustment and soften rebound on left hand 2 clicks per adjustment.



## DRAG RACING TECH

### Drag Racing FAQs

#### Shocks

**Q: What should I do if I spin as soon as the car launches?**

**A:** Soften the extension on the front shocks to promote additional weight transfer and soften the extension on the rear shocks to hit the tires harder. This will generate more traction.

**Q: What should I do if the car hooks then spins?**

**A:** Typically, this is a result of the rear shocks set too soft on extension and too soft on compression. The suspension generates more leverage/hit to the tires than the shocks are set to control. The result is the tire gets flattened, wound up, hooks but bounces and unwinds therefore losing traction (Hook, spin, hook).

**Q: How many clicks should I turn the shock when I want to make a shock change?**

**A:** Usually, 3-4 clicks will be enough to make a change the car will recognize.

**Q: What should I do if my car spins the tires down track?**

**A:** Soften the compression of the rear shocks. Double check the spring rate and make sure the spring rate on the car is correct. If the springs are too stiff, the car may be riding on the bumps of the track.

**Q: Can AFCO shocks be mounted upside down?**

**A:** Due to the design of the shock, all AFCO adjustable shocks can be mounted in any position. However, remember that "in is in, out is out" when making adjustments. The valve on the body ALWAYS controls compression (bump) and the valve on the end of the shaft ALWAYS controls extension (rebound).

**Q: What is the proper way to adjust AFCO shocks?**

**A:** Begin with the adjuster in the FULL STIFF position. Carefully seat the needle (full closed), then back out to the desired starting point.

**Q: Can AFCO shocks be rebuilt in the field?**

**A:** There are two series or generations of AFCO shocks currently in the field. The first generation shock, as identified by a compression knob numbered 1-8, is infinitely adjustable. This shock will need to return to AFCO for service. The second generation series can be serviced in the field. The easiest way to identify it is the shock has detents on the adjusters. Each adjustment clicks. AFCO supports this series with replacement parts for sale. We strongly recommend that only those with previous shock repair experience attempt this. Also, it is advisable to dyno check the shock once serviced.

**Q: My car bounces after a wheelie. How do I correct this?**

**A:** Stiffen the compression of the shock (if Double Adjustable). When available, select the AFCO "BNC" valving in the correct part number for your application. The "BNC" represents Bounce Control Valving and will help control the mass of the front end when the car comes back down.

**Q: Since installing my power adder, I seem to get more tire shake. How can I fix this problem?**

**A:** Tire shake is a function of the suspension moving with more force than the shocks are adjusted to "dampen". To make an adjustment, stiffen the rebound first, then stiffen the compression to help hold down the tire once it gets applied. The goal is to match the damping values with the level of force/energy passing thru the shocks. Consider selecting the AFCO BG-Big Gun series Shocks as they are designed for higher horsepower applications.

**TIP:** When setting ride height, start with the shaft 1/2 way in/out. Fine tune from there. Be sure to guard against shocks bottoming out. If the installed height of the shock is too short, and the piston (on the end of the shock shaft) hits the base valve (at the bottom of the shock), damage will result.

**TIP:** When choosing rear springs, it is suggested to err to the softer option. A softer spring rate will typically be more consistent over a range of starting line conditions.



## DRAG RACING TECH

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**TIP:** When choosing rear springs, it is suggested to err to the softer option. A softer spring rate will typically be more consistent over a range of starting line conditions.

## CIRCLE TRACK SHOCK ACCESSORIES

### Shaft Protectors

For non-coil-over applications.



(CONV. KIT) 20379-1  
TUBES ONLY (1 PAIR) 20379-1S

### Coil-Over Travel Indicator

Fits 2-5/8" coil-over springs.



20116

### Shock Mount Pins



HAIRPIN, 2-1/2": 10156-2  
DETENTED, 2-1/2": 10156

### 5" OD Spring Covers

Sold as single



7": OWSCB7  
11"/13"/16": OWSCB16  
19": OWSCB19

### Canister Mounts

Use to mount shock canisters to chassis.



1-1/4": 50330 • 1-3/8": 50329  
1-1/2": 50331 • 1-3/4": 50332  
QUICK PINS (4 PACK): 50334

### Coil-Over Adjuster Nut Bearing Kit



Sold In Pairs  
20144

### Spanner Wrench

Used for adjusting coil-over nuts.  
Spring pressure should be relieved before adjusting.



20110

### Coil-Over Shock Covers

Sold as single



10": OWSCR14  
12": OWSCR19  
14": OWSCR21

## AFCO Dual Stage Coil-Over

AFCO's Dual Stage Coil-Over assembly provides variable spring rates that can be used to improve traction and handling in the slickest of conditions. Additionally, the assemblies can help eliminate suspension bottoming problems common with today's dirt late model racecars.

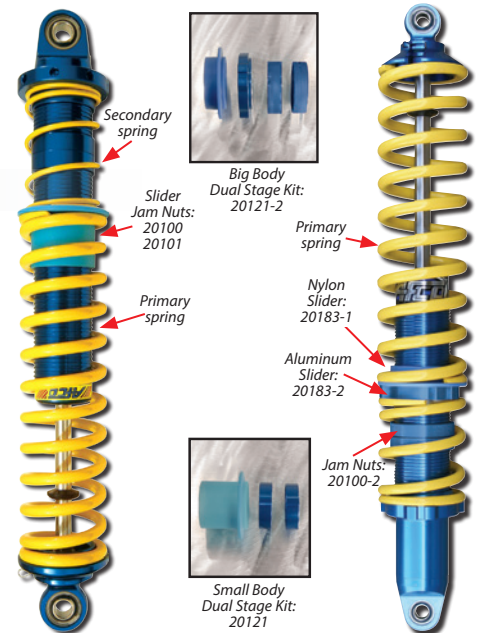
### SOME POPULAR SET-UPS\*

**Left Rear:** You can use Afco's Dual Stage Coil-Over assembly on the left rear to help improve forward bite off the corners in the slickest of conditions. Start out with a 200 #/inch primary and a 400 #/inch secondary spring. The primary springs should be at least 12 inches tall and the secondary springs should be at least 4 inches tall to avoid potential coil-bind problems on left rear suspension applications. Set ride heights with the dual jam nuts not contacting the slider assembly. Adjust the jam nuts to just touch the slider assembly after ride heights have been set. This set-up provides a relatively soft, 133 #/inch spring rate during rebound travel beyond ride height, which lets a chassis hike up easily and develop left rear drive off the corners. However, this set-up produces a stiffened compression rate of 200 #/inch during compression travel beyond ride height. This "staged" rise in spring rate increases weight transfer to the left rear tire during initial acceleration, which helps to improve forward bite. Also, the soft initial spring rate of this dual spring assembly requires additional preloading of the coil-over assembly in order to maintain left rear ride heights. The extra preload helps to keep the coil-over assembly loaded at all times, which can improve overall traction and handling consistency.

**Right Rear:** Start with a 400 #/inch primary and a 300 #/inch secondary spring to free overall handling in heavy track conditions. Set ride heights with the dual jam nuts not contacting the slider assembly. Adjust the jam nuts to achieve a 2 inch gap (to start) between the jam nuts and slider assembly after ride heights have been set. This set-up provides a 171 #/inch rate at corner entry and a 400 #/inch rate at corner exit. Use 8 inch tall springs to avoid potential coil bind problems.

**Right Front:** Start out with Afco's specially designed 26400-3 secondary and 26700-2 primary springs on your right front coil-over. These springs are specially designed to eliminate coil-bind and the need to compress the spring assembly prior to installation onto a 7 inch stroke shock. Set ride heights with the dual jam nuts not contacting the slider assembly. Adjust the jam nuts to achieve a 1.5 inch gap between the jam nuts and slider assembly after ride heights have been set. This set-up provides a 254 #/inch spring rate at corner entry and a 700 #/inch rate at corner exit, which works well in slick conditions to help eliminate loose corner entry deceleration handling and to improve forward bite off the corners. If necessary, you can increase the gap up to approximately 2 inches in .250 inch increments to loosen corner exit handling. You can decrease the gap to tighten corner exit handling. This setup also helps to keep right front suspensions from bottoming out during cornering.

\*This set-up information applies specifically to dirt late model race cars and in general to other types.



### HOW IT WORKS

AFCO Dual Stage Coil-Over assemblies use two coil-over springs, a special nylon slider for small body shocks or a nylon/aluminum slider for big body shocks that fits between the two springs. Also, two special, thin-walled nuts are used to jam the slider assembly in order to "stage" suspension stiffness. When the slider assembly (located between the two springs) is free to slide on its shock, the Dual Stage assembly produces a combined spring rate softer than either rate of the two springs used (see combined spring rate formula).

#### Spring Rate Formula: Dual Active Springs

$$\frac{\text{Primary Spring Rate} \times \text{Secondary Spring Rate}}{\text{Primary Spring Rate} + \text{Secondary Spring Rate}} = \text{Actual Spring Rate}$$

**Example:**  $\frac{200\#/in. \times 400\#/in.}{200\#/in. + 400\#/in.} = \frac{80,000}{600} = 133.33\#/in.$

Note: The combination of a 200#/in. and 400#/in. spring works the same as a single 133#/in. spring, as long as both combination springs are active. However, the spring rate of the Dual Stage assembly stiffens to that of the primary spring, which remains as the sole, active spring whenever the slider assembly contacts the adjustable Dual Stage jam nuts.

#### SMALL BODY DUAL STAGE COMPONENTS

DESCRIPTION	PART #
DUAL STAGE HARDWARE KIT (2 X 20100 & 1 X 20101)	20121
DUAL STAGE JAM NUT	20100
DUAL STAGE SPRING SLIDER	20101

#### BIG BODY DUAL STAGE COMPONENTS

DESCRIPTION	PART #
BIG BODY DUAL STAGE HARDWARE KIT (INCLUDES 2 X 20100-2, 20183-1, 20183-2)	20121-2
DUAL STAGE SPRING SLIDER NYLON	20183-1
DUAL STAGE JAM NUT (REQUIRES 2 PCS.)	20100-2
DUAL STAGE SPRING SLIDER ALUMINUM	20183-2





## GM Front Drag Racing Coil-over Conversions



AFCO Racing Products is proud to offer a bolt-in coil over shock system for drag racing. This system allows for bolt-in, no modification installation on most popular GM applications. Some of the features include: easy ride height adjustment, quick corner weight tuning and pre-load changes to straighten out bad launches, and front end weight reduction. From street and strip to all out drag racing, rely on AFCO to deliver two quality suspension components.

- Easy ride height adjustment for the proper stance
- Quick corner weight and pre-load adjustment to fine tune the launch
- Reduced front end weight for improved performance



### 1970-1981 Camaro

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10GM300	10GM450	6855F	3850F/BNC

#### SHOCKS



### 1968-1983 Chevelle/Monte Carlo/Malibu

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10GM300	10GM450	6845F	3840F/BNC

#### SHOCKS



### 1964-1967 Chevelle

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10SR350	10SR450	6845F	3840F/BNC

#### SHOCKS



### 1968-1972 Nova

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10SR450	10SR500	6855F	3850F/BNC

#### SHOCKS



### 1967-1969 Camaro

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10SR350	10SR450	6845F	3840F/BNC

#### SHOCKS



### 1970-1972 Monte Carlo

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10SR350	10SR450	6845F	3840F/BNC

#### SHOCKS



### 1975-1979 Nova

#### SPRINGS

SMALL BLOCK	BIG BLOCK	SINGLE ADJ	DOUBLE ADJ
10GM300	10GM450	6855F	3850F/BNC

#### SHOCKS



### Shock Accessories

Spring adjuster (#20131A) is needed for coil-over conversion.



### 38 Series Double Adjustable Shocks



### 68 Series Single Adjustable Shocks



### Tapered Springs

To convert to coil-over, a spring adjuster (#20131A) is needed.

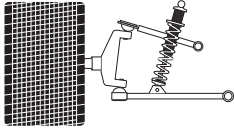
## LATE MODEL / CRATE LATE MODEL SHOCKS

### GAS Shocks (4-Link & Swing Arm)



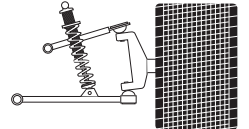
#### Recommended 4-Link Gas Shocks

##### Left Front Shocks



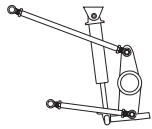
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270	2674-47	2175D
	SLICK	6270	2675-47	2175-3D
	ROUGH	6270HSR	2675-47	2175D

##### Right Front Shocks



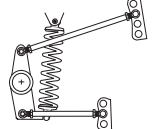
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270S	2674-47	2173-7
	SLICK	6270SX2	2673-510	2173-5
	ROUGH	6270HSR	2674-510	2174-6

##### Left Rear Front / Traction Shocks



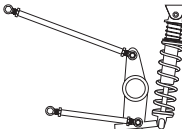
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6290LRF	3190CA	2194-0D
	SLICK	6290LRF	3190CA	2196-0D
	ROUGH	6290LRF		2194-3D

##### Right Rear Shocks



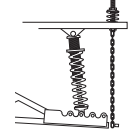
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6290RR	2694-36	2194
	SLICK	6290S	2692-510	2193-5
	ROUGH	6290RR	2694-36	2194RT

##### Left Rear Behind Shocks



GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6290LR	2694-36D	2194D
	SLICK	6290LR	2694-36D	2196-2D
	ROUGH	6290LR	2694-36D	2194D

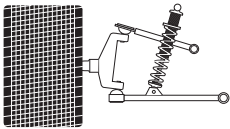
##### Fifth Coil/Torque Arm Shocks



GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270	3163FC	2173-5
	SLICK	6270	3163FC	2173-7
	ROUGH	6270	3163FC	2173

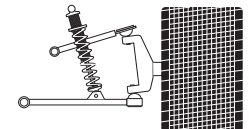
#### Recommended Swing Arm Gas Shocks

##### Left Front Shocks



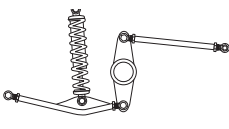
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6260HSR	2674-47	2174-6
	SLICK	6260	2675-47	2175-3
	ROUGH	6260HSR	2674-47	2175

##### Right Front Shocks



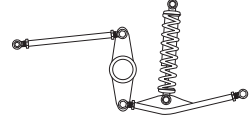
GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6260HSR	2674-47	2173-7
	SLICK	6260S	2673-510	2173-5
	ROUGH	3260HSR	2674-510	2174-6

##### Left Rear Shocks



GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6280SA	26946-4	2194
	SLICK	6280SA	26957-3	2196-3
	ROUGH	6280SA	26946-6	2194-6

##### Right Rear Shocks



GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6280SA	2694-36	2194
	SLICK	6280SA	2693-36	2193-5
	ROUGH	6280SA	2694-36	2194-6

Not sure where to begin? Here are our recommendations.





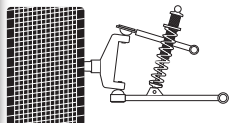
## LATE MODEL / CRATE LATE MODEL SHOCKS

### TWIN TUBE Shocks (Swing Arm & 4-Link)



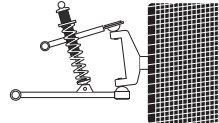
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



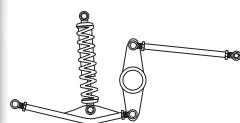
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3760HSRZ	3664-36	1374-6T
	SLICK	3760Z	3665-36	1374-3T
	ROUGH	3760HSRZ	3665-510	1375T

##### Right Front Shocks



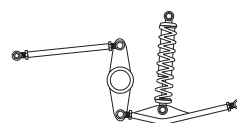
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3760HSRZ	3664-47	1373-7T
	SLICK	3760Z	3663-510	1373-5T
	ROUGH	3760HSRZ	3664-47	1374-7T

##### Left Rear Shocks



TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3780SA	35846-4	1394T
	SLICK	3780SA	35857-3	1396-3T
	ROUGH	3780SA	35846-6	1394-6T

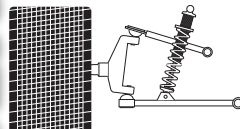
##### Right Rear Shocks



TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3780SA	3684-36	1394T
	SLICK	3780SA	3683-36	1393-5T
	ROUGH	3780SA	3684-36	1394-6T

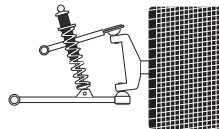
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



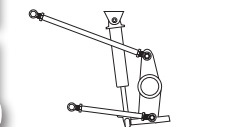
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3770	3675-36	1375-3T
	SLICK	3770	3675-36	1375-3T
	ROUGH	3770HSR	3675-510	1375T

##### Right Front Shocks



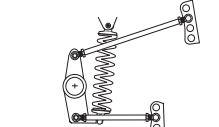
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3770HSR	3674-47	1373-7T
	SLICK	3770HSRX2	3673-510	1373-5T
	ROUGH	3770HSR	3674-47	1374-7T

##### Left Rear Front / Traction Shocks



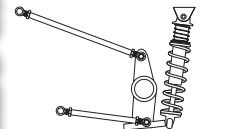
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	37936-24	35936-0	1394-0T
	SLICK	37969-03	35936-0	1396-0T
	ROUGH	37936-35	35946-3	1394-3T

##### Right Rear Shocks



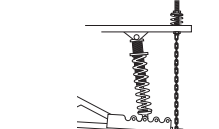
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3790R	3694-36	1394T
	SLICK	3790R	3692-510	1393-5T
	ROUGH	3790R	3694-47	1394RTT

##### Left Rear Behind Shocks



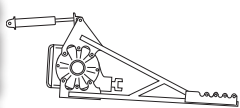
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3790L	3694-36	1394-4T
	SLICK	3790L	3694-36	1396-2T
	ROUGH	3790L	3694-36	1394-4T

##### Fifth Coil / Torque Arm Shocks



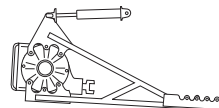
TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	3770	3673FC	1373-5T
	SLICK	3770	3673FC	1373-7T
	ROUGH	3770	3673FC	1373T

##### Axle Damper Back Shocks



TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	.	.	1171-9T
	SLICK	.	.	1171-14T
	ROUGH	.	.	1171-9T

##### Axle Damper Front Shocks



TWIN TUBE	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON ADJ.
	BASE	.	.	1176-0T
	SLICK	.	.	1179-1T
	ROUGH	.	.	1174-0T

Not sure where to begin? Here are our recommendations.



# Aluminum Small Body Double Adjustable Remote Gas



## Precise & Repeatable



Rod End Rebound Knob



Canister Compression Knob

The adjusters on these shocks are specifically designed to make fast, precise, and repeatable changes. The knobs are 100% o-ring sealed from the elements and easy to grasp, even with muddy, greasy, or gloved hands. The easy-to-feel, spring-loaded detents allow you to quickly **change with a simple click**.

## Midgets / Mini / Micro

All adjustment settings are determined by the number of "clicks" from a lightly closed position (knob turned fully clockwise but not overly tight).

16\_2515 • 16\_2515R

FRONTS & RIGHT REAR

COMPRESSION

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
5.5	0	115	120
5	4	70	100
4	8	30	60
3	12	21	36
2	20	18	25

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
5	0	89	121
4.5	12	70	100
4	18	20	83
3.5	24	10	56
2	30	10	35

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

16\_2528 • 16\_2528R

LEFT REAR

COMPRESSION

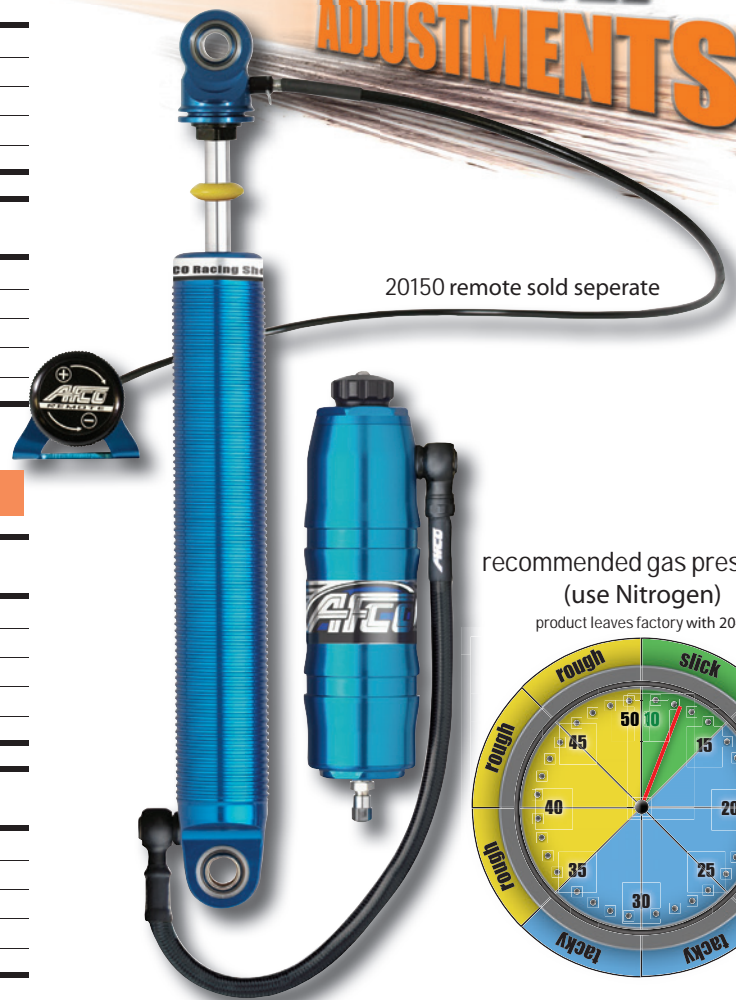
VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
5.5	0	40	120
4.5	4	28	68
4	8	21	50
3	12	20	36
2	20	18	25

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
8	0	227	270
7.5	12	90	225
6	18	25	160
3.5	24	10	53
2	30	8	34

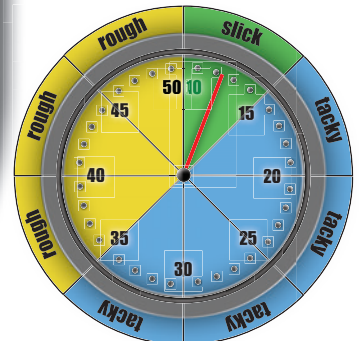
NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

# ON-THE-FLY ADJUSTMENTS!



20150 remote sold separate

recommended gas pressures  
(use Nitrogen)  
product leaves factory with 20#



# Aluminum Small Body Double Adjustable Remote Gas



## Precise & Repeatable



Rod End Rebound Knob



Canister Compression Knob

The adjusters on these shocks are specifically designed to make fast, precise, and repeatable changes. The knobs are 100% o-ring sealed from the elements and easy to grasp, even with muddy, greasy, or gloved hands. The easy-to-feel, spring-loaded detents allow you to quickly **change with a simple click**.

## Sprint Cars (Wing & Non-Wing)

All adjustment settings are determined by the number of "clicks" from a lightly closed position (knob turned fully clockwise but not overly tight).

### 16\_2515 • 16\_2515R

FRONTS  
COMPRESSION  
REBOUND

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
5.5	0	15	120
5	4	70	100
4	8	30	60
3	12	20	36
2	20	18	25

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
5	0	89	121
4.5	12	70	100
4	18	20	83
3.5	24	10	56
2	30	10	35

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

recommended gas pressures (use Nitrogen): slick: 10-25 lbs. tacky: 25-50 lbs. heavy rough: 50-75 lbs. product leaves factory with 20 lbs.

### 16\_3638 • 16\_3638R

RIGHT REAR  
COMPRESSION  
REBOUND

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
6	0	121	140
5.5	8	62	127
4	12	31	54
3.5	20	30	47

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
8	0	202	281
7.5	12	93	208
5.5	18	30	142
3	30	8	48

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

note: Check and set gas pressures with shock fully extended

### 16\_26210 • 16\_26210R

LEFT REAR  
COMPRESSION  
REBOUND

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
6	0	41	135
5.5	4	30	125
4.5	8	27	65
3	12	21	40
2	20	18	29

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
10	0	314	417
9	10	210	365
8.5	12	90	330
6.5	18	20	176
3.5	24	8	53
2	30	6	34

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

### 16\_25513 • 16\_25513R

BIG TIE DOWN LEFT REAR  
COMPRESSION  
REBOUND

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES
5.5	0	40	120
4.5	4	28	68
4	8	21	50
3	12	20	36
2	20	18	25

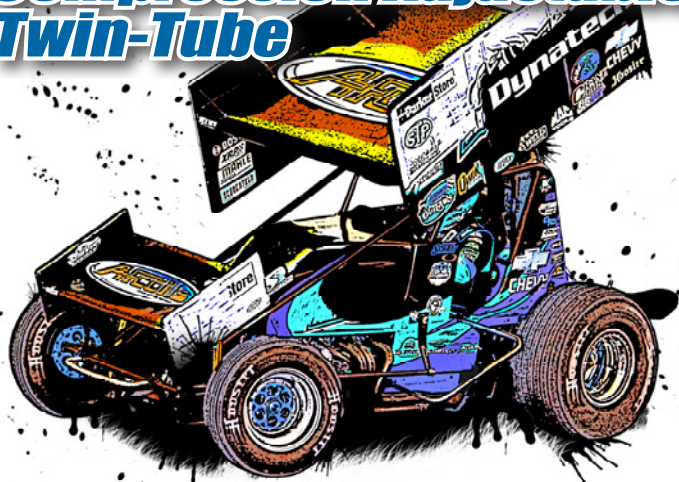
  

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
13	0	540	624
11	12	128	535
6	18	30	160
4.5	24	13	75
3.5	30	12	56

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.



# Aluminum Small Body Compression Adjustable Twin-Tube



## Precise & Repeatable



The adjusters on these shocks are specifically designed to make fast, precise, and repeatable changes. The knobs are 100% o-ring sealed from the elements and easy to grasp, even with muddy, greasy, or gloved hands. The easy-to-feel, spring-loaded detents allow you to quickly **make an adjustment with a simple click.**

• Compression adjustments will not affect rebound

All adjustment settings are determined by the number of "clicks" from a lightly closed position (knob turned fully clockwise but not overly tight).

### 3 - 5 COMPRESSION

COMPRESSION

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES	6" FORCE VALUES	10" FORCE VALUES
5	0	35	85	120	160
4.5	20	25	70	110	150
4	25	20	60	100	140
3	30	17	45	75	130

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

### 4 - 6 COMPRESSION

COMPRESSION

VALVING	COMPRESSION CLICKS	1" FORCE VALUES	3" FORCE VALUES	6" FORCE VALUES	10" FORCE VALUES
6	0	55	135	175	220
5.5	20	35	110	160	200
5	25	30	85	150	190
4	FULL OPEN	20	60	120	170

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.



Optional Shock Bumpers



Soft Bumper  
2.25" - **223527**  
3" - **223541**



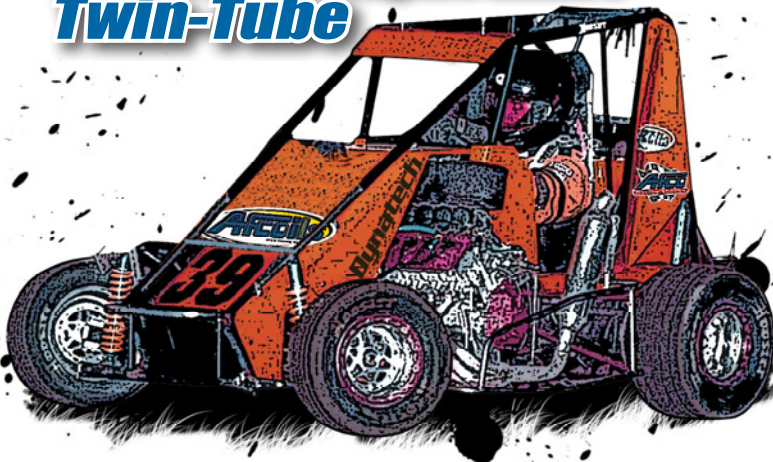
Medium Bumper  
2.25" - **223533**  
3" - **223550**



Hard Bumper  
2.25" - **223539**  
3" - **223559**



# Aluminum Small Body Rebound Adjustable Twin-Tube



## Precise & Repeatable



**Rod End Rebound Knob**

The adjusters on these shocks are specifically designed to make fast, precise, and repeatable changes. The knobs are 100% o-ring sealed from the elements and easy to grasp, even with muddy, greasy, or gloved hands. The easy-to-feel, spring-loaded detents allow you to quickly **make an adjustment with a simple click.**

- Rebound adjustments will not affect compression

All adjustment settings are determined by the number of "clicks" from a lightly closed position (knob turned fully clockwise but not overly tight).

### 2 - 5 REBOUND

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
5	FULL CLOSED	41	111
4.5	-15	30	91
4	-19	21	76
3	-23	15	54
2	-27	11	31
1.5	FULL OPEN	10	26

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

### 5 - 10 REBOUND

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
10	0	343	390
9.5	4	321	373
9	6	260	366
8.5	10	145	351
8	13	70	307
7.5	17	36	239
7	19	31	200
6	23	22	137
5	27	17	94

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

### 4 - 8 REBOUND

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
8	FULL CLOSED	276	333
7.5	-10	201	271
7	-16	51	230
6	-25	25	165
5	-30	23	113
4	FULL OPEN	22	92

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

### 3 - 6 REBOUND

REBOUND

VALVING	REBOUND CLICKS	1" FORCE VALUES	3" FORCE VALUES
7	FULL CLOSED	138	173
6	-6	68	148
5.5	-9	48	139
5	-16	24	110
4	-22	19	72
3	FULL OPEN	16	54

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.



### SPRINGS

- 8" & 10" small body springs, rates from #50 - 400

Coil Over Nut with Locking Collar  
**55000021220**



Coil Over Kit with Locking Collar  
**100096**





## MICRO SHOCKS

### WING and NON-WING GAS Shocks

#### Recommended Gas Shocks



#### Aluminum Small Body Threaded Single Adjustable



- Available in compression or rebound adjustable
- Cockpit adjustable kit available
- Basevalve design to give driver increased feel
- Bulb design to reduce gas pressure gain for better feel and grip
- Owner serviceable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
5"	11.68"	16.68"
6"	12.68"	18.68"
7"	13.68"	20.68"
8"	14.68"	22.68"

#### Rebound Adjustable

REBOUND ADJ.	5" STROKE	6" STROKE	7" STROKE
2 COMP/1-4 REB	63-5-2-14	63-6-2-14	63-7-2-14
3 COMP/1-4 REB	63-5-3-14	63-6-3-14	63-7-3-14
4 COMP/1-4 REB	63-5-4-14	63-6-4-14	63-7-4-14
5 COMP/1-4 REB	63-5-5-14	63-6-5-14	63-7-5-14
2 COMP/2-5 REB	63-5-2-25	63-6-2-25	63-7-2-25
3 COMP/2-5 REB	63-5-3-25	63-6-3-25	63-7-3-25
4 COMP/2-5 REB	63-5-4-25	63-6-4-25	63-7-4-25
5 COMP/2-5 REB	63-5-5-25	63-6-5-25	63-7-5-25
6 COMP/2-5 REB	63-5-6-25	63-6-6-25	63-7-6-25
2 COMP/3-6 REB	63-5-2-36	63-6-2-36	63-7-2-36
3 COMP/3-6 REB	63-5-3-36	63-6-3-36	63-7-3-36
4 COMP/3-6 REB	63-5-4-36	63-6-4-36	63-7-4-36
5 COMP/3-6 REB	63-5-5-36	63-6-5-36	63-7-5-36
6 COMP/3-6 REB	63-5-6-36	63-6-6-36	63-7-6-36
2 COMP/5-8 REB	63-5-2-58	63-6-2-58	63-7-2-58
3 COMP/5-8 REB	63-5-3-58	63-6-3-58	63-7-3-58
4 COMP/5-8 REB	63-5-4-58	63-6-4-58	63-7-4-58
5 COMP/5-8 REB	63-5-5-58	63-6-5-58	63-7-5-58
6 COMP/5-8 REB	63-5-6-58	63-6-6-58	63-7-6-58
2 COMP/6-10 REB	63-5-2-610	63-6-2-610	63-7-2-610
3 COMP/6-10 REB	63-5-3-610	63-6-3-610	63-7-3-610
4 COMP/6-10 REB	63-5-4-610	63-6-4-610	63-7-4-610
5 COMP/6-10 REB	63-5-5-610	63-6-5-610	63-7-5-610
CUSTOM VALVE	63-5-SP-SP	63-6-SP-SP	63-7-SP-SP

#### Compression Adjustable

COMP. ADJ.	5" STROKE	6" STROKE	7" STROKE
2-5 COMP/1 REB	63-5-25-1	63-6-25-1	63-7-25-1
2-5 COMP/2 REB	63-5-25-2	63-6-25-2	63-7-25-2
2-5 COMP/3 REB	63-5-25-3	63-6-25-3	63-7-25-3
2-5 COMP/4 REB	63-5-25-4	63-6-25-4	63-7-25-4
2-5 COMP/5 REB	63-5-25-5	63-6-25-5	63-7-25-5
2-5 COMP/6 REB	63-5-25-6	63-6-25-6	63-7-25-6
2-5 COMP/7 REB	63-5-25-7	63-6-25-7	63-7-25-7
2-5 COMP/8 REB	63-5-25-8	63-6-25-8	63-7-25-8
3-6 COMP/1 REB	63-5-36-1	63-6-36-1	63-7-36-1
3-6 COMP/2 REB	63-5-36-2	63-6-36-2	63-7-36-2
3-6 COMP/3 REB	63-5-36-3	63-6-36-3	63-7-36-3
3-6 COMP/4 REB	63-5-36-4	63-6-36-4	63-7-36-4
3-6 COMP/5 REB	63-5-36-5	63-6-36-5	63-7-36-5
3-6 COMP/6 REB	63-5-36-6	63-6-36-6	63-7-36-6
3-6 COMP/7 REB	63-5-36-7	63-6-36-7	63-7-36-7
3-6 COMP/8 REB	63-5-36-8	63-6-36-8	63-7-36-8
CUSTOM VALVE	63-5-SP-SP	63-6-SP-SP	63-7-SP-SP

#### Left Front Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29120-1
	SLICK	63-6-3-14	64-6-1-1	1662515	29135-1
	ROUGH	63-6-2-25	64-6-2-2	1662515	29120-1

#### Left Rear Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-2-36	64-6-2-4	1662528
	SLICK	63-6-2-58	64-6-2-6	1662528
	ROUGH	63-6-2-36	64-6-2-4	1662528

#### Left Front Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29120-1
	SLICK	63-6-3-14	64-6-1-1	1662515	29135-1
	ROUGH	63-6-2-25	64-6-2-2	1662515	29120-1

#### Left Rear Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-2-36	64-6-2-4	1662528
	SLICK	63-6-2-58	64-6-2-6	1662528
	ROUGH	63-6-2-36	64-6-2-4	1662528

#### Right Front Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29135-1
	SLICK	63-6-2-14	64-6-2-1	1662515	29150-1
	ROUGH	63-6-36-5	64-6-3-3	1662515	29135-1

#### Right Rear Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-36-4	64-6-4-4	1662528
	SLICK	63-6-3-36	64-6-3-3	1662528
	ROUGH	63-6-36-5	64-6-5-5	1662528

#### Right Front Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29135-1
	SLICK	63-6-2-14	64-6-2-1	1662515	29150-1
	ROUGH	63-6-36-5	64-6-3-3	1662515	29135-1

#### Right Rear Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-36-4	64-6-4-4	1662515
	SLICK	63-6-3-36	64-6-3-3	1662515
	ROUGH	63-6-36-5	64-6-5-5	1662515

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.





## MICRO SHOCKS

### WING and NON-WING TWIN TUBE Shocks

#### Recommended Twin Tube Shocks



#### Aluminum Small Body Non Adj. Smooth - 1.68"OD



- Twin-tube design for traction in the slickest of track conditions
- Smooth body for non-coilover
- Rebuildable and repairable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6"	11.59"	17.59"
7"	12.59"	19.59"
8"	13.59"	21.59"
9"	14.59"	23.59"

DESCRIPTION	6" STROKE	7" STROKE
1 VALVE	1661S	1671S
1-3 VALVE	1661-3S	1671-3S
2 VALVE	1662S	1672S
2 COMP / .5 REB	1662-0.5S	.
2-1 VALVE	1662-1S	1672-1S
2-4 VALVE	1662-4S	1672-4S
2-5 VALVE	1662-5S	1672-5S
2-6 VALVE	1662-6S	1672-6S
3-6 VALVE	1663-6S	1673-6S
3 VALVE	1663S	1673S
3-1 VALVE	1663-1S	1673-1S
3-5 VALVE	1663-5S	1673-5S
4 VALVE	1664S	1674S
4-5 VALVE	1664-5S	1674-5S
4-6 VALVE	1664-6S	1674-6S
5 VALVE	1665S	1675S
5-3 VALVE	1665-3S	1675-3S
ROUGH TRACK 3V	1663SRT	1673SRT
ROUGH TRACK 4V	1664SRT	1664SRT

#### Left Front Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663S	1663	29120-1
SLICK		1663-25S	1663-25	1663-1S	1663-1	29135-1
ROUGH		1663-25S	1663-25	1663-5S	1663-5	29120-1

#### Left Rear Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1663-48S	1663-48	1663-5S	1663-5
SLICK		1662-48S	1662-48	1662-6S	1662-6
ROUGH		1663-48S	1663-48	1663-6S	1663-6

#### Right Front Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663S	1663	29135-1
SLICK		1663-25S	1663-25	1663-1S	1663-1	29150-1
ROUGH		1663-25S	1663-25	1663SRT	1663RT	29135-1

#### Right Rear Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1664-36S	1664-36	1664S	1664
SLICK		1663-36S	1663-36	1663S	1663
ROUGH		1664-36S	1664-36	1664SRT	1664RT

#### Left Front Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1662S	1662	29120-1
SLICK		1663-25S	1663-25	1662-1S	1662-1	29135-1
ROUGH		1663-25S	1663-25	1662-4S	1662-4	29120-1

#### Left Rear Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1662-48S	1662-48	1662-4S	1662-4
SLICK		1662-48S	1662-48	1662-6S	1662-6
ROUGH		1662-48S	1662-48	1662-5S	1662-5

#### Right Front Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663-1S	1663-1	29135-1
SLICK		1663-25S	1663-25	1662-0.5S	1662-0.5	29150-1
ROUGH		1663-25S	1663-25	1662S	1662	29135-1

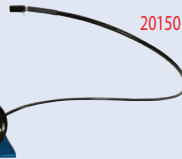
#### Right Rear Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1664-36S	1664-36	1664S	1664
SLICK		1663-36S	1663-36	1663S	1663
ROUGH		1664-36S	1664-36	1664SRT	1664RT

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.

### Remote Cockpit Adjuster

This great new product features a spring and ball detent system, giving the driver a positive feel for accurate adjustments. The adjuster knob has a convenient glow-in-the-dark label making it easy for the driver to make the right adjustment under race conditions. The kit comes with a universal mounting bracket making installation a breeze.



Adjuster must be used with short rod end.

### Rod Ends

DESCRIPTION	PART #
16 SER. NON-ADJ. THREADED	1007
16 SER. NON-ADJ. SMOOTH	1007S
16 SER. ADJUSTABLE	550100148
16 SER. ADJUSTABLE 1" LONGER ROD END	550000103



## MICRO SHOCKS

### WING and NON-WING GAS Shocks

#### Recommended Gas Shocks



#### Aluminum Small Body Threaded Single Adjustable



- Available in compression or rebound adjustable
- Cockpit adjustable kit available
- Basevalve design to give driver increased feel
- Bulb design to reduce gas pressure gain for better feel and grip
- Owner serviceable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
5"	11.68"	16.68"
6"	12.68"	18.68"
7"	13.68"	20.68"
8"	14.68"	22.68"

#### Rebound Adjustable

REBOUND ADJ.	5" STROKE	6" STROKE	7" STROKE
2 COMP/1-4 REB	63-5-2-14	63-6-2-14	63-7-2-14
3 COMP/1-4 REB	63-5-3-14	63-6-3-14	63-7-3-14
4 COMP/1-4 REB	63-5-4-14	63-6-4-14	63-7-4-14
5 COMP/1-4 REB	63-5-5-14	63-6-5-14	63-7-5-14
2 COMP/2-5 REB	63-5-2-25	63-6-2-25	63-7-2-25
3 COMP/2-5 REB	63-5-3-25	63-6-3-25	63-7-3-25
4 COMP/2-5 REB	63-5-4-25	63-6-4-25	63-7-4-25
5 COMP/2-5 REB	63-5-5-25	63-6-5-25	63-7-5-25
6 COMP/2-5 REB	63-5-6-25	63-6-6-25	63-7-6-25
2 COMP/3-6 REB	63-5-2-36	63-6-2-36	63-7-2-36
3 COMP/3-6 REB	63-5-3-36	63-6-3-36	63-7-3-36
4 COMP/3-6 REB	63-5-4-36	63-6-4-36	63-7-4-36
5 COMP/3-6 REB	63-5-5-36	63-6-5-36	63-7-5-36
6 COMP/3-6 REB	63-5-6-36	63-6-6-36	63-7-6-36
2 COMP/5-8 REB	63-5-2-58	63-6-2-58	63-7-2-58
3 COMP/5-8 REB	63-5-3-58	63-6-3-58	63-7-3-58
4 COMP/5-8 REB	63-5-4-58	63-6-4-58	63-7-4-58
5 COMP/5-8 REB	63-5-5-58	63-6-5-58	63-7-5-58
6 COMP/5-8 REB	63-5-6-58	63-6-6-58	63-7-6-58
2 COMP/6-10 REB	63-5-2-610	63-6-2-610	63-7-2-610
3 COMP/6-10 REB	63-5-3-610	63-6-3-610	63-7-3-610
4 COMP/6-10 REB	63-5-4-610	63-6-4-610	63-7-4-610
5 COMP/6-10 REB	63-5-5-610	63-6-5-610	63-7-5-610
CUSTOM VALVE	63-5-SP-SP	63-6-SP-SP	63-7-SP-SP

#### Compression Adjustable

COMP. ADJ.	5" STROKE	6" STROKE	7" STROKE
2-5 COMP/1 REB	63-5-25-1	63-6-25-1	63-7-25-1
2-5 COMP/2 REB	63-5-25-2	63-6-25-2	63-7-25-2
2-5 COMP/3 REB	63-5-25-3	63-6-25-3	63-7-25-3
2-5 COMP/4 REB	63-5-25-4	63-6-25-4	63-7-25-4
2-5 COMP/5 REB	63-5-25-5	63-6-25-5	63-7-25-5
2-5 COMP/6 REB	63-5-25-6	63-6-25-6	63-7-25-6
2-5 COMP/7 REB	63-5-25-7	63-6-25-7	63-7-25-7
2-5 COMP/8 REB	63-5-25-8	63-6-25-8	63-7-25-8
3-6 COMP/1 REB	63-5-36-1	63-6-36-1	63-7-36-1
3-6 COMP/2 REB	63-5-36-2	63-6-36-2	63-7-36-2
3-6 COMP/3 REB	63-5-36-3	63-6-36-3	63-7-36-3
3-6 COMP/4 REB	63-5-36-4	63-6-36-4	63-7-36-4
3-6 COMP/5 REB	63-5-36-5	63-6-36-5	63-7-36-5
3-6 COMP/6 REB	63-5-36-6	63-6-36-6	63-7-36-6
3-6 COMP/7 REB	63-5-36-7	63-6-36-7	63-7-36-7
3-6 COMP/8 REB	63-5-36-8	63-6-36-8	63-7-36-8
CUSTOM VALVE	63-5-SP-SP	63-6-SP-SP	63-7-SP-SP

#### Left Front Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29120-1
	SLICK	63-6-3-14	64-6-1-1	1662515	29135-1
	ROUGH	63-6-2-25	64-6-2-2	1662515	29120-1

#### Left Rear Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-2-36	64-6-2-4	1662528
	SLICK	63-6-2-58	64-6-2-6	1662528
	ROUGH	63-6-2-36	64-6-2-4	1662528

#### Left Front Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29120-1
	SLICK	63-6-3-14	64-6-1-1	1662515	29135-1
	ROUGH	63-6-2-25	64-6-2-2	1662515	29120-1

#### Left Rear Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-2-36	64-6-2-4	1662528
	SLICK	63-6-2-58	64-6-2-6	1662528
	ROUGH	63-6-2-36	64-6-2-4	1662528

#### Right Front Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29135-1
	SLICK	63-6-2-14	64-6-2-1	1662515	29150-1
	ROUGH	63-6-36-5	64-6-3-3	1662515	29135-1

#### Right Rear Shocks

WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-36-4	64-6-4-4	1662528
	SLICK	63-6-3-36	64-6-3-3	1662528
	ROUGH	63-6-36-5	64-6-5-5	1662528

#### Right Front Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED	SPRING
	BASE	63-6-2-25	64-6-2-2	1662515	29135-1
	SLICK	63-6-2-14	64-6-2-1	1662515	29150-1
	ROUGH	63-6-36-5	64-6-3-3	1662515	29135-1

#### Right Rear Shocks

NON WING	TRACK CONDITION	SM. BODY ADJ. THREADED	SM. BODY NON ADJ. THREADED	SM. BODY DBL ADJ. THREADED
	BASE	63-6-36-4	64-6-4-4	1662515
	SLICK	63-6-3-36	64-6-3-3	1662515
	ROUGH	63-6-36-5	64-6-5-5	1662515

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.



## MICRO SHOCKS

### WING and NON-WING TWIN TUBE Shocks

#### Recommended Twin Tube Shocks



#### Aluminum Small Body Non Adj. Smooth - 1.68"OD



- Twin-tube design for traction in the slickest of track conditions
- Smooth body for non-coilover
- Rebuildable and repairable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6"	11.59"	17.59"
7"	12.59"	19.59"
8"	13.59"	21.59"
9"	14.59"	23.59"

DESCRIPTION	6" STROKE	7" STROKE
1 VALVE	1661S	1671S
1-3 VALVE	1661-3S	1671-3S
2 VALVE	1662S	1672S
2 COMP / .5 REB	1662-0.5S	.
2-1 VALVE	1662-1S	1672-1S
2-4 VALVE	1662-4S	1672-4S
2-5 VALVE	1662-5S	1672-5S
2-6 VALVE	1662-6S	1672-6S
3-6 VALVE	1663-6S	1673-6S
3 VALVE	1663S	1673S
3-1 VALVE	1663-1S	1673-1S
3-5 VALVE	1663-5S	1673-5S
4 VALVE	1664S	1674S
4-5 VALVE	1664-5S	1674-5S
4-6 VALVE	1664-6S	1674-6S
5 VALVE	1665S	1675S
5-3 VALVE	1665-3S	1675-3S
ROUGH TRACK 3V	1663SRT	1673SRT
ROUGH TRACK 4V	1664SRT	1664SRT

#### Left Front Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663S	1663	29120-1
SLICK		1663-25S	1663-25	1663-1S	1663-1	29135-1
ROUGH		1663-25S	1663-25	1663-5S	1663-5	29120-1

#### Left Rear Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1663-48S	1663-48	1663-5S	1663-5
SLICK		1662-48S	1662-48	1662-6S	1662-6
ROUGH		1663-48S	1663-48	1663-6S	1663-6

#### Right Front Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663S	1663	29135-1
SLICK		1663-25S	1663-25	1663-1S	1663-1	29150-1
ROUGH		1663-25S	1663-25	1663SRT	1663RT	29135-1

#### Right Rear Shocks

WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1664-36S	1664-36	1664S	1664
SLICK		1663-36S	1663-36	1663S	1663
ROUGH		1664-36S	1664-36	1664SRT	1664RT

#### Left Front Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1662S	1662	29120-1
SLICK		1663-25S	1663-25	1662-1S	1662-1	29135-1
ROUGH		1663-25S	1663-25	1662-4S	1662-4	29120-1

#### Left Rear Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1662-48S	1662-48	1662-4S	1662-4
SLICK		1662-48S	1662-48	1662-6S	1662-6
ROUGH		1662-48S	1662-48	1662-5S	1662-5

#### Right Front Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY	SPRING
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED	
BASE		1663-25S	1663-25	1663-1S	1663-1	29135-1
SLICK		1663-25S	1663-25	1662-0.5S	1662-0.5	29150-1
ROUGH		1663-25S	1663-25	1662S	1662	29135-1

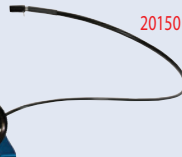
#### Right Rear Shocks

NON WING	TRACK	SM. BODY	SM. BODY	SM. BODY	SM. BODY
	CONDITION	REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1664-36S	1664-36	1664S	1664
SLICK		1663-36S	1663-36	1663S	1663
ROUGH		1664-36S	1664-36	1664SRT	1664RT

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.

### Remote Cockpit Adjuster

This great new product features a spring and ball detent system, giving the driver a positive feel for accurate adjustments. The adjuster knob has a convenient glow-in-the-dark label making it easy for the driver to make the right adjustment under race conditions. The kit comes with a universal mounting bracket making installation a breeze.



Adjuster must be used with short rod end.

### Rod Ends

DESCRIPTION	PART #
16 SER. NON-ADJ. THREADED	1007
16 SER. NON-ADJ. SMOOTH	1007S
16 SER. ADJUSTABLE	550100148
16 SER. ADJUSTABLE 1" LONGER ROD END	550000103





## MINI-SPRINT SHOCKS

### WING and NON-WING TWIN TUBE Shocks

#### Recommended Twin Tube Shocks



#### Aluminum Small Body Non Adj. Smooth - 1.68" OD



- Twin-tube design for traction in the slickest of track conditions
- Smooth body for non-coilover
- Rebuildable and repairable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6"	11.59"	17.59"
7"	12.59"	19.59"
8"	13.59"	21.59"
9"	14.59"	23.59"

DESCRIPTION	6" STROKE	7" STROKE
1 VALVE	1661S	1671S
1-3 VALVE	1661-3S	1671-3S
2 VALVE	1662S	1672S
2-1 VALVE	1662-1S	1672-1S
2-4 VALVE	1662-4S	1672-4S
2-5 VALVE	1662-5S	1672-5S
2-6 VALVE	1662-6S	1672-6S
3-6 VALVE	1663-6S	1673-6S
3 VALVE	1663S	1673S
3-1 VALVE	1663-1S	1673-1S
3-5 VALVE	1663-5S	1673-5S
4 VALVE	1664S	1674S
4-5 VALVE	1664-5S	1674-5S
4-6 VALVE	1664-6S	1674-6S
5 VALVE	1665S	1675S
5-3 VALVE	1665-3S	1675-3S

#### Left Front Shocks

WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1673-25S	1673-25	1673S	1673
SLICK		1673-25S	1673-25	1673-1S	1673-1
ROUGH		1673-25S	1673-25	1673-5S	1673-5

#### Left Rear Shocks

WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1672-48S	1672-48	1672-5S	1672-5
SLICK		1672-48S	1672-48	1672-6S	1672-6
ROUGH		1672-48S	1672-48	1672-6S	1672-6

#### Right Front Shocks

WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1673-25S	1673-25	1673S	1673-2
SLICK		1673-25S	1673-25	1673-0.5S	1673-0.5
ROUGH		1673-25S	1673-25	1673RTS	1673RT

#### Right Rear Shocks

WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1674-36S	1674-36	1674S	1674
SLICK		1674-36S	1674-36	1673S	1673
ROUGH		1674-36S	1674-36	1674RTS	1674RT

#### Left Front Shocks

NON WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1673-25S	1673-25	1672S	1672
SLICK		1673-25S	1673-25	1672-1S	1672-1
ROUGH		1673-25S	1673-25	1672-4S	1672-4

#### Left Rear Shocks

NON WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1672-48S	1672-48	1673-5S	1673-5
SLICK		1672-48S	1672-48	1673-5S	1673-5
ROUGH		1672-48S	1672-48	1673-5S	1673-5

#### Right Front Shocks

NON WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1673-25S	1673-25	1673-2S	1673-2
SLICK		1673-25S	1673-25	1673-0.5S	1673-0.5
ROUGH		1673-25S	1673-25	1673S	1673

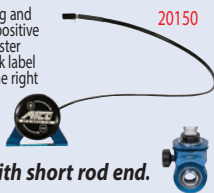
#### Right Rear Shocks

NON WING	TRACK CONDITION	SM. BODY	SM. BODY	SM. BODY	SM. BODY
		REB. ADJ. SMOOTH	REB. ADJ. THREADED	NON ADJ. SMOOTH	NON ADJ. THREADED
BASE		1674-36S	1674-36	1673S	1673
SLICK		1674-36S	1674-36	1673S	1673
ROUGH		1674-48S	1674-48	1674S	1674

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.

#### Remote Cockpit Adjuster

This great new product features a spring and ball detent system, giving the driver a positive feel for accurate adjustments. The adjuster knob has a convenient glow-in-the-dark label making it easy for the driver to make the right adjustment under race conditions. The kit comes with a universal mounting bracket making installation a breeze.



Adjuster must be used with short rod end.

#### Gas Shock Inflation Gauges

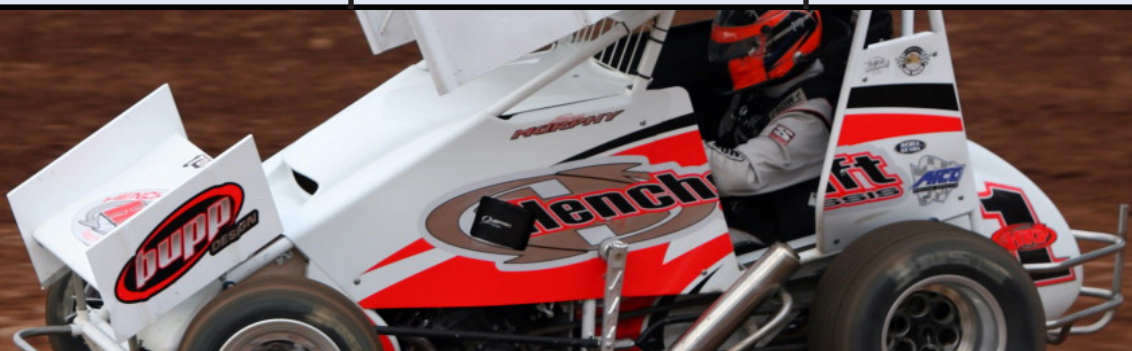


DESCRIPTION	PART #
GAS SHOCK INFLATION ASSY.	20109
GAUGE ONLY 0-300 PSI	20109-1
GAUGE ONLY 0-30 PSI	20109-8

#### Rod Ends



DESCRIPTION	PART #
16 SER. NON-ADJ. THREADED	1007
16 SER. NON-ADJ. SMOOTH	1007S
16 SER. ADJUSTABLE	550100148
16 SER. ADJUSTABLE 1" LONGER ROD END	5500001039



## MINI-SPRINT SHOCKS

### WING and NON-WING TWIN TUBE Shocks

#### Recommended Twin Tube Shocks



#### Aluminum Small Body Non Adj. Smooth - 1.68" OD



- Twin-tube design for traction in the slickest of track conditions
- Smooth body for non-coilover
- Rebuildable and repairable

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6"	11.59"	17.59"
7"	12.59"	19.59"
8"	13.59"	21.59"
9"	14.59"	23.59"

DESCRIPTION	6" STROKE	7" STROKE
1 VALVE	1661S	1671S
1-3 VALVE	1661-3S	1671-3S
2 VALVE	1662S	1672S
2-1 VALVE	1662-1S	1672-1S
2-4 VALVE	1662-4S	1672-4S
2-5 VALVE	1662-5S	1672-5S
2-6 VALVE	1662-6S	1672-6S
3-6 VALVE	1663-6S	1673-6S
3 VALVE	1663S	1673S
3-1 VALVE	1663-1S	1673-1S
3-5 VALVE	1663-5S	1673-5S
4 VALVE	1664S	1674S
4-5 VALVE	1664-5S	1674-5S
4-6 VALVE	1664-6S	1674-6S
5 VALVE	1665S	1675S
5-3 VALVE	1665-3S	1675-3S

#### Left Front Shocks

WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1673-25S	1673-25	1673S	1673
SLICK	1673-25S	1673-25	1673-1S	1673-1	
ROUGH	1673-25S	1673-25	1673-5S	1673-5	

#### Left Rear Shocks

WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1672-48S	1673-48	1673-5S	1673-5
SLICK	1672-48S	1673-48	1673-6S	1673-6	
ROUGH	1672-48S	1673-48	1673-6S	1673-6	

#### Right Front Shocks

WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1673-25S	1673-25	1673S	1673-2
SLICK	1673-25S	1673-25	1673-0.5S	1673-0.5	
ROUGH	1673-25S	1673-25	1673RTS	1673RT	

#### Right Rear Shocks

WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1674-36S	1674-36	1674S	1674
SLICK	1674-36S	1673-36	1673S	1673	
ROUGH	1674-36S	1674-36	1674RTS	1674RT	

#### Left Front Shocks

NON WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1673-25S	1673-25	1672S	1672
SLICK	1673-25S	1673-25	1672-1S	1672-1	
ROUGH	1673-25S	1673-25	1672-4S	1672-4	

#### Left Rear Shocks

NON WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1672-48S	1673-36	1673-5S	1673-5
SLICK	1672-48S	1673-36	1673-5S	1673-5	
ROUGH	1672-48S	1673-36	1673-5S	1673-5	

#### Right Front Shocks

NON WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1673-25S	1673-25	1673-2S	1673-2
SLICK	1673-25S	1673-25	1673-0.5S	1673-0.5	
ROUGH	1673-25S	1673-25	1673S	1673	

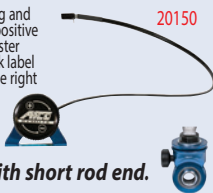
#### Right Rear Shocks

NON WING	TRACK CONDITION	SM. BODY REB. ADJ. SMOOTH	SM. BODY REB. ADJ. THREADED	SM. BODY NON ADJ. SMOOTH	SM. BODY NON ADJ. THREADED
	BASE	1673-36S	1673-36	1673S	1673
SLICK	1673-36S	1673-36	1673S	1673	
ROUGH	1674-48S	1674-48	1674S	1674	

**NOTE:** The stroke lengths for these recommended shocks are suggestions only. Change the 3rd digit in all of these numbers to reflect your desired stroke length. See the following pages for compressed and extended lengths.

#### Remote Cockpit Adjuster

This great new product features a spring and ball detent system, giving the driver a positive feel for accurate adjustments. The adjuster knob has a convenient glow-in-the-dark label making it easy for the driver to make the right adjustment under race conditions. The kit comes with a universal mounting bracket making installation a breeze.



Adjuster must be used with short rod end.

#### Gas Shock Inflation Gauges



DESCRIPTION	PART #
GAS SHOCK INFLATION ASSY.	20109
GAUGE ONLY 0-300 PSI	20109-1
GAUGE ONLY 0-30 PSI	20109-8

#### Rod Ends



DESCRIPTION	PART #
16 SER. NON-ADJ. THREADED	1007
16 SER. NON-ADJ. SMOOTH	1007S
16 SER. ADJUSTABLE	550100148
16 SER. ADJUSTABLE 1" LONGER ROD END	550000103



## MODIFIED - SILVER SERIES BULB SHOCKS

### Bulb Gas Shocks (Swing Arm & 4-Link)



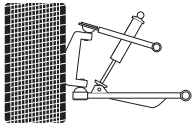
#### HOW TO READ AND ORDER YOUR SILVER SERIES BULB GAS SHOCKS:

<b>SHOCK SERIES</b> 55 Base Valve Version w/ Schrader Valve	<b>STROKE LENGTH</b> 9 Choose either 7" or 9"	<b>COMP</b> 2 Choose Any Valve between 0 - 14	<b>REBOUND</b> 12 Choose Any Valve between 0 - 14	<b>SHOCK SERIES</b> 57 Non-Base Valve Version w/ Schrader Valve	<b>STROKE LENGTH</b> 7 Choose either 7" or 9"	<b>COMP</b> 5 Choose Any Valve between 0 - 14	<b>REBOUND</b> 5 Choose Any Valve between 0 - 14
<b>SHOCK SERIES</b> 56 Base Valve Version 	<b>STROKE LENGTH</b> 7 Choose either 7" or 9"	<b>COMP</b> 4 Choose Any Valve between 0 - 14	<b>REBOUND</b> 6 Choose Any Valve between 0 - 14	<b>SHOCK SERIES</b> 58 Non-Base Valve Version 	<b>STROKE LENGTH</b> 9 Choose either 7" or 9"	<b>COMP</b> 10 Choose Any Valve between 0 - 14	<b>REBOUND</b> 3 Choose Any Valve between 0 - 14

ORDER YOUR SHOCKS THE WAY YOU WANT THEM... NO EXTRA CHARGE FOR SPECIAL BUILDS!  
WHY WAIT? 2 DAY TURNAROUND ON ALL SPECIAL BUILDS!

### Recommended 4-Link Gas Shocks

#### Left Front Shocks

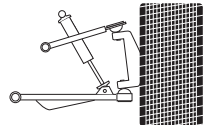


		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-5-5	55-7-5-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

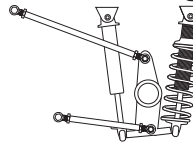
#### BASE VALVE

#### Right Front Shocks

		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-5	55-7-3-7
	SLICK	56-7-3-5	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6



#### Left Rear Shocks (w/Spring Behind)

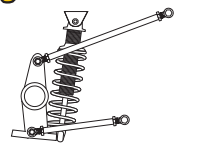


		NO BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-7-2	57-9-7-2
	SLICK	58-9-9-2	57-9-9-2
	ROUGH	55-9-6-3	57-9-6-3

#### BASE VALVE

#### Right Rear Spring Ahead Shocks

		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-3-3
	SLICK	56-9-3-5	55-9-3-5
	ROUGH	56-9-4-4RT	55-9-4-4

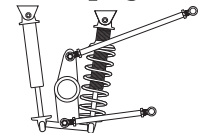


THE ULTIMATE IN SERVICE! Two Day Turnaround on most custom shocks.

#### BASE VALVE

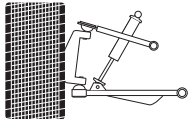
#### Right Rear Shocks Ahead (w/Spring Ahead)

		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-6	55-9-4-6
	SLICK	56-9-3-7	55-9-3-7
	ROUGH	56-9-5-5	55-9-5-5



### Recommended Swing Arm Gas Shocks

#### Left Front Shocks

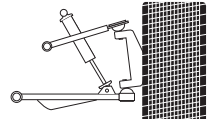


		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-6	55-7-4-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

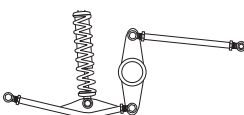
#### BASE VALVE

#### Right Front Shocks

		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-3-5	55-7-4-6
	SLICK	56-7-4-6	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6



#### Left Rear Shocks

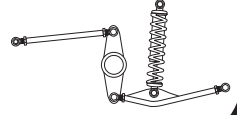


		NO BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-4-4	57-9-4-4
	SLICK	58-9-6-3	57-9-6-3
	ROUGH	58-9-4-5	57-9-4-6

#### BASE VALVE

#### Right Rear Shocks

		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-4-4
	SLICK	56-9-2-4	55-9-2-4
	ROUGH	56-9-4-5	55-9-4-6



Not sure where to begin? Here are our recommendations...



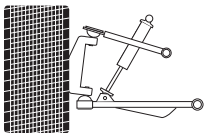
## MODIFIED SHOCKS

### GAS Shocks (4-Link & Swing Arm)



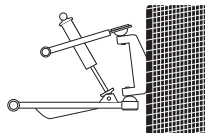
#### Recommended 4-Link Gas Shocks

##### Left Front Shocks



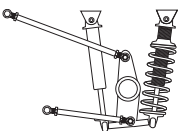
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2475D	2375D
	SLICK	2475-3D	2375-3D
	ROUGH	2475D	2375D

##### Right Front Shocks



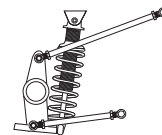
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2474-5	2373-7
	SLICK	2473-5	2373-5
	ROUGH	2474-6	2374-6

##### Left Rear Shocks (w/Spring Behind)



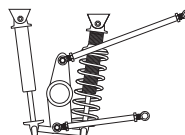
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2497-2D	2397-2D
	SLICK	2499-2D	2399-2D
	ROUGH	2496-3D	2396-3D

##### Right Rear Spring Ahead Shocks



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494	2394
	SLICK	2493-5	2393-5
	ROUGH	2494RT	2394RT

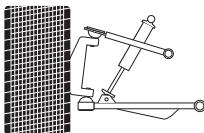
##### Right Rear Spring Ahead Shocks



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494-6	2394-6
	SLICK	2493-7	2393-7
	ROUGH	2495RT	2395RT

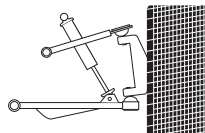
#### Recommended Swing Arm Gas Shocks

##### Left Front Shocks



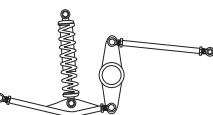
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2474-6D	2374-5D
	SLICK	2475-3D	2375-3D
	ROUGH	2475D	2375D

##### Right Front Shocks



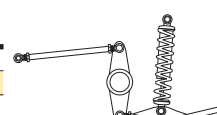
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2473-5	2373-7
	SLICK	2474-6	2373-5
	ROUGH	2474-6RT	2374-6

##### Left Rear Shocks



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494D	2394D
	SLICK	2496-3D	2396-3D
	ROUGH	2494-5D	2394-6D

##### Right Rear Shocks



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494	2394
	SLICK	2492-4	2392-3
	ROUGH	2494-5	2394-6

Not sure where to begin? Here are our recommendations.



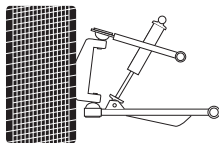
## MODIFIED SHOCKS

### TWIN TUBE Shocks (Swing Arm & 4-Link)



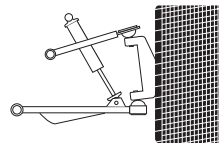
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



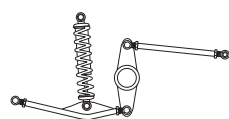
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-6	1474-5
	SLICK	1975-3	1475-3
	ROUGH	1975	1475

##### Right Front Shocks



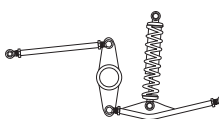
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1973-5	1474-6
	SLICK	1974-6	1473-5
	ROUGH	1974-6	1474-6

##### Left Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1996-3	1497-2
	ROUGH	1994-5	1494-6

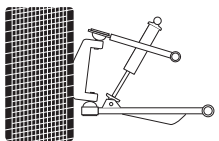
##### Right Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1992-4	1493-5
	ROUGH	1994-5	1494-6

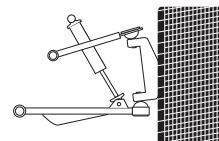
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



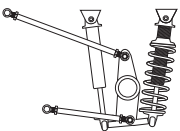
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-5	1474-6
	SLICK	1975-3	1475-3
	ROUGH	1975	1475

##### Right Front Shocks



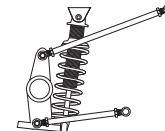
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-5	1474-6
	SLICK	1973-5	1473-5
	ROUGH	1974-6	1475

##### Left Rear Shocks (w Spring Behind)



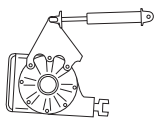
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1997-2	1497-2
	SLICK	1999-2	1497-2
	ROUGH	1996-3	1495-3

##### Right Rear Spring Ahead Shocks



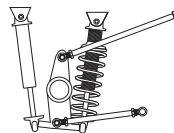
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1993-5	1493-5
	ROUGH	1994RT	1494

##### Axle Damper Front Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1976-0	1479-1
	SLICK	1979-1	1479-1
	ROUGH	1974-0	1479-1

##### Right Rear Shocks (w/ Spring Ahead)



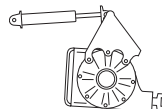
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994-6	1494
	SLICK	1993-7	1493-5
	ROUGH	1995RT	1495

#### Shock Rebuild Kits NOW AVAILABLE!

Everything you need to properly rebuild your AFCO Shocks!



##### Axle Damper Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE
	BASE	1971-9
	SLICK	1971-14
	ROUGH	1971-6

Not sure where to begin? Here are our recommendations...

## MODIFIED - SILVER SERIES BULB SHOCKS

### Bulb Gas Shocks (Swing Arm & 4-Link)



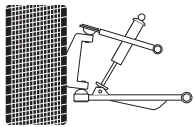
#### HOW TO READ AND ORDER YOUR SILVER SERIES BULB GAS SHOCKS:

<b>SHOCK SERIES</b> <b>55</b> Base Valve Version w/ Schrader Valve	<b>STROKE LENGTH</b> <b>9</b> Choose either 7" or 9"	<b>COMP</b> <b>2</b> Choose Any Valve between 0 - 14	<b>REBOUND</b> <b>12</b> Choose Any Valve between 0 - 14
<b>SHOCK SERIES</b> <b>56</b> Base Valve Version 	<b>STROKE LENGTH</b> <b>7</b> Choose either 7" or 9"	<b>COMP</b> <b>4</b> Choose Any Valve between 0 - 14	<b>REBOUND</b> <b>6</b> Choose Any Valve between 0 - 14
<b>SHOCK SERIES</b> <b>57</b> Non-Base Valve Version w/ Schrader Valve	<b>STROKE LENGTH</b> <b>7</b> Choose either 7" or 9"	<b>COMP</b> <b>5</b> Choose Any Valve between 0 - 14	<b>REBOUND</b> <b>5</b> Choose Any Valve between 0 - 14
<b>SHOCK SERIES</b> <b>58</b> Non-Base Valve Version 	<b>STROKE LENGTH</b> <b>9</b> Choose either 7" or 9"	<b>COMP</b> <b>10</b> Choose Any Valve between 0 - 14	<b>REBOUND</b> <b>3</b> Choose Any Valve between 0 - 14

ORDER YOUR SHOCKS THE WAY YOU WANT THEM... NO EXTRA CHARGE FOR SPECIAL BUILDS!  
 WHY WAIT? 2 DAY TURNAROUND ON ALL SPECIAL BUILDS!

### Recommended 4-Link Gas Shocks

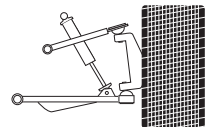
#### Left Front Shocks



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-5-5	55-7-5-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

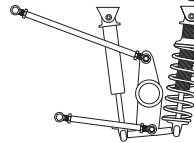
#### BASE VALVE

#### Right Front Shocks



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-5	55-7-3-7
	SLICK	56-7-3-5	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6

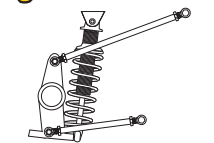
#### Left Rear Shocks (w/Spring Behind)



		NO BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-7-2	57-9-7-2
	SLICK	58-9-9-2	57-9-9-2
	ROUGH	55-9-6-3	57-9-6-3

#### BASE VALVE

#### Right Rear Spring Ahead Shocks

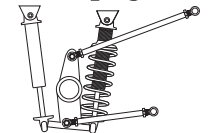


		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-3-3
	SLICK	56-9-3-5	55-9-3-5
	ROUGH	56-9-4-4RT	55-9-4-4

THE ULTIMATE IN SERVICE! Two Day Turnaround on most custom shocks.

#### BASE VALVE

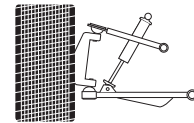
#### Right Rear Shocks Ahead (w/Spring Ahead)



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-6	55-9-4-6
	SLICK	56-9-3-7	55-9-3-7
	ROUGH	56-9-5-5	55-9-5-5

### Recommended Swing Arm Gas Shocks

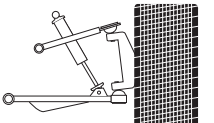
#### Left Front Shocks



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-6	55-7-4-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

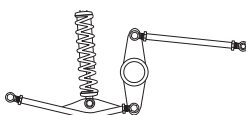
#### BASE VALVE

#### Right Front Shocks



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-3-5	55-7-4-6
	SLICK	56-7-4-6	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6

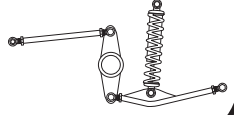
#### Left Rear Shocks



		NO BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-4-4	57-9-4-4
	SLICK	58-9-6-3	57-9-6-3
	ROUGH	58-9-4-5	57-9-4-6

#### BASE VALVE

#### Right Rear Shocks



		BASE VALVE	
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-4-4
	SLICK	56-9-2-4	55-9-2-4
	ROUGH	56-9-4-5	55-9-4-6

Not sure where to begin? Here are our recommendations...



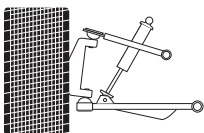
## MODIFIED SHOCKS

### GAS Shocks (4-Link & Swing Arm)



#### Recommended 4-Link Gas Shocks

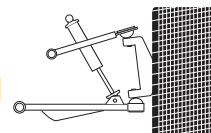
##### Left Front Shocks



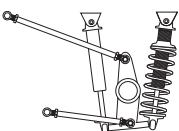
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2475D	2375D
	SLICK	2475-3D	2375-3D
	ROUGH	2475D	2375D

##### Right Front Shocks

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2474-5	2373-7
	SLICK	2473-5	2373-5
	ROUGH	2474-6	2374-6



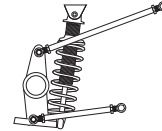
##### Left Rear Shocks (w/Spring Behind)



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2497-2D	2397-2D
	SLICK	2499-2D	2399-2D
	ROUGH	2496-3D	2396-3D

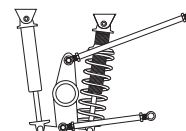
##### Right Rear Spring Ahead Shocks

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494	2394
	SLICK	2493-5	2393-5
	ROUGH	2494RT	2394RT



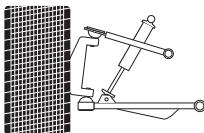
##### Right Rear Spring Ahead Shocks

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494-6	2394-6
	SLICK	2493-7	2393-7
	ROUGH	2495RT	2395RT



#### Recommended Swing Arm Gas Shocks

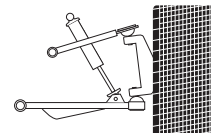
##### Left Front Shocks



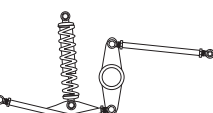
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2474-6D	2374-5D
	SLICK	2475-3D	2375-3D
	ROUGH	2475D	2375D

##### Right Front Shocks

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2473-5	2373-7
	SLICK	2474-6	2373-5
	ROUGH	2474-6RT	2374-6



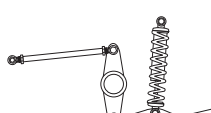
##### Left Rear Shocks



GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494D	2394D
	SLICK	2496-3D	2396-3D
	ROUGH	2494-5D	2394-6D

##### Right Rear Shocks

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	2494	2394
	SLICK	2492-4	2392-3
	ROUGH	2494-5	2394-6



Not sure where to begin? Here are our recommendations.



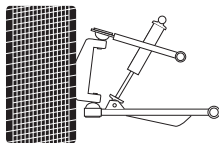
## MODIFIED SHOCKS

### TWIN TUBE Shocks (Swing Arm & 4-Link)



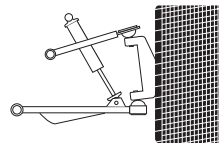
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



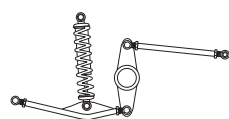
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-6	1474-5
	SLICK	1975-3	1475-3
	ROUGH	1975	1475

##### Right Front Shocks



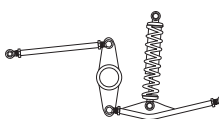
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1973-5	1474-6
	SLICK	1974-6	1473-5
	ROUGH	1974-6	1474-6

##### Left Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1996-3	1497-2
	ROUGH	1994-5	1494-6

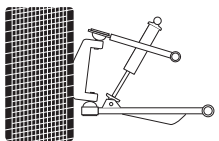
##### Right Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1992-4	1493-5
	ROUGH	1994-5	1494-6

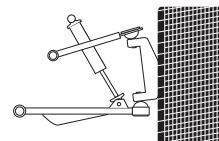
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



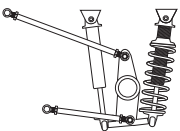
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-5	1474-6
	SLICK	1975-3	1475-3
	ROUGH	1975	1475

##### Right Front Shocks



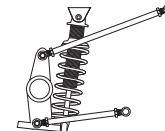
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1974-5	1474-6
	SLICK	1973-5	1473-5
	ROUGH	1974-6	1475

##### Left Rear Shocks (w Spring Behind)



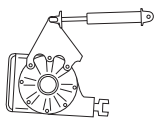
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1997-2	1497-2
	SLICK	1999-2	1497-2
	ROUGH	1996-3	1495-3

##### Right Rear Spring Ahead Shocks



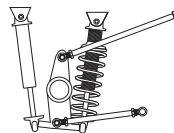
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994	1494
	SLICK	1993-5	1493-5
	ROUGH	1994RT	1494

##### Axle Damper Front Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1976-0	1479-1
	SLICK	1979-1	1479-1
	ROUGH	1974-0	1479-1

##### Right Rear Shocks (w/ Spring Ahead)



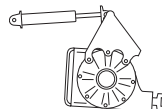
TWIN TUBE	TRACK CONDITION	REBUILDABLE	SEALED BODY
	BASE	1994-6	1494
	SLICK	1993-7	1493-5
	ROUGH	1995RT	1495

#### Shock Rebuild Kits NOW AVAILABLE!

Everything you need to properly rebuild your AFCO Shocks!



##### Axle Damper Rear Shocks



TWIN TUBE	TRACK CONDITION	REBUILDABLE
	BASE	1971-9
	SLICK	1971-14
	ROUGH	1971-6

Not sure where to begin? Here are our recommendations...



# MODIFIED - TUNING GUIDE

## 4-Link Tuning

### To Tighten

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Stiffen LF spring (banked track)</li> <li>• Increase compression LF shock</li> <li>• Soften RR spring</li> <li>• Drop left bottom 4-link on chassis</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften RF spring<sup>3</sup> (can also loosen exit)</li> <li>• Stiffen LF spring</li> <li>• Decrease compression RF shock</li> <li>• Drop right bottom 4-link rod on chassis</li> <li>• Increase compression LR shock</li> <li>• Decrease compression RR shock<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Stiffen LF spring</li> <li>• Soften RF spring<sup>3</sup></li> <li>• Drop panhard on pinion / raise on LS frame</li> <li>• Decrease rebound LF shock</li> <li>• Increase compression LR shock</li> <li>• Stiffen RR spring<sup>3</sup> (can also loosen exit)</li> <li>• Shorten RS wheelbase / lengthen LS</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Decrease rebound LF shock</li> <li>• Decrease rebound LR shock</li> <li>• Raise left top 4-link rod on chassis</li> <li>• Decrease rebound RR shock (can loosen entry)</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also)</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge (on throttle)</li> <li>• Decrease rebound front shocks</li> <li>• Decrease rebound LR shock</li> <li>• Raise left top 4-link rod on chassis</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also)</li> <li>• Drop right top 4-link rod on chassis</li> </ul>
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### To Loosen

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Increase compression RF shock</li> <li>• Increase compression RR shock<sup>1</sup></li> <li>• Stiffen RR spring<sup>2</sup></li> <li>• Raise both right side 4-link rods on chassis</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring</li> <li>• Raise right bottom 4-link rod on chassis</li> <li>• Increase compression RF shock</li> <li>• Increase rebound LF shock</li> <li>• Raise panhard on pinion / drop on LS frame</li> <li>• Stiffen LR spring</li> <li>• Stiffen RF spring<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring</li> <li>• Raise panhard on pinion / drop on LS frame</li> <li>• Increase rebound LF shock</li> <li>• Drop left top 4-link rod on birdcage &amp; chassis</li> <li>• Stiffen LR spring</li> <li>• Stiffen RF spring<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Drop left top 4-link rod on chassis</li> <li>• Increase rebound front shocks</li> <li>• Increase rebound RR shock<sup>2</sup></li> <li>• Raise right top 4-link rod on chassis</li> <li>• Raise left bottom 4-link rod on chassis</li> <li>• Stiffen RR spring<sup>2</sup></li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge (on throttle)</li> <li>• Increase rebound RF shock</li> <li>• Increase rebound LF shock</li> <li>• Increase compression RR shock<sup>1</sup></li> <li>• Stiffen RR spring (can also tighten entry)<sup>2</sup></li> <li>• Raise right top 4-link rod on chassis</li> <li>• Raise left bottom 4-link rod on chassis</li> </ul>
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1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

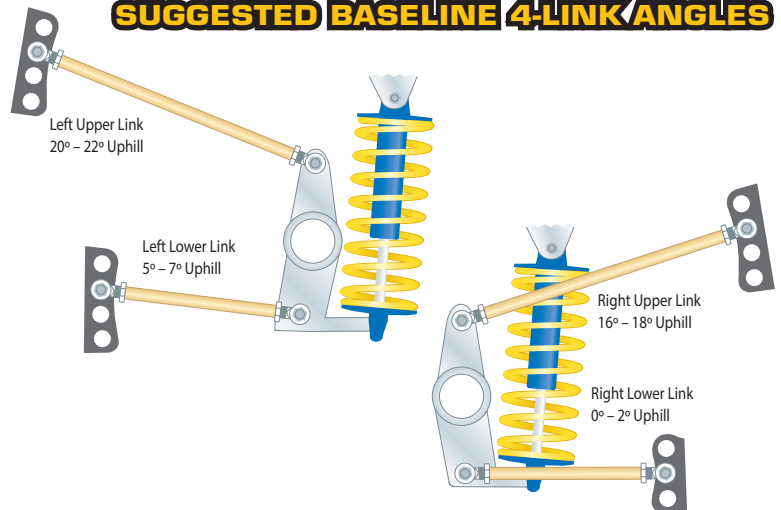
## SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

**LR Shock Location:** A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle.

**LR Spring Rate:** Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling, but hike-up also promotes loose roll steer that tends to loosen handling.
- Use a stiff compression shock ahead of the axle on LR to improve corner entry stability. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.

## SUGGESTED BASELINE 4-LINK ANGLES



- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

## MODIFIED - TUNING GUIDE

### Swing Arm/Z-Link Tuning

#### To Tighten

##### CORNER ENTRY (on throttle)

- Increase wedge
- Raise right trailing arm on chassis
- Increase compression LF shock
- Stiffen LF spring (banked track)
- Stiffen LR spring
- Soften RR spring<sup>1</sup>

##### CORNER ENTRY (off throttle)

- Soften LR spring
- Stiffen LF spring
- Raise right trailing arm on chassis
- Stiffen RR spring<sup>2</sup>
- Decrease compression RF shock
- Increase compression LF shock
- Decrease compression RR shock

##### MIDDLE CORNER (off throttle)

- Stiffen LF spring
- Soften RF spring<sup>3</sup>
- Decrease compression RF shock
- Decrease rebound LF shock
- Decrease compression RR shock
- Shorten RS wheelbase / lengthen LS

##### MIDDLE CORNER (on throttle)

- Increase wedge
- Drop left trailing arm on chassis
- Decrease rebound LF shock
- Decrease rebound LR shock
- Decrease rebound RR shock
- Soften RR spring<sup>1</sup>
- Stiffen LR spring
- More pull bar to left

##### CORNER EXIT (on throttle)

- Increase wedge (on throttle)
- Drop left trailing arm on chassis
- Decrease rebound front shocks
- Decrease rebound LR shock
- Decrease compression RR shock<sup>3</sup>
- Soften RR spring<sup>1</sup>
- Stiffen LR spring
- More pull bar to left

#### To Loosen

##### CORNER ENTRY (on throttle)

- Decrease wedge
- Increase compression RF shock
- Drop right trailing arm on chassis
- Increase compression RR shock
- Soften LR spring
- Stiffen RR spring<sup>2</sup>

##### CORNER ENTRY (off throttle)

- Stiffen RF spring<sup>1</sup>
- Soften LF spring
- Stiffen LR spring
- Increase compression RF shock
- Increase wedge
- Increase rebound LR shock

##### MIDDLE CORNER (off throttle)

- Increase wedge<sup>4</sup>
- Stiffen LR spring
- Drop right trailing arm on chassis<sup>3</sup>
- Increase rebound LF shock
- Soften LF spring
- Increase compression RR shock

##### MIDDLE CORNER (on throttle)

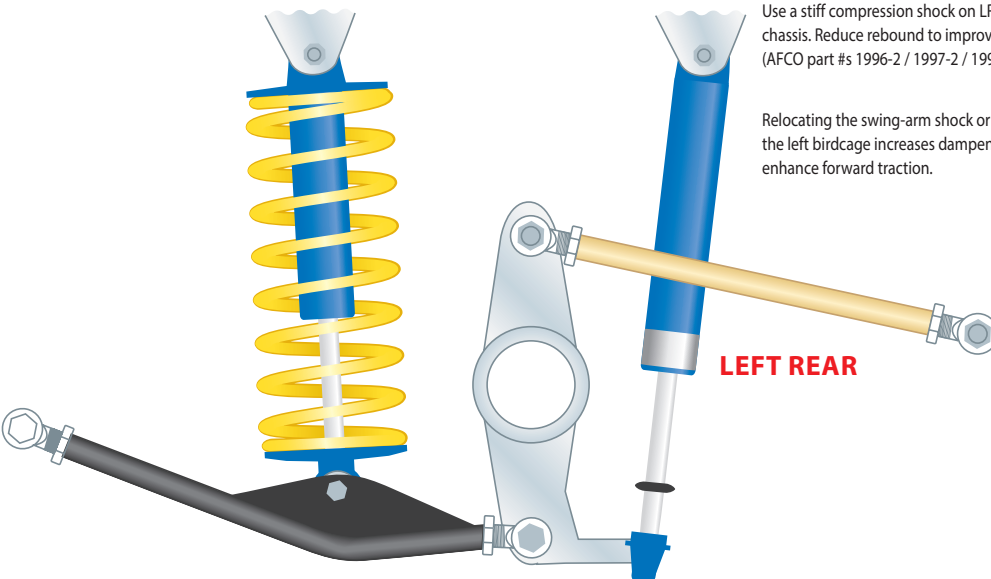
- Decrease wedge
- Increase rebound RF shock
- Increase rebound LF shock
- Soften RF spring
- Raise left trailing arm on chassis

##### CORNER EXIT (on throttle)

- Decrease wedge
- Increase rebound RF shock
- Raise left trailing arm on chassis
- Increase rebound LF shock
- Increase compression RR shock<sup>1</sup>
- Stiffen RR spring<sup>2</sup>

1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

### SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS



Use a stiff compression shock on LR to improve corner entry stability on hiked-up chassis. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)

Relocating the swing-arm shock or adding a shock (rules permitting) to the rear of the left birdcage increases dampening and can improve corner entry stability and enhance forward traction.

# MODIFIED - TUNING GUIDE

## 4-Link Tuning

### To Tighten

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Stiffen LF spring (banked track)</li> <li>• Increase compression LF shock</li> <li>• Soften RR spring</li> <li>• Drop left bottom 4-link on chassis</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften RF spring<sup>3</sup> (can also loosen exit)</li> <li>• Stiffen LF spring</li> <li>• Decrease compression RF shock</li> <li>• Drop right bottom 4-link rod on chassis</li> <li>• Increase compression LR shock</li> <li>• Decrease compression RR shock<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Stiffen LF spring</li> <li>• Soften RF spring<sup>3</sup></li> <li>• Drop panhard on pinion / raise on LS frame</li> <li>• Decrease rebound LF shock</li> <li>• Increase compression LR shock</li> <li>• Stiffen RR spring<sup>3</sup> (can also loosen exit)</li> <li>• Shorten RS wheelbase / lengthen LS</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Decrease rebound LF shock</li> <li>• Decrease rebound LR shock</li> <li>• Raise left top 4-link rod on chassis</li> <li>• Decrease rebound RR shock (can loosen entry)</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also)</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge (on throttle)</li> <li>• Decrease rebound front shocks</li> <li>• Decrease rebound LR shock</li> <li>• Raise left top 4-link rod on chassis</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also)</li> <li>• Drop right top 4-link rod on chassis</li> </ul>
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### To Loosen

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Increase compression RF shock</li> <li>• Increase compression RR shock<sup>1</sup></li> <li>• Stiffen RR spring<sup>2</sup></li> <li>• Raise both right side 4-link rods on chassis</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring</li> <li>• Raise right bottom 4-link rod on chassis</li> <li>• Increase compression RF shock</li> <li>• Increase rebound LF shock</li> <li>• Raise panhard on pinion / drop on LS frame</li> <li>• Stiffen LR spring</li> <li>• Stiffen RF spring<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring</li> <li>• Raise panhard on pinion / drop on LS frame</li> <li>• Increase rebound LF shock</li> <li>• Drop left top 4-link rod on birdcage &amp; chassis</li> <li>• Stiffen LR spring</li> <li>• Stiffen RF spring<sup>4</sup></li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Drop left top 4-link rod on chassis</li> <li>• Increase rebound front shocks</li> <li>• Increase rebound RR shock<sup>2</sup></li> <li>• Raise right top 4-link rod on chassis</li> <li>• Raise left bottom 4-link rod on chassis</li> <li>• Stiffen RR spring<sup>2</sup></li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge (on throttle)</li> <li>• Increase rebound RF shock</li> <li>• Increase rebound LF shock</li> <li>• Increase compression RR shock<sup>1</sup></li> <li>• Stiffen RR spring (can also tighten entry)<sup>2</sup></li> <li>• Raise right top 4-link rod on chassis</li> <li>• Raise left bottom 4-link rod on chassis</li> </ul>
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1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

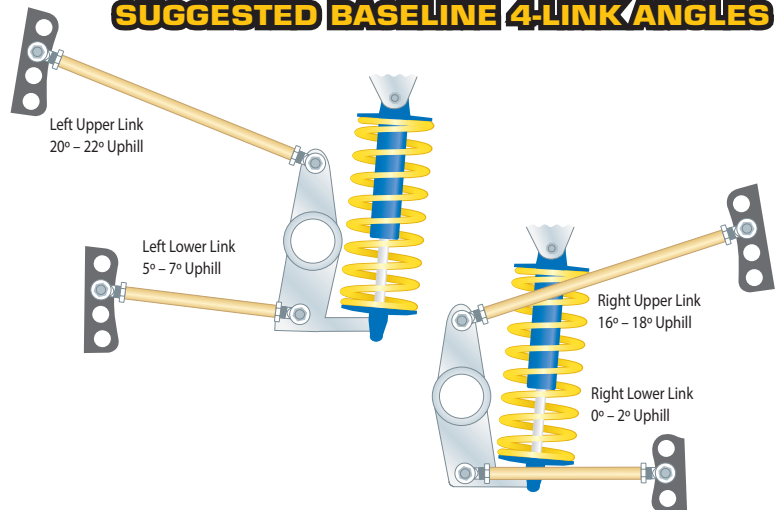
## SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

**LR Shock Location:** A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle.

**LR Spring Rate:** Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling, but hike-up also promotes loose roll steer that tends to loosen handling.
- Use a stiff compression shock ahead of the axle on LR to improve corner entry stability. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.

## SUGGESTED BASELINE 4-LINK ANGLES



- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

## MODIFIED - TUNING GUIDE

### Swing Arm/Z-Link Tuning

#### To Tighten

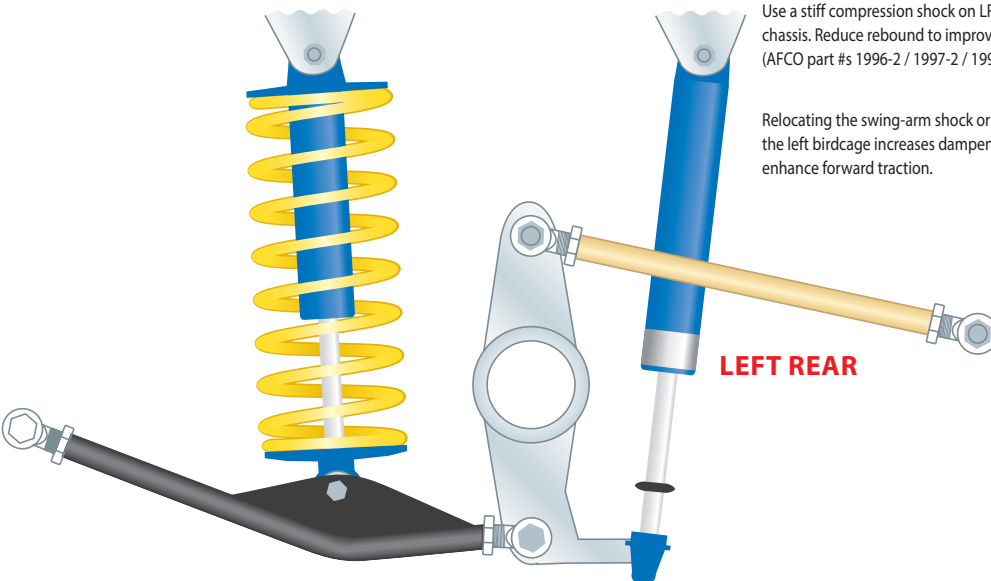
<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Raise right trailing arm on chassis</li> <li>• Increase compression LF shock</li> <li>• Stiffen LF spring (banked track)</li> <li>• Stiffen LR spring</li> <li>• Soften RR spring<sup>1</sup></li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LR spring</li> <li>• Stiffen LF spring</li> <li>• Raise right trailing arm on chassis</li> <li>• Stiffen RR spring<sup>2</sup></li> <li>• Decrease compression RF shock</li> <li>• Increase compression LF shock</li> <li>• Decrease compression RR shock</li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Stiffen LF spring</li> <li>• Soften RF spring<sup>3</sup></li> <li>• Decrease compression RF shock</li> <li>• Decrease rebound LF shock</li> <li>• Decrease compression RR shock</li> <li>• Shorten RS wheelbase / lengthen LS</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge</li> <li>• Drop left trailing arm on chassis</li> <li>• Decrease rebound LF shock</li> <li>• Decrease rebound LR shock</li> <li>• Decrease rebound RR shock</li> <li>• Soften RR spring<sup>1</sup></li> <li>• Stiffen LR spring</li> <li>• More pull bar to left</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge (on throttle)</li> <li>• Drop left trailing arm on chassis</li> <li>• Decrease rebound front shocks</li> <li>• Decrease rebound LR shock</li> <li>• Decrease compression RR shock<sup>3</sup></li> <li>• Soften RR spring<sup>1</sup></li> <li>• Stiffen LR spring</li> <li>• More pull bar to left</li> </ul>
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#### To Loosen

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Increase compression RF shock</li> <li>• Drop right trailing arm on chassis</li> <li>• Increase compression RR shock</li> <li>• Soften LR spring</li> <li>• Stiffen RR spring<sup>2</sup></li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Stiffen RF spring<sup>1</sup></li> <li>• Soften LF spring</li> <li>• Stiffen LR spring</li> <li>• Increase compression RF shock</li> <li>• Increase wedge</li> <li>• Increase rebound LR shock</li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge<sup>4</sup></li> <li>• Stiffen LR spring</li> <li>• Drop right trailing arm on chassis<sup>3</sup></li> <li>• Increase rebound LF shock</li> <li>• Soften LF spring</li> <li>• Increase compression RR shock</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Increase rebound RF shock</li> <li>• Increase rebound LF shock</li> <li>• Soften RF spring</li> <li>• Raise left trailing arm on chassis</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge</li> <li>• Increase rebound RF shock</li> <li>• Raise left trailing arm on chassis</li> <li>• Increase rebound LF shock</li> <li>• Increase compression RR shock<sup>1</sup></li> <li>• Stiffen RR spring<sup>2</sup></li> </ul>
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1. Can also loosen off-throttle handling    2. Can also tighten off-throttle handling    3. Can also loosen on-throttle handling    4. Can also tighten on-throttle handling

### SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS



Use a stiff compression shock on LR to improve corner entry stability on hiked-up chassis. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)

Relocating the swing-arm shock or adding a shock (rules permitting) to the rear of the left birdcage increases dampening and can improve corner entry stability and enhance forward traction.



# QUARTER MIDGET

## GAS Shocks

### SHOCK ADJUSTMENTS

#### Options to correct a front end push condition. (Understeer)

Tight on CORNER ENTRY:

- 1) Increase rebound in L.R. shock
- 2) Increase compression in R.R. shock
- 3) Increase rebound in front shocks
- 4) Reduce compression in front shocks

Tight in MIDDLE OF CORNER:

- 1) Increase compression in R.R. shock
- 2) Increase rebound in front shocks
- 3) Reduce compression in front shocks
- 4) Increase pressure in R.R. shock

Tight on CORNER EXIT:

- 1) Reduce rebound in L.R. shock
- 2) Increase compression in R.R. shock
- 3) Increase rebound in front shocks
- 4) Increase pressure in R.R. shock

#### Options to correct a loose rear end condition. (Oversteer)

Loose on CORNER ENTRY:

- 1) Increase compression in front shocks
- 2) Reduce rebound in L.R. shock
- 3) Reduce rebound in L.F. shock
- 4) Reduce compression in R.R. shock
- 5) Reduce pressure in rear shocks

Loose in MIDDLE OF CORNER:

- 1) Increase compression in front shocks
- 2) Reduce compression in R.R. shock
- 3) Reduce rebound in L.F. shock
- 4) Reduce rebound in R.F. shock
- 5) Reduce pressure in rear shocks

Loose on CORNER EXIT:

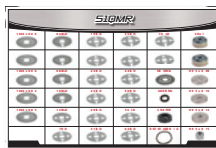
- 1) Reduce compression in R.R. shock
- 2) Increase rebound in L.R. shock
- 3) Reduce rebound in front shocks
- 4) Reduce pressure in R.R. shock

## Rebuild Kits & Tools

### QM SHOCK REBUILD KIT

PART#

51QMR



### QM ROD GUIDE WRENCH

PART#

A700500171



### AFCO PREMIUM SHOCK OIL

DESCRIPTION

PART#

1 QUART

MT59506

5 GALLONS

165006



### SHOCK HEX BLEEDER TOOL

PART#

700500180



### BASE VALVE WRENCH

PART#

550000314



### SEAL KIT

PART#

200037



### QUARTER MIDGET WRENCH HANDLE

PART#

700500050



### REPLACEMENT SHAFT

PART#

A550070140X



### QM OVERFLOW CUP

PART#

550000302



### QM SEAL/SHAFT KIT

PART#

200112



### SHOCK VISE AND MOUNTING STAND

PART#

20113



### QM SHAFT REBUILD KIT

PART#

200113



### QM DYNO CLEVIS PAIR

PART#

550000315



## QUARTER MIDGET

### 3 STEPS TO SELECT YOUR AFCO SHOCKS

#### 1 Pick Your Valve Code

<b>Left Front Shocks</b>			<b>Right Front Shocks</b>						
DIRT	TRACK CONDITION		VALVE CODE		DIRT	TRACK CONDITION		VALVE CODE	
	BASE	3 VALVE	BASE	3 VALVE					
	SLICK	3 VALVE	SLICK	3 VALVE					

<b>Left Rear Shocks</b>			<b>Right Rear Shocks</b>						
DIRT	TRACK CONDITION		VALVE CODE		DIRT	TRACK CONDITION		VALVE CODE	
	BASE	3 VALVE	BASE	3 VALVE					
	SLICK	3 VALVE	SLICK	3-4 VALVE					

<b>Left Front Shocks</b>			<b>Right Front Shocks</b>						
PAVEMENT	250 - 275 LB.		325 - 340 LB.		PAVEMENT	250 - 275 LB.		325 - 340 LB.	
	TRACK CONDITION	QUARTER MIDGET	QUARTER MIDGET	QUARTER MIDGET					
	BASE	3 VALVE	4 VALVE	BASE		3 VALVE	4 VALVE		

<b>Left Rear Shocks</b>			<b>Right Rear Shocks</b>						
PAVEMENT	250 - 275 LB.		325 - 340 LB.		PAVEMENT	250 - 275 LB.		325 - 340 LB.	
	TRACK CONDITION	QUARTER MIDGET	QUARTER MIDGET	QUARTER MIDGET					
	BASE	3 VALVE	4 VALVE	BASE		3 VALVE	4 VALVE		

#### 2 Pick Your Coil-over Kit & Rod End

	RF	RR	LF	LR
<b>Bull Rider Race Cars</b>	T	S	T	S
Notes: N/A				
<b>NC Chassis</b>	S	S	S	T
Notes: RR shock in the bottom bird cage hole, use an extended rod end				
<b>Stanley Race Cars</b>	S	S	S	S
Notes: LR shock needs an extended rod end				
<b>Storm Chassis</b>	S	S	S	S
Notes: LR shock needs an extended rod end				
<b>Talon Chassis</b>	S	S	S	S
Notes: LR shock needs an extended rod end				
<b>Prowler Race Cars</b>	S	S	S	S
Notes: LR shock needs an extended rod end				
<b>Fiser Race Cars</b>	T	T	T	T
Notes: N/A				
<b>Eagle Chassis</b>	S	S	S	S
Notes: N/A				
<b>Hawk Chassis</b>	T	S	T	S
Notes: N/A				

T= Tall Cone S= Short Cone

#### 3 Pick Your Quarter Midget Shocks



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
2.5"	7.70"	10.20"

	w/o SCHRADER VALVE	w/ SCHRADER VALVE
<b>PROG. VALVING (W/ SHORT CONE)</b>	<b>2.5" STROKE</b>	<b>2.5" STROKE</b>
3 VALVE	5133030	514-30-30-0
3-4 VALVE	5133040	514-30-40-0
3-5 VALVE	5133050	514-30-50-0
4 VALVE	5134040	514-40-40-0
5 VALVE	5135050	514-50-50-0
5-3 VALVE	5135030	514-50-30-0
<b>PROG. VALVING (W/ TALL CONE)</b>	<b>2.5" STROKE</b>	<b>2.5" STROKE</b>
3 VALVE	5133030T	514-30-30T-0
3-4 VALVE	5133040T	514-30-40T-0
3-5 VALVE	5133050T	514-30-50T-0
4 VALVE	5134040T	514-40-40T-0
5 VALVE	5135050T	514-50-50T-0
5-3 VALVE	5135030T	514-50-30T-0
<b>LINEAR VALVING (W/ SHORT CONE)</b>	<b>2.5" STROKE</b>	<b>2.5" STROKE</b>
3 VALVE	5133030L	514-30-30L-0
4 VALVE	5134040L	514-40-40L-0
<b>LINEAR VALVING (W/ TALL CONE)</b>	<b>2.5" STROKE</b>	<b>2.5" STROKE</b>
3 VALVE	5133030LT	514-30-30LT-0
4 VALVE	5134040LT	514-40-40LT-0
<b>CUSTOM VALVING</b>	<b>2.5" STROKE</b>	<b>2.5" STROKE</b>
CUSTOM VALVE	513SP	514SP

##### w/o Schrader Valve:

For ext. rod end add -1  
(ex: 5133030-1)



##### w/ Schrader Valve:

For ext. rod end change last 0 to 1  
(ex: 514-30-30-1)



# SPRINGS

## *Extreme Chrome Coil-Over Springs*

***AFCO offers MORE spring rates and MORE lengths than any competitor***

- 360° Polished Wire - Industry **EXCLUSIVE!**
- Huge Inventory and Selection - Much Wider than the Competition
- Market Best Guarantee - Guaranteed to Stay Within 1% Tolerance of Original Free Height (Most Other Springs have a 5% Guarantee)
- Best Product Presentation in the Market: 4 Color Box, Blue Cloth Protective Sleeve

**Best Chrome Spring Value on the Market!**



Rigorous testing and design have yielded what we believe to be the best chrome spring on the market in regards to look and performance. Whether you are building a purpose-built drag strip machine or a beautiful show cruiser, these springs will provide the strength, durability and show stopping good looks you desire.

We completely polish these springs, inside and out, for 360 degrees of high-quality chrome finish. That's why we have given these springs the "Extreme Chrome" name. Many other chrome spring manufacturers only polish the outside diameter surface of the spring. AFCO wanted a spring that looked amazing from any angle - not just the outside. That's why we've gone the extra mile to provide a superior looking product.

All AFCOIL springs come with the best satisfaction and performance guarantee in the industry. Rest assured that your AFCOIL Extreme Chrome Springs will last and perform as expected, or we'll replace them for free.

7" EXTREME CHROME		8" EXTREME CHROME		10" EXTREME CHROME		12" EXTREME CHROME		14" EXTREME CHROME	
RATE	PART #	RATE	PART #	RATE	PART #	RATE	PART #	RATE	PART #
300	27300-1CR	150	28150-1CR	115	23115CR	95	22095CR	80	24080CR
350	27350-1CR	200	28200-1CR	125	23125CR	110	22110CR	100	24100CR
400	27400-1CR	225	28225-1CR	140	23140CR	125	22125CR	110	24110CR
450	27450-1CR	250	28250-1CR	150	23150CR	150	22150CR	125	24125CR
		300	28300-1CR	165	23165CR	175	22175CR	150	24150CR
		325	28325-1CR	175	23175CR	185	22185CR	175	24175CR
		350	28350-1CR	200	23200CR	200	22200CR	185	24185CR
		375	28375-1CR	225	23225CR	225	22225CR	200	24200CR
		400	28400-1CR	250	23250CR	250	22250CR	225	24225CR
		450	28450-1CR	275	23275CR	275	22275CR	250	24250CR
		500	28500-1CR	300	23300CR	300	22300CR	275	24275CR
				325	23325CR	350	22350CR	300	24300CR
				350	23350CR	375	22375CR		
				375	23375CR	400	22400CR		
				400	23400CR	450	22450CR		
				425	23425CR	500	22500CR		
				450	23450CR				
				500	23500CR				
				550	23550CR				
				600	23600CR				