

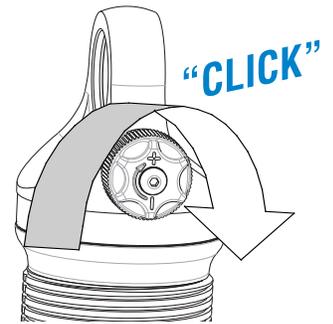
DOOR CARS & SWING ARM (STYLE) DRAGSTERS



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 or canister 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".



Stiffen
Compression

HEAVY DOOR CARS SLOWER THAN 9.90

Start the compression 18 clicks from full stiff. Faster cars should start 14 clicks from full stiff.

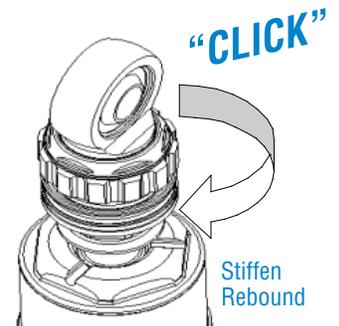
TOP SPORTSMAN CARS (Light Door and Roadsters)
Start with 15-12 clicks from full stiff.

DRAGSTERS

Start with 12 clicks from full stiff.

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.



Stiffen
Rebound

HEAVY DOOR CARS SLOWER THAN 9.90

Start 20 clicks from full stiff and move up the range two (2) clicks at a time until the 60' times fall off. Faster cars should start with 14 clicks from full stiff.

TOP SPORTSMAN CARS (Light Door and Roadsters)

Start with 16-18 clicks from full stiff.

DRAGSTERS

Start with 8-10 clicks.

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

AFCO RACING PRODUCTS
P.O. Box 548,
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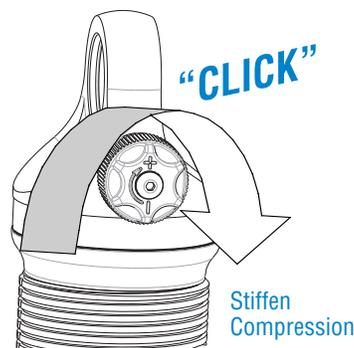
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4 LINK DRAGSTERS

SHOCKS BEHIND REAR END



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

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

DRAGSTERS 8.40 & SLOWER

Start the compression on the left hand shock on 14 (from full stiff). Set the compression on the right hand shock on 13 (from full stiff). Rebound on both left and right should be set on 20 clicks (from full stiff).

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 stiff). Set the compression on the right hand shock on 9 (from full stiff). Rebound on both left and right should be set on 15 clicks (from full stiff).

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.

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