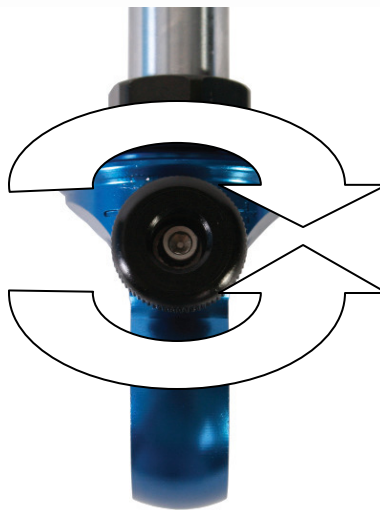


## 63 SERIES 1-4 REBOUND ADJUSTMENT GUIDE

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



**CLOCKWISE**  
**STIFFER (increase rebound resistance)**

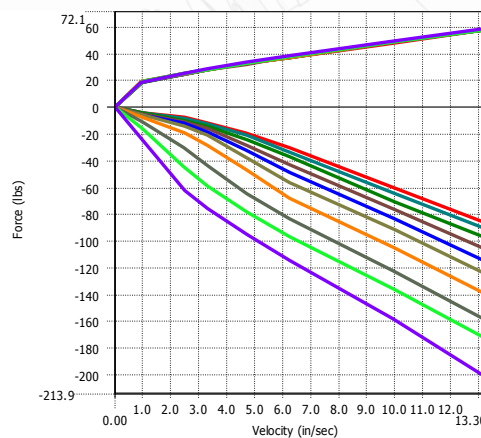
**COUNTER CLOCKWISE**  
**SOFTER (decrease rebound resistance)**

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](#)

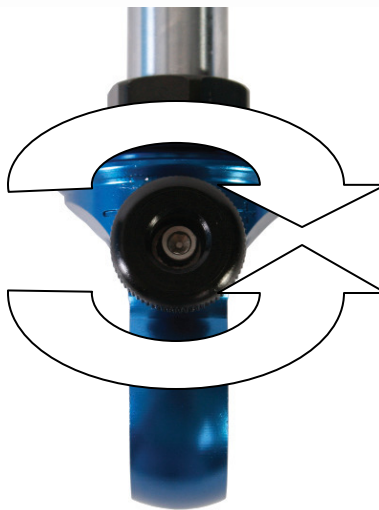
## 63 SERIES 1-4 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

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

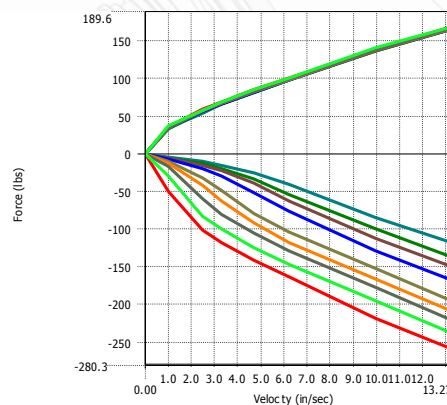
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

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 |
| Non Wing Sprint Car  |                 |                             |                 |                             |                 |                             |
| LR                   | *               | *                           | *               | *                           | *               | *                           |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | 0               | 45 PSI                      | -4              | 45 PSI                      | -20             | 20 PSI                      |
| LF                   | 0               | 45 PSI                      | -4              | 35 PSI                      | -20             | 20 PSI                      |
| Wing Sprint Car      |                 |                             |                 |                             |                 |                             |
| LR                   | *               | *                           | *               | *                           | *               | *                           |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | 0               | 45 PSI                      | -2              | 45 PSI                      | -8              | 20 PSI                      |
| LF                   | 0               | 45 PSI                      | 0               | 35 PSI                      | -8              | 20 PSI                      |
| Midget               |                 |                             |                 |                             |                 |                             |
| 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                      |
| Mini Sprint/1200cc   |                 |                             |                 |                             |                 |                             |
| 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                      |
| Wing Micro/600cc     |                 |                             |                 |                             |                 |                             |
| 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                      |
| Non Wing Micro/600cc |                 |                             |                 |                             |                 |                             |
| 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)

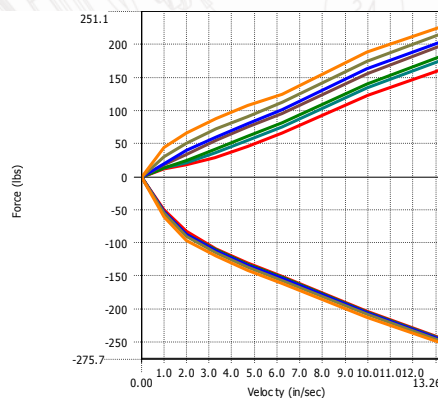
**COUNTER CLOCKWISE**  
SOFTER (decrease compression resistance)

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



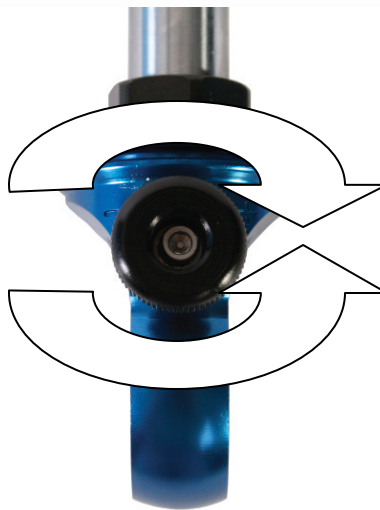
Recommended starting points on opposite side.

## 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 |
| Non Wing Sprint Car  |              |                             |              |                             |              |                             |
| 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                      |
| Wing Sprint Car      |              |                             |              |                             |              |                             |
| 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                      |
| Midget               |              |                             |              |                             |              |                             |
| 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                      |
| Mini Sprint/1200cc   |              |                             |              |                             |              |                             |
| 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                      |
| Wing Micro/600cc     |              |                             |              |                             |              |                             |
| 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                      |
| Non Wing Micro/600cc |              |                             |              |                             |              |                             |
| 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)**

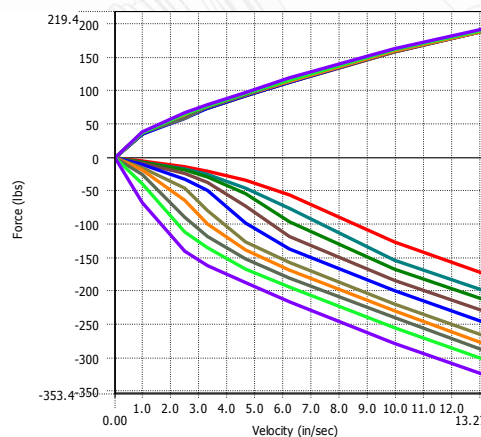
**COUNTER CLOCKWISE**  
**SOFTER (decrease rebound resistance)**

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.

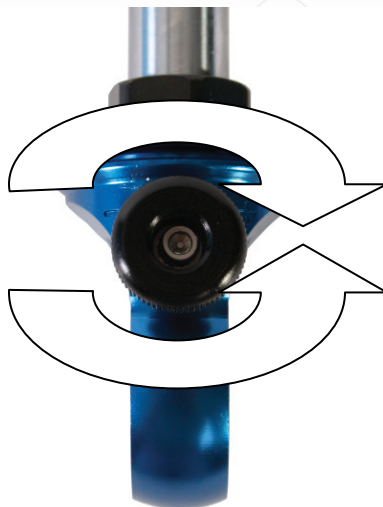
## 63 SERIES 3-6 REBOUND ADJUSTMENT RECOMMENDED STARTING POINTS

| TRACK CONDITION      | Heavy           |                             | BASE            |                             | SLICK           |                             |
|----------------------|-----------------|-----------------------------|-----------------|-----------------------------|-----------------|-----------------------------|
|                      | REBOUND SETTING | GAS PRESSURE RECOMMENDATION | REBOUND SETTING | GAS PRESSURE RECOMMENDATION | REBOUND SETTING | GAS PRESSURE RECOMMENDATION |
| Non Wing Sprint Car  |                 |                             |                 |                             |                 |                             |
| 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                      |
| Wing Sprint Car      |                 |                             |                 |                             |                 |                             |
| 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                      |
| Midget               |                 |                             |                 |                             |                 |                             |
| 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                      |
| Mini Sprint/1200cc   |                 |                             |                 |                             |                 |                             |
| 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                      |
| Wing Micro/600cc     |                 |                             |                 |                             |                 |                             |
| 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                      |
| Non Wing Micro/600cc |                 |                             |                 |                             |                 |                             |
| 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.

# 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)

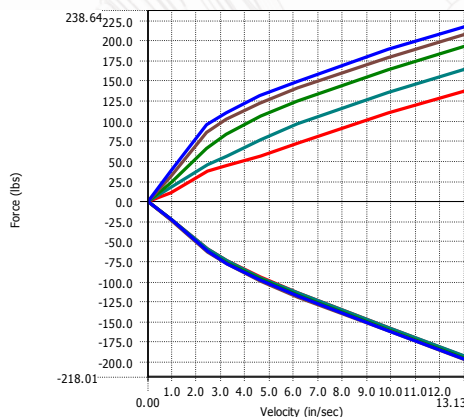
**COUNTER CLOCKWISE**  
**SOFTER** (decrease compression resistance)

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 |
| Non Wing Sprint Car  |              |                             |              |                             |              |                             |
| 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                      |
| Wing Sprint Car      |              |                             |              |                             |              |                             |
| 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                      |
| Midget               |              |                             |              |                             |              |                             |
| 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                      |
| Mini Sprint/1200cc   |              |                             |              |                             |              |                             |
| 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                      |
| Wing Micro/600cc     |              |                             |              |                             |              |                             |
| 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                      |
| Non Wing Micro/600cc |              |                             |              |                             |              |                             |
| 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)**

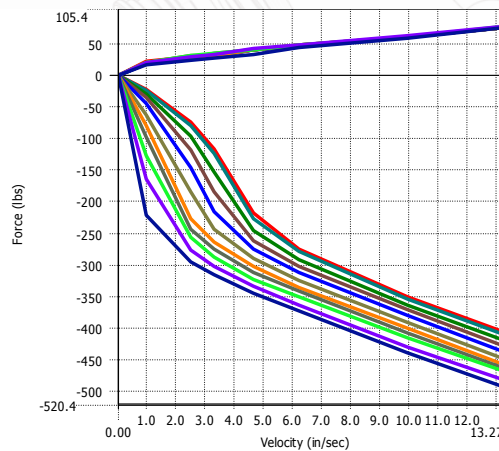
**COUNTER CLOCKWISE**  
**SOFTER (decrease rebound resistance)**

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 |
| Non Wing Sprint Car  |                 |                             |                 |                             |                 |                             |
| LR                   | *               | *                           | *               | *                           | *               | *                           |
| RR                   | -30             | 65 PSI                      | -30             | 50 PSI                      | -24             | 40 PSI                      |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | -18             | 45 PSI                      | -30             | 35 PSI                      | -18             | 20 PSI                      |
| Wing Sprint Car      |                 |                             |                 |                             |                 |                             |
| LR                   | *               | *                           | *               | *                           | *               | *                           |
| RR                   | -30             | 65 PSI                      | -30             | 45 PSI                      | -24             | 20 PSI                      |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | -18             | 45 PSI                      | -20             | 35 PSI                      | 0               | 20 PSI                      |
| Midget               |                 |                             |                 |                             |                 |                             |
| 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                      |
| Mini Sprint/1200cc   |                 |                             |                 |                             |                 |                             |
| 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                      |
| Wing Micro/600cc     |                 |                             |                 |                             |                 |                             |
| LR                   | -18             | 25 PSI                      | -30             | 25 PSI                      | -18             | 20 PSI                      |
| RR                   | -30             | 35 PSI                      | -30             | 35 PSI                      | -24             | 20 PSI                      |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Non Wing Micro/600cc |                 |                             |                 |                             |                 |                             |
| 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)

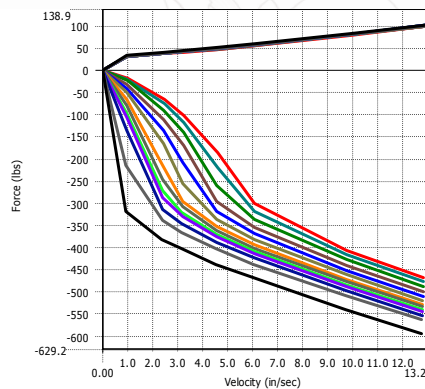
**COUNTER CLOCKWISE**  
SOFTER (decrease rebound resistance)

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 |
| Non Wing Sprint Car  |                 |                             |                 |                             |                 |                             |
| LR                   | 0               | 45PSI                       | -3              | 35PSI                       | -5              | 20PSI                       |
| RR                   | *               | *                           | *               | *                           | -24             | 20PSI                       |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Wing Sprint Car      |                 |                             |                 |                             |                 |                             |
| LR                   | -3              | 50PSI                       | -5              | 40PSI                       | -8              | 30PSI                       |
| RR                   | *               | *                           | *               | *                           | -20             | 30PSI                       |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Midget               |                 |                             |                 |                             |                 |                             |
| LR                   | -10             | 45PSI                       | -15             | 30PSI                       | -18             | 20PSI                       |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Mini Sprint/1200cc   |                 |                             |                 |                             |                 |                             |
| LR                   | -10             | 35PSI                       | -12             | 25PSI                       | -15             | 20PSI                       |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Wing Micro/600cc     |                 |                             |                 |                             |                 |                             |
| LR                   | -12             | 35PSI                       | -18             | 25PSI                       | -24             | 20PSI                       |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |
| Non Wing Micro/600cc |                 |                             |                 |                             |                 |                             |
| LR                   | -10             | 35PSI                       | -16             | 25PSI                       | -20             | 20PSI                       |
| RR                   | *               | *                           | *               | *                           | *               | *                           |
| RF                   | *               | *                           | *               | *                           | *               | *                           |
| LF                   | *               | *                           | *               | *                           | *               | *                           |

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

## CIRCLE TRACK SHOCK GUIDE

### Dirt Late Model

#### 62 SERIES

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



#### SHOCK DIMENSIONS

| 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

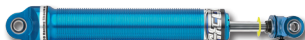
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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

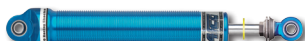
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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

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

#### 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 2 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  
116xxS: Aluminum Small Body - Smooth



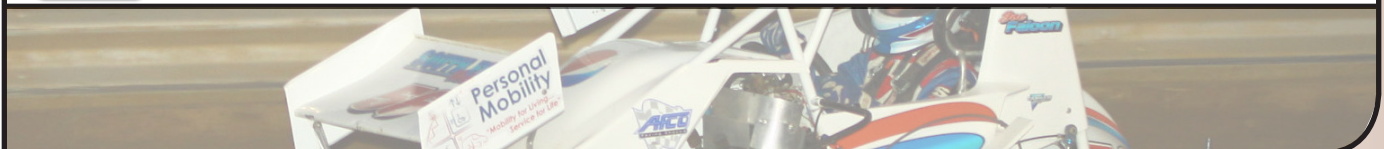
| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH | BODY DIAMETER   |
|--------|-------------------|-----------------|-----------------|
| 5"     | 10.50"            | 15.50"          | T=1.75" S=1.68" |
| 6"     | 11.50"            | 17.50"          | T=1.75" S=1.68" |
| 7"     | 12.50"            | 19.50"          | 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 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

#### 62 SERIES

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



#### SHOCK DIMENSIONS

| 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

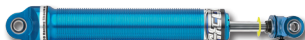
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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

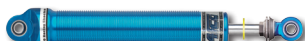
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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

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

#### 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 2 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  
116xxS: Aluminum Small Body - Smooth



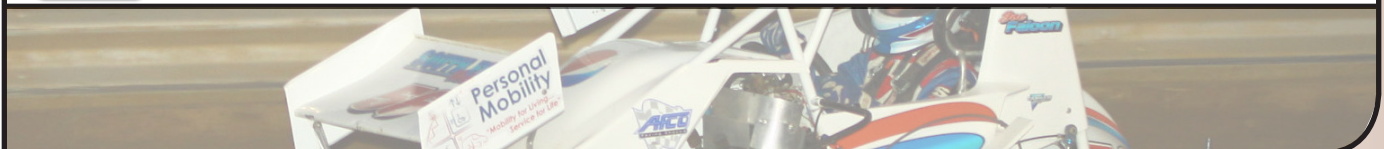
| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH | BODY DIAMETER   |
|--------|-------------------|-----------------|-----------------|
| 5"     | 10.50"            | 15.50"          | T=1.75" S=1.68" |
| 6"     | 11.50"            | 17.50"          | T=1.75" S=1.68" |
| 7"     | 12.50"            | 19.50"          | 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 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

#### 62 SERIES

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



#### SHOCK DIMENSIONS

| 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

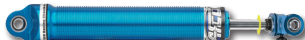
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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

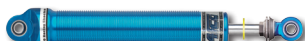
**TWIN TUBE** - Aluminum Big Body - Single Adjustable



| 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"         |

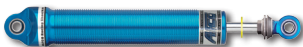
#### 46z SERIES



**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

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

#### 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 2 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  
116xxS: Aluminum Small Body - Smooth



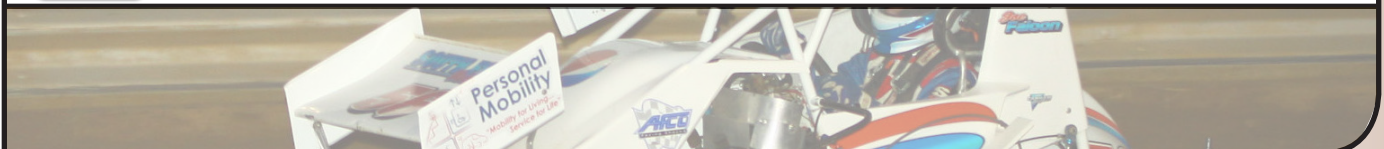
| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH | BODY DIAMETER   |
|--------|-------------------|-----------------|-----------------|
| 5"     | 10.50"            | 15.50"          | T=1.75" S=1.68" |
| 6"     | 11.50"            | 17.50"          | T=1.75" S=1.68" |
| 7"     | 12.50"            | 19.50"          | 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 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

#### 62 SERIES

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



#### SHOCK DIMENSIONS

| 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"         |

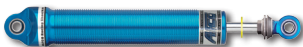
#### 46z SERIES



**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

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

#### 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 2 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  
116xxS: Aluminum Small Body - Smooth



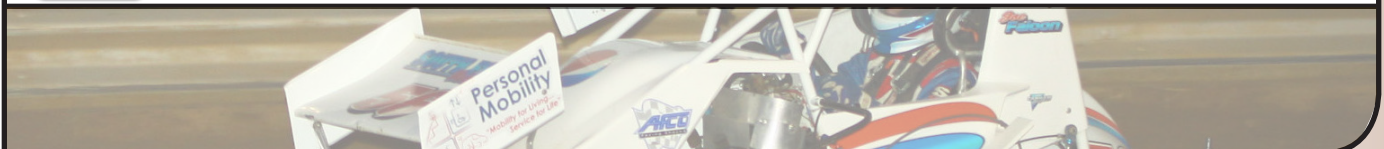
| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH | BODY DIAMETER   |
|--------|-------------------|-----------------|-----------------|
| 5"     | 10.50"            | 15.50"          | T=1.75" S=1.68" |
| 6"     | 11.50"            | 17.50"          | T=1.75" S=1.68" |
| 7"     | 12.50"            | 19.50"          | 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 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

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

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



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

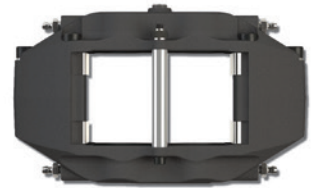
6690249

ABUTMENT PLATES F88

6690276

SPEED BLEEDER KIT

6690284



### Brake Package Recommendations

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

##### **Left Front**

| 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 |

##### **Left Rear**

| 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 |

##### **Right Front**

| 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 |

##### **Right Rear**

| 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 |
| 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...



"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><b>Left Front</b></i>         |               |           | <i><b>Right Front</b></i>        |               |           |
|----------------------------------|---------------|-----------|----------------------------------|---------------|-----------|
| <b>RECOMMENDED CALIPER</b>       |               |           | <b>RECOMMENDED CALIPER</b>       |               |           |
| F22 FORGED CALIPER 1.75" PISTON  |               |           | F22 FORGED CALIPER 1.38" PISTON  |               |           |
|                                  |               |           | F22 FORGED CALIPER 1.75" PISTON  |               |           |
| <b>RECOMMENDED ROTOR</b>         |               |           | <b>RECOMMENDED ROTOR</b>         |               |           |
| 11.75 X .810 SLOTTED PILLAR VANE |               |           | 11.75 X .810 SLOTTED PILLAR VANE |               |           |
| <b>RECOMMENDED BRAKE PADS</b>    |               |           | <b>RECOMMENDED BRAKE PADS</b>    |               |           |
| <b>AXLE SET</b>                  |               |           | <b>AXLE SET</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><b>Left Rear</b></i>          |               |           | <i><b>Right Rear</b></i>         |               |           |
|----------------------------------|---------------|-----------|----------------------------------|---------------|-----------|
| <b>RECOMMENDED CALIPER</b>       |               |           | <b>RECOMMENDED CALIPER</b>       |               |           |
| F22 FORGED CALIPER 1.75" PISTON  |               |           | F22 FORGED CALIPER 1.75" PISTON  |               |           |
| <b>RECOMMENDED ROTOR</b>         |               |           | <b>RECOMMENDED ROTOR</b>         |               |           |
| 11.75 X .810 SLOTTED PILLAR VANE |               |           | 11.75 X .810 SLOTTED PILLAR VANE |               |           |
| <b>RECOMMENDED BRAKE PADS</b>    |               |           | <b>RECOMMENDED BRAKE PADS</b>    |               |           |
| <b>AXLE SET</b>                  |               |           | <b>AXLE SET</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><b>Left Front</b></i>         |               |           | <i><b>Right Front</b></i>        |               |           |
|----------------------------------|---------------|-----------|----------------------------------|---------------|-----------|
| <b>RECOMMENDED CALIPER</b>       |               |           | <b>RECOMMENDED CALIPER</b>       |               |           |
| F22 FORGED CALIPER 1.75" PISTON  |               |           | F22 FORGED CALIPER 1.38" PISTON  |               |           |
|                                  |               |           | F22 FORGED CALIPER 1.75" PISTON  |               |           |
| <b>RECOMMENDED ROTOR</b>         |               |           | <b>RECOMMENDED ROTOR</b>         |               |           |
| 11.75 X 1.25 SLOTTED PILLAR VANE |               |           | 11.75 X 1.25 SLOTTED PILLAR VANE |               |           |
| <b>RECOMMENDED BRAKE PADS</b>    |               |           | <b>RECOMMENDED BRAKE PADS</b>    |               |           |
| <b>AXLE SET</b>                  |               |           | <b>AXLE SET</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><b>Left Rear</b></i>          |               |           | <i><b>Right Rear</b></i>         |               |           |
|----------------------------------|---------------|-----------|----------------------------------|---------------|-----------|
| <b>RECOMMENDED CALIPER</b>       |               |           | <b>RECOMMENDED CALIPER</b>       |               |           |
| F22 FORGED CALIPER 1.75" PISTON  |               |           | F22 FORGED CALIPER 1.75" PISTON  |               |           |
| <b>RECOMMENDED ROTOR</b>         |               |           | <b>RECOMMENDED ROTOR</b>         |               |           |
| 11.75 X 1.25 SLOTTED PILLAR VANE |               |           | 11.75 X 1.25 SLOTTED PILLAR VANE |               |           |
| <b>RECOMMENDED BRAKE PADS</b>    |               |           | <b>RECOMMENDED BRAKE PADS</b>    |               |           |
| <b>AXLE SET</b>                  |               |           | <b>AXLE SET</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><b>.810" Rotor</b></i>           |               |           | <i><b>1.25" Rotor</b></i>           |               |           |
|-------------------------------------|---------------|-----------|-------------------------------------|---------------|-----------|
| <b>RECOMMENDED CALIPER</b>          |               |           | <b>RECOMMENDED CALIPER</b>          |               |           |
| F22 FORGED CALIPER 1.75" PISTON     |               |           | F22 FORGED CALIPER 1.75" PISTON     |               |           |
| <b>RECOMMENDED ROTOR</b>            |               |           | <b>RECOMMENDED ROTOR</b>            |               |           |
| 12.19 X .810 LH SLOTTED PILLAR VANE |               |           | 12.19 X 1.25 LH SLOTTED PILLAR VANE |               |           |
|                                     |               |           | 12.19 X 1.25 RH SLOTTED PILLAR VANE |               |           |
| <b>RECOMMENDED BRAKE PADS</b>       |               |           | <b>RECOMMENDED BRAKE PADS</b>       |               |           |
| <b>AXLE SET</b>                     |               |           | <b>AXLE SET</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

## 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

# Hybrid Rotor

| 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

| RECOMMENDED CALIPER         |               | PART #    |
|-----------------------------|---------------|-----------|
| 2-1/2" STEEL METRIC CALIPER |               | 7241-9004 |
| RECOMMENDED ROTOR           |               | PART #    |
| HYBRID ROTOR                |               | 6640124   |
| 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                |               | 6640124   |
| 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                   |               | 6640125   |
| 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               |               | 6640126   |
| 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                |               | 6640125   |
| 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                |               | 6640126   |
| 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 |
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## 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.

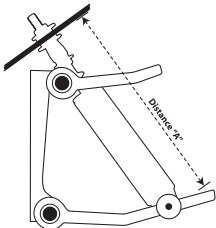
AFCO has made controlling weight transfer into a science. Years of experience and real world testing have gone into producing a shock that can control the explosive forces of a 2000+HP launch and yet still be sensitive enough to react to the smallest of variations in track condition and surface irregularities.

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.



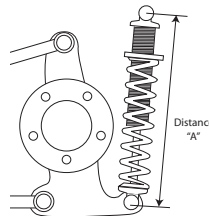
To determine the stroke length you need for your car:

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

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

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





## 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.

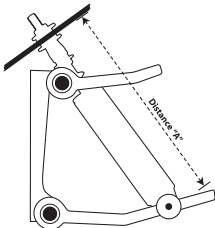
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## How to Choose your Stock Mount Shocks

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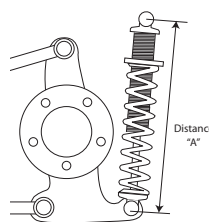
To determine the stroke length you need for your car:

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)
- 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  |



## DIRT LATE MODEL - TUNING GUIDE

### 4-Link Tuning

#### To Tighten

##### CORNER ENTRY

(on throttle)

- Increase wedge
- Increase compression LF shock
- Soften RR spring<sup>1</sup>
- Drop left bottom 4-link on chassis
- Stiffen LF spring (banked track)

##### CORNER ENTRY

(off throttle)

- Soften RF spring (can also loosen exit)<sup>3</sup>
- Stiffen LF spring
- Decrease compression RF shock
- Drop right bottom 4-link rod on chassis
- Increase compression LR ahead shock
- Decrease compression RR shock<sup>4</sup>
- Increase rebound 5th coil shock

##### MIDDLE CORNER

(off throttle)

- Stiffen LF spring
- Soften RF spring
- Drop panhard on pinion / raise on LS frame
- Decrease rebound LF shock
- Increase compression LR ahead shock
- Stiffen RR spring<sup>3</sup>
- Shorten RS wheelbase / lengthen LS

##### MIDDLE CORNER

(on throttle)

- Increase wedge
- Decrease rebound LF shock
- Decrease rebound LR shock
- Raise left top 4-link rod on chassis
- Decrease rebound RR shock
- Soften RR spring<sup>1</sup>

##### CORNER EXIT

(on throttle)

- Increase wedge (on throttle)
- Decrease rebound front shocks
- Decrease rebound LR shock
- Raise left top 4-link rod on chassis
- Soften RR spring<sup>1</sup>
- Drop right top 4-link rod on chassis

#### To Loosen

##### CORNER ENTRY

(on throttle)

- Decrease wedge
- Increase compression RF shock
- Increase compression RR shock<sup>1</sup>
- Stiffen RR spring<sup>2</sup>
- Raise both right side 4-link rods on chassis

##### CORNER ENTRY

(off throttle)

- Soften LF spring
- Raise right bottom 4-link rod on chassis
- Increase compression RF shock
- Stiffen LR spring
- Stiffen RF spring<sup>4</sup> (can also tighten exit)
- Decrease rebound 5th coil shock
- Stiffen 6th coil spring

##### MIDDLE CORNER

(off throttle)

- Soften LF spring
- Raise panhard on pinion / drop on LS frame
- Increase rebound LF shock
- Drop left top 4-link rod on birdcage & chassis
- Decrease rebound 5th coil shock
- Stiffen LR spring
- Stiffen RF spring<sup>4</sup>

##### MIDDLE CORNER

(on throttle)

- Decrease wedge
- Drop left top 4-link rod on chassis
- Increase rebound front shocks
- Increase rebound RR shock<sup>2</sup>
- Raise right top 4-link rod on chassis
- Raise left bottom 4-link rod on chassis
- Stiffen RR spring<sup>2</sup>

##### CORNER EXIT

(on throttle)

- Decrease wedge (on throttle)
- Increase rebound RF shock
- Increase rebound LF shock
- Increase compression RR shock<sup>1</sup>
- Stiffen RR spring<sup>2</sup>
- Raise right top 4-link rod on chassis
- Raise left bottom 4-link rod on chassis

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-OT / 1396-OT).
- 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:

##### To Loosen:

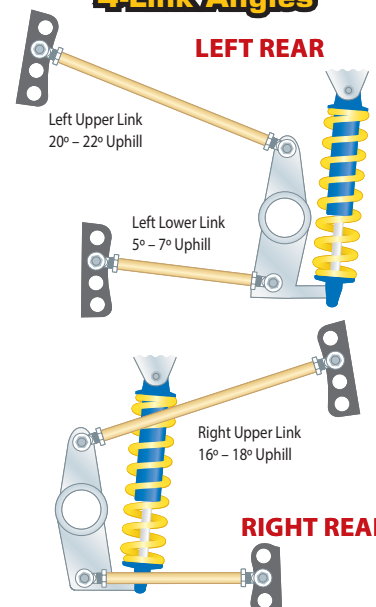
- Increase stagger
- Lower ballast
- Decrease rear weight %

##### To Tighten:

- Reduce stagger
- Raise ballast
- Increase rear weight %

### Suggested Baseline 4-Link Angles

#### LEFT REAR



#### RIGHT REAR

## 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

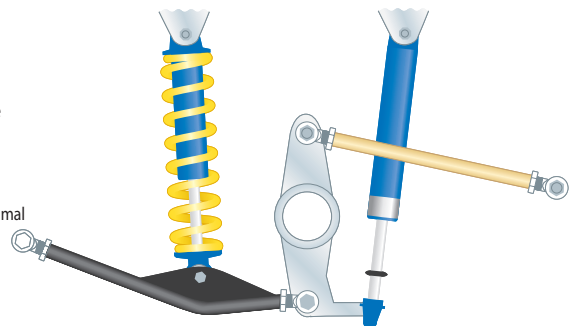
2. Can also tighten off-throttle handling

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.



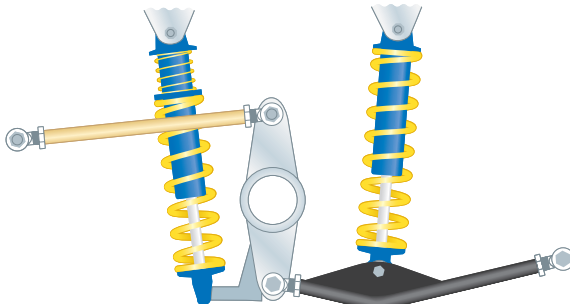
### Double Right Rear Shock & Spring Setup:

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-valveable Struts**

**High Strength  
Caster/Camber Plates**



**Front and Rear  
Adjustable Sway Bars**



Front end alignment will be necessary after installation.

# AFCO DRAG SHOCKS

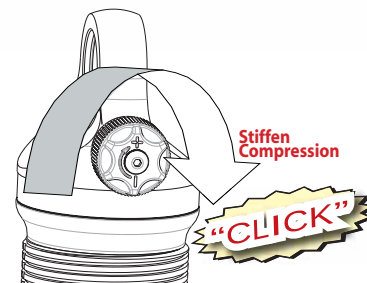
## TUNING GUIDE

### **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 -**

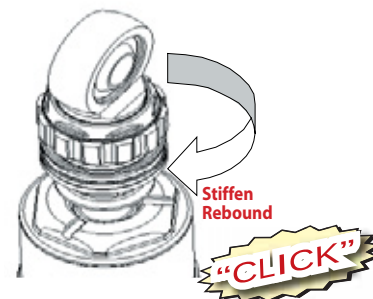
Start the compression 6 clicks from full stiff.

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.

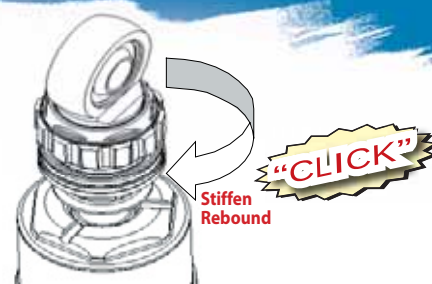
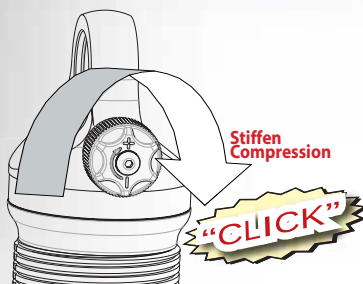


# AFCO DRAG SHOCKS

## 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.



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**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

### Drag Racing FAQs

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## 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. 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.

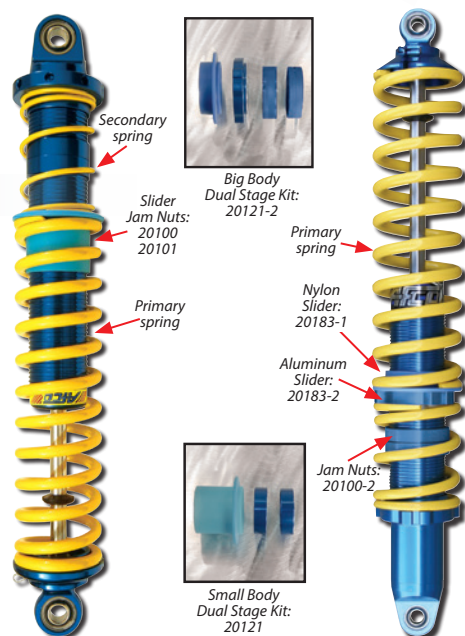
### HOW IT WORKS

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

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

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



#### 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 |

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.



## 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.

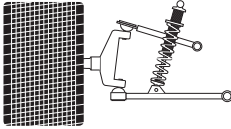
## LATE MODEL / CRATE LATE MODEL SHOCKS

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



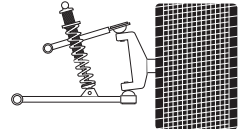
#### Recommended 4-Link Gas Shocks

##### Left Front Shocks



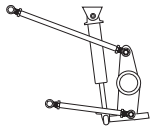
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6270           | 2674-47        | 2175D       |
|     | SLICK              | 6270           | 2675-47        | 2175-3D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

##### Right Front Shocks



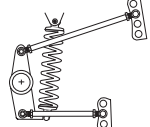
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6270S          | 2674-47        | 2173-7      |
|     | SLICK              | 6270SX2        | 2673-510       | 2173-5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

##### Left Rear Front / Traction Shocks



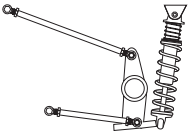
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6290LRF        | 3190CA         | 2194-0D     |
|     | SLICK              | 6290LRF        | 3190CA         | 2196-0D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

##### Right Rear Shocks



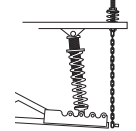
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6290RR         | 2694-36        | 2194        |
|     | SLICK              | 6290S          | 2692-510       | 2193-5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

##### Left Rear Behind Shocks



| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6290LR         | 2694-36D       | 2194D       |
|     | SLICK              | 6290LR         | 2694-36D       | 2196-0D     |
|     | ROUGH              | 6290LR         | 2694-36D       | 2194D       |

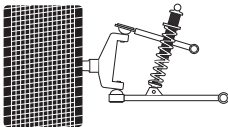
##### Fifth Coil/Torque Arm Shocks



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

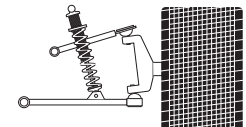
#### Recommended Swing Arm Gas Shocks

##### Left Front Shocks



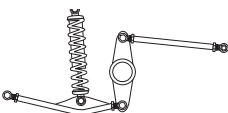
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6260HSR        | 2674-47        | 2174-6      |
|     | SLICK              | 6260           | 2675-47        | 2175-3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

##### Right Front Shocks



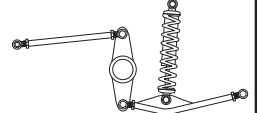
| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----|--------------------|----------------|----------------|-------------|
|     | BASE               | 6260HSR        | 2674-47        | 2173-7      |
|     | SLICK              | 6260S          | 2673-510       | 2173-5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

##### Left Rear Shocks



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

##### Right Rear Shocks



| GAS | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>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.





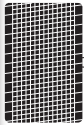
## LATE MODEL / CRATE LATE MODEL SHOCKS

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

**DIRT**

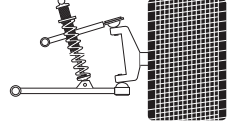
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



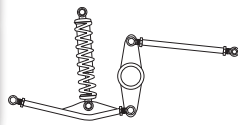
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3760HSRZ       | 3664-36        | 1374-6T     |
|           | SLICK              | 3760Z          |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

##### Right Front Shocks



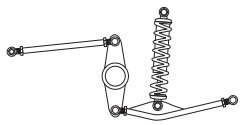
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3760HSRZ       | 3664-47        | 1373-7T     |
|           | SLICK              | 3760Z          |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

##### Left Rear Shocks



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

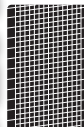
##### Right Rear Shocks



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

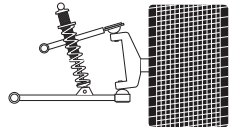
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



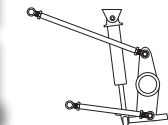
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3770           | 3675-36        | 1375-3T     |
|           | SLICK              | 3770           |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

##### Right Front Shocks



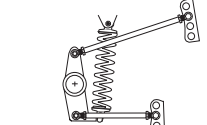
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3770HSR        | 3674-47        | 1373-7T     |
|           | SLICK              | 3770HSRX2      |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

##### Left Rear Front / Traction Shocks



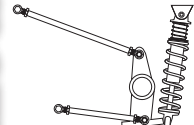
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 37936-24       | 35936-0        | 1394-0T     |
|           | SLICK              | 37969-03       |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

##### Right Rear Shocks



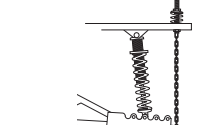
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3790R          | 3694-36        | 1394T       |
|           | SLICK              | 3790R          |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

##### Left Rear Behind Shocks



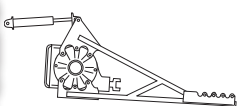
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3790L          | 3694-36        | 1394-4T     |
|           | SLICK              | 3790L          |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

##### Fifth Coil / Torque Arm Shocks



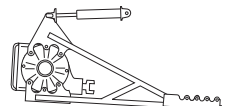
| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | 3770           | 3673FC         | 1373-5T     |
|           | SLICK              | 3770           |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

##### Axle Damper Back Shocks



| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>ADJ. |
|-----------|--------------------|----------------|----------------|-------------|
|           | BASE               | •              | •              | 1171-9T     |
|           | SLICK              | •              | •              | 1171-14T    |
|           | ROUGH              | •              | •              | 1171-9T     |

##### Axle Damper Front Shocks



| TWIN TUBE | TRACK<br>CONDITION | DOUBLE<br>ADJ. | SINGLE<br>ADJ. | NON<br>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).

FRONTS & RIGHT REAR

COMPRESSION

REBOUND

16\_2515 • 16\_2515R

| 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              |

| 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.

LEFT REAR

COMPRESSION

REBOUND

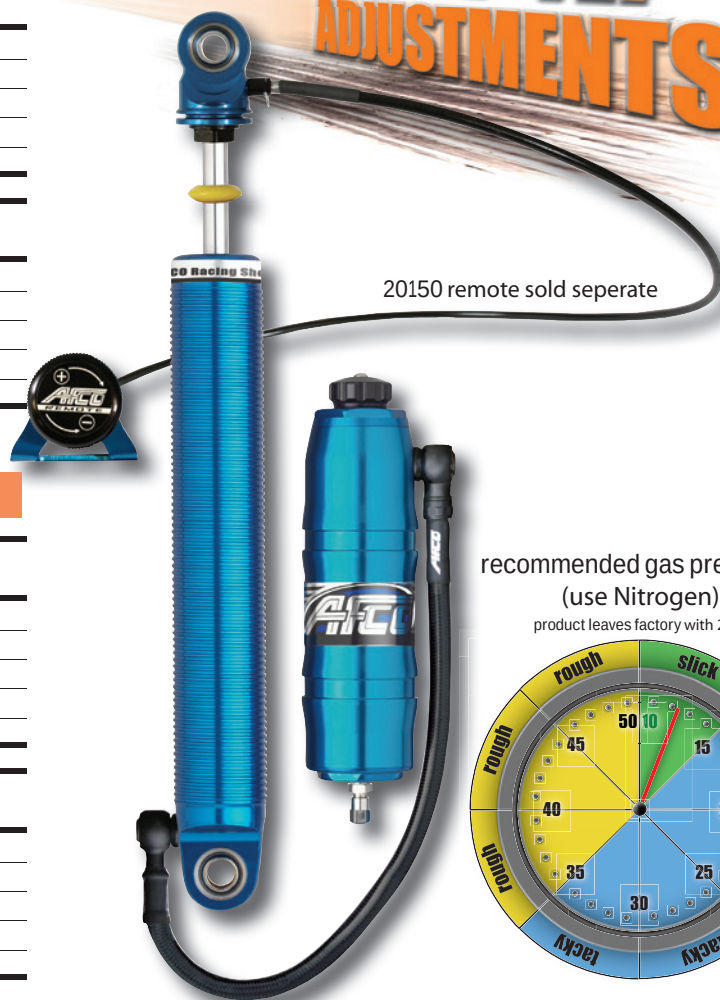
16\_2528 • 16\_2528R

| 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              |

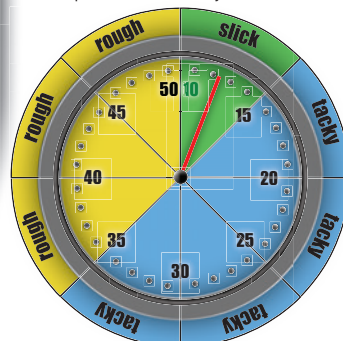
| VALVING | REBOUND CLICKS | 1" FORCE VALUES | 3" FORCE VALUES |
|---------|----------------|-----------------|-----------------|
| 8       | 0              | 227             | 270             |
| 7.5     | 12             | 90              | 225             |
| 6       | 18             | 25         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

NOTE: VALVING IS DETERMINED BY 3" FORCE VALUES.

# ON-THE-FLY ADJUSTMENTS!



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.

### 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

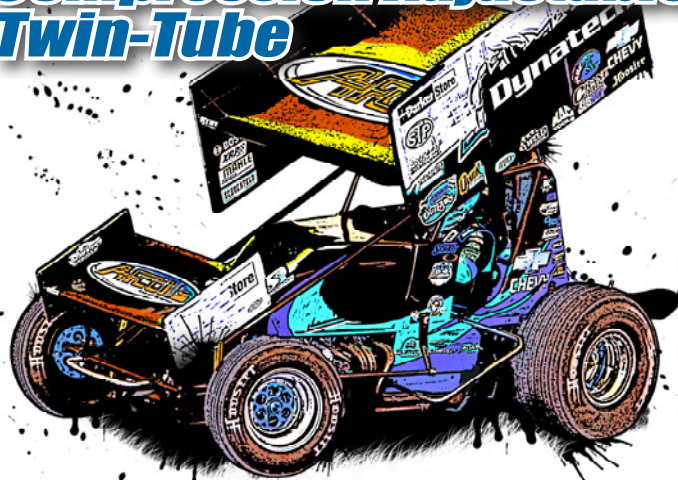
| VALVING | COMPRESSION CLICKS | 1" FORCE VALUES | 3" FORCE VALUES |
|---------|--------------------|-----------------|-----------------|
| 5.5     | 0                  | 40              | 120             |
| 4.5     | 4                  | 28              | 68              |
| 4       | 8                  | 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**



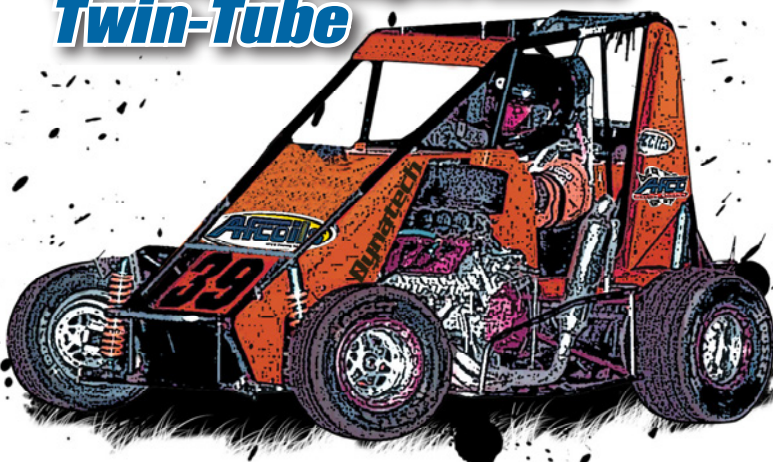
Medium Bumper  
2.25" - **223533**  
3" - **223550**



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



# Aluminum Small Body Rebound Adjustable Twin-Tube



## Precise & Repeatable



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.



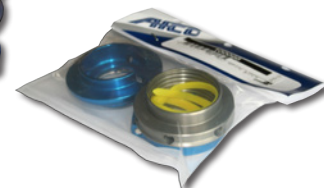
### SPRINGS

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

Coil Over Nut with Locking Collar  
**55000021220**



Coil Over Kit with Locking Collar  
**100096**



# AFCO™



## 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-SPC-SP | 63-6-SPC-SP | 63-7-SPC-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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|      | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|      | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|----------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|          | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|----------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|          | 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 |

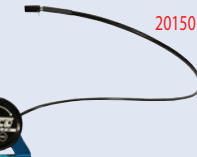
#### Right Rear Shocks

| NON WING | TRACK CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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-SPC-SP | 63-6-SPC-SP | 63-7-SPC-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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|      | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|      | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|----------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|          | 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY NON ADJ. THREADED | SPRING  |
|----------|-----------------|---------------------------|-----------------------------|--------------------------|----------------------------|---------|
|          | 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 |

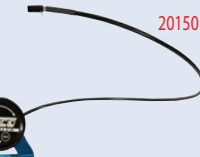
#### Right Rear Shocks

| NON WING | TRACK CONDITION | SM. BODY REB. ADJ. SMOOTH | SM. BODY REB. ADJ. THREADED | SM. BODY NON ADJ. SMOOTH | SM. BODY 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 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                     | 1673-05S                 | 1673-05                    |
|      | 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           | 1673-36S                  | 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                     | 1673-05S                 | 1673-05                    |
|          | ROUGH           | 1673-25S                  | 1673-25                     | 1673S                    | 1673                       |

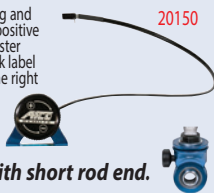
#### Right Rear Shocks

| 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 | 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                     | 1673-05S                 | 1673-05                    |
|      | 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           | 1673-36S                  | 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                     | 1673-05S                 | 1673-05                    |
|          | ROUGH           | 1673-25S                  | 1673-25                     | 1673S                    | 1673                       |

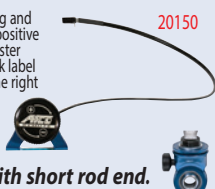
#### Right Rear Shocks

| 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

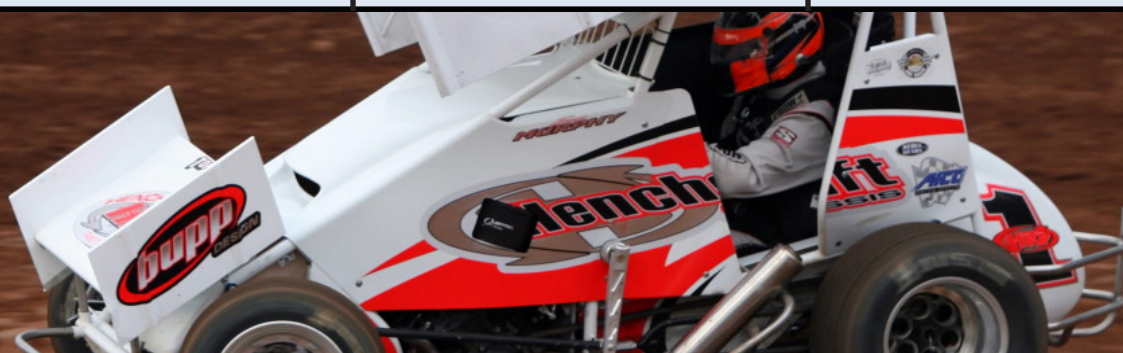


| DESCRIPTION               | PART #  |
|---------------------------|---------|
| GAS SHOCK INFLATION ASSY. | 20109   |
| GAUGE ONLY 0-300 PSI      | 20109-1 |
| GAUGE ONLY 0-30 PSI       | 20109-8 |

#### 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)**

**DIRT**

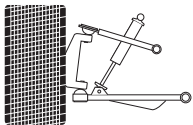
### HOW TO READ AND ORDER YOUR SILVER SERIES BULB GAS SHOCKS:

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

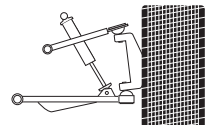
#### Left Front Shocks



| 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         |

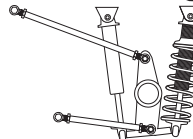
#### BASE VALVE

#### Right Front Shocks



| 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         |

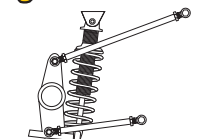
#### Left Rear Shocks (w/Spring Behind)



| 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

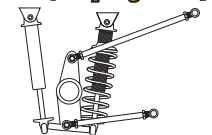
#### Right Rear Spring Ahead Shocks



| 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       |

#### BASE VALVE

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

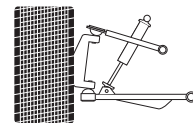


| GAS | TRACK CONDITION | IMCA LEGAL SCHRADER VALVE |
|-----|-----------------|---------------------------|
|     | BASE            | 56-9-4-6 55-9-4-6         |
|     | SLICK           | 56-9-3-7 55-9-3-7         |
|     | ROUGH           | 56-9-5-5 55-9-5-5         |

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

### Recommended Swing Arm Gas Shocks

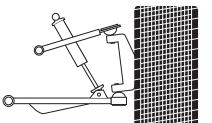
#### Left Front Shocks



| 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         |

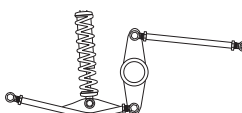
#### BASE VALVE

#### Right Front Shocks



| 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         |

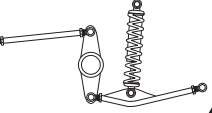
#### Left Rear Shocks



| 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



| 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...

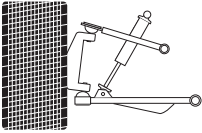
## MODIFIED SHOCKS

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



#### Recommended 4-Link Gas Shocks

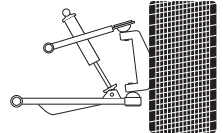
##### Left Front Shocks



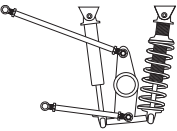
| GAS | TRACK<br>CONDITION | IMCA<br>LEGAL | SCHRADER<br>VALVE |
|-----|--------------------|---------------|-------------------|
|     | BASE               | 2475D         | 2375D             |
|     | SLICK              | 2475-3D       | 2375-3D           |
|     | ROUGH              | 2475D         | 2375D             |

##### Right Front Shocks

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



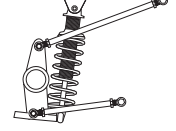
##### Left Rear Shocks (w/Spring Behind)



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

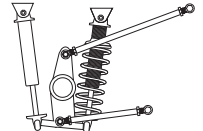
##### Right Rear Spring Ahead Shocks

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



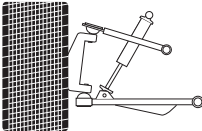
##### Right Rear Spring Ahead Shocks

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



#### Recommended Swing Arm Gas Shocks

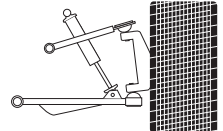
##### Left Front Shocks



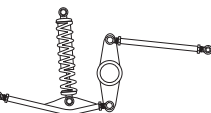
| GAS | TRACK<br>CONDITION | IMCA<br>LEGAL | SCHRADER<br>VALVE |
|-----|--------------------|---------------|-------------------|
|     | BASE               | 2474-6D       | 2374-5D           |
|     | SLICK              | 2475-3D       | 2375-3D           |
|     | ROUGH              | 2475D      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

##### Right Front Shocks

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



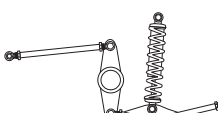
##### Left Rear Shocks



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

##### Right Rear Shocks

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



Not sure where to begin? Here are our recommendations.



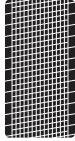
## MODIFIED SHOCKS

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



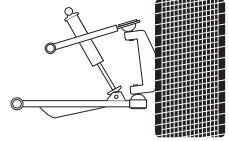
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



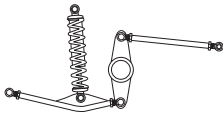
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-6      | 1474-5         |
|           | SLICK              | 1975-3      | 1475-3         |
|           | ROUGH              | 1975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

##### Right Front Shocks



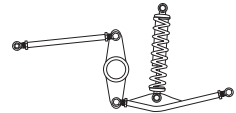
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1973-5      | 1474-6         |
|           | SLICK              | 1974-6      | 1473-5         |
|           | ROUGH              | 1974-6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

##### Left Rear Shocks



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

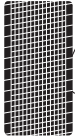
##### Right Rear Shocks



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

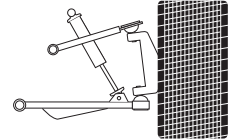
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



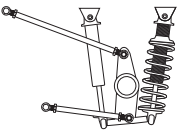
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-5      | 1474-6         |
|           | SLICK              | 1975-3      | 1475-3         |
|           | ROUGH              | 1975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

##### Right Front Shocks



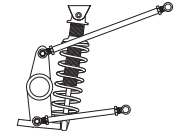
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-5      | 1474-6         |
|           | SLICK              | 1973-5      | 1473-5         |
|           | ROUGH              | 1974-6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

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



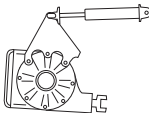
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1997-2      | 1497-2         |
|           | SLICK              | 1999-2      | 1497-2         |
|           | ROUGH              | 1996-3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

##### Right Rear Spring Ahead Shocks



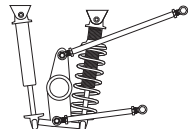
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1994        | 1494           |
|           | SLICK              | 1993-5      | 1493-5         |
|           | ROUGH              | 1994RT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

##### Axle Damper Front Shocks



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

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



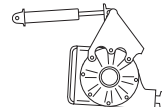
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1994-6      | 1494           |
|           | SLICK              | 1993-7      | 1493-5         |
|           | ROUGH              | 1995RT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

#### Shock Rebuild Kits NOW AVAILABLE!

Everything you need to properly rebuild your AFCO Shocks!



##### Axle Damper Rear Shocks



| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE |
|-----------|--------------------|-------------|
|           | BASE               | 1971-9      |
|           | SLICK              | 1971-14     |
|           | ROUGH              | 1971-6      |

## MODIFIED - SILVER SERIES BULB SHOCKS

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

**DIRT**

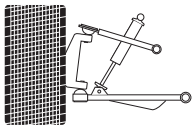
### HOW TO READ AND ORDER YOUR SILVER SERIES BULB GAS SHOCKS:

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

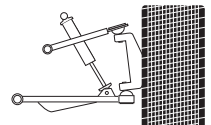
#### Left Front Shocks



| 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         |

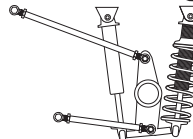
#### BASE VALVE

#### 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         |

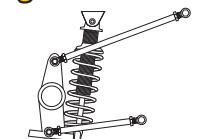
#### Left Rear Shocks (w/Spring Behind)



| 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

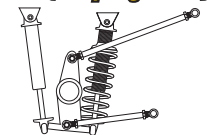


| BASE VALVE |                 |                           |
|------------|-----------------|---------------------------|
| GAS        | TRACK CONDITION | IMCA LEGAL SCHRADER VALVE |
|            | BASE            | 56-9-4-4 55-9-3-3         |
|            | SLICK           | 56-9-3-5 55-9-3-5      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

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

#### BASE VALVE

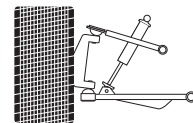
#### Right Rear Shocks Ahead (w/Spring Ahead)



| 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

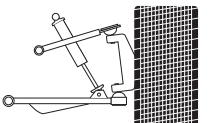
#### Left Front Shocks



| 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         |

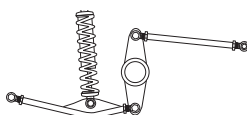
#### BASE VALVE

#### 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         |

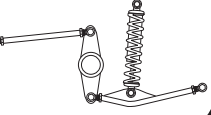
#### Left Rear Shocks



| 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...



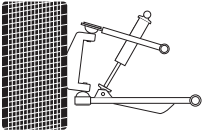
## MODIFIED SHOCKS

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



#### Recommended 4-Link Gas Shocks

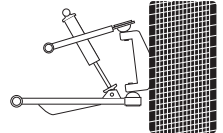
##### Left Front Shocks



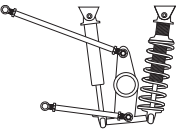
| GAS | TRACK<br>CONDITION | IMCA<br>LEGAL | SCHRADER<br>VALVE |
|-----|--------------------|---------------|-------------------|
|     | BASE               | 2475D         | 2375D             |
|     | SLICK              | 2475-3D       | 2375-3D           |
|     | ROUGH              | 2475D         | 2375D             |

##### Right Front Shocks

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



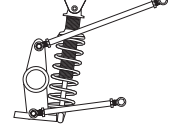
##### Left Rear Shocks (w/Spring Behind)



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

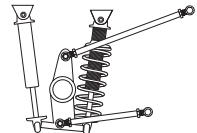
##### Right Rear Spring Ahead Shocks

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



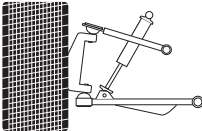
##### Right Rear Spring Ahead Shocks

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



#### Recommended Swing Arm Gas Shocks

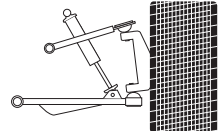
##### Left Front Shocks



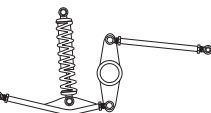
| GAS | TRACK<br>CONDITION | IMCA<br>LEGAL | SCHRADER<br>VALVE |
|-----|--------------------|---------------|-------------------|
|     | BASE               | 2474-6D       | 2374-5D           |
|     | SLICK              | 2475-3D       | 2375-3D           |
|     | ROUGH              | 2475D      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

##### Right Front Shocks

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



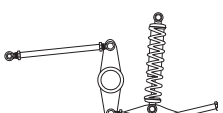
##### Left Rear Shocks



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

##### Right Rear Shocks

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



Not sure where to begin? Here are our recommendations.



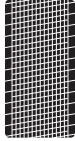
## MODIFIED SHOCKS

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



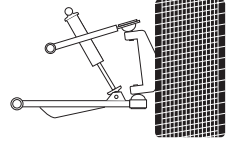
#### Recommended Swing Arm Twin Tube Shocks

##### Left Front Shocks



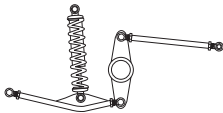
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-6      | 1474-5         |
|           | SLICK              | 1975-3      | 1475-3         |
|           | ROUGH              | 1975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

##### Right Front Shocks



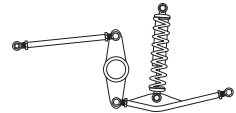
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1973-5      | 1474-6         |
|           | SLICK              | 1974-6      | 1473-5         |
|           | ROUGH              | 1974-6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

##### Left Rear Shocks



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

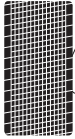
##### Right Rear Shocks



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

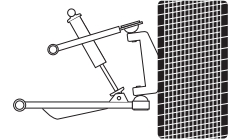
#### Recommended 4-Link Twin Tube Shocks

##### Left Front Shocks



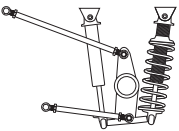
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-5      | 1474-6         |
|           | SLICK              | 1975-3      | 1475-3         |
|           | ROUGH              | 1975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

##### Right Front Shocks



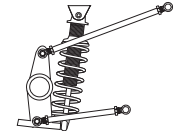
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1974-5      | 1474-6         |
|           | SLICK              | 1973-5      | 1473-5         |
|           | ROUGH              | 1974-6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

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



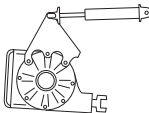
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1997-2      | 1497-2         |
|           | SLICK              | 1999-2      | 1497-2         |
|           | ROUGH              | 1996-3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

##### Right Rear Spring Ahead Shocks



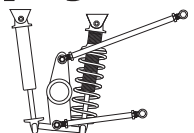
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1994        | 1494           |
|           | SLICK              | 1993-5      | 1493-5         |
|           | ROUGH              | 1994RT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

##### Axle Damper Front Shocks



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

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



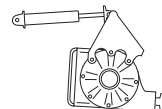
| TWIN TUBE | TRACK<br>CONDITION | REBUILDABLE | SEALED<br>BODY |
|-----------|--------------------|-------------|----------------|
|           | BASE               | 1994-6      | 1494           |
|           | SLICK              | 1993-7      | 1493-5         |
|           | ROUGH              | 1995RT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

#### Shock Rebuild Kits NOW AVAILABLE!

Everything you need to properly rebuild your AFCO Shocks!



##### Axle Damper Rear Shocks



| TWIN TUBE | TRACK<br>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

| 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>• 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> | <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> | <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> | <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> | <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> |

#### 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>• 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> | <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> | <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>• 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> |

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

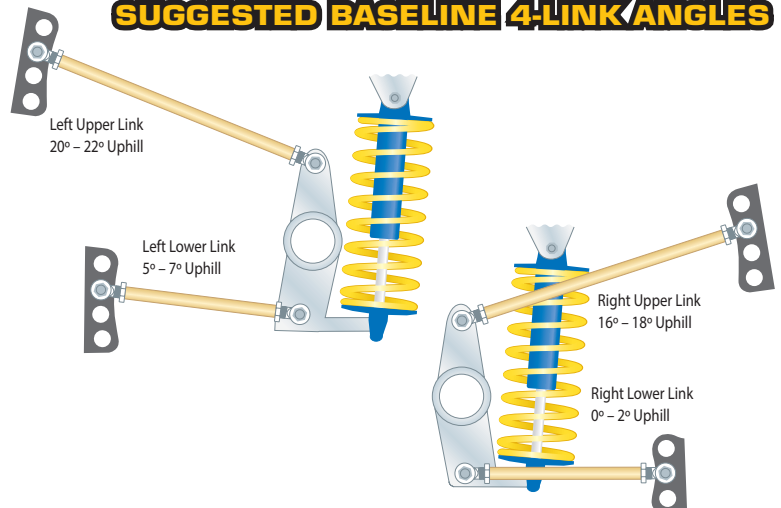
### SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

**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>3</sup>
- Decrease compression RF shock
- Increase compression LF shock
- Decrease compression RR shock

##### MIDDLE CORNER

(off throttle)

- Stiffen LF spring
- Soften RF spring<sup>2</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>4</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>

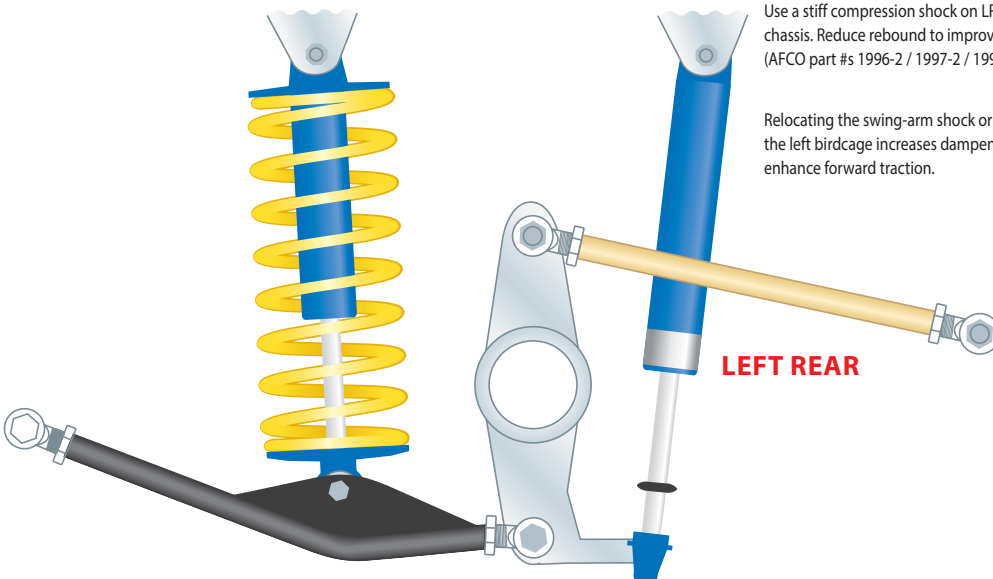
1. Can also loosen off-throttle handling

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

| 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>• 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> | <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> | <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> | <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> <li>• Drop right top 4-link rod on chassis</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> (can loosen entry also)</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>• 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> | <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> | <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>• 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> |

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

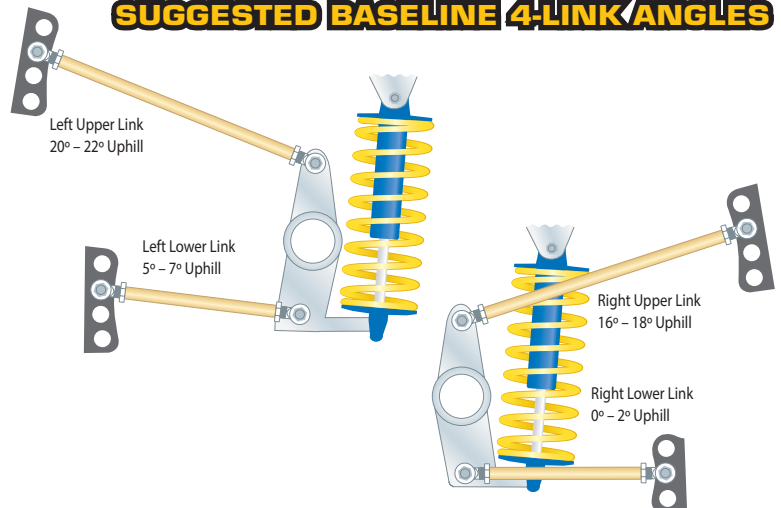
### SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

**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>3</sup>
- Decrease compression RF shock
- Increase compression LF shock
- Decrease compression RR shock

##### MIDDLE CORNER

(off throttle)

- Stiffen LF spring
- Soften RF spring<sup>2</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>4</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
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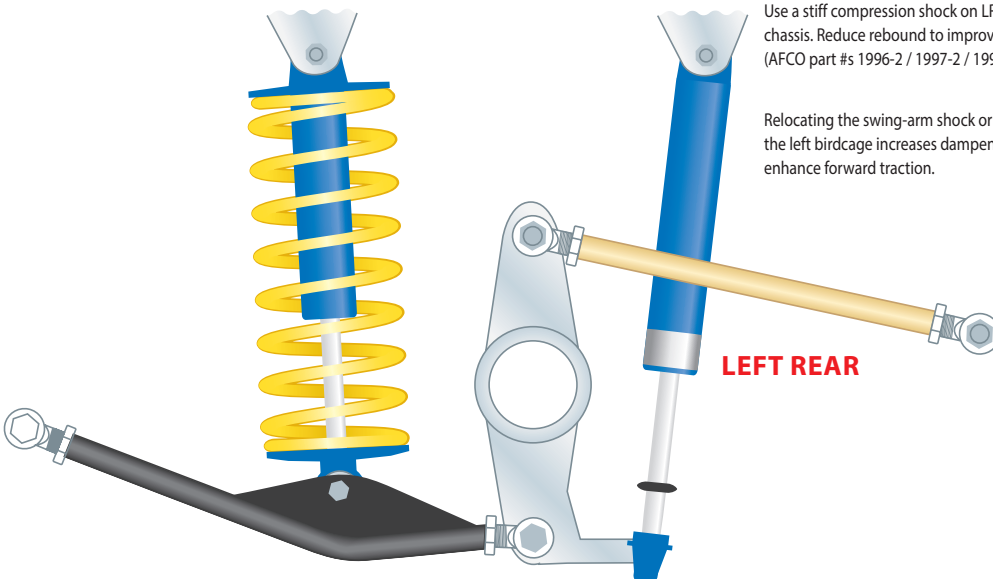
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### SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS



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:

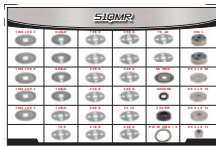
- 1) Reduce compression in R.R. shock
- 2) Increase rebound in L.R. shock
- 3) Reduce rebound in front shocks
- 4) Reduce pressure in R.R. shock

## Rebuild Kits & Tools

### QM SHOCK REBUILD KIT

PART#

510MR



### QM ROD GUIDE WRENCH

PART#

A700500171



### SHOCK HEX BLEEDER TOOL

PART#

700500180



### AFCO PREMIUM SHOCK OIL

DESCRIPTION

PART#

1 QUART

MT59506

5 GALLONS

165006



### 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

| Left Front Shocks |                 |            | Right Front Shocks |                 |            |
|-------------------|-----------------|------------|--------------------|-----------------|------------|
| DIRT              | TRACK CONDITION | VALVE CODE | DIRT               | TRACK CONDITION | VALVE CODE |
|                   | BASE            | 3 VALVE    |                    | BASE            | 3 VALVE    |
|                   | SLICK           | 3 VALVE    |                    | SLICK           | 3 VALVE    |

| Left Rear Shocks |                 |            | Right Rear Shocks |                 |            |
|------------------|-----------------|------------|-------------------|-----------------|------------|
| DIRT             | TRACK CONDITION | VALVE CODE | DIRT              | TRACK CONDITION | VALVE CODE |
|                  | BASE            | 3 VALVE    |                   | BASE            | 3 VALVE    |
|                  | SLICK           | 3 VALVE    |                   | SLICK           | 3-4 VALVE  |

PAVEMENT

Left Front Shocks

| TRACK CONDITION | 250 - 275 LB. QUARTER MIDGET | 325 - 340 LB. QUARTER MIDGET |
|-----------------|------------------------------|------------------------------|
| BASE            | 3 VALVE                      | 4 VALVE                      |

PAVEMENT

Right Front Shocks

| TRACK CONDITION | 250 - 275 LB. QUARTER MIDGET | 325 - 340 LB. QUARTER MIDGET |
|-----------------|------------------------------|------------------------------|
| BASE            | 3 VALVE                      | 4 VALVE                      |

PAVEMENT

Left Rear Shocks

| TRACK CONDITION | 250 - 275 LB. QUARTER MIDGET | 325 - 340 LB. QUARTER MIDGET |
|-----------------|------------------------------|------------------------------|
| BASE            | 3 VALVE                      | 4 VALVE                      |

PAVEMENT

Right Rear Shocks

| TRACK CONDITION | 250 - 275 LB. QUARTER MIDGET | 325 - 340 LB. QUARTER MIDGET |
|-----------------|------------------------------|------------------------------|
| 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 |                    |         |                    |         |