

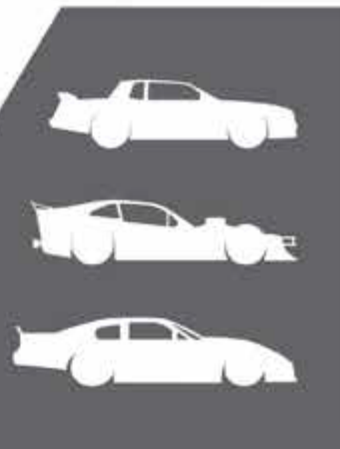
2018

MASTER CATALOG

AFco/PRO ASPHALT OVAL TRACK



SUSPENSION
BRAKES
COOLING





WHO WE ARE AFCO is an engineering based manufacturing company staffed by experienced professionals who are passionate about the racing industry. AFCO started with a simple need for a better suspension component. Now, after 30 years, we have grown into a full service manufacturing and distribution company that builds industry leading suspension, cooling and brake components. Our products are distributed by the finest automotive aftermarket chassis builders, warehouses, and retailers throughout North America, Europe, Australia and New Zealand. Three decades of working closely with racers and tuners has yielded a team focused on delivering superior performance, quality, and value in every product we make.



 **PREMIER DESIGN & ENGINEERING**

Our great products start with the best design and engineering people. Our engineering team is one of the most experienced in the industry. AFCO products are known for reliability, performance, value and innovation. Before we ever release the first iteration of a new product, we use a combination of: vehicle data collection tools, extensive CAD modeling, finite element analysis testing, laboratory testing and extensive field trials to make sure you are getting the best product for your money. We spend countless hours on the road testing and refining our products at the tracks with our customers so you can be sure our products will work as advertised every time!

 **MANUFACTURING EXCELLENCE**

Our experienced, dedicated manufacturing personnel use automated production machines such as CNC benders, CNC lathes and mills, and laser cutting equipment to give us the ability to produce the highest quality, most consistent products in our industry.

The AFCO advantage is available in thousands of products for a wide range of applications.



UNRIVALED CUSTOMER SERVICE & TRAINING

We understand the needs of our customers and we respond with outstanding technical support and customer service. Shock schools, chassis seminars, product training, fast and friendly service are all part of what you get when you purchase AFCO products.



WINNING PRODUCTS

The common thread that ties all AFCO products together is performance. AFCO products are built to perform because we love it when our customers win! Our unrelenting passion to be the best is the reason professional racers have relied on AFCO products for over 30 years!



CUSTOMIZATION YOU CAN COUNT ON

We strive to meet our customer's specific needs. We can often build to your custom specifications. We look forward to fulfilling your custom orders.



WHO WE ARE PRO Shocks is a manufacturing company that has been building shocks, servicing our customers and delivering championships for over 30 years. The key to our success is attention to detail. Our shocks are carefully built to strict tolerances to ensure maximum value and performance. We back up our suspension components with talented sales, tech and customer service personnel to ensure you receive the product you want, the answers you need and the support you demand.



 **PREMIER DESIGN & ENGINEERING**

Our great products start with the best design and engineering people. Our engineering team is one of the most experienced in the industry. PRO Shocks products are known for reliability, performance, value and innovation. Before we ever release the first iteration of a new product, we use a combination of: vehicle data collection tools, 3-D design software, extensive CAD modeling, finite element analysis testing, laboratory testing and extensive field trials to make sure you are getting the best product for your money. We spend countless hours on the road testing and refining our products at the tracks with our customers so you can be sure our products will work as advertised every time!

 **MANUFACTURING EXCELLENCE**

We have built a winning reputation by manufacturing and building quality suspension components for over 3 decades. Producing shocks that win on all levels starts with a comprehensive knowledge of chassis dynamics. From there, stringent tolerances are held during the assembly and dyno process so that the finished product performs better than expected. At PRO Shocks, winning is something we enjoy doing every day. Success starts with attention to detail and ends with you.



UNRIVALED CUSTOMER SERVICE & TRAINING

Building a program that has been an industry leader for over 30 years starts with great people. The sales, tech and customer support team is made up of dedicated, race oriented professionals who understand the industry, the need to get it right and the desire to serve. Our goal is to offer excellent service.



WINNING PRODUCTS

The PRO Shocks advantage is available in thousands of products for a wide range of applications. The common thread that ties all PRO Shocks products together is performance. PRO Shocks products are built to perform because we like to win! Manufacturing a second place product just doesn't interest us. Our unrelenting passion to be the best is the reason professional racers have relied on PRO Shocks products for over 30 years!

Dynatech®

WHO WE ARE Dynatech continues to be the exhaust leader in all forms of racing and high performance applications. Advances in racing, engineering, and design have automakers bringing a whole new breed of cars and trucks to the streets and tracks. This same excitement and new wave of technology is apparent at Dynatech as you view the pages of our latest catalog. We continue to be focused on new products and award-winning designs.



WORLD CLASS DESIGN & ENGINEERING

Virtual reality exhaust design systems allow engineers to design the exhaust system in virtual space that will meet all necessary design criteria. Key interference and mounting points are captured and then transferred into engineering computer stations. Tube routings, lengths, and diameters can all be manipulated for proper fit and function. These processes cut design time by 90% and produce a much more efficient and powerful design.



TECHNOLOGY & MANUFACTURING

At Dynatech, we strive for 100% perfection on all of the products that we manufacture. Everything we manufacture goes through proven assembly steps and procedures to provide the end user with a product that we stake our reputation on. We have instituted numerous fitment and quality control inspections. All high performance systems are 100% tested to be leak free and 100% jig tested for fitment.



UNMATCHED SALES & CUSTOMER SERVICE

Our team members are more than welders, machinists, engineers and salespeople. We are racers and enthusiasts just like you. We understand the needs of our customers and respond accordingly with outstanding technical support and customer service. In some cases, the very people that build the product speak with the end user. Fast and friendly service before, during and after the sale all come standard when you purchase Dynatech products.



These products are intended for racing and off-road applications. Not legal for sale or use in the state of California, nor in states which have adopted California emission standards.

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Over 30 Years Of Performance

PRO 4-WAY SERIES**(ALUMINUM BIG BODY WITH GAS CANISTER)****ACF4 SERIES 4-WAY ADJUSTABLE****NEW!**

The engineers at PRO Shocks designed the new 4-way series with performance and function in mind. The shock features the same traction enhancing technology found in all PRO Shocks, but is fully high and low speed adjustable on both compression and rebound. Consistency is enhanced by the recirculating, single circuit valve design. Unlike other adjustable shocks, the hysteresis is minimized and remains low regardless of the adjustment position or range. This allows a wide adjustment range without sacrificing performance. The shock is designed to fit many existing applications. The compressed and extended lengths are in line with industry standards and the adjustable eyelet and canister position allows for maximum mounting clearance. This series is ideal for sprint cars and pavement late models.

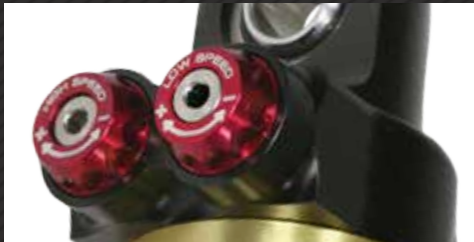
- Fully independent high and low speed adjustments for both compression and rebound.
- All adjustments affect the pressure drop across the main piston, eliminating the need for a base valve.
- Single-circuit, recirculating design allows for large adjustment range with extremely low hysteresis.
- Solid main piston allows for reduced gas charge pressure without the risk of cavitation.
- Nitrogen bladder design enhances response and reduces stiction-induced hysteresis.
- Universal mounting design has 32 different options.
 - 8 position, indexable gas canister.
 - 4 position, indexable body eyelet.
- Compact - compressed and extended lengths comparable to most standard shock lengths on the market.
- Custom tuning to meet the racer's needs.



PRO 4-WAY SERIES

(ALUMINUM BIG BODY WITH GAS CANISTER)

ACF4 SERIES 4-WAY ADJUSTABLE



High/Low Speed
Compression Adjustment



High Speed
Rebound Adjustment



Low Speed
Rebound Adjustment

**CALL PRO SHOCKS
FOR YOUR CUSTOM
BUILT SHOCK!**

Coil-over kit sold separately.

C356 COMPLETE 2.5" FLAT COIL-OVER KIT



C357 COMPLETE 2.5" TAPERED COIL-OVER KIT



PRO TWIN SERIES

(ALUMINUM BIG BODY)

ACF3 SERIES TRIPLE ADJUSTABLE

NEW!

Incorporating the newest technology developed in our A2/ACF2 Series Double Rebound Adjustable Shock, the engineers at PRO Shocks created a triple adjustable racing shock. The new A3/ACF3 Series is a single compression double rebound adjustable shock. This shock gives you one more level on the competition to fine-tune your car for maximum speed. Using fluid recirculation, this shock has the ability to allow a wide range of adjustment while keeping hysteresis low, giving the ultimate in driver feel. Call PRO Shocks to get the specific valving for your racing application.

- Single compression adjustable and double rebound adjustable.
- 32 clicks of low speed rebound adjustment and 40 clicks of high speed rebound adjustment for ultimate tuning.
- Fluid recirculation system to balance internal pressures and give the ultimate in driver feel.
- Extremely low hysteresis with a wide adjustment range.

▶ SEE PAGE 19 FOR DYNO CHARTS.

HOW TO SPECIFY YOUR SHOCK

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length number. Next, choose the compression valving range and then the adjustable rebound valving range. See example below.

| | SHOCK SERIES | + | STROKE LENGTH | + | ADJ. COMPRESSION VALVING RANGE | + | ADJ. REBOUND VALVING RANGES | = | PART NUMBER |
|----------|--------------|---|---------------|---|--------------------------------|---|-----------------------------|---|-------------|
| EXAMPLE: | ACF3 | | 7" | | 3-7 | | 6-11 | | ACF3737/611 |

POSSIBLE COMBINATIONS

| SHOCK SERIES | STROKE OPTIONS | COMPRESSION VALVING RANGE | REBOUND VALVING RANGES |
|--------------|----------------------|---------------------------|------------------------|
| ACF3 | 5", 6", 7", 8" or 9" | 3-7 | 3-7, 6-11, 8-12, 10-14 |

BILLET ROD ENDS B213 / B213-1

- High quality billet rod end.
- Accommodates new and improved seat retention system.



B213

B213-1

▶ SEE PAGE 16 FOR COIL-OVER KITS AND ADDITIONAL ACCESSORIES.



PRO TWIN SERIES

(ALUMINUM BIG BODY)

ACF2 SERIES DOUBLE ADJUSTABLE

NEW!

Keeping the drive to stay on top of the shock world, the engineers at PRO Shocks have designed a double rebound adjustable shock. The new A2/ACF2 Series offers independent high and low speed adjustability. By having a low speed adjuster through the rod end, the user is given the ability to make easier and faster valve changes. By separating the high and low speed in the system, the A2/ACF2 shock gives multiple rebound valving options while maintaining little to no hysteresis. With the adjustment range in the shock, the racer is able to fine-tune their car to maximum speed. Each shock will come serial numbered and dyno tested to ensure optimum performance and driver feel.

- Independent high and low speed rebound adjustability.
- Large range of rebound options with little to no hysteresis.
- 32 clicks of low speed adjustment and 40 clicks of high speed adjustment for ultimate tuning.
- New steel billet piston design for internal sealing and endurance.
- Fluid recirculation system to balance internal pressures and give the ultimate driver feel.

▶ **SEE PAGE 18 FOR DYNO CHARTS.**

HOW TO SPECIFY YOUR SHOCK

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length number. Next, choose the compression valving range and then the adjustable rebound valving range. **See example below.**

| | SHOCK SERIES | + | STROKE LENGTH | + | COMPRESSION VALVING OPTION | + | ADJ. REBOUND VALVING RANGES | = | PART NUMBER |
|----------|--------------|---|---------------|---|----------------------------|---|-----------------------------|---|-------------|
| EXAMPLE: | ACF2 | | 7" | | 5 | | 8-12 | | ACF2758-12 |

POSSIBLE COMBINATIONS

| SHOCK SERIES | STROKE OPTIONS | COMPRESSION VALVING OPTIONS | REBOUND VALVING RANGES |
|--------------|----------------------|-----------------------------|------------------------|
| ACF2 | 5", 6", 7", 8" or 9" | 0.5 to 9 | 3-7, 6-11, 8-12, 10-14 |

BILLET ROD ENDS B213 / B213-1

- High quality billet rod end.
- Accommodates new and improved seat retention system.



▶ **SEE PAGE 16 FOR COIL-OVER KITS AND ADDITIONAL ACCESSORIES.**



PRO TWIN SERIES

(ALUMINUM BIG BODY)

ACF1 SERIES SINGLE ADJUSTABLE

NEW!

The all new ACF1 Single Adjustable Series has been designed based off of driver input and on-track performance. Through racing applications and in-house dyno evaluation, PRO has developed the ultimate rebound adjustable shock. Each aluminum PRO Twin Tube Shock is carefully hand-built and comes with a serial numbered dyno graph for reference setting. PRO Shocks carries all of the popular valve combinations and custom valving options are available. Call PRO Shocks for details.

- *New valve body with 32 clicks of adjustment for fine-tuning.*
- *Low speed adjustable for the ultimate in driver feel.*
- *New steel billet piston design for internal sealing and endurance.*
- *Low friction steel bearing rotates freely and withstands high temperatures.*

▶ **SEE PAGE 17 FOR DYNO CHARTS.**

HOW TO SPECIFY YOUR SHOCK

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length number. Next, choose the compression valving number and then the rebound valving number. See example below.

| | SHOCK SERIES | + | STROKE LENGTH | + | COMPRESSION VALVING OPTION | + | ADJ. REBOUND VALVING RANGES | = | PART NUMBER |
|----------|--------------|---|---------------|---|----------------------------|---|-----------------------------|---|-------------|
| EXAMPLE: | ACF1 | | 6" | | 8 | | 4-7 | | ACF1684-7 |

POSSIBLE COMBINATIONS

| SHOCK SERIES | STROKE OPTIONS | COMPRESSION VALVING OPTIONS | REBOUND VALVING RANGES |
|--------------|----------------------|-----------------------------|------------------------|
| ACF1 | 5", 6", 7", 8" or 9" | 0.5 to 9 | 4-7, 6-9, 10-12, 12-14 |

B212 AND B212-1 BILLET ROD ENDS

- *High quality billet rod end.*
- *Accommodates new and improved seat retention system.*



▶ **SEE PAGE 16 FOR COIL-OVER KITS AND ADDITIONAL ACCESSORIES.**



PRO TWIN SERIES

(ALUMINUM BIG BODY)

AC SERIES NON-ADJUSTABLE

Through on-track testing and in-house dyno evaluation, this entire product line has been treated to improvements. Each aluminum PRO Twin Tube Shock is carefully hand-built and comes with a serial numbered dyno graph. PRO Shocks carries all of the popular valving combinations and custom valving options are available. Call PRO Shocks for details.

- *New steam treated piston for 2018!*
- *Optimized low speed control for the ultimate in driver feel.*
- *New and improved shock oil for fade free performance.*
- *Low friction steel bearing rotates freely and withstands high temperatures.*
- *In stock and ready to ship.*

▶ **SEE PAGE 19 FOR VALVE CODE OPTIONS.**

HOW TO SPECIFY YOUR SHOCK

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length number. Next, choose the compression valving number and then the rebound valving number. See example below.

| | SHOCK SERIES | + | STROKE LENGTH | + | COMPRESSION VALVING OPTIONS | + | REBOUND VALVING OPTIONS | + | B | = | PART NUMBER |
|----------|--------------|---|---------------|---|-----------------------------|---|-------------------------|---|---|---|-------------|
| EXAMPLE: | AC | | 6" | | 3 | | 0 | | B | | AC630B |

POSSIBLE COMBINATIONS

| SHOCK SERIES | STROKE OPTIONS | COMPRESSION VALVING OPTIONS | REBOUND VALVING OPTIONS | BEARING DESIGNATION |
|--------------|----------------------|-----------------------------|-------------------------|---------------------|
| AC | 5", 6", 7", 8" or 9" | 0.5 to 9 | 0.5 to 14 | B |

B212 AND B212-1 BILLET ROD ENDS

- *High quality billet rod end.*
- *Accommodates new and improved seat retention system.*



▶ **SEE PAGE 16 FOR COIL-OVER KITS AND ADDITIONAL ACCESSORIES.**



TAKE APART SERIES

(STEEL BIG BODY)

TA SERIES NON-ADJUSTABLE

PRO Shocks offers a complete lineup of steel take apart shocks for all forms of racing. These shocks are fully rebuildable and available in virtually any valve configuration. All TA shocks are a twin tube design providing superior driver feel. Additionally, all TA shocks feature a snap ring groove allowing the shock to be used as a coil-over unit. Hundreds of feature events have been won on the PRO TA Series shocks. For driver feel, ease of tuning, and value for your money, choose PRO TA Series shocks.

- *Twin tube design for great driver feel.*
- *Take apart style enables repair and revalve work.*
- *Almost any valving option is available to fine-tune your chassis.*



Shock ends are sold separately. You will need to order (2) rod ends (# **WB200**) to complete your order for the TA Series.



▶ SEE PAGE 19 FOR VALVE CODE OPTIONS.

HOW TO ORDER YOUR TA NON-ADJUSTABLE SHOCKS

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length number. Next, choose the compression valving number and then the rebound valving number. See example below.

| SHOCK SERIES | + | STROKE LENGTH | + | COMPRESSION VALVING OPTIONS | + | REBOUND VALVING OPTIONS | EXAMPLE PART NUMBER |
|----------------|----|---------------|---|-----------------------------|---|-------------------------|---------------------|
| NON-ADJUSTABLE | TA | 4" - 9" | | 1-9 | | 0.5-14 | TA717 |

POPULAR NON-ADJUSTABLE VALVING COMBINATIONS

| VALVE | 4" STROKE | 5" STROKE | 6" STROKE | 7" STROKE | 8" STROKE | 9" STROKE | VALVE | 4" STROKE | 5" STROKE | 6" STROKE | 7" STROKE | 8" STROKE | 9" STROKE |
|-------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-----------|-----------|-----------|-----------|-----------|-----------|
| 3 | TA430 | TA530 | TA630 | TA730 | TA830 | TA930 | 5-4 | TA454 | TA554 | TA654 | TA754 | TA854 | TA954 |
| 3-5 | TA435 | TA535 | TA635 | TA735 | TA835 | TA935 | 5-7 | TA457 | TA557 | TA657 | TA757 | TA857 | TA957 |
| 4 | TA440 | TA540 | TA640 | TA740 | TA840 | TA940 | 6 | TA460 | TA560 | TA660 | TA760 | TA860 | TA960 |
| 4-6 | TA446 | TA546 | TA646 | TA746 | TA846 | TA946 | 6-3 | TA463 | TA563 | TA663 | TA763 | TA863 | TA963 |
| 5 | TA450 | TA550 | TA650 | TA750 | TA850 | TA950 | 6-4 | TA464 | TA564 | TA664 | TA764 | TA864 | TA964 |
| 5-1 | TA451 | TA551 | TA651 | TA751 | TA851 | TA951 | 7 | TA470 | TA570 | TA670 | TA770 | TA870 | TA970 |
| 5-2 | TA452 | TA552 | TA652 | TA752 | TA852 | TA952 | 8 | TA480 | TA580 | TA680 | TA780 | TA880 | TA980 |
| 5-3 | TA453 | TA553 | TA653 | TA753 | TA853 | TA953 | 9-1 | TA491 | TA591 | TA691 | TA791 | TA891 | TA991 |

TAKE APART SERIES

(STEEL BIG BODY)

TASS SERIES NON-ADJUSTABLE

PRO offers a bold line of steel, stock mount, rebuildable and revalvable shocks targeted at any class with a stock mounting rule. No other shock offers the versatility of the PRO TASS shock. Choose virtually any valving combination to fine-tune your chassis to lower lap times. From entry level street stocks to sport mods, the PRO TASS Shock Series is the preferred shock for champions everywhere.

- Great for any series that requires a stock mount shock.
- Twin tube design for great driver feel.
- Take apart style shock enables repair and revalve work at factory.
- Almost any valving option is available to fine-tune your chassis.

▶ SEE PAGE 19 FOR VALVE CODE OPTIONS.

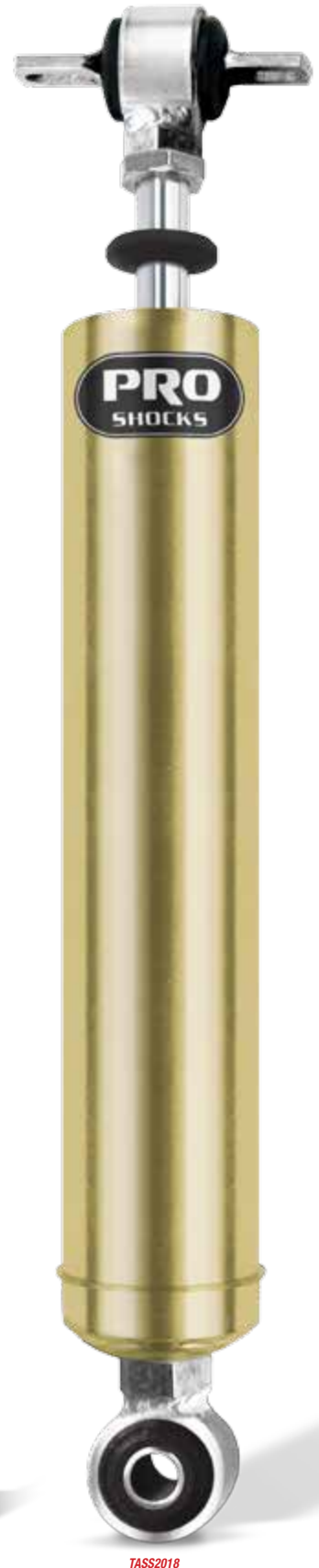
HOW TO ORDER YOUR TASS SHOCKS

1. Locate your application/car type.
2. Select front or rear base part number.
3. Choose the desired compression valving (1 to 9) and add to base part number.
4. Choose the desired rebound valving (1 to 14) and add to number in step #3.

An example TASS part number would be TASS100494.

| | BASE PART NUMBER | COMPRESSION VALVING | REBOUND VALVING | EXAMPLE PART NUMBER |
|----------------|------------------|---------------------|-----------------|---------------------|
| TASS (2" BODY) | TASS1004 | 1 TO 9 | 1 TO 14 | TASS100494 |

| CAR TYPE | TASS - 2" | |
|------------------------------|------------|------------|
| | FRONT | REAR |
| GM MID-SIZE / METRIC CHASSIS | TASS1004XX | TASS2018XX |
| '70-'81 CAMARO / FIREBIRD | TASS1004XX | TASS2008XX |
| GM FULL SIZE | TASS1005XX | TASS2018XX |
| FORD FULL SIZE / MID-SIZE | TASS1005X | TASS4008XX |
| '74-'78 FORD MUSTANG II | TASS3004XX | TASS4025XX |
| '71-'80 PINTO (EXCEPT SW) | TASS3004XX | TASS4015XX |



REPLACEMENT ROD ENDS AND OTHER ACCESSORIES CAN BE FOUND ON PAGE 40 OF THE PRO SHOCKS MASTER CATALOG OR ONLINE.

WB SERIES

(STEEL BIG BODY)

WB SERIES NON-ADJUSTABLE

The newly redesigned PRO WB Series Shocks now feature hardened shafts with a removable rod end while still maintaining our superior, yet economical gas cell design. A snap ring groove has also been added to allow the use of a coil-over kit.

- *Twin tube design for great driver feel.*
- *Available in a wide range of valve options - tune your chassis for speed.*
- *Split valve options available for maximum traction.*
- *Comes with rod end and travel indicator.*

HOW TO SPECIFY YOUR SHOCK

To order the shock combination you want, construct your shock part number by following the chart below. The shock series is the first designation, then the stroke length, compression valving, rebound valving, and black body WB Series designation. **An example part number would be WB735BK.**

| SHOCK SERIES | STROKE LENGTH | COMPRESSION VALVING | REBOUND VALVING | BLACK BODY WB |
|--------------|---------------|---------------------|-----------------|---------------|
| WB | 7 | 3 | 5 | BK |

| DESCRIPTION | 7" STROKE | 9" STROKE |
|-------------|-----------|-----------|
| 3 VALVE | • | WB93BK |
| 3-5 VALVE | WB735BK | WB935BK |
| 4 VALVE | WB74BK | WB94BK |
| 4-6 VALVE | WB746BK | WB946BK |
| 5 VALVE | WB75BK | WB95BK |
| 5-3 VALVE | WB753BK | WB953BK |
| 6 VALVE | WB76BK | WB96BK |
| 6-3 VALVE | WB763BK | WB97BK |
| 7 VALVE | WB77BK | • |
| 9-1 VALVE | WB791BK | • |

WB ACCESSORIES



C300WB - 2.5" SPRING COIL-OVER KIT FOR BLACK BODY WB



C327WB - 5" SPRING COIL-OVER KIT FOR BLACK BODY WB



SS SERIES

(STEEL SMALL BODY)

SS SERIES NON-ADJUSTABLE

PRO Shocks offers a complete line of twin tube street stock and pure stock shocks. Based on the design, these shocks offer superior driver feel that promotes consistent lap times and have helped deliver championships for over 30 years.

These specially designed street stock shocks are made to replace the stock OEM units in the original mounting locations. The SS series has extra heavy damping designed for the rigors of street stock racing.

- Great for any series that requires a stock mount shock.
- Twin tube design for great driver feel.
- Specifically designed and valved for today's street stocks.
- Direct bolt-in fitment - no modifications necessary.
- Heavy duty construction promotes years of service.
- Promotes weight transfer on slick race tracks.
- Many mounting combinations available.
- 1.63" O.D. body.

CHOOSE YOUR SHOCK

| APPLICATION | POSITION | NON-ADJ. PART # | COMPRESSED LENGTH | EXTENDED LENGTH | STROKE LENGTH |
|---------------------------|----------|-----------------|-------------------|-----------------|---------------|
| GM FULL-SIZE & MID-SIZE* | FRONT | SS100 | 8.5" | 13.1" | 4.6" |
| | REAR | SS201 | 12.75" | 20.95" | 8.2" |
| '70-'81 CAMARO / FIREBIRD | FRONT | SS100 | 8.5" | 13.1" | 4.6" |
| | REAR | SS200 | 12.85" | 21.69" | 8.84" |
| '79-'93 FORD MUSTANG | FRONT | SS100 | 8.5" | 13.1" | 4.6" |
| | REAR | SS400 | 12.85" | 21.69" | 8.84" |
| '74-'78 FORD MUSTANG II | FRONT | SS300 | 7.26" | 10.72" | 3.45" |
| | REAR | SS402 | 9.81" | 15.81" | 6" |
| '71-'80 PINTO (EXCEPT SW) | FRONT | SS300 | 7.26" | 10.72" | 3.45" |
| | REAR | • | • | • | • |

* FULL & MID-SIZE GM INCLUDES CHEVELLE, GRAND PRIX, MONTE CARLO, CUTLASS, GTO, TEMPEST, REGAL & SKYLARK.



OVAL TRACK ACCESSORIES

ACF4, ACF3, ACF2 SERIES ACCESSORIES

C357 COMPLETE 2.5" TAPERED COIL-OVER KIT



C356 COMPLETE 2.5" FLAT COIL-OVER KIT



| INDIVIDUAL ACCESSORIES | PART # |
|--|------------|
| 2.5" TAPERED UPPER SPRING SEAT - BLACK | P20130AT |
| 2.5" FLAT UPPER SPRING SEAT - BLACK | P20128DSB |
| C/O NUT, 2-1/8"-10 THREAD BLACK | 110000779B |
| UPPER SPRING SEAT CLIP RETAINER | P10243SR |

ACF1 SERIES ACCESSORIES

C353 COMPLETE 2.5" TAPERED COIL-OVER KIT



C352 COMPLETE 2.5" FLAT COIL-OVER KIT



| INDIVIDUAL ACCESSORIES | PART # |
|--|-----------|
| 2.5" TAPERED UPPER SPRING SEAT - ALUM. | P20130AT |
| C/O NUT, 2-1/8"-10 THREAD | 11000779B |
| UPPER SPRING SEAT CLIP RETAINER | P10243SR |
| SWIVEL DELETE CUP | P20128D-4 |
| STANDARD BILLET ROD END | B212 |
| 1" EXTENDED BILLET ROD END | B212-1 |



| INDIVIDUAL ACCESSORIES | PART # |
|-------------------------------------|-----------|
| 2.5" FLAT UPPER SPRING SEAT - ALUM. | P20128DSB |
| C/O NUT, 2-1/8"-10 THREAD | 11000779B |
| UPPER SPRING SEAT CLIP RETAINER | P10243SR |
| SWIVEL DELETE CUP | P20128D-4 |
| STANDARD BILLET ROD END | B212 |
| 1" EXTENDED BILLET ROD END | B212-1 |

AC SERIES NON-ADJUSTABLE ACCESSORIES

C350 COMPLETE 2.5" TAPERED COIL-OVER KIT FOR NON-ADJ. AC SERIES

NOTE: For use with new B212 or B212-1 billet rod end.



C349 COMPLETE 2.5" FLAT COIL-OVER KIT FOR NON-ADJ. AC SERIES

NOTE: For use with new B212 or B212-1 billet rod end.



| INDIVIDUAL ACCESSORIES | PART # |
|--|-----------|
| 2.5" TAPERED UPPER SPRING SEAT - ALUM. | P20130AT |
| 2.5" AC SHOCK ADJUSTABLE NUT | C321 |
| UPPER SPRING SEAT CLIP RETAINER | P10243SR |
| SWIVEL DELETE CUP | P20128D-4 |
| STANDARD BILLET ROD END | B212 |
| 1" EXTENDED BILLET ROD END | B212-1 |



| INDIVIDUAL ACCESSORIES | PART # |
|-------------------------------------|-----------|
| 2.5" FLAT UPPER SPRING SEAT - ALUM. | 20128DR |
| 2.5" AC SHOCK ADJUSTABLE NUT | C321 |
| UPPER SPRING SEAT CLIP RETAINER | P10243SR |
| SWIVEL DELETE CUP | P20128D-4 |
| STANDARD BILLET ROD END | B212 |
| 1" EXTENDED BILLET ROD END | B212-1 |

C320 COMPLETE 2.5" COIL-OVER KIT FOR NON-ADJ. AC SERIES

NOTE: For use with standard B200 rod end.



INDIVIDUAL ACCESSORIES



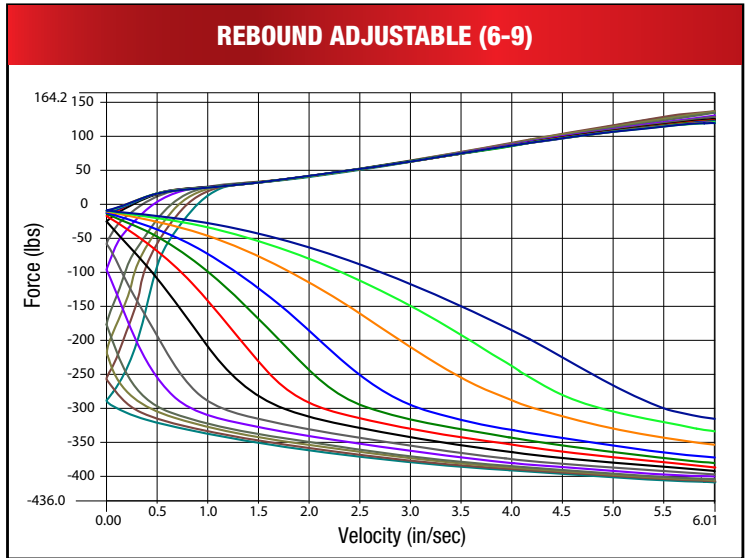
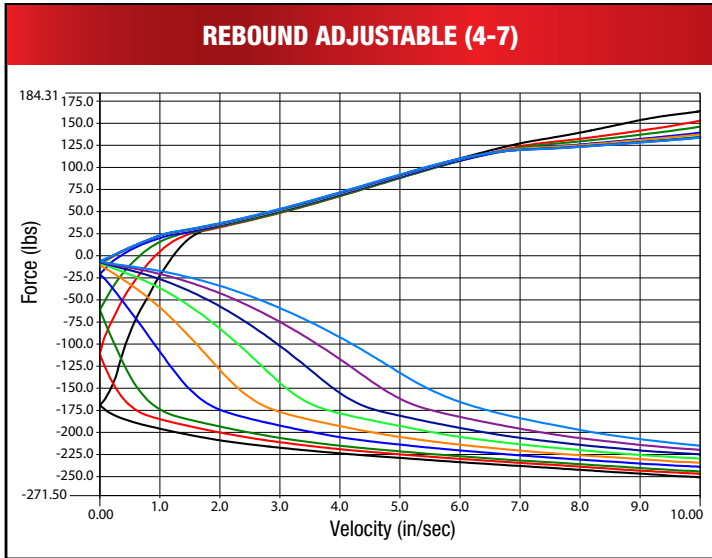
| INDIVIDUAL ACCESSORIES | PART # |
|--------------------------------|--------|
| 2.5" UPPER SPRING SEAT - ALUM. | C303 |
| 2.5" AC SHOCK ADJUSTABLE NUT | C321 |
| *DIAPER PIN* - BB | P10157 |

| INDIVIDUAL ACCESSORIES | PART # |
|---------------------------------|--------|
| 1/2" I.D. "BB" BEARING MOUNT | B200A |
| 2.25" ADJUSTABLE NUT | C341 |
| 2.25" UPPER SPRING SEAT - ALUM. | C342 |

| INDIVIDUAL ACCESSORIES | PART # |
|--------------------------------|-------------|
| 2" WASHER - STAINLESS STEEL | C304 |
| 2.5" DOUBLE SPRING SLEEVE | C404 |
| JAM NUT DOUBLE SPRING KIT | C602 |
| WASHER 1.18" X 0.827" X 0.078" | PA55009005X |

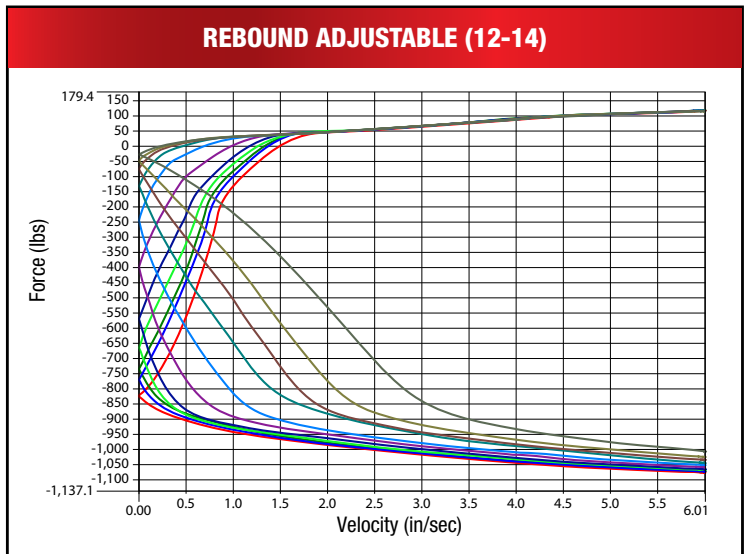
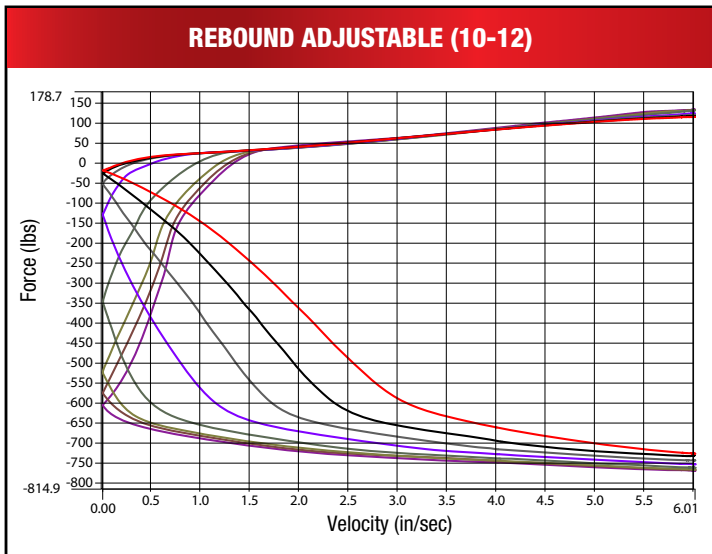
PRO TWIN SERIES
(ALUMINUM BIG BODY)
ACF1 SERIES
SINGLE ADJUSTABLE

REBOUND ADJUSTABLE RANGES (4-7 & 6-9)



◀ **SEE PAGE 10 FOR ACF1 SERIES SHOCKS.**

REBOUND ADJUSTABLE RANGES (10-12 & 12-14)



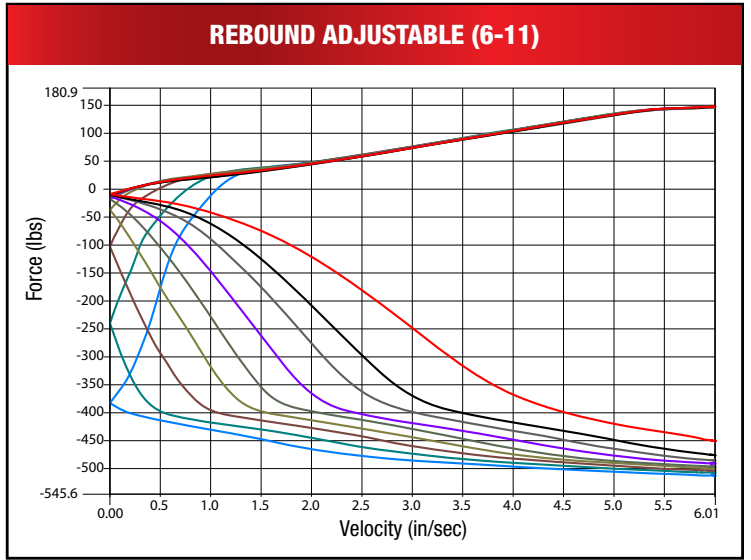
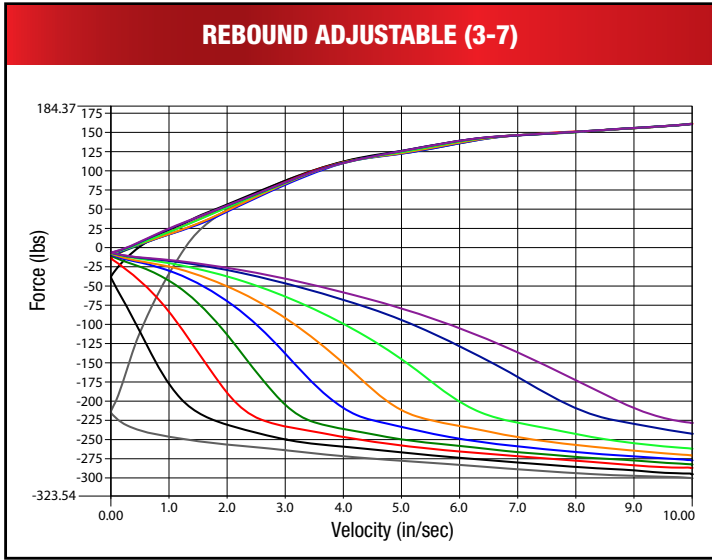
PRO TWIN SERIES

(ALUMINUM BIG BODY)

ACF2 SERIES

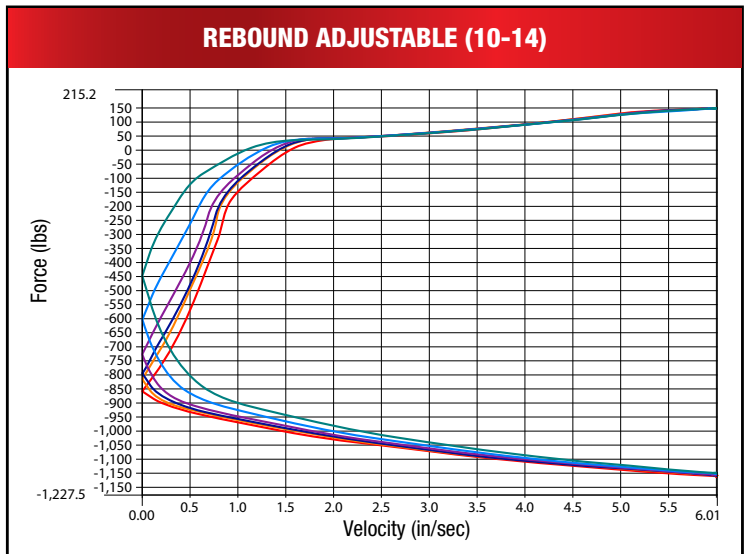
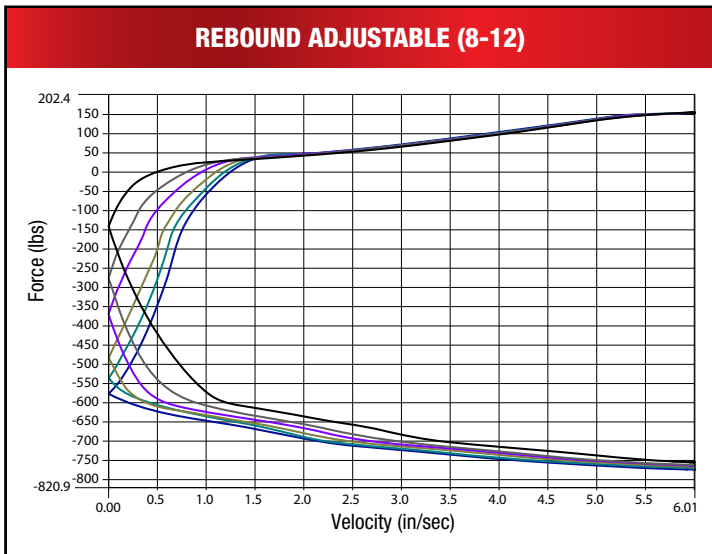
DOUBLE REBOUND ADJUSTABLE

REBOUND ADJUSTABLE RANGES (3-7 & 6-11)



◀ SEE PAGE 9 FOR ACF2 SERIES SHOCKS.

REBOUND ADJUSTABLE RANGES (8-12 & 10-14)



PRO TWIN SERIES

(ALUMINUM BIG BODY)

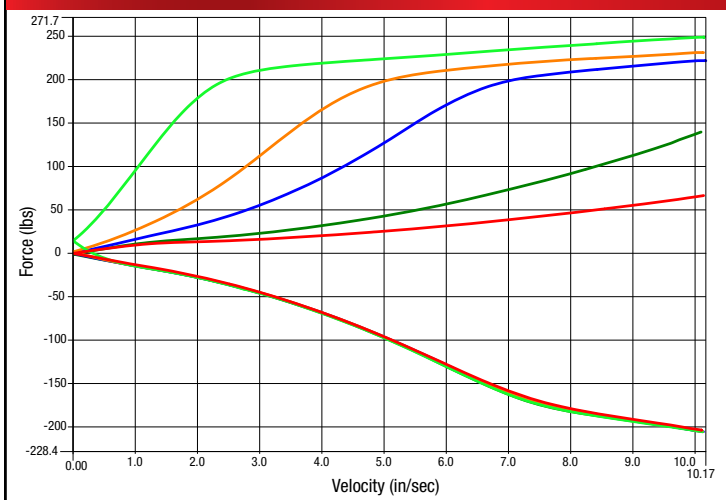
ACF3 SERIES

TRIPLE ADJUSTABLE

COMPRESSION ADJUSTABLE RANGE (3-7)

◀ SEE PAGE 18 FOR REBOUND ADJUSTABLE DYNO CHARTS.

COMPRESSION ADJUSTABLE (3-7)



◀ SEE PAGE 8 FOR ACF3 SERIES SHOCKS.

VALVING OPTIONS

TWIN TUBE SERIES

AC SERIES VALVE OPTIONS

NON-ADJUSTABLE COMPRESSION VALVE 0.5, 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9

NON-ADJUSTABLE REBOUND VALVE 0.5, 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9, 9.5, 10, 10.5, 11, 11.5, 12, 12.5, 13, 13.5, 14

ACF1 SERIES VALVE OPTIONS

ADJUSTABLE REBOUND RANGE 4 THROUGH 7, 6 THROUGH 9, 10 THROUGH 12, 12 THROUGH 14

ACF2 SERIES VALVE OPTIONS

ADJUSTABLE REBOUND RANGE 3 THROUGH 7, 6 THROUGH 11, 8 THROUGH 12, 10 THROUGH 14

ACF3 SERIES VALVE OPTIONS

ADJUSTABLE COMPRESSION RANGE 3 THROUGH 7

ADJUSTABLE REBOUND RANGE 3 THROUGH 7, 6 THROUGH 11, 8 THROUGH 12, 10 THROUGH 14

TA & TASS SERIES VALVE OPTIONS

NON-ADJUSTABLE COMPRESSION VALVE 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9

NON-ADJUSTABLE REBOUND VALVE 0.5, 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9, 9.5, 10, 10.5, 11, 11.5, 12, 12.5, 13, 13.5, 14

REPAIRS, REVALVING & PRODUCT RETURNS

- For shock **REPAIR** or **REVALVE** service, contact PRO Shocks.
- Have the shock serial numbers and the specific service required for each shock ready to relay to your sales representative.
- Upon calling PRO Shocks, you will be issued a return number. Please write this number on the outside of the box, next to the shipping label. **This same number that you are given will be the number used for tracking and reference while being serviced.**
- When your shocks are completed, a PRO Shocks salesperson will contact you for payment and return shipping.
- To **RETURN** a product, contact PRO Shocks and let us know you would like to return a purchase.
- **ALL RETURNS MUST REFERENCE AN INVOICE NO OLDER THAN 12 MONTHS.**
- Upon calling PRO Shocks, you will be issued a return number. Please write this number on the outside of the box, next to the shipping label. **The return number will be your reference number going forward.**
- PRO Shocks will process your return quickly and will contact you with the details.

AT SERIES SHOCKS ALUMINUM

5/8" Shaft

DOUBLE ADJUSTABLE

With a team of engineers led by shock expert Jerry Link, AFCO recently introduced the AFCO Technologies (AT) Series of remote-canister, double-adjustable shocks aimed for the asphalt model market.

The AT Series is AFCO's premium shock line, using highly refined, high quality components. An extra-large, yet lightweight canister, with a 42% higher gas volume bladder, allows for less rod pressure build-up. The shock comes with a durable .625" shaft. AFCO uses a five-axis CNC machine to create its billet aluminum pistons. Newly designed adjustment needles and seats promote more precise adjustments shock-to-shock. Racer-friendly coil-over adjuster nuts feature a spring-loaded roller detent and pinch-bolt locking system. Each shock is 100% inspected and built by Jerry Link and his team of shock experts.



FEATURES

BENEFITS

- 5-axis machined aluminum pistons.
- Pressure balanced base valve design.
- Large gas volume reservoir bladder.
- One-piece stainless steel compression adjuster valve body.
- Premium coil-over adjuster nuts with non-marring detent and locking system.
- **MADE IN THE U.S.A.**
- Enhanced driver feel in the steering wheel and seat.
- Precise compression adjustments from shock-to-shock.
- Better feel - easy adjustments and locking.



JERRY LINK

"I've had the opportunity to work with many of the best shock brands and top race teams throughout my career. I was able to work with the talented design team at AFCO Technologies and help create a totally new line of high-end, custom built shocks for the oval track market. Each shock is hand built and personally inspected to ensure maximum performance right out of the gate."
-Jerry Link, AFCO Technologies



ORDERING INFORMATION - HOW TO ORDER

AFCO AT Series Shocks are custom-built per application. Please be prepared to discuss:

- A) Chassis make/model
- B) Car set-up information
- C) Track location/size/conditions

Given this information, most cars will require a package of either 5 or 6 shocks.

CANISTER MOUNTS



| DESCRIPTION | PART # |
|---------------------|--------|
| 1-1/4" TUBE MOUNT | 50330 |
| 1-3/8" TUBE MOUNT | 50329 |
| 1-1/2" TUBE MOUNT | 50331 |
| 1-3/4" TUBE MOUNT | 50332 |
| QUICK PINS (4 PACK) | 50334 |



Wayne Helliwell, Jr.



Photo Courtesy of: PASS/Norm Marx

GAS SHOCKS ALUMINUM

5/8" Shaft

SINGLE ADJUSTABLE

26 SERIES

- Gas pressure single adjustable.
- Available in either compression or rebound adjustable.
- Schrader valve/floating piston design for gas pressure tuning.
- Coil-over kit sold separately. See below.

| DESCRIPTION | COMPRESSED LENGTH | EXTENDED LENGTH |
|-------------|-------------------|-----------------|
| 5" | 11.40" | 15.35" |
| 6" | 12.40" | 17.35" |
| 7" | 13.40" | 19.35" |
| 8" | 14.40" | 21.35" |
| 9" | 15.40" | 23.35" |



HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| | | | | | | |
|---------------------------|---|---|--|---|---|-------------------|
| REBOUND ADJUSTABLE | SHOCK SERIES 26 ALUMINUM SINGLE ADJUSTABLE | STROKE LENGTH 9 OPTIONS: 6", 7", 8" or 9" | COMP. VALVE OPTIONS 3 0 to 14 FIXED | REB. RANGE OPTIONS 36 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610 | ROD END STYLE Z SHORT ROD END | = 2693-36Z |
| | COMPRESSION ADJUSTABLE | SHOCK SERIES 26 ALUMINUM SINGLE ADJUSTABLE | STROKE LENGTH 9 OPTIONS: 6", 7", 8" or 9" | COMP. RANGE OPTIONS 36 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610 | REB. VALVE OPTIONS 3 0 to 14 FIXED | |

BIG BODY - ALUMINUM THREADED COIL-OVER ACCESSORIES

21, 26 & 27 SERIES

| DESCRIPTION | PART # |
|---------------------------------|---------|
| TAPERED CONE KIT | 20135 |
| SPRING SEAT ONLY (TAPERED CONE) | 20130 |
| ADJUSTER NUT ONLY | 20131A |
| SNAP RING | 10243SR |



GAS SHOCKS ALUMINUM

NON-ADJUSTABLE

21/27 SERIES

- 21 Series: (5/8" shaft) for greater rod pressure gain.
- 27 Series: (1/2" shaft) for reduced rod pressure gain.
- Fixed valving in a gas pressure design.
- User serviceable/repairable.
- Custom valving available.
- Coil-over kit (#20135) sold separately. See page 22.

NEW!

1/2" Shaft
27 SERIES

5/8" Shaft
21 SERIES



| DESCRIPTION | 7" | 9" |
|-------------|--------|--------|
| COMPRESSED | 13.53" | 15.53" |
| EXTENDED | 20.47" | 24.47" |

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| SHOCK SERIES | STROKE LENGTH | COMP. VALVE OPTIONS | REB. VALVE OPTIONS | D | PART NUMBER |
|---|--|------------------------------|---|----------|------------------|
| 21 ALUMINUM NON-ADJUSTABLE | 9 OPTIONS: 6", 7", 8" or 9" | 3 0 to 12 FIXED | 6 0-14 (LINEAR) or BNRX (DIGRESSIVE) (SEE CHART BELOW) | D | = 2193-6D |

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

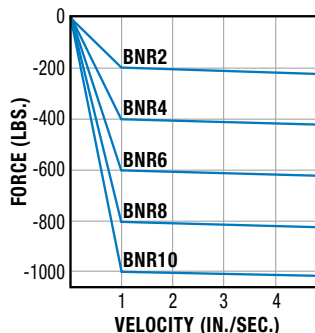
| SHOCK SERIES | STROKE LENGTH | COMP. VALVE OPTIONS | REB. VALVE OPTIONS | PART NUMBER |
|--|--|------------------------------|---|-----------------|
| 27 ALUMINUM NON-ADJUSTABLE NEW! | 9 OPTIONS: 6", 7", 8" or 9" | 3 0 to 12 FIXED | 6 0-14 (LINEAR) or BNRX (DIGRESSIVE) (SEE CHART BELOW) | = 2793-6 |

WHAT IS BNR VALVING?

AFCO's BNR (BIG NOSE REBOUND) rebound designation offers you an easy way to order your shocks with digressive rebound. The "X" in BNRX allows you to name how stiff (@ 1"/sec.) you want your rebound.

BNRX VALUE =

- BNR4** (400# @ 1"/SEC.)
- BNR6** (600# @ 1"/SEC.)
- BNR8** (800# @ 1"/SEC.)
- BNR10** (1000# @ 1"/SEC.)



TWIN TUBE SHOCKS ALUMINUM

5/8" Shaft

SINGLE ADJUSTABLE

35/36 SERIES

- 35 Series: Compression changes will not affect rebound.
- 36 Series: Rebound changes will not affect compression.
- Includes coil-over hardware kit.

CUSTOM OPTIONS

| DESCRIPTION | PART# |
|---------------------|---------|
| 6" REBOUND ADJ. | 3660SPZ |
| 6" COMPRESSION ADJ. | 3560SP |
| 7" COMPRESSION ADJ. | 3570SP |
| 8" REBOUND ADJ. | 3680SPZ |
| 8" COMPRESSION ADJ. | 3580SP |
| 9" REBOUND ADJ. | 3690SPZ |
| 9" COMPRESSION ADJ. | 3590SP |

| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH |
|--------|-------------------|-----------------|
| 5" | 11.18" | 16.10" |
| 6" | 12.18" | 18.10" |
| 7" | 13.18" | 20.10" |
| 8" | 14.18" | 22.10" |
| 9" | 15.18" | 24.10" |

HOW TO READ AND ORDER YOUR 35 SERIES AFCO SHOCKS:

| COMPRESSION ADJUSTABLE | SHOCK SERIES | STROKE LENGTH | COMP. RANGE OPTIONS | REB. VALVE OPTIONS | PART NUMBER |
|------------------------|----------------------------|---------------------------|---|--------------------|----------------|
| | 35 | 9 | 36 | 3 | 35936-3 |
| | ALUMINUM SINGLE ADJUSTABLE | OPTIONS: 6", 7", 8" or 9" | 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610 | 0 to 14 FIXED | |

HOW TO READ AND ORDER YOUR 36 SERIES AFCO SHOCKS:

| REBOUND ADJUSTABLE | SHOCK SERIES | STROKE LENGTH | COMP. VALVE OPTIONS | REB. RANGE OPTIONS | ROD END STYLE | PART NUMBER |
|--------------------|----------------------------|---------------------------|---------------------|---|---------------|-----------------|
| | 36 | 9 | 3 | 36 | Z | 3693-36Z |
| | ALUMINUM SINGLE ADJUSTABLE | OPTIONS: 6", 7", 8" or 9" | 0 to 14 FIXED | 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610 | SHORT ROD END | |



TWIN TUBE SHOCKS ALUMINUM

5/8" Shaft

NON-ADJUSTABLE

13 SERIES

- Shim stack technology gives excellent consistency and repeatability.
- Twin Tube design for best performance on slick and smooth tracks.
- Coil-over kit (#20135) sold separately. See page 34.

| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH |
|--------|-------------------|-----------------|
| 6" | 12.32" | 18.25" |
| 7" | 13.32" | 20.25" |
| 8" | 14.32" | 22.25" |
| 9" | 15.32" | 24.25" |



COIL-OVER KITS AVAILABLE.

SEE PAGE 34 FOR MORE INFO.

HOW TO READ AND ORDER YOUR 13 SERIES AFCO SHOCKS:

| NON-ADJUSTABLE | SHOCK SERIES | STROKE LENGTH | COMP. VALVE | REB. VALVE | DEFLECTIVE DISC DESIGN | PART NUMBER |
|----------------|-------------------------|------------------|--------------|---------------|------------------------|-------------|
| | 13 | 9 | 3 | 6 | T | = 1393-6T |
| | ALUMINUM NON-ADJUSTABLE | 6", 7", 8" or 9" | 0 to 9 FIXED | 0 to 14 FIXED | | |



Richie Castor



GAS SHOCKS **STEEL BULB**

NON-ADJUSTABLE BASEVALVE

85/86/87/88 SERIES

NEW!

1/2" Shaft



The new 85-88 Series AFCO Shocks were specifically developed to bring optimum performance, quality, and tunability to the asphalt racing market. The shocks incorporate flow-matched billet aluminum pistons and base valves that were developed in-house using 5-axis CNC machining technology and EMA dyno capability. Each piston and base valve was developed together to minimize hysteresis and utilizes premium quality hardware and shims for balanced response. The steel gas reservoir, or “bulb”, has been weight and size optimized for better fit without increasing pressure gain. The 86 and 88 Series utilize the new Non-Schrader “universal” fill port that can be easily changed to a Schrader valve application when sanctioning rules allow. The shocks are 100% owner serviceable or can be serviced by any AFCO shock tuning center for convenient and fast turnaround.

ADDITIONAL FEATURES

- *New smaller 2.5" bulb for better clearance and lighter weight!*
- *New billet aluminum, anodized pistons and base valves.*
- *1/2" (12.7mm) Ultra strong DURox chrome shaft design.*
- *Available with Schrader valve or the new non-Schrader Fill Port.*
- *Robust sealing system withstands high temperature and heavy debris.*
- *Nickel plated shock exterior provides un-matched durability and long term cosmetic appearance.*
- *Available with or without a base valve.*

BASE VALVE

| STROKE | COMP. LENGTH | EXT. LENGTH |
|--------|--------------|-------------|
| 7" | 13.25" | 19.44" |
| 9" | 15.25" | 23.44" |

NON BASE VALVE

| STROKE | COMP. LENGTH | EXT. LENGTH |
|--------|--------------|-------------|
| 7" | 13.25" | 20.20" |
| 9" | 15.25" | 24.20" |

STANDARD WITH
BILLET ALUMINUM
PISTONS & BASE VALVES.



SEE PAGE 33 FOR
NON-SCHRADER FILL TOOL.



UNBELIEVABLY SMART BUNDLE

Receive a full day of Shock School with any four shock Silver Series purchase!

CALL FOR DETAILS.



HOW TO READ AND ORDER YOUR AFco SHOCKS:

| | SHOCK SERIES | STROKE LENGTH | COMPRESSION | REBOUND | EXAMPLE PART# |
|---------------------|---|------------------------------------|--|--|------------------|
| SCHRADER | 85 Base Valve Version w/ Schrader Valve | 9 Choose either 7" or 9" | 2 Choose Any Valve Between 0 - 14 | 12 Choose Any Valve Between 0 - 14 | 85-9-2-12 |
| NON-SCHRADER | 86 Base Valve Version | 7 Choose either 7" or 9" | 4 Choose Any Valve Between 0 - 14 | 6 Choose Any Valve Between 0 - 14 | 86-7-4-6 |
| SCHRADER | 87 Non-Base Valve Version w/ Schrader Valve | 7 Choose either 7" or 9" | 5 Choose Any Valve Between 0 - 14 | 5 Choose Any Valve Between 0 - 14 | 87-7-5-5 |
| NON-SCHRADER | 88 Non-Base Valve Version | 9 Choose either 7" or 9" | 10 Choose Any Valve Between 0 - 14 | 3 Choose Any Valve Between 0 - 14 | 88-9-10-3 |

ORDER YOUR SHOCKS THE WAY YOU WANT THEM
NO EXTRA CHARGE FOR SPECIAL BUILDS



SCHRADER

NON-SCHRADER



CUSTOMIZATION YOU CAN COUNT ON

WE LOOK FORWARD TO FULFILLING YOUR CUSTOM ORDERS.



COIL-OVER KITS AVAILABLE.
SEE PAGE 35 FOR MORE INFORMATION.



GAS SHOCKS STEEL

NON-ADJUSTABLE

1/2" Shaft



73 SERIES

STEEL NON ADJUSTABLE W/ SCHRADER VALVE

- Schrader valve allows tuning with gas pressure.
- Bodies grooved for coil-over applications.
- Performance at its best on fast or rough tracks.
- Available in 5/8" shaft upon request.

| | 7" STROKE | 9" STROKE |
|------------|-----------|-----------|
| COMPRESSED | 12.95" | 14.95" |
| EXTENDED | 19.85" | 23.85" |

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| SHOCK SERIES (FIRST 2 DIGITS) | STROKE LENGTH (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|--|------------------------------|----------------------------|---------------------------|
| 73 | 9 | 3 | 5 |
| STEEL BODY NON-ADJ. GAS W/ SCHRADER | 7" or 9" STROKE | 0 thru 14 COMP. RANGE | 0 thru 14 REB. RANGE |

▶ **73-9-3-5**
EXAMPLE PART#



COIL-OVER KITS AVAILABLE

SEE PAGE 35 FOR MORE INFO.

74 SERIES

NEW!

STEEL NON ADJUSTABLE

- Performance at its best on fast or rough tracks.
- Custom valving available.
- Bodies grooved for coil-over applications.
- Available in 5/8" shaft upon request.
- Non-Schrader valve.

| | 7" STROKE | 9" STROKE |
|------------|-----------|-----------|
| COMPRESSED | 12.95" | 14.95" |
| EXTENDED | 19.85" | 23.85" |

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| SHOCK SERIES (FIRST 2 DIGITS) | STROKE LENGTH (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|----------------------------------|------------------------------|----------------------------|---------------------------|
| 74 | 9 | 3 | 5 |
| STEEL BODY NON-ADJ. GAS | 7 or 9" STROKE | 0 thru 14 COMP. RANGE | 0 thru 14 REB. RANGE |

▶ **74-9-3-5**
EXAMPLE PART#



NEW NON-SCHRADER GAS PORT



COIL-OVER KITS AVAILABLE

SEE PAGE 35 FOR MORE INFO.

1/2" Shaft




TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE/NON-REBUILDABLE

10 SERIES

STEEL BIG BODY NON-ADJUSTABLE 2.02" OD

- Precision 3 piece replaceable bearing ends.
- 5/8" shaft for added strength.
- 360° weld-on eye ring for superior strength.
- Coil-over groove.

CHOOSE YOUR PART NUMBER 

| VALVING | 7" PART# | 9" PART# |
|-------------|----------|----------|
| 3 VALVE | 1073 | 1093 |
| 3-5 VALVE | 1073-5 | 1093-5 |
| 4 VALVE | 1074 | 1094 |
| 4-6 VALVE | 1074-6 | • |
| 4-8 VALVE | 1074-8 | 1094-8 |
| 4-9 VALVE | 1074-9 | • |
| 4-10 VALVE | 1074-10 | • |
| 4-12 VALVE | 1074-12 | • |
| 5 VALVE | 1075 | 1095 |
| 5-3 VALVE | 1075-3 | • |
| 5-9 VALVE | 1075-9 | • |
| 6 VALVE | 1076 | • |
| 6-2 VALVE | 1076-2 | • |
| 8 VALVE | 1078 | • |
| AXLE DAMPER | 1079-1 | • |



COIL-OVER KITS AVAILABLE.

SEE PAGE 35 FOR MORE INFO.

| | 7" STROKE | 9" STROKE |
|------------|-----------|-----------|
| COMPRESSED | 12.50" | 14.50" |
| EXTENDED | 19.50" | 23.50" |


5/8" Shaft



14 SERIES

FIXED BEARING SEALED BODY COIL-OVER 2.02" OD

- Economical sealed body.
- Best twin tube value on the market.
- 9/16" Shaft.
- Grooved for use in coil-over applications.

CHOOSE YOUR PART NUMBER 

| VALVING | 7" PART# | 9" PART# |
|-----------|----------|----------|
| 3 VALVE | 1473 | 1493 |
| 3-5 VALVE | 1473-5 | 1493-5 |
| 4 VALVE | 1474 | 1494 |
| 4-6 VALVE | 1474-6 | • |
| 5 VALVE | 1475 | 1495 |
| 5-3 VALVE | 1475-3 | 1495-3 |
| 6 VALVE | 1476 | 1496 |
| 6-2 VALVE | 1476-2 | • |
| 7 VALVE | 1477 | • |
| 7-2 VALVE | • | 1497-2 |
| 9-1 VALVE | 1479-1 | • |



COIL-OVER KITS AVAILABLE.

SEE PAGE 35 FOR MORE INFO.

| | 7" STROKE | 9" STROKE |
|------------|-----------|-----------|
| COMPRESSED | 12.50" | 14.50" |
| EXTENDED | 19.50" | 23.50" |

9/16" Shaft



GAS SHOCKS **STEEL**

EXTERNALLY-FILLED STOCK MOUNT

70 SERIES

1/2" Shaft

AFCO Racing Products is proud to announce our new Monotube racing shock technology in a stock mount application. This new stock mount shock offers great consistency, tunability, and is available in any valve combination. All AFCO Racing Shocks are 100% dyno tested.

- Externally filled, take-apart design.
- Easy gas pressure adjustments with new fill tool shown below.
- Custom tuned shock packages available for rules requiring the stock mounting points.
- Great for street stock classes that allow take apart stock mounted shocks.
- Stock mount legal tie-bars and bushings.
- 1/2" hard chrome piston rod.
- 100% Dyno tested.
- Internally filled version available. Call for more information.



70 SERIES FILL TOOL

| DESCRIPTION | PART # |
|---|-----------|
| GAS SHOCK INFLATION ASSY.* | 550000740 |
| *REQUIRED TO ADAPT FILL PORT ON SHOCK TO USE #20109 INFLATION GAUGE ASSEMBLY. | |



GAS SHOCK INFLATION GAUGES

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



HOW TO READ AND ORDER YOUR AFCO SHOCKS:

70-1 1973-1988 A/G BODY GM FRONT SHOCK

- 1.50" body diameter
- 9.27" compressed
- 13.97" extended length

| SHOCK SERIES (FIRST 2 DIGITS) | APPLICATION (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|---------------------------|
| 70 | 1 | 3 | 5 |
| STOCK MOUNT MONOTUBE | A/G FRONT | 0 thru 9 COMP. RANGE | 0 thru 14 REB. RANGE |



70-1-3-5
EXAMPLE PART#

70-2 1973-1988 A/G BODY GM REAR SHOCK

- 2.00" body diameter
- 12.73" compressed
- 20.00" extended length

| SHOCK SERIES (FIRST 2 DIGITS) | APPLICATION (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|---------------------------|
| 70 | 2 | 3 | 5 |
| STOCK MOUNT MONOTUBE | A/G REAR | 0 thru 9 COMP. RANGE | 0 thru 9 REB. RANGE |



70-2-3-5
EXAMPLE PART#

70-3 1970-1981 CAMARO REAR SHOCK

- 2.00" body diameter
- 13.38" compressed
- 21.26" extended length

| SHOCK SERIES (FIRST 2 DIGITS) | APPLICATION (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|---------------------------|
| 70 | 3 | 3 | 5 |
| STOCK MOUNT MONOTUBE | CAMARO REAR | 0 thru 9 COMP. RANGE | 0 thru 9 REB. RANGE |



70-3-3-5
EXAMPLE PART#

70-4 1979-1993 MUSTANG REAR SHOCK

- 2.00" body diameter
- 13.21" compressed
- 21.09" extended length

| SHOCK SERIES (FIRST 2 DIGITS) | APPLICATION (3RD DIGIT) | COMP. RANGE (4TH DIGIT) | REB. RANGE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|---------------------------|
| 70 | 4 | 3 | 5 |
| STOCK MOUNT MONOTUBE | MUSTANG REAR | 0 thru 9 COMP. RANGE | 0 thru 9 REB. RANGE |



70-4-3-5
EXAMPLE PART#



Justin Allen

STREET STOCK SHOCKS **STEEL**

NON-ADJUSTABLE STOCK MOUNT

10 SERIES

Whatever your street stock choice, AFCO has the stock mount shock for you. These gas charged twin tube shocks are built with the valving you need for racing, but are assembled in a "stock" configuration body to meet most track rules. The split-valve shocks offer additional tuning capabilities over the standard valving.

GM FULL-SIZE AND MID-SIZE - '70-'81 CAMARO, FIREBIRD,
'65-'86 FORD FULL-SIZE AND MID-SIZE - MERC MONTEGO AND COUGAR



| | COMPRESSION | EXTENSION | MOUNT | PART# |
|--------------------|-------------|-----------|-------|-------|
| 7 VALVE (EX HEAVY) | 9-3/8" | 13-3/8" | FRONT | 1020 |
| 6 VALVE (HEAVY) | 9-3/8" | 13-3/8" | FRONT | 1021 |
| 7-4 VALVE (SLICK) | 9-3/8" | 13-3/8" | FRONT | 1022 |

'55-'86 GM FULL-SIZE AND MID-SIZE - '63-'86 MALIBU, CHEVELLE,
MONTE CARLO, CUTLASS, GRAND PRIX, GTO TEMPEST, REGAL, '68-'79 NOVA



| | COMPRESSION | EXTENSION | MOUNT | PART# |
|-------------------|-------------|-----------|-------|-------|
| 5 VALVE (MEDIUM) | 13" | 21" | REAR | 1030 |
| 6 VALVE (HEAVY) | 13" | 21" | REAR | 1031 |
| 3-5 VALVE (SLICK) | 13" | 21" | REAR | 1035 |

ALL '70-'81 CAMARO AND FIREBIRD



| | COMPRESSION | EXTENSION | MOUNT | PART# |
|-------------------|-------------|-----------|-------|-------|
| 5 VALVE (MEDIUM) | 14-1/2" | 22-1/2" | REAR | 1032 |
| 6 VALVE (HEAVY) | 14-1/2" | 22-1/2" | REAR | 1033 |
| 3-5 VALVE (SLICK) | 14-1/2" | 22-1/2" | REAR | 1034 |

MUSTANG II '74-'78



| | COMPRESSION | EXTENSION | MOUNT | PART# |
|------------------|-------------|-----------|-------|-------|
| 5 VALVE (MEDIUM) | 11-1/4" | 17" | REAR | 1042 |

MUSTANG '79-'83, MOST FORDS



| | COMPRESSION | EXTENSION | MOUNT | PART# |
|------------------|-------------|-----------|-------|-------|
| 5 VALVE (MEDIUM) | 13" | 21-1/2" | REAR | 1043 |

AVAILABLE SPLIT-VALVES

- **1022** is a "split valve - easy up" shock used on the front to promote weight transfer under acceleration. This will enhance forward traction.
- **1034** and **1035** are split-valve shocks for rear applications. Soft compression helps weight transfer. In oval track applications used on the left rear, these shocks tend to tighten corner exit handling. When used on the right rear, these shocks tend to tighten corner entry handling.

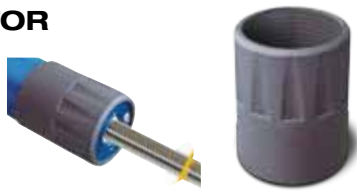


Johnathan Dishman

SHOCK ACCESSORIES

BODY PROTECTOR

Big Body coil-over shock body protector reduces damage from bowing springs.



| DESCRIPTION | PART # |
|-------------------------------|--------|
| SHOCK BODY PROTECTOR (4 PACK) | 20379 |

CANISTER MOUNTS

Use to mount shock canisters to chassis.

| DESCRIPTION | PART # |
|-----------------------|--------|
| 1-1/4" CANISTER MOUNT | 50330 |
| 1-3/8" | 50329 |
| 1-1/2" | 50331 |
| 1-3/4" | 50332 |
| QUICK PINS (4 PACK) | 50334 |



COIL-OVER SHOCK COVERS

Sold as a single cover.



| DESCRIPTION | PART# |
|--------------------------|---------|
| 10" SHOCK COVER (SINGLE) | OWSCR14 |
| 12" SHOCK COVER (SINGLE) | OWSCR19 |
| 14" SHOCK COVER (SINGLE) | OWSCR21 |

SPANNER WRENCH

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



| DESCRIPTION | PART # |
|----------------|--------|
| SPANNER WRENCH | 20110 |

GAS SHOCK INFLATION GAUGES



| DESCRIPTION | PART # |
|-------------------------------------|-----------|
| GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| GAUGE ONLY 0-300 PSI | 20109-1 |
| GAS SHOCK INFLATION ASSY. 0-30 PSI | 20109-8 |
| GAUGE ONLY 0-30 PSI | 550090237 |
| GAS PRESSURE GAUGE | AGAUGE |

COIL-OVER ADJUSTER NUT BEARING KIT

Sold in pairs.



| DESCRIPTION | PART # |
|-----------------|--------|
| NUT BEARING KIT | 20144 |

GAS SHOCK INFLATION TOOLS

| DESCRIPTION | PART # |
|---------------------------------------|------------|
| 70 SERIES GAS SHOCK INFLATION ASSY.* | 550000740 |
| NON-SCHRADER FILL TOOL (85-88 SERIES) | 5500007402 |

*REQUIRED TO ADAPT FILL PORT ON SHOCK TO USE #20109 INFLATION GAUGE ASSEMBLY.



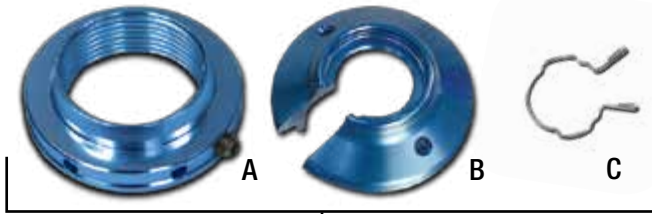
550000740



5500007402

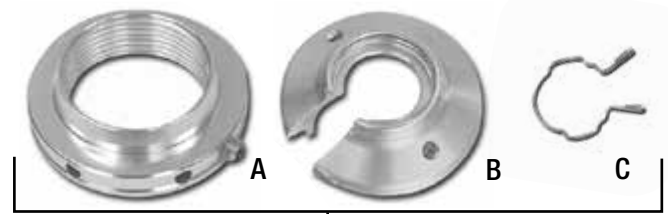
SHOCK ACCESSORIES

BIG BODY - ALUMINUM THREADED COIL-OVER KITS



BLUE STANDARD COIL-OVER KIT: 20135

| DESCRIPTION | PART # |
|------------------------------------|---------|
| BLUE STANDARD COIL-OVER KIT | 20135 |
| A) ADJUSTER NUT ONLY | 20131A |
| B) SPRING SEAT ONLY (TAPERED CONE) | 20130 |
| C) SNAP RING ONLY | 10243SR |



SILVER STANDARD COIL-OVER KIT: 20135C

| DESCRIPTION | PART # |
|------------------------------------|---------|
| SILVER STANDARD COIL-OVER KIT | 20135C |
| A) ADJUSTER NUT ONLY | 20131AC |
| B) SPRING SEAT ONLY (TAPERED CONE) | 20130C |
| C) SNAP RING ONLY | 10243SR |



BLUE DELUXE COIL-OVER KIT: 20135PRO

| DESCRIPTION | PART # |
|------------------------------------|-----------|
| BLUE DELUXE LOCKING COIL-OVER KIT | 20135PRO |
| A) ADJUSTER NUT ONLY | 20131APRO |
| B) SPRING SEAT ONLY (TAPERED CONE) | 20130 |
| C) SNAP RING ONLY | 10243SR |



SILVER DELUXE COIL-OVER KIT: 20135CPRO

| DESCRIPTION | PART # |
|-------------------------------------|------------|
| SILVER DELUXE LOCKING COIL-OVER KIT | 20135CPRO |
| A) ADJUSTER NUT ONLY | 20131ACPRO |
| B) SPRING SEAT ONLY (TAPERED CONE) | 20130C |
| C) SNAP RING ONLY | 10243SR |

COIL-OVER TRAVEL INDICATOR

Great tool to determine what your suspension is doing.



INSTALLS AS SHOWN

| DESCRIPTION | PART # |
|----------------------------|--------|
| COIL-OVER TRAVEL INDICATOR | 20116 |

COIL-OVER MOUNTS



20137
Universal mount



20137-1
Narrow universal mount



20138
For round tube lower control arm

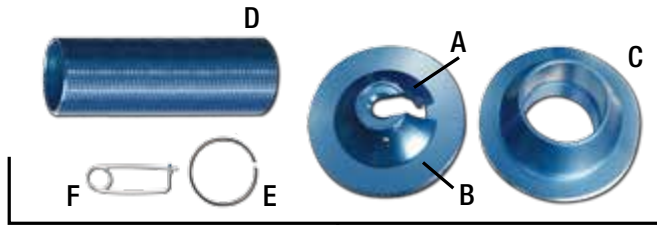


20139
Roll cage mount: 1/2" bolt

| DESCRIPTION | PART # |
|--------------------------|---------|
| BUSHING ONLY | 20136B |
| UNIVERSAL MOUNT | 20137 |
| UNIVERSAL MOUNT - NARROW | 20137-1 |
| ROUND TUBE MOUNT | 20138 |
| ROLL CAGE MOUNT | 20139 |

ALUMINUM COIL-OVER KIT FOR STEEL BIG BODY (5" O.D. SPRING)

10 & 14 Series

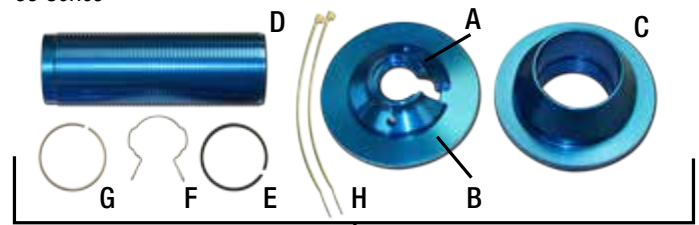


TAPERED CONE KIT: 20125A-7K

| DESCRIPTION | PART # |
|-----------------------------|-----------|
| 7" KIT | 20125A-7K |
| A) SPRING SEAT ONLY | 20128 |
| B) ADAPTER SPRING SEAT ONLY | 20118 |
| C) ADJUSTER NUT ONLY | 20118-1X |
| D) 7" SLEEVE | 20134-7 |
| E) SNAP RING | 10242 |
| F) PIN | 10157 |

ALUMINUM COIL-OVER KIT FOR STEEL BIG BODY (5" O.D. SPRING)

19, 23, 24, 25, 55, 56, 57, 58, 73, 74, 75, 76, 77, 78, 85, 86, 87 & 88 Series



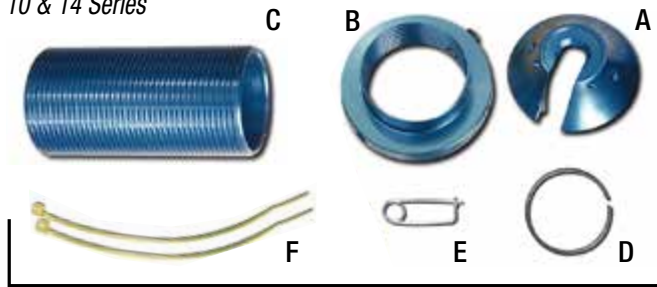
BLUE SPRING KIT: 20125A-7KR

BLACK SPRING KIT: 20125B-7KR

| DESCRIPTION | PART # |
|-----------------------------|------------|
| 7" KIT | 20125A-7KR |
| A) SPRING SEAT ONLY | 20130 |
| B) ADAPTER SPRING SEAT ONLY | 20118 |
| C) ADJUSTER NUT ONLY | 20118-1X |
| D) 7" SLEEVE | 20134-7 |
| E) SNAP RING | 10242 |
| F) SPRING CLIP | 10243SR |
| G) SQUARE RING | 20122-4 |

ALUMINUM COIL-OVER KIT FOR STEEL BIG BODY (2 1/2" - 2 5/8" I.D. SPRING)

10 & 14 Series

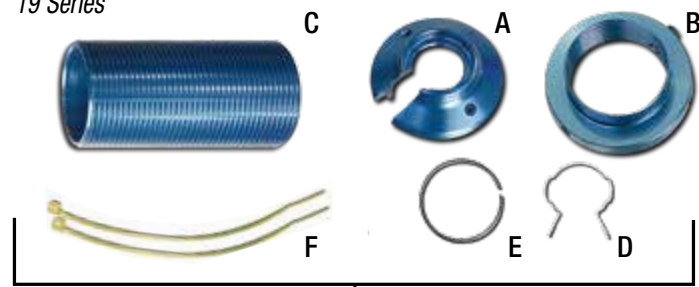


7" SLEEVE KIT: 20125A-7

| DESCRIPTION | PART # |
|----------------------|----------|
| 5" KIT | 20125A-7 |
| A) SPRING SEAT ONLY | 20128 |
| B) ADJUSTER NUT ONLY | 20133 |
| C) 7" SLEEVE | 20134-7 |
| D) SNAP RING | 10242 |
| E) PIN | 10157 |
| F) TIE WRAPS | 20132 |

ALUMINUM COIL-OVER KIT FOR STEEL BIG BODY (2 1/2" - 2 5/8" I.D. SPRING)

19 Series



7" SLEEVE KIT: 20125A-7R

| DESCRIPTION | PART # |
|----------------------|-----------|
| 7" KIT | 20125A-7R |
| A) SPRING SEAT ONLY | 20130 |
| B) ADJUSTER NUT ONLY | 20133 |
| C) 7" SLEEVE | 20134-7 |
| D) SPRING CLIP | 10243SR |
| E) SNAP RING | 10242 |
| F) TIE WRAPS | 20132 |

SHOCK BUMPERS

| DESCRIPTION | PART # |
|---|-------------|
| 3/4" JOUNCE RUBBER (NOT SHOWN) | A550090035X |
| CONE FOR CONVOLUTED BUMPER | 20173 |
| 1.25" BLACK, EXTRA HARD (NOT SHOWN) | 100137 |
| 2.25" SPEEDTHANE RED BUMPER ONLY (SOFT) | 223527 |
| 2.25" SPEEDTHANE NATURAL BUMPER ONLY (MEDIUM) | 223533 |
| 2.25" SPEEDTHANE BLUE BUMPER ONLY (HARD) | 223539 |
| 3" SPEEDTHANE RED BUMPER ONLY (SOFT) | 223541 |
| 3" SPEEDTHANE NATURAL BUMPER ONLY (MEDIUM) | 223550 |
| 3" SPEEDTHANE BLUE BUMPER ONLY (HARD) | 223559 |



AFCO SUSPENSION

ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

NEW!

You asked for it and AFCO delivered! Responding to market demand, now you can run high-quality AFCO springs and still get that "blacked out" look!

- **AFCOIL® Springs featuring all new black coating!**
- *Get the performance you are looking for with the tightest tolerances in the industry.*
- *All AFCOILS® are manufactured using ultra-high tensile wire.*
- *These springs are guaranteed not to lose more than 1% of free height.*
- *2-5/8" I.D. design prevents spring lean and bow.*
- *Lifetime Warranty!*

| 4" BLACK COATED | | 8" BLACK COATED | | 10" BLACK COATED | | 12" BLACK COATED | | 14" BLACK COATED | |
|-----------------|--------|-----------------|----------|------------------|--------|------------------|--------|------------------|--------|
| RATE | PART # | RATE | PART # | RATE | PART # | RATE | PART # | RATE | PART # |
| 300 | 26300B | 200 | 28200-1B | 100 | 23100B | 80 | 22080B | 100 | 24100B |
| 400 | 26400B | 300 | 28300-1B | 125 | 23125B | 100 | 22100B | 125 | 24125B |
| 600 | 26600B | 375 | 28375-1B | 150 | 23150B | 110 | 22110B | 150 | 24150B |
| | | 425 | 28425-1B | 175 | 23175B | 125 | 22125B | 160 | 24160B |
| | | 450 | 28450-1B | 200 | 23200B | 150 | 22150B | 175 | 24175B |
| | | 475 | 28475-1B | 225 | 23225B | 160 | 22160B | 185 | 24185B |
| | | 500 | 28500-1B | 250 | 23250B | 175 | 22175B | 200 | 24200B |
| | | 550 | 28550-1B | 275 | 23275B | 185 | 22185B | 225 | 24225B |
| | | 575 | 28575-1B | 300 | 23300B | 200 | 22200B | 250 | 24250B |
| | | | | 325 | 23325B | 225 | 22225B | 275 | 24275B |
| | | | | 350 | 23350B | 250 | 22250B | 300 | 24300B |
| | | | | 375 | 23375B | 275 | 22275B | 325 | 24325B |
| | | | | 400 | 23400B | 300 | 22300B | 350 | 24350B |
| | | | | 425 | 23425B | 325 | 22325B | | |
| | | | | 450 | 23450B | 350 | 22350B | | |
| | | | | 500 | 23500B | 375 | 22375B | | |
| | | | | 525 | 23525B | 400 | 22400B | | |
| | | | | 550 | 23550B | 425 | 22425B | | |
| | | | | 575 | 23575B | 450 | 22450B | | |
| | | | | 600 | 23600B | 500 | 22500B | | |
| | | | | 650 | 23650B | 525 | 22525B | | |
| | | | | | | 550 | 22550B | | |
| | | | | | | 600 | 22600B | | |
| | | | | | | 650 | 22650B | | |

NOTE: ALL 12" & 14" SPRINGS (UP TO 600 LBS./IN.) HAVE EXTRA SHOCK CLEARANCE WOUND INTO THE ACTIVE COILS. THE END COILS STILL TAKE STANDARD COIL-OVER HARDWARE.

MADE IN THE U.S.A.

Black Coated Springs



DUAL STAGE SPRINGS (2-5/8" ID)

NEW!

| DESCRIPTION | PART # |
|----------------------------|----------|
| SECONDARY SPRING 4" X 300 | 26300B |
| SECONDARY SPRING 4" X 350 | 26350B |
| SECONDARY SPRING 4" X 400 | 26400B |
| SECONDARY SPRING 4" X 600 | 26600B |
| SECONDARY SPRING 5" X 400 | 26400-3B |
| SECONDARY SPRING 5" X 500 | 26500-3B |
| PRIMARY SPRING 8.25" X 600 | 26600-2B |
| PRIMARY SPRING 8.25" X 700 | 26700-2B |



AFCOIL LIFETIME WARRANTY

AFCOIL® springs are manufactured using the finest spring material available. They are designed for extended life and consistent performance. They are guaranteed to do the job for which they are designed for as long as they are owned by the original purchaser.

COIL-OVER SPRINGS: AFCO will replace any AFCOIL® spring that ever exceeds the maximum allowable 1% loss of free height from original nominal specification. One way freight is included.

CONVENTIONAL SPRINGS: AFCO will replace any AFCOIL® spring that ever exceeds the maximum allowable 2% loss of free height from original nominal specification. One way freight is included.

1. Guarantee applies to original retail purchaser only.
2. Damaged springs not covered by warranty.
3. Spring must be returned to AFCO freight prepaid along with a copy of the original invoice.
4. No other warranty, either expressed or implied, applies to AFCOIL® springs. (Warranty not valid without invoice.)

ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

You asked for it and AFco delivered! Responding to market demand, now you can run high-quality AFco springs and still get that "blacked out" look!

- **AFcoIL® Springs featuring all new black coating!**
- *Get the performance you are looking for with the tightest tolerances in the industry.*
- *All AFcoILS® are manufactured using ultra-high tensile wire.*
- *These springs are guaranteed not to lose more than 2% of free height.*
- *2-5/8" I.D. design prevents spring lean and bow.*
- *Lifetime Warranty!*

MADE IN THE U.S.A.

5-1/2" X 11" FRONT

- '73-'83 Chevelle, Malibu.
- '73-'88 Monte Carlo, Cutlass, Regal, Grand Prix & Others.
- '70-'92 Camaro & Others.
- "Street Stock" - Black finish gives stock appearance.
- 11" tall – spacers not necessary.
- Fits most street stocks that require 5-1/2" springs.
- Rates specifically for racing.



| RATE | PART # |
|------|---------|
| 700 | 20700-6 |
| 800 | 20800-6 |
| 900 | 20900-6 |
| 1000 | 21000-6 |
| 1100 | 21100-6 |
| 1200 | 21200-6 |
| 1300 | 21300-6 |
| 1400 | 21400-6 |

5" X 9-1/2" FRONT

- '64-'72 Chevelle.
- '67-'69 Camaro.
- '68-'74 Nova.

| RATE | PART # |
|------|--------|
| 400 | 20400B |
| 450 | 20450B |
| 475 | 20475B |
| 500 | 20500B |
| 525 | 20525B |
| 550 | 20550B |
| 575 | 20575B |
| 600 | 20600B |
| 625 | 20625B |
| 650 | 20650B |
| 700 | 20700B |
| 750 | 20750B |
| 800 | 20800B |
| 850 | 20850B |
| 900 | 20900B |
| 950 | 20950B |
| 1000 | 21000B |



5-1/2" X 9-1/2" FRONT

- '73-'88 Monte Carlo, Cutlass, Regal, Grand Prix.
- '73-'83 Chevelle, Malibu.
- '70-'92 Camaro.
- '75-'79 Nova & Others.

| RATE | PART # |
|------|----------|
| 500 | 20500-1B |
| 550 | 20550-1B |
| 600 | 20600-1B |
| 650 | 20650-1B |
| 700 | 20700-1B |
| 750 | 20750-1B |
| 800 | 20800-1B |
| 850 | 20850-1B |
| 900 | 20900-1B |
| 950 | 20950-1B |
| 1000 | 21000-1B |
| 1050 | 21050-1B |
| 1100 | 21100-1B |
| 1150 | 21150-1B |
| 1200 | 21200-1B |
| 1300 | 21300-1B |
| 1400 | 21400-1B |



5-1/2" X 12" PIGTAIL REAR

- "Street Stock" - Black finish gives stock appearance.
- Designed for use with intermediate rear suspensions.
- One pigtail end — one flat ground end.
- Use 20190, 20191 or 20192 to set ride height.



| RATE | PART # |
|------|---------|
| 150 | 25150SS |
| 175 | 25175SS |
| 200 | 25200SS |
| 225 | 25225SS |
| 250 | 25250SS |
| 275 | 25275SS |

5" X 11" REAR

| RATE | PART # |
|------|--------|
| 100 | 25100B |
| 125 | 25125B |
| 150 | 25150B |
| 175 | 25175B |
| 200 | 25200B |
| 225 | 25225B |
| 250 | 25250B |
| 275 | 25275B |
| 300 | 25300B |
| 325 | 25325B |
| 350 | 25350B |
| 400 | 25400B |



5" X 13" REAR

| RATE | PART # |
|------|----------|
| 125 | 25125-1B |
| 150 | 25150-1B |
| 175 | 25175-1B |
| 200 | 25200-1B |
| 225 | 25225-1B |
| 250 | 25250-1B |
| 275 | 25275-1B |
| 300 | 25300-1B |
| 325 | 25325-1B |
| 350 | 25350-1B |
| 375 | 25375-1B |
| 400 | 25400-1B |



5" X 16" REAR

| RATE | PART # |
|------|----------|
| 125 | 25125-2B |
| 150 | 25150-2B |
| 175 | 25175-2B |
| 200 | 25200-2B |
| 225 | 25225-2B |
| 250 | 25250-2B |



LEAF SPRINGS

REINFORCED FRONT SEGMENT LEAF SPRINGS

The new AFCO reinforced front segment springs have proven to provide considerable increases to forward bite when used on race cars equipped with conventional type leaf springs.

New secondary leaf design means:

- Quicker throttle response.
- Improved forward bite.
- Improved durability of leaf spring.
- Reduces wheelbase variations during braking and acceleration to improve overall handling consistency.
- 10-15% stiffer front segment.

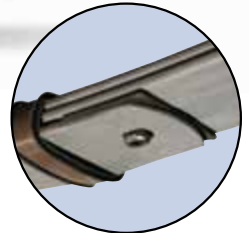


| DESCRIPTION | CAR WT. | ACT. ARCH | NOM. RATE | PART # |
|-------------|----------|-----------|-----------|-----------|
| CAMARO TYPE | 25-3000# | 6-3/8" | 176 | 20228RF |
| CAMARO TYPE | 30-3400# | 6-3/8" | 205 | 20228HDRF |

AFCO MULTILEAF SPRINGS

AFCO Multileafs are built with the same materials and craftsmanship as the popular AFCO Monoleafs. Racers using multileaf springs realize the importance of accurate arch, load capacity, and durability. AFCO Leaf Springs are the highest quality racing springs available and give you features not available in any other leaf spring.

- Our chrome-vanadium alloy spring steel material is superior to others and provides consistent rates over a longer life span.
- Teflon rub blocks between leafs reduces friction and maintains consistency of rate.
- Tapered leafs reduces stress by 30-40% and prevents loss of arch.
- Shot-peened after arching to reduce tensile stress provides 3 - 5 times more service life to the spring.
- Camaro type.
- Front bushing included.

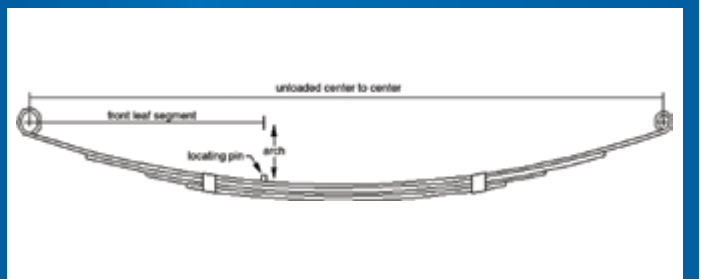


| DESCRIPTION | CAR WT. | ACT. ARCH | NOM. RATE | PART # |
|-------------|----------|-----------|-----------|----------|
| CAMARO TYPE | 23-2600# | 6-3/8" | 153 | 20228LW |
| CAMARO TYPE | 25-3000# | 6-3/8" | 176 | 20228 |
| CAMARO TYPE | 30-3400# | 6-3/8" | 205 | 20228HD |
| CAMARO TYPE | 30-3400# | 6-3/8" | 238 | 20228XHD |

LEAF SPRING DIMENSIONS CHART

| DESCRIPTION | WIDTH | FRONT SEGMENT | EYE TO EYE LENGTH | EYE ID FRONT | EYE ID REAR |
|-------------|--------|---------------|-------------------|--------------|-------------|
| CAMARO TYPE | 2-1/2" | 24-3/4" | 54" | 2" | 1-5/8" |

To accurately check for arch measurement, lay spring on side and pull a straight line from center of front eye to center of rear eye. Measure from line to top leaf at the locating pin.



SPRING ACCESSORIES

LOWER SPRING PLATES

- Fits 2-1/2" leaf springs.
- Heavy duty steel construction.
- Can be used with coil-over shocks.



| DESCRIPTION | PART # |
|------------------------------|--------|
| LEAF SPRING PLATE LH (STEEL) | 20249 |
| LEAF SPRING PLATE RH (STEEL) | 20250 |

LEAF SPRING SLIDER

- Frees up car during suspension movement.
- Pre-drilled holes for bolt-on applications.
- Roller bearing design prevents binding.
- Use in place of shackles.



For 2-1/2" wide leaf

| DESCRIPTION | PART # |
|-----------------------------|--------|
| LEAF SPRING SLIDER (CAMARO) | 200036 |

SHACKLE PLATES

- Steel or aluminum.
- 2 required per-spring.
- Fits late models and modifieds.
- 5/16" anodized aluminum or 1/4" plated steel.



| DESCRIPTION | PART # |
|------------------------------|--------|
| 5/16" ANODIZED ALUM. (1) | 20235 |
| 5/16" PLATED PLATE STEEL (1) | 20281 |

ALUMINUM LOWERING BLOCKS

Standard



Adjustable
1-1/2" tall



| DESCRIPTION | PART # |
|----------------------------------|--------|
| 1/2" BLOCK | 20244 |
| 3/4" BLOCK | 20245 |
| 1" BLOCK | 20246 |
| 1-1/2" BLOCK | 20247 |
| 2" BLOCK | 20248 |
| 3" BLOCK | 20243 |
| ADJUSTABLE LOWERING BLOCK 1-1/2" | 20270 |

U-BOLTS

- 4" threads.
- Fits all 3" axle tubes.
- Plated for added protection.
- Includes tall nuts for added safety.



| DESCRIPTION | PART # |
|-------------|---------|
| 8" | 20238 |
| 9-1/2" | 20238-9 |

SPRING SEAT

Mounts conventional coil spring on rear axle tube.



| DESCRIPTION | PART # |
|-------------|--------|
| SPRING SEAT | 20156 |

WELD-ON LEAF SPRING PADS

Works with all 2-1/2" wide leaf springs.



| DESCRIPTION | PART # |
|----------------------------|--------|
| PAD (1) - FOR 3" AXLE TUBE | 20232 |

SPRING SHACKLES

Standard part as used on most leaf spring cars.



| DESCRIPTION | PART # |
|------------------|---------|
| CAMARO - '70-'75 | 20236-1 |
| CAMARO - '76-'81 | 20236-2 |

LOW FRICTION BALL JOINTS

AFCO's low friction ball joints are designed with 2 ft. lbs. of resistance, the force required to move the stud of the ball joint. Compare this with standard replacement joints, with as high as 50 ft. lbs. of resistance.

- **Only 2 ft. lbs. of resistance and less bind = lower lap times.**
- Improves weight transfer.
- Frees up suspension for more consistent, repeatable chassis tuning.
- Precision-machined to tight tolerances, providing consistent resistance throughout the travel of the ball joint, to deliver consistent performance.
- Road inputs are controlled more effectively by the shock and spring instead of the tire, which improves traction.
- Removes suspension bind and allows shock & spring to have more precise wheel control.
- Meets or exceeds standard ball joint strength.
- Provides more accurate setups during vehicle scaling.
- Lower input steering efforts and faster steering wheel return.
- Extended lengths will raise roll center and improve camber curves.
- Stock appearing.



| PART # | STYLE | BODY | PIN |
|-----------|----------------------|---|--|
| 20031LF | 4-BOLT UPPER | FITS MOST FABRICATED UPPER ARMS | POPULAR FOR FABRICATED SPINDLE |
| 20031-2LF | 4-BOLT UPPER | SAME AS 20031 | SAME AS 20031, BUT +1/2" LONGER |
| 20032-1LF | 4-BOLT UPPER | FITS MOST FABRICATED UPPER ARMS | POPULAR EXTENDED FOR STOCK SPINDLE* |
| 20034LF | SCREW IN UPPER/LOWER | SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPERS | FITS MOST FABRICATED SPINDLES |
| 20034-2LF | SCREW IN UPPER/LOWER | SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPERS | SAME AS 20034LF, BUT +1/2" LONGER |
| 20036LF | SCREW IN LOWER | BIG CHRYSLER-STYLE (2" DIAMETER AT THREADS) | BIG CHRYSLER STYLE FOR FABRICATED SPINDLES |
| 20038-3LF | PRESS IN LOWER | '64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS | SAME EXTRA LONG PIN AS 20038-1 |
| 20038LF | PRESS IN LOWER | POPULAR RACING DESIGN, 2.180" DIAMETER | TUBULAR SPINDLE |
| 20038-4LF | PRESS IN LOWER | '73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS | SAME EXTRA LONG PIN AS 20038-1 |
| 20038-1LF | PRESS IN LOWER | WELDS INTO MOST STOCK LOWERS 1.98 PRESS IN DIMENSION | POPULAR LONG STUD DESIGN FOR RAISED ROLL CENTER WITH STOCK SPINDLE** |

*SPINDLE MAY NEED REAMED.

**SPINDLE MUST BE REAMED.

BALL JOINT SLEEVES

| DESCRIPTION | I.D. | O.D. | HEIGHT | WEIGHT | PART # |
|--------------------------------------|--------|----------------|--------|---------|--------|
| LARGE THREADED FOR 20036 WITH FLANGE | 2.000" | 2.30" / 2.840" | 1.00" | .45 LB. | 20041 |
| LARGE THREADED FOR 20036 | 2.005" | 2.375" | 1.00" | .35 LB. | 20042 |
| SMALL THREADED FOR 20034, 20035 | 1.830" | 2.250" | 1.00" | .35 LB. | 20043 |
| SMOOTH FOR 20039 | 2.090" | 2.375" | 1.00" | .25 LB. | 20044 |
| SMOOTH FOR 20038 | 2.180" | 2.5" | 1.00" | .30 LB. | 20045 |
| SMOOTH FOR 20038-1 | 1.980" | 2.185" | 1.00" | .20 LB. | 20046 |



STANDARD BALL JOINTS

Not all ball joints are created equal. That's why we choose the best components from the top U.S. manufacturers. There are many different design characteristics and manufacturing processes that account for the quality and performance of ball joints. We choose the best to give you the AFCO Advantage.



BALL JOINT CROSS REFERENCE GUIDE

| AFCO PART # | INTERCHANGE NUMBER | TYPE | AFCO PART # | INTERCHANGE NUMBER | TYPE |
|-------------|--------------------|----------|-------------|--------------------|----------|
| 20031 | K6024 | BOLT-IN | 20036 | K727 | SCREW-IN |
| 20032 | K5208 | BOLT-IN | 20037 | K5108 | BOLT-IN |
| 20032-1 | K3136 | BOLT-IN | 20038 | K6141 | PRESS-IN |
| 20033 | K5103 | PRESS-IN | 20038-1 | K6117 | PRESS-IN |
| 20034 | K772 | SCREW-IN | 20039 | K6145 | PRESS-IN |
| 20034-1 | N/A | SCREW-IN | 20040 | K8259 | PRESS-IN |
| 20035 | K719 | SCREW-IN | | | |

RACING & HYBRIDS APPLICATION GUIDE

UPPER BALL JOINTS APPLICATION

| | INT#* | STANDARD | LOW FRICT. |
|--|-------|----------|------------|
| FITS AFCO CONTROL ARM | K6024 | 20031 | 20031LF |
| SAME BOLT PATTERN AS 20031; LONGER STUD USED TO RAISE THE ROLL CENTER | K3136 | 20032-1 | 20032-1LF |
| SAME BOLT PATTERN AS 20032; LONGER STUD USED TO RAISE THE ROLL CENTER | • | • | 20032-2LF |
| SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER | K772 | 20034 | 20034LF |
| SAME AS 20034 EXCEPT .200" LONGER STUD USED TO RAISE THE ROLL CENTER | N/A | 20034-1 | • |

LOWER BALL JOINTS APPLICATION

| | INT#* | STANDARD | LOW FRICT. |
|--|-------|----------|------------|
| SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER | K772 | 20034 | 20034LF |
| SAME BODY AS 20034 EXCEPT LARGER STUD | K719 | 20035 | • |
| LARGE SCREW IN; 2.00" BODY AT THREAD | K727 | 20036 | 20036LF |
| POPULAR RACING DESIGN; PRESS-IN DIMENSION: 2.180" | K6141 | 20038 | 20038LF |
| POPULAR RACING DESIGN WITH LONGER STUD TO RAISE ROLL CENTER; PRESS-IN DIMENSION: 1.980" | K6117 | 20038-1 | 20038-1LF |

*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

CONTROL ARM BUSHINGS

LIGHTWEIGHT LOWER ARM BUSHINGS

AFCO's precision-machined steel replacement bushings offer dramatic reductions in friction when compared to rubber or urethane-style bushings. By nearly eliminating drag on suspension movement, your shock and springs will work more effectively to keep your tires stuck to the track.



- **Near zero-drag bushings!**
- Inner sleeve allows bolt to be tightened without crushing or binding.
- Dimensions allow direct replacement of the standard bushing.
- Dramatically frees up front suspension.

LIGHTWEIGHT LOWER ARM BUSHING DIMENSIONS

| PART # | DIAMETER | LENGTH | LBS. |
|-----------------------|----------|--------|-------|
| 20069LW | 1.40" | 2.94" | 0.625 |
| 20075LW | 1.40" | 2.39" | 0.625 |
| 20076LW | 1.65" | 2.39" | 0.625 |
| 20076LW-1 (9/16 I.D.) | 1.65" | 2.39" | 0.625 |
| 20077LW | 1.90" | 2.39" | 0.750 |
| 20077LW-1 (9/16 I.D.) | 1.90" | 2.39" | 0.750 |

SERVICE PARTS: FOR NYLON SLEEVE, ADD -B TO PART NUMBER, (20075LW-B). FOR INNER SLEEVE, ADD -C TO PART NUMBER, (20075LW-C).

STANDARD STEEL ARM BUSHINGS



- **Near zero-drag bushings!**
- Dimensions allow direct replacement of the standard bushing.
- Dramatically frees up front suspension.

STANDARD LOWER ARM BUSHING DIMENSIONS

| PART # | DIAMETER | LENGTH | LBS. |
|--------|----------|--------|-------|
| 20069 | 1.40" | 2.94" | 1.250 |
| 20075 | 1.40" | 2.39" | 1.250 |
| 20076 | 1.65" | 2.39" | 1.250 |
| 20077 | 1.90" | 2.39" | 1.750 |

STANDARD UPPER ARM BUSHING DIMENSIONS

| PART # | DIAMETER | LENGTH |
|--------|----------|--------|
| 20078 | 1.27" | 1.50" |
| 20079 | 1.53" | 1.84" |
| 20098 | 1.39" | 1.88" |
| 20099 | 1.31" | 1.79" |

NOTE: DUE TO PRODUCTION TOLERANCE VARIANCE IN ORIGINAL EQUIPMENT PARTS, STEEL BUSHINGS NEED TO BE TACK-WELDED INTO THE CONTROL ARM.

APPLICATION GUIDE

LOWER ARM BUSHINGS

| DESCRIPTION | STANDARD | | LIGHTWEIGHT | |
|--|----------|-------|-------------|-----------|
| | FRONT | REAR | FRONT | REAR |
| '78-'88 MONTE CARLO/MALIBU/CHEVELLE/REGAL | 20069 | 20076 | 20069LW* | 20076LW* |
| '75-'77 MONTE CARLO/MALIBU/CHEVELLE/REGAL | 20076 | 20077 | 20076LW-1 | 20077LW-1 |
| '73-'74 MONTE CARLO/MALIBU/CHEVELLE/REGAL | 20075 | 20077 | 20075LW | 20077LW-1 |
| '67-'72 RB MONTE CARLO/MALIBU/CHEVELLE/REGAL | 20075 | 20076 | 20075LW | 20076LW |
| '78-'87 CUTLASS/GRAND PRIX | 20069 | 20076 | 20069LW* | 20076LW* |
| '73-'77 CUTLASS/GRAND PRIX | 20076 | 20077 | 20076LW-1 | 20077LW-1 |
| '69-'72 CUTLASS/GRAND PRIX | 20075 | 20075 | 20075LW | 20075LW** |
| '71-'96 CAPRICE/IMPALA | 20076 | 20077 | 20076LW-1 | 20077LW-1 |
| '73-'79 CAMARO, FIREBIRD-T/A | 20076 | 20077 | 20076LW-1 | 20077LW-1 |
| '67-'72 CAMARO, FIREBIRD-T/A | 20075 | 20076 | 20075LW | 20076LW |
| '75-'79 NOVA | 20076 | 20077 | 20076LW-1 | 20077LW-1 |
| '68-'74 NOVA | 20075 | 20076 | 20075LW | 20076LW |

* LOWER A-ARM MOUNTS MUST BE DRILLED 1/2". USE 1/2" MOUNTING BOLT.
** SOME MODIFICATION MAY BE NECESSARY.

EACH SOLD SEPARATELY.

UPPER ARM BUSHINGS

| DESCRIPTION | STANDARD | STANDARD |
|------------------------|----------|----------|
| | FRONT | REAR |
| '78-'88 MONTE CARLO | 20079 | 20079 |
| '74-'77 MONTE CARLO* | 20098 | 20099 |
| 1973 MONTE CARLO* | 20099 | 20099 |
| '67-'72 MONTE CARLO* | 20078 | 20078 |
| '80-'96 CAPRICE/IMPALA | 20098 | 20098 |
| '74-'79 CAPRICE/IMPALA | 20098 | 20099 |
| '71-'73 CAPRICE/IMPALA | 20099 | 20099 |
| '71-'79 CAMARO | 20098 | 20099 |
| '67-'69 CAMARO | 20078 | 20078 |
| '75-'79 FIREBIRD-T/A | 20098 | 20099 |
| '70-'74 FIREBIRD-T/A | 20099 | 20099 |
| '67-'69 FIREBIRD-T/A | 20078 | 20078 |
| '75-'79 NOVA | 20098 | 20099 |
| '68-'74 NOVA | 20078 | 20078 |

* ALSO FITS MALIBU, CHEVELLE, REGAL, CUTLASS, & GRAND PRIX.

REAR CONTROL ARM BUSHING WITH SPHERICAL BUSHING

These steel rear control arm bushings have spherical bearings in them just like a rod end, which frees up suspension movements and eliminates binding. Fits '73-'88 GM mid-size rear control arms. Sold individually.



| DESCRIPTION | PART # |
|-----------------------------------|--------|
| REAR CONTROL ARM BUSHINGS (1 PCS) | 20095 |

OFFSET REAR CONTROL ARM BUSHINGS

These polyurethane bushings have the center hole offset 1/4" to allow you to compensate for wheel or pinion angle issues. Fits '65-'88 GM mid-size rear control arms. Sold per pair.



| DESCRIPTION | PART # |
|--|--------|
| OFFSET REAR CONTROL ARM BUSHINGS (2 PCS) | 20090 |

AFCO STEERING

STEERING COMPONENTS

STOCK STUB STEERING

| DESCRIPTION | CHEVELLE | CAMARO | MONTE CARLO | GM MID SIZE |
|-----------------------|----------|---------|-------------|-------------|
| | '68-'72 | '70-'81 | '78-'88 | '78-'83 |
| 1) CENTER LINK PS | 30274 | 30272 | 30270 | 30270 |
| 2) TIE ROD - OUTER | • | 30210* | 30220 | 30220 |
| 3) ADJUSTER SLEEVE | • | 30233** | 30230** | 30230** |
| 4) TIE ROD - INNER LH | • | 30208** | 30221 | 30221 |
| 4) TIE ROD - INNER RH | • | 30209 | 30221 | 30221 |
| 5) IDLER ARM | 30260 | 30262 | 30261 | 30261 |

* LISTED TIE ROD ENDS WILL WORK ON '70-'74 MODELS WHEN USED AS AN INNER/OUTER ASSEMBLY.
 ** ADJUSTER SLEEVE MUST BE SHORTENED FOR PROPER FRONT END ALIGNMENT.

AFCO CENTER LINK

IMPROVE YOUR GM METRIC SUSPENSION GEOMETRY WITH AN AFCO CENTER LINK!

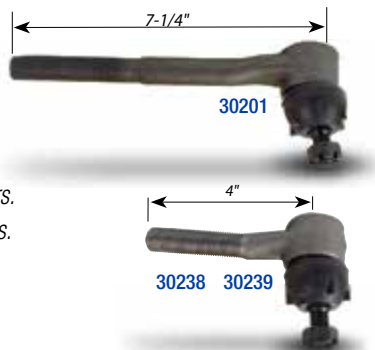
Relocates the inner tie rod end to shorten both tie rod assemblies, which improves steering geometry by reducing the excessive toe out that is common to GM metric chassis during normal suspension travel (bump steer).



| DESCRIPTION | PART # |
|--|--------|
| CENTER LINK - FITS MONTE CARLO '78-'88 & GM MID SIZE '78-'83 * FITS '78-'88 METRIC CARS ONLY. | 30271* |

INNER TIE ROD ENDS

- 5/8" threaded.
- Used in AFCO tie rod assembly.
- Most popular tie rod end; fits most rack & pinion cars.
- Same taper as 30201; fits most rack and pinion cars.



| APPLICATION | PART# |
|--------------------------------|-------|
| 7-1/4" LENGTH 5/8" RH THREADED | 30201 |
| 4" LENGTH 5/8" RH THREADED | 30238 |
| 4" LENGTH 5/8" LH THREADED | 30239 |

GM TIE ROD ENDS

- 3/4" threaded.
- High-quality.
- Replaces ES150.



| APPLICATION | PART# |
|-------------|-------|
| LH THREADS | 30211 |
| RH THREADS | 30212 |

STEERING COMPONENTS

COLLAPSIBLE STEERING COLUMN

- 22-1/2" to 32" column measured from the end of the shaft to the base of the quick release hub.
- Quick release hub adds an additional 2" to the overall length.
- O.D. of the main body is 1.125" & O.D. of the bottom shaft is .750" and 20" spline.
- Splined end accepts a variety of U-joints for attachment to your steering shaft or gear.



| LENGTH | DESCRIPTION | PART # |
|-------------|-------------------------|--------|
| 22-1/2"-32" | SLIDING STEERING COLUMN | 37304 |

U-JOINTS & COUPLERS

NEW!

The splined U-joints feature a set screw & lock-nut. These are the best U-joints you can buy.

- Greased needle bearing with Teflon seal.
- 1-1/8" O.D. x 3-3/4" length.
- Broached spline for better fit.
- Heat-treated forgings.
- Forged 1045 steel.



| U-JOINT BORE | DESCRIPTION | PART # |
|--------------|--|--------------------|
| 3/4" | SMOOTH BOTH ENDS | 30303 |
| 3/4" - 48 | SWEET R & P / APPLETON MANUAL | 30304 |
| 3/4" - 36 | GM STANDARD, PINTO P.S. | 30305 |
| 3/4" - 20 | FITS 37304 STEERING COLUMN & WOODWARD RACK | 30305B NEW! |
| 13/16" - 36 | EARLY GM (THRU '76) POWER STEERING | 30306 |
| 9/16" - 26 | PINTO/MUSTANG II MANUAL | 30307 |
| 3/4" - 30 | LATE ('77 & UP) GM P.S. (APPLETON P.S.) | 30308 |
| 5/8" - 36 | VEGA MANUAL | 30309 |

| COUPLER BORE | DESCRIPTION | PART # |
|--------------|-------------------------|-------------------|
| 3/4" - 36 | GM STANDARD, PINTO P.S. | 30315 |
| 3/4" - 20 | 37304 COLUMN | 30316 NEW! |

STEEL JAM NUTS



| SIZE | THICK | RH | LH |
|-----------|--------|--------|-------|
| 1/4" - 28 | 7/32" | 10136 | • |
| 3/8" - 24 | 1/4" | 10138 | 10139 |
| 1/2" - 20 | 5/16" | 10144 | 10145 |
| 5/8" - 18 | 3/8" | 10142 | 10143 |
| 5/8"- 18 | NYLOCK | 10142N | • |
| 3/4" - 16 | 7/16" | 10140 | 10141 |
| 3/4"- 16 | NYLOCK | 10140N | |

STEERING SUPPORT BEARINGS

Self-aligning bearing can be installed in firewall or mid-plate to support steering shaft.



| BEARING DESCRIPTION | PART # |
|---------------------------------|--------|
| .757" BORE WITH FLANGED BEARING | 30321 |

STEERING SHAFT MOUNT

This 12-gauge steel mount is remarkably sturdy yet lightweight. Slot allows use of 3/4" rod end.



| DESCRIPTION | PART # |
|----------------------|--------|
| STEERING SHAFT MOUNT | 30380 |

STEERING SUPPORT ROD END

- .007" oversized to slide on 3/4" steering shaft.
- Steel.



| DESCRIPTION | PART # |
|-------------------|--------|
| .757" BORE X 3/4" | 10400 |

ROD ENDS

STANDARD

Excellent for use as a medium-duty suspension rod end.



| BORE | SHANK | TYPE | RH | LH |
|------|-------|------|-------|-------|
| 3/8" | 3/8" | MALE | 10460 | 10461 |
| 3/8" | 3/8" | FEM | 10462 | |
| 1/2" | 1/2" | MALE | 10440 | 10441 |
| 1/2" | 1/2" | FEM | 10442 | 10443 |
| 5/8" | 5/8" | MALE | 10430 | 10431 |
| 5/8" | 5/8" | FEM | | 10433 |
| 3/4" | 3/4" | MALE | 10420 | 10421 |
| 3/4" | 3/4" | FEM | 10422 | 10423 |

AIRCRAFT QUALITY

- Designed for high-stress usage.
- Ideal for panhard bar or drag components.



| BORE | SHANK | TYPE | RH | LH |
|------|-------|------|-------|-------|
| 1/2" | 1/2" | MALE | 10444 | 10445 |
| 5/8" | 5/8" | MALE | 10434 | 10435 |
| 3/4" | 3/4" | MALE | 10424 | 10425 |

STEERING

- Extra-heavy duty and won't loosen up.
- 5/8" bore and 5/8" shank.
- 3/4" sized body.
- Made for steering use.



| DESCRIPTION | PART # |
|-------------|--------|
| LH THREAD | 10401 |
| RH THREAD | 10402 |

OVERSIZED

- .007" oversized to slide on 3/4" steering shaft.



| DESCRIPTION | PART # |
|-------------|--------|
| STEEL | 10400 |

HD SHANK

- Used under potentially rough conditions.
- Bore size is one size smaller than shank and body.



| BORE | SHANK | TYPE | RH | LH |
|------|-------|------|-------|-------|
| 1/2" | 5/8" | MALE | 10448 | 10449 |
| 5/8" | 3/4" | MALE | 10438 | 10439 |

CHROME MOLY

- Chrome moly body — 2 piece design.
- Designed for heavy duty application.



| BORE | SHANK | TYPE | RH | LH |
|------|-------|------|-------|-------|
| 5/8" | 5/8" | MALE | 10456 | 10457 |
| 3/4" | 3/4" | MALE | 10458 | 10459 |

SOLID ROD ENDS



| BORE | THREAD | PART # |
|------|-----------|--------|
| 3/4" | 3/4" - RH | 10820 |
| 1/2" | 3/4" - RH | 10821 |

SOLID ROD ENDS SOLD SEPARATELY.

ROD END AND SPACER KIT

Required for rod end style lower control arms. Kit includes: 1- rod end, 1-jam nut & 2 bushings.



| DESCRIPTION | PART # |
|--|--------|
| 3/4" ROD END WITH SPACERS (2) | 20023K |
| 5/8" ROD END WITH SPACERS (2) | 20013K |
| INNER ROD END SPACER - ALUMINUM (5/8") FOR ROUND LOWER ARM | 10276 |
| INNER ROD END SPACER - ALUMINUM (3/4") FOR ROUND LOWER ARM | 10277 |

ROD END APPLICATION CHART

| DESIGN | STANDARD 2 PIECE | CHROME MOLY 2 PIECE | AIRCRAFT 3 PIECE | HEAVY DUTY 3 PIECE |
|--------------|--|------------------------------------|---|-------------------------------------|
| BALL | CASE HARDENED STEEL HARD CHROME PLATED | 52100 STEEL HARD CHROME PLATED | 52100 STEEL HARD CHROME PLATED | 52100 STEEL HARD CHROME PLATED |
| RACE | N/A | N/A | HEAT TREATED STEEL ALLOY ZINC PLATED | HEAT TREATED STEEL ALLOY |
| BODY | LOW CARBON STEEL CHROMATE TREATED | 4130 CHROME MOLY | HEAT TREATED STEEL ALLOY CAD OR ZINC PLATED | LOW CARBON STEEL CAD OR ZINC PLATED |
| MAX STATIC | (5/8") 11,169# | (5/8") 18,000# | (5/8") 17,950# | (5/8") 16,500# |
| RADIAL LOAD | (3/4") 16,338# | (3/4") 25,000# | (3/4") 28,000# | (3/4") 22,800# |
| APPLICATIONS | STANDARD SUSPENSION | ROUGH CONDITIONS STEERING/OFF-ROAD | HIGH STRESS (PANHARD BAR) DRAG CAR SUSPENSION | ROUGH CONDITIONS STEERING/OFF-ROAD |

AFCO ACCESSORIES

ADJUSTABLE THROTTLE PEDAL

Now AFCO control begins with the throttle. We've re-engineered one of the most fundamental components of the race car to provide greater precision, improved comfort, and more driver control than ever. Fully sealed bearings, double splined shaft and adjustable angle on the throttle lever means secure adjustability in a maintenance-free package.

- **Greater precision, improved comfort & more driver control.**
- Provides better feel for smoother operation.
- Mounting instructions and tuning guide included.
- Double splined shaft.
- Fully sealed bearings.
- Durable anodized finish.

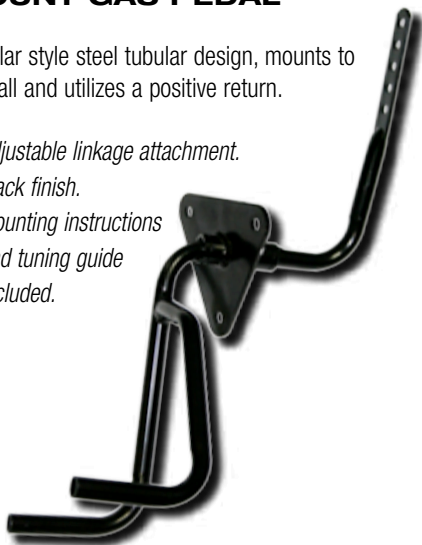


| DESCRIPTION | PART # |
|---|-------------|
| ADJUSTABLE THROTTLE PEDAL | 40292 |
| ADJUSTABLE THROTTLE PEDAL FOR 15° ANGLE | 40294 |
| REPLACEMENT THROTTLE ARM | A480030002X |
| REPLACEMENT THROTTLE PEDAL | A480030003X |
| REPLACEMENT THROTTLE ARM THREADED INSERT | A480030010X |
| REPLACEMENT THROTTLE PEDAL ROLLERS (2 NEEDED) | A480030006X |
| REPLACEMENT THROTTLE SHAFT | A480030004X |
| REPLACEMENT SNAP RING (2 NEEDED) | A901080001X |
| REPLACEMENT SHAFT SNAP RING (2 NEEDED) | A901080002X |

TUBE-STYLE FIREWALL MOUNT GAS PEDAL

Popular style steel tubular design, mounts to firewall and utilizes a positive return.

- Adjustable linkage attachment.
- Black finish.
- Mounting instructions and tuning guide included.



| DESCRIPTION | PART # |
|--------------------------------------|--------|
| TUBE STYLE FIRE WALL MOUNT GAS PEDAL | 40291 |

COIL-OVER CLAMP BRACKET

Bracket fastens on rear axle and mounts coil-overs so that axle wrap tends to load or unload tires closest to clamps.



| DESCRIPTION | PART # |
|-------------|--------|
| "A" - 5" | 20140 |
| "A" - 7" | 20141 |

GM TRAILING ARM BRACKETS

- Sold as pair.
- Mounts stock GM lower arms to 3" axle tubes.



| DESCRIPTION | PART # |
|--------------------------|--------|
| GM TRAILING ARM BRACKETS | 20285 |

SURE SEAL AIR CLEANER HOUSING

- Spun aluminum.
- Fits Holley.
- Housing to carb O-ring seal.
- 14" diameter filter.
- Housing assembly weighs 2.1 lbs.



| DESCRIPTION | PART # |
|---|----------|
| SURE SEAL HOUSING KIT (INCLUDES TOP & BOTTOM) | 80550 |
| TOP- SURE SEAL HOUSING | 80550X |
| BOTTOM - SURE SEAL HOUSING WITH O-RING ASSY. | 80550X-3 |
| REPLACEMENT O-RING | 80553 |

AFCO FUEL FILTER

AFCO in-line fuel filters are available with either paper or stainless steel filter elements. The paper element is compatible with most racing gas products, but should not be used with alcohol. Paper elements are so efficient in separating water from fuel that "icing" or blockage can occur with alcohol. Stainless elements should be used with alcohol.



84020-8



84028

- Paper element 7 micron.
- Stainless steel element G3 micron.
- Brackets to mount filter to round tubing.
- Available with -8 AN or -10 AN.
- 6061-T6 CNC machined components.

| DESCRIPTION | PART # |
|---|----------|
| ASSEMBLY-STEEL FILTER -1.3LBS. - 8 ENDS | 84020-8 |
| ASSEMBLY - 10 ENDS | 84020-10 |
| ASSEMBLY PAPER FILTER 1.15LBS - 8 ENDS | 84021-8 |
| ASSEMBLY PAPER FILTER 1.15LBS - 10 ENDS | 84021-10 |
| STEEL ELEMENT -63 MICRON (ALCOHOL) | 84022 |
| PAPER ELEMENT -7 MICRON (GAS) | 84023 |
| 1-1/2" ROUND BRACKETS (PAIR) | 84028 |

REAR END FILLER

- All aluminum.
- 1/4 - turn cap.
- 8-1/2" overall height.
- 10 AN outlet.
- Low profile above sheet metal.



| DESCRIPTION | PART # |
|-----------------|--------|
| REAR END FILLER | 60090 |

THROTTLE ROD & KITS

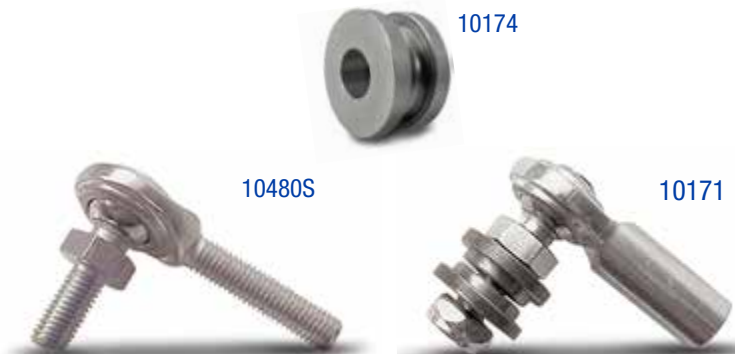
- 1/4" plated steel rod.
 - Kit includes: carb bushings, rod ends, jam nuts, & rod.
- NOTE: Extra-long thread allows more adjustment.



10175-18

| LENGTH | ASSY RANGE | KIT | ROD ONLY |
|--------|-------------------|----------|----------|
| 18" | 19-1/8" - 19-7/8" | 10175-18 | 10176-18 |
| 21" | 22-1/8" - 22-7/8" | 10175-21 | 10176-21 |
| 24" | 25-1/8" - 25-7/8" | 10175-24 | 10176-24 |

| COMPONENTS | PART# |
|---|--------|
| 1/4" RH THREADED THROTTLE ROD ENDS MALE | 10480S |
| 1/4" RH THREADED THROTTLE ROD ENDS FEMALE | 10482S |
| BUSHING KIT WITH RH THREADED MALE ROD END | 10170 |
| BUSHING KIT WITH RH THREADED FEMALE ROD END | 10171 |
| CARBURETOR BUSHINGS (PAIR) | 10174 |



AFCO BRAKES

CALIPERS

F88 CALIPERS

STAGGERED BORE CALIPERS

The NEW AFCO F88 staggered bore caliper offers improved stopping power and less pad taper to give you the best brake possible. These fully forged calipers come standard with dual internal cross over fluid ports, truly round forged aluminum pistons, and large 3/8" cross bolts to make this the strongest and most responsive caliper on the market.

NEW!



3.5" MOUNTING LUGS

- Optimized stiffness through FEA analysis - up to 30% stiffer.
- Extra wheel clearance for racers using inner bead lock wheels.
- Less deflection, less pad taper, less brake heat, and better release.
- Stainless steel abutment plates for reduced wear and long life.
- Speed bleeders for quick installation and weekly maintenance.
- Extreme duty steel bridge bolts add 10% stiffness vs. billet caliper.

| DESCRIPTION | ROTOR WIDTH | PISTON DIA. | PART # |
|----------------------------|-------------|----------------------|---------|
| F88 STAGGERED CALIPER - LH | .810" | 1.25"/1.375" (30/36) | 6630051 |
| F88 STAGGERED CALIPER - RH | .810" | 1.25"/1.375" (30/36) | 6630061 |
| F88 STAGGERED CALIPER - LH | .810" | 1.75"/1.875" (44/48) | 6630071 |
| F88 STAGGERED CALIPER - RH | .810" | 1.75"/1.875" (44/48) | 6630081 |

| DESCRIPTION | ROTOR WIDTH | PISTON DIA. | PART # |
|----------------------------|-------------|----------------------|---------|
| F88 STAGGERED CALIPER - LH | 1.25" | 1.25"/1.375" (30/36) | 6630050 |
| F88 STAGGERED CALIPER - RH | 1.25" | 1.25"/1.375" (30/36) | 6630060 |
| F88 STAGGERED CALIPER - LH | 1.25" | 1.75"/1.875" (44/48) | 6630070 |
| F88 STAGGERED CALIPER - RH | 1.25" | 1.75"/1.875" (44/48) | 6630080 |

F88 CALIPERS

STAGGERED BORE CALIPERS WITH STAINLESS STEEL HEAT BARRIER NOSES

This caliper has staggered 1-3/4" and 1-7/8" forged pistons with stainless steel heat barrier noses to reduce heat transfer to the pistons and prolong seal life, designed to be used with a 1.25" wide rotor, and uses a 3.5" mounting pattern.



3.5" MOUNTING LUGS

| DESCRIPTION | ROTOR WIDTH | PISTON DIA. | PART # |
|---------------------------------------|-------------|----------------------|---------|
| F88 STAGGERED CALIPER - SS NOSES - LH | 1.25" | 1.75"/1.875" (44/48) | 6631070 |
| F88 STAGGERED CALIPER - SS NOSES - RH | 1.25" | 1.75"/1.875" (44/48) | 6631080 |

F88 CALIPERS

STAINLESS NOSE PISTONS

Designed to replace the standard diameter pistons of the F88 caliper, these forged pistons feature a stainless steel nose to provide a heat barrier and reduce the heat transferred from the backing plate to the piston which will prolong the life of the piston seals.

| DESCRIPTION | PISTON DIA. | PART # |
|----------------------------------|-------------|---------|
| PISTON F88 1.75" STAINLESS NOSE | 1.75" (44) | 6691316 |
| PISTON F88 1.875" STAINLESS NOSE | 1.875" (48) | 6691317 |



F88 CALIPERS

FORGED ALUMINUM CALIPERS

- Billet pistons feature hard coat anodizing for wear resistance and long life.
- Mounting holes on 3-1/2" center.
- Internal brake fluid passages - eliminates cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 10% vs. billet caliper model.
- 7/16" speed bleeders for quick installation and easy maintenance.



3.5" MOUNTING LUGS

| DESCRIPTION | ROTOR WIDTH | PISTON DIA. | PART # |
|--------------------|-------------|-------------|---------|
| F88 FORGED CALIPER | .810" | 1.375" | 6630010 |
| F88 FORGED CALIPER | .810" | 1.75" | 6630020 |
| F88 FORGED CALIPER | 1.25" | 1.375" | 6630030 |
| F88 FORGED CALIPER | 1.25" | 1.75" | 6630040 |

SERVICE PARTS FOR F88 FORGED ALUMINUM CALIPERS

| DESCRIPTION | PART # |
|--|---------|
| 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 |
| RUBBER BLEEDER CAP - 4 PACK | 6691318 |



Daniel Keene Jr.

F22 CALIPERS

FORGED ALUMINUM CALIPER

- Forged aluminum pistons feature hard coat anodizing for wear resistance and long life.
- Mounting holes on 3-1/2" center.
- Internal brake fluid passages - eliminates cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 30% vs. billet caliper model.
- 7/16" speed bleeders for quick installation and easy maintenance.



3.5" MOUNTING LUGS

| DESCRIPTION | ROTOR WIDTH | PISTON DIA. | PART # |
|--------------------|-------------|-------------|---------|
| F22 FORGED CALIPER | .810" | 1.375" (36) | 6630210 |
| F22 FORGED CALIPER | .810" | 1.75" (44) | 6630220 |
| F22 FORGED CALIPER | 1.25" | 1.375" (36) | 6630230 |
| F22 FORGED CALIPER | 1.25" | 1.75" (44) | 6630240 |

SERVICE PARTS FOR F22 FORGED ALUMINUM CALIPERS

| DESCRIPTION | PART # |
|--|---------|
| REBUILD KIT 1.38" - F22 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES) | 6690263 |
| REBUILD KIT 1.75" - F22 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES) | 6690264 |
| PISTON FOR 1.38" FORGED CALIPER F33 & F22 | 6690305 |
| PISTON FOR 1.75" FORGED CALIPER F33 & F22 | 6690294 |
| O-RING KIT FOR 1.38" FORGED CALIPER F33 & F22 | 6690255 |
| O-RING KIT FOR 1.75" FORGED CALIPER F33 & F22 | 6690256 |
| SHIM KIT FOR FORGED CALIPER | 6690257 |

| DESCRIPTION | PART # |
|---|---------|
| BOLT KIT, .810" FORGED CALIPER F22 | 6690271 |
| BOLT KIT, 1.25" FORGED CALIPER F22 | 6690270 |
| BRIDGE BOLT AND SPACER .810" FORGED CALIPER F22 | 6690272 |
| BRIDGE BOLT AND SPACER 1.25" FORGED CALIPER F22 | 6690273 |
| ABUTMENT PLATES F22 | 6690306 |
| SPEED BLEEDER KIT | 6690284 |
| RUBBER BLEEDER CAP - 4 PACK | 6691318 |



Spencer Davis

F44 CALIPERS

ALUMINUM METRIC CALIPERS

- The **LIGHTEST** Metric Caliper on the market!
- 20% stiffer than cast! Forged construction with extra large crossbolts gives less flex, better pedal feel, less brake fade, and less pad taper than the competition.
- Comes with 2 one-piece bleeders - fits left or right side of chassis.
- Does not require a pad spacer.
- 2-1/2" bore piston.
- 1/8" NPT inlet fluid port.
- Stainless guide plates.
- NEW low drag seals.

NEW!

**Reduces Unsprung Weight
By 15 lbs. Over Stock!**

| DESCRIPTION | PART # |
|--|-------------|
| 2-1/2" BORE - ALUMINUM METRIC CALIPER | 6630510 |
| 2" BORE - ALUMINUM METRIC CALIPER (OLD CAST STYLE) | 6630310 |
| REBUILD KIT, 2" METRIC ALUMINUM | 6690310 |
| 2-1/2" F44 SEAL | 6690334 |
| 2" SEAL | 55000018905 |



5.5" MOUNTING LUGS



STEEL PAD SPACERS FOR AFCO 6630310

| DESCRIPTION | PART # |
|--|---------|
| 2" BORE - STEEL PAD SPACER (EA) (FITS AFCO ALUMINUM METRIC CALIPER ONLY.) | 6691310 |

LIGHTWEIGHT

CAST IRON METRIC CALIPERS

AFCO took the stock caliper and removed material where it was not needed while maintaining stiffness.

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition.
- Quality control checked and pressure tested.
- 2-3/4" bore for maximum force.
- Speed bleeder included.
- Fits left or right side of chassis.
- M10 X 1.5 inlet port.



5.5" MOUNTING LUGS

**Makes Your Car 8 lbs.
Lighter Than Stock!**

| DESCRIPTION | PART # |
|--|---------|
| 2.75" BORE - LIGHTWEIGHT CAST IRON CALIPER | 6630312 |
| REPAIR KIT | 6690312 |

RECOMMENDED BRAKE ROTORS AND PADS

| RECOMMENDED ROTOR | PART # |
|--------------------------------------|---------|
| 11.75" X .810 RH SLOTTED PILLAR VANE | 6640104 |
| 11.75" X .810 LH SLOTTED PILLAR VANE | 6640105 |

| RECOMMENDED BRAKE PADS | PART # |
|-----------------------------|-----------|
| C1 COMPOUND - LIGHT BRAKING | 1251-1154 |
| C2 COMPOUND - HEAVY BRAKING | 1251-2154 |

STANDARD

CAST IRON GM METRIC CALIPERS

OVERSIZED 2-3/4" GM METRIC CALIPERS

- Increases range of brake bias adjustment for better brake performance.
- Allows for more brake system tunability.
- Stock appearing.
- Quality control checked and pressure-tested.

| DESCRIPTION | PART # |
|---------------------------------------|-----------|
| OVERSIZE GM METRIC CALIPER-RIGHT SIDE | 7241-9001 |
| OVERSIZE GM METRIC CALIPER-LEFT SIDE | 7241-9002 |



5.5" MOUNTING LUGS

STOCK 2-1/2" GM METRIC CALIPERS

- Legal replacement for stock classes.
- Quality control checked and pressure-tested.
- **NEW** virgin casting and pistons.

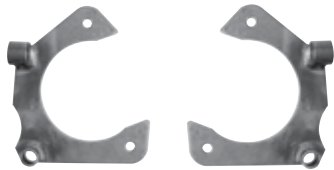
| DESCRIPTION | PART # |
|------------------------------------|---------|
| STOCK GM METRIC CALIPER-RIGHT SIDE | 6635003 |
| STOCK GM METRIC CALIPER-LEFT SIDE | 6635004 |

UNDERSIZED 2-1/4" GM METRIC CALIPERS

- Use on right front to loosen car on corner entry.
- Allows for more brake system tuning.
- Stock appearing.
- Quality control checked and pressure-tested.

| DESCRIPTION | PART # |
|---|-----------|
| UNDERSIZED GM METRIC CALIPER-RIGHT SIDE | 7241-9005 |

CALIPER BRACKETS



Small GM LH
40121PL

Small GM RH
40121PR

CALIPER BRACKET
Adapts stock '74-'80 Pinto/Mustang II spindle to small GM caliper with '75-'80 Ford Granada-type rotor.



Small GM LH
40122PL

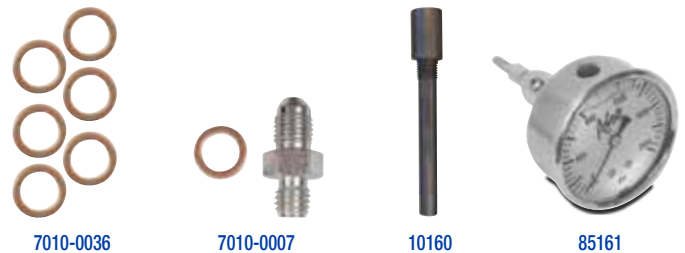
Small GM RH
40122PR

HYBRID CALIPER BRACKET
Adapts stock '74-'80 Pinto/Mustang II spindle to small GM caliper with AFco Brake Hybrid Rotor.

| DESCRIPTION | THREAD | THICKNESS | PART # |
|----------------------------------|------------|-----------|---------|
| BIG GM REAR - 3" TUBE WELD ON | 7/16" FINE | 3/16" | 40120 |
| SMALL GM REAR - 3" TUBE WELD ON | 7/16" FINE | 1/4" | 40121 |
| SMALL GM LH-PINTO SPINDLE | 7/16" FINE | 1/4" | 40121PL |
| SMALL GM RH-PINTO SPINDLE | 7/16" FINE | 1/4" | 40121PR |
| SMALL GM LH-PINTO HYBRID SPINDLE | 7/16" FINE | 1/4" | 40122PL |
| SMALL GM RH-PINTO HYBRID SPINDLE | 7/16" FINE | 1/4" | 40122PR |

STEEL METRIC CALIPER FITTINGS AND HARDWARE

Use these fittings to help ease steel metric caliper installation:



7010-0036

7010-0007

10160

85161

| DESCRIPTION | PART # |
|---|-----------|
| COPPER WASHER METRIC CALIPER (6 QTY) | 7010-0036 |
| STRAIGHT FITTING, METRIC CALIPER | 7010-0007 |
| CALIPER BOLT, METRIC CALIPER | 10160 |
| CALIPER PRESSURE GAUGE | 85161 |
| ADAPTER KIT, METRIC CALIPER | 7010-0050 |
| REBUILD KIT, 2-3/4" GM METRIC LIGHTWEIGHT | 6690312 |

AFCO BRAKES

BRAKE PADS



AFCO proudly offers its line of racing and high performance brake pads. These brake pads have gone through extensive development and testing in the toughest racing environments. Our racing brake pads are derived from the latest materials in friction products and utilize the latest technologies in brake pad manufacturing.

- Improved stopping power.
- High torque with excellent control qualities.
- Exceptional high temperature performance.
- User friendly/easy break-in.
- Exceptional pad and rotor wear.
- Available in five compounds (32, C1, 33, C2 and 34) to fit popular caliper styles.

MADE IN THE U.S.A.

5 COMPOUNDS TO CHOOSE FROM!

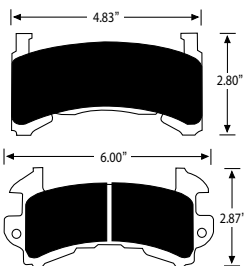
Compound 32 - This compound was designed and developed for cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad.

Compound C1 - This compound was designed and developed to meet the braking needs of medium to high temperature racing applications. As brake system temperatures quickly increase and decrease, C1 provides consistent performance while remaining very fade resistant. C1 has proven to be extremely rotor friendly and provides exceptional pad life without requiring lengthy pad break-in (bedding) procedures. Recommended temperature use: 400 to 900 degrees.

Compound 33 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve consistency from pad to pad. With more heat range and less glazing, the 33 is an excellent brake pad for rear asphalt cars. Recommended temperature use: 200 to 1200 degrees.

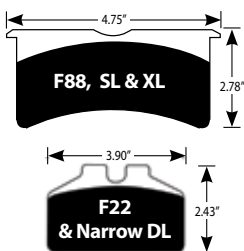
Compound C2 - This compound provides exceptional high temperature performance. C2 is designed to withstand wide-ranging temperature changes, giving the driver predictable pedal feel and excellent control qualities lap after lap. C2 is high in torque value yet has very long pad wear. Compound C2 is the perfect choice for all higher temperature applications. Recommended temperature use: 500 to 1200 degrees.

Compound 34 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 34's improved stopping power, you can expect less rotor wear. Each high quality 34 pad is made one pad at a time to improve consistency from pad to pad. With more heat range, less glazing and less rotor wear, the 34 is an excellent brake pad for front of asphalt cars. Recommended temperature use: 200 to 1600 degrees.



METRIC GM (PAIR)

| LESS AGGRESSIVE | | MORE AGGRESSIVE | | |
|-----------------|-------------|-----------------|-------------|-------------|
| COMPOUND 32 | COMPOUND C1 | COMPOUND 33 | COMPOUND C2 | COMPOUND 34 |
| PART # | PART # | PART # | PART # | PART # |
| 6653002 | 1251-1154 | 6653012 | 1251-2154 | 6653022 |



F88 BRAKE PADS

F22 BRAKE PADS

| LESS AGGRESSIVE | | MORE AGGRESSIVE | | |
|-----------------|-------------|-----------------|-------------|-------------|
| COMPOUND 32 | COMPOUND C1 | COMPOUND 33 | COMPOUND C2 | COMPOUND 34 |
| PART # | PART # | PART # | PART # | PART # |
| 6651002 | 6651011 | 6651012 | 6651021 | 6651022 |
| 6652002 | 1251-1002 | 6652012 | 1251-2002 | 6652022 |

AFCO BRAKES

PEDALS

6.25:1 REVERSE DUAL SWING PEDALS

- Extra long bias adjuster to allow even more adjustment.
- H-beam forged aluminum pedal design.
- Ultra high strength bias bar; same strength of 7/16" bias bar in the traditional 3/8" size.
- New snap ring gives more bias rod clearance and eliminates thread interference.
- Ultra-strong upper mount has 52% less flex than the competition.
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel.
- Integral bias bearing stops prevent lock-up when adjusting bias.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



AFCO Master Cylinders sold separately. See Pages 56-57 for more info.



Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function.

| DESCRIPTION | PART # |
|---------------------------------|---------|
| REVERSE DUAL SWING BRAKE PEDALS | 6610000 |

6.25:1 FORWARD DUAL SWING PEDALS

- Extra long bias adjuster to allow even more adjustment.
- H-beam forged aluminum pedal design.
- Ultra high strength bias bar; same strength of 7/16" bias bar in the traditional 3/8" size.
- New snap ring gives more bias rod clearance and eliminates thread interference.
- Ultra-strong upper mount has 52% less flex than the competition.
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel.
- Integral bias bearing stops prevent lock-up when adjusting bias.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



AFCO Master Cylinders sold separately. See Pages 56-57 for more info.



Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function.

| DESCRIPTION | PART # |
|---------------------------|---------|
| FORWARD DUAL SWING PEDALS | 6610001 |

7:1 FORWARD SINGLE SWING PEDALS

- H-beam forged aluminum pedal design.
- Pedal assemblies fit many popular chassis.
- Allows for positioning of the clutch pedal to be away from the driver for better comfort.
- New snap ring gives the brake pedal more bias rod clearance and eliminates thread interference.
- Ultra high strength bias bar on brake pedal; same strength of 7/16" bias bar in the traditional 3/8" size.
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel.
- Integral bias bearing stops prevent lock-up when adjusting bias.
- Internal hex in bias bar eases bias set up.
- 7:1 Pedal ratio allows for better braking power.
- Brake pedal weight: 2.36 lbs.
- Clutch pedal weight: 1.64 lbs.
- AFCO master cylinders sold separately.



6610004
Clutch Pedal

6610003
Brake Pedal

AFCO Master
Cylinders sold
separately.
See Pages 56-57
for more info.

| DESCRIPTION | PART # |
|---------------------------------------|---------|
| 7:1 FORWARD SINGLE SWING BRAKE PEDAL | 6610003 |
| 7:1 FORWARD SINGLE SWING CLUTCH PEDAL | 6610004 |

6:1 FORWARD SINGLE FLOOR PEDALS

- H-beam forged aluminum pedal design.
- Pedal assemblies fit many popular chassis.
- Allows for positioning of the clutch pedal to be away from the driver for better comfort.
- New snap ring gives the brake pedal more bias rod clearance and eliminates thread interference.
- Ultra high strength bias bar on brake pedal; same strength of 7/16" bias bar in the traditional 3/8" size.
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel.
- Integral bias bearing stops prevent lock-up when adjusting bias.
- Internal hex in bias bar eases bias set up.
- 6:1 Pedal ratio.
- Brake pedal weight: 2.20 lbs.
- Clutch pedal weight: 1.46 lbs.
- AFCO master cylinders sold separately.



6610006
Clutch Pedal

6610005
Brake Pedal

AFCO Master
Cylinders sold
separately.
See Pages 56-57
for more info.

| DESCRIPTION | PART # |
|---------------------------------------|---------|
| 6:1 FORWARD SINGLE FLOOR BRAKE PEDAL | 6610005 |
| 6:1 FORWARD SINGLE FLOOR CLUTCH PEDAL | 6610006 |

REPLACEMENT BIAS BAR KITS

| DESCRIPTION | PART # |
|--------------------------------------|---------|
| BIAS BAR KIT FOR REVERSE MOUNT PEDAL | 6610010 |
| BIAS BAR KIT FOR FORWARD MOUNT PEDAL | 6610011 |



6610010



6610011

AFCO BRAKES

MASTER CYLINDERS

REMOTE RESERVOIR MASTER CYLINDER KIT

- External return spring maintains positive pedal feel and helps prolong pad life by ensuring quick reaction to released pedal force.
- Slim design rubber boot allows easy installation into most pedal assemblies.
- Common dual-mounting bolt patterns for most racing applications.
- Designed for standard 1/8" fittings for easy replacement.
- Aluminum bore with hard anodized pistons.
- Models come in 3/4", 7/8", and 1" bores.



REMOTE RESERVOIR MASTER CYLINDER SERVICE PARTS & REBUILD KITS

REMOTE RESERVOIR MASTER CYLINDERS

| DESCRIPTION | PART # |
|--|---------|
| 3/4" BORE REMOTE RESERVOIR MASTER CYLINDER | 6620110 |
| 7/8" BORE REMOTE RESERVOIR MASTER CYLINDER | 6620111 |
| 1" BORE REMOTE RESERVOIR MASTER CYLINDER | 6620112 |

MASTER CYLINDER REBUILD KITS

| MASTER CYLINDER REBUILD KITS | PART # |
|------------------------------|---------|
| REBUILD KIT - 3/4" AFCO M/C | 6690110 |
| REBUILD KIT - 7/8" AFCO M/C | 6690111 |
| REBUILD KIT - 1" AFCO M/C | 6690112 |

INTEGRAL RESERVOIR MASTER CYLINDER

The AFCO engineering team started with a clean sheet when designing our new line of master cylinders. AFCO's master cylinders offer the same great performance that customers have come to expect from AFCO. With a one-piece design that incorporates a high-capacity reservoir and precisely machined/polished cylinder bore, the new piece makes efficient use of space and materials.

- External return spring maintains positive pedal feel and helps prolong pad life by ensuring quick reaction to released pedal force.
- Unique, built-in minimum and maximum fill tabs are easy to read and make quick work of checking fluid even in dark pit areas.
- Slim design rubber boot allows easy installation into most pedal assemblies.
- Common dual-mounting bolt patterns for most racing applications.
- Precise-fitting lid held firmly in place by heavy gauge retainer.
- Models come in 3/4", 7/8", and 1" bores.
- Aluminum bore with hard anodized pistons.
- Designed for standard 1/8" NPT fittings for easy replacement.



| DESCRIPTION | PART # |
|--------------------------------|---------|
| 3/4" BORE INT. MASTER CYLINDER | 6620010 |
| 7/8" BORE INT.MASTER CYLINDER | 6620011 |
| 1" BORE INT. MASTER CYLINDER | 6620012 |

INTEGRAL MASTER CYLINDER SERVICE PARTS & REBUILD KITS

| MASTER CYLINDER PARTS | PART # |
|---|-----------|
| STRAIGHT FITTING (1/8"NP X 3/16"IF) | 7010-0026 |
| 90° FITTING (1/8"NP X 3/16"IF) | 7010-0027 |
| MASTER CYL. KIT (INCLUDES LID, GASKET, WIRE) | 6690048 |
| MASTER CYL. KIT (INCLUDES PUSH ROD, SPRING, BOOT) | 6690049 |

| MASTER CYLINDER PARTS | PART # |
|---------------------------------|----------|
| REBUILD KIT - 3/4" NEW AFCO M/C | 6690110* |
| REBUILD KIT - 7/8" NEW AFCO M/C | 6690111* |
| REBUILD KIT - 1" NEW AFCO M/C | 6690112* |

* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013.

CLUTCH MASTER CYLINDER

- Compact design.
- Fits popular clutch and small brake applications.
- 1.4 oz. reservoir.
- Fits most pedal assemblies. See our pedals on pages 54-55.

| DESCRIPTION | PART # |
|-----------------------------|-----------|
| CLUTCH MASTER CYLINDER 3/4" | 2011-1912 |



CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS FOR GM METRIC CALIPERS

- Kit allows for use of the 85161 Brake Pressure Gauge w/ GM Metric Calipers.
- Easily determine brake pressure at the calipers.
- Accurately determine optimal settings for balance bars and proportioning valves.
- Needed to troubleshoot your brake system.

| DESCRIPTION | PART # |
|-----------------------------------|---------|
| CALIPER PRESSURE GAUGE | 85161 |
| ADAPTER KIT (FOR METRIC CALIPERS) | 6670150 |



PILLAR VANE ROTORS

AFCO continues the commitment to bring new and innovative components to the racing community. Pillar vane rotors are engineered to provide superior strength, reduce rotor weight and run cooler. At the heart of the rotor, each pillar is diamond shaped, providing brake pad surface stability as well as reducing rotating weight over rotors of similar strength. Racers will take note of reduced weight and cooler operating temperatures when compared to rotors of similar strength. Reduced rotating weight means reduced lap times.

FEATURES & BENEFITS

- Designed using premium grade alloys for superb thermal shock stability.
- Machined and double disc ground to assure precise flatness.
- Precise pillar placement for high volume cooling.
- Premium center - split castings reduce stress risers.
- Rotationally machined balanced - CNC.



PILLAR VANE FLAT ROTORS

- More brake pad surface support (pillars) to prevent rotor cupping.
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor.
- Machine balanced to reduce vibration and improve brake system performance.
- Increased cooling capacity.
- Proven by top racers to improve the brake system.

| THICK | BOLT CIRCLE | DIA | WEIGHT | PART # |
|-------|-------------|--------|-----------|---------|
| .810" | 7" | 11.75" | 8.1 LBS. | 6640100 |
| 1" | 7" | 11.75" | 9.2 LBS. | 6640120 |
| 1.25" | 7" | 11.75" | 9.6 LBS. | 6640101 |
| .810" | 7" | 12.19" | 9.0 LBS. | 6640102 |
| 1.25" | 7" | 12.19" | 10.7 LBS. | 6640103 |



PILLAR VANE SLOTTED ROTORS

- More brake pad surface support (pillars) to prevent rotor cupping.
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor.
- Machine balanced to reduce vibration and improve brake system performance.
- Increased cooling capacity allows for trail braking, lap after lap.
- Gas slots to wipe brake pad and eliminate brake system fade.

| THICK | BOLT CIRCLE | DIA | WEIGHT | PART # |
|----------|-------------|--------|----------|---------|
| RH .810" | 7" | 11.75" | 8.1 LBS. | 6640104 |
| LH .810" | 7" | 11.75" | 8.1 LBS. | 6640105 |
| RH 1" | 7" | 11.75" | 9.2 LBS. | 6640121 |
| LH 1" | 7" | 11.75" | 9.2 LBS. | 6640122 |
| RH 1.25" | 7" | 11.75" | 9.6 LBS. | 6640106 |

| THICK | BOLT CIRCLE | DIA | WEIGHT | PART # |
|----------|-------------|--------|-----------|---------|
| LH 1.25" | 7" | 11.75" | 9.6 LBS. | 6640107 |
| RH .810" | 7" | 12.19" | 9.0 LBS. | 6640108 |
| LH .810" | 7" | 12.19" | 9.0 LBS. | 6640109 |
| RH 1.25" | 7" | 12.19" | 10.8 LBS. | 6640110 |
| LH 1.25" | 7" | 12.19" | 10.8 LBS. | 6640111 |



32 VANE ROTORS

AFCO's disc brake rotors set the pace for design, quality, and performance. Special designed materials, enhanced computer imagery and design, as well as extensive lab and track testing have yielded a superior brake rotor. All AFCO rotors have been optimized for strength, weight, and heat dissipation ability to meet the demands of the serious racer.



FEATURES & BENEFITS

- *Designed using premium grade alloys for superb thermal shock stability.*
- *Machined and double disc ground to assure precise flatness.*
- *Precise pillar placement for high volume cooling.*

STRAIGHT 32 VANE LIGHTWEIGHT ROTORS

- *Designed and manufactured using premium grade alloy for superior thermal stability.*
- *Precision machine ground and balanced for flatness and reduced vibrations.*
- *Precision designed and positioned vanes for maximum cooling.*
- *Tried and trusted for over 20 years.*



| THICK | BOLT CIRCLE | DIA | WEIGHT | PART # |
|-------|-------------|--------|-----------|-----------|
| .810" | 7" | 11.75" | 8.28 LBS. | 9850-6021 |

HIGH PERFORMANCE BRAKE FLUID

HIGH PERFORMANCE HTX BRAKE FLUID

HTX fluid offers superior performance where high brake system temperatures for an extended time period are experienced. AFCO High Performance Brake Fluid will exceed your expectations!

- *Dry boiling point of 600°+.*
- *A "must have" for asphalt cars.*
- *Non-silicone fluid.*
- *Sealed in steel can for longer shelf life.*
- *Best value in brake fluid on the market.*



| DESCRIPTION | PART # |
|-------------------------|---------|
| HTX SINGLE 16.9 OZ. CAN | 6691903 |
| HTX CASE (12 CANS) | 6691904 |

HIGH PERFORMANCE HT BRAKE FLUID

Better performing brake systems start with superior brake fluid. AFCO HT Brake Fluid will out-perform comparable fluids.

- *Dry boiling point 500°+.*
- *Non-silicone fluid.*
- *Eliminates brake fade due to fluid failure caused by heat.*

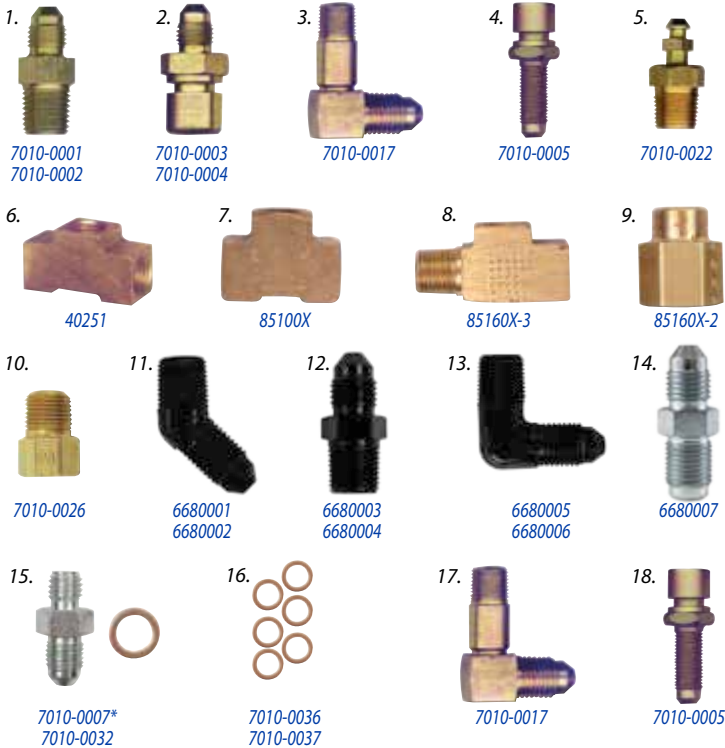


| DESCRIPTION | PART # |
|-------------------------|---------|
| HT SINGLE 12 OZ. BOTTLE | 6691901 |
| HT CASE (12 CANS) | 6691902 |

AFCO BRAKES

BRAKE ACCESSORIES

BRAKE SYSTEM FITTINGS



| DESCRIPTION | APPLICATION | PART # |
|-----------------------------------|--|------------|
| 1. 1/8" NP TO -4 AN | AFCO F22, F33, F88 & ALUMINUM CALIPERS | 7010-0001 |
| 1A. 1/8" NP TO -3 AN | AFCO F22, F33, F88 & ALUMINUM CALIPERS | 7010-0002 |
| 2. 3/16" LINE TO -3 AN | CHASSIS MOUNT | 7010-0003 |
| 2A. 3/16" LINE TO -4 AN | CHASSIS MOUNT | 7010-0004 |
| 3. 1/8" NP TO -4 AN TALL (90°) | AFCO F22, F33, F88 & ALUMINUM CALIPERS | 7010-0017 |
| 4. 3/16" LINE TO -4 AN | LONG CHASSIS MOUNT | 7010-0005 |
| 5. 1/8" NP BLEED VALVE | AFCO METRIC ALUMINUM CALIPERS | 7010-0022 |
| 6. 3/16" INV. FLARE TEE | 3/16" BRAKE LINE | 40251 |
| 7. 1/8" FP TEE | BRAKE LINE | 85100X |
| 8. 1/8" MP X (2) 3/16" INV FL | BRAKE BIAS PANEL | 85160X-3 |
| 9. 1/8" FP X 1/4" FP | BRAKE GAUGES | 85160X-2 |
| 10. 1/8" MP X 3/16" INV FL FP | STRAIGHT MASTER CYLINDER LINE FITTING | 7010-0026 |
| 11. 1/8"-NPT MALE - 3 MALE (45°) | ALUMINUM BRAKE CALIPER FITTING | 6680001 |
| 11A. 1/8"-NPT MALE - 4 MALE (45°) | ALUMINUM BRAKE CALIPER FITTING | 6680002 |
| 12. 1/8"-NPT MALE - 3 MALE | ALUMINUM BRAKE CALIPER FITTING | 6680003 |
| 12A. 1/8"-NPT MALE - 4 MALE | ALUMINUM BRAKE CALIPER FITTING | 6680004 |
| 13. 1/8"-NPT MALE - 3 MALE (90°) | ALUMINUM BRAKE CALIPER FITTING | 6680005 |
| 13A. 1/8"-NPT MALE - 4 MALE (90°) | ALUMINUM BRAKE CALIPER FITTING | 6680006 |
| 14. MT 10 MALE - 3 AN MALE | F44 ALUMINUM BRAKE CALIPER FITTING | 6680007 |
| 15. 10MM - 1.50 X -4 AN | SMALL GM METRIC CALIPERS | 7010-0007* |
| 15A. 7/16" SAE TO -4 AN | GM STEEL CALIPERS | 7010-0032 |
| 16. 7/16" SEALING WASHER (6 PK) | FITS 7/16 BANJO BOLT | 7010-0036 |
| 16A. 10MM SEALING WASHER (6 PK) | FITS 10MM BANJO BOLT | 7010-0037 |
| 17. 1/8" NP TO -4 AN TALL (90°) | AFCO F22, F33, F88 & ALUMINUM CALIPERS | 7010-0017 |
| 18. 3/16" LINE TO -4 AN | LONG CHASSIS MOUNT | 7010-0005 |

*THESE FITTINGS REQUIRE SEALING WASHERS AND ARE SHIPPED WITH WASHERS INCLUDED.

CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS

- Kit allows for use of the 85161 Brake Pressure Gauge w/ GM Metric Calipers.
- Easily determine brake pressure at the calipers.
- Accurately determine optimal settings for balance bars and proportioning valves.
- Needed to troubleshoot your brake system.



| DESCRIPTION | PART # |
|--|---------|
| CALIPER PRESSURE GAUGE | 85161 |
| ADAPTER KIT 4 PACK (FOR METRIC CALIPERS) | 6670150 |

BRAKE BIAS ADJUSTERS

KNOB STYLE REMOTE BRAKE BIAS ADJUSTER

NEW!

- Cable designed to cut to proper length.



| DESCRIPTION | PART # |
|--------------------------------------|---------|
| REMOTE BRAKE BIAS ADJUSTER - 5' LONG | 6690001 |

CRANK-TYPE BIAS ADJUSTER

Steel adjuster is supplied with loose weld-on mount tab, which will allow a custom fit for each application.



| DESCRIPTION | PART # |
|-------------|--------|
| 28" | 40217 |
| 30-1/2" | 40217G |
| 35" | 40218 |

BRAKE LINES

90° KEVLAR BRAKE LINE - 3 AN & 4 AN



| DESCRIPTION | END TYPES | PART # |
|-----------------------|--------------------------------------|------------|
| 12" KEVLAR LINE, AN 3 | AN 3 - (1) STRAIGHT END, (1) 90° END | 6684055-12 |
| 18" KEVLAR LINE, AN 3 | AN 3 - (1) STRAIGHT END, (1) 90° END | 6684055-18 |
| 24" KEVLAR LINE, AN 3 | AN 3 - (1) STRAIGHT END, (1) 90° END | 6684055-24 |
| 30" KEVLAR LINE, AN 3 | AN 3 - (1) STRAIGHT END, (1) 90° END | 6684055-30 |
| 12" KEVLAR LINE, AN 4 | AN 4 - (1) STRAIGHT END, (1) 90° END | 6684056-12 |
| 18" KEVLAR LINE, AN 4 | AN 4 - (1) STRAIGHT END, (1) 90° END | 6684056-18 |
| 24" KEVLAR LINE, AN 4 | AN 4 - (1) STRAIGHT END, (1) 90° END | 6684056-24 |
| 30" KEVLAR LINE, AN 4 | AN 4 - (1) STRAIGHT END, (1) 90° END | 6684056-30 |

1/8" NPT KEVLAR BRAKE LINE - 3 AN & 4 AN



| DESCRIPTION | END TYPES | PART # |
|-----------------|--|------------|
| 24" KEVLAR LINE | (1) AN 3 STRAIGHT END, (1) 4 AN 1/8" NPT END | 6684057-24 |
| 24" KEVLAR LINE | (1) AN 4 STRAIGHT END, (1) 4 AN 1/8" NPT END | 6684058-24 |
| 30" KEVLAR LINE | (1) AN 3 STRAIGHT END, (1) 4 AN 1/8" NPT END | 6684057-18 |
| 30" KEVLAR LINE | (1) AN 4 STRAIGHT END, (1) 4 AN 1/8" NPT END | 6684058-18 |

Fits Rocket Chassis & others.

KEVLAR BRAKE LINE - 3 AN



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|---------------|------------|---------------|------------|
| 12" AN 3 ENDS | 6684053-12 | 24" AN 3 ENDS | 6684053-24 |
| 14" AN 3 ENDS | 6684053-14 | 30" AN 3 ENDS | 6684053-30 |
| 16" AN 3 ENDS | 6684053-16 | 34" AN 3 ENDS | 6684053-34 |
| 18" AN 3 ENDS | 6684053-18 | 38" AN 3 ENDS | 6684053-38 |
| 22" AN 3 ENDS | 6684053-22 | 48" AN 3 ENDS | 6684053-48 |

KEVLAR BRAKE LINE - 4 AN



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|---------------|------------|---------------|------------|
| 12" AN 4 ENDS | 6684054-12 | 24" AN 4 ENDS | 6684054-24 |
| 14" AN 4 ENDS | 6684054-14 | 30" AN 4 ENDS | 6684054-30 |
| 16" AN 4 ENDS | 6684054-16 | 34" AN 4 ENDS | 6684054-34 |
| 18" AN 4 ENDS | 6684054-18 | 38" AN 4 ENDS | 6684054-38 |
| 22" AN 4 ENDS | 6684054-22 | 48" AN 4 ENDS | 6684054-48 |

STEEL BRAIDED BRAKE LINE - AN 3 & AN 4



| DESCRIPTION | END TYPE | PART # |
|-------------|-----------------|----------|
| 18" AN 3 | STRAIGHT ENDS | 40265-18 |
| 24" AN 3 | STRAIGHT ENDS | 40265-24 |
| 18" AN 3 | 90 DEG ON 1 END | 40264-18 |
| AN 4 | STRAIGHT ENDS | 40262-18 |
| 24" AN 4 | STRAIGHT ENDS | 40262-24 |
| 36" AN 4 | STRAIGHT ENDS | 40262-36 |
| 18" AN 4 | 90 DEG ON 1 END | 40263-18 |
| 24" AN 4 | 90 DEG ON 1 END | 40263-24 |

CLUTCH SLAVE HOSE KIT



| DESCRIPTION | PART # |
|--|--------|
| 36" CLUTCH MASTER CYLINDER TO CLUTCH SLAVE CYLINDER HOSE | 40280 |

MISCELLANEOUS

BRAKE FITTING CLIP

Clips work with 7010-0004, 40277, 7010-0003 to secure fitting to chassis.



| DESCRIPTION | PART # |
|-------------|--------|
| CLIP (4) | 40260 |
| CLIP (25) | 40261 |

BRAKE SHUT-OFF VALVE

- Stainless steel ball.



| DESCRIPTION | PART # |
|----------------------|--------|
| BRAKE SHUT-OFF VALVE | 40199 |

AFCO COOLING

ALUMINUM RADIATORS

Every AFCO radiator is built from detailed, computer-designed specifications and use precision CNC laser-cut parts for exact tolerances. We never stamp tanks. Our tanks are either laser-cut and precision-welded or formed using a "drawn" technique that keeps a uniform thickness and eliminates weak spots.

AFCO understands the vital role the radiator plays in protecting the investment you have in your car. That is why we make no excuses or compromises in constructing the best aftermarket radiators in the industry. Don't trust your pride and joy to anything less than AFCO quality!



FROM CORE TO FINISHED PRODUCT...

AFCO is the ONLY RACING COMPANY that controls the ENTIRE MANUFACTURING PROCESS!

MADE IN THE USA

Quality control and strict production tolerances are key to developing a premium product. Controlling these aspects in-house means AFCO radiators are produced to the highest standards without compromise.



100% ALUMINUM CONSTRUCTION

By using a modern furnace-brazed process, all AFCO radiators feature all-aluminum construction without the need for epoxy. Not only does this make for a lighter radiator, but the common material bonding provides for increased thermal efficiency as well.



ADVANCED MANUFACTURING

Our robotic welding cell for high volume production features a new Fanuc Robot and CMT technology. We also have water jet, laser cut, CNC brake and other capabilities. Our engineering professionals use the most advanced platforms, such as PRO-E, to design the most innovative products in the industry.



PREMIUM QUALITY

AFCO produces high quality radiators and cores. These cores are epoxy free and defect free. Each part goes through our stringent quality control process. We pressure-test every one of our radiators to ensure that our customers will keep their cool on the track.

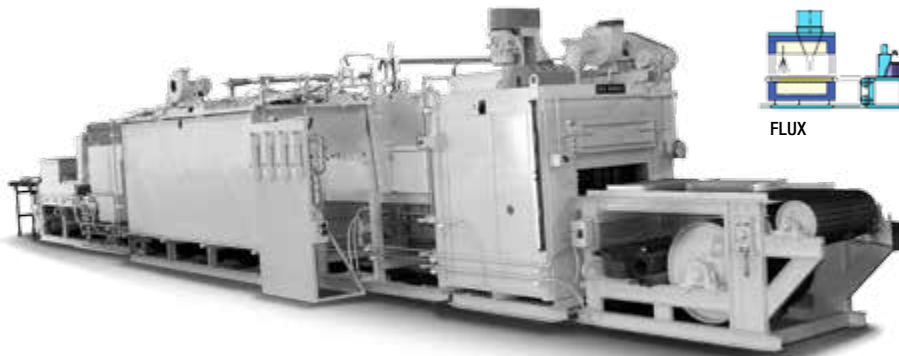


SPECIAL APPLICATIONS

In-house design and fabrication allows us to conceptualize, prototype, test, and manufacture custom cooling systems for a wide variety of applications. If you have a specialty radiator need, AFCO can deliver.



STATE-OF-THE-ART ALUMINUM BRAZING



FURNACE SPECIFICATIONS

30" Wide Belt
8" Pass Height
18-22 Cores/Hour

STAINLESS STEEL "HOTBOX" DATA RECORDER

Brazing profiles are created for each core based on the total mass weight. The furnace temperatures and belt speeds are adjusted based on feedback from a data recorder. The hotbox ensures a quality braze profile for each core.



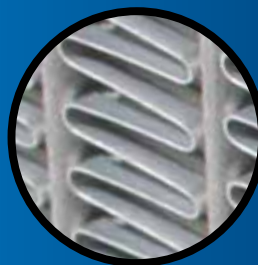
FURNACE CONTROLS

The furnace is controlled via a touch screen HMI panel. Each component uses a unique brazing profile that is developed and saved as a recipe. This recipe includes belt speed, zone temperatures, and nitrogen flow. The system software also provides features such as historical brazing data and maintenance scheduling.



OUR CORE STANDARDS

Every part of a core is important, but the quality of the headers is an absolute must. The tube slots must be punched with a maximum of .002" clearance for a precise tube fit. While others use single sided clad material, AFCO uses double sided clad for all the headers. This provides a fillet joint around the tube on both sides of the header, doubling the strength of the joint. You simply cannot build a better, stronger core. The use of .080 double clad material and extruded side channels provides a core strong enough to handle over one million pressure cycles, without a tube-to-header joint failure.



Serpentine
Louvered
Fin @ 16fpi



Clad Fillets
on Both
Sides



Double
Clad
.080 Headers

ASPHALT COOLING

SINGLE ROW LIGHTWEIGHT ASPHALT RADIATOR

- 27.50" wide x 18.00" tall x 2.00" deep, single row 1.50" core.
- Double pass radiator.
- 16AN male inlet, 1.75" outlet.
- One 1/4" NPT and one 3/8" NPT bung.
- Mounting bungs on the radiator to attach AFCO Oil Coolers (80420, 80421, 80422).
- 100% TIG-welded with no epoxy.
- 100% pressure tested.

| DESCRIPTION | PART# |
|---|-------------|
| 1.50" SINGLE ROW 27.50" WIDE LIGHTWEIGHT ASPHALT RADIATOR | 80195NDP-16 |



No filler neck.

DUAL ROW ASPHALT RADIATOR

- 29.38" wide x 15.50" tall x 3.00" deep, dual row 1.00" core.
- Double pass radiator.
- 16AN male inlet, 1.75" outlet.
- One 1/4" NPT and one 3/8" NPT bung.
- Mounting bungs on the radiator to attach AFCO Oil Coolers (80420, 80421, 80422).
- 100% TIG-welded with no epoxy.
- 100% pressure tested.

| DESCRIPTION | PART# |
|---|-------------|
| 1.00" DUAL ROW 29.50" WIDE ASPHALT RADIATOR | 80196NDP-16 |



No filler neck.

Sterling Marlin



ASPHALT OIL COOLER NO FANS

- 25.63" wide x 10.00" tall x 2.00" deep, single row 1.56" oil core.
- Double pass oil cooler.
- 12AN male inlet and outlet.
- Laser cut tanks and brackets.
- 100% TIG-welded with no epoxy.
- 100% pressure tested.
- Mounts to 80195NDP-16 and 80196NDP-16 radiators.
- No fans.



| DESCRIPTION | PART# |
|----------------------------|-------|
| ASPHALT OIL COOLER NO FANS | 80420 |

ASPHALT OIL COOLER WITH SINGLE FAN

- 25.63" wide x 10.00" tall x 2.00" deep, single row 1.56" oil core.
- Double pass oil cooler.
- 12AN male inlet and outlet.
- Laser cut tanks and brackets.
- 100% TIG-welded with no epoxy.
- 100% pressure tested.
- Mounts to 80195NDP-16 and 80196NDP-16 radiators.
- Single 10" fan.



| DESCRIPTION | PART# |
|------------------------------------|-------|
| ASPHALT OIL COOLER WITH SINGLE FAN | 80421 |

ASPHALT OIL COOLER WITH DUAL FANS

- 25.63" wide x 10.00" tall x 2.00" deep, single row 1.56" oil core.
- Double pass oil cooler.
- 12AN male inlet and outlet.
- Laser cut tanks and brackets.
- 100% TIG-welded with no epoxy.
- 100% pressure tested.
- Mounts to 80195NDP-16 and 80196NDP-16 radiators.
- Dual 10" fans.



| DESCRIPTION | PART# |
|-----------------------------------|-------|
| ASPHALT OIL COOLER WITH DUAL FANS | 80422 |

CUSTOM OVAL TRACK RADIATORS

AFCO Racing Products offers custom built radiators.

- Built with formed tanks.
- Any inlet/outlet size and configuration.
- Common core sizes for any application.

| DESCRIPTION | PART # |
|----------------------|----------|
| SINGLE PASS RADIATOR | 80007-NA |
| DOUBLE PASS RADIATOR | 80008-NA |



DOUBLE PASS RADIATORS

AFCO double pass radiators give increased cooling over standard type radiators, with less than 2 oz. of added weight. Common temperature drops are 10-20° F when replacing a standard configuration radiator with equal core size. This keeps your mind off the water temperature and puts it on the race track. Our double pass radiator has the standard features you have come to trust from AFCO, such as furnace brazed tubes with no epoxy.

SWIVEL-NECK THERMOSTAT HOUSINGS

This aluminum housing allows for easy installation of Double Pass Radiators.

80312-15 (15° Neck)



FITTINGS



SEE PAGE 72.



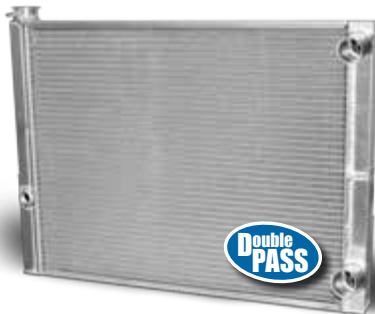
80185FNDP-UD
27-1/2"(w) x 19"(h)

Available in "Thermal Coating" - Call for details.

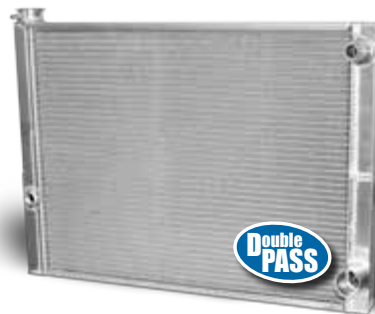
LIGHTWEIGHT 1 ROW X 1.5" CORE DOUBLE PASS RADIATORS

AFCO Racing Products is proud to announce our new lightweight double pass radiators. This is the easiest and most cost effective way to shave as much as 10 pounds off the front of your car, allowing you to concentrate ballast and improve handling. The radiator features a new 1.5" thick core for improved air-flow. These race-proven, lightweight radiators fit the same footprint as our standard radiators and installation is simple with no major modifications needed for mounting.

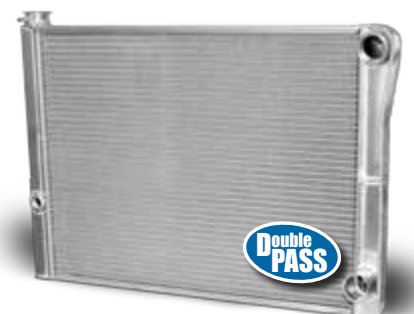
- Shaves 10 lbs. from the front of your car.
- Features an increased number of tubes and fins in the same height package.
- Optimum fin per inch ratio promotes maximum cooling.
- Standard water pressure bung for easy plumbing.
- Wide range of inlets 1.5", -16AN, -20AN, and -20 AN Female.



80184NDP - (25-7/8" x 19")



80184NDP-16 - (25-7/8" x 19")



80184NDP-U - (25-7/8" x 19")



80185NDP-UA - (27-1/2" x 19")



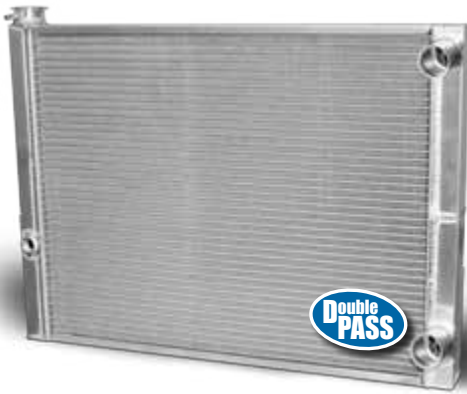
80185NDP-UB - (27-1/2" x 19")



80185FNDP-UD - (27-1/2" x 19")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | ADDITIONAL BUNGS | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|-------------------------|------------|--------------|
| 20" | 22-3/8" | 18-3/4" | 25-7/8" | 25-7/8" | 2" | L | 1-1/2" R | 1-3/4" R | 15°/ 15° | N/A | 12.6 LBS. | 80184NDP |
| 20" | 22-3/8" | 18-3/4" | 25-7/8" | 25-7/8" | 2" | L | 16 AN-M R | 1-3/4" R | 15°/ 15° | N/A | 12.6 LBS. | 80184NDP-16 |
| 20" | 22-3/8" | 18-3/4" | 26-3/4" | 25-7/8" | 2" | L | 20 AN-F R | 1-3/4" R | 15°/ 15° | N/A | 12.6 LBS. | 80184NDP-U |
| 19-3/4" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | L | 20 AN-F R | 1-3/4" R | 15°/15° | 1/2" FPT & 1/8" FPT - L | 13.1 LBS. | 80185NDP-UA |
| 19-3/4" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | L | 20 AN-F R | 1-3/4" R | 15°/15° | 3/8" FPT & 1/2" FPT - L | 13.1 LBS. | 80185NDP-UB |
| 19-3/4" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | R | (2) 20 AN-F L | 1-3/4" L | 15°/15° | 3/8" FPT & 1/2" FPT - L | 13.1 LBS. | 80185FNDP-UD |

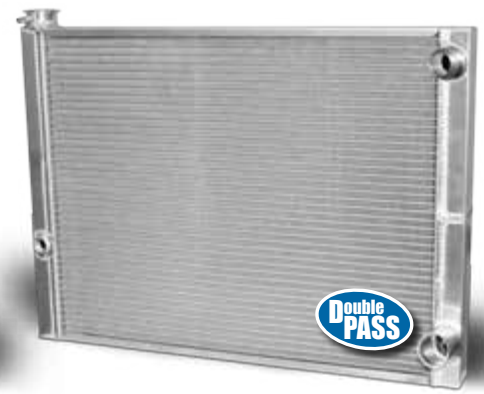
LIGHTWEIGHT 1 ROW X 1.5" TUBE CORE DOUBLE PASS RADIATORS



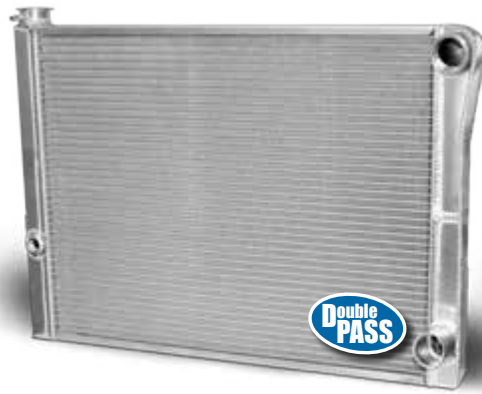
80185NDP - (27-1/2" x 19")



80185NDP-16 - (27-1/2" x 19")



80185NDP-20 - (27-1/2" x 19")



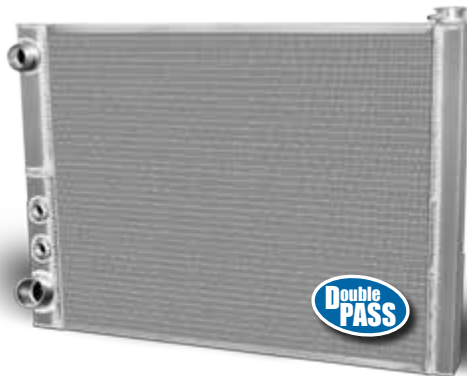
80185NDP-U - (27-1/2" x 19")



80185FNDP - (27-1/2" x 19")



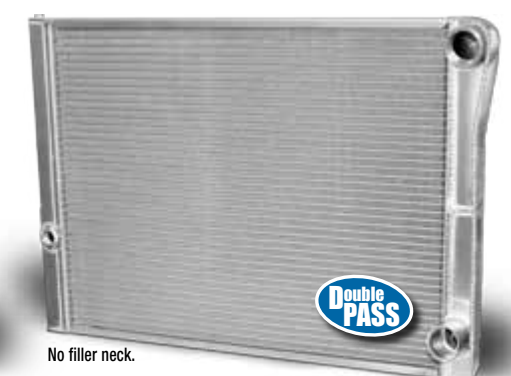
80185FNDP-16 - (27-1/2" x 19")



80185FNDP-20 - (27-1/2" x 19")



80185FNDP-U - (27-1/2" x 19")

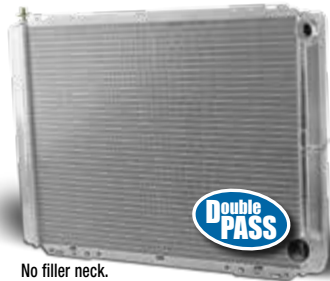


No filler neck.

80185NDP-UNF - (27-1/2" x 19")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | ADDITIONAL BUNGS | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|-------------------------|------------|--------------|
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | L | 1-1/2" R | 1-3/4" R | 15°/15° | 1/2" FPT - L | 13.1 LBS. | 80185NDP |
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | L | 16 AN-M R | 1-3/4" R | 15°/15° | 1/2" FPT - L | 13.1 LBS. | 80185NDP-16 |
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | L | 20 AN-M R | 1-3/4" R | 15°/15° | 1/2" FPT - L | 13.1 LBS. | 80185NDP-20 |
| 20" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | L | 20 AN-F R | 1-3/4" R | 15°/15° | 1/2" FPT - L | 13.1 LBS. | 80185NDP-U |
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | R | 1-1/2" L | 1-3/4" L | 15°/15° | 1/2" FPT & 3/8" FPT - L | 13.1 LBS. | 80185FNDP |
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | R | 16 AN-M L | 1-3/4" L | 15°/15° | 3/8" FPT & 1/2" FPT - L | 13.1 LBS. | 80185FNDP-16 |
| 20" | 24" | 18-3/4" | 27-1/2" | 27-1/2" | 2" | R | 20 AN-M L | 1-3/4" L | 15°/15° | 3/8" FPT & 1/2" FPT - L | 13.1 LBS. | 80185FNDP-20 |
| 20" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | R | 20 AN-F L | 1-3/4" L | 15°/15° | 1/2" FPT & 3/8" FPT - L | 13.1 LBS. | 80185FNDP-U |
| 20" | 24" | 18-3/4" | 28-1/4" | 27-1/2" | 2" | NONE | 20 AN-F R | 1-3/4" R | 15°/15° | 1/2" FPT - L | 13.1 LBS. | 80185NDP-UNF |

DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS



No filler neck.

80119N-20 - (25-3/4" x 19")

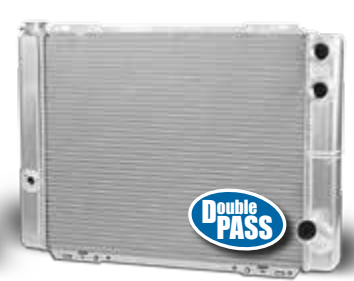


No filler neck.

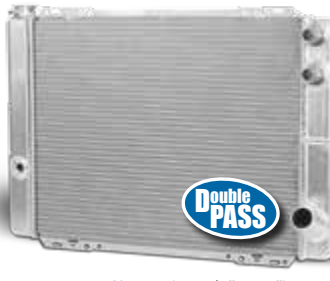
80120N - (31" x 19")



80123N - (27-1/2" x 19")



80124N - (27-1/2" x 19")



80124N-16 - (27-1/2" x 19")



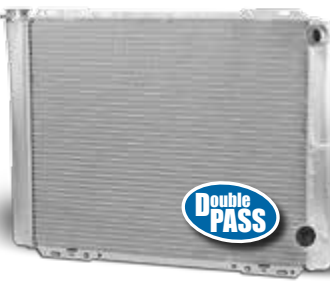
80124N-20 - (27-1/2" x 19")



80125N - (26" x 19")



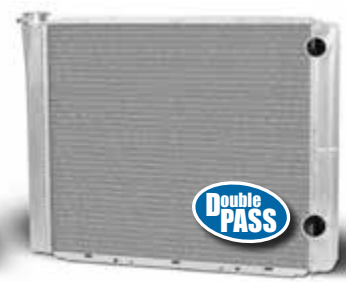
80125N-16 - (26-3/4" x 19")



80125N-20 - (25-7/8" x 19")



80126N - (31" x 19")



80127NDP - (24" x 19")



No filler neck.

80133N - (27-1/2" x 16")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|-----------------|
| 20" | 17-7/8" | 18-1/2" | 22-1/4" | 21-1/2" | 3" | L | 1-1/2" R | 1-3/4" R | 30°/10° | 11.3 LBS. | 80100NDP |
| 20" | 17-7/8" | 18-1/2" | 22-3/8" | 21-1/2" | 3" | L | 16 AN R | 1-3/4" R | 30°/10° | 11.2 LBS. | 80100NDP-16 |
| 20" | 17-7/8" | 18-1/2" | 22-3/8" | 21-1/2" | 3" | L | 20 AN R | 1-3/4" R | 30°/10° | 11.2 LBS. | 80100NDP-20 |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 1-1/2" R | 1-3/4" R | 30°/10° | 13.7 LBS. | 80101NDP |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 16 AN-M R | 1-3/4" R | 30°/10° | 13.7 LBS. | 80101NDP-16 |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 16 AN-M R | 1-3/4" R | 30°/10° | 13.7 LBS. | 80101NDP-16B*** |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 20 AN R | 1-3/4" R | 30°/10° | 13.6 LBS. | 80101NDP-20 |
| 21" | 27-1/2" | 18-1/2" | 31-3/4" | 31" | 3" | L | 16 AN-M R | 1-3/4" R | 30°/10° | 15 LBS. | 80102NDP-16 |
| 20" | 22-3/8" | 18-1/2" | 25-3/4" | 25-3/4" | 3" | NONE* | 1-1/2" R | 1-3/4" R | 30°/10° | 13.2 LBS. | 80119N* |
| 20" | 22-3/8" | 18-1/2" | 25-3/4" | 25-3/4" | 3" | NONE* | 20 AN R | 1-3/4" R | 30°/10° | 13.2 LBS. | 80119N-20 |
| 21" | 27-1/2" | 18-1/2" | 30-3/4" | 30-3/4" | 3" | NONE* | 1-1/2" R | 1-3/4" R | 30°/10° | 15 LBS. | 80120N* |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 16 AN-F R | 1-3/4" R | 30°/10° | 13.3 LBS. | 80123N |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | (2)16 AN-F R | 1-3/4" R | 30°/10° | 13.3 LBS. | 80124N |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | (2)16 AN-M R | 1-3/4" R | 30°/10° | 13.3 LBS. | 80124N-16 |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | (2)20 AN-M R | 1-3/4" R | 30°/10° | 13.3 LBS. | 80124N-20 |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 25-7/8" | 3" | L | 1-1/2" R | 1-3/4" R | 30°/10° | 13.2 LBS. | 80125N |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 25-7/8" | 3" | L | 16 AN R | 1 3/4" R | 30°/10° | 13.2 LBS. | 80125N-16 |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 25-7/8" | 3" | L | 20 AN R | 1-3/4" R | 30°/10° | 13.2 LBS. | 80125N-20 |
| 21" | 27-1/2" | 18-1/2" | 31-3/4" | 31" | 3" | L | 1-1/2" R | 1-3/4" R | 30°/10° | 15 LBS. | 80126N |
| 20" | 20" | 18-1/2" | 24-1/4" | 23-1/2" | 3" | L | 1-1/2" R | 1-3/4" R | 30° UP | 14.1 LBS. | 80127NDP |
| 16" | 22-3/8" | 16" | 27-1/2" | 27-1/2" | 3" | NONE | 1-1/4" R | 1-1/2" R | 0° | 13.2 LBS. | 80133N** |

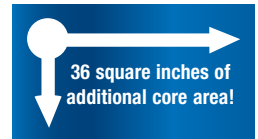
*1/4" FNT PIPE FITTING WITH AIR BLEED.

**ONE 1/4"-18 NPT & ONE 1/2"-14 NPT TEMP BUNG.


***PAINTED BLACK.

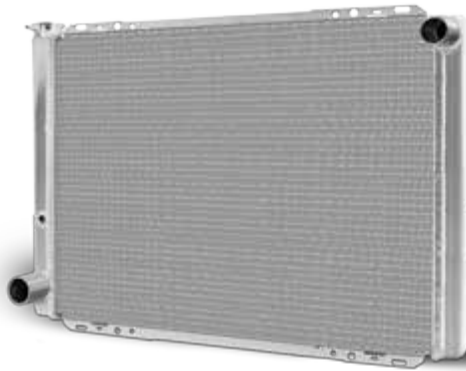
Added features and unique options make these Double Pass radiators the pro's choice. AFCO quality and a wide range of sizes make them perfect for many applications. Available in 16 AN & 20 AN inlets.

28" EXTRA CAPACITY PRO RADIATORS

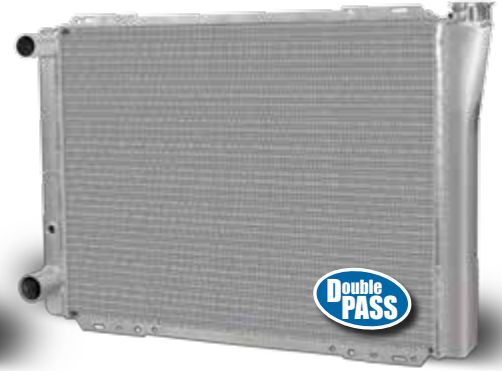


The AFCO 28" radiator is built with a 24-3/8" core for optimal cooling in a confined space. This radiator provides an **additional 36 square inches of core area** while increasing overall width by just half an inch.

- *Crate series.* 
- **Great for 604 Engines and Cars with limited air flow.**
- Available in Chevy or Ford configurations.
- Standard or double pass.
- Maximized efficiency.



80130FN (28"x 18-1/2")



80130FNDP (28"x 18-1/2")



80130N (28"x 18-1/2")



80130N-16 (28"x 18-1/2")



80130N-20 (28"x 18-1/2")



80130NDP (28"x 18-1/2")



80130NDP-16 (28"x 18-1/2")



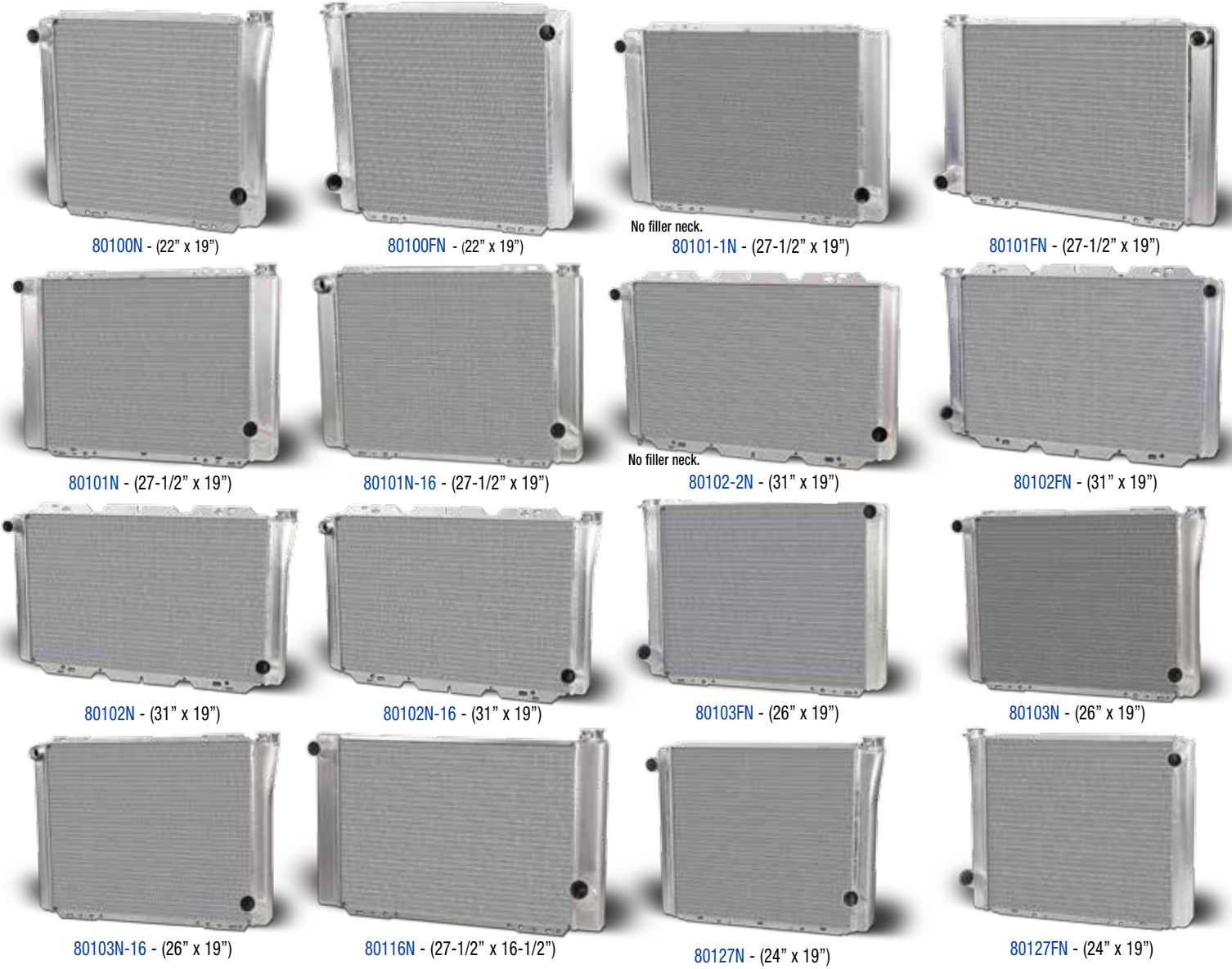
80130NDP-20 (28"x 18-1/2")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | NOTES | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|-------|-------------|
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | L | 1-1/2" R | 1-3/4" L | 0° | 14.3 LBS. | A | 80130FN |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | R | 1-1/2" L | 1-3/4" L | 0° | 14.3 LBS. | A | 80130FNDP |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130N |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | R | 16 AN L | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130N-16 |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | R | 20 AN L | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130N-20 |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | L | 1-1/2" R | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130NDP |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | L | 16 AN R | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130NDP-16 |
| 19-9/16" | 24-3/8" | 18-1/2" | 29" | 28" | 3" | L | 20 AN R | 1-3/4" R | 30°/10° | 14.3 LBS. | | 80130NDP-20 |

NOTE A: DESIGN INCLUDES A 1/2" NPT FEMALE BUNG FOR TEMP PROBE.

UNIVERSAL 2 ROW X 1" TUBE CORE RADIATORS

Universal Radiators are built with two 1" rows for a total core thickness of 2-1/4" and feature 3" tanks.



| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|-----------|
| 20" | 17-7/8" | 18-1/2" | 22-3/8" | 21-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 11.2 LBS. | 80100N |
| 20" | 17-7/8" | 18-1/2" | 22-3/8" | 21-1/2" | 3" | L | 1-1/2" R | 1-3/4" L | 30°/10° | 11.2 LBS. | 80100FN |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | NONE | 1-1/2" L | 1-3/4" R | 30°/10° | 13.7 LBS. | 80101-1N |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 1-1/2" R | 1-3/4" L | 0° | 13.6 LBS. | 80101FN |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 13.6 LBS. | 80101N |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | R | 16 AN-M L | 1-3/4" R | 30°/10° | 13.6 LBS. | 80101N-16 |
| 21" | 27-1/2" | 18-1/2" | 30-3/4" | 30-3/4" | 3" | NONE | 1-1/2" L | 1-3/4" R | 30° UP | 15 LBS. | 80102-2N |
| 21" | 27-1/2" | 18-1/2" | 32" | 31" | 3" | L | 1-1/2" R | 1-3/4" L | 30°/10° | 15 LBS. | 80102FN |
| 21" | 27-1/2" | 18-1/2" | 32" | 31" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 15 LBS. | 80102N |
| 21" | 27-1/2" | 18-1/2" | 32" | 31" | 3" | R | 16 AN-M L | 1-3/4" R | 30°/10° | 15 LBS. | 80102N-16 |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 26" | 3" | L | 1-1/2" R | 1-3/4" L | 30°/10° | 13.2 LBS. | 80103FN |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 26" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 13.2 LBS. | 80103N |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 26" | 3" | R | 16 AN-M L | 1-3/4" R | 30°/10° | 13.2 LBS. | 80103N-16 |
| 16-7/8" | 22-3/8" | 15-7/8" | 27-1/2" | 27-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 14.1 LBS. | 80116N |
| 20" | 20" | 18-1/2" | 24-1/4" | 23-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°UP | 14.1 LBS. | 80127N |
| 20" | 20" | 18-1/2" | 24-1/4" | 23-1/2" | 3" | L | 1-1/2" R | 1-3/4" L | 30°UP | 14.1 LBS. | 80127FN |

Continued to page 71.

UNIVERSAL 2 ROW X 1" TUBE CORE RADIATORS

Universal Radiators are built with two 1" rows for a total core thickness of 2-1/4" and feature 3" tanks.



80127N-16 - (24" x 19")



80130N - (24" x 19")



80130N-16 - (28" x 19")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|-----------|
| 20" | 20" | 18-1/2" | 24-1/2" | 23-1/2" | 3" | R | 16 AN L | 1 3/4" R | 30°UP | 14.1 LBS. | 80127N-16 |
| 19-5/8" | 24-7/16" | 18-1/2" | 28-3/4" | 28" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 14.3 LBS. | 80130N |
| 19-5/8" | 24-3/8" | 18-1/2" | 28-3/4" | 28" | 3" | R | 16 AN L | 1-3/4" R | 30°/10° | 14.3 LBS. | 80130N-16 |

ECONOMY 2 ROW X 1" TUBE CORE RADIATORS

Same great fit & performance for the budget-minded racer.

- **Save money & maintain performance!**
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.



80100A - (22" x 19")



80101A - (27-1/2" x 19")



80102A - (31" x 19")



80103A - (26" x 19")



80127A - (24" x 19")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|--------|
| 20" | 17-7/8" | 18-1/2" | 22-3/8" | 21-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 11.2 LBS. | 80100A |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 13.6 LBS. | 80101A |
| 20" | 27-1/2" | 18-1/2" | 32" | 31" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 15 LBS. | 80102A |
| 20" | 22-3/8" | 18-1/2" | 26-3/4" | 26" | 3" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 13.2 LBS. | 80103A |
| 20" | 20" | 18-1/2" | 24-1/4" | 23-1/2" | 3" | R | 1-1/2" L | 1-3/4" R | 30°UP | 14.1 LBS. | 80127A |

NASCAR/ASPHALT MODIFIED RADIATORS

- 100% pressure tested.
- Bleeder and drain included.
- Optimum fin per inch ratio for maximum cooling.
- Mounting flanges provided for mounting fans.



No filler neck.

80122N - (23" x 15-1/8")



No filler neck.

80128N - (23" x 15-1/8")

| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|--------|
| 16-1/8" | 22-3/8" | 15" | 27" | 27" | 3" | NONE | 1" NPT | 1-3/4" R | 0° | 10 LBS. | 80122N |

FOR EXTRA STEERING BOX CLEARANCE

| | | | | | | | | | | | |
|---------|---------|---------|---------|---------|----|------|----------|----------|----------|-----------|---------|
| 15-1/8" | 17-7/8" | 15-1/8" | 22-7/8" | 22-7/8" | 3" | NONE | 1-1/2" L | 1-3/4" R | 20°/ 25° | 9.75 LBS. | 80128N* |
|---------|---------|---------|---------|---------|----|------|----------|----------|----------|-----------|---------|

* ANGLED DRIVER TANK - INLET IS ANGLED 15°UP 10°OUT.

AFCO COOLING ACCESSORIES

LONG TRANSMISSION/ENGINE/OIL COOLER

- Patented "Stacked Plate" cooler construction turns every inch of material into a cooling surface for maximum efficiency per cubic inch of package space.
- Can be used as an economy engine oil cooler.
- Embossed plate design maintains excellent performance with low pressure drop.



| NUMBERS OF PASSES | SIZE | FITTING TYPE | PART# |
|-------------------|--------------------|--------------|-------|
| 12 | 2.75" X 11" X 1.5" | 1/2NPTF | LB7B |
| 24 | 5.75" X 11" X 1.5" | 1/2NPTF | LL7B |
| 36 | 8.0" X 11" X 1.5" | 1/2NPTF | LM7B |
| 48 | 11.0" X 11" X 1.5" | 1/2NPTF | LH7B |

DECK MOUNT OIL COOLER

- Double pass design.
- Available with 10AN, 12AN & 16AN inlets and outlets.
- 1 QT. capacity.
- Internal oil turbulator & louvered fins ensure unparalleled efficiency.
- 1/2" FPT for oil temp. sending unit.
- 3" in thickness.



80268-12
ref - 6-1/2"(w) x 14-1/2"(h)

| DESCRIPTION | PART# |
|-----------------------------|----------|
| #10AN DECK MOUNT OIL COOLER | 80268-10 |
| #12AN DECK MOUNT OIL COOLER | 80268-12 |
| #16AN DECK MOUNT OIL COOLER | 80268-16 |

COOLANT ADDITIVE

- Glycol Free.
- Premium quality water/coolant additive that promotes increased heat transfer.
- 40% reduction of surface tension compared to plain water.
- More complex additive package than competition to protect against corrosion and rust.
- 100% biodegradable in its unused form.
- Specifically engineered for all aluminum engine systems.



| DESCRIPTION | PART # |
|------------------------------------|--------|
| HIGH PERFORMANCE ADDITIVE (1 PINT) | 100002 |

RADIATOR CAPS

Quality radiator caps help prevent the loss of coolant that can lead to overheating.



A 21-25 lbs. Pressure B 20 lbs. Pressure C 29-31 lbs. Pressure

| DESCRIPTION | PART # |
|---------------------------|--------|
| A) STANT 21-25 LBS. CAP | 80153 |
| B) RADIATOR CAP-20 LBS. | 80151 |
| C) RADIATOR CAP-29-31LBS. | 80050 |

WELD-ON FITTINGS



| MALE | PART # | FEMALE | PART # |
|--------------|-----------|--------------------|----------|
| 6AN FITTING | 700050040 | 1/8" FP FITTING | 80128X12 |
| 8AN FITTING | 700050041 | 1/4" FP FITTING | 80128X5 |
| 10AN FITTING | 700050037 | 3/8"-18 FP FITTING | 80128X10 |
| 12AN FITTING | 80128X8 | 1/2"-14 FP FITTING | 80128X11 |
| 16AN FITTING | 80128X9 | 3/4" FP FITTING | 80128X6 |
| 20AN FITTING | 80128X20 | 1" FP FITTING | 80128X7 |

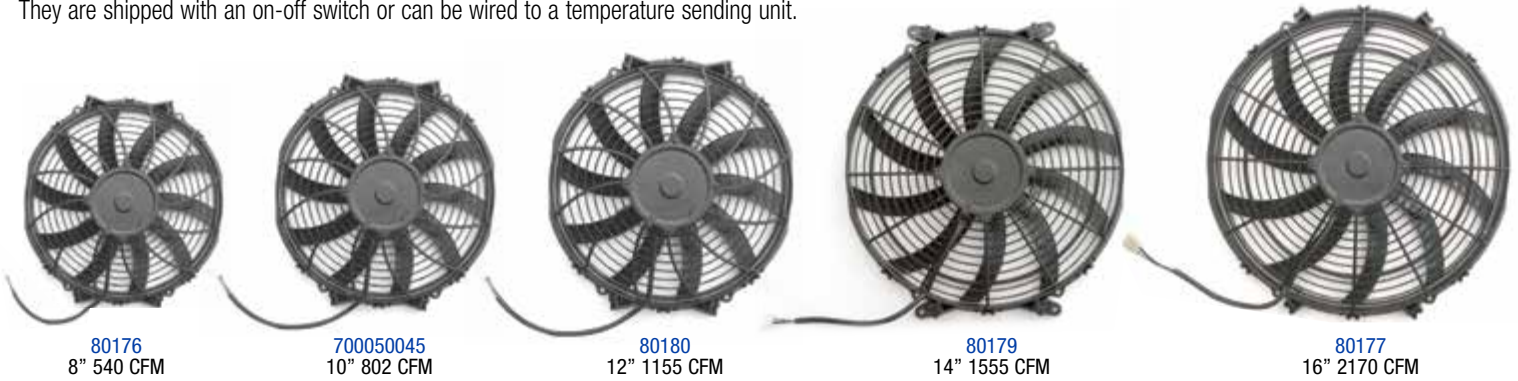
SCREW-IN FITTINGS



| DESCRIPTION | PART # |
|------------------------------|--------|
| 1 1/2" HOSE TO 20AN SCREW IN | 80071 |
| 16AN TO 20AN SCREW IN | 80072 |
| 20AN TO 20AN SCREW IN | 80073 |

ELECTRIC FANS

These fans offer the best CFM vs. AMP draw of any electric units we have tested. They are shipped with an on-off switch or can be wired to a temperature sending unit.



| DIAMETER / TYPE | DEPTH | AMP DRAW | CFM | PART # |
|-----------------|---------|----------|------|-----------|
| 16" S-BLADE | 3-1/16" | 17.7 | 2170 | 80177* |
| 14" S-BLADE | 2.87" | 10.1 | 1555 | 80179* |
| 12" S-BLADE | 2.48" | 7.7 | 1155 | 80180* |
| 10" S-BLADE | 2.04" | 6.0 | 802 | 700050045 |
| 8" S-BLADE | 2.48" | 6.9 | 540 | 80176* |

ALL FANS INCLUDE 4 MOUNTING FEET. ALL FANS RATED AT ZERO STATIC. ALL FANS ARE GLASS-FILLED NYLON.

*FANS ARE REVERSIBLE.

HD COOLING FANS

- 33° pitch.
- Dual bolt pattern to fit most pumps.
- 6 steel blades.



| DESCRIPTION | PART # |
|-------------|--------|
| GM 15" | 80182 |
| GM 17" | 80181 |

4 BLADE FAN

- 4 steel blades for greater air flow.
- Designed with the proper blade pitch to move the maximum amount of air possible.
- Dual bolt pattern to fit most pumps.



| DESCRIPTION | PART # |
|---------------------|--------|
| 4 BLADE FAN 17-1/2" | 80183 |

FAN SPACER KITS

- Billet aluminum.
- Anodized black.
- Fits 5/8" or 3/4" drive.
- Kit comes with bolts, bushing and washers.



| DESCRIPTION | PART # |
|-------------------|--------|
| 1-1/2" FAN SPACER | 80191 |
| 2" FAN SPACER | 80192 |
| 2-1/2" FAN SPACER | 80193 |
| 3" FAN SPACER | 80194 |

ALUMINUM THERMOSTAT HOUSINGS

- Polished aluminum construction.
- Uses o-ring for quality seal to intake.
- Allows 360° rotation.
- Includes bolts.



| DESCRIPTION | PART # |
|--------------------|----------|
| 15° NECK SBC / BBC | 80312-15 |

Dynatech®

FEATURES & BENEFITS

- PERFECT, DIRECT BOLT-ON FIT.
- 100% JIG ASSEMBLED AND CHECKED FOR AN EXCELLENT FIT.
- ALL FLANGES MACHINE SURFACED AFTER WELDING.
- DETAILED INSTRUCTIONS & HARDWARE INCLUDED.
- CNC LASER-CUT FLANGES.
- FIBER GASKETS.
- MADE IN THE U.S.A.

**ONE YEAR
LIMITED**

AFCO Performance Group, LLC will repair or replace any products found upon our inspection to be defective in workmanship or material within 12 months from date of purchase for the original purchaser. Except for the limited warranty set forth herein, AFCO Performance Group, LLC makes no warranties either expressed or implied, written or oral, with regard to the products including, without limitation, any warranty of merchantability or fitness for a particular purpose. In no event shall AFCO Performance Group, LLC be liable for any special, incidental or consequential damages, or any other damages whatsoever arising out of or connected with the use or misuse of the products. Purchasers acknowledge and agree that no person, entity or agent of AFCO Performance Group, LLC has any authority to make any statement contrary to this disclaimer and that any warranty statements or representations allegedly made on behalf of AFCO Performance Group, LLC by any such person, entity or agent are void. AFCO Performance Group, LLC products are not D.O.T. approved or intended for street use. Purchasers are relying solely on their own skill and judgment to select, purchase and use suitable products and assume all responsibility and risk with regard thereto.

ECONOMY CHEVY CROSSOVER HEADER

MADE IN THE U.S.A.

- Non-equal length design gives flat torque curve for slick tracks.
- Valve covers can be removed with header installed.
- 21.000"-28.000" primary length.
- Excellent economy header.
- High temp. ceramic coating (inside and out) available.
- Gaskets & Bolts included.



| TUBE SIZE | COLLECTOR | H.P | PART # |
|---------------------------------|-----------|---------|-----------|
| 1.625" | 3.000" | 300-400 | 701-14510 |
| 1.625"- 1.750" | 3.000" | 400-550 | 701-24510 |
| CERAMIC COATING (Allow 2 weeks) | | | 790-00100 |

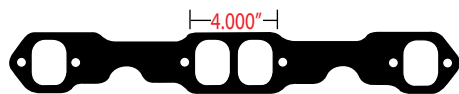
EQUAL LENGTH CROSSOVER HEADERS & SYSTEM

PORT CITY • LEFTHANDER • HOWE • VICTORY CIRCLE • TOWNSEND
 • PROCRAFT • PACESETTER • STR • JACKSON • RPM

- 35.000" equal length primaries for maximum torque and horsepower.
- Valve covers are removable with headers installed.
- CNC laser-machined flanges.
- High temp. ceramic coating available.
- Removable collectors included.
- Gaskets and bolts included.
- 1/2 sets available.



STANDARD CHEVY



SPREAD PORT



STARTING AT

| | | | |
|-------------------|-----------|-----------|-----------|
| 3.0" 780-41001 | 780-21200 | 776-06302 | 780-00100 |
| 3.5" 780-41051 | 780-21204 | 776-06352 | 780-00050 |
| | 780-21206 | 776-14402 | 780-00200 |
| | 780-31203 | | |

| FLANGE | HP RANGE | TUBE SIZE | HEADERS | ELBOW KIT | Y or X-PIPE | MUFFLER | TURN DOWN |
|----------------------------|----------|---------------|-----------|-----------|---------------|-----------|-----------|
| STANDARD CHEVY & 602 CRATE | 350-400 | 1.625"-1.750" | 711-50910 | 780-41001 | 780-21200 (Y) | 776-06352 | 780-00200 |
| STANDARD CHEVY | 400-500 | 1.625"-1.750" | 711-50910 | 780-41001 | 780-21204 (Y) | 776-14402 | 780-00050 |
| STANDARD CHEVY | 500-550 | 1.625"-1.750" | 711-50910 | 780-41001 | 780-31203 (X) | 776-06302 | 780-00100 |
| STANDARD CHEVY | 550+ | 1.750"-1.875" | 711-41010 | 780-41051 | 780-21206 (Y) | 776-14402 | 780-00050 |
| SPREAD PORT | 550+ | 1.750"-1.875" | 712-41010 | 780-41051 | 780-21206 (Y) | 776-14402 | 780-00050 |

CHEVY STREET STOCK & CHEVY CRATE HEADERS

MADE IN THE U.S.A.

CHEVY STOCK CLIP HEADERS

- Fits standard Chevy engines with angle or straight plug heads.
- Gaskets and bolts included.
- Collectors exit over rails on stock front clip cars.
- 1/2 sets available.
- High temp. ceramic coating (inside and out) available.
- 1 Year Limited Warranty.



| DESCRIPTION | TUBE SIZE | COLL. | H.P. | INTERCHANGE # | PART # |
|---------------------------------|-----------------|--------|---------|---------------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.000" | 350-400 | 155 & 155CM | 701-19210 |
| STANDARD CHEVY | 1.625" - 1.750" | 3.000" | 400-450 | 155V & 155VCM | 701-29210 |
| STANDARD CHEVY | 1.750" | 3.500" | 450-500 | 156 & 156CM | 701-19310 |
| STANDARD CHEVY | 1.750" - 1.875" | 3.500" | 500+ | 156V & 156VCM | 701-29310 |
| CERAMIC COATING (Allow 2 weeks) | | | | | 790-00100 |

MONTE CARLO METRIC FRAME ('78 -'86)

- Fits standard Chevy engines with angle or straight plug heads.
- Gaskets and bolts included.
- Fits in stock location or with additional engine setback.
- *Clears AFCO style rear engine mounts.*
- Good ground clearance.
- High temp. ceramic coating (inside and out) available.
- 1/2 sets available.



MADE IN THE U.S.A.

| DESCRIPTION | TUBE SIZE | COLL. | H.P. | PART # |
|---------------------------------|-----------|--------|---------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.000" | 350-400 | 701-21900 |
| CERAMIC COATING (Allow 2 weeks) | | | | 790-00100 |

CAMARO ('70 -'81)

- Fits standard Chevy engines with angle or straight plug heads.
- Gaskets and bolts included.
- Fits in stock location or with additional engine setback.
- *Clears AFCO style rear engine mounts.*
- *Clears stock clutch linkage.*
- 1/2 sets available.
- High temp. ceramic coating (inside and out) available.



MADE IN THE U.S.A.

| DESCRIPTION | TUBE SIZE | COLL. | H.P. | PART # |
|---------------------------------|-----------------|--------|---------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.000" | 350-400 | 701-20900 |
| STANDARD CHEVY | 1.625" - 1.750" | 3.000" | 400-450 | 701-20901 |
| CERAMIC COATING (Allow 2 weeks) | | | | 790-00100 |

**CAMARO ('70 -'81) • MALIBU, MONTE CARLO,
GRAND PRIX, CUTLASS, BUICK REGAL ('72 -'87)**

MADE IN THE U.S.A.

- Fits standard Chevy engines with angle or straight plug heads.
- Gaskets and bolts included.
- Engine must be in stock location.
- *Won't clear stock manual clutch linkage ball, factory air conditioner box, rear or side engine mounts.*
- Must use short oil filter.
- 1/2 sets available.
- High temp. ceramic coating (inside and out) available.



| DESCRIPTION | TUBE SIZE | COLL. | H.P. | INTERCHANGE # | PART # |
|---------------------------------|-----------------|--------|---------|---------------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.500" | 450+ | 185 & 185CM | 701-21910 |
| STANDARD CHEVY | 1.625" - 1.750" | 3.000" | 400-450 | 185V & 185VCM | 701-31910 |
| STANDARD CHEVY | 1.750" | 3.500" | 450+ | 186 & 186CM | 701-22010 |
| CERAMIC COATING (Allow 2 weeks) | | | | | 790-00100 |

**CAMARO ('70 -'81) • CHEVELLE ('64 -'77)
MONTE CARLO ('70 -'77) • NOVA ('75 -'79)**

MADE IN THE U.S.A.

- Gaskets and bolts included.
- Also fits standard Chevy engines with *straight plug heads only*.
- Fits in stock location or with additional engine setback.
- *Won't clear rear or side engine mounts.*
- Clears stock clutch linkage.
- 1/2 sets available.



| DESCRIPTION | TUBE SIZE | COLL. | H.P. | INTERCHANGE # | PART # |
|---------------------------------|-----------|--------|---------|---------------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.000" | 350-400 | 165 | 701-20910 |
| CERAMIC COATING (Allow 2 weeks) | | | | | 790-00100 |

CHEVY CHASSIS HEADER

MADE IN THE U.S.A.

- Number 1 spark plug should be at least 1.000" behind ball joint.
- 1/2 sets available.
- Gaskets and bolts included.
- High temp. ceramic coating (inside and out) available (special order).

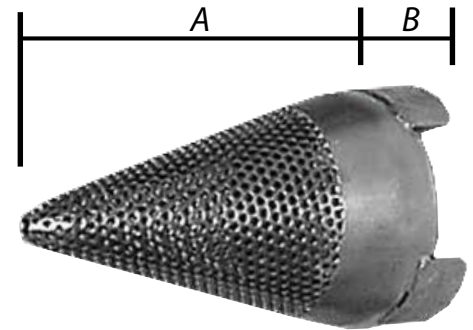


| DESCRIPTION | TUBE SIZE | COLL. | INTERCHANGE # | PART # |
|---------------------------------|-----------|--------|---------------|-----------|
| STANDARD CHEVY & 602 CRATE | 1.625" | 3.000" | 151 & 151CM | 701-10010 |
| CERAMIC COATING (Allow 2 weeks) | | | | 790-00100 |

DYNATECH ACCESSORIES

VORTEX INSERT CONE

- 100% T-304 stainless steel construction.
- Ultra-lightweight, less than .500 lb. each.
- Little or no power loss.
- Easy bolt-in installation.

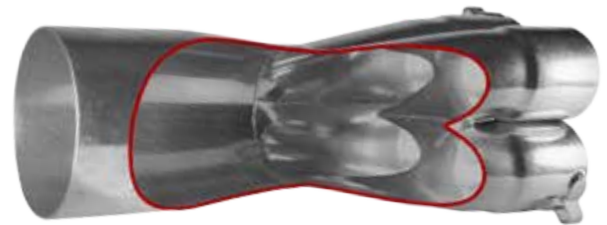


| TUBE SIZE | A | B | PART # |
|-----------|--------|--------|-----------|
| 3.000" | 3.750" | 1.000" | 772-32520 |
| 3.500" | 4.750" | 1.000" | 772-32510 |
| 4.000" | 6.250" | 1.000" | 772-32530 |
| 4.500" | 6.750" | 1.000" | 772-32540 |

CONES ARE SOLD INDIVIDUALLY, TWO REQUIRED PER V-8 ENGINE.

MERGE COLLECTORS

- 100% TIG-welded.
- Optimum reduction angle.
- Increases torque and horsepower.
- Sold Individually.



In order to understand how the merge collector works, you must first know why one exhaust system can generate more torque and horsepower than another. The ability of a header/exhaust system to maintain exhaust gas velocity has a tremendous impact on realizing maximum torque and horsepower. Any significant changes in the system, such as baffles (mufflers) or collectors, will have an impact on exhaust gas velocity. The large area change seen at the transition from the primary tube to the collector causes an immediate reduction in exhaust gas speed. This reduction in speed decreases the efficiency of the system, thereby reducing scavenging ability. Scavenging ability is the key factor by which an exhaust system is evaluated. The more efficient the system, the more air/fuel mixture that can be pulled into the combustion chamber. Obviously, the greater quantity of air/fuel mixture that can be burned, the more torque and power potential the engine has.

The construction of a merge collector is such that the change in area at the primary tube to collector transition point is minimized. This gradual transition allows the exhaust gas to maintain as much velocity as possible. Maintaining gas velocity is the key to allowing the exhaust system to reach its efficiency potential.

If your combination has been optimized to a header with standard collectors, it's possible to over-scavenge when adding merge collectors. Over-scavenging will normally decrease torque and horsepower when compared to your optimized, previous setup. We recommend dyno testing to arrive at the final camshaft combination when using this style of collector. If you need that last little edge and are willing to do the testing required to realize the potential gains, merge collectors are one of the most economical ways to gain significant amounts of torque and horsepower in the entire engine combination.

Mild Steel Merge Collectors

| SLIP OVER | OUTLET | PART # |
|-----------|--------|-----------|
| 1.750" | 3.000" | 780-01514 |
| 1.875" | 3.500" | 780-00515 |
| 2.000" | 3.500" | 780-00516 |
| 2.125" | 4.000" | 780-02517 |
| 2.250" | 4.000" | 780-02518 |
| 2.375" | 4.500" | 780-03519 |
| 2.500" | 4.500" | 780-03510 |

Ceramic Coated Merge Collectors

| SLIP OVER | OUTLET | PART# |
|-----------|--------|-----------|
| 1.875" | 3.500" | 780-10515 |
| 2.000" | 3.500" | 780-10516 |
| 2.250" | 4.000" | 780-12518 |
| 2.375" | 4.500" | 780-13519 |
| 2.500" | 4.500" | 780-13510 |

SLIP-ON COLLECTORS

Dynatech slip-on race collectors offer great performance at an affordable price. All collectors come race-ready to bolt on right out of the box. U-tabs are jig installed for a direct bolt-on fit to all Dynatech Headers. Silver ceramic coating is available and can be applied inside and out for durability and appearance. They are available in a wide variety of primary tube and collector outlet sizes for all popular applications.

- Formed long transition 4-into-1 design for maximum power.
- Jig located U-tabs at 180° for bolt-on mounting.
- Also available in hi-temp silver ceramic coating.



PAINTED MILD STEEL SLIP-ON COLLECTORS

| SLIP OVER | OUTLET | LENGTH | PART# |
|-----------|--------|---------|-----------|
| 1.750" | 3.000" | 12.000" | 783-31230 |
| 1.875" | 3.000" | 8.000" | 783-40830 |
| 1.875" | 3.000" | 12.000" | 783-41230 |
| 1.875" | 3.500" | 12.000" | 783-41235 |
| 2.000" | 3.500" | 12.000" | 783-51235 |

TORQUE BOOSTERS

MILD STEEL TORQUE BOOSTER

The Dynatech Torque Booster is a great way to pick up some low end torque on many engines. The gains are usually between 2500 and 4200 rpm, which is an excellent benefit for restarts. This device is a simple way to quickly add that well needed torque on the low end without sacrificing any power on the top end.



- Easy install.
- Excellent add-on for crate engines.
- Increased torque on restarts.
- Promotes torque gains of 10% or more.

| APPLICATION | INLET SIZE | OUTLET SIZE | PART # |
|-------------------------------------|------------|-------------|-----------|
| TORQUE BOOSTER (602 & 604 Engines) | 3" | 3" | 772-06312 |
| TORQUE BOOSTER (500-600 HP Engines) | 3" | 3.5" | 772-06302 |
| TORQUE BOOSTER (600+ HP Engines) | 3.5" | 3.5" | 772-06352 |

STAINLESS STEEL TORQUE BOOSTER

This new device works especially well between 2500 & 4200 rpm on engines with under 500 horsepower at the crankshaft. Usually when you pick up low end torque, it is traded for some high end horsepower. The Torque Booster provides substantial increases in low to mid-range torque with no effect on the high end horsepower numbers.



| APPLICATION | INLET SIZE | OUTLET SIZE | PART # |
|------------------------------|------------|-------------|-----------|
| TORQUE BOOSTER (604 Engines) | 3" | 3" | 772-06322 |

AFCO APPAREL & MORE



Black
T-Shirt:

| DESCRIPTION | PART # |
|---------------------------|-------------|
| T-SHIRT - AFCO BLACK (S) | 89116-S |
| T-SHIRT - AFCO BLACK (M) | 89116-M |
| T-SHIRT - AFCO BLACK (L) | 89116-L |
| T-SHIRT - AFCO BLACK (XL) | 89116-XL |
| T-SHIRT - AFCO BLACK (2X) | 89116-XXL |
| T-SHIRT - AFCO BLACK (3X) | 89116-XXXL |
| T-SHIRT - AFCO BLACK (4X) | 89116-XXXXL |



Black
T-Shirt:

| DESCRIPTION | PART # |
|-------------------------|------------|
| T-SHIRT - AT BLACK (S) | 89108-S |
| T-SHIRT - AT BLACK (M) | 89108-M |
| T-SHIRT - AT BLACK (L) | 89108-L |
| T-SHIRT - AT BLACK (XL) | 89108-XL |
| T-SHIRT - AT BLACK (2X) | 89108-XXL |
| T-SHIRT - AT BLACK (3X) | 89108-XXXL |



Black
T-Shirt:

| DESCRIPTION | PART # |
|---------------------------|-----------|
| T-SHIRT - AFCO BLACK (S) | 89100-S |
| T-SHIRT - AFCO BLACK (2X) | 89100-XXL |



Black
T-Shirt:

| DESCRIPTION | PART # |
|---------------------------|-------------|
| T-SHIRT - AFCO BLACK (S) | 89117-S |
| T-SHIRT - AFCO BLACK (M) | 89117-M |
| T-SHIRT - AFCO BLACK (L) | 89117-L |
| T-SHIRT - AFCO BLACK (XL) | 89117-XL |
| T-SHIRT - AFCO BLACK (2X) | 89117-XXL |
| T-SHIRT - AFCO BLACK (3X) | 89117-XXXL |
| T-SHIRT - AFCO BLACK (4X) | 89117-XXXXL |



AFCO Hoodie:

| DESCRIPTION | PART # |
|-------------------------|-------------|
| HOODIE - AT SERIES AFCO | 89115-L |
| HOODIE - AT SERIES AFCO | 89115-M |
| HOODIE - AT SERIES AFCO | 89115-S |
| HOODIE - AT SERIES AFCO | 89115-XL |
| HOODIE - AT SERIES AFCO | 89115-XXL |
| HOODIE - AT SERIES AFCO | 89115-XXXL |
| HOODIE - AT SERIES AFCO | 89115-XXXXL |



Charcoal
T-Shirt:

| DESCRIPTION | PART # |
|------------------------------|------------|
| T-SHIRT - AFCO CHARCOAL (S) | 89099-S |
| T-SHIRT - AFCO CHARCOAL (2X) | 89099-XXL |
| T-SHIRT - AFCO CHARCOAL (3X) | 89099-XXXL |



AFCO Speed Equip.
Work Shirt:

| DESCRIPTION | PART # |
|-----------------------------|------------|
| WORK SHIRT - AFCO NAVY (L) | 89086-L |
| WORK SHIRT - AFCO NAVY (XL) | 89086-XL |
| WORK SHIRT - AFCO NAVY (2X) | 89086-XXL |
| WORK SHIRT - AFCO NAVY (3X) | 89086-XXXL |



AFCO Speed Equip.
Work Jacket:

| DESCRIPTION | PART # |
|------------------------------|------------|
| WORK JACKET - AFCO NAVY (L) | 89085-L |
| WORK JACKET - AFCO NAVY (XL) | 89085-XL |
| WORK JACKET - AFCO NAVY (2X) | 89085-XXL |
| WORK JACKET - AFCO NAVY (3X) | 89085-XXXL |



AFCO Banner:
LIT-215



Ultimate^{QM}

Quarter Midget
Black Tee:

| DESCRIPTION | PART # | DESCRIPTION | PART # |
|------------------------------|----------|------------------------------|------------|
| T-SHIRT - ULT. QM BLACK (YS) | 89119-YS | T-SHIRT - ULT. QM BLACK (L) | 89119-L |
| T-SHIRT - ULT. QM BLACK (YM) | 89119-YM | T-SHIRT - ULT. QM BLACK (XL) | 89119-XL |
| T-SHIRT - ULT. QM BLACK (YL) | 89119-YL | T-SHIRT - ULT. QM BLACK (2X) | 89119-XXL |
| T-SHIRT - ULT. QM BLACK (S) | 89119-S | T-SHIRT - ULT. QM BLACK (3X) | 89119-XXXL |
| T-SHIRT - ULT. QM BLACK (M) | 89119-M | | |

APPAREL & MORE

DYNATECH

▶ DYNATECH T-SHIRT
89118



▶ DYNATECH HOODIE
89090



▶ 8' x 3' BANNER *BANNER*

▶ CAN COOLIE *89098*

▶ STRETCH FIT *89045*



PRO SHOCKS

▶ PRO T-SHIRT *89101*



▶ PRO COOLIE *89107*



COMPETITION SUSPENSION INC.

▶ CSI AMERICAN HOODIE
18300



▶ CSI AMERICAN T-SHIRT
28300



▶ CSI THROWBACK T-SHIRT
28300



▶ BLACK FLEXFIT MESH CSI HAT
89111



▶ TWO TONE FLEXFIT MESH CSI HAT
89113



ROBBIE STANLEY RACING

▶ RSR BLACK T-SHIRT
AP103



▶ RSR CAP
AP104

