



OVAL TRACK RACING



2021 MASTER CATALOG



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.



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.

SUSPENSION



BRAKES



COOLING



MARKETING PARTNERS



FEATURED PRODUCTS

LOAD RATING MACHINES FROM LONGACRE®

NEW!

AUTOMATIC LOAD RATING MACHINES



| DESCRIPTION | PART # |
|--|----------|
| Automatic Load Rating Machine w/ Side Unloader | 52-73519 |
| Automatic Load Rating Machine | 52-73518 |



FEATURES & BENEFITS

Our machine has the ability to smash a spring/bump stop setup to 4500# and draw a pull bar up to 3000# capacity with electric motor motion. Our quick adjust wrap around spring removal arm makes easy work out of unloading spring packages, by not relying on coil spacing, but using our special spring removal cups.

| ACCESSORIES | PART # |
|--|----------|
| Rater Machine Pin with Point | 52-73526 |
| Spring Removal Arm | 52-73522 |
| Spring Adapter | 52-73523 |
| Spring Removal Cup Thin | 52-73524 |
| Rater Machine Pin with Flat | 52-73525 |
| Side Unloader Attachment for 52-73517 & 52-73518 | 52-73521 |

FEATURED PRODUCTS

LOAD RATING MACHINES FROM LONGACRE®

NEW!

MANUAL LOAD RATING MACHINES

| DESCRIPTION | PART # |
|---|----------|
| Manual Load Rating Machine w/ Side Unloader | 52-73520 |
| Manual Load Rating Machine | 52-73517 |

| ACCESSORIES | PART # |
|--|----------|
| Rater Machine Pin with Point | 52-73526 |
| Spring Removal Arm | 52-73522 |
| Spring Adapter | 52-73523 |
| Spring Removal Cup Thin | 52-73524 |
| Rater Machine Pin with Flat | 52-73525 |
| Side Unloader Attachment for 52-73517 & 52-73518 | 52-73521 |



NEW!

RATCHETING SUSPENSION LOAD PULL STICK 7" STICK

This ratcheting load stick bolts in at the car's shock location. The stick allows you to change springs with ease and accuracy, along with being able to pull the race car down to a dynamic attitude to find a suspension bind and to use on jack stands to adjust your compressed loads.

| DESCRIPTION | PART # |
|-------------------------------|----------|
| 7" Suspension Load Pull Stick | 52-73515 |



NEW!

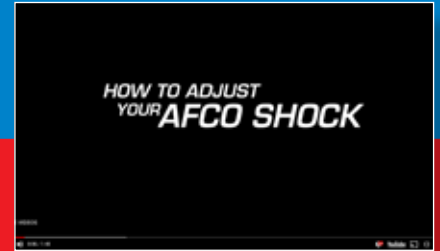
DUAL SUSPENSION LOAD PULL STICK 7" STICK

| DESCRIPTION | PART # |
|------------------------------------|----------|
| 7" Dual Suspension Load Pull Stick | 52-73516 |



WATCH OUR NEW TECH VIDEOS ONLINE!

FOLLOW US ONLINE FOR
PRODUCT HIGHLIGHTS,
TECH TIPS, & MORE...



AFCO CATALOG INDEX

Each market section has been color coded for ease of use.

GREEN = Late Model Section.

YELLOW = Modified & Street Stock Section.

RED = Open Wheel Section.

ORANGE = Quarter Midget Section.

LATE MODEL



LATE MODEL

8

MODIFIED & STREET STOCK



MODIFIED & STREET STOCK

60

OPEN WHEEL



OPEN WHEEL

132

QUARTER MIDGET



QUARTER MIDGET

162

LATE MODEL

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Bobbie Richey



LATE MODEL INDEX

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170

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 dirt late 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.

- 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 |



James Rice



GAS SHOCKS ALUMINUM

5/8" Shaft

DOUBLE ADJUSTABLE

62 SERIES

The Silver Series Gas Shock is designed for reduced gas pressure gain. These shocks are owner serviceable, or you can take them to any AFCO shock repair center for convenient and fast turnaround. With a number of customizable options, you can tailor your Silver Series Shocks for any late model application.

All 62 Series double adjustable:

- *Double adjustable.*
- *Latest technology.*
- *DURox chrome shaft.*
- *Owner serviceable.*
- *Second-to-none technical support.*
- *Custom valving available at NO EXTRA CHARGE.*

SILVER
s e r i e s



| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH |
|--------|-------------------|-----------------|
| 6" | 12.20" | 18.16" |
| 7" | 13.20" | 20.16" |
| 8" | 14.20" | 22.16" |
| 9" | 15.20" | 24.16" |



**INCLUDES:
COIL-OVER KIT
HARDWARE**
(20135CPRO - for each shock)

DOUBLE ADJUSTABLE

POPULAR OPTIONS

| 7" FRONT - ALL | PART# |
|---|-------------|
| STANDARD FRONT (3-6 / 3-6) | 6270 |
| HIGH SPEED REBOUND (3-6 / 4-8) | 6270HSR |
| SLICK TRACK (2-5 / 4-8) | 6270S |
| RF HIGH SPEED TIE DOWN (3-6 / 5-12) | 6270SX2 |
| RF TIE DOWN (3-6 / 9-14 DIGRESSIVE REBOUND) | 6270BNR6 |
| RF/LF LINEAR REBOUND | 6270-1LIN |
| RF 800 LBS @ 1" | 6270BNR8 |
| RF 1100 LBS @ 1" | 6270BNR11 |
| RF 1500 LBS @ 1" | 6270BNR15 |
| RF/LF 600 LBS @ 1" | 62736-6BNR |
| RF/LF 900 LBS @ 1" | 62736-9BNRZ |

| 9" REAR - 4 LINK / OTHERS | PART# |
|--|-------------|
| LEFT REAR ON 4 LINK & OTHERS (SPRING BEHIND) | 6290LR |
| RIGHT REAR ON 4 LINKS & OTHERS | 6290RR |
| SLICK TRACK (3-6 / 3-6) | 6290S |
| RIGHT REAR ON 4 LINKS & OTHERS (5-8 / 1-3) | 62958-13LIN |

CUSTOM OPTIONS

| LENGTH | VALVING | PART# |
|--------|----------------------------|--------|
| 6" | SPECIFY - CALL FOR DETAILS | 6260SP |
| 7" | SPECIFY - CALL FOR DETAILS | 6270SP |
| 8" | SPECIFY - CALL FOR DETAILS | 6280SP |
| 9" | SPECIFY - CALL FOR DETAILS | 6290SP |

CANISTER MOUNTS

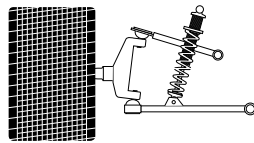


| DESCRIPTION | PART # |
|---------------------|--------|
| 1-1/4" TUBE MOUNT | 50330 |
| 1-3/8" TUBE MOUNT | 50329 |
| 1-1/2" TUBE MOUNT | 50331 |
| 1-3/4" TUBE MOUNT | 50332 |
| QUICK PINS (4 PACK) | 50334 |

AFCO TECH: 4-LINK GAS SHOCK RECOMMENDATIONS

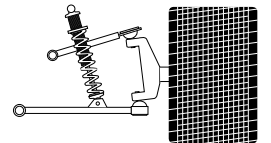
Left Front Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|-----------|----------|---------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6270HSR | 2675-610 | 2775D |
| | SLICK | 6270HSR | 2675-610 | 2775-3D |
| | ROUGH | 6270-1LIN | 2675-610 | 2775D |



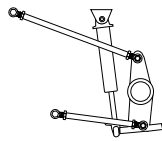
Right Front Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|-----------|----------|---------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6270BNR6 | 2674-610 | 2775-10 |
| | SLICK | 6270BNR6 | 2673-610 | 2773-10 |
| | ROUGH | 6270-1LIN | 2674-610 | 2774-8 |



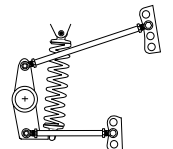
Left Rear Front Traction Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|---------|--------|--------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6290LRF | 3190CA | 21960 |
| | SLICK | 6290LRF | 3190CA | 2196-2 |
| | ROUGH | 6290LRF | 3190CA | 2195-3 |



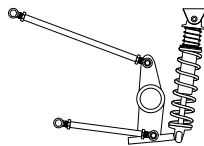
Right Rear Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|--------|---------|--------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6290S | 2694-47 | 2794 |
| | SLICK | 6290S | 2693-47 | 2793-6 |
| | ROUGH | 6290S | 2693-47 | 2793-6 |



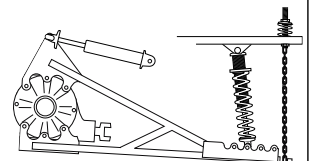
Left Rear Behind Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|--------|---------|--------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6290LR | 2695-36 | 2194 |
| | SLICK | 6290LR | 2695-36 | 2195-3 |
| | ROUGH | 6290LR | 2695-36 | 2194-5 |



Fifth Coil / Torque Arm Shocks

| GAS | TRACK | DOUBLE | SINGLE | NON |
|-----|-----------|---------|---------|--------|
| | CONDITION | ADJ. | ADJ. | ADJ. |
| | BASE | 6270HSR | 2673-47 | 2773-5 |
| | SLICK | 6270HSR | 2673-47 | 2773-7 |
| | ROUGH | 6270HSR | 2673-47 | 2773 |



GAS SHOCKS ALUMINUM

SINGLE ADJUSTABLE

5/8" Shaft

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.

All 26 Series single-adjustable:



| 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 AFCD 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 | |

▶ GAS SHOCK RECOMMENDATIONS - PAGE 13

BIG BODY - ALUMINUM THREADED COIL-OVER ACCESSORIES

21 & 26

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



20130



20131APRO



10243SR

GAS SHOCKS ALUMINUM

NON-ADJUSTABLE

SPEC SHOCK SERIES

The AFCO Spec Shock Series is based off of AFCO's popular 21/71 Series Shocks. These shocks feature a highly durable and hardened 1/2" shaft for reduced rod force, reduced pressure gain, and better feel compared to 9/16" or 5/8" shafts. The Spec Shock Series also come equipped with an easy-to-use Schrader valve that allows the racer to check pressures from race to race and make adjustments for changing track conditions. Shocks are available in all the popular lengths for today's high travel set-ups and in all the popular valving configurations that are designed to maximize grip, without the higher cost of an adjustable shock. T

NEW!


| FRONT SHOCKS | COMPRESSED | EXTENDED | 6" STROKE |
|--|------------|----------|------------|
| RIGHT FRONT - COMPRESSION 3 / REBOUND 12 | 12.67" | 19.15" | 2763-12FCS |
| RIGHT FRONT - COMPRESSION 3 / REBOUND 14 | 12.67" | 19.15" | 2763-14FCS |
| FRONT SHOCK | COMPRESSED | EXTENDED | 7" STROKE |
| RIGHT FRONT - COMPRESSION 3 / REBOUND 12 | 13.17" | 20.15" | 2773-12FCS |
| RIGHT FRONT - COMPRESSION 3 / REBOUND 14 | 13.17" | 20.15" | 2773-14FCS |
| LEFT FRONT - COMPRESSION 3 / REBOUND 9 | 13.17" | 20.15" | 2773-9FCS |
| TORQUE ARM | COMPRESSED | EXTENDED | 7" STROKE |
| TORQUE ARM - COMPRESSION 3 / REBOUND 7 | 13.17" | 20.15" | 2773-7FCS |
| REAR SHOCKS | COMPRESSED | EXTENDED | 9" STROKE |
| RIGHT REAR - COMPRESSION 4 / REBOUND 4 | 15.17" | 24.15" | 2794FCS |
| LEFT REAR FRONT - COMPRESSION 6 / REBOUND 0 | 17.17" | 26.15" | 2796-0FCS |
| LEFT REAR FRONT - COMPRESSION 9 / REBOUND 0 | 17.17" | 26.15" | 2799-0FCS |
| LEFT REAR BEHIND - COMPRESSION 6 / REBOUND 3 | 16.17" | 25.15" | 2796-3FCS |

REPLACEMENT ROD ENDS



551001215

551001216

551001217

| DESCRIPTION | SERIES | PART # |
|---------------------------------------|----------|-----------|
| STD. NON-ADJUSTABLE ROD END (BLUE) | 13T & 35 | 551001215 |
| NON-ADJUSTABLE ROD END 1" EXT. (BLUE) | 13T & 35 | 551001216 |
| NON-ADJUSTABLE ROD END 2" EXT. (BLUE) | 13T & 35 | 551001217 |

DELUXE COIL-OVER KIT



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 |

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.

All 21/27 Series non-adjustable:

NEW!

1/2" Shaft
27 SERIES

5/8" Shaft
21 SERIES



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

RECOMMENDATIONS
- PAGE 13

HOW TO READ AND ORDER YOUR AFCD 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" | 6 0 to 12 FIXED | 2 0-14 (LINEAR) or BNRX (DIGRESSIVE) (SEE CHART BELOW) | D | = 2196-2D |

HOW TO READ AND ORDER YOUR AFCD 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 |



Ty Majeski
2020 Snowball Derby Winner

TWIN TUBE SHOCKS ALUMINUM

5/8" Shaft

DOUBLE ADJUSTABLE

37 SERIES

- Double adjustable shock with no external canister - fits many shock rules.
- Twin Tube design for ultimate traction, when traction is at its worst.
- Includes coil-over hardware kit.
- Custom valving available.

All 37 Series double adjustable:



POPULAR OPTIONS

| 7" FRONT - ALL | PART# |
|---|-------------|
| STANDARD FRONT (3-6 / 3-6) | 3770Z |
| HIGH SPEED REBOUND (3-6 / 4-8) | 3770HSRZ |
| SLICK TRACK (2-5 / 4-8) | 3770SZ |
| RF HIGH SPEED TIE DOWN (3-6 / 5-12) | 3770SX2Z |
| RF TIE DOWN (3-6 / 9-14 DIGRESSIVE REBOUND) | 3770BNR6Z |
| RF/LF LINEAR REBOUND | 3770-1LINZ |
| RF 800 LBS @ 1" | 3770BNR8Z |
| RF 1100 LBS @ 1" | 3770BNR11Z |
| RF 1500 LBS @ 1" | 3770BNR15Z |
| RF/LF 600 LBS @ 1" | 37736-6BNR |
| RF/LF 900 LBS @ 1" | 37736-9BNRZ |

| 9" REAR - 4 LINK / OTHERS | PART# |
|--------------------------------|--------|
| RIGHT REAR ON 4 LINKS & OTHERS | 3790RZ |

| 9" REAR - SWING ARM | PART# |
|---------------------|---------|
| (3-6 / 3-6) | 3790SAZ |

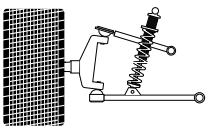
| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH |
|--------|-------------------|-----------------|
| 5" | 11.18" | 16.10" |
| 6" | 12.18" | 18.10" |
| 7" | 13.18" | 20.10" |
| 8" | 14.18" | 22.10" |
| 9" | 15.18" | 24.10" |

CUSTOM OPTIONS

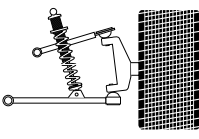
| LENGTH | VALVING | PART# |
|--------|----------------------------|---------|
| 6" | SPECIFY - CALL FOR DETAILS | 3760SPZ |
| 7" | SPECIFY - CALL FOR DETAILS | 3770SPZ |
| 8" | SPECIFY - CALL FOR DETAILS | 3780SPZ |
| 9" | SPECIFY - CALL FOR DETAILS | 3790SPZ |

AFCO TECH: 4-LINK TWIN TUBE SHOCK RECOMMENDATIONS

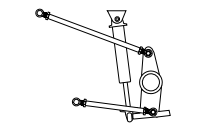
| Left Front Shocks | | | | |
|-------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 3770S | 3675-48 | 1375-7 |
| | SLICK | 3770S | 3675-48 | 1376-4 |
| | ROUGH | 3770-14N | 3675-48 | 1374-7 |



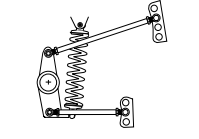
| Right Front Shocks | | | | |
|--------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 3770BNR6 | 3674-510 | 1373-8 |
| | SLICK | 3770BNR6 | 3673-510 | 1373-8 |
| | ROUGH | 3770-1LIN | 3674-510 | 1374-8 |



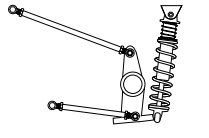
| Left Rear Front / Traction Shocks | | | | |
|-----------------------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 37969-03 | 35936-0 | 1396-0 |
| | SLICK | 37969-03 | 35936-0 | 1398-0 |
| | ROUGH | 37969-03 | 35936-3 | 1396-3 |



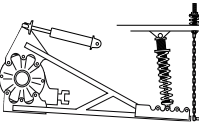
| Right Rear Shocks | | | | |
|-------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 3790SA | 3694-47 | 1394 |
| | SLICK | 3790SA | 3693-47 | 1393-6 |
| | ROUGH | 3790SA | 3693-47 | 1393-6 |



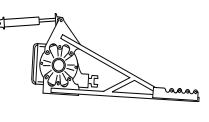
| Left Rear Behind Shocks | | | | |
|-------------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 3790L | 3695-36 | 1394 |
| | SLICK | 3790L | 3695-36 | 1395-3 |
| | ROUGH | 3790L | 3695-36 | 1394-5 |



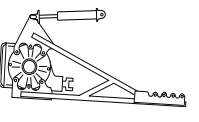
| Fifth Coil / Torque Arm Shocks | | | | |
|--------------------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | 3770HSR | 3673FC | 1373-5 |
| | SLICK | 3770HSR | 3673FC | 1373-7 |
| | ROUGH | 3770HSR | 3673FC | 1373 |



| Axle Damper Rear Shocks | | | | |
|-------------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | • | • | 1171-9T |
| | SLICK | • | • | 1171-14T |
| | ROUGH | • | • | 1171-9T |



| Axle Damper Front Shocks | | | | |
|--------------------------|-----------------|-------------|-------------|----------|
| TWIN TUBE | TRACK CONDITION | DOUBLE ADJ. | SINGLE ADJ. | NON ADJ. |
| | BASE | • | • | 1176-0T |
| | SLICK | • | • | 1179-1T |
| | ROUGH | • | • | 1174-0T |



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.

All 35/36 Series single adjustable:

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 AFCD 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 AFCD 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 | |



35 SERIES

36 SERIES

TWIN TUBE SHOCK RECOMMENDATIONS - PAGE 17

TWIN TUBE SHOCKS ALUMINUM

NON-ADJUSTABLE

13 SERIES

- Shim stack technology gives excellent consistency and repeatability.
- Twin Tube design for best performance on slick and smooth tracks.

All 13 Series
non-adjustable:

| 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" |

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 | | |

TWIN TUBE SHOCK RECOMMENDATIONS - PAGE 17

5/8"
Shaft



Corey Earl



SHOCK ACCESSORIES

BIG BODY - ALUMINUM THREADED COIL-OVER KITS



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



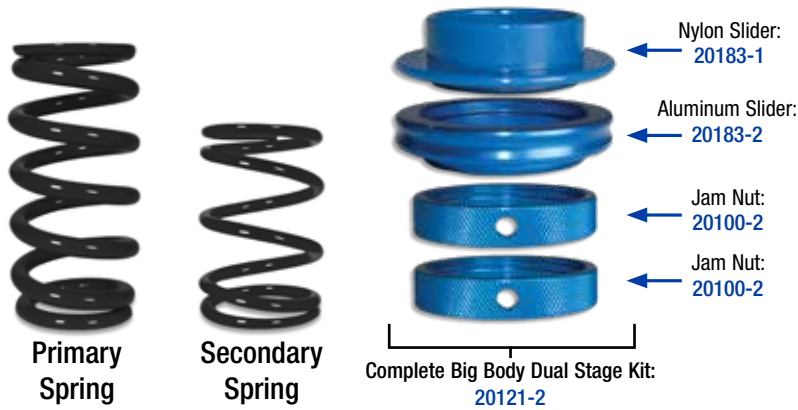
[20139](#)
Roll cage mount: 1/2" bolt

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

SHOCK ACCESSORIES

DUAL STAGE COIL-OVER

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



BLACK DUAL STAGE SPRINGS

| DESCRIPTION | PART # | PRICE |
|--|----------|-------|
| SECONDARY SPRING 4" X 300 (2-5/8" ID) | 26300B | |
| SECONDARY SPRING 4" X 350 (2-5/8" ID) | 26350B | |
| SECONDARY SPRING 4" X 400 (2-5/8" ID) | 26400B | |
| SECONDARY SPRING 4" X 600 (2-5/8" ID) | 26600B | |
| SECONDARY SPRING 5" X 400 (2-5/8" ID) | 26400-3B | |
| SECONDARY SPRING 5" X 500 (2-5/8" ID) | 26500-3B | |
| PRIMARY SPRING 8.25" X 600 (2-5/8" ID) | 26600-2B | |
| PRIMARY SPRING 8.25" X 700 (2-5/8" ID) | 26700-2B | |



AFCO BIG BODY DUAL STAGE COIL-OVER

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

HOW IT WORKS



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

Spring Rate Formula: Dual Active Springs

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

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

Note: The combination of a 200#/in. and 400#/in. spring works the same as a single 133#/in. spring, as long as both combination springs are active.

However, the spring rate of the Dual Stage assembly stiffens to that of the primary spring, which remains as the sole, active spring whenever the slider assembly contacts the adjustable Dual Stage jam nuts.

POPULAR SETUPS

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

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

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

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

SHOCK ACCESSORIES & REBUILD TOOLS

COIL-OVER SHOCK COVERS

Sold as a single cover.



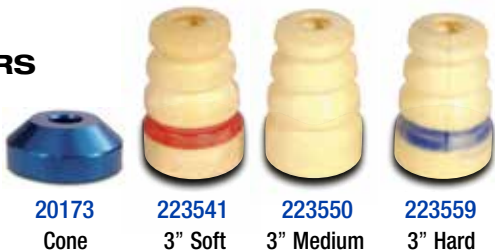
| DESCRIPTION | PART# |
|--------------------------|---------|
| 10" SHOCK COVER (SINGLE) | OWSCR14 |
| 12" SHOCK COVER (SINGLE) | OWSCR19 |
| 14" SHOCK COVER (SINGLE) | OWSCR21 |

SHOCK MOUNT PINS



| DESCRIPTION | PART # |
|------------------|---------|
| HAIRPIN, 2-1/2" | 10156-2 |
| DETENTED, 2-1/2" | 10156 |

SHOCK BUMPERS



| DESCRIPTION | PART # |
|---|--------|
| 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 |

OVERFLOW CUP



| DESCRIPTION | PART # |
|-----------------------------|-----------|
| OVERFLOW CUP (SB, BB, & QM) | 550000302 |

SHAFT PROTECTORS

For non coil-over applications.



| DESCRIPTION | PART # |
|----------------------------|----------|
| SHAFT PROTECTOR KIT | 20379-1 |
| REPLACEMENT TUBES (1 PAIR) | 20379-1S |

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 |

ROD GUIDE TOOLS

| DESCRIPTION | PART # |
|----------------------------------|------------|
| ROD GUIDE INSTALLER (5/8" SHAFT) | A700500059 |
| ROD GUIDE TOOL (1/2" SHAFT) | 550000281 |



PREMIUM SHOCK OIL

For use in all AFCO rebuildable shocks.



| DESCRIPTION | PART |
|-------------|---------|
| 1 QUART | MT59506 |
| 5 GALLONS | 165006 |

SHOCK VISE AND MOUNTING STAND



| DESCRIPTION | PART # |
|---------------------------|--------|
| SHOCK VISE/MOUNTING STAND | 20113 |

SHOCK ACCESSORIES & REBUILD TOOLS



| DESCRIPTION | PART # | PRICE |
|----------------------|------------|-------|
| GAS ROD GUIDE WRENCH | A700500051 | |



| DESCRIPTION | PART # | PRICE |
|--------------------------|-----------|-------|
| SHOCK HEX BLEEDER WRENCH | 700500180 | |



| DESCRIPTION | PART # | PRICE |
|--------------------------------|------------|-------|
| FLOATING PISTON HEIGHT GAUGE | A700500136 | |
| 1/2" SHAFT PISTON HEIGHT GAUGE | 700500181 | |



| DESCRIPTION | PART # | PRICE |
|--------------------------|-----------|-------|
| BIG BODY WRENCH HANDLE | 700500048 | |
| BIG BODY ALUMINUM SLEEVE | 700500147 | |



| DESCRIPTION | PART # | PRICE |
|--------------------|------------|-------|
| TWIN-PRONG BLEEDER | A700500058 | |



| DESCRIPTION | PART # | PRICE |
|-------------------------|------------|-------|
| PRESSURE TUBE INSTALLER | A700500090 | |



| DESCRIPTION | PART # | PRICE |
|---------------------------|-----------|-------|
| BIG BODY ROD GUIDE WRENCH | 550000665 | |



| DESCRIPTION | PART # | PRICE |
|--------------------|------------|-------|
| HAND BEARING PRESS | A700500076 | |



| DESCRIPTION | PART # | PRICE |
|-----------------------|------------|-------|
| NEEDLE CLIP INSTALLER | A700500052 | |



SCREWS INCLUDED

| DESCRIPTION | PART # | PRICE |
|---------------------|------------|-------|
| CANISTER VISE PLATE | A700500034 | |



| DESCRIPTION | PART # | PRICE |
|------------------------------------|------------|-------|
| NON/SINGLE ADJ. TWIN TUBE JET PLUG | A700500065 | |



| DESCRIPTION | PART # | PRICE |
|--------------------------------|------------|-------|
| TWIN TUBE COMP. HOUSING WRENCH | A700500066 | |

SPANNER WRENCH



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

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

COIL-OVER ADJUSTER NUT BEARING KIT



Sold in pairs.

| DESCRIPTION | PART # | PRICE |
|------------------------------------|--------|-------|
| COIL-OVER ADJUSTER NUT BEARING KIT | 20144 | |

GAS SHOCK INFLATION GAUGES



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

13T, 35, 36 & 37 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

ALUMINUM BODY TWIN TUBE



| DESCRIPTION | SMOOTH | THREADED |
|--------------------------|--------------|--------------|
| 6" SHOCK BODY | A550010186X | 550010076 |
| 7" SHOCK BODY | A550010187X | 550010077 |
| 8" SHOCK BODY | A550010188X | 550010078 |
| 9" SHOCK BODY | A550010189X | 550010079 |
| END CAP O-RING (QTY. 25) | 550060013-25 | 550060013-25 |

REPLACEMENT BODY CAP ASSEMBLIES

13T & 36 Series

| DESCRIPTION | PART # |
|---|-----------|
| BODY CAP (PLUG, PLUG O-RING & JET NOT INCLUDED) | 550010072 |



550010072

35 & 37 Series

| DESCRIPTION | PART # |
|-----------------------|-------------|
| STD. BODY CAP | 550100112 |
| BEARING AND CLIP | 1000 |
| BEARING ONLY (5 PACK) | 901040009-5 |



550100112

REPLACEMENT ROD ENDS



| DESCRIPTION | SERIES | PART # |
|---------------------------------------|-----------|---------|
| Z STYLE ROD END WITH SIDE KNOB (BLUE) | 36Z & 37Z | 20172 |
| STD. ADJUSTABLE ROD END (BLUE) | 36 & 37 | 20177 |
| ADJUSTABLE ROD END 1" EXT. (BLUE) | 36 & 37 | 20177-1 |
| ADJUSTABLE ROD END 2" EXT. (BLUE) | 36 & 37 | 20177-2 |
| STD. NON-ADJUSTABLE ROD END (BLUE) | 13T & 35 | 20176 |
| NON-ADJUSTABLE ROD END 1" EXT. (BLUE) | 13T & 35 | 20176-1 |
| NON-ADJUSTABLE ROD END 2" EXT. (BLUE) | 13T & 35 | 20176-2 |

REPLACEMENT SHAFT ASSEMBLIES

STD. ADJ. ROD END 36 & 37 Series

| DESCRIPTION | PART # | PRICE |
|-------------|-----------|-------|
| 4" | 550140032 | |
| 5" | 550150032 | |
| 6" | 550160032 | |
| 7" | 550170032 | |
| 8" | 550180032 | |
| 9" | 550190032 | |



SHORT ADJ. ROD END 36Z & 37Z Series

| DESCRIPTION | PART # | PRICE |
|-------------|-----------|-------|
| 4" | 550140034 | |
| 5" | 550150034 | |
| 6" | 550160034 | |
| 7" | 550170034 | |
| 8" | 550180034 | |
| 9" | 550190034 | |



NON-ADJ. ROD END 13T & 35 Series

| DESCRIPTION | PART # |
|-------------|-----------|
| 4" | 550070074 |
| 5" | 550070075 |
| 6" | 550070076 |
| 7" | 550070077 |
| 8" | 550070078 |
| 9" | 550070079 |



36 & 37 SERIES (STD.)



36Z & 37Z SERIES (SHORT Z STYLE)



13T & 35 SERIES (NON-ADJ.)

REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # | PRICE |
|---|-------------|-------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100157 | |
| COMPLETE ROD GUIDE ASSEMBLY (SILVER) | 550100157C | |
| 1/2" SHAFT CONVERSION ROD GUIDE ASSEMBLY (SILVER) | 550000497 | |
| ROD SCRAPER (5 QTY.) | 550060065-5 | |
| OUTER ROD GUIDE O-RING (5 QTY.) | BR57002-5 | |
| INNER SHAFT O-RING (5 QTY.) | 550060042-5 | |
| INNER TEFLON BACKER (5 QTY.) | 550060014-5 | |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 | |
| PRESSURE TUBE O-RING (5 QTY.) | 550060034-5 | |
| REPLACEMENT SEALS | 157SEALKIT | |



DOUBLE/SINGLE NON-ADJ. TWIN TUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|--|----------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BASE VALVE/BLEED SHIMS | TTBV/AC |
| REBUILD KIT - COMPRESSION JETS (11T & 13T SERIES ONLY) | TTJETKIT |

REPLACEMENT PRESSURE TUBES

| DESCRIPTION | PART # | PRICE | DESCRIPTION | PART # | PRICE |
|------------------|-----------|-------|--------------------------------|-----------|-------|
| 3" PRESSURE TUBE | 550010090 | | 8" PRESSURE TUBE | 550010095 | |
| 4" PRESSURE TUBE | 550010091 | | 9" PRESSURE TUBE | 550010096 | |
| 5" PRESSURE TUBE | 550010092 | | 9" GAS BAG* | 550000791 | |
| 6" PRESSURE TUBE | 550010093 | | *Manufactured by The Brown Co. | | |
| 7" PRESSURE TUBE | 550010094 | | | | |

21 & 26 SERIES

REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

ALUMINUM MONOTUBE BODIES

| DESCRIPTION | 21 & 26 SERIES |
|--------------------------|----------------|
| 6" STROKE THREADED | 550010347 |
| 7" STROKE THREADED | 550010348 |
| 8" STROKE THREADED | 550010349 |
| 9" STROKE THREADED | 550010350 |
| END CAP O-RING (QTY. 25) | 550060013-25 |



REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | SERIES | PART # |
|-----------------------------------|---------|-----------|
| BODY CAP | 21 & 26 | 550010072 |
| FLOATING PISTON (O-RING INCLUDED) | 21 | 8000096 |
| FLOATING PISTON O-RING ONLY | 21 | 8000006 |
| SCHRADER VALVE | 21 & 26 | 550000050 |
| SCHRADER CAP | 21 & 26 | MT59080-1 |



550010072

REPLACEMENT ROD ENDS



| DESCRIPTION | SERIES | PART # |
|---------------------------------------|--------|---------|
| Z STYLE ROD END WITH SIDE KNOB (BLUE) | 26Z | 20172 |
| STD. ADJUSTABLE ROD END (BLUE) | 26 | 20177 |
| ADJUSTABLE ROD END 1" EXT. (BLUE) | 26 | 20177-1 |
| ADJUSTABLE ROD END 2" EXT. (BLUE) | 26 | 20177-2 |
| STD. NON-ADJUSTABLE ROD END (BLUE) | 21 | 20176 |
| NON-ADJUSTABLE ROD END 1" EXT. (BLUE) | 21 | 20176-1 |
| NON-ADJUSTABLE ROD END 2" EXT. (BLUE) | 21 | 20176-2 |

REPLACEMENT SHAFT ASSEMBLIES

STD. ADJ. ROD END 26 Series

| DESCRIPTION | PART # | PRICE |
|-------------|-----------|-------|
| 4" | 550140032 | |
| 5" | 550150032 | |
| 6" | 550160032 | |
| 7" | 550170032 | |
| 8" | 550180032 | |
| 9" | 550190032 | |



SHORT ADJ. ROD END 26Z Series

| DESCRIPTION | PART # | PRICE |
|-------------|-----------|-------|
| 4" | 550140034 | |
| 5" | 550150034 | |
| 6" | 550160034 | |
| 7" | 550170034 | |
| 8" | 550180034 | |
| 9" | 550190034 | |



NON-ADJ. ROD END 21 Series

| DESCRIPTION | PART # | PRICE |
|-------------|-----------|-------|
| 4" | 550070074 | |
| 5" | 550070075 | |
| 6" | 550070076 | |
| 7" | 550070077 | |
| 8" | 550070078 | |
| 9" | 550070079 | |

26
SERIES
(STD.)26Z
SERIES
(SHORT Z STYLE)21
SERIES
(NON-ADJ.)

REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|--------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100158 |
| COMPLETE ROD GUIDE ASSEMBLY (SILVER) | 550100158C |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | BR57002-5 |
| SCRAPER RETAINING RING (5 QTY.) | 550000449-5 |
| T SEAL (5 QTY.) | 550060055-5 |
| REPLACEMENT SEALS | 158SEALKIT |



MONOTUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

REBUILD TOOLS

| DESCRIPTION | PART # |
|------------------------------|------------|
| OVERFLOW CUP | 550000302 |
| MONOTUBE INFLATION ASSEMBLY | 20109 |
| HEXED ROD GUIDE WRENCH | A700500051 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| HAND BEARING PRESS | A700500052 |
| BIG BODY WRENCH HANDLE | 700500048 |
| BIG BODY ALUM. SLEEVE | 700500147 |
| FLOATING PISTON HEIGHT GAUGE | A700500136 |
| AFCO PREMIUM SHOCK OIL QUART | MT59506 |

SHOCK ACCESSORIES

ALUMINUM THREADED C/O KIT - (BLUE CONICAL CONE)

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



20130



20131APRO



10243SR

71 SERIES ALUMINUM BODY REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

ALUMINUM MONOTUBE BODIES

| DESCRIPTION | 27 SERIES |
|--------------------------|--------------|
| 6" STROKE THREADED | 550010347 |
| 7" STROKE THREADED | 550010348 |
| 8" STROKE THREADED | 550010349 |
| 9" STROKE THREADED | 550010350 |
| END CAP O-RING (QTY. 25) | 550060013-25 |



REPLACEMENT 1/2" SHAFT ASSEMBLIES

| DESCRIPTION | PART # |
|-------------------------------|-------------|
| 6" STROKE 1/2" NON-ADJ. SHAFT | 55000011860 |
| 7" STROKE 1/2" NON-ADJ. SHAFT | 55000011870 |
| 8" STROKE 1/2" NON-ADJ. SHAFT | 55000011880 |
| 9" STROKE 1/2" NON-ADJ. SHAFT | 55000011890 |



REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | SERIES | PART # |
|-----------------------------------|--------|-----------|
| BODY CAP | 27 | 550010072 |
| FLOATING PISTON (O-RING INCLUDED) | 27 | 8000096 |
| FLOATING PISTON O-RING ONLY | 27 | 8000006 |
| SCHRADER VALVE | 27 | 550000050 |
| SCHRADER CAP | 27 | MT59080-1 |



550010072

REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|---------------------------------|------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100156 |
| OUTER ROD GUIDE O-RING (5 QTY.) | BR57002-5 |
| REPLACEMENT SEALS | 156SEALKIT |



550100156

SHOCK ACCESSORIES

ALUMINUM THREADED C/O KIT - (BLUE CONICAL CONE)



20130

20131APRO

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



10243SR

NON-ADJ. MONOTUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|--------------------------|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |

REPLACEMENT ROD ENDS

| DESCRIPTION | SERIES | PART # |
|--|------------|--------------|
| NON-ADJUSTABLE STANDARD LENGTH (ALUM.) | 27 | 550000141 |
| NON-ADJUSTABLE 1" EXTENDED LENGTH (BLUE) | 27 | 550000241-1 |
| 1/2" DIAMETER SHAFT - 1" EXTENSION | 27 | 55000049801 |
| 1/2" DIAMETER SHAFT - 2" EXTENSION | 27 | 55000049802 |
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |
| JAM NUT (10 PACK) | 27 | 550000140-10 |



550000141

550000241-1

REBUILD TOOLS

| DESCRIPTION | PART # |
|------------------------------|------------|
| OVERFLOW CUP | 550000302 |
| MONOTUBE INFLATION ASSEMBLY | 20109 |
| HEXED ROD GUIDE WRENCH | A700500051 |
| HAND BEARING PRESS | A700500076 |
| BIG BODY WRENCH HANDLE | 700500048 |
| BIG BODY ALUM. SLEEVE | 700500147 |
| FLOATING PISTON HEIGHT GAUGE | A700500136 |
| AFCO PREMIUM SHOCK OIL QUART | MT59506 |



A700500076



A700500051



550000281



700500048 & 700500147



20109



550000302



A700500136



MT59506

32 & 62 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

ALUMINUM MONOTUBE BODIES

32 Series



62 Series



| DESCRIPTION | PART # | PRICE | DESCRIPTION | PART # | PRICE |
|--------------------------|--------------|-------|--------------------------|--------------|-------|
| 6" STROKE THREADED | 550010346 | | 6" STROKE THREADED | 550010346C | |
| 7" STROKE THREADED | 550010347 | | 7" STROKE THREADED | 550010347C | |
| 8" STROKE THREADED | 550010348 | | 8" STROKE THREADED | 550010348C | |
| 9" STROKE THREADED | 550010349 | | 9" STROKE THREADED | 550010349C | |
| 10" STROKE THREADED | 550010350 | | 10" STROKE THREADED | 550010350C | |
| END CAP O-RING (QTY. 25) | 550060013-25 | | END CAP O-RING (QTY. 25) | 550060013-25 | |

REPLACEMENT SHAFT ASSEMBLIES

STD. ADJ. ROD END

32 & 62 Series



SHORT ADJ. ROD END

32Z & 62Z Series



| LENGTH | PART # | PRICE | LENGTH | PART # | PRICE |
|--------|-----------|-------|--------|-----------|-------|
| 4" | 550140032 | | 4" | 550140034 | |
| 5" | 550150032 | | 5" | 550150034 | |
| 6" | 550160032 | | 6" | 550160034 | |
| 7" | 550170032 | | 7" | 550170034 | |
| 8" | 550180032 | | 8" | 550180034 | |
| 9" | 550190032 | | 9" | 550190034 | |



REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|-----------------------|-------------|
| BODY CAP SILVER | 550100117C |
| BODY CAP BLUE | 550100117 |
| BEARING AND CLIP | 1000 |
| BEARING ONLY (5 PACK) | 901040009-5 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|--------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100158 |
| COMPLETE ROD GUIDE ASSEMBLY (SILVER) | 550100158C |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | BR57002-5 |
| SCRAPER RETAINING RING (5 QTY.) | 550000449-5 |
| T SEAL (5 QTY.) | 550060055-5 |
| REPLACEMENT SEALS | 158SEALKIT |

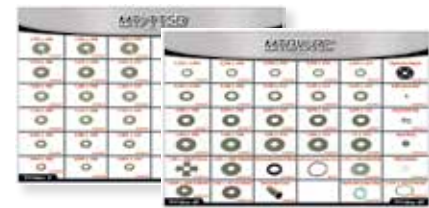


REPLACEMENT ADJ. ROD ENDS



| DESCRIPTION | SERIES | PART # |
|---|--------|----------|
| Z STYLE ROD END WITH SIDE KNOB (BLUE) | 32Z | 20172 |
| STD. ADJUSTABLE ROD END (BLUE) | 32 | 20177 |
| ADJUSTABLE ROD END 1" EXT. (BLUE) | 32 | 20177-1 |
| ADJUSTABLE ROD END 2" EXT. (BLUE) | 32 | 20177-2 |
| Z STYLE ROD END WITH SIDE KNOB (SILVER) | 62Z | 20172C |
| STD. ADJUSTABLE ROD END (SILVER) | 62 | 20177C |
| ADJUSTABLE ROD END 1" EXT. (SILVER) | 62 | 20177-1C |
| ADJUSTABLE ROD END 2" EXT. (SILVER) | 62 | 20177-2C |

DOUBLE ADJUSTABLE MONOTUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |
| REBUILD KIT - BASE VALVE/BLEED SHIMS | MTBV/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|------------------------------|------------|
| MONOTUBE INFLATION ASSEMBLY | 20109 |
| HEXED ROD GUIDE WRENCH | A700500051 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| OVERFLOW CUP | 550000302 |
| AFCO PREMIUM SHOCK OIL QUART | MT59506 |
| BIG BODY WRENCH HANDLE | 700500048 |
| BIG BODY ALUM. SLEEVE | 700500147 |
| HAND BEARING PRESS | A700500076 |

CANISTER REPLACEMENT PARTS

| DESCRIPTION | PART # |
|--------------------|-----------|
| SCHRADER VALVE | 550000050 |
| SCHRADER VALVE CAP | MT59080-1 |

PISTONS REPLACEMENT PARTS

MACHINED BILLET PISTONS

NEW!

AFCO's new billet CNC machined pistons are designed to provide optimum performance for the most demanding situations. Utilizing the latest 5-axis CNC equipment combined with 100% inspection ensures each piston meets a high level of quality. Likewise, a thorough deburring process is utilized to further ensure damping curves remain consistent build-to-build as well as throughout the life of each shock absorber. Available in linear/linear or linear/digressive configuration, these pistons will fit any 46mm bore AFCO monotube shock (aluminum or steel bodied). In addition, a performance-matched base valve is available for all 55-56, 75-76, and 85-86 Series Modified Steel Bulb Gas Shocks.



FEATURES AND BENEFITS

- 46mm piston size is compatible with AFCO 46mm bore monotube shocks.
- Anodized billet aluminum construction.
- Developed, optimized, and tested using an in-house EMA dyno.
- Machined in-house with state-of-the-art 5-axis CNC machinery.
- Developed and manufactured to be repeatable and consistent.
- 100% inspected and precision deburred.
- Linear/Linear or Linear/Digressive piston options.
- Performance matched base valve (85-88 Series).

| DESCRIPTION | PART # |
|--|-------------|
| 46MM BILLET 3 PORT LINEAR/6 PORT LINEAR PISTON | 550000682 |
| 46MM 3 PORT LINEAR/3 PORT LINEAR NEW! | 550001139 |
| 46MM BILLET 6 PORT LINEAR/DIGRESSIVE PISTON | 550000934 |
| 46MM 3 PORT LINEAR/DIGRESSIVE NEW! | 550001140 |
| PISTON GUIDE RING (5 PACK) | 550060026-5 |
| PISTON GUIDE O-RING (5 PACK) | 550060021-5 |

SHOCK PISTONS & ACCESSORIES

MONOTUBE PISTONS & ACCESSORIES

Monotube (5/8" & 1/2" Shafts)

| DESCRIPTION | PART# |
|-------------------------------|--------------|
| STANDARD MAIN PISTON (QTY. 2) | 550010022-2 |
| STANDARD FLOATING PISTON | 8000096 |
| SINGLE POPPET PISTON (QTY. 2) | 550090086-2 |
| DOUBLE POPPET PISTON (QTY. 2) | 550090172-2 |
| DIGRESSIVE SPACER (QTY. 2) | 550090031-2 |
| DIGRESSIVE SPACER (QTY. 10) | 550090031-10 |
| PISTON / O-RING (QTY. 5) | 550060021-5 |
| PISTON / O-RING (QTY. 25) | 550060021-25 |
| PISTON / GUIDE RING (QTY. 5) | 550060026-5 |
| MAIN PISTON STOP WASHER | 550090146-5 |
| MAIN PISTON STOP WASHER | 550090146-25 |
| PRECISION SHOCK NUT 1/2"-20 | 550000291-5 |

TWIN TUBE PISTONS & ACCESSORIES

Twin Tube (5/8" Shaft)

| DESCRIPTION | PART# |
|-------------------------------------|--------------|
| STANDARD MAIN PISTON (QTY. 2) | 550010031-2 |
| TWIN TUBE POPPET PISTON | 100051 |
| TWIN TUBE DOUBLE POPPET PISTON | 100052 |
| RESTRICTOR PORT MT PISTON (QTY. 25) | 550060012-25 |
| SHIM RESTRICTOR 3 HOLE | 550090201 |
| SHIM 3 HOLE (QTY. 5) | 550080203-5 |
| SHIM 3 HOLE (QTY. 25) | 550080203-25 |
| DIGRESSIVE 35 MM SPACER | 8000061 |



AFCO SUSPENSION

ULTRA LIGHTWEIGHT BLACK COATED SPRINGS (2-5/8" ID)

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.*
- *Engineered design resists spring lean and bow.*
- *Best warranty in the industry!*

| 4" BLACK COATED | | 10" BLACK COATED | | 12" BLACK COATED | | 14" BLACK COATED | |
|-----------------|--------|------------------|--------|------------------|--------|------------------|--------|
| RATE | PART # | RATE | PART # | RATE | PART # | RATE | PART # |
| 300 | 26300B | 100 | 23100B | 80 | 22080B | 100 | 24100B |
| 400 | 26400B | 125 | 23125B | 100 | 22100B | 125 | 24125B |
| 600 | 26600B | 150 | 23150B | 110 | 22110B | 150 | 24150B |
| | | 175 | 23175B | 125 | 22125B | 160 | 24160B |
| | | 200 | 23200B | 150 | 22150B | 175 | 24175B |
| | | 225 | 23225B | 160 | 22160B | 185 | 24185B |
| | | 275 | 23275B | 175 | 22175B | 200 | 24200B |
| | | 300 | 23300B | 185 | 22185B | 225 | 24225B |
| | | 325 | 23325B | 200 | 22200B | 250 | 24250B |
| | | 350 | 23350B | 225 | 22225B | 300 | 24300B |
| | | 375 | 23375B | 250 | 22250B | 350 | 24350B |
| | | 400 | 23400B | 275 | 22275B | | |
| | | 425 | 23425B | 300 | 22300B | | |
| | | 450 | 23450B | 325 | 22325B | | |
| | | 500 | 23500B | 350 | 22350B | | |
| | | 525 | 23525B | 375 | 22375B | | |
| | | 550 | 23550B | 400 | 22400B | | |
| | | 575 | 23575B | 425 | 22425B | | |
| | | | | 450 | 22450B | | |
| | | | | 500 | 22500B | | |
| | | | | 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.



NEW!

MADE IN THE U.S.A.
Black Coated Springs
84⁹⁹

11" X 2 5/8" I.D. PROGRESSIVE RATE TORQUE ARM / FIFTH COIL SPRING

- Wide range of preload adjustment (165 lbs. - 675 lbs.).
- Soft primary rate (improves forward bite).
- Stiff secondary rate (provides quick application of engine torque to rear tires).



| DESCRIPTION | PART # |
|--------------|----------|
| 11" X 2-5/8" | 20087PRB |

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

See page 21 for set-up details.

| 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 |

NEW!



TAKE-UP SPRINGS

Used when suspension travel unloads coil-over assembly during travel.

| DESCRIPTION | PART # |
|-----------------------|---------|
| 2-5/8" TAKE-UP SPRING | 27005B |
| 2-5/8" SPRING GUIDE | 20183-1 |

NEW!



SUSPENSION

TAKE-A-PART LOW FRICTION BALL JOINTS

- Take-a-part design.
- Low friction design.
- Multiple pin lengths and tapers available.
- No special tools required to assemble or disassemble.
- IMCA legal.
- Simple 3-piece design.

- 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.



21036

21536

21136

REPLACEABLE PINS

- 2103402
- 2103602
- 2103902
- 21038102
- 2103802

| INTERCHANGE NUMBER* | TAKE-A-PART LOW FRICTION | TAKE-A-PART LOW FRICTION + 0.5" | TAKE-A-PART LOW FRICTION + 1.0" |
|---------------------|--------------------------|---------------------------------|---------------------------------|
| K772 | 21034 | 21534 | 21134 |
| K727 | 21036 | 21536 | 21136 |
| K6141 | 21038 | 21538 | 21138 |
| K6117 | 210381 | 215381 | 211381 |
| K6145 | 21039 | 21539 | 21139 |

*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

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



20036LF
LOWER
BALL JOINT



20031LF
20031-2LF
UPPER
BALL JOINT



20034LF
20034-2LF
UPPER
BALL JOINT

| PART # | STYLE | BODY | PIN |
|-----------|----------------------|---|--|
| 20031LF | 4-BOLT UPPER | FITS MOST FABRICATED UPPER ARMS | POPULAR FOR FABRICATED SPINDLE |
| 20031-2LF | 4-BOLT UPPER | SAME AS 20031LF | SAME AS 20031LF, BUT +1/2" LONGER |
| 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 |

SUSPENSION

BALL JOINT SLEEVES

| DESCRIPTION | I.D. | O.D. | HEIGHT | WEIGHT | PART # |
|---------------------------------|--------|--------|--------|--------|--------|
| LARGE THREADED FOR 20036 | 2.005" | 2.375" | 1.00" | .35LB | 20042 |
| SMALL THREADED FOR 20034, 20035 | 1.830" | 2.250" | 1.00" | .35LB | 20043 |



LARGE THREADED FOR 20036
20042

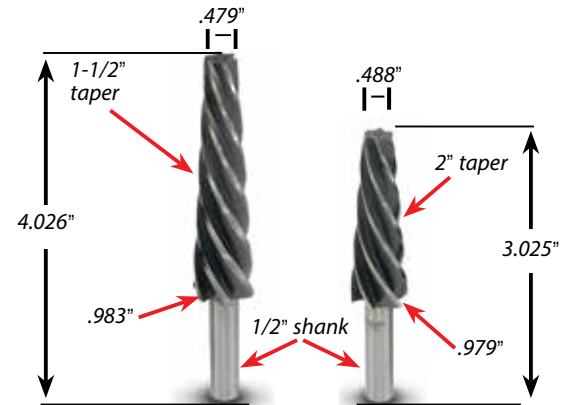


SMALL THREADED FOR 20034, 20035
20043

TAPER REAMERS

- Manufactured from superior-quality high-speed tool steel.
- Six flute spiral design allows smooth boring operation & minimizes tool wear.
- Two designs to cover most popular racing applications.

| DESCRIPTION | APPLICATION | PART # |
|-------------------------|--|--------|
| 1-1/2" TAPER (PER FOOT) | MOST TIE ROD, SHOCK EYES & 20031, 33, 34, 35, 36 BALL JOINTS | 80770 |
| 2" TAPER (PER FOOT) | 20032, 32-1, 32-2, 38, 38-1, 39 BALL JOINTS | 80771 |



ALUMINUM TUBES

Insist on 6061-T6 drawn tubing for strength, durability, and precise fit. Extruded tubing looks similar but is not as strong or as durable. Extruded parts are prone to failure, while drawn parts keep performing. Drawn material offers the same strength as hex without the additional weight.

- Black Anodized.
- 6061-T6 aluminum drawn tubing.
- 7/8" O.D. has 5/8" -18 RH and LH threads.
- 1" O.D. has 3/4" -16 RH and LH threads.



| 7/8" O.D. (5/8") | |
|------------------|--------|
| LENGTH | PART # |
| 7" | 58007 |
| 8" | 58008 |
| 9" | 58009 |
| 10" | 58010 |
| 11" | 58011 |
| 12" | 58012 |

| 7/8" O.D. (5/8") | |
|------------------|--------|
| LENGTH | PART # |
| 13" | 58013 |
| 14" | 58014 |
| 15" | 58015 |
| 16" | 58016 |
| 17" | 58017 |
| 18" | 58018 |

LOAD RATING MACHINES

SEE P.4 FOR MORE INFO



STEERING

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 # | PRICE |
|-------------|--------|-------|
| 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 # | PRICE |
|--|--------|-------|
| 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 |

STEERING

STEEL STEERING SUPPORT ROD END

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



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

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 |

PUSH-BUTTON QUICK RELEASE HUB

This hub features a spring-loaded button-style release. Unit fits 3/4" shaft and a standard three bolt steering wheel pattern.



- 5/16" coarse thread.
- Aluminum .55 lbs.

| DESCRIPTION | PART # | PRICE |
|----------------------------|--------|-------|
| PUSH BUTTON ECONOMY QR HUB | 30373 | |
| REPLACEMENT COUPLER | 30373B | |

STEERING SHAFT MOUNT

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



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

POWER STEERING RESERVOIR

- -10 AN outlet / -6 AN return.
- Integral firewall mount .75 lbs. or clamp on roll bar mount 1.2 lbs.
- Internal diffuser to prevent fluid aeration.
- 3" O.D. - 9" tall.
- Spun aluminum.
- 22 oz. capacity.



| POWER STEERING RESERVOIR DESCRIPTION | PART # |
|--------------------------------------|--------|
| FIREWALL MOUNT | 37152 |
| ROLL BAR MOUNT | 37156 |
| ROLL BAR MOUNT WITH VENTED CAP | 37156V |
| REPLACEMENT CAP | 37151 |
| REPLACEMENT VENTED CAP | 37151V |

U-JOINTS & COUPLERS

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" - 36 | GM STANDARD, PINTO P.S. | 30305 |
| 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 |

COLLAPSIBLE STEERING COLUMN

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



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

AFCO ACCESSORIES

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.

- Paper element 7 micron.
- Stainless steel element 63 micron.
- Brackets to mount filter to round tubing included.
- Available with -8 AN or -10 AN.
- 6061-T6 CNC machined components.



84020-8



84028

| 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 |

TIRE GROOVER

Pistol grip-style with a 250 watt heating capacity, 7' cord, & #5 head. The solid brass head keeps the heat "just ahead" of the cutting blade. This, in effect, pre-conditions the rubber and makes for speed, ease, accuracy, & consistency in grooves. The depth of the cut is controlled by the adjustable blade.

- Complete with #5 head and blades.
- 250 watts.
- 7' cord.



| DESCRIPTION | PART # |
|------------------------------------|--------|
| GROOVER - W/ #5 HEAD AND 12 BLADES | ID125 |

GROOVER HEAD & BLADES



| SIZE | WIDTH | HEAD | BLADE (12PK) |
|------|---------|--------|--------------|
| #1 | (.053") | IDHD01 | • |
| #2 | (.090") | IDHD02 | IDBL02 |
| #3 | (.125") | IDHD03 | IDBL03 |
| #4 | (.215") | IDHD04 | IDBL04 |
| #5 | (.290") | IDHD05 | IDBL05 |
| #6 | (.375") | IDHD06 | • |

N/A

OVAL TRACK 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 |

TUBE-STYLE SIDE MOUNT GAS PEDAL

Popular styled steel tubular design, mounts to side tunnel and utilizes a positive return.

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



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

SHIFTER RODS

- 2 lever standard / 1-16" & 1-24" rods.
- 3 lever standard / 1-16" & 2-24" rods.
- Each rod uses (2) 10460 3/8" RHM rod ends.



| DESCRIPTION | PART # |
|-----------------|----------|
| SHIFTER ROD 16" | 64001-16 |
| SHIFTER ROD 24" | 64001-24 |
| SHIFTER ROD 30" | 64001-30 |

OVAL TRACK ACCESSORIES

FRONT AND REAR CHEVY ENGINE MOUNTS



| DESCRIPTION | PART # |
|--------------------|--------|
| STEEL FRONT (PAIR) | 80651 |
| STEEL REAR (PAIR) | 80652 |

FORD ENGINE MOUNTS (SMALL BLOCK)

- Sold as pair.
- Powder coated.



| DESCRIPTION | PART # |
|--------------|--------|
| FRONT (PAIR) | 80659 |

HOOD PIN COMPONENTS



| DESCRIPTION | PART # |
|-----------------------|--------|
| FLIP CLIP - 3/16" | 10183 |
| HAIR PIN CLIP - 5/32" | 10185 |
| SCUFF PLATE | 10188 |

WELD-IN BATTERY BOX

- Lightweight steel construction.
- 9-1/2" or 11" size.
- 5/16" side bolts pivot to accommodate different battery sizes.



| DESCRIPTION | PART # |
|----------------------|--------|
| BATTERY BOX (9-1/2") | 50302 |
| BATTERY BOX (11") | 50301 |

BOLT-IN BATTERY BOX

- Holds 10-3/4" x 7" battery.
- Lightweight steel.
- Includes 3/8" bolts.



| DESCRIPTION | PART # |
|---------------------|--------|
| BOLT-IN BATTERY BOX | 50303 |

HOOD PIN KITS

Steel kits include 1-torsion (flip) pin or hair pin, 1-scuff plate, 2-jam nuts and 1-stud.



| DESCRIPTION | PART # |
|-------------------------|--------|
| STEEL KIT W/ 3/16" CLIP | 10151 |

BALLAST BRACKETS



| DESCRIPTION | PART # |
|-------------------|--------|
| 1-1/4" ROUND TUBE | 50320 |
| 1-1/2" ROUND TUBE | 50321 |
| 1-3/4" ROUND TUBE | 50323 |

YOKE U-BOLT

- Includes nuts.
- Fits Q.C. yoke only.



| DESCRIPTION | PART # |
|------------------|--------|
| YOKE U-BOLT-PAIR | 60125 |

DELUXE MUD SCRAPER

- 32" padded, ergonomic handle.
- 4-1/2" blade.



| DESCRIPTION | PART # |
|-------------|--------|
| MUD SCRAPER | 80715 |

LUDWIG CLAMPS

- Secures hinged lids, panels, etc.
- Held in place by a single rivet.



| DESCRIPTION | PART # |
|--------------------|--------|
| LUDWIG CLAMPS 4 PK | 50401 |
| LUDWIG CLAMPS 100 | 50403 |

OVAL TRACK ACCESSORIES

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 |

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 |



10174



10480S



10171



LEVI KISSINGER

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 (see pages 40-41).



AFCO Master Cylinders sold separately. See Pages 40-41 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 (see pages 40-41).



AFCO Master Cylinders sold separately. See Pages 40-41 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 Rocket Chassis, Black Diamond, and Longhorn 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 (see pages 40-41).



6610004
Clutch Pedal

6610003
Brake Pedal

AFCO Master Cylinders sold separately. See Pages 40-41 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 (see pages 40-41).



6610006
Clutch Pedal

6610005
Brake Pedal

AFCO Master Cylinders sold separately. See Pages 40-41 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

INTEGRAL RESERVOIR MASTER CYLINDER

The AFCO engineering team started with a clean sheet when designing our 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 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.
- Precise-fitting lid held firmly in place by heavy gauge retainer.
- Slim design rubber boot allows easy installation into most pedal assemblies.
- Aluminum bore with hard anodized pistons.
- Unique, built-in minimum and maximum fill tabs are easy to read and make quick work of checking fluid even in dark pit areas.
- Common dual-mounting bolt patterns for most racing applications.
- Models come in 3/4", 7/8", and 1" bores.
- Designed for standard 1/8" NPT fittings for easy replacement.



Fluid level indicator marks.

External return spring.

| DESCRIPTION | PART # |
|------------------------------------|---------|
| 3/4" BORE INTEGRAL MASTER CYLINDER | 6620010 |
| 7/8" BORE INTEGRAL MASTER CYLINDER | 6620011 |
| 1" BORE INTEGRAL 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* |

* 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 38-39.

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



F88 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" (36) | 6630010 |
| F88 FORGED CALIPER | .810" | 1.75" (44) | 6630020 |

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 |

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!

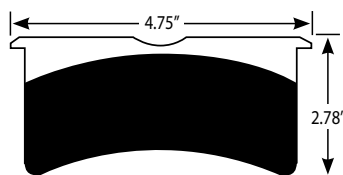
Compound 32 - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

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. C1 is widely used in dirt track racing and is the ultimate pad choice for all medium temperature applications. Recommended temperature use: 400 to 900 degrees.

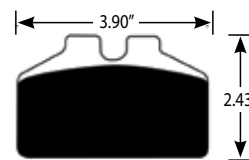
Compound 33 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve consistency from pad to pad. With more heat range and less glazing, the 33 is an excellent brake pad for front and rear dirt cars and 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 rear dirt cars and front asphalt cars. Recommended temperature use: 200 to 1600 degrees.



F88 / SL



F22 / Narrow DL

LESS AGGRESSIVE

MORE AGGRESSIVE

| | COMPOUND 32 | COMPOUND C1 | COMPOUND 33 | COMPOUND C2 | COMPOUND 34 |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|
| | PART # | PART # | PART # | PART # | PART # |
| F88 / SL BRAKE PADS | 6651002 | 6651011 | 6651012 | 6651021 | 6651022 |
| F22 / NARROW DL BRAKE PADS | 6652002 | 1251-1002 | 6652012 | 1251-2002 | 6652022 |

DIRT LATE MODEL BRAKE PAD RECOMMENDATIONS**RECOMMENDED F88 / SL BRAKE PADS****Left Front**

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|---------|
| COMPOUND C1 | GOOD | 6651011 |
| COMPOUND C2 | BETTER | 6651021 |
| COMPOUND 33 | BEST | 6651012 |

Right Front

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|---------|
| COMPOUND C1 | GOOD | 6651011 |
| COMPOUND C2 | BETTER | 6651021 |
| COMPOUND 32 | BEST | 6651002 |

Left Rear

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|---------|
| COMPOUND C1 | GOOD | 6651011 |
| COMPOUND C2 | BETTER | 6651021 |
| COMPOUND 34 | BEST | 6651022 |

Right Rear

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|---------|
| COMPOUND C1 | GOOD | 6651011 |
| COMPOUND C2 | BETTER | 6651021 |
| COMPOUND 34 | BEST | 6651022 |

RECOMMENDED F22 / NARROW DL BRAKE PADS**Left Front**

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|-----------|
| COMPOUND C1 | GOOD | 1251-1002 |
| COMPOUND C2 | BETTER | 1251-2002 |
| COMPOUND 33 | BEST | 6652012 |

Right Front

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|-----------|
| COMPOUND C1 | GOOD | 1251-1002 |
| COMPOUND C2 | BETTER | 1251-2002 |
| COMPOUND 32 | BEST | 6652002 |

Left Rear

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|-----------|
| COMPOUND C1 | GOOD | 1251-1002 |
| COMPOUND C2 | BETTER | 1251-2002 |
| COMPOUND 34 | BEST | 6652022 |

Right Rear

| RECOMMENDED BRAKE PADS | | PART # |
|------------------------|--------|-----------|
| COMPOUND C1 | GOOD | 1251-1002 |
| COMPOUND C2 | BETTER | 1251-2002 |
| COMPOUND 34 | BEST | 6652022 |

HIGH PERFORMANCE BRAKE FLUID**HIGH PERFORMANCE HTX BRAKE FLUID**

The HTX fluid has been engineered to meet the demanding requirements of super late model (dirt and asphalt) as well as dirt modified and "outlaw" open wheel modified racing. 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.

**HIGH PERFORMANCE HT BRAKE FLUID**

Better performing brake systems start with superior brake fluid. The HT fluid has been designed to provide enhanced performance for applications ranging from street stocks to open wheel modifieds to drag racing and is value priced. 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 # |
|-------------------------|---------|
| HTX SINGLE 16.9 OZ. CAN | 6691903 |
| HTX CASE (12 CANS) | 6691904 |

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

AFCO BRAKES

ROTORS

PILLAR VANE

- 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.
- 8 X 7" bolt circle.



FLAT PILLAR VANE



SLOTTED PILLAR VANE



| THICK | DIA | WEIGHT | PART # |
|-------|--------|----------|---------|
| .810" | 11.75" | 8.1 LBS. | 6640100 |

| THICK | DIA | WEIGHT | PART # |
|----------|--------|----------|---------|
| RH .810" | 11.75" | 8.1 LBS. | 6640104 |
| LH .810" | 11.75" | 8.1 LBS. | 6640105 |
| RH 1.25" | 11.75" | 9.6 LBS. | 6640106 |
| LH 1.25" | 11.75" | 9.6 LBS. | 6640107 |

DON'T FORGET YOUR HIGH PERFORMANCE BRAKE FLUID!

SEE PAGE 43.

32 VANE

- 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.
- 8 X 7" bolt circle.



FLAT LIGHTWEIGHT 32 VANE



DRILLED LIGHTWEIGHT 32 VANE



| THICK | DIA | WEIGHT | PART # | PRICE |
|-------|--------|-----------|-----------|-------|
| 1.25" | 11.75" | 8.91 LBS. | 9850-6020 | |
| .810" | 11.75" | 8.28 LBS. | 9850-6021 | |

| THICK | DIA | WEIGHT | PART # | PRICE |
|-------|--------|----------|-----------|-------|
| 1.25" | 11.75" | 7.9 LBS. | 9850-6120 | |

DON'T FORGET YOUR HIGH PERFORMANCE BRAKE FLUID!

SEE PAGE 43.

NEW!

16+ ULTRA LIGHT CURVED VANE

- Ultra-lightweight rotor has 16 curved vanes plus additional supports to reduce cupping.
- Designed using premium grade alloys for superb thermal shock stability.
- Machined and double disc ground to assure precise flatness.
- Curve vaned for high volume cooling.
- Premium center - split castings reduce stress risers.
- Rotationally machined balanced - CNC.
- Thickness allows standard mounting configurations without use of pad spacers.
- 8 X 7" bolt circle.



AFCO's 16+ Rotors are a great way to reduce rotor weight without sacrificing quality. Unique curved vane design reduces weight while retaining surface support to lessen the chance of cupping. Available in slotted or flat faced design, these .810" thick rotors allow use of standard mounting configurations without using pad spacers.



6640145 (16+ FLAT ROTOR LH)
6640146 (16+ FLAT ROTOR RH)



6640147 (16+ SLOTTED ROTOR LH)
6640148 (16+ SLOTTED ROTOR RH)

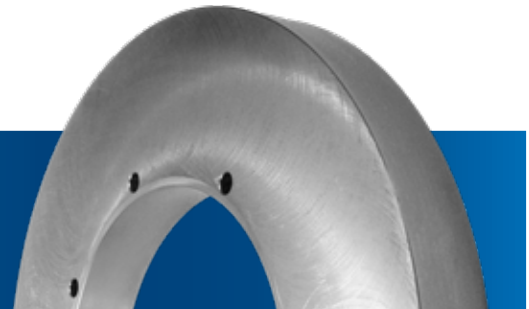
16+ ULTRA LIGHT CURVED VANE

| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|----------------------|-------|--------|-----------|---------|
| 16+ FLAT ROTOR LH | .810" | 11.75" | 6.08 LBS. | 6640145 |
| 16+ FLAT ROTOR RH | .810" | 11.75" | 6.08 LBS. | 6640146 |
| 16+ SLOTTED ROTOR LH | .810" | 11.75" | 6.03 LBS. | 6640147 |
| 16+ SLOTTED ROTOR RH | .810" | 11.75" | 6.03 LBS. | 6640148 |

NEW!

SOLID TRACTION

- Solid rotor for increased left rear unsprung weight.
- Retains wedge in car during dynamic weight transfer.
- 8 X 7" bolt circle.



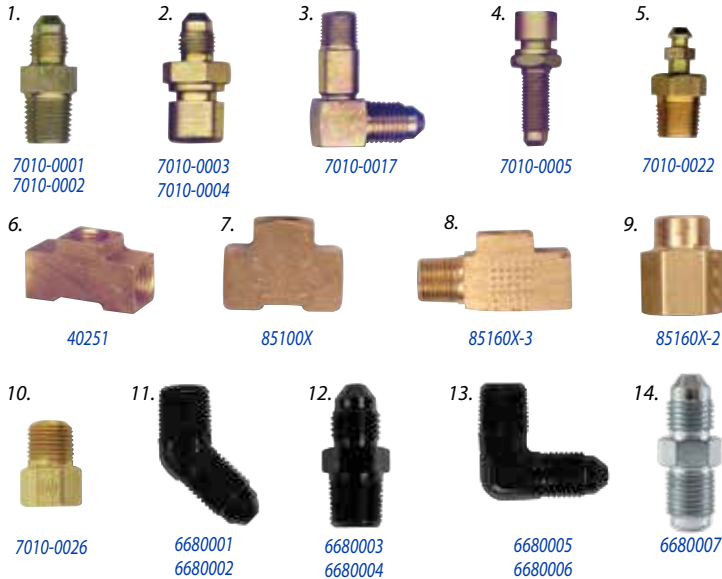
SOLID TRACTION

| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|-------------|-------|--------|-----------|---------|
| SOLID ROTOR | 1" | 11.75" | 21 LBS. | 6640149 |
| SOLID ROTOR | 1.25" | 11.75" | 25.6 LBS. | 6640150 |

AFCO BRAKES

BRAKE ACCESSORIES

BRAKE SYSTEM FITTINGS



| DESCRIPTION | APPLICATION | PART # | PRICE |
|-----------------------------------|--|-----------|-------|
| 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 | ALUMINUM BRAKE CALIPER FITTING | 6680007 | |

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

CALIPER PRESSURE BLEEDER ADAPTERS

- Accurately determine optimal settings for balance bars and proportioning valves.
- Needed to troubleshoot your brake system.
- For use with caliper pressure gauges.



| DESCRIPTION | PART # |
|--------------------|---------|
| ADAPTER KIT 4 PACK | 6670150 |

BRAKE SHUT-OFF VALVE

- Stainless steel ball.



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

BRAKE LINES

90° made with Kevlar BRAKE LINE - 3 AN & 4 AN



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

1/8" NPT made with Kevlar BRAKE LINE - 3 AN & 4 AN



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

Fits Rocket Chassis & others.

made with 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 |

made with 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 |

DON'T FORGET YOUR HIGH PERFORMANCE BRAKE FLUID!

SEE PAGE 43.

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 MAX | 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 |

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...

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 CREO, 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.

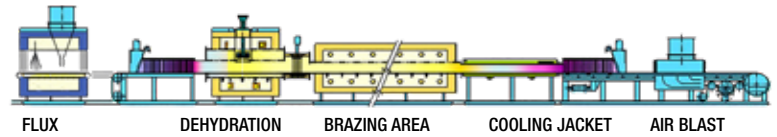
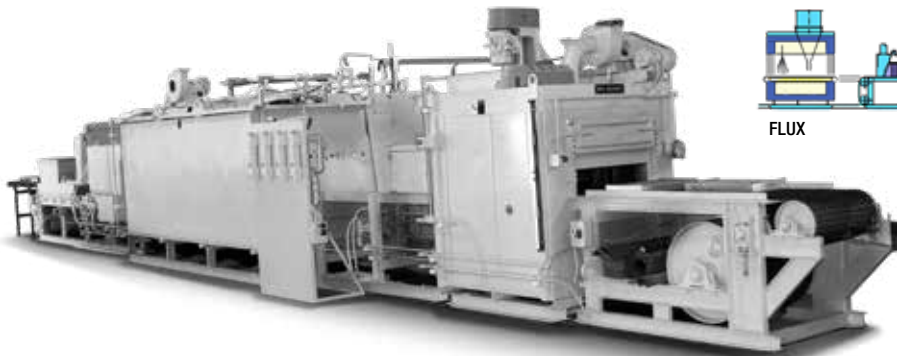


SPECIAL APPLICATIONS

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

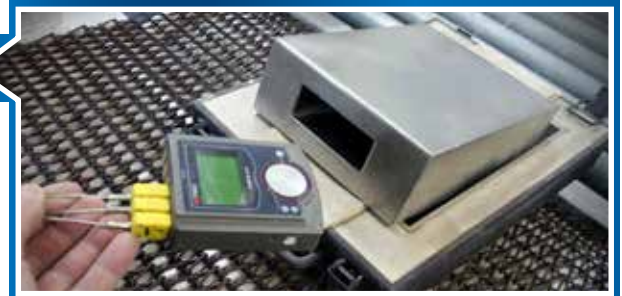


FURNACE SPECIFICATIONS

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 @ 16psi



Clad Fillets
on Both
Sides



Double
Clad
.080 Headers

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.

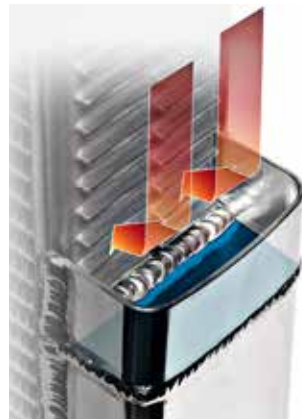
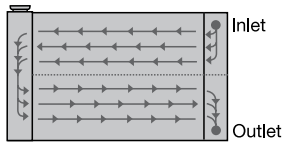


80101NDP
27-1/2" (w) x 19" (h)

Available in "Thermal Coating" - Call for details.

HOW IT WORKS

Double pass radiators gain their efficiency by first passing the fluid through the top half of the radiator and then the bottom half, giving the radiator the ability to dissipate heat twice.



We use our exclusive 360 degree TIG-welded baffle that splits the radiator core into two sections. This 360 degree baffle in a sense creates two radiators out of one and assures that you won't have any coolant that has entered the radiator but never made it across the core. This is superior to utilizing silicone to seal internal baffles, or worse, a partial weld that allows the coolant to bypass the radiator core completely.

SWIVEL-NECK THERMOSTAT HOUSINGS

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

80312-15 (15° Neck)



FITTINGS



SEE PAGE 59

LIGHTWEIGHT 1 ROW X 1.5" TUBE CORE DOUBLE PASS RADIATORS

AFCO Racing Products is proud to announce our new lightweight double pass radiator for late models. 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. The new lightweight double pass radiator has the standard features you have come to trust from AFCO, such as furnace brazed tubes with no epoxy. 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.**
- **100% pressure tested & 100% TIG-welded with no epoxy.**
- **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.**
- **Available in 19" X 27-1/2" with 1-3/4" outlets.**



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



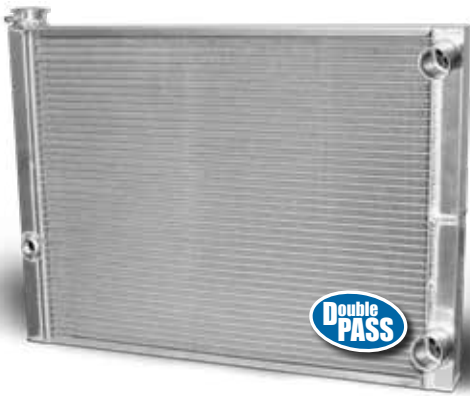
80185NDP-UB - (27-1/2" x 19")



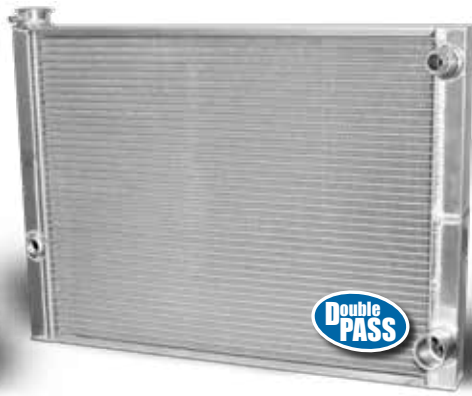
80185FNDP-UD - (27-1/2" x 19")

| 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 # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|-------------------------|------------|--------------|
| 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 |

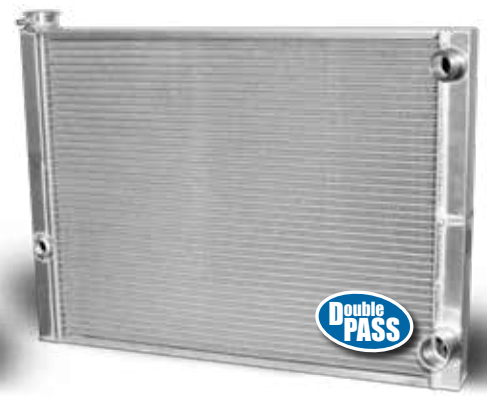
LIGHTWEIGHT 1 ROW X 1.5" TUBE CORE DOUBLE PASS RADIATORS



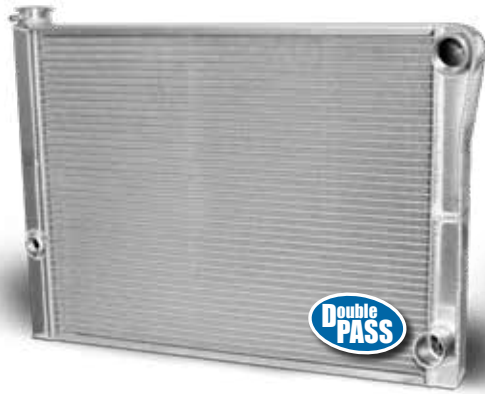
80185NDP - (27-1/2" x 19")



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



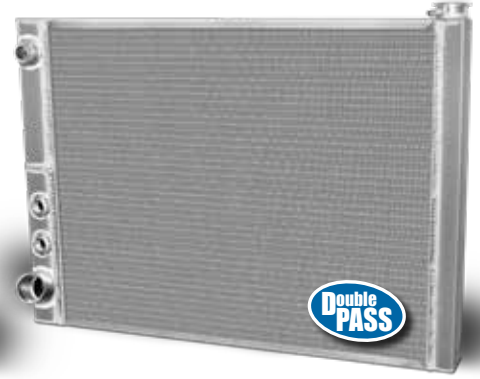
80185NDP-20 - (27-1/2" x 19")



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



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



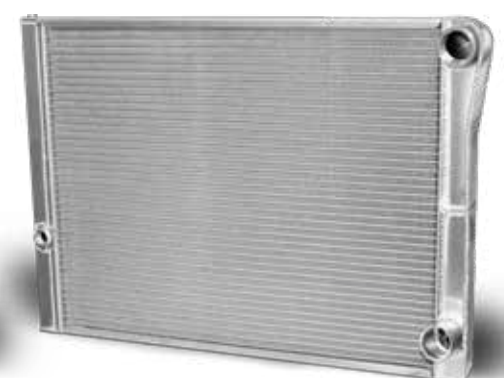
80185FNDP-16 - (27-1/2" x 19")



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



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



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 | 10 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 | 10 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 | 10 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 | 10 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 | 10 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 | 10 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 | 10 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 | 10 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 | 10 LBS. | 80185NDP-U |

DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS



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



80101NDP-16 - (27-1/2" x 19")



80101NDP-20 - (27-1/2" x 19")



80102NDP-16 - (31-3/4" 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")



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. | ADDITIONAL BUNGS | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|------------------|----------------------|------------|-------------|
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 1-1/2" R | 1-3/4" R | N/A | 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 | N/A | 30°/10° | 13.7 LBS. | 80101NDP-16 |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | 20 AN R | 1-3/4" R | N/A | 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 | N/A | 30°/10° | 15 LBS. | 80102NDP-16 |
| 20" | 22-3/8" | 18-1/2" | 27-1/2" | 27-1/2" | 3" | L | (1)16 AN-F R | 1-3/4" R | N/A | 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 | 1/2" FPT - L | 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 | 1/2" FPT - L | 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 | 1/2" FPT - L | 30°/10° | 13.3 LBS. | 80124N-20 |
| 16" | 22-3/8" | 16" | 27-1/2" | 27-1/2" | 3" | NONE | 1-1/4" R | 1-1/2" R | 1/2" FPT - L | 0° | 13.2 LBS. | 80133N * |

*NOTE: 80133N DOES NOT HAVE A FILLER NECK. THE RADIATOR COMES WITH ONE 1/4"-18 NPT & ONE 1/2"-14 NPT TEMP BUNG.

Added features and unique options make these 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.

LIGHTWEIGHT 1 ROW X 1.25" TUBE CORE RADIATORS

At almost half the weight of a 2-row radiator, single row radiators are ideal for alcohol fueled cars or cars with limited cooling requirements.

- **1/2 the weight of a 2-row core!**
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.



80111FN - (27-1/2" x 19")

80111N - (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 | DRY WEIGHT | CORE THICKNESS | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|----------------|---------|
| 18-5/8" | 23-1/2" | 18-1/2" | 27-3/8" | 27-3/8" | 2-3/8" | L | 1-1/2" R | 1-3/4" L | 30°/10° | 11 LBS. | 1-1/4" | 80111FN |
| 18-5/8" | 23-1/2" | 18-1/2" | 27-3/8" | 27-3/8" | 2-3/8" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 11 LBS. | 1-1/4" | 80111N |

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.



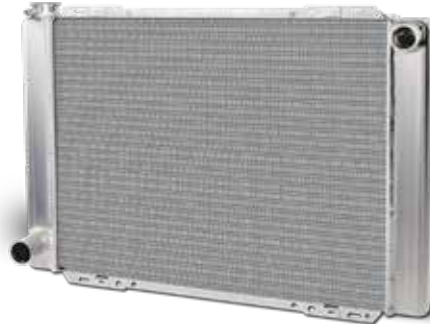
| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|--------|
| 20" | 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 |



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.

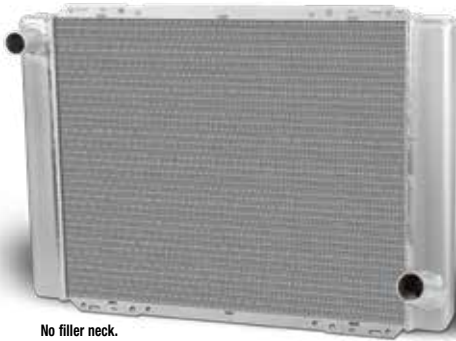
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.
- TIG-welded with no epoxy.



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



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

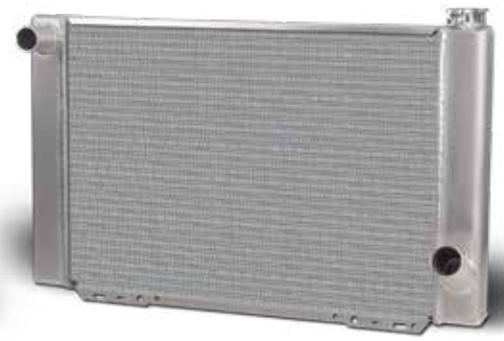


No filler neck.

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



80101N-16 - (27-1/2" x 19")



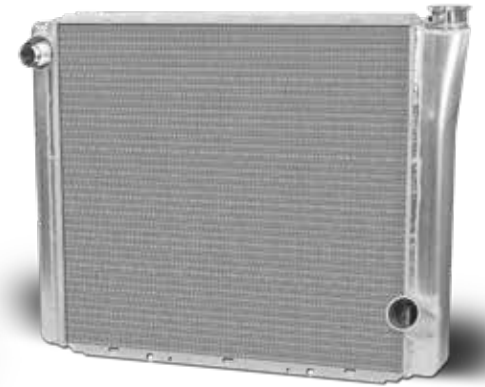
80116N - (27-1/2" x 16")



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



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

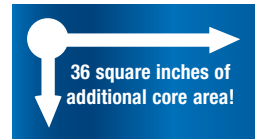


80130N-20 (28" x 19")

| 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" | 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" | 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" | R | 16 AN-M L | 1-3/4" R | 30°/10° | 13.6 LBS. | 80101N-16 |
| 17-5/16" | 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 |
| 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" | 28-3/4" | 28" | 3" | R | 16 AN R | 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 |

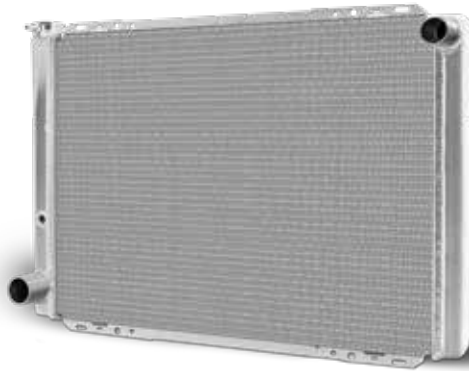
NOTE: 80101-1N DOES NOT HAVE A FILLER NECK.

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.**
- *Cars with limited air flow.*
- *Available in Chevy or Ford configurations.*
- *Standard or double pass.*
- *Maximized efficiency.*



80130FN (28"x 19")



80130FNDP (28"x 19")



80130N (28"x 19")



80130N-16 (28"x 19")



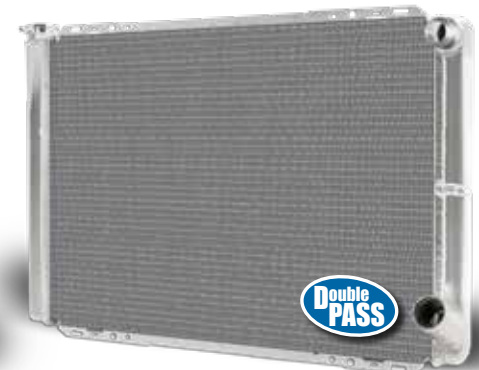
80130N-20 (28"x 19")



80130NDP (28"x 19")



80130NDP-16 (28"x 19")



80130NDP-20 (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 | 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.

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



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



Daniel Keene, Jr.

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 # | PRICE |
|----------------------|----------|-------|
| SINGLE PASS RADIATOR | 80007-NA | |
| DOUBLE PASS RADIATOR | 80008-NA | |



**Built The Way
You Want it!**

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.
- 6-1/2"(w) x 14-1/2"(h) and 3" in thickness.



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

COOLANT RECOVERY TANKS

- Aluminum construction.
- Catches radiator overflow.
- Completes a closed system.
- 1-quart capacity.



| DESCRIPTION | PART # |
|----------------------------------|--------|
| COOLANT RECOVERY TANK (ALUMINUM) | 80158 |

RADIATOR CAPS

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



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

INLINE FILLER

- Installs in upper radiator hose.
- 100% aluminum construction.



| DESCRIPTION | PART # |
|----------------------|--------|
| ALUMINUM 1-1/2" O.D. | 80155 |

SCREW-IN FITTINGS



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

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 |

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 18" | 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 |

1-3/4" FLOW RESTRICTOR

Restricts flow in lower hose.



| DESCRIPTION | PART # |
|------------------------|--------|
| 1-3/4" FLOW RESTRICTOR | 80068 |

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 |

AN FEMALE O-RING WELD ON STYLE BUNG



| DESCRIPTION | PART # |
|---------------|-------------|
| 10 AN FITTING | 80128X-10AN |
| 12 AN FITTING | 80128X-12AN |
| 16 AN FITTING | 80128X-16AN |
| 20 AN FITTING | 80128X-20AN |

*O-RINGS SOLD SEPARATELY.

RADIATOR REPAIR KIT

Repairs small leaks in aluminum radiators.



| DESCRIPTION | PART # |
|--------------|--------|
| EPOXY SOLDER | 80161 |

RADIATOR FILLER



| DESCRIPTION | PART # |
|--------------------|---------|
| BILLET FILLER NECK | 80154BK |

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APPAREL 170

AFCO FRAME KIT

AFCO RACING INTRODUCES

1968-1972 CHEVELLE

GM REPLACEMENT FRAME KIT



*ASSEMBLY REQUIRED.
PICTURE SHOWS
ASSEMBLED PRODUCT.

APPROVED BY ALL MAJOR SANCTIONING BODIES!

- Saves up to 6 hours of build time.
- Locating tabs for easy assembly.
- Excellent drag link and radiator clearance.
- Replacement parts available!
- Factory steering bolts directly on.
- Pre-cut spring pockets.

MATERIAL: The AFCO Chevelle frame kit is legal in all major Modified sanctioning bodies! The frame kit is a readily available, consistent product that is the same weight and strength of OEM frames and is made with the same cuts. The parts weld together beautifully with no grinding or other time-wasting prep work needed. The final product will drop right into a stock frame jig.

CROSS MEMBER: Designed with Modifieds in mind! The cross member has been shaved to provide excellent radiator and drag link clearance. To save even more time in your build, we engineered better steering shaft clearance into the left upper side of the cross member. Cross member and frame horns have 5/16" locating holes to position the cross member precisely in place. Cross member halves also include tabs to "lock together" in the proper position for welding---no worries about squeezing these pieces too far!

FRAME HORNS: Front horns are notched in the spring pocket area to ease spring changes. Frame horns and the lower control arm rear mounts have two 5/16" locating holes to easily position for proper placement. Frame horn tabs locate the halves in the proper position for welding---no worries about squeezing them out of place!

ASSEMBLY: Consistent positive feedback! Professional chassis builders tell us that using the AFCO Chevelle Frame Kit is saving around 6 hours of labor to assemble versus OEM and other frame kits. This kit results in a better looking and much more dependable product when finished.

CRASH REPAIR: No cutting up donor frames! We have replacement individual frame horns and frame rails available for crash repair. These replacement parts will work with AFCO frames, GM 68'-72' Chevelle OEM frames, and others.

Here's what builders are saying about the AFCO Frame!



"I have been very pleased with the quality and consistency of the kits. The material welds good and since they go together so well, this saves us a lot of time. The AFCO kits already have the customized work done to them that we would normally have to do, which saves us even more time. When completed, the kit looks well-formed, clean, and is more polished. The more we build, the more people are asking for the AFCO frame kit for their cars." - **Allen Bristol, GRT Race Cars**



"We used to spend a great deal of time fabricating and manipulating frames to fit our needs. AFCO has incorporated those changes to their new kits, saving us countless hours. The AFCO replacement crash parts have also made our workload much easier. Instead of cutting out 1 part from a good frame to fix another, AFCO gives us exactly what we need and it fits right in. The kits are perfect for us." - **David Rieks, Billy Moyer Victory Racecars**



"The new AFCO replacement frame is outstanding! The parts fit perfectly together and it is so easy to assemble. The quality of the metal is fantastic, which makes it easy to weld with no special work or grinding to be done. I also like that AFCO offers replacement crash parts. Thanks to the quality and the consistent design of the parts, we can easily replace sections without unnecessary patching of old frame pieces to make it fit. This saves time and gives us strong quality frames." - **Bob Harris, Bob Harris Enterprises**



"It's not very often in the world of dirt racing that you can say a certain product literally changes the game. The AFCO clip is just that! From start to finish, it's hands down the best product available. It literally cut the clip build time in half and still stepped up overall quality of the build. I wouldn't even consider using another product!" - **David Reutimann, Beakbuilt Chassis**



"I would like to thank AFCO for the research and development they've done on the new AFCO Chevelle Frame Kit. The frame kit is a quality product and is second-to-none. Using the AFCO frame gives us an all-around nicer end product and significantly reduces our build times." - **Don Jumper, Impressive Race Cars**



"The frames are a quality piece that fit up every time without any extra work. The material is clean and easy to weld without the need for prep work. They have cut a tremendous amount of time in building our cars." - **Jason Hughes, Hughes Racing Chassis**

Complete Frame Kit

PROFESSIONAL CHASSIS BUILDER DISCOUNT AVAILABLE - CALL FOR PRICING!



#40000

* ASSEMBLY REQUIRED. PICTURE SHOWS ASSEMBLED PRODUCT.

Replacement Parts

PROFESSIONAL CHASSIS BUILDER DISCOUNT AVAILABLE - CALL FOR PRICING!



#40013-

Lower control arm mounts.



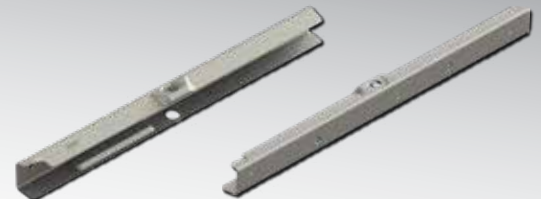
#40015 -

Right hand frame horn replacement kit.



#40016

Left hand frame horn replacement kit.



#40017

Right hand rail replacement kit.



#40014-

Cross member replacement.

#40018 -

Left hand rail replacement kit.

GAS SHOCKS **STEEL BULB**

DIRT MODIFIED

85/86/87/88 SERIES

1/2"
Shaft

The new 85-88 Series AFCO shocks were specifically developed to bring optimum performance, quality, and tunability to the Modified 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 IMCA legal shocks utilize the new IMCA "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.



BILLET ALUMINUM PISTONS & BASE VALVES
SEE PAGE 85 FOR MORE INFORMATION.

ADDITIONAL FEATURES

- New smaller 2.5" bulb for better clearance and lighter weight!
- New anodized billet aluminum pistons and base valves.
- 1/2" (12.7mm) Ultra strong DURox chrome shaft design.
- Optimized gas reservoir is nearly a half-pound lighter than AFCO 75-78 Series shocks.
- Available with Schrader valve or the new IMCA Universal 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" |





HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| SHOCK SERIES | STROKE LENGTH | COMPRESSION | REBOUND | EXAMPLE PART# |
|--|--------------------------------------|--|--|-----------------------------------|
| 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 EXAMPLE PART# |
| 86 Base Valve Version <small>IMCA Legal</small> | - 7 Choose either 7" or 9" | - 4 Choose Any Valve Between 0 - 14 | - 6 Choose Any Valve Between 0 - 14 | 86-7-4-6 EXAMPLE PART# |
| 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 EXAMPLE PART# |
| 88 Non-Base Valve Version <small>IMCA Legal</small> | - 9 Choose either 7" or 9" | - 10 Choose Any Valve Between 0 - 14 | - 3 Choose Any Valve Between 0 - 14 | 88-9-10-3 EXAMPLE PART# |

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

RECOMMENDED 4-LINK GAS SHOCKS

BASE VALVE *Left Front Shocks*

| GAS | TRACK CONDITION | IMCA LEGAL | SCHRADER VALVE |
|-------|-----------------|------------|----------------|
| | BASE | 86-7-4-6 | 85-7-4-6 |
| SLICK | 86-7-5-3 | 85-7-5-3 | |
| ROUGH | 86-7-4-4 | 85-7-4-4 | |

BASE VALVE *Right Front Shocks*

| GAS | TRACK CONDITION | IMCA LEGAL | SCHRADER VALVE |
|-------|-----------------|------------|----------------|
| | BASE | 86-7-3-8 | 85-7-3-8 |
| SLICK | 86-7-3-5 | 85-7-3-5 | |
| ROUGH | 86-7-4-6 | 85-7-4-6 | |

NO BASE VALVE *Left Rear Shocks (w/Spring Behind)*

| GAS | TRACK CONDITION | IMCA LEGAL | SCHRADER VALVE |
|-------|-----------------|------------|----------------|
| | BASE | 88-9-8-2 | 87-9-8-2 |
| SLICK | 88-9-9-2 | 87-9-9-2 | |
| ROUGH | 88-9-6-3 | 87-9-6-3 | |

BASE VALVE *Right Rear Spring Ahead Shocks*

| GAS | TRACK CONDITION | IMCA LEGAL | SCHRADER VALVE |
|-------|-----------------|------------|----------------|
| | BASE | 86-9-3-4 | 86-9-3-4 |
| SLICK | 86-9-3-5 | 85-9-3-5 | |
| ROUGH | 86-9-4-4RT | 85-9-4-4 | |

BASE VALVE *Right Rear Shocks Behind (w/Spring Ahead)*

| GAS | TRACK CONDITION | IMCA LEGAL | SCHRADER VALVE |
|-------|-----------------|------------|----------------|
| | BASE | 86-9-4-6 | 85-9-4-6 |
| SLICK | 86-9-3-7 | 85-9-3-7 | |
| ROUGH | 86-9-5-5 | 85-9-5-5 | |

CUSTOMIZATION YOU CAN COUNT ON

WE LOOK FORWARD TO FULFILLING YOUR CUSTOM ORDERS.

GAS SHOCKS **STEEL BULB**

1/2" Shaft

DIRT MODIFIED

75/76/77/78 SERIES

Looking for a better feel on the race track? The Silver Series Bulb Gas Shock is designed for reduced gas pressure gain. The robust sealing system and 1/2" (12.7 mm) Ultra strong DURox chrome shaft creates a 36% reduction in rod force and pressure gain compared to the 5/8" shaft shocks. These shocks are owner serviceable, or you can take them to any AFCD shock tuning center for convenient and fast turnaround. With a number of customizable options, you can tailor your Silver Series Shock for any Modified application.

SILVER
S E R I E S

ADDITIONAL FEATURES

- 1/2" (12.7 mm) Ultra strong DURox chrome shaft design displaces less oil when compressed.
- Available with a Schrader valve or without for IMCA legal applications.
- Available with IMCA gas port = legal in most sanctioning bodies.
- Available with or without a base valve - get the feel you need!
- Bulb design for reduced gas pressure gain.
- Improved rod guide design.
- Robust sealing system withstands high temperature and heavy debris.
- Nickel plating = extremely durable finish and virtually eliminates wear.
- 36% reduction in rod force and pressure gain (over 5/8" shaft shocks).

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" |







COIL-OVER
KITS
AVAILABLE



SEE PAGE 76 FOR MORE INFO.

HOW TO READ AND ORDER YOUR AFCD SHOCKS:

| SHOCK SERIES | STROKE LENGTH | COMPRESSION | REBOUND | EXAMPLE PART# |
|--|--|--|--|-----------------------------------|
| 75 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 | 75-9-2-12 EXAMPLE PART# |
| 76 Base Valve Version  IMCA Legal | - 7 Choose either 7" or 9" | - 4 Choose Any Valve Between 0 - 14 | - 6 Choose Any Valve Between 0 - 14 | 76-7-4-6 EXAMPLE PART# |
| 77 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 | 77-7-5-5 EXAMPLE PART# |
| 78 Non-Base Valve Version  IMCA Legal | - 9 Choose either 7" or 9" | - 10 Choose Any Valve Between 0 - 14 | - 3 Choose Any Valve Between 0 - 14 | 78-9-10-3 EXAMPLE PART# |

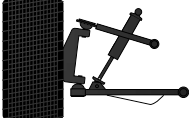
ORDER YOUR SHOCKS THE WAY YOU WANT THEM
NO EXTRA CHARGE FOR SPECIAL BUILDS

RECOMMENDED 4-LINK GAS SHOCKS

BASE VALVE

| GAS | TRACK CONDITION | | SCHRADER VALVE |
|-------|-----------------|----------|----------------|
| | IMCA LEGAL | BASE | |
| BASE | 76-7-4-6 | 75-7-4-6 | |
| SLICK | 76-7-5-3 | 75-7-5-3 | |
| ROUGH | 76-7-4-4 | 75-7-4-4 | |

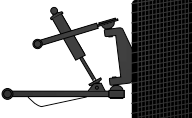
Left Front Shocks



BASE VALVE

| GAS | TRACK CONDITION | | SCHRADER VALVE |
|-------|-----------------|----------|----------------|
| | IMCA LEGAL | BASE | |
| BASE | 76-7-3-8 | 75-7-3-8 | |
| SLICK | 76-7-3-5 | 75-7-3-5 | |
| ROUGH | 76-7-4-6 | 75-7-4-6 | |


Right Front Shocks



NO BASE VALVE

| GAS | TRACK CONDITION | | SCHRADER VALVE |
|-------|-----------------|----------|----------------|
| | IMCA LEGAL | BASE | |
| BASE | 78-9-8-2 | 77-9-8-2 | |
| SLICK | 78-9-9-2 | 77-9-9-2 | |
| ROUGH | 78-9-6-3 | 77-9-6-3 | |


Left Rear Shocks (w/Spring Behind)



BASE VALVE

| GAS | TRACK CONDITION | | SCHRADER VALVE |
|-------|-----------------|----------|----------------|
| | IMCA LEGAL | BASE | |
| BASE | 76-9-3-4 | 76-9-3-4 | |
| SLICK | 76-9-3-5 | 75-9-3-5 | |
| ROUGH | 76-9-4-4RT | 75-9-4-4 | |


Right Rear Spring Ahead Shocks



BASE VALVE

| GAS | TRACK CONDITION | | SCHRADER VALVE |
|-------|-----------------|----------|----------------|
| | IMCA LEGAL | BASE | |
| BASE | 76-9-4-6 | 75-9-4-6 | |
| SLICK | 76-9-3-7 | 75-9-3-7 | |
| ROUGH | 76-9-5-5 | 75-9-5-5 | |

Right Rear Shocks Behind (w/Spring Ahead)




**CUSTOMIZATION
YOU CAN COUNT ON**

WE LOOK FORWARD TO FULFILLING YOUR CUSTOM ORDERS.

GAS SHOCKS **STEEL**

NON-ADJUSTABLE

1/2" Shaft

83/84 SERIES



NEW!

AFCO introduces the new 83/84 Series, 2" Diameter Monotube Shocks. These shocks are an enhanced version of our successful 73/74 Series Shocks. Features and benefits include, new AFCO matte blue finish, new billet piston choices, and jetted shafts for more precise tuning options. All valving combinations and curves are available in 7" and 9" lengths. The 9" stroke versions are ready to accept our 20125A-7KR coil-over kit.

All 83 Series non-adjustable:

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

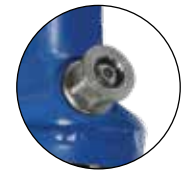


COIL-OVER KITS AVAILABLE

SEE PAGE 76 FOR MORE INFO.

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) | |
|---|-------------------------------------|---------------------------|-------------------------|------------------------|------------------------------------|
| 83 SERIES | 83 | 9 | 3 | 5 | ▶ 83-9-3-5 EXAMPLE PART# |
| <ul style="list-style-type: none"> • SCHRADER VALVE • CUSTOMER SERVICEABLE • NON-ADJUSTABLE • 7" OR 9" STROKE | STEEL BODY NON-ADJ. GAS W/ SCHRADER | 7" or 9" STROKE | 0 thru 14 COMP. RANGE | 0 thru 14 REB. RANGE | |
| 84 SERIES | 84 | 9 | 3 | 5 | ▶ 84-9-3-5 EXAMPLE PART# |
| <ul style="list-style-type: none"> • IMCA LEGAL • NON-SCHRADER VALVE • NON-ADJUSTABLE • 7" OR 9" STROKE | STEEL BODY NON-ADJ. GAS | 7" or 9" STROKE | 0 thru 14 COMP. RANGE | 0 thru 14 REB. RANGE | |



NEW IMCA PORT



GAS SHOCKS **STEEL**

NON-ADJUSTABLE

1/2" Shaft

73 SERIES

All 73 Series non-adjustable:

STEEL NON-ADJUSTABLE W/ SCHRADER VALVE

- Schrader valve allows tuning with gas pressure.
- Performance at its best on fast or rough tracks.
- Bodies grooved for coil-over applications.
- 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 76 FOR MORE INFO.



74 SERIES



NEW!

1/2" Shaft

All 74 Series non-adjustable

STEEL NON-ADJUSTABLE IMCA LEGAL

- IMCA legal gas pressure shock.
- Performance at its best on fast or rough tracks.
- Bodies grooved for coil-over applications.
- Non-Schrader valve.
- Custom valving available.
- 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) |
|-------------------------------|---------------------------|-------------------------|------------------------|
| 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 IMCA PORT



COIL-OVER KITS AVAILABLE

SEE PAGE 76 FOR MORE INFO.



TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

19 SERIES



5/8" Shaft

STEEL BIG BODY REBUILDABLE 2.02" OD

All 19 Series rebuildable:

- Twin Tube design for those "hard-to-get-a-hold-of" tracks.
- 5/8" Shaft.
- Owner rebuildable and serviceable.
- Grooved for use in coil-over applications.
- Shim stack technology provides consistent results.

HOW TO READ AND ORDER YOUR 19 SERIES AFCS SHOCKS:

| SHOCK SERIES | STROKE LENGTH | COMP. VALVE | REB. VALVE | PART NUMBER |
|----------------------|---------------|-----------------|------------------|---------------|
| 19 | 9 | 3 | 6 | 1993-6 |
| STEEL NON-ADJUSTABLE | 7" or 9" | 0 to 9 FIXED | 0 to 14 FIXED | EXAMPLE PART# |

Note: When compression and rebound are the same valving, there will be no 5th digit and the 4th digit denotes compression and rebound. (EXAMPLE: 1993 is a 3 valve compression and 3 valve rebound.)



COIL-OVER KITS AVAILABLE

SEE PAGE 76 FOR MORE INFO.

| | 7" STROKE | 9" STROKE |
|------------|-----------|-----------|
| COMPRESSED | 12.85" | 14.85" |
| EXTENDED | 19.76" | 23.76" |



10 SERIES



5/8" Shaft

STEEL BIG BODY NON-ADJUSTABLE 2.02" OD

All 10 Series non-adjustable:

- Precision 3-piece replaceable bearing ends.
- 360° weld-on eye ring for superior strength.
- 5/8" shaft for added 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 | • |
| 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 76 FOR MORE INFO.

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



TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

NEW!

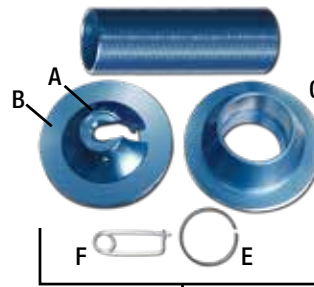
SEALED SHOCK SERIES

EACH

AFCO and DirtCar are proud to introduce the Pro Modified Spec Shock for 2021. The Spec Shock is AFCO's 14 Series non-adjustable twin tube shock that has been in production for 10+ years. This is the most budget friendly shock in AFCO's family each. Each shock will be equipped with a DirtCar decal to make it easy to tech. This shock is strong and dependable with a 9/16" shaft and twin tube design that allows small dents in the body without damaging the shock. Low up-front cost plus making the shock sealed eliminates the high customization fees which make it ideal for this economic class.

ADDITIONAL FEATURES

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



TAPERED CONE KIT: 20125A-7K

AFCO SEALED SHOCK PROGRAM VALVING

| FRONT SHOCKS | VALVE | COMPRESSED | EXTENDED | 7" STROKE |
|--------------|-------|------------|----------|-----------|
| LEFT FRONT | 4-6 | 12.50" | 19.50" | 1474-6 |
| LEFT FRONT | 5 | 12.50" | 19.50" | 1475 |
| LEFT FRONT | 5-3 | 12.50" | 19.50" | 1475-3 |
| RIGHT FRONT | 4-6 | 12.50" | 19.50" | 1474-6 |
| RIGHT FRONT | 5 | 12.50" | 19.50" | 1475 |

| REAR SHOCKS | VALVE | COMPRESSED | EXTENDED | 7" STROKE |
|-------------|-------|------------|----------|-----------|
| LEFT REAR | 7-2 | 14.50" | 23.50" | 1497-2 |
| RIGHT REAR | 4 | 14.50" | 23.50" | 1494 |
| RIGHT REAR | 3-5 | 14.50" | 23.50" | 1493-5 |

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

| DESCRIPTION | PART # |
|-----------------------------|-----------|
| 7" KIT | 20125A-7K |
| A) SPRING SEAT | 2012B |
| B) ADAPTER SPRING SEAT ONLY | 2011B |
| C) ADJUSTER NUT ONLY | 20118-1X |
| D) 7" SLEEVE | 20134-7 |
| E) SNAP RING | 10242 |
| F) PIN | 10157 |

14 SERIES



9/16" Shaft

FIXED BEARING SEALED BODY COIL-OVER 2.02" OD

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 80 FOR MORE INFO.

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



GAS SHOCKS **STEEL**

EXTERNALLY-FILLED STOCK MOUNT

70 SERIES

AFCO Racing Products is proud to announce our new Monotube racing shock technology in a stock mount shock 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.

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

70 Series Shock



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#

70 SERIES FILL TOOL

| DESCRIPTION | PART # |
|----------------------------|-----------|
| GAS SHOCK INFLATION ASSY.* | 550000740 |

*REQUIRED TO ADAPT FILL PORT ON SHOCK TO USE #20109 INFLATION GAUGE ASSEMBLY (SEE PAGE 86).



GAS SHOCKS **STEEL**

INTERNALLY-FILLED STOCK MOUNT

71 SERIES



1/2" Shaft

AFCO's new 71 Series monotube racing shock, was designed and engineered with the IMCA Hobby Stock style class in mind! This shock is a spin-off of the highly successful 70 Series shock, but **features an internal fill port design to meet the "no external gas port rules"**. This shock features special tuned gas pressure and valving for the stock mount Hobby Stock and Stock car rules. All AFCO Racing Shocks are 100% dyno tested.

71 Series Shock



- No external fill port - legal in most classes including IMCA Hobby Stock.
- Custom tuned shock packages available for rules requiring the stock mounting points.
- Great for street stock classes that require sealed stock mounted shocks.
- Stock mount legal tie-bars and bushings.
- 1/2" hard chrome piston rod.
- 100% Dyno tested.

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

71-1 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. VALVE (4TH DIGIT) | REB. VALVE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|---------------------------|
| 71 | 1 | 3 | 5 |
| STOCK MOUNT MONOTUBE | A/G FRONT | 0 thru 9 FIXED | 0 thru 14 FIXED |

71-1-3-5
EXAMPLE PART#

71-2 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. VALVE (4TH DIGIT) | COMP. VALVE (5TH DIGIT) |
|----------------------------------|----------------------------|----------------------------|----------------------------|
| 71 | 2 | 3 | 5 |
| STOCK MOUNT MONOTUBE | A/G REAR | 0 thru 9 FIXED | 0 thru 14 FIXED |

71-2-3-5
EXAMPLE PART#

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.

All 10 Series Stock Mount Shocks:

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.



Brad Kadrmas

TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

15 SERIES



9/16" Shaft

STEEL SMALL BODY NON-ADJUSTABLE 1.64" OD

All 15 Series non-adjustable:

- Economical sealed body.
- Replaceable 3-piece bearings.
- 9/16" Shaft.
- Grooved for use in coil-over applications.
- Small body design for better clearance.



CHOOSE YOUR PART NUMBER

| VALVING | 6" PART# | 7" PART# |
|-----------|----------|----------|
| 2 VALVE | 1562 | • |
| 2-4 VALVE | 1562-4 | • |
| 3 VALVE | 1563 | • |
| 3-1 VALVE | 1563-1 | • |
| 3-5 VALVE | • | 1573-5 |
| 4 VALVE | 1564 | 1574 |
| 5 VALVE | • | 1575 |
| 5-3 VALVE | • | 1575-3 |
| 6-2 VALVE | • | 1576-2 |
| 6-4 VALVE | • | 1576-4 |

6" STROKE 7" STROKE

| | | |
|------------|--------|--------|
| COMPRESSED | 11.50" | 12.50" |
| EXTENDED | 17.50" | 19.50" |

TIM NASH

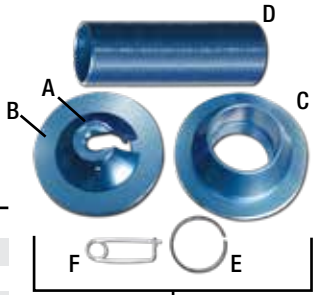


SHOCK ACCESSORIES

COIL-OVER HARDWARE

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

10 & 14 Series

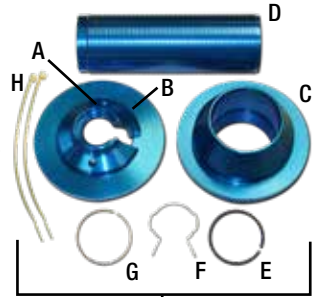


TAPERED CONE KIT: 20125A-7K

| 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, 83, 84, 85, 86, 87 & 88 Series



BLUE SPRING KIT: 20125A-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 |

BLACK SPRING KIT: 20125B-7KR

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

10 & 14 Series

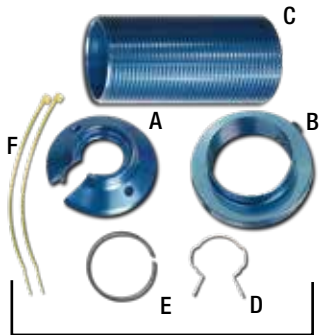


7" SLEEVE KIT: 20125A-7

| DESCRIPTION | PART # |
|----------------------|----------|
| 7" 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 |
| G) SQUARE RING | 20122-4 |

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

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

COIL-OVER MOUNTS

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



20137
Universal mount



20137-1
Narrow universal mount



20138
For round tube lower control arm



20139
Roll cage mount: 1/2" bolt

SHOCK MOUNT PINS

| DESCRIPTION | PART # |
|------------------|---------|
| HAIRPIN, 2-1/2" | 10156-2 |
| DETENTED, 2-1/2" | 10156 |



SHOCK ACCESSORIES MISCELLANEOUS

SHAFT PROTECTORS

For non coil-over applications.

| DESCRIPTION | PART # |
|----------------------------|----------|
| SHAFT PROTECTOR KIT | 20379-1 |
| REPLACEMENT TUBES (1 PAIR) | 20379-1S |



BODY PROTECTORS

Simulated carbon fiber shock body protector for big body shocks. Sold individually.

| DESCRIPTION | PART # |
|-------------------|---------|
| BIG BODY (SINGLE) | 20379-4 |



SHOCK BUMPERS



20173 - Cone 223541 - 3" Soft 223550 - 3" Medium 223559 - 3" Hard

| DESCRIPTION | PART # | PRICE |
|---|--------|-------|
| 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 | |

5" O.D. SPRING COVERS

Sold as a single cover.



| DESCRIPTION | PART# |
|-------------|---------|
| 11"/13"/16" | OWSCB16 |

DEVIN GILPIN



85, 86, 87 & 88 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES



| DESCRIPTION | PART # |
|------------------------|------------|
| 7" BODY BASE VALVE | 550010387Z |
| 7" BODY NON-BASE VALVE | 550010377Z |
| 9" BODY BASE VALVE | 550010389Z |
| 9" BODY NON-BASE VALVE | 550010379Z |

REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE BASE VALVE | 5500002926Z | |
| 7" STROKE NON BASE VALVE | 5500002927Z | |
| 9" STROKE BASE VALVE | 5500002928Z | |
| 9" STROKE NON BASE VALVE | 5500002929Z | |

NON-ADJ. INDEPENDENT BLEED JET SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE BASE VALVE | 5500001186Z | |
| 7" STROKE NON BASE VALVE | 5500001187Z | |
| 9" STROKE BASE VALVE | 5500001188Z | |
| 9" STROKE NON BASE VALVE | 5500001189Z | |

REPLACEMENT BODY CAP ASSEMBLIES

• Now accepts 5/16" Schrader or 5/16" IMCA Fill Port, sold below.

| DESCRIPTION | PART # |
|--------------------------|---------|
| FLOATING PISTON ASSEMBLY | 8000096 |



| DESCRIPTION | PART # |
|----------------------------------|---------------|
| 5/16" NON-SCHRADER FILL PORT (4) | 55000079310-4 |
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|-------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY (BLACK) | 550000093 |
| ROD SCRAPER (5 QTY.) | 550000148-5 |
| SEAL, T-SYLE (5 QTY.) | 550000147-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 550000008-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|---------------------------------------|-------------|
| 1/2" DIAMETER SHAFT - ROD END (STEEL) | 550000485B |
| 1/2" DIAMETER SHAFT - 1" EXTENSION | 55000049801 |
| 1/2" DIAMETER SHAFT - 2" EXTENSION | 55000049802 |



BEARING AND CLIP

| DESCRIPTION | SERIES | PART # | P |
|----------------------------|------------|--------|---|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 | |



MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/valve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|---------------------------------------|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| HAND BEARING PRESS | A700500076 |
| 1/2" SHAFT PISTON HEIGHT GAUGE | 700500181 |
| 1/2" ROD GUIDE INSTALLATION CONE | 550000281 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| OVERFLOW CUP | 550000302 |
| BIG BODY WRENCH HANDLE | 700500048 |
| STEEL MONOTUBE SLEEVE FOR BODY WRENCH | 700500147 |

| DESCRIPTION | PART # |
|--|------------|
| IMCA NON-SCHRADER FILL TOOL | 550000740Z |
| SHOCK VISE/MOUNTING STAND | 20113 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| GAUGE ONLY 0-300 PSI | 20109-1 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |

75, 76, 77 & 78 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES



| DESCRIPTION | PART # |
|------------------------|------------|
| 7" BODY BASE VALVE | 550010387Z |
| 7" BODY NON-BASE VALVE | 550010377Z |
| 9" BODY BASE VALVE | 550010389Z |
| 9" BODY NON-BASE VALVE | 550010379Z |

REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE BASE VALVE | 5500002926Z | |
| 7" STROKE NON BASE VALVE | 5500002927Z | |
| 9" STROKE BASE VALVE | 5500002928Z | |
| 9" STROKE NON BASE VALVE | 5500002929Z | |

NON-ADJ. INDEPENDENT BLEED JET SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE BASE VALVE | 5500001186Z | |
| 7" STROKE NON BASE VALVE | 5500001187Z | |
| 9" STROKE BASE VALVE | 5500001188Z | |
| 9" STROKE NON BASE VALVE | 5500001189Z | |

REPLACEMENT BODY CAP ASSEMBLIES

• Now accepts 5/16" Schrader or 5/16" IMCA Fill Port, sold below.

| DESCRIPTION | PART # |
|--------------------------|---------|
| FLOATING PISTON ASSEMBLY | 8000096 |

| DESCRIPTION | PART # |
|----------------------------------|---------------|
| 5/16" NON-SCHRADER FILL PORT (4) | 55000079310-4 |
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |
| IMCA UNIV. FILL PORT, 1/8NP | 550000793NPT |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|--------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY (SILVER) | 550000039 |
| ROD SCRAPER (5 QTY.) | 550000148-5 |
| SEAL, T-SYLE (5 QTY.) | 550000147-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 550000008-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|---------------------------------------|-------------|
| 1/2" DIAMETER SHAFT - ROD END (STEEL) | 550000485 |
| 1/2" DIAMETER SHAFT - 1" EXTENSION | 55000049801 |
| 1/2" DIAMETER SHAFT - 2" EXTENSION | 55000049802 |

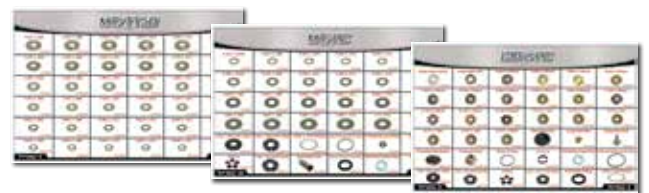


BEARING AND CLIP

| DESCRIPTION | SERIES | PART # | PRICE |
|----------------------------|------------|--------|-------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 | |



MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |
| REBUILD KIT - BASE VALVE & ACCESSORIES | 19BV/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|---------------------------------------|------------|
| HAND BEARING PRESS | A700500076 |
| 1/2" SHAFT PISTON HEIGHT GAUGE | 700500181 |
| 1/2" ROD GUIDE INSTALLATION CONE | 550000281 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| BIG BODY WRENCH HANDLE | 700500048 |
| STEEL MONOTUBE SLEEVE FOR BODY WRENCH | 700500147 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| IMCA NON-SCHRADER FILL TOOL | 550000740Z |

| DESCRIPTION | PART # |
|--|------------|
| OVERFLOW CUP | 55000030Z |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| GAUGE ONLY 0-300 PSI | 20109-1 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |

73, 74, 83 & 84 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES

• Now accepts 5/16" Schrader or 5/16" IMCA Fill Port, sold below.



| DESCRIPTION | PART # |
|--------------------|-------------|
| 7" BODY WITH 5/16" | 55000049271 |
| 9" BODY WITH 5/16" | 55000049291 |
| FLOATING PISTON | 8000096 |

| DESCRIPTION | PART # |
|----------------------------------|---------------|
| 5/16" NON-SCHRADER FILL PORT (4) | 55000079310-4 |
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |
| IMCA SCREW ORING 5PK (OLD STYLE) | 550060022-5 |



REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE NON BASE VALVE | 55000029270 | 9" |
| STROKE NON BASE VALVE | 55000029290 | |

NON-ADJ. INDEPENDENT BLEED JET SHAFT



| DESCRIPTION | PART # | PRICE |
|--------------------------|-------------|-------|
| 7" STROKE NON BASE VALVE | 55000011870 | |
| 9" STROKE NON BASE VALVE | 55000011890 | |

REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|--------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY (SILVER) | 550000039 |
| ROD SCRAPER (5 QTY.) | 550000148-5 |
| SEAL, T-SYLE (5 QTY.) | 550000147-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 550000008-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|---------------------------------------|-------------|
| 1/2" DIAMETER SHAFT - ROD END (STEEL) | 550000485 |
| 1/2" DIAMETER SHAFT - 1" EXTENSION | 55000049801 |
| 1/2" DIAMETER SHAFT - 2" EXTENSION | 55000049802 |



BEARING AND CLIP

| DESCRIPTION | SERIES | PART # | PRICE |
|----------------------------|------------|--------|-------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 | |



MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|--|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| HAND BEARING PRESS | A700500076 |
| 5/8" SHAFT PISTON HEIGHT GAUGE | A700500136 |
| 1/2" SHAFT PISTON HEIGHT GAUGE | 700500181 |
| 1/2" ROD GUIDE INSTALLATION CONE | 550000281 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| OVERFLOW CUP | 550000302 |
| IMCA NON-SCHRADER FILL TOOL | 5500007402 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |



55, 56, 57 & 58 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES



| DESCRIPTION | PART # |
|------------------------|------------|
| 7" BODY BASE VALVE | 550010387Z |
| 9" BODY BASE VALVE | 550010389Z |
| 7" BODY NON BASE VALVE | 550010377Z |
| 9" BODY NON BASE VALVE | 550010379Z |

REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SHAFT



5/8" Shaft

| DESCRIPTION | PART # |
|--------------------------|-----------|
| 7" STROKE BASE VALVE | 550070146 |
| 7" STROKE NON BASE VALVE | 550070147 |
| 9" STROKE BASE VALVE | 550070148 |
| 9" STROKE NON BASE VALVE | 550070149 |

REPLACEMENT BODY CAP ASSEMBLIES

• Now accepts 5/16" Schrader or 5/16" IMCA Fill Port, sold below.

| DESCRIPTION | PART # |
|--------------------------|---------|
| FLOATING PISTON ASSEMBLY | 8000096 |

| DESCRIPTION | PART # |
|----------------------------------|---------------|
| 5/16" NON-SCHRADER FILL PORT (4) | 55000079310-4 |
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |
| IMCA SCREW ORING 5PK (OLD STYLE) | 550060022-5 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 8000100 |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| SEAL, T-SYLE (5 QTY.) | 550060055-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



5/8" Shaft

REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|--|----------|
| 5/8" DIAMETER SHAFT - ROD END (STEEL) | 20176S |
| 5/8" DIAMETER SHAFT - 1" EXTENSION (STEEL) | 20176-1S |
| 5/8" DIAMETER SHAFT - 2" EXTENSION (STEEL) | 20176-2S |



BEARING AND CLIP

| DESCRIPTION | SERIES | PART # |
|----------------------------|------------|--------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |



SHAFT CONVERSION KIT

This Shaft Conversion kit retro fits your current 5/8" shaft to a 1/2" shaft.



| DESCRIPTION | PART # | PRICE | DESCRIPTION | PART # | PRICE |
|--------------------------------|--------|-------|--------------------------------|--------|-------|
| 1/2" SHAFT KIT 7" 23/24 SERIES | 90060 | | 1/2" SHAFT KIT 9" 55/56 SERIES | 90063 | |
| 1/2" SHAFT KIT 9" 23/24 SERIES | 90061 | | 1/2" SHAFT KIT 7" 57/58 SERIES | 90064 | |
| 1/2" SHAFT KIT 7" 55/56 SERIES | 90062 | | 1/2" SHAFT KIT 9" 57/58 SERIES | 90065 | |

REBUILD TOOLS

| DESCRIPTION | PART # |
|--|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| HAND BEARING PRESS | A700500076 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| OVERFLOW CUP | 550000302 |
| 5/8" FLOATING PISTON HEIGHT GAUGE | A700500136 |
| 5/8" ROD GUIDE INSTALLER | A700500059 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| BIG BODY WRENCH HANDLE | 700500048 |
| STEEL MONOTUBE SLEEVE FOR BODY WRENCH | 700500147 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| GAUGE ONLY 0-300 PSI | 20109-1 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |

MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/valve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |
| REBUILD KIT - BASE VALVE & ACCESSORIES | 19BV/AC |

25 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES



| DESCRIPTION | PART # |
|--------------------|-------------|
| 7" BODY WITH 5/16" | 55000049271 |
| 9" BODY WITH 5/16" | 55000049291 |
| FLOATING PISTON | 8000096 |

| DESCRIPTION | PART # |
|----------------------|-----------|
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |



REPLACEMENT SHAFT ASSEMBLIES

SHORT ADJ. ROD END SHAFT ASSEMBLY

5/8" Shaft



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|-------------|-----------|-------------|-----------|
| 4" STROKE | 550140034 | 7" STROKE | 550170034 |
| 5" STROKE | 550150034 | 8" STROKE | 550180034 |
| 6" STROKE | 550160034 | 9" STROKE | 550190034 |

REPLACEMENT ROD GUIDE ASSEMBLIES

5/8" Shaft

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 8000100 |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| SEAL, T-SYLE (5 QTY.) | 550060055-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550006658-5 |



REPLACEMENT ADJ. ROD ENDS

| DESCRIPTION | PART # |
|--|--------|
| Z STYLE ROD END WITH SIDE KNOB (STEEL) | 20172S |

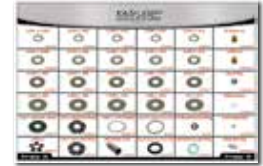


BEARING AND CLIP

| DESCRIPTION | SERIES | PART # |
|----------------------------|------------|--------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |



ADJUSTABLE MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/valve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|--------|
| REBUILD KIT - MAIN SHIMS | MT/TSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|--|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| HAND BEARING PRESS | A700500076 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| 5/8" FLOATING PISTON HEIGHT GAUGE | A700500136 |
| 5/8" ROD GUIDE INSTALLER | A700500059 |
| OVERFLOW CUP | 550000302 |
| IMCA NON-SCHRADER FILL TOOL | 5500007402 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |



20113



20109



MT59506



550000665



A700500058



5500007402



550000302



700500180

23 & 24 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL MONOTUBE BODIES

• Body now accepts 5/16" Schrader or 5/16" IMCA Fill Port, sold below.



| DESCRIPTION | PART # |
|--------------------|-------------|
| 7" BODY WITH 5/16" | 55000049271 |
| 9" BODY WITH 5/16" | 55000049291 |
| FLOATING PISTON | 8000096 |

| DESCRIPTION | PART # |
|----------------------------------|---------------|
| 5/16" NON-SCHRADER FILL PORT (4) | 55000079310-4 |
| 5/16" SCHRADER VALVE | 550000050 |
| VALVE CAP | MT59080-1 |
| IMCA SCREW ORING 5PK (OLD STYLE) | 550060022-5 |



REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|--|----------|
| 5/8" DIAMETER SHAFT - ROD END (STEEL) | 20176S |
| 5/8" DIAMETER SHAFT - 1" EXTENSION (STEEL) | 20176-1S |
| 5/8" DIAMETER SHAFT - 2" EXTENSION (STEEL) | 20176-2S |



BEARING AND CLIP

| DESCRIPTION | SERIES | PART # |
|----------------------------|------------|--------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |



REBUILD TOOLS

| DESCRIPTION | PART # |
|--|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| HAND BEARING PRESS | A700500076 |
| 5/8" FLOATING PISTON HEIGHT GAUGE | A700500136 |
| OVERFLOW CUP | 550000302 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| IMCA NON-SCHRADER FILL TOOL | 5500007402 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |



A700500076



A700500136

REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT

5/8" Shaft



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|-------------|-----------|-------------|-----------|
| 4" STROKE | 550070074 | 7" STROKE | 550070077 |
| 5" STROKE | 550070075 | 8" STROKE | 550070078 |
| 6" STROKE | 550070076 | 9" STROKE | 550070079 |

REPLACEMENT ROD GUIDE ASSEMBLIES

5/8" Shaft

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 8000100 |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| SEAL, T-SYLE (5 QTY.) | 550060055-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



SHAFT CONVERSION KIT

This Shaft Conversion kit retro fits your current 5/8" shaft to a 1/2" shaft.



| DESCRIPTION | PART # | PRICE | DESCRIPTION | PART # | PRICE |
|--------------------------------|--------|-------|--------------------------------|--------|-------|
| 1/2" SHAFT KIT 7" 23/24 SERIES | 90060 | | 1/2" SHAFT KIT 9" 55/56 SERIES | 90063 | |
| 1/2" SHAFT KIT 9" 23/24 SERIES | 90061 | | 1/2" SHAFT KIT 7" 57/58 SERIES | 90064 | |
| 1/2" SHAFT KIT 7" 55/56 SERIES | 90062 | | 1/2" SHAFT KIT 9" 57/58 SERIES | 90065 | |

MONOTUBE REBUILD KITS



- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|--------|
| REBUILD KIT - MAIN SHIMS | MT/TSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |

19 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

STEEL TWIN TUBE BODIES



| DESCRIPTION | PART # |
|-------------|--------------|
| 7" STROKE | 550010237 |
| 9" STROKE | 550010239 |
| BODY O-RING | 550060013-25 |

REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT

5/8" Shaft



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|-------------|-----------|-------------|-----------|
| 4" STROKE | 550070074 | 7" STROKE | 550070077 |
| 5" STROKE | 550070075 | 8" STROKE | 550070078 |
| 6" STROKE | 550070076 | 9" STROKE | 550070079 |

REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|-------------|-------------|
| BODY CAP | A550010201X |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|--|----------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100157 1/2" |
| SHAFT CONVERSION ROD GUIDE ASSEMBLY (SILVER) | 550000497 |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | BR57002-5 |
| INNER SHAFT O-RING (5 QTY.) | 550060042-5 |
| INNER TEFLON BACKER (5 QTY.) | 550060014-5 |
| PRESSURE TUBE O-RING (5 QTY.) | 550060034-5 |
| REPLACEMENT SEALS | 157SEALKIT |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |

5/8" Shaft



REPLACEMENT ROD ENDS

| DESCRIPTION | PART # |
|--|----------|
| 5/8" DIAMETER SHAFT - ROD END (STEEL) | 20176S |
| 5/8" DIAMETER SHAFT - 1" EXTENSION (STEEL) | 20176-1S |
| 5/8" DIAMETER SHAFT - 2" EXTENSION (STEEL) | 20176-2S |



PRESSURE TUBES



BEARING AND CLIP

| DESCRIPTION | SERIES | PART # |
|----------------------------|------------|--------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |



| DESCRIPTION | PART # |
|------------------|-----------|
| 7" PRESSURE TUBE | 550010094 |
| 9" PRESSURE TUBE | 550010096 |

REBUILD TOOLS

| DESCRIPTION | PART # |
|--|------------|
| SHOCK HEX BLEEDER WRENCH (NEW STYLE) | 700500180 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| HAND BEARING PRESS | A700500076 |
| PRESSURE TUBE INSTALLER | A700500090 |
| 5/8" ROD GUIDE INSTALLER | A700500059 |
| OVERFLOW CUP | 550000302 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| TWIN PRONG BLEEDER TOOL (OLD STYLE) | A700500058 |
| BIG BODY WRENCH HANDLE | 700500048 |
| STEEL TWIN TUBE SLEEVE | 700500150 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI | 20109 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |

NON-ADJ. TWIN TUBE REBUILD KITS



| DESCRIPTION | PART # |
|--|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BASE VALVE & ACCESSORIES | 19BV/AC |

PISTONS REPLACEMENT PARTS

NEW!

MACHINED BILLET PISTONS

AFCO's new billet CNC machined pistons are designed to provide optimum performance for the most demanding situations. Utilizing the latest 5-axis CNC equipment combined with 100% inspection ensures each piston meets a high level of quality. Likewise, a thorough deburring process is utilized to further ensure damping curves remain consistent build-to-build as well as throughout the life of each shock absorber. Available in linear/linear or linear/digressive configuration, these pistons will fit any 46mm bore AFCO monotube shock (aluminum or steel bodied). In addition, a performance-matched base valve is available for all 55-56, 75-76, and 85-88 Series Modified Steel Bulb Gas Shocks.



FEATURES AND BENEFITS

- 46mm piston size is compatible with AFCO 46mm bore monotube shocks.
- Anodized billet aluminum construction.
- Developed, optimized, and tested using an in-house EMA dyno.
- Machined in-house with state-of-the-art 5-axis CNC machinery.
- Developed and manufactured to be repeatable and consistent.
- 100% inspected and precision deburred.
- Linear/Linear or Linear/Digressive piston options.
- Performance matched base valve (85-88 Series).

| DESCRIPTION | PART # |
|--|-------------|
| 46MM BILLET 3 PORT LINEAR/6 PORT LINEAR PISTON | 55000682 |
| 46MM 3 PORT LINEAR/3 PORT LINEAR NEW! | 550001139 |
| 46MM BILLET 6 PORT LINEAR/DIGRESSIVE PISTON | 550000934 |
| 46MM 3 PORT LINEAR/DIGRESSIVE NEW! | 550001140 |
| 46MM STEEL BULB BILLET BASE VALVE | 550000932 |
| PISTON GUIDE RING (5 PACK) | 550060026-5 |
| PISTON GUIDE O-RING (5 PACK) | 550060021-5 |
| BASE VALVE O-RING | 550060019-5 |
| BASE VALVE PIN | 550000931 |
| BASE VALVE NUT(5 PACK) | 550000649-5 |



MONOTUBE PISTONS & ACCESSORIES

Monotube (5/8" & 1/2" Shafts)

| DESCRIPTION | PART# |
|-------------------------------|--------------|
| STANDARD MAIN PISTON (QTY. 2) | 550010022-2 |
| STANDARD FLOATING PISTON | 8000096 |
| SINGLE POPPET PISTON (QTY. 2) | 550090086-2 |
| DOUBLE POPPET PISTON (QTY. 2) | 550090172-2 |
| DIGRESSIVE SPACER (QTY. 2) | 550090031-2 |
| DIGRESSIVE SPACER (QTY. 10) | 550090031-10 |
| PISTON / O-RING (QTY. 5) | 550060021-5 |
| PISTON / O-RING (QTY. 25) | 550060021-25 |
| PISTON / GUIDE RING (QTY. 5) | 550060026-5 |
| MAIN PISTON STOP WASHER | 550090146-5 |
| MAIN PISTON STOP WASHER | 550090146-25 |
| PRECISION SHOCK NUT 1/2"-20 | 550000291-5 |

TWIN TUBE PISTONS & ACCESSORIES

Twin Tube (5/8" Shaft)

| DESCRIPTION | PART# |
|-------------------------------------|--------------|
| STANDARD MAIN PISTON (QTY. 2) | 550010031-2 |
| TWIN TUBE POPPET PISTON | 100051 |
| TWIN TUBE DOUBLE POPPET PISTON | 100052 |
| RESTRICTOR PORT MT PISTON (QTY. 25) | 550060012-25 |
| 19 SERIES BASE VALVE NUT | A550030109 |
| 19 SERIES CHECK SHIM (QTY. 5) | 550080171-5 |
| 19 SERIES CHECK SHIM (QTY. 25) | 550080171-25 |
| SHIM RESTRICTOR 3 HOLE | 550090201 |
| SHIM 3 HOLE (QTY. 5) | 550080203-5 |
| SHIM 3 HOLE (QTY. 25) | 550080203-25 |
| DIGRESSIVE 35 MM SPACER | 8000061 |

REBUILD TOOLS

TOOLS & SUPPLIES



| DESCRIPTION | PART # | PRICE |
|--------------------|------------|-------|
| SMALL BODY BLEEDER | A700500057 | |



| DESCRIPTION | PART # | PRICE |
|--------------------------|-----------|-------|
| SHOCK HEX BLEEDER WRENCH | 700500180 | |



| DESCRIPTION | PART # | PRICE |
|--------------------|------------|-------|
| TWIN-PRONG BLEEDER | A700500058 | |



| DESCRIPTION | PART # | PRICE |
|--------------------|------------|-------|
| HAND BEARING PRESS | A700500076 | |



| DESCRIPTION | PART # | PRICE |
|-----------------------------------|------------|-------|
| 5/8" FLOATING PISTON HEIGHT GAUGE | A700500136 | |
| 1/2" SHAFT PISTON HEIGHT GAUGE | 700500181 | |



| DESCRIPTION | PART # | PRICE |
|-------------------------|------------|-------|
| PRESSURE TUBE INSTALLER | A700500090 | |



| DESCRIPTION | PART # | PRICE |
|---------------------------|-----------|-------|
| BIG BODY ROD GUIDE WRENCH | 550000665 | |



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



| DESCRIPTION | PART # | PRICE |
|--------------------------|------------|-------|
| 5/8" ROD GUIDE INSTALLER | A700500059 | |
| 1/2" ROD GUIDE INSTALLER | 550000281 | |

BIG BODY WRENCH



| DESCRIPTION | PART # |
|------------------------|-----------|
| BIG BODY WRENCH HANDLE | 700500048 |
| STEEL MONOTUBE SLEEVE | 700500174 |
| STEEL TWIN TUBE SLEEVE | 700500150 |

GAS SHOCK INFLATION GAUGES & TOOLS



550000740



20109

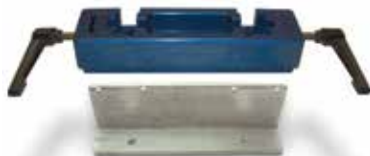
| DESCRIPTION | PART # |
|---|------------------|
| 70 SERIES GAS SHOCK INFLATION ASSY.* | 550000740 |
| IMCA NON-SCHRADER FILL TOOL | 5500007402 20109 |
| SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI GAUGE ONLY 0-300 PSI | 20109-1 |

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



5500007402

SHOCK VISE AND MOUNTING STAND



| DESCRIPTION | PART # |
|---------------------------|--------|
| SHOCK VISE/MOUNTING STAND | 20113 |

OVERFLOW CUP

| DESCRIPTION | PART # | PRICE |
|-----------------------------|-----------|-------|
| OVERFLOW CUP (SB, BB, & QM) | 550000302 | |



PREMIUM SHOCK OIL

For use in all AFCO rebuildable shocks.

| DESCRIPTION | PART # |
|-------------|---------|
| 1 QUART | MT59506 |
| 5 GALLONS | 165006 |



AFCO SUSPENSION

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.*
- *AFCO Conventional Springs are guaranteed not to lose more than 2% of free height.*
- *Engineered design resists spring lean and bow.*
- *Best warranty in the industry!*

MADE IN THE U.S.A.

AFCOIL LIFETIME WARRANTY

VISIT AFCORACING.COM FOR WARRANTY DETAILS.

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 # | PRICE |
|------|---------|-------|
| 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 | |



CONTROL ARM COMPONENTS

MODULAR CONTROL ARM COMPONENTS

- Stud made from high-quality steel.
- Tight tolerance ensures correct ball joint fit.
- Stud can be either front or rear.



| MODULAR CONTROL ARM COMPONENTS | | PART # |
|--------------------------------|----------------------------------|--------|
| 1) LH ROD END | 5/8" X 5/8" | 10431 |
| 2) RH JAM NUT | 5/8" | 10142 |
| 3) LH JAM NUT | 5/8" | 10143 |
| 4) HOLE CLEVIS | 5/8"-18" X 3/8" O.D. 5/8" THREAD | 10490 |

| STEEL SWAGED TUBES | | PART # |
|----------------------|-----------------------|--------|
| 4" STEEL SWAGED TUBE | 7/8" O.D. 5/8" THREAD | 5804 |
| 5" STEEL SWAGED TUBE | 7/8" O.D. 5/8" THREAD | 5805 |
| 6" STEEL SWAGED TUBE | 7/8" O.D. 5/8" THREAD | 5806 |
| 7" STEEL SWAGED TUBE | 7/8" O.D. 5/8" THREAD | 5807 |

MODULAR BALL JOINT RING

- Assemble the perfect modified upper control arm.
- Plated for long product life.
- Choice of straight or angle.



19060

| MODULAR BALL JOINT RING | PART # |
|--------------------------------------|--------|
| STANDARD BALL JOINT RING | 19060 |
| 10° ANGLE BALL JOINT RING LEFT HAND | 19065 |
| 10° ANGLE BALL JOINT RING RIGHT HAND | 19066 |

SPRING RUBBER

Spring rate can change depending on the thickness of the rubber, the location of the rubber, and the type of spring being used. Use with coil springs to increase effective spring rates. Make fast & easy spring rate changes!



- Comes in 7/8" and 3/4" thickness.
- Will fit any brand of 2-1/2" or 2-5/8" coil-over springs, including barrel springs and conventional springs.

| DESCRIPTION | PART # |
|--|---------|
| COIL-OVER SPRING RUBBER 3/4" | 20185 |
| COIL-OVER SPRING RUBBER 1" | 20185-1 |
| SPRING RUBBER FOR 5" OR 5-1/2" CONVENTIONAL COIL | 20186 |

COIL SPRING BUCKET

Installs in frame so racing springs and weight jacks can be used.



- Uses standard weight jacks shown on the next page.
- Works with any 1-1/8" SAE jack bolt.

| DESCRIPTION | PART # |
|----------------------|--------|
| BUCKET - 1-1/8" FINE | 20190 |
| BUCKET - 1" COURSE | 20190C |

COIL SPRING SPACER

Just trim to set wedge and ride height in car.

- For 5" or 5-1/2" springs.
- Welds into spring pocket.
- I.D. open for stock mount racing shock installation.



| DESCRIPTION | PART # |
|--------------------|--------|
| COIL SPRING SPACER | 20192 |

ADJUSTABLE COIL SPRING SPACER

Allows 2" range of height adjustment when fitting 5" or 5-1/2" springs into stock stub cars.

- Use collar to adjust ride height and wedge.
- ACME threads for high strength.
- Trim sleeve for initial fit then weld.



| DESCRIPTION | PART # |
|-------------------------|--------|
| ADJUSTABLE SPACER SHORT | 20187 |
| ADJUSTABLE SPACER TALL | 20191 |

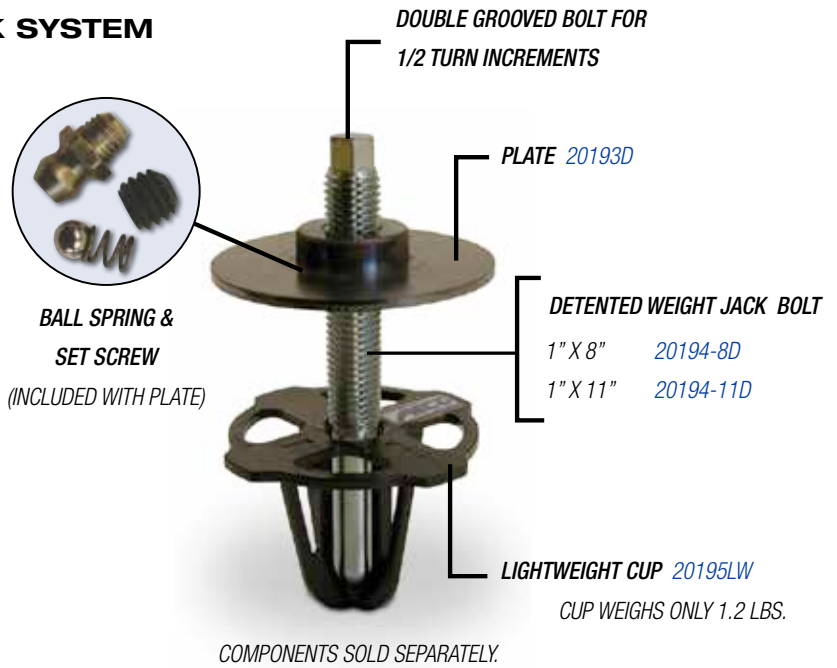
SPRING ACCESSORIES

DETTENTED LIGHTWEIGHT WEIGHT JACK SYSTEM

AFCO's new Detented Weight Jack System eliminates the need for a jam nut, which allows for fast wedge adjustments on a pit stop or during chassis set up. The stainless steel ball and spring lock the plate from turning under race conditions to prevent unwanted chassis changes on the track. Ideal for cars that have little or no room around the weight jack bolt. The special ball-ended jack bolt and its accommodating cupped spring plate seat helps to eliminate spring-to-jack bolt misalignment and spring binding during normal suspension travel.

- **Faster adjustments!**
- *Black powder coated finish.*
- *Integral pivot for improved spring alignment during suspension travel.*

| DESCRIPTION | WEIGHT | PART # |
|-----------------------------------|----------|-----------|
| LIGHT WEIGHT SPRING CUP | 1.2 LBS. | 20195LW |
| LIGHT WEIGHT JACK BOLT 8" LENGTH | 1.5 LBS. | 20194-8D |
| LIGHT WEIGHT JACK BOLT 11" LENGTH | 2 LBS. | 20194-11D |
| DETTENTED PLATE | 1.5 LBS. | 20193D |

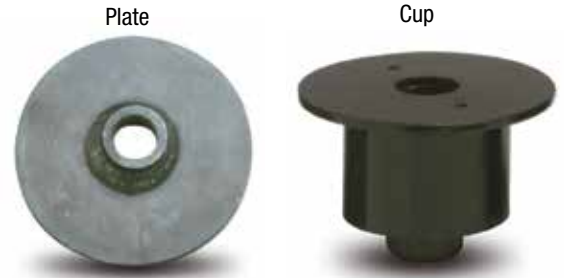


COMPONENTS SOLD SEPARATELY.

WEIGHT JACK

Made for use in conventional spring type cars using 1" coarse weight jacks.

| DESCRIPTION | PART # |
|--------------------------------------|-----------|
| PLATE (PLATE WELDS INTO STOCK FRAME) | 20193 |
| CUP | 20195 |
| 8" BOLT | 20194-8D |
| 11" BOLT | 20194-11D |



"SWIVLER" WEIGHT JACK

The "Swivler" allows cup in the top of spring to pivot on bolt eliminating bind during travel.

- *Standard with 1" coarse bolt.*
- *Use on front springs only.*
- *Bolt interchangeable with fine thread bolts.*
- *Reducing bind.*
- *Improves lap times.*



| DESCRIPTION | PART # |
|------------------------------------|---------|
| "SWIVLER" WEIGHT JACK WITH BOLT | 20189 |
| "SWIVLER" WEIGHT JACK WITHOUT BOLT | 20189-1 |
| BOLT ONLY | 20188 |

STANDARD WEIGHT JACK

- *For 5" or 5-1/2" springs.*
- *Choice of 3 bolt lengths.*
- *1-1/8" SAE (Fine thread).*



| COMPONENTS | STEEL |
|----------------|----------|
| 6" STEEL BOLT | 20201-6S |
| 8" STEEL BOLT | 20201-8S |
| NUT | 20202 |
| 5" STEEL PLATE | 20199R |

STEERING COMPONENTS

STOCK STUB STEERING

1.



2.



3.



4.



5.

| DESCRIPTION | CHEVELLE | | CAMARO | | MONTE CARLO | GM MID SIZE |
|-----------------------|----------|-------|---------|---|-------------|-------------|
| | '68-'72 | PRICE | '70-'81 | P | '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).

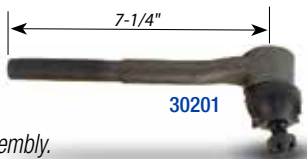


| DESCRIPTION | PART # |
|--|--------|
| CENTER LINK - FITS MONTE CARLO '78-'88 & GM MID SIZE '78-'83 | 30271* |

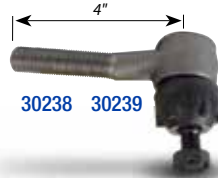
* FITS '78-'88 METRIC CARS ONLY.

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.



30201



30238 30239

| 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.
- 9/16-18 RH Thread pitch for stud.



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

CALIPER BRACKETS

CALIPER BRACKET

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



GM Metric LH
40121PL



GM Metric RH
40121PR

HYBRID CALIPER BRACKET

Adapts stock '74-'80 Pinto/Mustang II spindle to small GM caliper w/ AFCO Brake Hybrid Rotor.



GM Metric LH
40122PL



GM Metric RH
40122PR

| BRACKET DESCRIPTION | THREAD | THICKNESS | PART # |
|---|------------|-----------|---------|
| GM METRIC LH-PINTO SPINDLE, GRANADA ROTOR | 7/16" FINE | 1/4" | 40121PL |
| GM METRIC RH-PINTO SPINDLE, GRANADA ROTOR | 7/16" FINE | 1/4" | 40121PR |
| GM METRIC LH-PINTO SPINDLE, HYBRID ROTOR | 7/16" FINE | 1/4" | 40122PL |
| GM METRIC RH-PINTO SPINDLE, HYBRID ROTOR | 7/16" FINE | 1/4" | 40122PR |

SEE PAGE 121 FOR REAR BRAKE BRACKETS.

STEERING COMPONENTS

PRECISION PINTO SPINDLES

AFCO's precision pinto spindle program has been engineered to provide precise, dimension perfect spindles to chassis builders and racers alike. When replacing a crashed precision spindle from AFCO, you can be assured that your front-end geometry will not change.

- *CNC Blue Printed to stock dimensions to be the same every time.*
- *Promotes precise front-end geometry.*
- *Precise CNC machined tapers align perfectly.*
- *Chassis builder custom build programs available.*

PRECISION PINTO SPINDLES

| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - PAIR - 10° PIN | PART # |
|---|--------|
| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - LEFT - 10° PIN | 100129 |
| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - RIGHT - 10° PIN | 100130 |
| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - PAIR - 7.5° PIN | 100151 |
| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - LEFT - 7.5° PIN | 100152 |
| PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - RIGHT - 7.5° PIN | 100153 |
| PRECISION SPINDLE (FOR 20036 LOWER BALL JOINT) - PAIR - 10° PIN | 100173 |
| PRECISION SPINDLE (FOR 20036 LOWER BALL JOINT) - LEFT - 10° PIN | 100174 |
| PRECISION SPINDLE (FOR 20036 LOWER BALL JOINT) - RIGHT - 10° PIN | 100175 |



PINTO/MUSTANG II SPINDLES

- *NEW forged spindles - not reworked O.E.M.*
- *Brake brackets sold separately.*

IMCA APPROVED PINTO/MUSTANG II SPINDLES

| (IMCA FORGED ON SPINDLE) | PART # |
|--|--------|
| IMCA APPROVED PINTO/MUSTANG II SPINDLE - LEFT | 30435L |
| IMCA APPROVED PINTO/MUSTANG II SPINDLE - RIGHT | 30435R |

PINTO/MUSTANG II SPINDLES

| (NOT STAMPED WITH FORD PART NUMBER) | PART # |
|-------------------------------------|-----------|
| PINTO/MUSTANG II SPINDLE NUT | 9851-8545 |



30435L & 30435R
(Sold Individually)



3-PIECE METRIC & "PINTO STYLE" SPINDLE

The 3-piece 1979-Up GM metric spindle is a re-creation of an OEM spec spindle in a newly forged, heat-treated steel design that is both stronger and lighter than the original. The unique three-piece construction provides for fast, convenient and affordable replacement of individual components in the event of a crash. These spindles are IMCA, USMTS, and USRA approved. Works great with our 1979-Up GM metric front brake rotors, bearings, calipers, etc.

The "Short Arm Pinto Style" spindle is an adaptation of the above 3-piece metric spindle. It fits the '79-Up metric hub, calipers and the extended 20038-1 (K6117) lower ball joint. Upper ball joint boss is reamed to 7° to accept the popular 20034 (K772) screw-in ball joint. Steering arm is Pinto length and lowered to help correct bumpsteer.

- *Forged, heat-treated steel.*
- *Three-piece design for quick, easy replacement.*
- *Metric is a direct replacement for factory spindle.*
- *Replacement parts sold separately.*

3-PIECE SPINDLES

| | PART # |
|---|---------|
| METRIC 3-PIECE SPINDLE KIT - LEFT SIDE | 34501-L |
| METRIC 3-PIECE SPINDLE KIT - RIGHT SIDE | 34501-R |
| REPLACEMENT METRIC STEERING ARM LEFT | 34503-L |
| REPLACEMENT METRIC STEERING ARM RIGHT | 34503-R |
| SHORT ARM PINTO STYLE KIT - LEFT SIDE | 34511-L |
| SHORT ARM PINTO STYLE KIT - RIGHT SIDE | 34511-R |
| REPLACEMENT PINTO STYLE STEERING ARM LEFT | 34513-L |
| REPLACEMENT PINTO STYLE STEERING ARM RIGHT | 34513-R |
| BOLT KIT (FITS METRIC & PINTO STYLE) | 34505 |
| REPLACEMENT LEFT CALIPER BRACKET (FITS METRIC & PINTO STYLE) | 34504-L |
| REPLACEMENT RIGHT CALIPER BRACKET (FITS METRIC & PINTO STYLE) | 34504-R |



AFCO LOW FRICTION BALL JOINTS

- 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.



TAKE-A-PART LOW FRICTION BALL JOINTS

- Take-a-part design.
- Low friction design.
- Multiple pin lengths and tapers available.
- No special tools required to assemble or disassemble.
- IMCA legal.
- Simple 3-piece design.

| INTERCHANGE NUMBER* | TAKE-A-PART LOW FRICTION | TAKE-A-PART LOW FRICTION + 0.5" | TAKE-A-PART LOW FRICTION + 1.0" |
|---------------------|--------------------------|---------------------------------|---------------------------------|
| K772 | 21034 | 21534 | 21134 |
| K727 | 21036 | 21536 | 21136 |
| K6141 | - | 21538 | - |
| K6117 | - | 215381 | - |
| K6145 | - | 21539 | 21139 |

*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

SEALED 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.**
- Stock appearing.



| STYLE | BODY | PIN | PART # |
|----------------------|---|--|-----------|
| 4-BOLT UPPER | FITS MOST FABRICATED UPPER ARMS | POPULAR FOR FABRICATED SPINDLE | 20031LF |
| 4-BOLT UPPER | SAME AS 20031 | SAME AS 20031, BUT +1/2" LONGER | 20031-2LF |
| 4-BOLT UPPER | '73-'88 CHEVELLE AND OTHERS | COMMON STOCK REPLACEMENT | 20032LF |
| 4-BOLT UPPER | SAME AS 20032 | SAME AS 20032, BUT +1/2" LONGER | 20032-2LF |
| 4-BOLT UPPER | FITS MOST FABRICATED UPPER ARMS | POPULAR EXTENDED FOR STOCK SPINDLE* | 20032-1LF |
| 4-BOLT UPPER | '64-'72 CHEVELLE AND OTHERS | '64-'72 CHEVELLE AND OTHERS | 20037LF |
| SCREW IN UPPER/LOWER | SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPERS | FITS MOST FABRICATED SPINDLES | 20034LF |
| SCREW IN UPPER/LOWER | SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPERS | SAME AS 20034LF, BUT +1/2" LONGER | 20034-2LF |
| SCREW IN LOWER | BIG CHRYSLER-STYLE (2" DIAMETER AT THREADS) | BIG CHRYSLER STYLE FOR FABRICATED SPINDLES | 20036LF |
| PRESS IN LOWER | '64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS | '64-'72 CHEVELLE, '67-'69 CAMARO | 20033LF |
| PRESS IN LOWER | '64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS | SAME EXTRA LONG PIN AS 20038-1 | 20038-3LF |
| PRESS IN LOWER | '73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS | '73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS | 20039LF |
| PRESS IN LOWER | '73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS | SAME EXTRA LONG PIN AS 20038-1 | 20038-4LF |
| PRESS IN LOWER | WELDS INTO MOST STOCK LOWERS 1.98 PRESS IN DIMENSION | POPULAR LONG STUD DESIGN FOR RAISED ROLL CENTER WITH STOCK SPINDLE** | 20038-1LF |

*SPINDLE MAY NEED REAMED.

**SPINDLE MUST BE REAMED.

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



APPLICATION GUIDES

| APPLICATION | Starting at: | | | APPLICATION | Starting at: | | |
|------------------------------------|--------------|---------------|---------------|--------------------|--------------|---------------|---------------|
| | Std. | Low Friction: | Low Friction: | | Std. | Low Friction: | Low Friction: |
| '79-'93 MUSTANG | N/A | N/A | N/A | '73-'88 CUTLASS | K5208 | 20032 | 20032LF |
| '82-'02 S-10 -2WD, BLAZER -2WD | K5208 | 20032 | 20032LF | '64-'72 CUTLASS | K5108 | 20037 | 20037LF |
| '93-'02 CAMARO, FIREBIRD, TRANS AM | N/A | N/A | N/A | '73-'87 REGAL | K5208 | 20032 | 20032LF |
| '82-'92 CAMARO, FIREBIRD, TRANS AM | N/A | N/A | N/A | '73-'88 GRAND PRIX | K5208 | 20032 | 20032LF |
| '70-'81 CAMARO FIREBIRD, TRANS AM | K5208 | 20032 | 20032LF | '73-'82 LEMANS GT0 | K5208 | 20032 | 20032LF |
| '67-'69 CAMARO FIREBIRD, TRANS AM | K5108 | 20037 | 20037LF | '64-'72 LEMANS GT0 | K5108 | 20037 | 20037LF |
| '70-'72 MONTE CARLO | K5108 | 20037 | 20037LF | '71-'76 CAPRICE** | K5208 | 20032 | 20032LF |
| '73-'88 MONTE CARLO | K5208 | 20032 | 20032LF | '77-'94 CAPRICE** | K5208 | 20032 | 20032LF |
| '64-'72 CHEVELLE EL CAMINO | K5108 | 20037 | 20037LF | '94-'96 IMPALA SS | K5208 | 20032 | 20032LF |
| '73-'88 CHEVELLE EL CAMINO | K5208 | 20032 | 20032LF | '75-'79 NOVA | K5208 | 20032 | 20032LF |
| '78-'83 MALIBU | K5208 | 20032 | 20032LF | '68-'74 NOVA | K5108 | 20037 | 20037LF |

*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS. **ALSO FITS IMPALA, BELAIR, BISCAYNE EXC WAGON.

| 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 | • |
| 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 | |
|------------------------|----------|-------|
| | 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 |

LOW FRICTION BALL JOINT & BUSHING KITS

MODIFIED PACKAGE

Each kit contains: 4 high performance low friction ball joints and 4 lightweight, friction-reducing control arm bushings.

- **Less bind = lower lap times.**
- Assembled kits for easy ordering.
- Reduced suspension "stiction".
- Increases ability to transfer weight.
- Precision machining promotes front-end alignment during usage (unlike O.E. rubber bushings).
- Kits contain lightweight lower bushings (nylon inserts for reduced weight and less friction).



| APPLICATION | PART # |
|---|----------|
| '67-'72 CHEVELLE LOWER ARM WITH SCREW-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT | 200-1007 |
| '67-'72 CHEVELLE LOWER ARM WITH BOLT-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT | 200-1009 |
| '78-'88 MID-SIZE GM METRIC LOWER ARM WITH SCREW-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT | 200-1008 |
| '78-'88 MID-SIZE GM METRIC LOWER ARM WITH BOLT-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT | 200-1010 |

STREET STOCK PACKAGE

Each kit contains: 4 high performance low friction ball joints and 8 lightweight, friction-reducing control arm bushings.

- **Less bind = lower lap times.**
- Assembled kits for easy ordering.
- No modifications necessary - simply choose your application and go.
- Reduced suspension "stiction".
- Increases ability to transfer weight.
- Precision machining promotes front-end alignment during usage (unlike O.E. rubber bushings).
- Kits contain lightweight lower bushings (nylon inserts for reduced weight and less friction).



| APPLICATION | PART # |
|---|----------|
| '66-'72 CHEVELLE / MONTE CARLO, CUTLASS / 442, SPECIAL / SKYLARK/GS, LEMANS / GTO / '67-'69 CAMARO, FIREBIRD / | |
| '68-'74 CHEVY II / NOVA / '68-'74 APOLLO, OMEGA & VENTURA | 200-1001 |
| '78-'88 CHEVELLE / MALIBU / MONTE CARLO / '78-'87 CUTLASS, LEMANS / GRAN PRIX, REGAL / SPECIAL, CUTLASS | 200-1002 |
| '70-'72 CAMARO, FIREBIRD / '73 CHEVELLE / MONTE CARLO WITH 1.4" OD FRONT LOWER BUSHING | 200-1003 |
| '75-'79 CAMARO / NOVA, APOLLO, OMEGA / PHOENIX, VENTURA / '74-'79 FIREBIRD / '75-'77 CHEVELLE / MONTE CARLO, REGAL / SPECIAL, CUTLASS / 442, LEMANS / GTO | 200-1004 |
| '82-'92 CAMARO, FIREBIRD (INCLUDES 2 BALL JOINTS & 4 BUSHINGS) | 200-1006 |

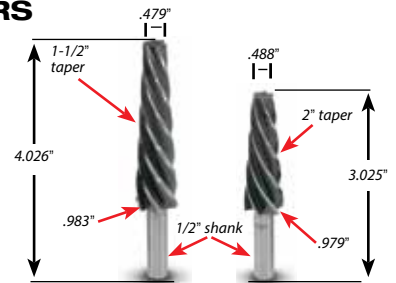
BALL JOINT SLEEVES



| 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 |

TAPER REAMERS

- Manufactured from superior-quality high-speed tool steel.
- Six flute spiral design allows smooth boring operation & minimizes tool wear.
- Two designs to cover most popular racing applications.



| DESCRIPTION | APPLICATION | PART # |
|-------------------------|---|--------|
| 1-1/2" TAPER (PER FOOT) | 20031, 33, 34, 35, 36 BALL JOINTS | 80770 |
| 2" TAPER (PER FOOT) | 20032, 32-1, 32-2, 38, 38-1, 39 BALL JOINTS | 80771 |

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 |

MODULAR BALL JOINT RING

The AFCO Modular Ball Joint Ring allows racers to assemble the perfect modified upper control arm. Use with AFCO swaged steel tubes to build adjustable upper control arm.

- Plated for long product life.
- Choice of straight or angle.



| DESCRIPTION | PART # |
|--------------------------------------|--------|
| STANDARD BALL JOINT RING | 19060 |
| 10° ANGLE BALL JOINT RING LEFT HAND | 19065 |
| 10° ANGLE BALL JOINT RING RIGHT HAND | 19066 |

STEEL JAM NUTS



| SIZE | THICK | RH | LH | PRICE |
|-----------|--------|--------|-------|-------|
| 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.



| DESCRIPTION | PART # | PRICE |
|----------------------------|--------|-------|
| SHAFT BEARING (.757" BORE) | 30321 | |

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 |

TUBES

SWAGED BLACK STEEL TUBES

- **New black finish!**
- Consistent wall thickness allows better thread engagement.
- Black zinc-plated for increased part life.
- 3/4" and 5/8" threaded tubes for all popular applications.
- Deep knurl for easy length adjustments.



7/8" O.D.

| LENGTH | THREAD | PART # |
|--------|--------|--------|
| 4" | 5/8" | 5804 |
| 5" | 5/8" | 5805 |
| 6" | 5/8" | 5806 |
| 7" | 5/8" | 5807 |
| 8" | 5/8" | 5808 |
| 9" | 5/8" | 5809 |
| 10" | 5/8" | 5810 |
| 11" | 5/8" | 5811 |
| 12" | 5/8" | 5812 |
| 13" | 5/8" | 5813 |
| 14" | 5/8" | 5814 |
| 15" | 5/8" | 5815 |
| 16" | 5/8" | 5816 |
| 17" | 5/8" | 5817 |

1" O.D.

| LENGTH | THREAD | PART # |
|--------|--------|--------|
| 9" | 3/4" | 3409 |
| 10" | 3/4" | 3410 |
| 11" | 3/4" | 3411 |
| 12" | 3/4" | 3412 |
| 13" | 3/4" | 3413 |
| 14" | 3/4" | 3414 |
| 15" | 3/4" | 3415 |
| 16" | 3/4" | 3416 |
| 17" | 3/4" | 3417 |
| 18" | 3/4" | 3418 |
| 19" | 3/4" | 3419 |
| 20" | 3/4" | 3420 |
| 21" | 3/4" | 3421 |
| 22" | 3/4" | 3422 |
| 23" | 3/4" | 3423 |
| 24" | 3/4" | 3424 |
| 25" | 3/4" | 3425 |
| 26" | 3/4" | 3426 |
| 27" | 3/4" | 3427 |
| 37" | 3/4" | 3437 |

AFCO's new black swaged steel tubes are formed using .095" DOM material. This tubing is placed in a swaging machine that forms the reduced end size using a series of hammer-to-die blows. The finished product has reduced ends with wall thickness that stays within +/- .001". AFCO Swaged Steel Tubes are produced with NO stretching or crimping. Choose AFCO for the best built tubes on the market for strength and weight savings.

ADAPTER BOLT

- Adapter allows inner tie rod end to be replaced with rod end on rack & pinion.
- Complete with nuts and bump spacer.
- Not for stock-style spindle use.
- 1-1/2" taper per foot.



| DESCRIPTION | PART # |
|----------------|--------|
| BOLT KIT (1PC) | 10270 |

CLEVIS

- Used with strut rods.
- High quality steel - long life.

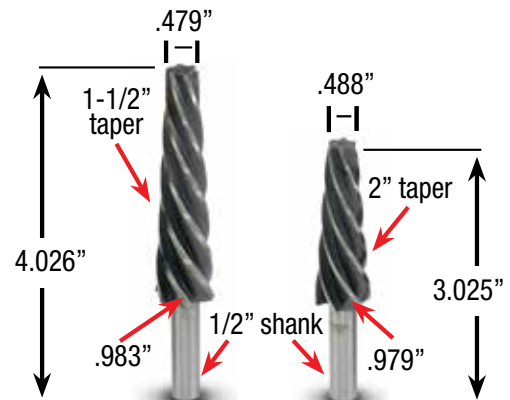


| HOLE | THREAD | PART # |
|------|-------------|--------|
| 3/8" | 5/8" - 18RH | 10490 |
| 1/2" | 5/8" - 18RH | 10491 |

TAPER REAMERS

- Manufactured from superior-quality high-speed tool steel.
- Six flute spiral design allows smooth boring operation & minimizes tool wear.
- Two designs to cover most popular racing applications.

| DESCRIPTION/APPLICATION | PART # |
|---|--------|
| 1-1/2" TAPER (PER FOOT) 7° APPLICATION: MOST TIE ROD, SHOCK EYES & 20031, 33, 34, 35, 36 BALL JOINTS | 80770 |
| 2" TAPER (PER FOOT) 10° APPLICATION: 20032, 32-1, 32-2, 38, 38-1, 39 BALL JOINTS | 80771 |



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 |
| CHRYSLER TYPE | 28-3200# | 6-5/8" | 166 | 20231HDRF |

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" |
| CHRYSLER TYPE | 2-1/2" | 20-1/2" | 52-7/8" | 1-1/2" | 1" |

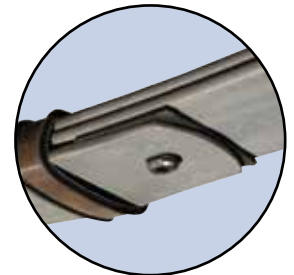
To accurately check for arch measurement, lay spring on side and pull a straight line from center of front eye to center of rear eye. Measure from line to top leaf at the locating pin.



AFCO MULTILEAF SPRINGS

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.

- Lightweight IMCA Modifieds to heavy stock cars — AFCO has the correct springs.
- Our chrome-vanadium alloy spring steel material is superior to others and provides consistent rates over a longer life span.
- Teflon rub blocks between leaves reduces friction and maintains consistency of rate.
- Tapered leaves 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.
- Chrysler or Camaro style.
- Front bushing included.



| REFERENCE ARCH | CAR WT. | ACT. ARCH | NOM. RATE | PART # | PRICE |
|-------------------------|----------|-----------|-----------|----------|-------|
| CHRYSLER TYPE - 5" ARCH | 23-2800# | 6-5/8" | 142 | 20231 | |
| CHRYSLER TYPE - 5" ARCH | 26-3000# | 6-5/8" | 152 | 20231MHD | |
| CHRYSLER TYPE - 5" ARCH | 28-3200# | 6-5/8" | 166 | 20231HD | |
| CHRYSLER TYPE - 5" ARCH | 31-3500# | 6-5/8" | 194 | 20231XHD | |

| DESCRIPTION | CAR WT. | ACT. ARCH | NOM. RATE | PART # | PRICE |
|-------------|----------|-----------|-----------|----------|-------|
| 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 ACCESSORIES

LEAF SPRING PIVOT BUSHING

- Allows front eye to rotate and twist in order to react to spring movement.
- Replaces rubber bushing and gets rid of bind.
- Promotes more consistent handling.
- Chrysler-type only.
- 1-1/2" O.D.



| DESCRIPTION | PART # |
|-------------|--------|
| PIVOT KIT | 20229P |

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.
- Designed for Chrysler type springs.



For 2-1/2" wide leaf

| DESCRIPTION | PART # |
|-------------------------------|--------|
| LEAF SPRING SLIDER (CHRYSLER) | 20236S |
| 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" PLATED PLATE STEEL (1) | 20281 |

NYLON FRONT EYE BUSHING

- Inner sleeve protects bushing and mount hardware for longer parts life.
- Fits Chrysler-type spring.
- 3-piece design allows front eye to rotate as spring moves.



| DESCRIPTION | PART # |
|----------------------|--------|
| BUSHING ASSEMBLY (1) | 20229N |

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 |

UNIVERSAL FRONT SPRING MOUNT

- Universal design for new chassis or updating older chassis to leaf spring suspension.
- Fits Chrysler type leaves.



| DESCRIPTION | PART # |
|-------------|--------|
| MOUNT | 50200 |

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 |

LEAF SPRING ACCESSORIES

SHACKLE BOLT KIT

Eliminates need for rubber bushings in Chrysler rear spring eye. Prevents binding and eases leaf spring maintenance. 1" O.D. bushing.



| DESCRIPTION | PART # |
|---------------|---------|
| BOLT KIT | 20235-2 |
| SHOULDER BOLT | 20235-3 |
| BUSHING | 20235-4 |

ALUMINUM LOWERING BLOCKS



| 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 |

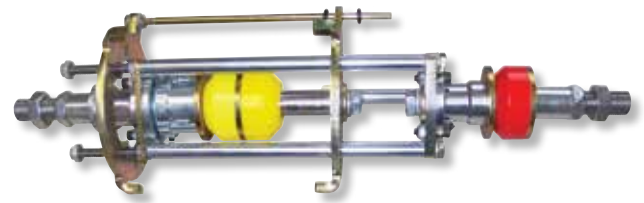
Chris Abelson



REAR SUSPENSION

“THREE STAGE” TORQUE LINK

Used by champion drivers! The “Three Stage” torque link provides adjustable progressive action for ultimate torque control and traction. Torque is absorbed by the coil spring to provide initial forward bite. As engine torque increases, the poly bushings engage to increase torque to the rear tires. Engagement point of the poly bushings can be adjusted independently from the coil spring to allow for changing track conditions. Due to its unique twin shaft design, the engine side and brake side operate independently. This allows corner entry & exit to be tuned separately. Bushing/spring pre-load is always maintained. Also, the brake bushing works more effectively because it's not loaded with engine spring pre-load. The car turns better during deceleration as a result.

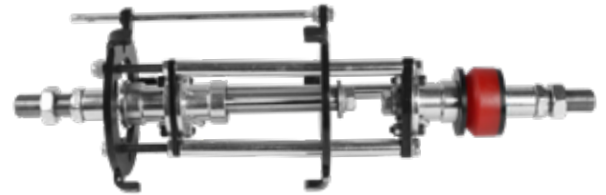


| DESCRIPTION | PART # |
|---|-----------|
| THREE STAGE TORQUE LINK (WITH ALL NECESSARY BUSHINGS) | 21207X |
| MAIN SHAFT KIT | 21207-1 |
| INNER THREAD BSG HOUSING | 21207-10X |
| SEAL - INNER THREAD BSG HOUSING | 21207-11X |
| BUSHING - INNER BSG HOUSING | 21207-12X |

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY (SEE PAGE 102).

“TWO STAGE” TORQUE LINK

- Isolated brake bushing for more effective control at corner entry and isolated engine spring for more effective control at corner exit.
- Bind-free design with sealed housing and grease fittings for easy maintenance.
- Built-in travel indicator to monitor acceleration and deceleration travel.
- Brake bushing & engine spring preload is maintained separately, which keeps both components constantly loaded, improving the control & response of the torque link.
- Optional second brake bushing provision for even wider brake tuning options.

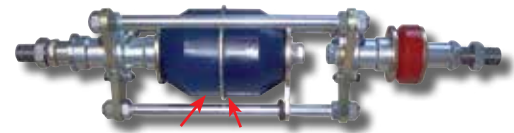


| DESCRIPTION | PART # |
|---|--------|
| DUAL SHAFT TORQUE LINK (SPRING SOLD SEPARATELY) | 21205X |

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY (SEE PAGE 102).

“TWO STAGE” URETHANE BUSHING TORQUE LINK

- Isolated brake bushing for more effective control on corner entry.
- Bind-free design with sealed housing and grease fittings for easy maintenance.
- Built-in travel indicator to monitor acceleration travel and deceleration travel.
- Heavy duty design to handle open class modified motors.
- Add a second brake bushing for even wider brake tuning options.



TORQUE BUSHINGS SOLD SEPARATELY (SEE NEXT PAGE)

| DESCRIPTION | PART # |
|--------------------------------------|--------|
| TORQUE LINK, URETHANE BUSHING STYLE* | 21206X |

*2 TORQUE BUSHINGS REQUIRED, SOLD INDIVIDUALLY (SEE PAGE 102).

SUGGESTED TUBE LENGTHS: TORQUE LINKS

See page 97 for steel tubes.

| DESIRED LENGTH | | | RECOMMENDED TUBE | |
|----------------|--------|--------|------------------|-------------------|
| 21205X | 21206X | 21207X | TUBE LENGTH | SWAGED STEEL TUBE |
| 30.25" | 31" | 31" | 9" | 3409 |
| 31.25" | 32" | 32" | 10" | 3410 |
| 32.25" | 33" | 33" | 11" | 3411 |
| 33.25" | 34" | 34" | 12" | 3412 |
| 34.25" | 35" | 35" | 13" | 3413 |
| 35.25" | 36" | 36" | 14" | 3414 |
| 36.25" | 37" | 37" | 15" | 3415 |
| 37.25" | 38" | 38" | 16" | 3416 |
| 38.25" | 39" | 39" | 17" | 3417 |
| 39.24" | 40" | 40" | 18" | 3418 |
| 40.25" | 41" | 41" | 19" | 3419 |
| 41.25" | 42" | 42" | 20" | 3420 |
| 43.25" | 44" | 44" | 22" | 3422 |
| 44.25" | 45" | 45" | 23" | 3423 |
| 46" | 46.75" | 46.75" | 24.75" | • |
| 48.25" | 49" | 49" | 27" | 3427 |
| 58.25" | 59" | 59" | 37" | 19537 |

REAR SUSPENSION

SUSPENSION LIMITER

- Reduces tire unloadings when suspensions top out.
- Provides the right amount of cushioning without causing an excessive amount of trailing arm angle to develop when the limiter becomes loaded.
- Easily mounted to a chassis by using a 1/2" rod end.
- Clevis provided for simple attachment to a chain or cable.



| DESCRIPTION | PART # |
|--------------------|--------|
| SUSPENSION LIMITER | 20478 |

5" O.D. TORQUE LINK SPRINGS

- For use with the AFCO steel torque links.
- Highest quality on the market.
- 5" O. D. X 6-5/8".
- Made in the U.S.A.



| DIAMETER | LENGTH | RATE | PART # |
|---------------|--------|----------|---------|
| 5" O.D. BLACK | 6-5/8" | 600 | 270600B |
| 5" O.D. BLACK | 6-5/8" | 1200 | 271200B |
| 5" O.D. BLACK | 6-5/8" | 600-2000 | 270001B |
| 5" O.D. BLACK | 6-5/8" | 600-1300 | 280001B |

REPLACEMENT BUSHING KITS



2-1/4" THREE STAGE BUSHINGS

| DESCRIPTION | PART # |
|---|---------|
| RED BRAKE BUSHING KIT - (1 BUSHING AND 2 WASHERS PER KIT) | 21209UK |



3-3/8" TWO STAGE BUSHINGS

| DESCRIPTION | 2-1/4" OD | 3-3/8" OD |
|-----------------|-----------|-----------|
| GREEN - 50 SOFT | 21209-3G | • |
| PURPLE - 60 | 21209-3P | • |
| YELLOW - 75 | 21209-3Y | 21208Y |
| BLUE - 80 | 21209-3B | 21208B |
| RED - 87 HARD | 21209-3R | 21208R |



RETAINER RINGS FOR 3" AXLE TUBES

| DESCRIPTION | PART # |
|-------------|--------|
| WELD-ON | 20351 |

TORQUE LINK QUICK CHANGE & FORD 9" BRACKET



- "Forward Mount" design provides increased pull bar angle and forward bite during axle wrap-up and chassis lift than conventional mounting positions centered on axle.
- -8° pinion angle allows torque link to be mounted 4" ahead and 12" above axle centerline.
- Forward mounting reduces axle wrap-up from 25 - 33%, which provides consistent corner entry handling during axle wrap-down and improves U-Joint life.
- Multiple holes for mounting torque link and dampener shock.
- 3/8" holes allow stiffener braces to be added on high horsepower applications.
- Laser-cut design fits most rear ends.
- Some grinding of the side bell reinforcing ribs may be required to mount Quick Change brackets.
- Some trimming of the Ford brackets may be needed depending on housing configuration.



| DESCRIPTION | PART # |
|--|--------|
| QUICK CHANGE TORQUE LINK BRACKETS (PAIR) | 20406 |
| FORD 9" TORQUE LINK BRACKETS (PAIR) | 20407 |

5TH & 6TH COIL MOUNTS

- Holds 5th and 6th coil assembly.
- Mounts on 1-1/2" round tube.
- Complete with quick pin for shock.
- Made from aluminum.



| DESCRIPTION | PART # |
|---------------------------------|--------|
| ROUND TUBE 5TH & 6TH COIL MOUNT | 20477 |

CLAMP COLLAR

- Mounts parts on 3" tube.

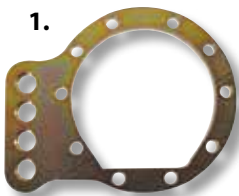


| DESCRIPTION | PART # |
|-------------------------|--------|
| 1-3/4" WIDE - 1/4" WALL | 20140C |

PANHARD PINION MOUNTS AND KITS

9" Ford steel.

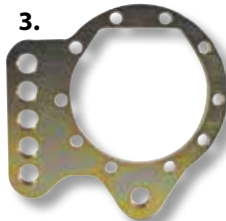
1.



2.



3.



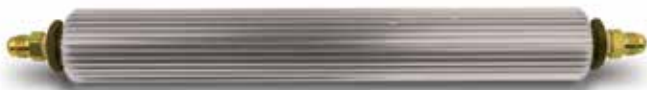
1. Drilled for LH or RH mount.
2. Double-sided: move bar without moving bracket. Allows for low placement of panhard bar.
3. Allows for low placement of panhard bar. Drilled for LH or RH mount.

| DESCRIPTION | PART # |
|---|---------|
| 1. 9" FORD (STEEL) | 20220 |
| 2. PANHARD - PINION MT 9" FORD DROPPED DOUBLE SIDED | 20220-1 |
| 3. PANHARD - PINION MT 9" FORD DROPPED | 20296 |

AFCO STEERING

POWER STEERING FLUID COOLER

- Complete with -6 AN fittings.
- Mounts on two 1/4" bolts or with standard tie wraps.
- Mounts in return line to tank.
- Lowers fluid up to 30°.
- 14-3/4" total length with fittings.



| DESCRIPTION | PART # |
|-----------------------------|--------|
| POWER STEERING FLUID COOLER | 37600 |

GM POWER STEERING FITTINGS



| '80 & UP GM BOX CONVERSION TO RACING HOSE KIT (O-RING TYPE) | PART # |
|---|--------|
| SMALL M16 X 1.5 (RETURN) | 37122 |
| LARGE M18 X 1.5 (PRESSURE) | 37123 |
| UP TO '79 (FLARE TYPE) | PART # |
| SMALL 5/8" - 18 (RETURN) | 37124 |
| LARGE 11/16" - 16 (PRESSURE) | 37125 |

| AFCO / TC STYLE PUMP FITTINGS (O-RING TYPE) | PART # |
|---|--------|
| OUTLET (PRESSURE) | 37130 |

POWER STEERING PUMP MOUNTS

- CNC-machined lightweight aluminum.
- Mounts racing type power steering pumps.



| DESCRIPTION | PART # |
|----------------------|--------|
| CHEVY-BOLTS TO HEAD | 37190 |
| CHEVY-BOLTS TO BLOCK | 37191 |

POWER STEERING RESERVOIR

- -10 AN outlet / -6 AN return.
- Internal diffuser to prevent fluid aeration.
- Integral firewall mount .75 lbs. or clamp on roll bar mount 1.2 lbs.
- 3" O.D. - 9" tall.
- Spun aluminum.
- 22 oz. capacity.



| POWER STEERING RESERVOIR DESCRIPTION | PART # |
|--------------------------------------|--------|
| FIREWALL MOUNT | 37152 |
| ROLL BAR MOUNT | 37156 |
| ROLL BAR MOUNT WITH VENTED CAP | 37156V |
| REPLACEMENT CAP | 37151 |
| REPLACEMENT VENTED CAP | 37151V |

LOAD RATING MACHINES

SEE P.4 FOR MORE INFO



STEERING COMPONENTS

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 |
| OVERSIZED STEEL ROD END | 10400 |
| 3/4" RH JAM NUT | 10140 |

STEERING SUPPORT BEARINGS

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



| DESCRIPTION | PART # |
|----------------------------|--------|
| SHAFT BEARING (.757" BORE) | 30321 |

PUSH-BUTTON QUICK RELEASE HUB

This hub features a spring-loaded button-style release. Unit fits 3/4" shaft and a standard three bolt steering wheel pattern.

- 5/16" coarse thread.
- Aluminum .55 lbs.



| DESCRIPTION | PART # |
|----------------------------|--------|
| PUSH BUTTON ECONOMY QR HUB | 30373 |
| REPLACEMENT COUPLER | 30373B |

U-JOINTS & COUPLERS

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" - 36 | GM STANDARD, PINTO P.S. | 30305 |
| 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 |



SMALL BODY STEERING QUICKENER

This little jewel weighs less than 1.8 lbs. and takes up a lot less space. 3/4"-36 spline. 2-1/2" x 2-1/2" x 8" overall length. 2-1 Ratio.



| DESCRIPTION | PART # |
|--------------------|--------|
| STEERING QUICKENER | 30052 |

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-joint for attachment to your steering shaft or gear.



| LENGTH | DESCRIPTION | PART # |
|-------------|-------------------------|--------|
| 22.5" - 32" | SLIDING STEERING COLUMN | 37304 |

AFCO ACCESSORIES

GEAR REDUCTION MINI STARTER

This unit mounts on the Chevy block in either the 153 or 168 tooth location and features 1.4kw of power to start any racing engine. Each starter comes with bolts, shim kit, instructions and jumper wire.

- **6-month replacement guarantee.**
- Chevy block mount style.
- Lightweight — only 11 lbs.
- All-new components.
- Easily indexable without requiring disassembly.
- Mounting block is indexable to provide clearance with wide oil pans.



INDEXABLE
(TO ELIMINATE
INTERFERENCE)
WITHOUT REQUIRING
DISASSEMBLY.

| DESCRIPTION | PART # |
|---------------|--------|
| STARTER 1.4KW | 64200 |

SHIFTER ROD

- 2 lever standard / 1-16" & 1-24" rods.
- Each rod uses (2) 10460 3/8" RHM rod ends.



| DESCRIPTION | PART # |
|-----------------|----------|
| SHIFTER ROD 16" | 64001-16 |

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 |

YOKE U-BOLT

- Includes nuts.
- Fits Q.C. yoke only.



| DESCRIPTION | PART # |
|------------------|--------|
| YOKE U-BOLT-PAIR | 60125 |

GM MINI SPOOL

- Highest-quality heat treated mini-spools designed for oval track racing.
- 60213 - 3.5# fits most '77-'91 w-26 spline axles.



| DESCRIPTION | PART # |
|--------------------------------------|--------|
| GM - 26 SPLINE (FITS 7-1/2" 10 BOLT) | 60213 |
| NOTE: 60213 USES STOCK CROSS PIN. | |

9" FORD AXLE SEALS

These precision CNC machined housings feature three o-rings on the outer side and press securely into the axle tube of any GN housing. The unique design works with 28 or 31 spline GN axles to prevent rear end lube from filling the axle tube and depriving the ring and pinion of lubrication.



| DESCRIPTION | PART # |
|-----------------------------------|--------|
| SEAL ASSY - 3" X 3/16" TUBE (RED) | 60323 |
| O-RING - FOR 60323 | 60324 |
| REPLACEMENT AXLE SEAL | 60325 |

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.



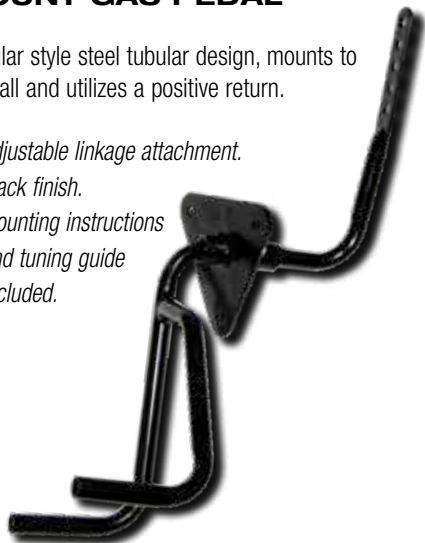
- **Greater precision, improved comfort & more driver control.**
- Provides better feel for smoother operation.
- Mounting instructions and tuning guide included.
- Double splined shaft.
- Fully sealed bearings.
- Durable anodized finish.

| DESCRIPTION | PART # |
|---|--------|
| ADJUSTABLE THROTTLE PEDAL | 40292 |
| ADJUSTABLE THROTTLE PEDAL FOR 15° ANGLE | 40294 |

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 # | PRICE |
|--------------------------------------|--------|-------|
| 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 # | PRICE |
|--------------------------|--------|-------|
| GM TRAILING ARM BRACKETS | 20285 | |

FRONT AND REAR CHEVY ENGINE MOUNTS



| DESCRIPTION | PART # |
|--------------------|--------|
| STEEL FRONT (PAIR) | 80651 |
| STEEL REAR (PAIR) | 80652 |

FORD ENGINE MOUNTS (SMALL BLOCK)

- Sold as pair.
- Powder coated.



| DESCRIPTION | PART # |
|--------------|--------|
| FRONT (PAIR) | 80659 |

HOOD PIN COMPONENTS



| DESCRIPTION | PART # |
|-----------------------|--------|
| FLIP CLIP - 3/16" | 10183 |
| HAIR PIN CLIP - 5/32" | 10185 |
| SCUFF PLATE | 10188 |

WELD-IN BATTERY BOX

- Lightweight steel construction.
- 9-1/2" or 11" size.
- 5/16" side bolts pivot to accommodate different battery sizes.



| DESCRIPTION | PART # |
|----------------------|--------|
| BATTERY BOX (9-1/2") | 50302 |
| BATTERY BOX (11") | 50301 |

BOLT-IN BATTERY BOX

- Holds 10-3/4" x 7" battery.
- Lightweight steel.
- Includes 3/8" bolts.



| DESCRIPTION | PART # |
|---------------------|--------|
| BOLT-IN BATTERY BOX | 50303 |

HOOD PIN KITS

Steel kits include 1-torsion (flip) pin or hair pin, 1-scuff plate, 2-jam nuts and 1-stud.



| DESCRIPTION | PART # |
|-------------------------|--------|
| STEEL KIT W/ 3/16" CLIP | 10151 |

TIRE GROOVER

Pistol grip-style with a 250 watt heating capacity, 7' cord, & #5 head. The solid brass head keeps the heat "just ahead" of the cutting blade. This, in effect, pre-conditions the rubber & makes for speed, ease, accuracy, & consistency in grooves. The depth of the cut is controlled by the adjustable blade.

- Complete with #5 head and blades.
- 250 watts.
- 7' Cord.



| DESCRIPTION | PART # | PRICE |
|------------------------------------|--------|-------|
| GROOVER - W/ #5 HEAD AND 12 BLADES | ID125 | |

GROOVER HEAD & BLADES

| SIZE | WIDTH | HEAD | PRICE | BLADE (12PK) |
|------|---------|--------|-------|--------------|
| #1 | (.053") | IDHD01 | | • |
| #2 | (.090") | IDHD02 | | IDBL02 |
| #3 | (.125") | IDHD03 | | IDBL03 |
| #4 | (.215") | IDHD04 | | IDBL04 |
| #5 | (.290") | IDHD05 | | IDBL05 |
| #6 | (.375") | IDHD06 | | |



DELUXE MUD SCRAPER

- 32" padded, ergonomic handle.
- 4-1/2" blade.

| DESCRIPTION | PART # |
|-------------|--------|
| MUD SCRAPER | 80715 |



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

- 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.



84028

| 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 |

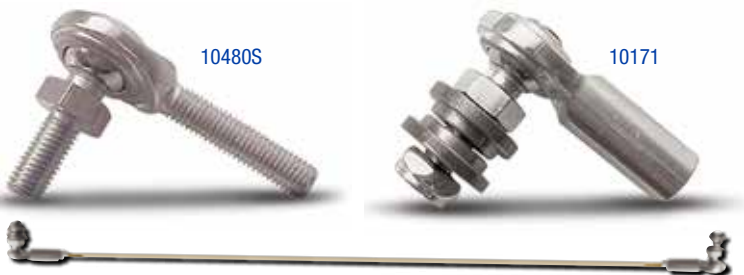
LUDWIG CLAMPS

- Secures hinged lids, panels, etc.
- Held in place by a single rivet.



| DESCRIPTION | PART # |
|--------------------|--------|
| LUDWIG CLAMPS 4 PK | 50401 |
| LUDWIG CLAMPS 100 | 50403 |

THROTTLE ROD & KITS



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

| 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 |

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 |

BALLAST BRACKETS



| DESCRIPTION | PART # |
|-------------------|--------|
| 1-1/4" ROUND TUBE | 50320 |
| 1-1/2" ROUND TUBE | 50321 |
| 1-3/4" ROUND TUBE | 50323 |

AFCO BRAKES

CALIPERS

F44 ALUMINUM METRIC CALIPER

- 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.

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

USMTS, UMP Approved



5.5" MOUNTING LUGS



| DESCRIPTION | PART # |
|---------------------------------------|-------------|
| 2-1/2" BORE - ALUMINUM METRIC CALIPER | 6630510 |
| REBUILD KIT, 2" METRIC ALUMINUM | 6690310 |
| 2-1/2" F44 SEAL | 6690334 |
| 2" SEAL | 55000018905 |

STEEL PAD SPACERS FOR AFCO 6630310

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

SHAWN STRONG



GM METRIC CALIPERS

OVERSIZED 2-3/4" GM METRIC CALIPERS

UMP Approved

- 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

NEW & IMPROVED

STOCK 2-1/2" GM METRIC CALIPERS

IMCA/WISSOTA, USMTS/UMP, USRA, NCRA Approved

- Legal replacement for stock classes.
- Quality control checked and pressure-tested.
- NEW virgin casting and pistons.
- 5.5" Bolt Spacing.



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

UNDERSIZED 2-1/4" GM METRIC CALIPERS

UMP, AMRA, NCRA Approved

- 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 |

STEEL METRIC CALIPER FITTINGS AND HARDWARE

Use these fittings to help ease steel metric caliper installation:



10160

7010-0007

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

CALIPER BRACKETS

CALIPER BRACKET

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

HYBRID CALIPER BRACKET

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



| DESCRIPTION | THREAD | THICKNESS | PART # |
|----------------------------------|------------|-----------|---------|
| 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 |

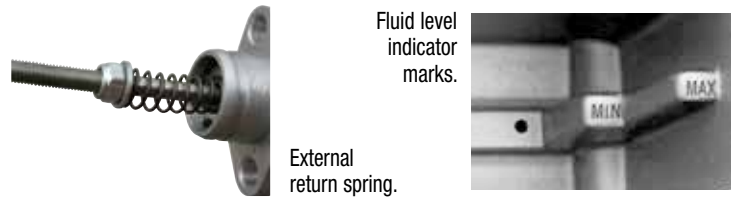
AFCO BRAKES

MASTER CYLINDERS

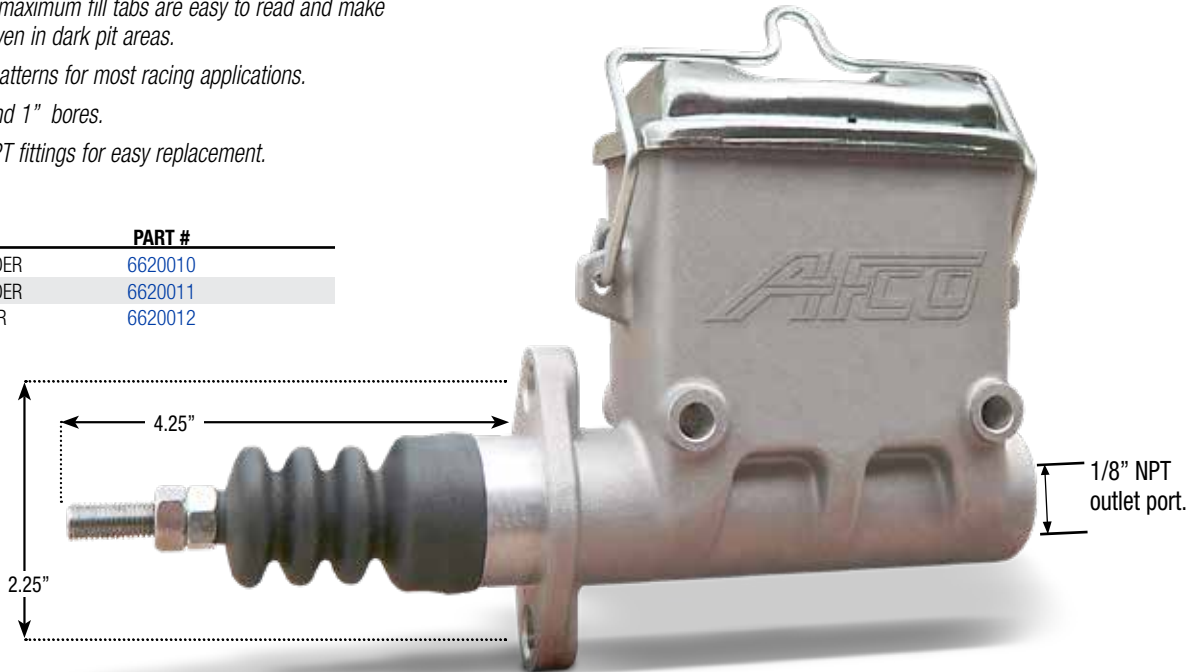
INTEGRAL RESERVOIR MASTER CYLINDER

The AFCO engineering team started with a clean sheet when designing our 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 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.
- Precise-fitting lid held firmly in place by heavy gauge retainer.
- Slim design rubber boot allows easy installation into most pedal assemblies.
- Aluminum bore with hard anodized pistons.
- Unique, built-in minimum and maximum fill tabs are easy to read and make quick work of checking fluid even in dark pit areas.
- Common dual-mounting bolt patterns for most racing applications.
- Models come in 3/4", 7/8", and 1" bores.
- Designed for standard 1/8" NPT fittings for easy replacement.



| DESCRIPTION | PART # |
|------------------------------------|---------|
| 3/4" BORE INTEGRAL MASTER CYLINDER | 6620010 |
| 7/8" BORE INTEGRAL MASTER CYLINDER | 6620011 |
| 1" BORE INTEGRAL 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* |

* 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 p.116-117.



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

AFCO BRAKES

ROTORS

HYBRID

IMCA, USMTS, UMP, WISSOTA Approved



This rotor combines the strength of a '75-'81 Ford-style hub (Granada) with the lighter design of the metric brake rotor for an unbeatable lightweight and durable package. AFCO engineers designed this rotor with the latest CAD software and testing methods. Manufactured to withstand rigorous racing environments, the AFCO Hybrid Rotor uses castings designed and built specifically for racing. It will remove up to 13 lbs. of unsprung weight on the front of your car to improve front to rear weight bias and wheel control.



- Safely remove up to 13 lbs. from the front of your car vs. stock rotor.
- Uses GM metric caliper.
- Ford '74-'80 Pinto spindle.
- 14.8 lbs. total rotor weight with 5/8" studs.
- Drilled for 4-3/4" bolt pattern.
- 10.13" diameter.
- .813" thickness (pad spacer recommended).
- Uses 9851-8551 Master Install Kit.
- Races pre-installed.
- **LIGHTWEIGHT DESIGN FOR DIRT USE ONLY.**

| DESCRIPTION | PART # | PRICE |
|--|-----------|-------|
| 5/8" COARSE STUDS ON 5" X 5" PATTERN | 9850-6505 | |
| 5/8" COARSE STUDS ON 5" X 5" PATTERN - LONG STUD | 6640137 | |
| MASTER INSTALL KIT* | 9851-8551 | |
| BEARING KIT (INNER AND OUTER BEARINGS) | 9851-8510 | |
| SEAL | 9851-8521 | |
| DUST CAP | 9851-8501 | |

* MASTER INSTALL KIT INCLUDES: BEARINGS, SEAL, WASHER, NUT, PIN & DUST CAP.

Designed for use with '74-'80 Pinto / Mustang II spindle (Page 91) and AFCO brackets 40122PL & 40122PR (Page 90).

FORD STYLE '75 - '81

IMCA, USMTS, UMP, WISSOTA Approved



- Reduces rotating weight.
- Fits Pinto pin.
- 5/8" coarse studs installed on 5" x 5" pattern.
- Pre-drilled with 4-1/2" stock pattern.
- 11" diameter x .875" thickness.
- Races pre-installed.
- Stock-appearing.
- Uses stock 9851-8552 Master Install Kit.
- Meets OEM sanctioning requirements for modifieds, street stocks, and hobby stocks.
- **LIGHTWEIGHT DESIGN FOR DIRT USE ONLY.**

| DESCRIPTION | PART # |
|--------------------------------------|-----------|
| 5/8" COARSE STUDS ON 5" X 5" PATTERN | 9850-6510 |

| DESCRIPTION | PART # |
|---------------------|-----------|
| MASTER INSTALL KIT* | 9851-8552 |
| BEARINGS ONLY | 9851-8510 |
| SEAL | 9851-8521 |
| DUST CAP | 9851-8502 |

GM STYLE '79 & UP

IMCA, USMTS, UMP, WISSOTA Approved



- 5/8" coarse studs installed on 5" pattern.
- Stock-appearing.
- 10.5" diameter x 1" thickness.
- Races pre-installed.
- Uses 9851-8550 Master Install Kit.
- Meets OEM sanctioning requirements for modifieds, street stocks, and hobby stocks.
- Fully machined for 5/8" stud.
- Fits new IMCA spindle.
- **LIGHTWEIGHT DESIGN FOR DIRT USE ONLY.**

| DESCRIPTION | PART # |
|-------------------------------|-----------|
| 5/8" STUDS ON 5" X 5" PATTERN | 9850-6500 |

NOTE: GM METRIC ROTOR NEEDS LARGER BEARING THAN STOCK BEARING SIZE.

GM ROTOR ACCESSORIES

| DESCRIPTION | PART # |
|--|-----------|
| MASTER INSTALL KIT* | 9851-8550 |
| BEARING KIT | 9851-8500 |
| SEAL | 9851-8520 |
| DUST CAP | 9851-8501 |
| WHEEL STUD EXTRA LONG 5/8" COARSE (.350) | 10164 |

*MASTER INSTALL KIT INCLUDES: BEARINGS, SEAL, WASHER, NUT, PIN & DUST CAP.

ROTORS

16+ ULTRA LIGHT CURVED VANE

- Ultra-lightweight rotor has 16 curved vanes plus additional supports to reduce cupping.
- Designed using premium grade alloys for superb thermal shock stability.
- Machined and double disc ground to assure precise flatness.
- Curve vaned for high volume cooling.
- Premium center - split castings reduce stress risers.
- Rotationally machined balanced - CNC.
- Thickness allows standard mounting configurations without use of pad spacers.
- 8 X 7" bolt circle.



AFCO's 16+ Ultra Light Rotors are a great way to reduce rotor weight without sacrificing quality. Unique curved vane design reduces weight while retaining surface support to lessen the chance of cupping. Rotationally machine balanced and built from center-split castings make these truly premium ultra-light rotors.



6640145 16+ FLAT ROTOR LH
6640146 16+ FLAT ROTOR RH

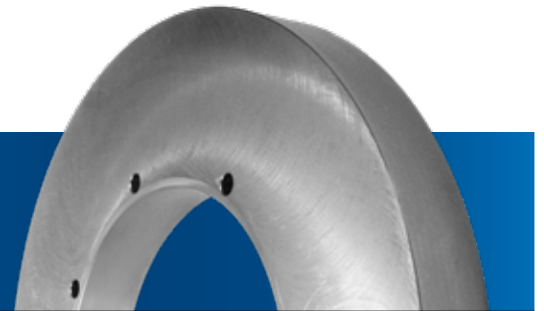
6640147 16+ SLOTTED ROTOR LH
6640148 16+ SLOTTED ROTOR RH

16+ ULTRA LIGHT CURVED VANE

| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|----------------------|-------|--------|-----------|---------|
| 16+ FLAT ROTOR LH | .810" | 11.75" | 6.08 LBS. | 6640145 |
| 16+ FLAT ROTOR RH | .810" | 11.75" | 6.08 LBS. | 6640146 |
| 16+ SLOTTED ROTOR LH | .810" | 11.75" | 6.03 LBS. | 6640147 |
| 16+ SLOTTED ROTOR RH | .810" | 11.75" | 6.03 LBS. | 6640148 |

SOLID TRACTION

- Solid rotor for increased left rear unsprung weight.
- Retains wedge in car during dynamic weight transfer.
- 8 X 7" bolt circle.



SOLID TRACTION

| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|-------------|-------|--------|---------|---------|
| SOLID ROTOR | 1" | 11.75" | 21 LBS. | 6640149 |

ROTORS

PILLAR VANE



- 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.

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.

FLAT PILLAR VANE

- 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 |

SLOTTED PILLAR VANE

- 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.

USMTS, UMP, WISSOTA Approved



| THICK | BOLT CIRCLE | DIA | WEIGHT | PART # |
|----------|-------------|--------|----------|---------|
| RH .810" | 7" | 11.75" | 8.1 LBS. | 6640104 |
| LH .810" | 7" | 11.75" | 8.1 LBS. | 6640105 |

LIGHTWEIGHT 32 VANE

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.

- 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 |

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 (see page 112).



AFCO Master Cylinders sold separately. See Page 112 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 (see page 112).



AFCO Master Cylinders sold separately. See Page 112 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 (see page 112).



AFCO Master Cylinders sold separately. See Page 112 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 (see page 112).



AFCO Master Cylinders sold separately. See Page 112 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 |



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!

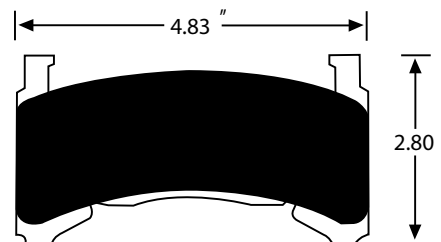
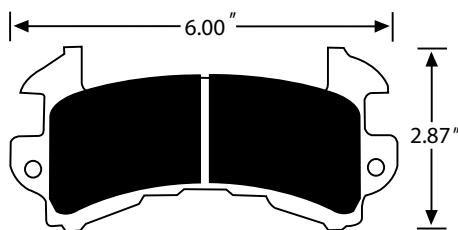
Compound 32 - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

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. C1 is widely used in dirt track racing and is the ultimate pad choice for all medium temperature applications. 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 front and rear dirt cars and 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 rear dirt cars and front asphalt cars. Recommended temperature use: 200 to 1600 degrees.



LESS AGGRESSIVE

MORE AGGRESSIVE

METRIC GM BRAKE PADS

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

MODIFIED BRAKE PAD RECOMMENDATIONS

RECOMMENDED SPORT MOD & MODIFIED CAR PACKAGES

IMCA (Open Motor)

| LEFT FRONT | PART # | RIGHT FRONT | PART # |
|----------------------------|----------|--------------------------|----------|
| PAD GM METRIC SR 33 | 6653012* | PAD GM METRIC SR 32 | 6653002* |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

| LEFT REAR | PART # | RIGHT REAR | PART # |
|----------------------------|---------|----------------------------|---------|
| ROTOR, 11.75"X.810" PILLAR | 6640100 | ROTOR, 11.75"X.810" PILLAR | 6640100 |
| PAD GM METRIC SR 33 | 6653012 | PAD GM METRIC SR 33 | 6653012 |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

IMCA (Crate)

| LEFT FRONT | PART # | RIGHT FRONT | PART # |
|----------------------------|----------|--------------------------|----------|
| PAD GM METRIC SR 33 | 6653012* | PAD GM METRIC SR 32 | 6653002* |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

| LEFT REAR | PART # | RIGHT REAR | PART # |
|----------------------------|---------|----------------------------|---------|
| ROTOR, 11.75"X.810" PILLAR | 6640100 | ROTOR, 11.75"X.810" PILLAR | 6640100 |
| PAD GM METRIC SR 34 | 6653022 | PAD GM METRIC SR 34 | 6653022 |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

USMTS/UMP

| LEFT FRONT | PART # | RIGHT FRONT | PART # |
|---------------------|----------|---------------------|----------|
| PAD GM METRIC SR 33 | 6653012* | PAD GM METRIC SR 32 | 6653002* |

| LEFT REAR | PART # | RIGHT REAR | PART # |
|-----------------------------|---------|-----------------------------|---------|
| ROTOR, 11.75"X.810" SLOT LH | 6640105 | ROTOR, 11.75"X.810" SLOT RH | 6640104 |
| PAD GM METRIC SR 34 | 6653022 | PAD GM METRIC SR 34 | 6653022 |

WISSOTA

| LEFT FRONT | PART # | RIGHT FRONT | PART # |
|----------------------------|----------|--------------------------|----------|
| PAD GM METRIC SR 33 | 6653012* | PAD GM METRIC SR 32 | 6653002* |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

| LEFT REAR | PART # | RIGHT REAR | PART # |
|-----------------------------|---------|-----------------------------|---------|
| ROTOR, 11.75"X.810" SLOT LH | 6640105 | ROTOR, 11.75"X.810" SLOT RH | 6640104 |
| PAD GM METRIC SR 34 | 6653022 | PAD GM METRIC SR 34 | 6653022 |
| METRIC GM CALIPER 2.5 R LH | 6635004 | METRIC GM CALIPER 2.5 RH | 6635003 |

HIGH PERFORMANCE BRAKE FLUID

HIGH PERFORMANCE HTX BRAKE FLUID

The HTX fluid has been engineered to meet the demanding requirements of super late model (dirt and asphalt) as well as dirt modified and "outlaw" open wheel modified racing. 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. The HT fluid has been designed to provide enhanced performance for applications ranging from street stocks to open wheel modifieds to drag racing and is value priced. 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.

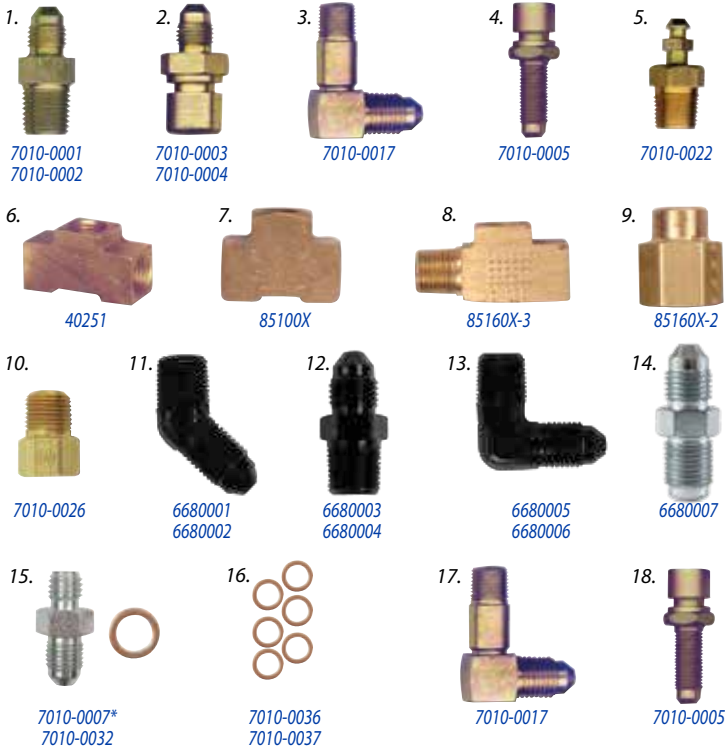


| DESCRIPTION | PART # |
|-------------------------|---------|
| HT SINGLE 12 OZ. BOTTLE | 6691901 |
| HT CASE (12 CANS) | 6691902 |

AFCO BRAKES

BRAKE ACCESSORIES

BRAKE SYSTEM FITTINGS



| DESCRIPTION | APPLICATION | PART # | PRICE |
|------------------------------------|--|------------|-------|
| 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 BLEEDER ADAPTERS FOR GM METRIC CALIPERS

- Accurately determine optimal settings for balance bars and proportioning valves.
- Needed to troubleshoot your brake system.
- For use with caliper pressure gauges.



| DESCRIPTION | PART # |
|-------------|-----------|
| ADAPTER KIT | 7010-0050 |

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° made with Kevlar BRAKE LINE - 3 AN & 4 AN



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

1/8" NPT made with Kevlar BRAKE LINE - 3 AN & 4 AN



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

Fits Rocket Chassis & others

made with 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 |

made with 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 |
| 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 SHUT-OFF VALVE

- *Stainless steel ball.*



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

BRAKE FITTING CLIP

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



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

3" TUBE CALIPER BRACKETS



| DESCRIPTION | PART # |
|------------------------|--------|
| BIG GM REAR WELD ON | 40120 |
| METRIC GM REAR WELD ON | 40121 |

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...

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 CREO, 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.

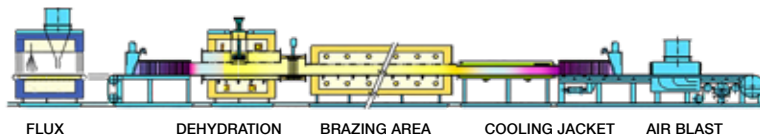
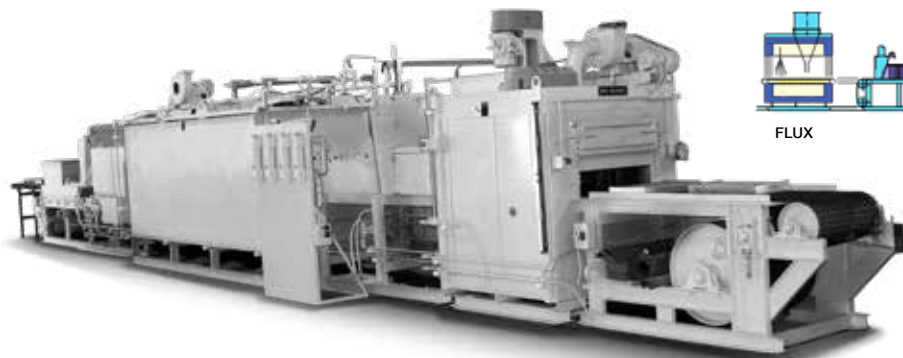


SPECIAL APPLICATIONS

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 @ 16psi



Clad Fillets
on Both
Sides



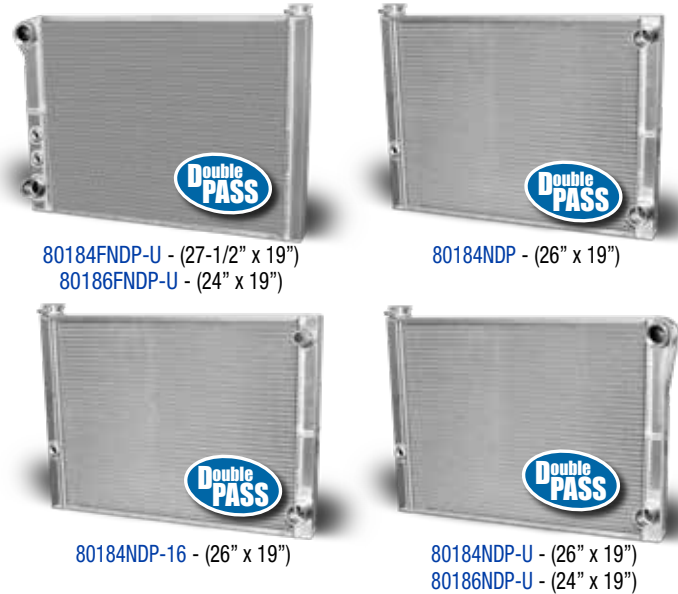
Double
Clad
.080 Headers

DOUBLE PASS RADIATORS

LIGHTWEIGHT 1 ROW X 1.5" CORE DOUBLE PASS RADIATORS

AFCO Racing Products is proud to announce our new lightweight double pass radiator for modifieds. 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. The new lightweight double pass radiator has the standard features you have come to trust from AFCO, such as furnace brazed tubes with no epoxy. 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.
- Standard water pressure bung for easy plumbing.
- Also available in 19" X 27-1/2" with 1-3/4" outlets (see page 125).
- 24" Southern Sport Mod version.



| 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° | 1/2" FPT | 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° | 1/2" FPT | 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° | 1/2" FPT | 12.6 LBS. | 80184NDP-U |
| 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 | 12.6 LBS. | 80184FNDP-U |
| 20" | 20-1/2" | 18-3/4" | 25-7/8" | 24" | 2" | L | 20 AN-F R | 1-3/4" R | 30°/10° | 1/2" FPT | 12 LBS. | 80186NDP-U |
| 20" | 20-1/2" | 18-3/4" | 25-7/8" | 24" | 2" | R | 20 AN-F L | 1-3/4" L | 30°/10° | 1/2" FPT & 3/8" FPT - L | 12 LBS. | 80186FNDP-U |



ULTRA LIGHTWEIGHT 1 ROW X 1.25" TUBE CORE RADIATORS

- Half the weight of a 2-row core!
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.



| OVERALL HEIGHT | CORE WIDTH | CORE THICKNESS | 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" | 18" | 1-1/4" | 18-3/8" | 22-7/8" | 21-1/2" | 1-7/8" | L | 1-1/2" R | 1-3/4" L | 20°/10° | 6.3 LBS. | 80100LWFN |
| 20" | 18" | 1-1/4" | 18-3/8" | 22-7/8" | 21-1/2" | 1-7/8" | R | 1-1/2" L | 1-3/4" R | 20°/10° | 6.3 LBS. | 80100LWN |
| 18-3/4" | 23-3/8" | 1-1/4" | 18-3/4" | 26-1/4" | 26-1/4" | 2-5/16" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 8.8 LBS. | 80103LWN |
| 18-3/4" | 23-3/8" | 1-1/4" | 18-3/4" | 26-1/4" | 26-1/4" | 2-3/8" | R | 16 AN-M - L | 1-3/4" R | 30°/10° | 11 LBS. | 80103LWN-16 |
| 18-3/4" | 23-3/8" | 1-1/4" | 18-3/4" | 27-1/4" | 26-1/4" | 2-3/8" | R | 20 AN-F - L | 1-3/4" R | 30°/10° | 11 LBS. | 80103LWN-U |
| 18-5/8" | 23-1/2" | 1-1/4" | 18-1/2" | 27-3/8" | 27-3/8" | 2-5/16" | L | 1-1/2" R | 1-3/4" L | 30°/10° | 11 LBS. | 80111FN |
| 18-5/8" | 23-1/2" | 1-1/4" | 18-1/2" | 27-3/8" | 27-3/8" | 2-5/16" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 11 LBS. | 80111N |
| 20" | 18" | 1-1/4" | 18-1/2" | 24" | 24" | 1-7/8" | R | 1-1/2" L | 1-3/4" R | 30°/10° | 6.9 LBS. | 80127LWN |

DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS

80100NDP - (22" x 19")
Available in "Thermal Coating" - Call for details.



DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS



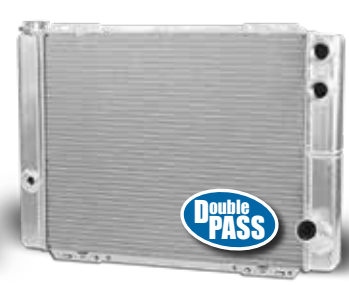
No filler neck.
80119N-20 - (25-3/4" x 19")



No filler neck.
80120N - (31" x 19")



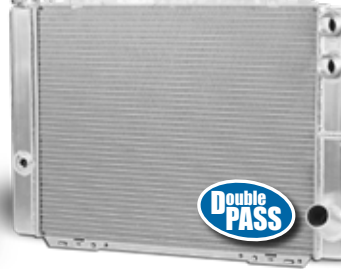
80123N - (27-1/2" x 19")



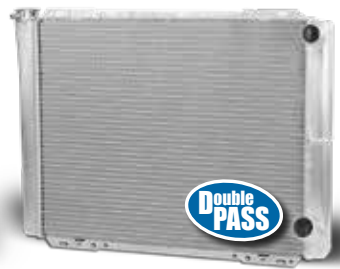
80124N - (27-1/2" x 19")



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



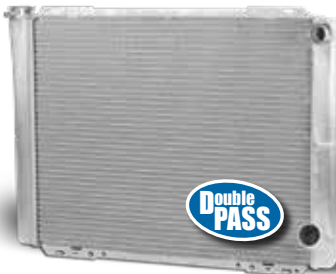
80124N-20 - (27-1/2" x 19")



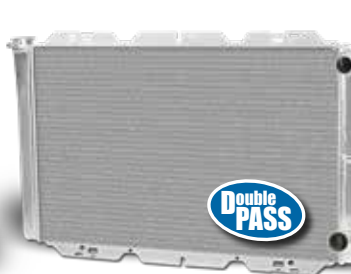
80125N - (26" x 19")



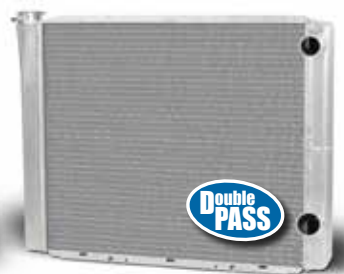
80125N-16 - (26-3/4" x 19")



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.

***BLACK THERMAL COATED.

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.

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")

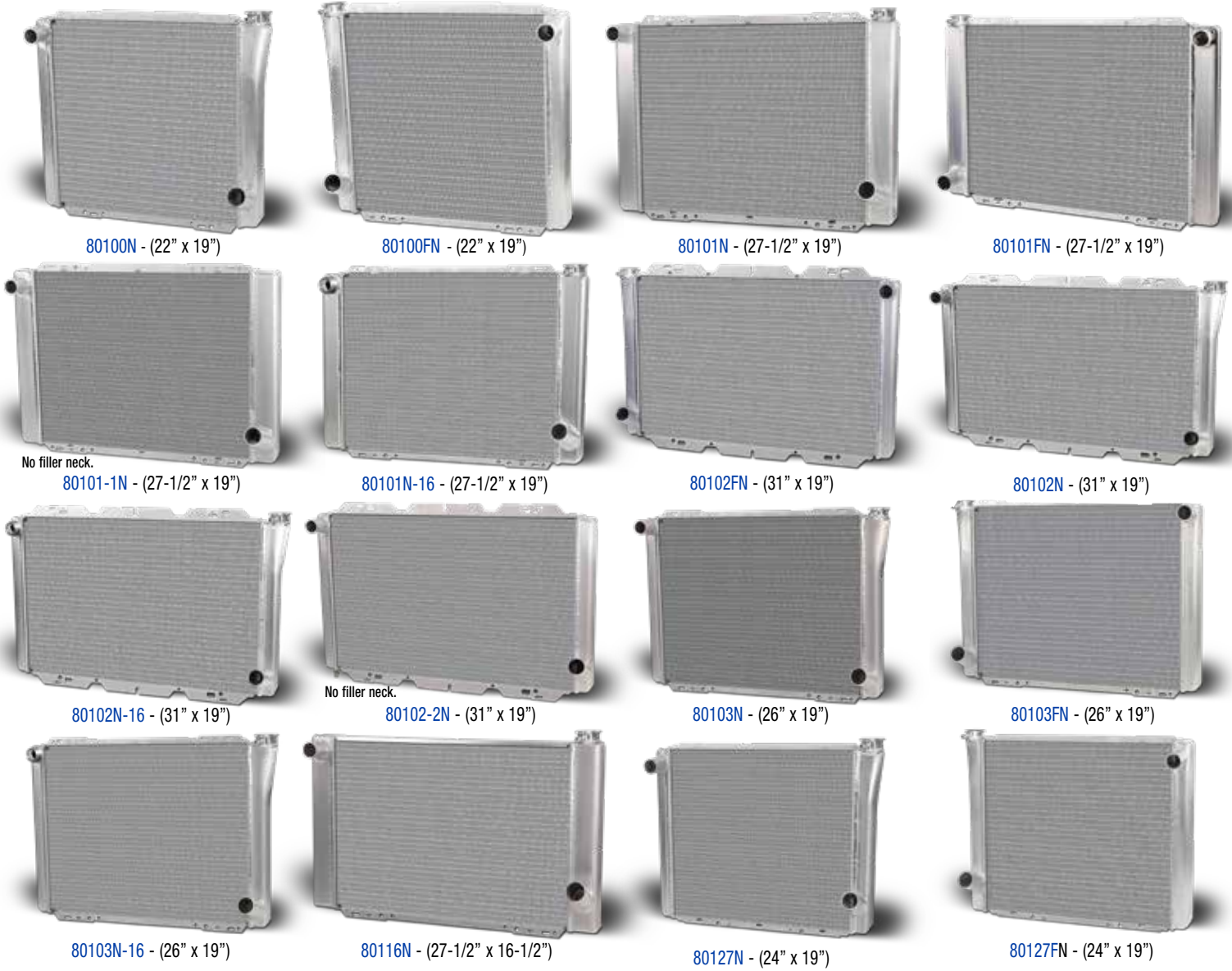
| OVERALL HEIGHT | CORE WIDTH | TANK HEIGHT | TANK WIDTH TOP | TANK WIDTH BOTTOM | TANK THICKNESS | FILLER LOC. | INLET SIZE & LOC. | OUTLET SIZE & LOC. | OUTLET ANGLE UP / IN | DRY WEIGHT | PART # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|--------|
| 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 |
| 21" | 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 |

Amanda Stiffler



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" | 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 |
| 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" | NONE | 1-1/2" L | 1-3/4" R | 30°/10° | 13.7 LBS. | 80101-1N |
| 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 |
| 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" | 30-3/4" | 30-3/4" | 3" | NONE | 1-1/2" L | 1-3/4" R | 30° UP | 15 LBS. | 80102-2N |
| 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 |
| 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 |
| 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 |

UNIVERSAL 2 ROW X 1" TUBE CORE RADIATORS

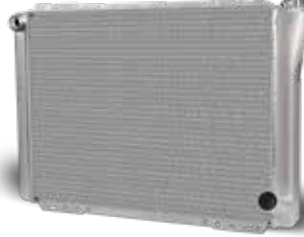
Universal Radiators are built with two 1" rows for a total core thickness of 2-1/4" and feature 3" tanks.



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



80130N - (28" x 19")



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



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 # |
|----------------|------------|-------------|----------------|-------------------|----------------|-------------|-------------------|--------------------|----------------------|------------|-----------|
| 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 |

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.

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 |



Built The Way You Want it!



Dave Cain

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.
- 6-1/2"(w) x 14-1/2"(h) and 3" in thickness.



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

COOLANT RECOVERY TANKS

- Aluminum construction.
- Catches radiator overflow.
- Completes a closed system.
- 1-quart capacity.



| DESCRIPTION | PART # |
|----------------------------------|--------|
| COOLANT RECOVERY TANK (ALUMINUM) | 80158 |

RADIATOR CAPS

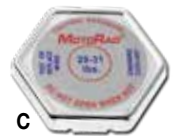
Quality radiator caps help prevent the loss of coolant that can lead to overheating.



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 |

INLINE FILLER

- Installs in upper radiator hose.
- 100% aluminum construction.



| DESCRIPTION | PART # |
|----------------------|--------|
| ALUMINUM 1-1/2" O.D. | 80155 |

SCREW-IN FITTINGS



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

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 |

AN FEMALE O-RING WELD ON STYLE BUNG



| DESCRIPTION | PART # |
|---------------|-------------|
| 10 AN FITTING | 80128X-10AN |
| 12 AN FITTING | 80128X-12AN |
| 16 AN FITTING | 80128X-16AN |
| 20 AN FITTING | 80128X-20AN |

*O-RINGS SOLD SEPARATELY.

RADIATOR REPAIR KIT

Repairs small leaks in aluminum radiators.



| DESCRIPTION | PART # |
|--------------|--------|
| EPOXY SOLDER | 80161 |

1-3/4" FLOW RESTRICTOR

Restricts flow in lower hose.



| DESCRIPTION | PART # |
|------------------------|--------|
| 1-3/4" FLOW RESTRICTOR | 80068 |

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 18" | 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 |

OPEN WHEEL

| | |
|------------|-----|
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170

GAS SHOCKS **ALUMINUM**

SMALL BODY BULB

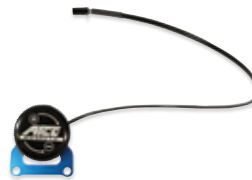
63/64 SERIES

Engineered to maximize low speed control and grip, this shock features a low friction, high temperature sealing system. Each shock is hand crafted & dyno tested at AFCO.

ADDITIONAL FEATURES

- *Rebound & compression adjustable shocks available.*
- *Linear & digressive shock valving.*
- *Base valve design.*
- *½" shaft with minimal rod pressure gain to maximize grip.*
- *Extra torsion bar clearance.*
- *Available in 5", 6", 7" & 8" stroke.*
- *Designed for dirt or pavement.*
- *Detailed service/rebuild manuals available.*
- *Can be used with a remote adjuster.*

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



REMOTE COCKPIT ADJUSTER

| DESCRIPTION | PART# | PRICE |
|---------------------|-------|-------|
| REBOUND REMOTE ADJ. | 20150 | |



APPLICATIONS

- SPRINT CARS
- MIDGETS
- MINI-SPRINTS
- MICRO-SPRINTS

Available stroke lengths: 5", 6", 7" and 8".

HOW TO READ AND ORDER YOUR AFCD SHOCKS:

| | SHOCK SERIES | STROKE LENGTH | COMP. VALVE OPTIONS | REB. RANGE OPTIONS | PART NUMBER |
|-------------------------------|-----------------------|--|--|---|--------------------|
| REBOUND ADJUSTABLE | 63 ALUMINUM | 8 OPTIONS: 5", 6", 7" OR 8" | 3 0-14 FIXED | 36 3 thru 6 =36 4 thru 8 = 48 6 thru 10 = 610 | = 63-8-3-36 |
| COMPRESSION ADJUSTABLE | 63 ALUMINUM | 8 OPTIONS: 5", 6", 7" OR 8" | 36 3 thru 6 =36 2 thru 5 = 26 | 3 0 to 14 FIXED | = 63-8-36-3 |
| NON-ADJUSTABLE | 64 ALUMINUM | 8 OPTIONS: 5", 6", 7" OR 8" | 3 1 to 9 FIXED | 6 0 to 9 FIXED | = 64-8-3-6 |



GAS SHOCKS ALUMINUM

THREADED SMALL BODY - DOUBLE ADJUSTABLE

16 SERIES

AFCO's Small Body Double Adjustable Canister shocks feature independent compression and rebound adjustments for superior tunability. The large capacity gas chamber utilizes a base valve that allows gas settings as low as 20 lbs. without cavitation!

ADDITIONAL FEATURES

- Remote Cockpit Adjuster for "On-The-Fly" adjustments.
- Double Adjustable - Independent Rebound and Compression with no bleed over.
- Gas Pressure shocks for superior tunability.
- Available in many popular valvings for open-wheel racing.
- Custom Valving Available.



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

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| DOUBLE ADJUSTABLE | SHOCK SERIES | STROKE LENGTH | COMP. VALVE OPTIONS | REB. RANGE OPTIONS | HOSE LENGTH | PART NUMBER |
|-------------------|----------------------------|---------------------------|--------------------------------|---|---------------------------------------|-------------------|
| | 16 | 9 | 25 | 36 | R* | = 1692536R |
| | ALUMINUM DOUBLE ADJUSTABLE | OPTIONS: 6", 7", 8" or 9" | 2 thru 5 = 25 3 thru 6 = 36 | 1 thru 5 = 15 2 thru 8 = 28 2 thru 10 = 210 6 thru 10 = 610 5 thru 13 = 513 | BLANK = 17" "R" = 48" SEE NOTE. | |

*NOTE: SHOCKS COME STANDARD WITH 17" HOSE. ADD AN "R" TO THE END OF THE PART NUMBER FOR A 48" HOSE TO MAKE REAR SHOCKS COCKPIT ADJUSTABLE ON COMPRESSION.

CANISTER MOUNTS



Use to mount shock canisters to roll bar.

| DESCRIPTION | PART# | PRICE |
|-----------------|-------|-------|
| 1-1/4" | 50330 | |
| 1-3/8" | 50329 | |
| 1-1/2" | 50331 | |
| 1-3/4" | 50332 | |
| REPEL. PINS (4) | 50334 | |

COMPRESSION ADAPTERS

For remote Adjuster Kit 20150 (pg 145)

| DESCRIPTION | PART# | PRICE |
|------------------------|-------|-------|
| STD. COMP. ADAPTER | 20152 | |
| NO BLEED COMP. ADAPTER | 20153 | |

TWIN TUBE SHOCKS ALUMINUM

SMALL BODY - SINGLE ADJUSTABLE

16 SERIES

AFCO's 16 Series Twin Tube Shocks are an excellent choice for many types of open wheel racing. The twin tube construction enhances driver feel and the deflective disk construction promotes consistency and long-term reliability. These shocks are available in rebound adjustable, and compression adjustable versions. Adjustable shocks feature completely independent adjustments and have a positive detent position indication that helps fine tune the damping. Adjustable shocks can also utilize the optional remote adjuster assembly for fast and repeatable in-cockpit adjustments. The consistent and superior tunability of AFCO 16 Series shocks gives you the winning edge.

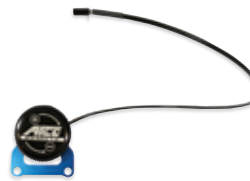
**SMOOTH OR THREADED
Rebound Adjustable or
Compression Adjustable**



ADDITIONAL FEATURES

- Twin tube design for traction in the slickest of track conditions.
- Shim stack technology in a lightweight small-body design.
- Lightweight small-body design that helps decrease un-sprung weight.
- Rebuildable and repairable.
- 1.75" outside diameter.
- Can be made cockpit adjustable with use of part # 20150.

| STROKE | COMPRESSED LENGTH | EXTENDED LENGTH |
|--------|-------------------|-----------------|
| 6" | 11.69" | 17.69" |
| 7" | 12.69" | 19.69" |
| 8" | 13.69" | 21.69" |
| 9" | 14.69" | 23.69" |



REMOTE COCKPIT ADJUSTER

| DESCRIPTION | PART# | PRICE |
|---------------------|-------|-------|
| REBOUND REMOTE ADJ. | 20150 | |

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| | | | | | | |
|-----------------------------------|----------------------------------|-------------------------------------|---|---|-------------------------------|--------------------------------------|
| REBOUND ADJUSTABLE | SHOCK SERIES 16 | STROKE LENGTH 7 | COMP. VALVE OPTIONS 2 | REB. RANGE OPTIONS - 25 | BODY STYLE S | PART NUMBER = 1672-25S |
| | ALUMINUM SINGLE ADJUSTABLE | OPTIONS: 5", 6", 7", 8" or 9" | 0-9 FIXED | 2 thru 5 = 25 3 thru 6 = 36 4 thru 8 = 48 | (S=SMOOTH, BLANK=THREADED) | |
| COMPRESSION ADJUSTABLE | SHOCK SERIES 16 | STROKE LENGTH 7 | COMP. RANGE OPTIONS 24 | REB. VALVE OPTIONS - 7 | BODY STYLE S | PART NUMBER = 16724-7S |
| | ALUMINUM SINGLE ADJUSTABLE | OPTIONS: 5", 6", 7", 8" or 9" | 2 thru 4 = 24 3 thru 5 = 35 4 thru 6 = 46 | 0-9 FIXED | (S=SMOOTH, BLANK=THREADED) | |

TWIN TUBE SHOCKS ALUMINUM

SMALL BODY - NON-ADJUSTABLE

16 SERIES

AFCO's 16 Series Twin Tube Shocks are an excellent choice for many types of open wheel racing. The twin tube construction enhances driver feel and the deflective disk construction promotes consistency and long-term reliability. These shocks are available in non-adjustable versions. The consistent and superior tunability of AFCO 16 Series shocks gives you the winning edge.

**SMOOTH OR THREADED
Non-Adjustable**

ADDITIONAL FEATURES

- Twin tube design for traction in the slickest of track conditions.
- Shim stack technology in a lightweight small-body design.
- Lightweight small-body design that helps decrease un-sprung weight.
- Rebuildable and repairable.
- 1.68" outside diameter.
- Available in smooth or threaded bodies.



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

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

| | | | | | | | | |
|-----------------------|---------------------------|-------------------------------|---------------------------------|---|--------------------------------|----------------------------|---|-------------------------------|
| NON-ADJUSTABLE | SHOCK SERIES 16 | STROKE LENGTH 6 | COMP. VALVE OPTIONS 3 | - | REB. VALVE OPTIONS 5 | BODY STYLE S | = | PART NUMBER 1663-5S |
| | ALUMINUM NON-ADJUSTABLE | OPTIONS: 5", 6", 7", 8" or 9" | 0-9 FIXED | | 0-9 FIXED | (S=SMOOTH, BLANK=THREADED) | | |

NOTE: IF COMPRESSION & REBOUND ARE THE SAME, THEN DROP 5TH DIGIT. EXAMPLE: 1663S IS A 3 COMPRESSION AND 3 REBOUND WITH A SMOOTH BODY.

TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

15 SERIES

9/16"
Shaft

STEEL SMALL BODY NON-ADJUSTABLE 1.64" OD

*All 15 Series
non-adjustable:*

- Economical sealed body.
- Replaceable 3-piece bearings.
- 9/16" Shaft.
- Grooved for use in coil-over applications.
- Small body design for better clearance.

**CHOOSE YOUR
PART NUMBER**

| VALVING | 5" PART# | 6" PART# | 7" PART# |
|-----------|----------|----------|----------|
| 2 VALVE | 1552 | 1562 | • |
| 2-4 VALVE | • | 1562-4 | • |
| 3 VALVE | 1553 | 1563 | • |
| 3-1 VALVE | 1553-1 | 1563-1 | • |
| 3-5 VALVE | • | • | 1573-5 |
| 4 VALVE | 1554 | 1564 | 1574 |
| 5 VALVE | • | • | 1575 |
| 5-3 VALVE | • | • | 1575-3 |
| 6-2 VALVE | • | • | 1576-2 |
| 6-4 VALVE | • | • | 1576-4 |

5" STROKE 6" STROKE 7" STROKE

| | | | |
|------------|--------|--------|--------|
| COMPRESSED | 10.50" | 11.50" | 12.50" |
| EXTENDED | 15.50" | 17.50" | 19.50" |

LOAD RATING MACHINES

SEE P.4 FOR MORE INFO



SHOCK ACCESSORIES

ROD ENDS

ADJUSTABLE ROD ENDS

| DESCRIPTION | SERIES | PART # |
|---------------------------|-----------------|-----------|
| STANDARD LENGTH (BLUE) | 63 | 550000157 |
| 1" EXTENDED LENGTH (BLUE) | 63 | 550000241 |
| STANDARD LENGTH (BLUE) | 16 (SINGLE ADJ) | 550100148 |
| 1" EXTENDED LENGTH (BLUE) | 16 (SINGLE ADJ) | 550000103 |
| STANDARD LENGTH (BLUE) | 16 (DOUBLE ADJ) | 20172 |
| 1" EXTENDED LENGTH (BLUE) | 16 (DOUBLE ADJ) | 20172-1C |



NON-ADJUSTABLE ROD ENDS

| DESCRIPTION | SERIES | PART # |
|--|---------------|-------------|
| STANDARD LENGTH (THREADED ALUM. BODY) | 16 (THREADED) | 1007 |
| 1" EXTENDED LENGTH (THREADED ALUM. BODY) | 16 (THREADED) | 550165101 |
| STANDARD LENGTH (SMOOTH ALUM. BODY) | 16 (SMOOTH) | 1007S |
| 1" EXTENDED LENGTH (SMOOTH ALUM. BODY) | 16 (THREADED) | 550149110 |
| STANDARD LENGTH (ALUM.) | 64 | 550000141 |
| 1" EXTENDED LENGTH (BLUE) | 64 | 550000241-1 |



BEARING AND CLIP

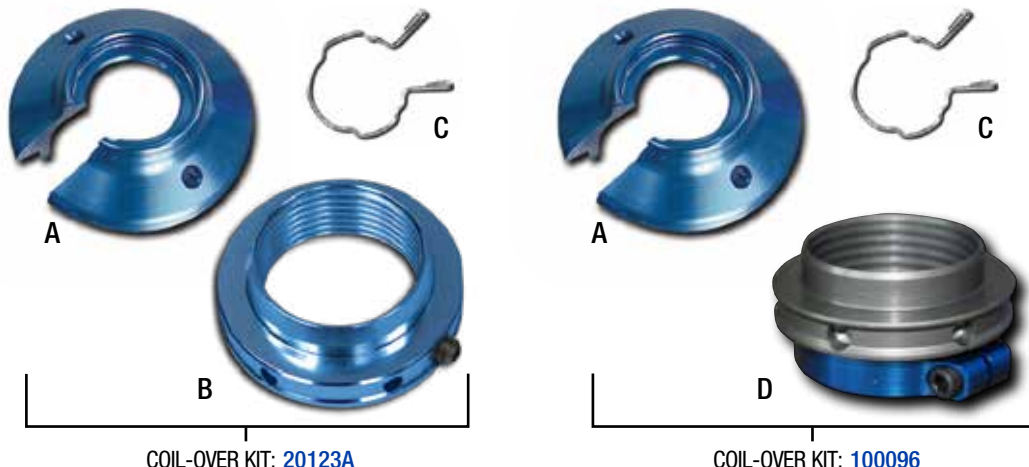
| DESCRIPTION | SERIES | PART # |
|----------------------------|------------|--------|
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |



ALUMINUM THREADED SMALL BODY COIL-OVER PARTS

16, 63 & 64 SERIES

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| KIT (FOR SMALL BODY THREADED.) | 20123A |
| KIT W/LOCKING COLLAR (FOR SB ADJ.) | 100096 |
| A) SPRING SEAT | 20149 |
| B) ADJUSTER NUT ONLY | 20148 |
| C) SNAP CLIP | 10243SR |
| D) LOCKING NUT ONLY | 55000021210 |



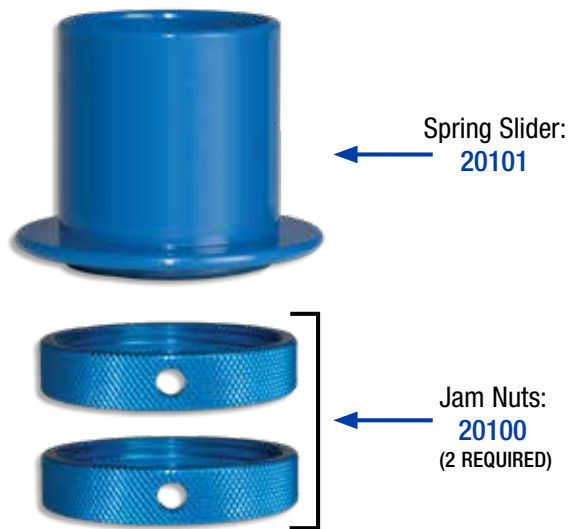
COIL-OVER KIT: 20123A

COIL-OVER KIT: 100096

SHOCK ACCESSORIES

AFCO SMALL BODY DUAL STAGE COIL-OVER ASSEMBLY

AFCO's Dual Stage Coil-Over assembly provides variable spring rates that can be used to improve traction and handling in the slickest of conditions. Additionally, the assemblies can help eliminate suspension bottoming problems common with today's open wheel racecars. For use with 1-7/8" small diameter springs.



Complete Small Body Dual Stage Kit: 20121



Secondary Spring

| DESCRIPTION | PART # |
|---|----------|
| DUAL STAGE HARDWARE KIT (2 X 20100 & 1 X 20101) | 20121 |
| DUAL STAGE JAM NUT | 20100 |
| DUAL STAGE SPRING SLIDER | 20101 |
| 15LBS 4" DUAL STAGE SPRING | 29015-3B |
| 25LBS 4" DUAL STAGE SPRING | 29025-3B |

HOW IT WORKS

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

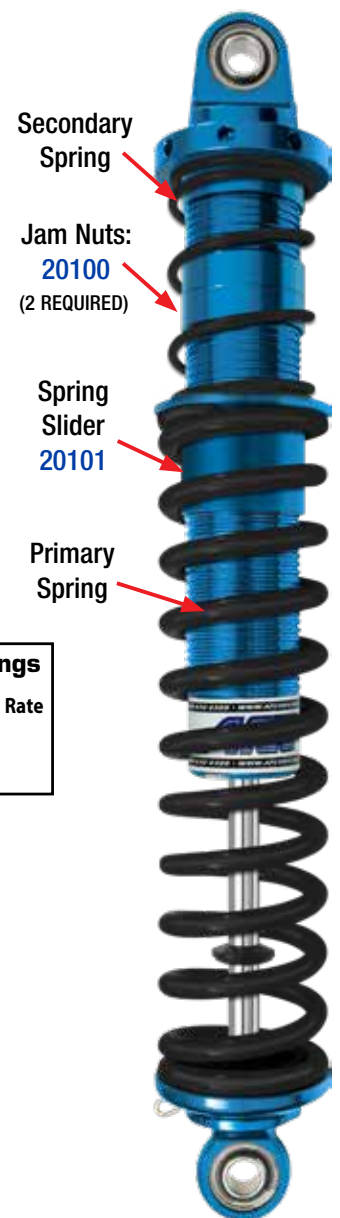
Spring Rate Formula: Dual Active Springs

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

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

Note: The combination of a 200#/in. and 400#/in. spring works the same as a single 133#/in. spring as long as both combination springs are active.

However, the spring rate of the Dual Stage assembly stiffens to that of the primary spring, which remains as the sole, active spring whenever the slider assembly contacts the adjustable Dual Stage jam nuts.



SHOCK ACCESSORIES TOOLS & SUPPLIES

BASE VALVE WRENCH



| DESCRIPTION | PART # |
|------------------------------------|----------|
| BASE VALVE WRENCH (63 & 64 SERIES) | 55000279 |

SMALL BODY TWIN TUBE GUIDE WRENCH



| DESCRIPTION | PART # |
|---------------------------------------|----------|
| SMALL BODY TWIN TUBE ROD GUIDE WRENCH | 55000666 |

OVERFLOW CUP



| DESCRIPTION | PART # |
|-----------------------------|----------|
| OVERFLOW CUP (SB, BB, & QM) | 55000302 |

SMALL BODY WRENCH HANDLE



| DESCRIPTION | PART # |
|---------------------------|-----------|
| SMALL BODY WRENCH HANDLE* | 70050049 |
| SMALL BODY ALUM. SLEEVE* | 700500148 |

*NOTE: SLEEVE IS REQUIRED FOR USAGE.

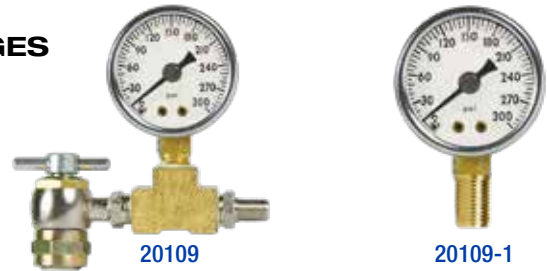
PREMIUM SHOCK OIL

For use in all AFCO rebuildable Shocks.



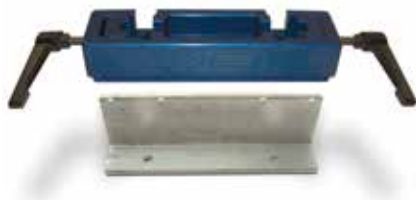
| DESCRIPTION | PART # |
|-------------|---------|
| 1 QUART | MT59506 |
| 5 GALLONS | 165006 |

GAS SHOCK INFLATION GAUGES



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

SHOCK VISE AND STAND



| DESCRIPTION | PART # |
|-------------------------------|--------|
| SHOCK VISE AND MOUNTING STAND | 20113 |

ROD GUIDE TOOLS



| DESCRIPTION | PART # |
|-------------------------------|------------|
| ROD GUIDE TOOL (16 SERIES) | A700500053 |
| ROD GUIDE TOOL (63/64 SERIES) | 550000281 |

HEX BLEEDER



| DESCRIPTION | PART # |
|-------------|-----------|
| HEX BLEEDER | 700500180 |

HAND BEARING PRESS



| DESCRIPTION | PART # |
|--------------------|------------|
| HAND BEARING PRESS | A700500076 |

SHOCK COMPONENTS

REPLACEMENT PARTS



30MM PISTONS & ACCESSORIES

16 SERIES TWIN TUBE & QUARTER MIDGET



| DESCRIPTION | PART # |
|----------------------------|----------------|
| 30MM 0.5° 3-OVAL PISTON | 55000021703* |
| 30MM 1.0° 6-CIRCLE PISTON | 55000021706* |
| 30MM LINEAR REBOUND | 55000021702* |
| 30MM PISTON BAND (QTY. 1) | 55000021701 |
| 30MM PISTON BAND (QTY. 25) | 55000021701-25 |
| 30MM DIGRESSIVE SPACER | A550030002X |
| 30MM MACHINED STOP WASHER | 0000427 |

*INCLUDES PISTON BAND.

| DESCRIPTION | PART # |
|--------------------------------------|--------------|
| 30MM STOP WASHER 3MM THICK (QTY. 5) | 550090217-5 |
| 30MM STOP WASHER 3MM THICK (QTY. 25) | 550090217-25 |
| 30MM STOP WASHER 4MM THICK (QTY. 5) | 550090218-5 |
| 30MM STOP WASHER 5MM THICK (QTY. 5) | 550090219-5 |
| 30MM STOP WASHER 5MM THICK (QTY. 25) | 550090219-25 |
| 30MM PISTON NUT | 550090220 |

35MM PISTONS & ACCESSORIES

63 & 64 SERIES



| DESCRIPTION | PART # |
|---|--------------|
| 35MM MAIN PISTON (QTY. 2) | 550010031-2 |
| 35MM POPPET PISTON | 100051 |
| 35MM DOUBLE POPPET PISTON | 100052 |
| MAIN PISTON O-RING (QTY. 25) | 550060012-25 |
| PISTON BAND (QTY. 5) | 550060023-5 |
| PISTON BAND (QTY. 25) | 550060023-25 |
| 63 & 64 SERIES STOP WASHER 35 MM MONOTUBE | 550000202 |
| 63 & 64 SERIES 5 HOLE BASE VALVE (STANDARD) | 55000014210 |
| 63 & 64 SERIES 3 HOLE BASE VALVE | 55000014213 |

| DESCRIPTION | PART # |
|--------------------------------|--------------|
| BASE VALVE NUT (QTY. 5) | 550000203-5 |
| BASE VALVE NUT (QTY. 25) | 550000203-25 |
| BASE VALVE BOLT | 550000151 |
| PORT RESTRICTOR 3 HOLE | 550090201 |
| PORT RESTRICTOR 5 HOLE | 550090202 |
| SHIM 3 HOLE (QTY. 5) | 550080203-5 |
| DIGRESSIVE 35 MM SPACER | 8000061 |
| DIGRESSIVE 35 MM 3 HOLE SPACER | 8000062 |
| PISTON NUT (QTY. 5) | 550000291-5 |

16 SERIES NON-ADJ. REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|----------------------|-----------|----------------------|-----------|
| 6" THREADED | 550010326 | 6" SMOOTH | 550010316 |
| 7" THREADED | 550010327 | 7" SMOOTH | 550010317 |
| 8" THREADED | 550010328 | 8" SMOOTH | 550010318 |
| 9" THREADED | 550010329 | 9" SMOOTH | 550010319 |
| BODY O-RING (QTY. 5) | 150X4-5 | BODY O-RING (QTY. 5) | 150X4-5 |

REPLACEMENT 12.5 MM SHAFT ASSEMBLIES



| DESCRIPTION | PART # |
|-------------|-----------|
| 5" | 550070135 |
| 6" | 550070136 |
| 7" | 550070137 |
| 8" | 550070138 |
| 9" | 550070139 |

REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|-------------|-----------|
| BODY CAP | 550010320 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100139 |
| ROD SCRAPER (5 QTY.) | 550060056-5 |
| QUAD RING (5 QTY.) | 150X13-5 |
| PRESSURE TUBE O-RING (5 QTY.) | 150X3-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 150X4-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



12.5 mm Shaft

REPLACEMENT ROD ENDS



1007



1007S



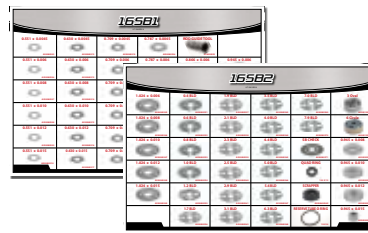
550165101



550149110

| DESCRIPTION | SERIES | PART # | PRICE |
|---|---------------|-----------|-------|
| NON-ADJUSTABLE STD. LENGTH (THREADED ALUM. BODY) | 16 (THREADED) | 1007 | |
| NON-ADJUSTABLE 1" EXT. LENGTH (THREADED ALUM. BODY) | 16 (THREADED) | 550165101 | |
| NON-ADJUSTABLE STD. LENGTH (SMOOTH ALUM. BODY) | 16 (SMOOTH) | 1007S | |
| NON-ADJUSTABLE 1" EXT. LENGTH (SMOOTH ALUM. BODY) | 16 (SMOOTH) | 550149110 | |
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 | |

NON-ADJ. SMALL BODY TWIN TUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|--------|
| REBUILD KIT - MAIN SHIMS | 16SB1 |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | 16SB2 |

REBUILD TOOLS



A700500058



550000666



700500180



550000302

| DESCRIPTION | PART # | PRICE |
|---|------------|-------|
| BIG BODY BLEEDER TOOL "OLD STYLE" (2 PRONG) | A700500058 | |
| HEX BLEEDER TOOL | 700500180 | |
| ROD GUIDE WRENCH | 550000666 | |
| OVERFLOW CUP | 550000302 | |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 | |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 | |



MT59506

PRESSURE TUBES



| DESCRIPTION | PART # |
|------------------|-------------|
| 6" PRESSURE TUBE | 55000039406 |
| 7" PRESSURE TUBE | 55000039407 |
| 8" PRESSURE TUBE | 55000039408 |
| 9" PRESSURE TUBE | 55000039409 |

16 SERIES SINGLE ADJ. REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES

ALUMINUM SMALL BODY TWIN TUBE



| DESCRIPTION | PART # | DESCRIPTION | PART # |
|------------------------------|-----------|------------------------------|-----------|
| 6" THREADED | 550010326 | 6" SMOOTH | 550010316 |
| 7" THREADED | 550010327 | 7" SMOOTH | 550010317 |
| 8" THREADED | 550010328 | 8" SMOOTH | 550010318 |
| 9" THREADED | 550010329 | 9" SMOOTH | 550010319 |
| BODY O-RING (QTY. 5) 150X4-5 | | BODY O-RING (QTY. 5) 150X4-5 | |

REPLACEMENT SHAFTS & METERING RODS

SINGLE ADJ. 12.5 MM SHAFT



| DESCRIPTION | PART # | PRICE |
|--|-----------|-------|
| 6" 12.5 MM SHAFT | 550160036 | |
| 7" 12.5 MM SHAFT | 550170036 | |
| 8" 12.5 MM SHAFT | 550180036 | |
| 9" 12.5 MM SHAFT | 550190036 | |
| SHAFT ASSY. INCLUDES: SHAFT, BUSHING & TIP | | |

METERING ROD



| DESCRIPTION | PART # |
|-----------------|-----------|
| 6" METERING ROD | 550070116 |
| 7" METERING ROD | 550070117 |
| 8" METERING ROD | 550070118 |
| 9" METERING ROD | 550070119 |

REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|-------------|-----------|
| BODY CAP | 550010320 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100139 |
| ROD SCRAPER (5 QTY.) | 550060056-5 |
| QUAD RING (5 QTY.) | 150X13-5 |
| PRESSURE TUBE O-RING (5 QTY.) | 150X3-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 150X4-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



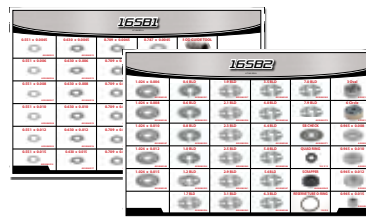
12.5 mm Shaft

REPLACEMENT ROD ENDS



| DESCRIPTION | SERIES | PART # |
|-----------------------------------|------------|-----------|
| ADJUSTABLE STANDARD LENGTH (BLUE) | 16 | 550100148 |
| ADJUSTABLE 1" EXT. LENGTH (BLUE) | 16 | 550000103 |
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |

SINGLE ADJ. SMALL BODY TWIN TUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|---|--------|
| REBUILD KIT - MAIN SHIMS | 16SB1 |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | 16SB2 |

REBUILD TOOLS



| DESCRIPTION | PART # | PRICE |
|---|------------|-------|
| BIG BODY BLEEDER TOOL "OLD STYLE" (2 PRONG) | A700500058 | |
| HEX BLEEDER TOOL | 700500180 | |
| ROD GUIDE WRENCH | 550000666 | |
| OVERFLOW CUP | 550000302 | |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 | |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 | |



PRESSURE TUBES



| DESCRIPTION | PART # |
|------------------|-------------|
| 6" PRESSURE TUBE | 55000039406 |
| 7" PRESSURE TUBE | 55000039407 |
| 8" PRESSURE TUBE | 55000039408 |
| 9" PRESSURE TUBE | 55000039409 |

16 SERIES DOUBLE-ADJ. REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES



| DESCRIPTION | PART # |
|--------------------------|-----------|
| 6" STROKE THREADED | 550010336 |
| 7" STROKE THREADED | 550010337 |
| 8" STROKE THREADED | 550010338 |
| 9" STROKE THREADED | 550010339 |
| END CAP O-RING (QTY. 25) | 150X4-5 |

REPLACEMENT SHAFT ASSEMBLIES



| DESCRIPTION | PART # |
|-------------|-----------|
| 6" | 550160034 |
| 7" | 550170034 |
| 8" | 550180034 |
| 9" | 550190034 |

REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|-----------------------|-------------|
| BODY CAP BLUE | 550100144 |
| BEARING AND CLIP | 1000 |
| BEARING ONLY (5 PACK) | 901040009-5 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|---------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 550100138 |
| ROD SCRAPER (5 QTY.) | 550060065-5 |
| OUTER ROD GUIDE O-RING (5 QTY.) | 150X4-5 |
| SCRAPER RETAINING RING (5 QTY.) | 550000449-5 |
| T-SEAL (5 QTY.) | 550060055-5 |



REPLACEMENT ADJ. ROD ENDS

| DESCRIPTION | PART # |
|---------------------------------------|--------|
| Z STYLE ROD END WITH SIDE KNOB (BLUE) | 20172 |



DOUBLE ADJUSTABLE MONOTUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revolve of multiple shocks.
- Component reference guide with photos and part numbers.

REBUILD TOOLS



700500049
700500148



550000302



A700500076

| DESCRIPTION | PART # |
|----------------------------------|------------|
| MONOTUBE INFLATION ASSEMBLY | 20109 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| OVERFLOW CUP | 550000302 |
| RETENTION BUSHING REMOVER | A700500131 |
| SMALL BODY WRENCH HANDLE | 700500049 |
| SMALL BODY ALUM. SLEEVE | 700500148 |
| HAND BEARING PRESS | A700500076 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |
| AFCO PREMIUM SHOCK OIL 5 GALLONS | 165006 |



20109



A700500131

| DESCRIPTION | PART # |
|---|---------|
| REBUILD KIT - MAIN SHIMS | MT/TTSB |
| REBUILD KIT - BLEED SHIMS & ACCESSORIES | MT/AC |
| REBUILD KIT - BASE VALVE/BLEED SHIMS | MTBV/AC |

CANISTER REPLACEMENT PARTS

| DESCRIPTION | PART # |
|--------------------|-------------|
| HOSE SNAP RING | A550010027X |
| END CAP O-RING | A550060019X |
| CANISTER BLADDER | A550020010X |
| SCHRADER VALVE | 550000050 |
| SCHRADER VALVE CAP | MT59080-1 |
| BANJO STUD | A550020016X |

63 & 64 SERIES REPLACEMENT PARTS

REPLACEMENT SHOCK BODIES



| DESCRIPTION | PART # |
|-----------------------|--------------|
| 5" THREADED | 55000013750 |
| 6" THREADED | 55000013760 |
| 7" THREADED | 55000013770 |
| 8" THREADED | 55000013780 |
| BODY O-RING (QTY. 25) | 550000144-25 |

REPLACEMENT 1/2" SHAFT ASSEMBLIES

64 SERIES NON-ADJ. 1/2" SHAFT



| DESCRIPTION | PART # |
|-------------------------------|-------------|
| 5" STROKE 1/2" NON-ADJ. SHAFT | 55000011850 |
| 6" STROKE 1/2" NON-ADJ. SHAFT | 55000011860 |
| 7" STROKE 1/2" NON-ADJ. SHAFT | 55000011870 |
| 8" STROKE 1/2" NON-ADJ. SHAFT | 55000011880 |

REPLACEMENT BODY CAP ASSEMBLIES

| DESCRIPTION | PART # |
|---------------------|-------------|
| END CAP | 550000143 |
| SCHRADER VALVE | 550000140 |
| SCHRADER VALVE CAP | MT59080-1 |
| BASE VALVE ASSEMBLY | 55000014210 |



REPLACEMENT ROD GUIDE ASSEMBLIES

| DESCRIPTION | PART # |
|------------------------------------|-------------|
| COMPLETE ROD GUIDE ASSEMBLY | 55000013810 |
| SEAL, T-SYLE (5 QTY.) | 550000147-5 |
| WIPER SEAL (5 QTY.) | 550000148-5 |
| OUTER O-RING (5 QTY.) | 150X4-5 |
| BLEEDER SCREW WITH O-RING (5 QTY.) | 550000658-5 |



1/2" Shaft

REPLACEMENT ROD ENDS

ADJ. ROD ENDS



550000157

550000241

NON-ADJ. ROD ENDS



550000141

550000241-1

| DESCRIPTION | SERIES | PART # |
|--|------------|-------------|
| ADJUSTABLE STANDARD LENGTH (BLUE) | 63 | 550000157 |
| ADJUSTABLE 1" EXTENDED LENGTH (BLUE) | 63 | 550000241 |
| NON-ADJUSTABLE STANDARD LENGTH (ALUM.) | 64 | 550000141 |
| NON-ADJUSTABLE 1" EXTENDED LENGTH (BLUE) | 64 | 550000241-1 |
| REPLACEMENT BEARING & CLIP | ALL SERIES | 1000 |

SMALL BODY MONOTUBE REBUILD KITS



Kits Include:

- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

| DESCRIPTION | PART # |
|--------------------------------------|------------|
| REBUILD KIT – MAIN SHIMS | MT/TTSB |
| REBUILD KIT – BASE VALVE/ACCESSORIES | 63-64BV/AC |

REBUILD TOOLS

| DESCRIPTION | PART # |
|------------------------------------|------------|
| MONOTUBE INFLATION ASSEMBLY | 20109 |
| ROD GUIDE INSTALLATION CONE | A700500054 |
| OVERFLOW CUP | 550000302 |
| BIG BODY ROD GUIDE WRENCH | 550000665 |
| SMALL BODY WRENCH HANDLE | 700500049 |
| SMALL BODY ALUM. SLEEVE | 700500148 |
| HAND BEARING PRESS | A700500076 |
| BASE VALVE WRENCH - 63 & 64 SERIES | 550000279 |
| ROD GUIDE TOOL (63/64 SERIES) | 550000281 |
| HEX BLEEDER TOOL | 700500180 |
| SHOCK VISE/MOUNTING STAND | 20113 |
| AFCO PREMIUM SHOCK OIL 1 QUART | MT59506 |



700500049



20113



550000281



20109



700500148



550000302



550000665



550000279



A700500076



MT59506

AFCO SUSPENSION SPRINGS

OPEN WHEEL COIL-OVER SPRINGS

MADE IN THE U.S.A.

1-7/8" I.D. SMALL DIAMETER BLACK SPRINGS



- New updated high tensile wire design.
- 8" or 10" free height.
- Fits small body shocks.
- Tightest tolerances in the industry – Get the performance you deserve.
- Best warranty in the industry!
Guaranteed not to lose more than 1% of free height.

8" SPRINGS

| RATE | PART # |
|------|----------|
| 60 | 29060-2B |
| 75 | 29075-2B |
| 90 | 29090-2B |
| 120 | 29120-2B |
| 135 | 29135-2B |
| 150 | 29150-2B |
| 175 | 29175-2B |
| 185 | 29185-2B |
| 200 | 29200-2B |
| 225 | 29225-2B |
| 250 | 29250-2B |
| 275 | 29275-2B |
| 300 | 29300-2B |
| 350 | 29350-2B |
| 400 | 29400-2B |

10" SPRINGS

| RATE | PART # |
|------|----------|
| 60 | 29060-1B |
| 75 | 29075-1B |
| 90 | 29090-1B |
| 105 | 29105-1B |
| 120 | 29120-1B |
| 135 | 29135-1B |
| 150 | 29150-1B |
| 160 | 29160-1B |
| 175 | 29175-1B |
| 185 | 29185-1B |
| 200 | 29200-1B |
| 225 | 29225-1B |
| 250 | 29250-1B |
| 275 | 29275-1B |
| 300 | 29300-1B |
| 350 | 29350-1B |
| 425 | 29425-1B |

1-7/8" I.D. DUAL STAGE SPRINGS

AFCO's Dual Stage Coil-Over assembly provides variable spring rates that can be used to improve traction and handling in the slickest of conditions. Additionally, the assemblies can help eliminate suspension bottoming problems common with today's open wheel racecars. (See page 141 for assembly information.)

| DESCRIPTION | RATE | PART # |
|----------------------|------|----------|
| 4" DUAL STAGE SPRING | 15 | 29015-3B |
| 4" DUAL STAGE SPRING | 25 | 29025-3B |



HOW IT WORKS

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

Spring Rate Formula: Dual Active Springs

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

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

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



REPLACEMENT PARTS

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 |

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 |

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 | • |

PUSH-BUTTON QUICK RELEASE HUB

This hub features a spring-loaded button-style release. Unit fits 3/4" shaft and a standard three bolt steering wheel pattern.

- 5/16" coarse thread.
- Aluminum .55 lbs.



| DESCRIPTION | PART # |
|----------------------------|--------|
| PUSH BUTTON ECONOMY QR HUB | 30373 |
| REPLACEMENT COUPLER | 30373B |

AFCO ACCESSORIES

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 |

BODY PROTECTORS

Sold as a single cover with simulated carbon fiber



| DESCRIPTION | PART # |
|---------------------|----------|
| SMALL BODY (SINGLE) | 20379-3 |
| BULB SHOCK (SINGLE) | 20379-63 |

TIRE GROOVER

Pistol-grip-style with a 250 watt heating capacity, 7' cord.



| DESCRIPTION | PART # | P |
|----------------------------------|--------|---|
| GROOVER - W/ #5 HEAD & 12 BLADES | ID125 | |

SHOCK MOUNT PINS



| DESCRIPTION | PART # | PRICE |
|------------------|---------|-------|
| HAIRPIN, 2-1/2" | 10156-2 | |
| DETENTED, 2-1/2" | 10156 | |

COIL-OVER SHOCK COVERS

Sold as a single cover.



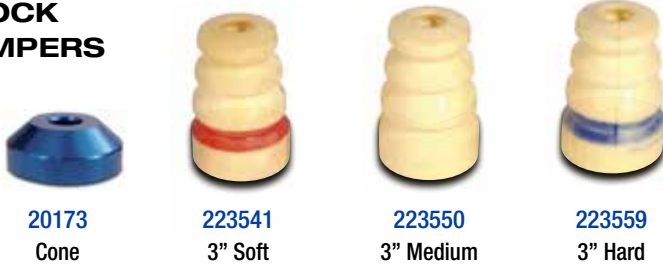
| DESCRIPTION | PART# |
|--------------------------|---------|
| 10" SHOCK COVER (SINGLE) | OWSCR14 |
| 12" SHOCK COVER (SINGLE) | OWSCR19 |
| 14" SHOCK COVER (SINGLE) | OWSCR21 |

BRASS GAUGE FITTINGS



| DESCRIPTION | PART # | PART # |
|--|--------|--------|
| 1/8" FEMALE PIPE TO #4AN (ADAPTS HOSES TO GAUGES) | 85259 | |
| 1/8" MALE PIPE TO #4AN (FITS CHEVY ENGINE BLOCK) | 85258 | |

SHOCK BUMPERS



| DESCRIPTION | PART # |
|---|--------|
| CONE FOR CONVOLUTED BUMPER | 20173 |
| 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 |

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 |

GROOVER HEAD & BLADES



| SIZE | WIDTH | HEAD | PRICE | BLADE (12PK) |
|------|---------|--------|-------|--------------|
| #1 | (.053") | IDHD01 | | • |
| #2 | (.090") | IDHD02 | | IDBL02 |
| #3 | (.125") | IDHD03 | | IDBL03 |
| #4 | (.215") | IDHD04 | | IDBL04 |
| #5 | (.290") | IDHD05 | | IDBL05 |
| #6 | (.375") | IDHD06 | | • N/A |

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 seven compounds (C1, 33, C2, 32, 34, Aluminum and Titanium) 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 the right front of dirt 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. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

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. C1 is widely used in dirt track racing and is the ultimate pad choice for all medium temperature applications. Recommended temperature use: 400 to 900 degrees.

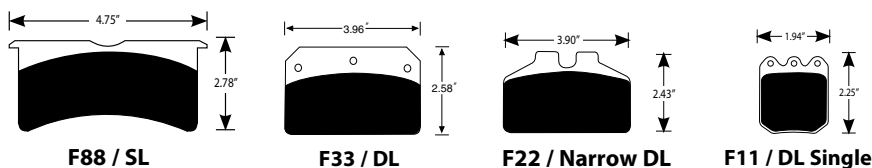
Compound 33 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve consistency from pad to pad. With more heat range and less glazing, the 33 is an excellent brake pad for front and rear dirt cars and 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 rear dirt cars and front asphalt cars. Recommended temperature use: 200 to 1600 degrees.

Aluminum Compound - This new brake pad compound is specially formulated to be used only on aluminum rotors in all forms of sprint car racing. This pad compound offers a wide range of operating temperatures and is designed to not wear down most aluminum rotors. These pads are available in pad shapes to fit F11 / DL Single calipers only. Recommended temperature use: 200 to 750 degrees.

Titanium Compound - This new brake pad compound is specially formulated to be used on all types of titanium alloy or stainless alloy rotors. This pad compound offers a wide range of operating temperatures and is perfect for dirt track applications in winged sprint cars, non-winged sprint cars, mini sprint cars and midget cars. This new compound is available in various rotor thicknesses and several different pad shapes to fit F11 / DL Single, F22 / Narrow DL and F33 / DL calipers. Recommended temperature use: 400 to 1000 degrees.



| | ALUMINUM COMPOUND | COMPOUND C1 | COMPOUND 32 | COMPOUND 33 | COMPOUND C2 | COMPOUND 34 | TITANIUM COMPOUND |
|-----------------------------------|-------------------|-------------|-------------|-------------|--------------|--------------|-------------------|
| | PART # | PART # | PART # | PART # | PART # PRICE | PART # PRICE | PART # |
| F88 / SL BRAKE PADS | NA | 6651011 | 6651002 | 6651012 | 6651021 | 6651022 | NA |
| F22 / NARROW DL BRAKE PADS | NA | 1251-1002 | 6652002 | 6652012 | 1251-2002 | 6652022 | 6656012 |
| F11 / DL SINGLE BRAKE PADS | 6654002 | 6654011 | NA | NA | 6654021 | NA | 6654012 |
| F33 / DL PADS (.810"/1.25" ROTOR) | NA | 1251-1000 | NA | NA | 1251-2000 | NA | NA |
| F33 / DL PADS (.375" ROTOR) | NA | 6655011 | NA | NA | 6655021 | NA | 6655012 |
| F33 / DL PADS (.25" ROTOR) | NA | 1251-1002 | 6652002 | 6652012 | 1251-2002 | 6652002 | 6656012 |

BRAKE PAD RECOMMENDATIONS**RECOMMENDED 410 WINGED & NON-WINGED SPRINT CAR BRAKE PADS****Inboard F88 / SL**

| RECOMMENDED BRAKE PADS | PART # |
|------------------------|---------|
| AFCO SR34 F88/SL PADS | 6651022 |

Inboard F22 / Narrow DL

| RECOMMENDED BRAKE PADS | PART # |
|--|---------|
| AFCO SR34 F22/NDL PADS FOR STEEL ROTOR | 6652022 |
| AFCO TITANIUM PAD F22/NDL | 6655012 |

Left Front F11 / DL Single

| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 TITANIUM ROTOR PAD | 6654012 |
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |

RECOMMENDED 360 & 305 WINGED SPRINT CAR BRAKE PADS**Inboard F88 / SL**

| RECOMMENDED BRAKE PADS | PART # |
|------------------------|---------|
| AFCO SR33 F88/SL PADS | 6651012 |

Inboard F22 / Narrow DL

| RECOMMENDED BRAKE PADS | PART # |
|--|---------|
| AFCO SR33 F22/NDL PADS FOR STEEL ROTOR | 6652012 |
| AFCO TITANIUM PAD F22/NDL | 6655012 |

Left Front F11 / DL Single

| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 TITANIUM ROTOR PAD | 6654012 |
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |

RECOMMENDED MIDGET BRAKE PADS**Inboard F33 / DL**

| RECOMMENDED PAD | PART # |
|---|---------|
| AFCO SR34 F33 .810" WIDE PADS FOR STEEL ROTOR | 6652022 |
| AFCO SR33 F22/NDL PADS FOR STEEL ROTOR | 6652012 |
| AFCO TITANIUM PAD F33 .250" WIDE ROTOR | 6656012 |
| AFCO TITANIUM PAD F22/NDL | 6655012 |

Left Front F11 / DL Single

| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 TITANIUM ROTOR PAD | 6654012 |
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |

RECOMMENDED MICRO/MINI SPRINT CAR BRAKE PADS**Inboard F33 / DL**

| RECOMMENDED PAD | PART # |
|---|---------|
| AFCO SR34 F33 .810" WIDE PADS FOR STEEL ROTOR | 6652022 |
| AFCO SR33 F22/NDL PADS FOR STEEL ROTOR | 6652012 |
| AFCO TITANIUM PAD F33 .250" WIDE ROTOR | 6656012 |
| AFCO TITANIUM PAD F22/NDL | 6655012 |

Left Front F11 / DL Single

| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 TITANIUM ROTOR PAD | 6654012 |
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |

Inboard F11 / DL Single

| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 TITANIUM ROTOR PAD | 6654012 |
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |
| AFCO F11 STEEL ROTOR PAD C2 | 6654021 |

RECOMMENDED JR. SPRINT CAR BRAKE PADS**Inboard F11 / DL Single**

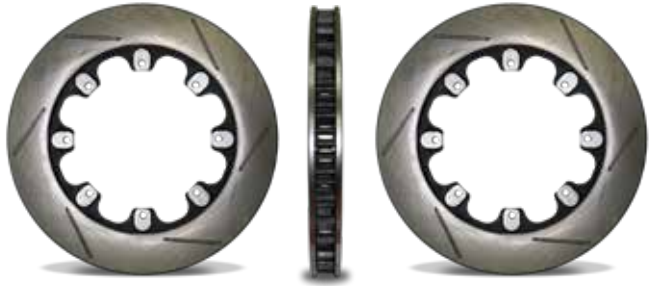
| RECOMMENDED PAD | PART # |
|-----------------------------|---------|
| AFCO F11 STEEL ROTOR PAD C1 | 6654011 |

AFCO BRAKES ROTORS



PILLAR VANE

- 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.
- 8 X 7" bolt circle.



| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|------------------------------|-------|--------|----------|---------|
| PILLAR VANE SLOTTED ROTOR RH | .810" | 11.75" | 8.1 LBS. | 6640104 |
| PILLAR VANE SLOTTED ROTOR LH | .810" | 11.75" | 8.1 LBS. | 6640105 |

16+ ULTRA LIGHT CURVED VANE

- Ultra-lightweight rotor has 16 curved vanes plus additional supports to reduce cupping.
- Designed using premium grade alloys for superb thermal shock stability.
- Machined and double disc ground to assure precise flatness.
- Curve vaned for high volume cooling.
- Premium center - split castings reduce stress risers.
- Rotationally machined balanced - CNC.
- Thickness allows standard mounting configurations without use of pad spacers.
- 8 X 7" bolt circle.



AFCO's 16+ Rotors are a great way to reduce rotor weight without sacrificing quality. Unique curved vane design reduces weight while retaining surface support to lessen the chance of cupping. Available in slotted or flat faced design, these .810 thick rotors allow use of standard mounting configurations without using pad spacers.

6640145 16+ FLAT ROTOR LH
6640146 16+ FLAT ROTOR RH

6640147 16+ SLOTTED ROTOR LH
6640148 16+ SLOTTED ROTOR RH

| DESCRIPTION | THICK | DIA | WEIGHT | PART # |
|----------------------|-------|--------|-----------|---------|
| 16+ FLAT ROTOR LH | .810" | 11.75" | 6.08 LBS. | 6640145 |
| 16+ FLAT ROTOR RH | .810" | 11.75" | 6.08 LBS. | 6640146 |
| 16+ SLOTTED ROTOR LH | .810" | 11.75" | 6.03 LBS. | 6640147 |
| 16+ SLOTTED ROTOR RH | .810" | 11.75" | 6.03 LBS. | 6640148 |

3/8" LIGHTWEIGHT STEEL SPRINT CAR ROTOR

- Designed using premium grade alloys for superb thermal shock stability.
- Machined and double disc ground to assure precise flatness.
- Patented design to eliminate rotor warp.
- As durable as titanium for a fraction of the cost.
- Weighs 5.3 lbs! Lightest rotor available in steel for
- Precise pillar placement for high volume cooling.
- Premium center - split castings reduce stress risers.
- Rotationally machined balanced - CNC.
- Ideal for classes that do not allow exotic metals.
- 8-bolt pattern.



| DESCRIPTION | PART # |
|--|---------|
| ROTOR 12.19" X .375" IB - SPRINT STEEL | 6640127 |

BRAKE ACCESSORIES

BRAKE LINES

90° made with Kevlar BRAKE LINE - 3 AN & 4 AN



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

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 |
| 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 |

made with 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 |

made with 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 |

BRAKE SYSTEM FITTINGS



| DESCRIPTION | APPLICATION | PART # |
|---------------------------------|--------------------------------|---------|
| 1. 1/8"-NPT MALE - 3 MALE (45°) | ALUMINUM BRAKE CALIPER FITTING | 6680001 |
| 2. 1/8"-NPT MALE - 4 MALE (45°) | ALUMINUM BRAKE CALIPER FITTING | 6680002 |
| 3. 1/8"-NPT MALE - 3 MALE | ALUMINUM BRAKE CALIPER FITTING | 6680003 |
| 4. 1/8"-NPT MALE - 4 MALE | ALUMINUM BRAKE CALIPER FITTING | 6680004 |

| DESCRIPTION | APPLICATION | PART # |
|---------------------------------|--------------------------------|---------|
| 5. 1/8"-NPT MALE - 3 MALE (90°) | ALUMINUM BRAKE CALIPER FITTING | 6680005 |
| 6. 1/8"-NPT MALE - 4 MALE (90°) | ALUMINUM BRAKE CALIPER FITTING | 6680006 |
| 7. MT 10 MALE - 3 AN MALE | ALUMINUM BRAKE CALIPER FITTING | 6680007 |



HIGH PERFORMANCE HTX BRAKE FLUID

- 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

- 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 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...

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 CREO, 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.

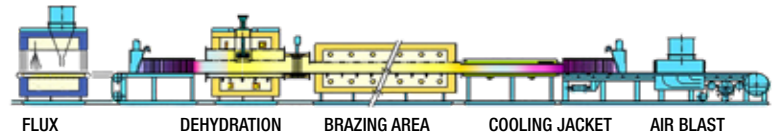
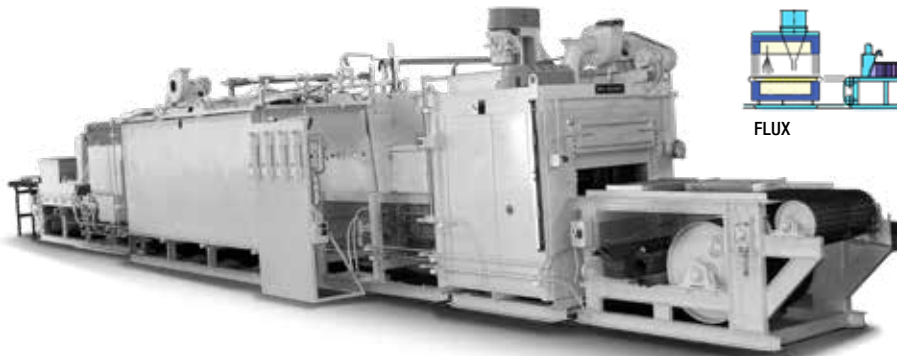


SPECIAL APPLICATIONS

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 @ 16psi



Clad Fillets
on Both
Sides



Double
Clad
.080 Headers

SPRINT CAR RADIATORS

Available in "Thermal Coating" - Call for details.

SPRINT DOWNFLOW RADIATOR

AFCO Racing Products is proud to announce our new Downflow Radiator for Sprint Car applications. This new radiator can be used on both wing and non-wing sprint cars. All AFCO Radiators are 100% TIG-welded with no epoxy used and are 100% pressure tested.

- **Downflow Design.**

- 1.50" outlet.
- 12.4 pounds dry weight.
- 20" wide x 21-3/16" tall x 2" thick.
- Four 10 AN O-ring female fittings.
- Single row 1.50" lightweight performance core.
- All-aluminum, TIG-welded construction.
- Radiator will require a tray in order to be installed.



DESCRIPTION
SPRINT DOWNFLOW RADIATOR

PART#
80203N

LIGHTWEIGHT DZUS MOUNT DOUBLE PASS RADIATOR

AFCO Racing Products is proud to announce our new Lightweight Dzus Mount Radiator for Sprint Car applications. This new lightweight radiator can be used on both wing and non-wing sprint cars. This radiator has a dry weight of 12.15 lbs. and clears inside the frame rail hoods. All AFCO Radiators are 100% TIG-welded with no epoxy used and are 100% pressure tested. They also have laser cut mounts for Dzus tabs and can be mounted straight or angled.

- **Crossflow double pass design.**

- Dry weight of 12.15 lbs..
- Single row 1.50" lightweight performance core.
- 1.50" outlet.
- Two 6 AN male fittings and two 8 AN male fittings.
- Laser cut mounts allow for Dzus tabs.
- Can be mounted straight or angled.
- All-aluminum, TIG-welded construction.
- 20.58" wide x 20" tall x 2.05" tanks.



DESCRIPTION
SPRINT LIGHTWEIGHT DZUS DOUBLE PASS RADIATOR

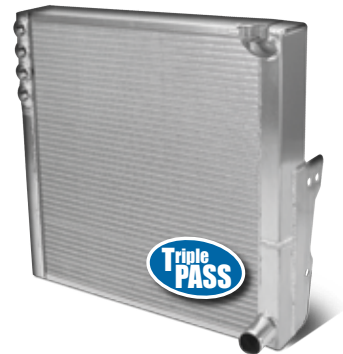
PART#
80209N

305 SPRINT TRIPLE PASS RADIATOR

Targeted at virtually every engine and chassis combination, AFCO has hit the mark with two versions of aluminum radiators for Sprint Cars. Our Sprint Car Radiators feature a superior cooling design and all-aluminum construction. The radiators are 100% TIG-welded with no epoxy used. They have two rows of 1.25" tubes, four O-ring female bungs, and a 1.5" outlet. They also have laser cut mounts for Dzus tabs and can be mounted straight or angled.

- **Triple Pass.**

- Two row 1.25" tubes.
- Four 10 AN O-ring female fittings on the driver side.
- 1.50" Outlet.
- Laser cut mounts for Dzus tabs.
- Can be mounted straight or angled.
- 20.50" wide x 19.75" tall x 3.25" tanks.



DESCRIPTION
305 SPRINT TRIPLE PASS RADIATOR

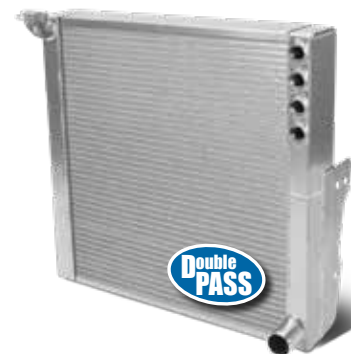
PART#
80202N

DOUBLE PASS RADIATOR

AFCO Racing Products is proud to announce the launch of our new Sprint Car Radiator Program. Targeted at virtually every engine and chassis combination, AFCO has hit the mark with two versions of aluminum radiators for Sprint Cars. Our Sprint Car Radiators feature a superior cooling design and all-aluminum construction. The radiators are 100% TIG-welded with no epoxy used. They have two rows of 1.25" tubes, four O-ring female bungs and a 1.5" outlet. They also have laser cut mounts for Dzus tabs and can be mounted straight or angled.

- **Double Pass.**

- Two row 1.25" tubes.
- Four 10 AN O-ring female fittings, passenger side.
- 1.50" outlet.
- Laser-cut mounts for Dzus tabs.
- Can be mounted straight or angled.
- 20.50" wide x 19.75" tall x 3.25" tanks.



DESCRIPTION
SPRINT DOUBLE PASS RADIATOR

PART#
80201N

MICRO / MINI / MIDGET RADIATORS

CAGE MOUNT RADIATORS

- **The BEST radiator value in the open wheel market!**
- 360° TIG-welded baffle for a TRUE double-pass design = NO FLUID BYPASS!
- 18% more coolant capacity than the competition - for the ultimate in cooling efficiency!
- Available with 3/4" NPT or 1" Push-On Hose Connections.

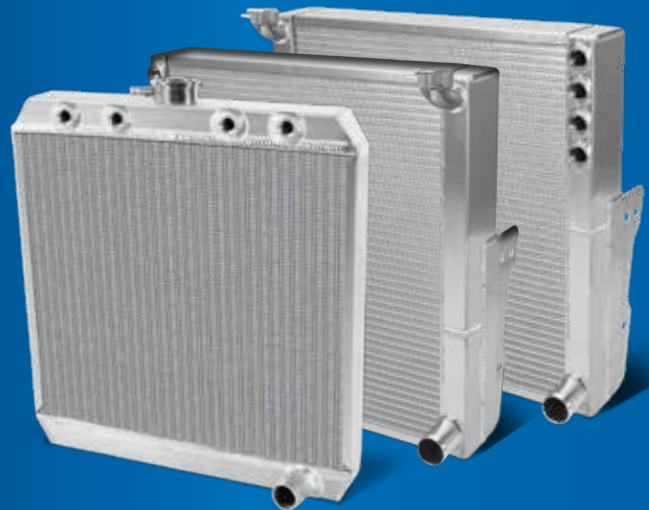


CUSTOM OVAL TRACK RADIATORS

Built The Way You Want it!

AFCO Racing Products offers custom built radiators.

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



| DESCRIPTION | PART # | PRICE |
|----------------------|----------|-------|
| MINI SPRINT RADIATOR | 80009-NA | |

| DESCRIPTION | PART# |
|--|---------|
| 17" X 12-1/8" DOUBLE PASS CAGE MT. W/ NPT FITTING | 80205 |
| 17" X 12-1/8" DOUBLE PASS CAGE MT. W/ 1" PUSH ON FITTING | 80205-1 |
| 16-1/8" X 17" DOWN FLOW FRONT MT. W/ 1" PUSH ON FITTING | 80206 |
| 21" X 12" DOUBLE PASS CAGE MT. W/ NPT FITTING | 80207 |
| 21" X 12" DOUBLE PASS CAGE MT. W/ 1" PUSH ON FITTING | 80207-1 |
| 12-1/8" X 17" DOUBLE PASS DOWN FLOW FRONT MT.* | 80208 |

*WITH 1-1/2" PUSH ON & (3) 3/8" NPT FITTING.

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 |

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



D 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 |
| D) RADIATOR CAP MINI 13 LBS. | 80152X-1 |

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 |

AN FEMALE O-RING WELD ON STYLE BUNG



| DESCRIPTION | PART # |
|---------------|-------------|
| 10 AN FITTING | 80128X-10AN |
| 12 AN FITTING | 80128X-12AN |
| 16 AN FITTING | 80128X-16AN |
| 20 AN FITTING | 80128X-20AN |

*O-RINGS SOLD SEPARATELY.

INLINE FILLER

- Installs in upper radiator hose.
- 100% aluminum construction.



| DESCRIPTION | PART # |
|----------------------|--------|
| ALUMINUM 1-1/2" O.D. | 80155 |

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.



80176
8" 540 CFM



700050045
10" 802 CFM



80180
12" 1155 CFM



80179
14" 1555 CFM



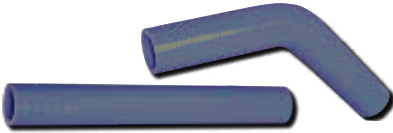
80177
16" 2170 CFM

| DIAMETER / TYPE | DEPTH | AMP DRAW | CFM | PART # |
|-----------------|-------|----------|------|-----------|
| 16" S-BLADE | 3.06" | 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.

BLACK SILICONE RADIATOR HOSES

- High temp. hoses.
- Long life durability.



| DESCRIPTION | PART # |
|----------------------|------------------|
| 6.00" X 1.25" | 800-06-00-1.25BK |
| 6.00" X 1.50" | 800-06-00-1.50BK |
| 6.00" X 1.75" | 800-06-00-1.75BK |
| 12.00" X 1.25" | 800-12-00-1.25BK |
| 12.00" X 1.50" | 800-12-00-1.50BK |
| 12.00" X 1.75" | 800-12-00-1.75BK |
| 45° - 12.00" X 1.25" | 800-12-45-1.25BK |
| 45° - 12.00" X 1.50" | 800-12-45-1.50BK |
| 45° - 12.00" X 1.75" | 800-12-45-1.75BK |
| 90° - 12.00" X 1.25" | 800-12-90-1.25BK |
| 90° - 12.00" X 1.50" | 800-12-90-1.50BK |
| 90° - 12.00" X 1.75" | 800-12-90-1.75BK |

BLUE SILICONE RADIATOR HOSES

- High temp. hoses.
- Long life durability.



| DESCRIPTION | PART # |
|-----------------------|------------------|
| 6.00" X 1.25" X 1.50" | 801-08-1.25-1.50 |
| 6.00" X 1.25" X 1.75" | 801-08-1.25-1.75 |
| 6.00" X 1.25" | 800-06-00-1.25 |
| 6.00" X 1.50" | 800-06-00-1.50 |
| 6.00" X 1.75" | 800-06-00-1.75 |
| 12.00" X 1.25" | 800-12-00-1.25 |
| 12.00" X 1.50" | 800-12-00-1.50 |
| 12.00" X 1.75" | 800-12-00-1.75 |
| 45° - 12.00" X 1.25" | 800-12-45-1.25 |
| 45° - 12.00" X 1.50" | 800-12-45-1.50 |
| 45° - 12.00" X 1.75" | 800-12-45-1.75 |
| 90° - 12.00" X 1.25" | 800-12-90-1.25 |
| 90° - 12.00" X 1.50" | 800-12-90-1.50 |
| 90° - 12.00" X 1.75" | 800-12-90-1.75 |

ALUMINUM RADIATOR TUBES

- Used with silicone hoses.



| DESCRIPTION | PART # |
|------------------------|----------|
| 135° - 1.25" TUBE SIZE | 88135125 |
| 135° - 1.50" TUBE SIZE | 88135150 |
| 135° - 1.75" TUBE SIZE | 88135150 |
| 105° - 1.25" TUBE SIZE | 88105125 |
| 105° - 1.50" TUBE SIZE | 88105150 |
| 105° - 1.75" TUBE SIZE | 88105175 |
| 90° - 1.25" TUBE SIZE | 88090125 |
| 90° - 1.50" TUBE SIZE | 88090150 |
| 90° - 1.75" TUBE SIZE | 88090175 |

RADIATOR REPAIR KIT

Repairs small leaks in aluminum radiators.



| DESCRIPTION | PART # |
|--------------|--------|
| EPOXY SOLDER | 80161 |

GATES HOSE CLAMP



| DESCRIPTION | PART # |
|---------------------|----------|
| 1.25" ID HOSE CLAMP | 802-1.25 |
| 1.50" ID HOSE CLAMP | 802-1.50 |
| 1.75" ID HOSE CLAMP | 802-1.75 |
| 2.00" ID HOSE CLAMP | 802-2.00 |

1-3/4" FLOW RESTRICTOR

Restricts flow in lower hose.



| DESCRIPTION | PART # |
|------------------------|--------|
| 1-3/4" FLOW RESTRICTOR | 80068 |

QUARTER MIDGET



Our mission is to bring families a complete quarter midget shopping experience and make it easy, fast, and secure.

Customers can purchase an RSR or AFCO quarter midget race car that is manufactured at our Boonville, Indiana facility. Is your one-stop shop for all quarter midget parts needs, including replacement parts for most makes and models, wheels, and tires.



WINNING STARTS HERE!



Our experienced team is here to provide you with the answers to all your questions about purchasing quarter midget cars, parts, repairs, and more.

AFCO RACE CARS

**"BASE" PACKAGE
CARS STARTING AT:**



Fiberglass body.

AFCO QM Features

SAFETY FIRST The ARC contains multiple safety features:

- Chassis is designed so the driver doesn't have to lean outside of the protective roll cage to maintain critical left side weight.
- Driver is protected by 3 left side roll bars in addition to the left side nerf bars.
- Helmet clearance with exclusive down bars behind the driver's head.
- The Jacob's Ladder design is easily adjustable and provides consistent chain alignment during chassis roll.
- Serviceability - parts on the car are easy to reach thanks to the removable panels.
- New right rear birdcage to accommodate new upright shock positioning and 2 piston caliper.
- A staff with over 30 years of racing experience providing track support, a fully stocked service and parts center, and a full service website.
- The steering design will not intrude into the cockpit during a front end crash.
- The raised front on the seat pan provides extra protection in a front end crash.
- Cars available with custom molded seats for safety and comfort.
- **Made in the USA** - the AFCO Quarter Midget (ARC) is made with quality craftsmanship from EMI.

RACE CARS & PARTS FOR AGES 5-17



TAKE YOUR RACING TO THE NEXT LEVEL!

ARC QM PARTS

ARC SPINDLES



| DESCRIPTION | PART # |
|-------------------------|--------|
| ARC RIGHT FRONT SPINDLE | QM663R |
| ARC LEFT FRONT SPINDLE | QM663L |

STEERING ARM ASSEMBLY

Fits AFCO Quarter Midgets only. Complete assembly - includes all attachment hardware.



| DESCRIPTION | PART # |
|-----------------------|--------|
| STEERING ARM ASSEMBLY | QM662 |

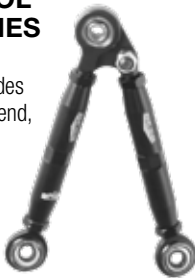
LINEAR ROD END



| DESCRIPTION | PART # |
|----------------|---------|
| LINEAR ROD END | 0001103 |

UPPER CONTROL ARM ASSEMBLIES

Complete assembly includes bearings, rods, clips, rod end, lock nut.



| DESCRIPTION | PART # |
|-----------------|---------|
| LEFT UPPER ARM | QM661LU |
| RIGHT UPPER ARM | QM661RU |

ARC NERFS AND BUMPERS



| DESCRIPTION | PART # |
|----------------------|--------|
| NERF LEFT SIDE | QM020 |
| NERF RIGHT SIDE | QM021 |
| NERF SOLID LEFT SIDE | QM020S |
| REAR BUMPER | QM022 |
| FRONT BUMPER | QM023 |

LOWER CONTROL ARM SIDE ASSEMBLIES



| DESCRIPTION | PART # |
|--------------------|--------|
| ALUMINUM RIDE SIDE | QM665R |
| ALUMINUM LEFT SIDE | QM665L |
| STEEL RIGHT SIDE | QM765R |
| STEEL LEFT SIDE | QM765L |

STEEL BRAKE ROTOR



| DESCRIPTION | PART # |
|-------------|---------|
| ARC ROTOR | 1001264 |

BRAKE PADS



| DESCRIPTION | PART # |
|-------------|------------|
| BRAKE PADS | 0000914.03 |

MAXIMA DOT 5 RACING BRAKE FLUID

Advanced glycol blends with the latest additives to maintain your hydraulic brake system in top condition and prevent vapor lock.



| DESCRIPTION | PART # |
|-------------|--------|
| BRAKE FLUID | QM800 |



Kaleb McCloskey



**"BASE" PACKAGE
CARS STARTING AT:**



RSR '18 BULLDOG Features

MADE IN THE USA *With quality craftsmanship from EMI.*

- Powder coated frame and laser-cut panels (flat black, gloss black, or white).
- New light weight hood and tail tank.
- High polish stainless steel nerf bars and bumpers.
- All Dzus buttons and springs.
- All bolts, nuts, and spacers.
- Aluminum swaged radius rods.
- Standard rod ends.
- 1-1/4" Aluminum rear axle.
- Standard RSR front axle.
- Standard aluminum spindles.
- CNC aluminum bearing carriers.
- Rear axle bearings.
- Aluminum quick change axle hub.
- Brake master cylinder, steel braided line, aluminum caliper, and pad set.
- Brake rotor and aluminum hub.
- New panhard bar bracket.
- Full CNC aluminum pedals.
- Standard steering wheel (MPI upgrade available).
- TIG-welded aluminum fuel tank.
- Ultimate engine plate with adjuster.
- Solid steering shaft.

RACE CARS & PARTS FOR AGES 5-17



TAKE YOUR RACING TO THE NEXT LEVEL!

RSR QM PARTS

FRONT AXLES



| DESCRIPTION | PART # |
|------------------------|--------|
| STANDARD | FE118 |
| UPGRADED CASTER/CAMBER | FE126 |

COMPLETE FRONT AXLE KIT

Comes with all components and hardware needed to assemble a complete front axle.



| DESCRIPTION | PART # |
|------------------------|--------|
| AXLE KIT | FE131 |
| AXLE KIT CAMBER CASTER | FE131C |

RADIUS ROD KIT

For RSR front, includes rod ends and jam nuts. Comes pre-assembled.



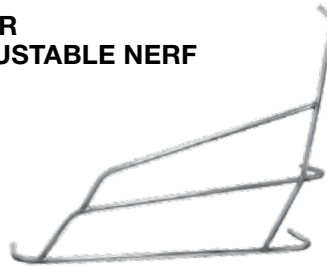
| DESCRIPTION | PART # |
|----------------|--------------|
| RADIUS ROD KIT | AL104S-F-KIT |

STAINLESS BUMPERS



| DESCRIPTION | PART # |
|----------------------|-------------|
| STANLEY '04-'08 | BP102-04-08 |
| STANLEY '09-'11 | BP102-09-11 |
| BULLDOG '12- CURRENT | BP102-BD |
| REAR BUMPER | BP104 |

3 BAR ADJUSTABLE NERF



| DESCRIPTION | PART # |
|----------------------|-----------------|
| ALL CARS | BP109-A |
| SMALL BULLDOG | BP109-SA |
| BULLDOG 2017 & OLDER | BP109-A-SOLID |
| BULLDOG SOLID | BP109-SA-SOLID |
| BULLDOG SOLID 18 | BP109-A-SOLID18 |

STEERING BRACKET



| DESCRIPTION | PART # |
|------------------|---------|
| STEERING BRACKET | 0001132 |

ALUMINUM HUB WITH STEEL ROTOR

Aluminum hub with steel rotor. Flame pattern helps keep cool during heavy braking.



| DESCRIPTION | PART # |
|-------------|--------|
| QM ROTORS | RE121 |

BLACK BRAKE PAD FOR STEEL DISCS

Replacement pads for use with steel rotors.



| DESCRIPTION | PART # |
|-------------|--------|
| BRAKE PADS | QM912 |

BILLET ALUMINUM PEDAL STOP

This design provides a positive throttle stop and prevents the pedal from falling back toward the driver.



| DESCRIPTION | PART # |
|-------------|--------|
| PEDAL STOP | EN109B |

RSR PANELS



| DESCRIPTION | PART # |
|---|---------------|
| LEFT-SIDE ALUMINUM SAIL PANEL FOR 80" RSR | AL2018-80-LHS |
| LEFT HAND ALUMINUM HOOD SIDE FOR 78" RSR | AL2018-LHS-78 |
| RIGHT HAND ALUMINUM HOOD SIDE FOR 78"/80" RSR | AL2018-RHS |
| RIGHT-SIDE ALUMINUM SAIL PANEL FOR 78" RSR | AL2018-RHS-78 |

FIBERGLASS BODY



| DESCRIPTION | PART # |
|--|------------------|
| LEFT BLACK COCKPIT PANEL FOR 78"/80" RSR | AL2018-LCH-78-80 |
| 2019 NOSE BLACK | FG202B |
| 2019 HOOD TOP BLACK | FG209B |
| FIBERGLASS TAIL IN WHITE | FG108W |
| FIBERGLASS TAIL IN BLACK | FG108B |

52 SERIES: QM2 MONOTUBE QUARTER MIDGET SHOCKS

FEATURES

- Vibration Reduction Technology (VRT) enhances driver feel and reduces fatigue.
- Upgraded precision machined internal components provide improved shock consistency.
- Near zero drag sealing system improves weight transfer and driver smoothness.
- New gas chamber components provide near zero rod pressure gain which improves driver feel.
- Comes with coil-over kit. Choice of flat cone or tall cone.
- Schrader valve option offered.
- Fast turnaround time for rebuilds at AFCO.
- Trackside support by many AFCO dealers, authorized shock tuners, and AFCO technicians.

Includes Coil-Over Kit



| | COMPRESSED | EXTENDED |
|-------------|------------|----------|
| 2.5" STROKE | 8" | 10.50" |



3 STEPS TO SELECT YOUR QM2 SHOCKS

1 PICK YOUR VALVE CODE

DIRT TRACK

| | TRACK CONDITION | VALVE CODE |
|-------------|-----------------|------------|
| LEFT FRONT | BASE | 3 VALVE |
| | SLICK | 3 VALVE |
| RIGHT FRONT | BASE | 3 VALVE |
| | SLICK | 3 VALVE |
| LEFT REAR | BASE | 3 VALVE |
| | SLICK | 3 VALVE |
| RIGHT REAR | BASE | 3 VALVE |
| | SLICK | 3-4 VALVE |

PAVEMENT TRACK

| | TRACK CONDITION | 250-275 LBS. QUARTER MIDGET | 325-340 LBS. QUARTER MIDGET |
|-------------|-----------------|-----------------------------|-----------------------------|
| LEFT FRONT | BASE | 3 VALVE | 4 VALVE |
| RIGHT FRONT | BASE | 3 VALVE | 4 VALVE |
| LEFT REAR | BASE | 3 VALVE | 4 VALVE |
| RIGHT REAR | BASE | 3 VALVE | 4 VALVE |

2 PICK YOUR COIL-OVER KIT

T = TALL CONE S = SHORT CONE

| | RF | RR | LF | LR |
|---|----|----|----|----|
| RSR RACE CARS | S | S | S | S |
| <i>NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.</i> | | | | |
| AFCO RACE CARS | T | T | T | T |
| <i>NOTES: RR AND LR SHOCKS NEED AN EXTENDED ROD END.</i> | | | | |
| BULLRIDER RACE CARS | T | S | T | S |
| <i>NOTES: NONE.</i> | | | | |
| NC CHASSIS | S | S | S | T |
| <i>NOTES: RR SHOCK IN THE BOTTOM BIRD CAGE HOLE, USE AN EXTENDED ROD END.</i> | | | | |
| STORM CHASSIS | S | S | S | S |
| <i>NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.</i> | | | | |
| TALON CHASSIS | S | S | S | S |
| <i>NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.</i> | | | | |
| PROWLER RACE CARS | S | S | S | S |
| <i>NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.</i> | | | | |
| FISER RACE CARS | T | T | T | T |
| <i>NOTES: NONE.</i> | | | | |
| EAGLE CHASSIS | S | S | S | S |
| <i>NOTES: NONE.</i> | | | | |

3 PICK YOUR QUARTER MIDGET SHOCKS

523 = STANDARD, LOW FRICTION GAS PORT
524 = SCHRADER VALVE

| 52 SERIES (W/ SHORT CONE) | 2.5" STROKE |
|---------------------------|-------------|
| 3 VALVE | 523-30-30-0 |
| 3-4 VALVE | 523-30-40-0 |
| 3-5 VALVE | 523-30-50-0 |
| 4 VALVE | 523-40-40-0 |
| 5 VALVE | 523-50-50-0 |
| 5-3 VALVE | 523-50-30-0 |

| 52 SERIES (W/ TALL CONE) | 2.5" STROKE |
|--------------------------|--------------|
| 3 VALVE | 523-30-30T-0 |
| 3-4 VALVE | 523-30-40T-0 |
| 3-5 VALVE | 523-30-50T-0 |
| 4 VALVE | 523-40-40T-0 |
| 5 VALVE | 523-50-50T-0 |
| 5-3 VALVE | 523-50-30T-0 |



FOR EXTENDED ROD END USE, CHANGE "- 0" TO "- 1"

QM REPLACEMENT PARTS

QM ROD GUIDE

PART#
550100153



QM SHAFT REBUILD KIT

PART#
200113



QM SEAL/SHAFT KIT

PART#
200112



REPLACEMENT SHAFT

PART #
550070140



SEAL KIT

PART#
200037



TRAVEL MARKER

PART#
550000232-5 (5 PACK)



QM SHOCK REBUILD KITS

| DESCRIPTION | PART# |
|-----------------------|-------|
| 52 SERIES REBUILD KIT | 52QMR |



COIL-OVER KITS

Shocks come with either short cone kit or tall cone kit.

| DESCRIPTION | PART# |
|--------------------------------|---------|
| SHORT SPRING CONE KIT | 20114 |
| TALL SPRING CONE KIT | 20115 |
| SHORT CONE ONLY | 90231 |
| TALL CONE ONLY | 90232 |
| NUT ONLY | 90234 |
| SPRING CLIP FOR COIL-OVER CONE | 10243SR |



ROD ENDS

| DESCRIPTION | PART# |
|------------------------|-----------|
| .625" EXTENDED ROD END | 550010381 |
| STANDARD ROD END | 550100154 |



AFCO PREMIUM SHOCK OIL

| DESCRIPTION | PART# |
|-------------|---------|
| 1 QUART | MT59506 |
| 5 GALLONS | 165006 |



QM TOOLS & SUPPLIES

QM ROD GUIDE WRENCH

PART#
A700500171



QUARTER MIDGET WRENCH HANDLE & SLEEVE

Wrench and aluminum sleeve sold separately.

***NOTE:** Sleeve is required for usage.

| DESCRIPTION | PART# |
|------------------|-----------|
| WRENCH HANDLE* | 700500050 |
| ALUMINUM SLEEVE* | 700500164 |



BASE VALVE WRENCH

PART#
550000314



QM OVERFLOW CUP

PART#
550000302



QM DYNO CLEVIS PAIR

PART#
550000315



SHOCK HEX BLEEDER TOOL

PART#
700500180



SHOCK VISE AND MOUNTING STAND

PART#
20113



QM 1-5/8" I.D. SPRINGS

- Super strong high tensile steel in a lightweight design.
- Consistent rates throughout full range of travel.
- Lifetime warranty.
- 4" or 5" free height.

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.

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.)



4" SPRINGS

| RATE | PART # | PRICE |
|------|---------|-------|
| 65 | 29065-4 | |
| 70 | 29070-4 | |
| 75 | 29075-4 | |
| 80 | 29080-4 | |
| 85 | 29085-4 | |
| 90 | 29090-4 | |
| 95 | 29095-4 | |
| 100 | 29100-4 | |
| 105 | 29105-4 | |
| 110 | 29110-4 | |
| 115 | 29115-4 | |
| 120 | 29120-4 | |
| 125 | 29125-4 | |
| 130 | 29130-4 | |
| 135 | 29135-4 | |
| 140 | 29140-4 | |
| 145 | 29145-4 | |
| 150 | 29150-4 | |
| 155 | 29155-4 | |
| 165 | 29165-4 | |

5" SPRINGS

| RATE | PART # | PRICE |
|------|---------|-------|
| 85 | 29085-5 | |
| 90 | 29090-5 | |
| 95 | 29095-5 | |
| 100 | 29100-5 | |
| 105 | 29105-5 | |
| 110 | 29110-5 | |
| 115 | 29115-5 | |
| 120 | 29120-5 | |
| 125 | 29125-5 | |
| 130 | 29130-5 | |
| 135 | 29135-5 | |

1" COIL-OVER SPACER 00004456B



QM SHOCK ADJUSTMENTS

OPTIONS TO CORRECT A FRONT-END PUSH CONDITION. (UNDERSTEER)

Tight on CORNER ENTRY:

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

Tight in MIDDLE OF CORNER:

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

Tight on CORNER EXIT:

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

OPTIONS TO CORRECT A LOOSE REAR END CONDITION. (OVERSTEER)

Loose on CORNER ENTRY:

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

Loose in MIDDLE OF CORNER:

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

Loose on CORNER EXIT:

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

QM TIRES AND WHEELS



HOOSIER QUARTER MIDGET TIRES

| SIZE/COMPOUND | PART # |
|--|--------|
| SIZE: 32.0/4.5-5 COMPOUND D20A SHORT | QM100 |
| USAC SPEC RIGHT REAR 34.5/6.5-6 A35 NY1 | QM101 |
| USAC SPEC RIGHT FRONT 33.0/5.0-6 A35 NY1 | QM102 |
| SIZE: 32.0/4.5-5 COMPOUND: R50 | QM103 |
| SIZE: 32.0/4.5-5 COMPOUND: RD40 | QM104 |
| SIZE: 32.0/4.5-5 COMPOUND: D20A | QM105 |
| SIZE: 31.0/4.5-5 COMPOUND: R50 | QM106 |
| SIZE: 31.0/4.5-5 COMPOUND: RD40 | QM107 |
| SIZE: 31.0/4.5-5 COMPOUND: D20A | QM108 |
| SIZE: 32.0/4.5-5 COMPOUND: A35 | QM109 |
| SIZE: 32.0/4.5-5 COMPOUND: A35 SHORT | QM110 |
| SIZE: 31.0/4.5-5 COMPOUND: A35 | QM111 |
| SIZE: 31.0/4.5-5 COMPOUND: A35 | QM112 |
| SIZE: 31.0/4.5/10.0 COMPOUND: R60 | QM113 |
| SIZE: 31.0/4.5-5 COMPOUND: D10 | QM114 |
| SIZE: 33.0/5.0-6 COMPOUND: D10 | QM115 |
| SIZE: 33.0/5.0-6 COMPOUND: D30 | QM116 |
| SIZE: 34.5/6.5-6 COMPOUND: D10 | QM117 |
| SIZE: 34.5/6.5/6 COMPOUND: D30 | QM118 |
| SIZE: 11.5/6.5-6 COMPOUND: D20A | QM119 |

AFCO Quarter Midget Performance Tire Center

TIRE SIZING, TIRE PROFILING, AND NEEDLING
 We use a state-of-the-art Larry Jones Tire Machine to custom cut your quarter midget race car tires. Tire orders are typically completed within 3 business days.

POLISHED DWT QUARTER MIDGET WHEELS



Weight: 1.5 lbs
 Dimensions: 8x6x6

| DIMENSIONS | BACKSPACE | PART # |
|------------|-----------|-----------|
| 5X5 | 3" | QM705-15 |
| 5X5.5 | 3" | QM705-19 |
| 5X6 | 3" | QM705-35 |
| 6X6.5 | 4" | QM706-01B |
| 6X8 | 4" | QM706-08B |
| 6X6 | 2" | QM706-09 |
| 6X9 | 4" | QM706-22B |
| 6X8.25 | 3" | QM706-25B |
| 6X10 | 4" | QM706-29B |
| 6X6 | 4" | QM706-30 |
| 6X8.5 | 4" | QM706-40B |

STAGGER MEASURING TAPE TIRE SIZER



The unique design of the tire sizer has implemented a built-in stagger gauge that instantly measures stagger. It does the math for you. The tire sizer is 1/2" wide x 10' long with fractions and is made in inches to accommodate all forms of racing.

| DESCRIPTION | PART # |
|-------------------------------------|--------|
| STAGGER MEASURING TAPE - TIRE SIZER | QM894 |

BLACK DWT QUARTER MIDGET WHEELS



Weight: 1.5 lbs
 Dimensions: 8x6x6

| DIMENSIONS | BACKSPACE | PART # |
|------------|-----------|------------|
| 5X5 | 3" | QM705-159 |
| 5X5.5 | 3" | QM705-199 |
| 5X6 | 3" | QM705-359 |
| 6X6.5 | 4" | QM706-019B |
| 6X8 | 4" | QM706-089B |
| 6X6 | 2" | QM706-099 |
| 6X9 | 4" | QM706-229B |
| 6X6 | 4" | QM706-309 |
| 6X8.5 | 4" | QM706-409B |

TIRE SCRAPER

Attaches to heat gun. "Pull back" design makes it easy to use!



| DESCRIPTION | PART # |
|--------------|--------|
| TIRE SCRAPER | QM802 |

QM ACCESSORIES

TIRE PRESSURE GAUGES

Back-lit digital and glow-in-the-dark analogue tire pressure gauges.



| DESCRIPTION | PART # |
|--------------------------|----------|
| PRO DIGITAL 0-25 PSI | 52-53010 |
| BASIC DIGITAL 0-60 PSI | 52-53006 |
| BASIC ANALOGUE 0-30 PSI | 52-52024 |
| DELUXE ANALOGUE 0-30 PSI | 52-52023 |

QUARTER MIDGET ALIGNMENT KIT

Quarter Midget Alignment Kit with Carrying Case - Longacre® brand. Get more accurate readings while your car sits at simulated ride heights.



| DESCRIPTION | PART # |
|----------------------------|--------|
| QM ALIGNMENT KIT WITH CASE | QM890C |
| QM ALIGNMENT KIT | QM890 |



COMPUTERSCALES® XLi WIRELESS SCALES

Everything you need is included: Complete systems include a 7" tablet with stylus, hard carrying case, universal charger and USB cable, and 4 - 12"x12" pads with wireless modules built in. Easily converts to metric.

| DESCRIPTION | PART # |
|---|----------|
| COMPUTERSCALES® WITH 7" TABLET XLI™ KARTING 400 LBS | 52-72630 |



COMPUTERSCALES® WIRED SCALES ACCUSET II™

These wired scales show a 4 Line display of all 4 wheels and all partial percentages. Featuring CNC machined dead-flat low-deflection pads for the best accuracy, with a maximum 400 lbs. capacity. The set comes with a hard carrying case and red polysilicone cables. Easily converts to metric.

| DESCRIPTION | PART # |
|-------------------------------------|----------|
| COMPUTERSCALES® ACCUSET II™ KARTING | 52-72624 |

QM ACCESSORIES

DIAMOND ROLLER CHAIN 40/1/2" RIVETED STEEL 3 FT. SECTION

Multi-stage pitch hole prep on the link plate creates maximum bearing area. Engineered material minimizes impurities which maximizes tensile and fatigue strength. Proprietary heat treating process ensures consistent case hardening depth, which results in maximized wear life.

| DESCRIPTION | PART # |
|----------------------|---------|
| DIAMOND ROLLER CHAIN | QM650-3 |



ULTIMATE QM BLACK CAR COVER

High quality material and water resistant. Fits most quarter midget cars.

| DESCRIPTION | PART # |
|-----------------------|--------|
| ULTIMATE QM CAR COVER | CC100B |



MYCHRON5 LAPTIMER

Mychron5 GPS Laptimer with sensor enters a totally new dimension: besides sampling all your race car data, the Mychron5 features all the advantages of a new concept GPS plus a lot of new functions, designed to provide more complete and reliable information.



Lap and split times, speed, RPM and head temperature as well as position on track, acceleration and much more. Features WiFi connectivity and rechargeable lithium batteries.

| DESCRIPTION | PART # |
|-------------------|--------|
| MYCHRON5 LAPTIMER | QM225 |

CHAIN BREAKER 420

Reinstall your pin to eliminate master links.



| DESCRIPTION | PART # |
|-------------------|--------|
| CHAIN BREAKER 420 | QM811 |

TIRE DUROMETER

- Reads from 0-100 points (Shore 'A' scale).
- Straight edge on base to 'rock' durometer for more consistent results.



| DESCRIPTION | PART # |
|----------------|----------|
| TIRE DUROMETER | 52-50546 |

LONGACRE® AIR TANKS

36" Hose, tire chuck and standard fill valve.



| DESCRIPTION | PART # |
|-------------|----------|
| 5 GALLON | 52-50305 |
| 2 GALLON | 52-50308 |

LEAD BALLAST

Lead ballast allows you to put the weight where you want it.



| DESCRIPTION | PART # |
|--------------|--------|
| LEAD BALLAST | QM803 |

DIGITAL KART CASTER/CAMBER GAUGE WITH ACCULEVEL™

Reads to 0.1° (1/10°) camber and to 0.1° caster.



| DESCRIPTION | PART # |
|-----------------------|----------|
| CASTER / CAMBER GAUGE | 52-78292 |

ROBIC STOPWATCHES

- Time every lap.
- Automatic lap count.
- Memory recall.
- One button action for simple timing.



| DESCRIPTION | PART # |
|--------------------------|----------|
| ROBIC SC 505W - 99 LAPS | 52-22168 |
| ROBIC SC 606W - 999 LAPS | 52-22172 |

AFCO Quarter Midget Service Center

GET READY FOR YOUR NEXT RACE!
AFCO Quarter Midget Service Center will service your quarter midget race car, regardless of chassis brand!

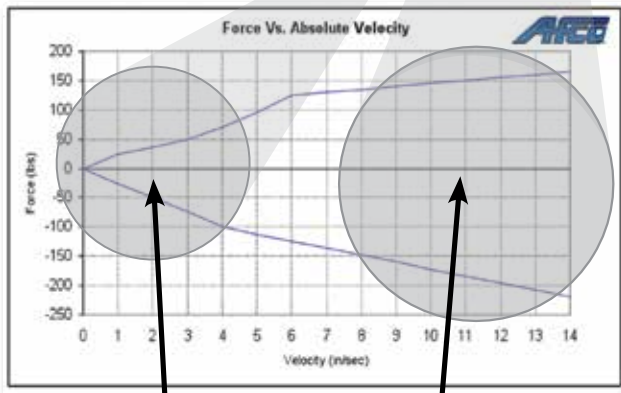
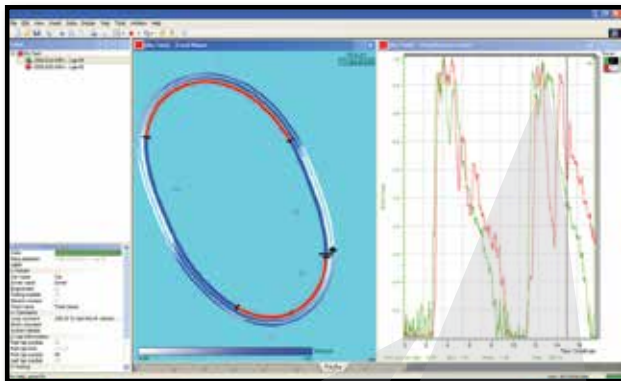
SHOCK TECH

SHOCK PISTON 101

AFCO's engineering department utilizes the "EMA" dyno to develop new internal shock components, evolve existing shock packages, and prove new technology. The EMA dyno also allows AFCO to "play back" data collected from the onboard data acquisition system. This "play back" function allows the Engineering staff the ability to see the forces being applied to the shock in "Real Time" at any position on the race track.



A low-level view of how AFCO engineers compare on-track data acquisition with state-of-the-art dyno equipment to create the perfect shocks for your race car.



Low Shock Speeds

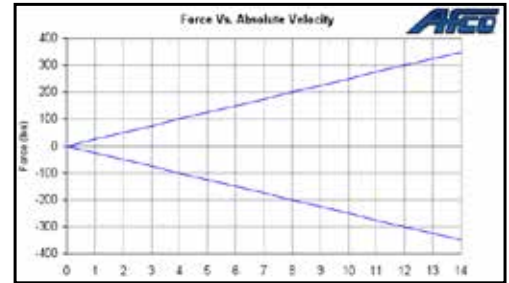
Helps tune chassis dynamics through the corner to optimize driver feel.

High Shock Speeds

Helps tune chassis dynamics through bumps and ruts, tune quick transitions on and off throttle, and tune quick transitions on and off brake.

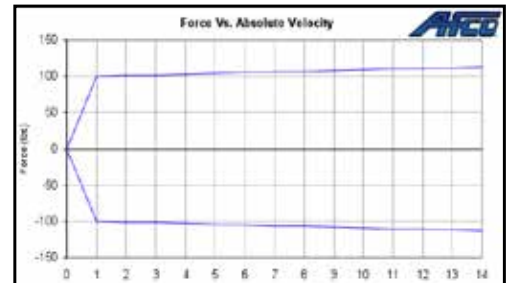
LINEAR-LINEAR VALVING

- Reduced Low Speed Forces that promote driver feel.
- Mid to High Speed to control bumps and ruts.



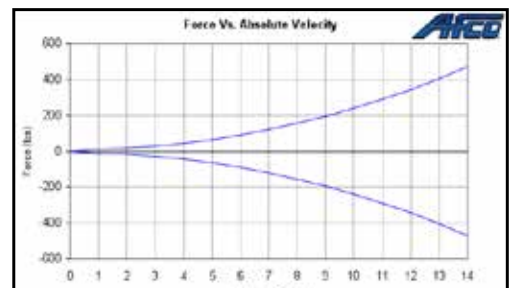
DIGRESSIVE-DIGRESSIVE VALVING

- More low speed control to stabilize car.
- Modifieds use digressive valving on LR compression to slow down travel and maintain roll steer.
- Open Wheel cars utilize digressive valving on LR rebound on mid-exit to drive off corner.
- Pavement Late Models use digressive valving on front shocks with big bar/soft spring setups.



PROGRESSIVE-PROGRESSIVE VALVING

- Soft low to mid speeds to promote driver feel and chassis movement.
- High speed damping to control car over bumps.



NOTE: Any AFCO shock can be made with any combination of these three types of valving. For example: Linear-Linear, Digressive-Linear, Progressive-Digressive, etc.

STREET STOCK - TUNING GUIDE

4-LINK TUNING

TO TIGHTEN

CORNER ENTRY

(off throttle)

- Stiffen LF spring.
- Decrease compression RR shock.
- Decrease rebound LR shock.
- Soften RF spring³.
- Decrease compression RF shock.
- Decrease LS weight %.
- Shorten RS wheelbase/lengthen LS.

CORNER EXIT

(on throttle)

- Stiffen LR spring.
- Increase wedge¹.
- Stiffen RF spring¹.
- Decrease rebound LF shock.
- Decrease rebound RF shock.
- Decrease compression LR shock.

4-LINK TUNING

TO LOOSEN

CORNER ENTRY

(off throttle)

- Soften LR spring.
- Increase rebound LR shock.
- Increase rebound LF shock.
- Stiffen RF spring⁴.
- Increase LS weight %.
- Lengthen RS wheelbase/lengthen LS.

CORNER EXIT

(on throttle)

- Soften LF spring.
- Decrease wedge².
- Soften RF spring².
- Increase rebound front shocks.
- Stiffen RR spring².
- Increase compression RR shock¹.
- Lengthen RS wheelbase / lengthen LS.

1. Can also loosen off-throttle handling.

2. Can also tighten off-throttle handling.

3. Can also loosen on-throttle handling.

4. Can also tighten on-throttle handling.

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

To Loosen:
Increase stagger
Lower ballast
Decrease rear weight %

To Tighten:
Reduce stagger
Raise ballast
Increase rear weight %

SPRINT CAR - TUNING GUIDE

NON-WING SPRINTS

SHOCK BASELINE

HEAVY TRACK

- Left Front: 1674-6/1674-6S.
- Right Front: 1675/1675S.
- Left Rear: 1693-9S.
- Right Rear: 1695S.

INTERMEDIATE TRACK

- Left Front: 1675-3/1675-3S.
- Right Front: 1675-3/1675-3S.
- Left Rear: 1693-8S.
- Right Rear: 1695S.

SLICK TRACK

- Left Front: 1675-3 / 1675-3S.
- Right Front: 1675-2 / 1675-2S.
- Left Rear: 1693-7S or 1693-8S.
- Right Rear: 1694S.

**Tuning Note: The amount of Left Rear tie-down may vary by the amount of stagger and driving style. The above shock valvings are baseline suggestions only. The most critical shock to tune with on non-wing sprint cars is the left rear.

WINGED SPRINTS

SHOCK BASELINE

HEAVY TRACK

- Left Front: 1674-6/1674-6S.
- Right Front: 1675/1675S.
- Left Rear: 1694-8S.
- Right Rear: 1695S.

INTERMEDIATE TRACK

- Left Front: 1675/1675S.
- Right Front: 1675/1675S.
- Left Rear: 1694-8S.
- Right Rear: 1694-5S.

SLICK TRACK

- Left Front: 1674/1674S.
- Right Front: 1675-2/1675-2S.
- Left Rear: 1693-8S.
- Right Rear: 1694S.

**Tuning Note: Be cautious of using easy-up front shocks in slick conditions on winged sprint cars. The combination of a rearward mounted wing and easy-up front shocks can reduce front grip to the point of causing an extreme push condition.

QUARTER MIDGET - TUNING GUIDE

SHOCK ADJUSTMENTS

UNDERSTEER TO CORRECT A FRONT-END PUSH CONDITION.

TIGHT ON CORNER ENTRY

- Increase rebound in LR shock.
- Increase compression in RR shock.
- Increase rebound in front shocks.
- Reduce compression in front shocks.

TIGHT IN MIDDLE OF CORNER

- Increase compression in RR shock.
- Increase rebound in front shocks.
- Reduce compression in front shocks.
- Increase pressure in RR shock.

TIGHT ON CORNER EXIT

- Reduce rebound in LR shock.
- Increase compression in RR shock.
- Increase rebound in front shocks.
- Increase pressure in RR shock.

OVERSTEER TO CORRECT A LOOSE REAR END CONDITION.

HEAVY TRACK

- Increase compression in front shocks.
- Reduce rebound in LR shock.
- Reduce rebound in LF shock.
- Reduce compression in RR shock.
- Reduce pressure in rear shocks.

INTERMEDIATE TRACK

- Increase compression in front shocks.
- Reduce compression in RR shock.
- Reduce rebound in LF shock.
- Reduce rebound in RF shock.
- Reduce pressure in rear shocks.

SLICK TRACK

- Reduce compression in RR shock.
- Increase rebound in LR shock.
- Reduce rebound in front shocks.
- Reduce pressure in RR shock.