



**2020**

**SPEED EDITION**

# National Champions 2019

Mike Lane



15 Series Shock



2019  
DURRENCE LAYNE  
STREET STOCK CHAMPION

Tim Hancock



15 Series Shock



2019 UMP  
PRO MOD CHAMPION

TJ Herndon



15 Series Shock



2019  
QUICKSILVER  
STREET STOCK CHAMPION

CORY DUMPERT



2019  
IMCA LATE MODEL  
NATIONAL CHAMPION

JODY BRANNON



13 Series Shock



2019  
UCCMC  
MOD LITE CHAMPION

MATT FILKINS



13 Series Shock



2019  
HEARTLAND EAST  
MOD LITE CHAMPION

VIVIAN JONES



12 Series Shock



2019  
OPW MOD LITE, AND  
MID ATLANTIC STARS  
CHAMPION

SCOTT NAGGATZ



12 Series Shock



2019  
HEARTLAND NORTH  
STARS CHAMPION

Hello,

I would like to introduce to you BSB MFG. We are a manufacturing company of the finest suspension parts on the market. We have been producing parts for major chassis builders and distributors for the past 25 years. We are a manufacturer, not a warehouse, so there is lead time required for us to build your parts. We do maintain a large part inventory, but due to demand there may be a waiting period.

Again we have changed things and have added new parts, we also have heard the call for our customers and have changed some of the designs to help improve your racing experience, but I would like to 1st take some time to explain what our goals are and how we want to improve your racing program. First we are a performance based company, we build product based on performance not profit, the first thing we ask, is this going to make the car faster and how is this going to improve the handling? Winning is the only reason we build product, I want to win and I want you to win, that is why for over 25 years we have worked towards building some of the best racing products on the market, and by the way, you need to buy original BSB product if you want to guarantee that it is right. BSB is very passionate about what we do and I feel that our customers deserve the very best that we can give them and not some cheap knock off that offers high profit and no performance. When I say Team BSB I really mean it, we are in this together and I stand behind my team, and I stand behind you too. That is why when you receive a BSB birdcage it is fully assembled and perfectly aligned and race ready, not just a bunch of parts thrown in a box. We are looking at each part and making sure that it is complete as it can be so you can spend more time on the important things and less time running down bolts. We do truly care about our customers long after the sale and that is why I want to work with you and that is why I want you to win. So together let's make this one of the best years for both of us, let's Go Fast and win.

And most of all I would like to thank God for dying for our sins so we can do the things we love and for watching over us and this great country we live in. God bless you all and thanks so much.

Jay Neal  
Owner



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## **BSB FACTORY GRIP**

When you join TEAM Go Fast you are becoming a part of something bigger. We are not in this to sell you parts but to help you get better. This is a team effort to help improve both of us as a team and to be stronger in the future. When you join you will receive a setup book, shirt, hat, and banner and a membership to speed.

Team Go Fast



### **BEARING GAS PEDAL**

Bearing gas pedal allows for smooth movement.  
Adjustable on both ends for greater comfort.  
Can be fitted for grease zerks.  
Needle bearings are sealed in center tube.  
Will work great on dirt or asphalt.  
Use as straight and 8, degrees.

#3015  
#3015L with linkage



### **ROD ENDS**

SIZE :	MALE/FEMALE	PART # :	STANDARD :
5/16	MALE	ECM5/ECML5	LC
1/2	MALE	ECM8	LC
1/2	FEMALE	ECF8	LC
5/8	MALE	ECM10/ECML10	LC
5/8 HM	MALE	PCYML10	CM
3/4	MALE	ECM12/ECML12	LC
3/4	FEMALE	ECF12/ECFL12	LC
COM 10T	COM	COM10T	LC
COM 12	COM	COM12	LC

LC = Low Carbon  
CM = Chrome Moly  
Change the M to F for female. Exp( ECM8 is ECF8)

### **SHIFTER ARMS**

Fits GM tranny  
Sold in sets  
One long and one short

#3030



### **SHIFTER LINKAGE WITH ROD ENDS**

#3004-16  
#3004-20  
#3004-24

**RIDE HEIGHT GAUGE**



Set ride height one time and in a matter of one minute each week you know just how much your car is changing. This is the best thing to happen to racing setup in a long time, by simply using this tool you can check several things all at one time.

- Ride height
- Spring height or change in spring height
- Shock condition by stroking the shock fully while off

When buying a set of these you will always have your ride height for both right and left at the push of a button.

- #9022 7" gage
- #9021 9" gage

**ACCESSORIES CLAMP**



Allow you to clamp this to a round tube. Use for body mounts, mirrors, radio holders, and more. Has 5/16-18 thread mounting hole. Comes in 4 sizes, 1.250, 1.500, 1.750 and 2.00"

- #9028 1.250 dia
- #9023 1.500 dia
- #9026 1.750 dia
- #9027 2.000 dia



**PINION ANGLE CLAMP**



Allows you to check your pinion angle in a flash. Lite weight anodized finish. Fits 3" axle tube.

#9024



**LOAD STICK**

This ratcheting load stick bolts in & goes on your race car. The stick change springs with ease and a with being able to pull the race dynamic attitude to find your co and also for an easier way to set

#9013



**SPINDLE CHECKER**

The most important tool in the box. Check Ball Joint alinement of spindle. #9041 comes with 2ea, 1.5" taper pins, 1ea 2" taper pin and a centering rod. #9042 comes with 2ea 2.0" taper pins, and centering rod.

- #9041
- #9042
- #9041-1 1.5" Taper Upper
- #9041-2 1.5" Taper Lower
- #9041-3 2.0" Taper Lower GM



**NEW DESIGN**

**UPPER CONTROL ARM STEEL**



Part #	Degree	Length				
		7	8	9	10	11
#3540	0	7	8	9	10	11
#3541	10	7	8	9	10	11

Steel upper control arm.  
Rod end bearing for bind free movement.  
Screw in upper ball joint on zero or 10 degree angle.  
1 x 1 cross shaft on 6" centers with 1/2 hole and slot.

**LOWER CONTROL CLAMP**

Allows you to add a chain or cable to lower to set sag of front control arms. 1.250 dia. fits lower tube of control arm.

#3529



**LOWER CONTROL ARM CHEVELLE**

BSB Manufacturing tubular lower control arms are UMP dirt car racing approved and the superior choice for your race car! Here's why:

- a lowered shock mounting POINT,
- extra drop,
- and a 90-degree spring perch.
- a no-bind ball joint angle
- Increased spring load to tire ratio by indexing spring load.
- Chrysler thread-in (1210-215 QA1 screw in)

These BSB Mfg. lowers offer maximum travel on the right front during compression, maximum frame clearance, maximum drop on the left, and a proper pigtail mount for the perfect fit--every time! These lower control arms are black powder coated with quality rod ends welded in place and include four aluminum spacers. When it comes to performance BSB has been there every time, we weren't the first to come out with a lower but we will be the best, this is a stock Chevelle lower arm with options to make it better.

- #3531 Chevelle Left
- #3530 Chevelle Right
- #3530-1 Bushing Kit



**QA 1 LOW FRICTION BALL JOINT**

Ultimate low-friction operation  
 Uppers, lowers, screw in or 4 hole bolt in  
 1-1/2 or 2" tapers  
 Steel-reinforced, self-lubricating race  
 Infinite preload adjustment  
 Various ball studs are available for easy geometry  
 changes.



Part #	Type	Moog #	Location
QA1 1210-105	Screw In	K772	Upper Pinto
QA1 1210-102	Screw In	K6141T	Lower GM
QA1 1210-106	Screw In	K727	Lower Mopar
QA1 1210-103	4 Hole	K6024	Upper GM
QA1 1210-110	Press In	K5103	Lower GM
QA1 1210-108	Press In	N/A	Lower GM

**BALL JOINT WRENCH**

Double ended Ball Joint wrench,  
 allows easy operation.  
 Works for both uppers and lowers.

#9032



Trevor Baker

**ALUMINUM CROSS SHAFT**

Used for making adjustable A-Arm  
 6" center to center holes  
 Can use on the outside and inside of  
 upright.

#3023 Standard

#3023-4 Left with anti dive

#3023-5 Right with anti dive



**BALL JOINT COLLAR**

Universal Collar

#3023-1

**BALL JOINT COLLAR CLEVIS**

5/8"-18 THREAD

#3023-2



Used for making adjustable A-Arm  
 6" center to center holes.  
 Can use on the outside and inside of  
 upright.

IMCA Legal.

Can be used on both sides of car.

#3400-1



TJ HERNDON

**LIGHT WEIGHT JACK BOLT NUT**

1-1/4 dia. with 1-1/8 hex.  
 Zinc gold.

#7452





## BRAKE PADS

### BEST PAD ON THE MARKET

Sold as axle sets, enough to do the front or the rear. Recommend to do whole car.  
 Embedded in at the factory for better performance.  
 Allows driver to have a better pedal and more pedal, the pedal feels more one to one.  
 Improves corner speed and gives car more exit speed.  
 Both for Late Model and Modified pads available.

- #3091 Dyno Lite
- #3092 Superlite
- #3074 Metric GM



## GM MAX TORQUE CALIPER BOLT



Hardened steel bolt to reduce flex and increase braking force.  
 This is a must have piece for your braking system.  
 Drilled for safety wire.  
 Fits GM standard or metric caliper.

#10110



## PINTO SPINDLE CALIPER BRACKET



Machined locating surfaces allow for correct fit.  
 5/16 thick for more strength.  
 Guides help caliper to move straight.  
 Use with metric calipers and hybrid rotors.

- #7072 Left
- #7073 Right

## METRIC CALIPER PAD SPACER



Use with metric calipers.

#7069



Drake Long





**LIGHT WEIGHT JACK BOLTS**



Light weight jack bolt is gun drilled with solid ends. 3/4 hex with full and half turn indicators to allow you to count turns.

- #7466 6.5" length 5/8 pin with snap ring
- #7467 8.5" length 5/8 pin with snap ring
- #7468 6" length 1/2 pin with snap ring
- #7469 8" length 1/2 pin with snap ring
- #7465 7.75" length 5/8 pin with snap
- #7459 9.75" length 5/8 pin with snap



**LIGHT WEIGHT JACK BOLTS WITH LOCK PIN**



Allows quick disconnect between spring cup and bolt for faster spring change. Indicators allow you to count turns easier. 1"-8 threaded gun drilled bolt. Pin end is 5/8 dia. Lock pin ensures cup stays in place.

- #7454 4 inch bolt
- #7453 6 inch bolt
- #7448-1 Cup w/bearing
- #7456 4" Bolt and cup combo
- #7457 6" Bolt and cup combo



**LIGHT WEIGHT JACK BOLTS REAR SPRING**



Allows rear spring cup to swivel without tilting. With or with out bearing depending on rules. Indicators allow you to count turns easier. 1"-8 threaded gun drilled bolt. Set screw locks center bolt in place.

- #7454 4 inch bolt
- #7453 6 inch bolt
- #7448-1 Cup w/bearing
- #7456 4" Bolt and cup combo
- #7457 6" Bolt and cup combo



**3 / 4 JACK BOLT**



3/4-16 thread with a 7/8 hex and 5/8 pin with snap ring on the other end. 6" of thread length. Fits our spring bucket with a bearing #7448-1.

- #7460 Bolt
- #7448-1 Cup with bearing

**LIGHT WEIGHT JACK BOLTS**



Light weight jack bolt is gun drilled with solid ends. 3/4 hex with full and half turn indicators to allow you to count turns. Works with 7446-3 cup

- #7458 8" length Bull Nose
- #7461 11" length Bull Nose

## BEARING SWIVEL SPRING CUPS



Light weight spring cup with  
1/2" hole in base.  
Use bolt 7468 and 7469

#7350-7



Austin Charles

Bearing is flush with plate allowing  
spring cup to swivel in any  
direction, about 18 degrees.  
3.5" tall cup  
Uses bolt 7453, 7454, 7466, 7467, 7459  
and 7465.  
Replaceable bearing  
#7448-1  
#Com 10T Bearing



## 5" SPRING CUP

5" tall spring cup  
Bottom plate has 1/2" hole to  
tighten to bolt.  
Use bolt 7468 or 7469

#7449



## LIGHT WEIGHT SPRING CUPS

Light weight spring cup design.  
Allows cup to swivel in all direction.  
Use bolt 7458-8 or 7461-11

#7446-3 Cup



Bearing is dropped 2.0"  
4.0" tall cup  
Replaceable bearing  
Uses bolt 7453, 7454, 7466, 7467, 7459 and  
7465.

#7448-2

#Com 10T Bearing



## RIDE HEIGHT GAUGE



Designed to set ride height from  
ground to center of bolt of  
lower control arm.  
Range from 7" to 9".  
2 magnets help hold it in place  
Fits 1/2 bolt with 3/4" hex.

#9038



Chase Hansen

### BIRDCAGE 3 LINK MOUNT



New light weight design.  
Locates brakes and trailing arm brackets.  
Gibbs locate and keep birdcage from rotating on axle tube.  
Drill fixture available.

#450  
#4182

### RIGHT AND LEFT SIDE

### TRAILING ARM



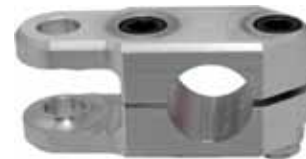
Made to mount 3 link and shock to.  
Allows shock drop.

#453 R or L  
#4173 Shock mount

### SHOCK MOUNT

Longer for more shock to frame  
clearance.

#100-10



### BRAKE BRACKET



Brake bracket bolts to  
center birdcage.

#511

### PULL BAR MOUNT AXLE



Clamps to axle tube allows you to  
mount pull bar.  
Gibb design keeps bracket from  
rotating.

#610



### PINION PLATE



Made to fit a quick change rearend.  
Mounts on seal plate on front of rear end.  
3/4" thick plate.

#430

### PULL BAR MOUNT HOUSING

Bolts to side bell.  
3/8" thick aluminum.

#600



## TELESCOPIC FUEL LOG

Three O-Ring Design to eliminate leakage.  
 Allows length to be adjusted to match Fuel Bowls.  
 AN -8 fitting on one end and 3/8 pipe on the other  
 end of fuel log.  
 AN 10 O-Ring to 3/8 pipe fitting for Aeromotive  
 pumps.  
 Aluminum Fuel Bowl Gaskets included.  
 #4711 fits Holley,4150 style carburetors.  
 #4712 fits Braswell & Holley Ultra HP carburetors.

- #4711 Crush washer \_\_\_\_\_
- #4712 O-Ring \_\_\_\_\_
- #4713 #10 o-ring to 3/8 pipe \_\_\_\_\_

Replacement Parts

#4711-2 -8 AN to 3/4-16 thread post only \_\_\_\_\_



## AN WRENCHS

Most popular A.N. size of wrench  
 you need. 6,8 and 10 A.N.  
 Zinc coated 1/4 steel with engraved  
 numbers for easy reading.

- #9017-6 \_\_\_\_\_
- #9017-8 \_\_\_\_\_
- #9017-10 \_\_\_\_\_



Jason Power

## FC SERIES ROD ENDS BY FK

PART # Right Hand	PART # Left Hand	BORE/THR Male/Female
FK-CMX8T	FK-CMXL8T	1/2 male
FK-CMX10-8T	FKCMXL10-8T	1/2 X 5/8 Male
FK-CMX10T	FK-CMXL10T	5/8 X Male
FK-CMX12T	FK-CMXL12T	3/4 X Male
FK-CFX8T	FK-CFXL8T	1/2 X Female
FK-CFX12T	FK-CFXL12T	3/4 X Female



FK made us special fitted rod ends that reduce  
 bind and improve traction.  
 2 pc rod end with a heat treated body and a PTFE  
 liner .  
 Super high strength bind free ball holds loads  
 over 2000 lbs.  
 Removes bind from 4 link bars, j-bars, spring  
 sliders and pull bars so car can maintain  
 traction on corner entry.  
 Best when ran with boots to reduce dirt intake.

**RUN DRY, USE NO LUBRICANTS**



Brandon Gibson Jr.

**5TH & 6TH COIL MOUNTS**

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

- #4061 Square
- #4062 Round



**MOTOR MOUNT RISER**

1" riser block to move motor up.  
Made from aluminum.

#2025-1



**MOTOR MOUNTS**

Light weight steel.  
Standard Chevy mounts.

#3026



**6TH COIL ASSY**

Design allows it to swivel in all  
four directions.  
Keeps even pressure on chain.  
Smoother suspension travel.  
Comes with a 400 lbs spring.  
2-1/2" ID spring.

#4066



**400 LBS BIG SPRING**

Fits 4066 6th coil.  
2.5" dia spring.

#4069



**400 & 600 LBS SPRING**

Replacement spring for 4065.  
400 lbs spring  
600 lbs spring  
1.3" dia spring

- #4068 600 LBS
- #4068-1 400 LBS

**CARB NUT AND SUPPORT**

Allows you to tighten air cleaner  
without deforming .  
O-ring seals both sides.  
Cut to fit height.

#2013



**6TH COIL ASSY**

Design allows it to swivel in all  
four directions.  
Keeps even pressure on chain.  
Smoother suspension travel.  
Comes with 600 lbs spring.  
Includes 1/2" rod end.

#4065

## PINION BRACKET



Double sided adjustable pinion mount  
 Angled to allow movement of J-Bar without changing length.  
 Built in seal and adjustment lines on both sides.  
 Complete with one adjuster, bushing and bolts

#4036	
#4026-4	Seal
#4045	3/4 Stud
#4043-34	Bushing

## THREADED STEEL STUD

Made for adj. pinion mounts

#4045	Alum Bkt
#4046	Steel Bkt
#4045-7053	

## STUD KIT

Fits aluminum and steel pinion plates  
 Comes with stud, bushing nut long bolt and nuts.

#4047A	Alum Bkt
#4047S	Steel Bkt
#4047A-7053	Use on #7053



## BUSHING

Pinion bushing for adj. brackets

#4043-58	Flat back
#4043-34	Flat back

## DOUBLE SIDED ADJUSTABLE PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.  
 1.0" thk with oil seal.  
 With steel spacer bushing and lock nut  
 Marked for easy adjusting

#4039s	(with seal)
#4026-4	Seal
#4045	3/4 Stud
#4043-34	Bushing

## FRAME SLIDER



Fits 1.5" or 2.0" square tubing  
 5" C to C on 3/4-10 holes  
 Standard for most cars

#3027-15	
#3027-20	

## DOUBLE SIDED CLIMBING PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.  
 1.0" thk with oil seal.  
 With steel spacer bushing and nut  
 Marked for easy adjusting

#4026	
Replacement Parts	
#4026-1	Bushing
#4026-2	Nut
#4026-3	Spacer
#4026-4	Seal



Joshua Griffith



## FRAME SLIDER

Single Hole in Center of Tube  
 2" inch tube.  
 Lightweight design.

#3063-20	
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**ALUMINUM J-BAR**



Strong 1" thick aluminum.  
Comes with toe adjuster, com bearing and rod end.  
J-Bar is threaded right hand thread  
4081 pictured

Part #	Drop "	Length
#4072	4.0"	18-3/8 to 19-1/2"
#4081	4.5"	19-3/8 to 20-1/2"
#4078	4.5	20-3/8 to 21-1/2"
#4070	4.0"	20-3/4 to 22"
#4070-2	N/A	Toe adjuster
#Com-12	N/A	Com ball
#ECML12	N/A	3/4 LH
3/4-16	N/A	3/4 JAM

**STEEL J-BAR**



**ADJUSTABLE J-BAR**

New adjustable J-Bar.  
No need to remove from car to adjust.  
Has 5" drop.

#7039-19 18 1/4" to 20 1/2"  
#7039-20 20" to 22 1/4"

Replacement Part  
#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



**XD ADJUSTABLE J-BAR**

Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.  
Has 6" drop

#7045-19 17 1/4" to 19 1/2"  
#7045-20 19 1/4" to 21 1/2"

Replacement Part  
#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



**CLIMBING FRAME SLIDER**



Built for Rocket style race cars  
Allows you to adjust J-Bar without removing bolt from car  
One wrench operation  
Made for 2" tube  
Middle of tube and outside of tube

#3048-20  
Replacement Part  
#4026-1 Bushing  
#4026-2 Nut

**CLIMBING FRAME SLIDER**

Built for Mastersbilt style race cars.  
Allows you to adjust J-Bar without removing bolt from car  
One wrench operation  
Made for 2" tube  
Middle of tube and inside of tube

#3049-20  
Replacement Parts  
#4026-1 Bushing  
#4026-2 Nut



Justin French

## DOUBLE SHEAR BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality.

Strength: to be strong enough to not flex under load.

Load rating: control load across the bearings.

Alignment: maintain bearing alignment to be zero

Compact: covering a wide array of applications in one piece.

I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

4350 Right

4351 Left

### Replacement Parts

#4350-1 4 link plate left

#4350-2 4 link plate right

#4350-5 Shock plate

#4350-3 1/4" top plate

#4350-4 1/4" bottom plate

#4350-7 4 link bushing

#4350-9 Shock bushing

#3038 Retainer ring

## CHASSIS BUSHING



Made to fit a 5/8 rod end and a 1/2 bolt.  
Each bushing is 2.5 long and you cut to length to fit your chassis.  
Stepped to fit dust boot.

#4350-8



## QUALITY AND PERFORMANCE ARE # 1



Cory Dumpert



Booger Brooks



**DOUBLE SHEAR PARTS**



Fits 4350 birdcage, outer plate.  
#4350-1



Fits 4350 birdcage, inside double shear plate. 1/4" thk  
4350-3

Fits 4350 birdcage, inside double shear plate. 1/4" thk.



Fits 4350 birdcage, shock plate.  
#4350-5

**4-LINK PLATE**

Fits old style GRT birdcage 5", 6" and 7" shock drop

#4150-3



*Collin Lee Burke*

**BEARING BIRDCAGE**

Dual bearing design to spread load over more area.

Stronger design than others because both bearings are receiving force from the 4-link plate when under load.

Comes with swivel clevis shock mount.

#4150-R

#4150-L

Replacement Parts

- #4150-3 4-Link plate
- #3038 Retainer ring small
- #4153 Retainer ring large
- #4210-9 Swivel shock mounts
- #7320-4 Inner race locator 2 ea

**BEARING BRAKE FLOATER**

Double bearing design  
Locates on inner race  
New design can lock and unlock  
Best way to float brakes  
Super light brakes shown  
Allows you to float the brakes without affecting the suspension

#4141 Fits super lite (3.5")

#4142 Fits dynalite (5.25")

Replacement Parts

- #4141-7 Hub
- #4142-1 Arm
- #4141-6 Bushings 2 ea
- #4141-5 Lock ring



## **LOCK RING**



Fits 3" axle tube  
3/4" thk  
Made from aluminum  
Includes bolt.

#3038

## **CLAMP BRACKET**



Fits 3" axle tube  
Split design  
4", 5" and 6" drop  
Used for running on the clamp  
Uses shock mount #3035

#4011



## **CLAMP BRACKET**



Fits 3" axle tube  
Split design  
6", 7" and 8" drop  
Used for running on the clamp  
Uses shock mount #3035

#4012

## **CLAMP BRACKET**



Fits 3" axle tube  
Split design  
4", 5" and 6" drop  
Used for running on the clamp  
Uses shock mount #3035

#4013

## **CLAMP BRACKET**



Fits to retainer ring sold with  
birdcage #4121, #4196.  
Comes with bolts add your shock  
mount to it.

#4180-1



Todd Cooney and Ricky Thornton Jr.

## **BRAKE CLAMP**



Fits 3" axle tube.  
Fits both style brake bkts.  
Fits 11" rotors.  
Bolts included.

#4165

Replacement Parts  
#4182 Pin

## **CLAMP ON BRAKE BRACKET**



Fits 3.0" axle tube.  
Fits super light style calipers.  
Used for clamping to tube.  
Pin allows you to fine tune location.

#4169

Replacement Parts  
#4182 Pin

## **BRAKE BRACKET**



Fits super light style calipers  
Bolts to part #4165  
#4166

## **BRAKE BRACKET**



Fits dynalite style calipers  
Bolts to part #4165

#4166W



**BEARING CHAIN HOLDER**

Allows chain to rotate freely  
No bind in chain under braking  
Keeps from lifting the rear end

#4159

Replacement Parts

#3038 Retainer ring

#7320-5 Inner race



**REAR END TRUNNION**

Stiffens right rear axle tube  
reducing flex  
Improves traction and side bite  
Reduce birdcage bind on entry  
Prolong life of rearend.

#6015



**SHOCK MOUNT**

Used on our 4-Link bkts  
1/2"-13 tapped hole

#3035



Colton Sullivan

**90 DEGREE SHOCK MOUNT**

5,6 or 7" drop  
Clevis is wider to clear shock body.  
Built in spacer stays in place.  
Fits BSB and GRT Birdcages



#4210-9

Replacement Parts

#7550-7 Clevis

#7550-8 Bushing



**ROLLER BEARING**

Double row ball bearing  
Dirt seals  
3 sizes to chose from  
3.001, 3.004, or 3.008

#4001 -3.001

#4004 -3.004

#4008 -3.008

**90 DEGREE SHOCK MOUNT**

Dual 7/16" bolt design  
Clevis is wider to clear shock body.  
Built in spacer stays in place.  
TWM, PPM Replacement

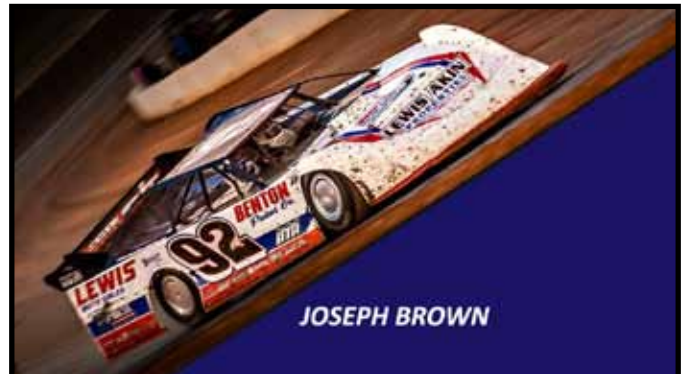


#4195-7

Replacement Parts

#7550-7 Clevis

#7550-8 Bushing



JOSEPH BROWN

## **MODIFIED FRONT SPRINGS**

5" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-500-5F	500	6.00
BSB-550-5F	550	5.91
BSB-600-5F	600	5.86
BSB-650-5F	650	5.68
BSB-700-5F	700	5.60
BSB-750-5F	750	5.39

## **STOCK CAR FRONT SPRINGS**

5-1/2" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-950-09F	950	5.00
BSB-1000-09F	1000	4.91
BSB-1050-09F	1050	4.86
BSB-1100-09F	1100	4.68
BSB-1150-09F	1150	4.60
BSB-1200-09F	1200	4.39

## **MODIFIED REAR SPRINGS**

5" OD X 13" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-150-13R	150	10.47
BSB-175-13R	175	10.10
BSB-200-13R	200	9.95
BSB-225-13R	225	9.81
BSB-250-13R	250	9.69

5" OD X 16" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-150-16R	150	12.95
BSB-175-16R	175	12.95
BSB-200-16R	200	12.95
BSB-225-16R	225	12.81
BSB-250-16R	250	12.69

Springs are often overlooked because of how we have been trained to understand and rate them, this is a byproduct of their growth over the years. In today's market springs are a marketing tool more than a performance product and that is because, when you look at a spring you see an object that is unfixable, which means it is not broke until you see it in pieces. The truth about a spring is they can add a ton of grip to a race car and improve the handling and still don't have to cost a bunch. When we set out to build a spring we turned our effort to a company that builds springs for performance with an engineering staff that was backed by racing technology. This allowed us to improve on what the current market had and to build a spring that could enhance the performance of your car. With a higher grade of material than a standard race spring and a better design we have produced a spring that will increase the grip level and handling of your car. As I have said the three things that produce the most feel are the spring, shocks and tires, so why are you overlooking the springs?



Dan Wheeler

PART NUMBER	RATE #	OD X H
BSB-110-10	110	1 7/8 X 10
BSB-120-10	120	1 7/8 X 10
BSB-130-10	130	1 7/8 X 10
BSB-140-10	140	1 7/8 X 10
BSB-150-10	150	1 7/8 X 10
BSB-160-10	160	1 7/8 X 10
BSB-180-10	180	1 7/8 X 10
BSB-200-10	200	1 7/8 X 10
BSB-220-10	220	1 7/8 X 10
BSB-260-10	260	1 7/8 X 10
BSB-280-10	280	1 7/8 X 10
BSB-300-10	300	1 7/8 X 10

### BEST SPRING EVER

35% LIGHTER THAN STANDARD SPRINGS

Free height and rate checked and serialized.  
More travel than standard springs.

Less spring bind

Helps on corner entry by not binding spring and leaves more rebound in spring for corner exit.

Helps improve lap times

Increase drive off corners



### MOD LITE COIL-OVER SPRINGS

Less active coil produces a better spring with more performance. No spring fade during race season.

Heat treated material adds life to the spring. Linear rates thru full travel.

Each spring is free height measured and rated before getting a unique sn #.

# Rate x 10"



Ed Griggs

### PULL BAR SPRINGS

PART NUMBER	RATE #
HYP 600/1200	600-1200
HYP 900/1300	900-1300
YJ 600/1200	600-1200
YJ 900/1300	900-1300



### 400 LBS BIG SPRING

Fits 4066 6th coil.  
2.5" dia spring.

#4069



### PULL BAR SPRINGS

Short pull bar spring. Used in 7625 Pull Bar. 5" x 4" tall spring. Rates from 900 to 1200.

#900-4  
#1000-4  
#1100-4  
#1200-4



## GO FAST

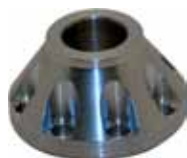
### 400 & 600 LBS SPRING

Replacement spring for 4065. 400 lbs spring. 600 lbs spring. 1.3" dia spring.

#4068 600 LBS  
#4068-1 400 LBS



## COIL-OVER RISER



Used to raise spring up 1".  
Bolts in place of cover ring.  
Shock eye fits down in top hole.  
Fits BSB, Bilstein and QA1 shocks.

#6650-9QA1  
#6650-9

## COIL-OVER KIT WRENCH'S



6650-12

6650-11

6657-8

6657-7

Wrench's to adjust preload on coil over kits .

#6650-11	Fits tube of coilover
#6650-12	Fits coilover nut
#6657-7	Fits adj. top nut 1"
#6657-8	Fits adj. combo wrench

## BEARING COIL-OVER KIT 5" SPRING



Swivel and rotates in two directions.  
Reduce spring load allow shock to move easier.  
8 threads per inch for easy spring changes.  
Increase feel and tire load  
Sealed to reduce dirt and debris from clogging bearing.

#6654	Fits BSB Shocks
#6654-13	Spring cup top
Replacement Parts	
#7550-8	.500 Bushing
#6654-11	.551 Bushing
#6654-12	Bearing kit



## 5" COIL-OVER KIT

For 5" spring.  
Fits BSB, Bilstein and QA1 shocks.  
Threaded tube has scale on both side for easy and fast setting.  
8 threads per inch allows easy spring changes.  
Slotted top cup with quick lever ring for fast spring changes.  
Cross pin allows for easy changing of height.

#6650-B Fit BSB and Bilstein  
#6651 Fits new QA1



## 2.5" AND 5" THRU SH BEARING AND WASHER



Fits both 7500 and 7540 slider spring cups.  
Fits 7545 OD spring holder.  
Fits 7540-22 steel OD spring cup.

#60-9090-16-11 Kit 2.5"  
#7545-3 Kit 5"

## COIL-OVER KIT 2.5" SPRING

Fits standard size shocks like Bilstein and BSB.  
Great to use in NeSmith Crate Late Model division.  
Quick release top cup for fast spring change.

#6655  
#6655-5 Bushing  
#6655-4 Spring wire



**60 & 61 SERIES GAS SHOCK**



**46 mm High Flow Linear Piston**

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

**Non Adjustable**

The non adjustable is the base to the 60 Series shocks, it can have very good low speed and good high speed.

**Rebound Adjustable**

A larger range of adjustment with 20 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

**Low Drag Seals**

Low drag seals reduce hysteresis and allow for better feel and are more control.

**Deflective Disc Valving**

Provides consistency in oil resistance and allows for good stack open and stack close time.

**Ring Shim Technology**

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

**Serialized and Dyno Tested**

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.



**6" AND 7" GAS SHOCKS**

60 SERIES SHOCK

61 SERIES ADJ. SHOCK



**COIL-OVER KIT**

Easy and fast spring removal.  
Tall threaded cup to protect threads on shock.  
Jam nut to hold in place.

#60-9090-16



**Understanding our part**

Series	Rebound	Compression	Length
60	- 30	- 50	- 9

## 62 SERIES GAS SHOCK



### Double Adjustable

40 clicks rebound and 8 clicks compression.

### 46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

### Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

### Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

### Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

### Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

## 7" AND 9" GAS SHOCKS

62 SERIES ADJ. SHOCK

60-9090-16 Coil-over Kit



### INFLATION TOOL WITH CASE

Gauge range: 0-300 PSI  
 Gauge face rotates 360°.  
 Schrader fill valve swivels 360°.  
 Precision bleeder valve.  
 Anti-Air loss connector.



#60-9090-52

### COIL-OVER KIT



Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16

### Understanding our part numbers

Series	Rebound	Compression	Length
60	- 30	- 50	- 9



**70 & 71 SERIES GAS SHOCK & BASE VALVE**

**46 mm High Flow Linear Piston**

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

**Rebound Adjustable**

A larger range of adjustment with 20 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

**Base Valve**

The base valve is designed to head off head perssure reducing rod force giving the driver more feel.

**Low Drag Seals**

Low drag seals reduce hysteresis and allow for better feel and are more control.

**Deflective Disc Valving**

Provides consistency in oil resistance and allows for good stack open and stack close time.

**Ring Shim Technology**

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

**Serialized and Dyno Tested**

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.



**6" AND 7" GAS SHOCKS**

70 SERIES SHOCK

70 SERIES BASE VALVE

71 SERIES ADJ. SHOCK



Crate Late Shock Package



Cam Barber



**COIL-OVER KIT**

Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16

Understanding our part numbers

Series	Rebound	Compression	Length
60	- 30	- 50	- 9

## 44 SERIES GAS SHOCK



**Threaded Aluminum Body**  
No more messing around with those coil over sleeve.

**Expanded Gas Volume**  
Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

**High Flow Piston**  
Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

**Deflective Disc Valving**  
Provides consistency in oil resistance and allows for good stack open and stack close time.

**Base Valve**  
BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

**Low Drag Seals**  
Low drag seals reduce hysteresis which allows for better feel and are more control.

**Serialized and Dyno Tested**  
Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

- #44-9090-6 \_\_\_\_\_
- #44-9090-6 BV \_\_\_\_\_
- #44-9090-16 Coilover kit \_\_\_\_\_



Kole Weir

Size	Valving R/C	Part #	Pressure
<b>6"</b>	10/30	44-1030-length	80/160
	10/40	44-1040-length	80/200
	10/50	44-1050-length	80/240
	15/35	44-1535-length	100/180
	20/20	44-2020-length	125/125
	20/30	44-2030-length	125/160
	20/40	44-2040-length	125/200
	30/10	44-3010-length	160/80
	30/20	44-3020-length	160/125
	30/30	44-3030-length	160/160
	35/35	44-3535-length	180/180
	40/10	44-4010-length	200/80
	40/20	44-4020-length	200/125
	40/40	44-4040-length	200/200
	RF-CUSTOM	44-CV-6	N/A
	LF-CUSTOM	44-CV-6	N/A
RR-CUSTOM	44-CV-6	N/A	
LR-CUSTOM	44-CV-6	N/A	

### COIL-OVER KIT



#44-9090-16 \_\_\_\_\_

### EXTENDED SHOCKEY



1.0" longer than standard shockeye.  
Reducer is mm to 1/2-20

- #12-9090-5-3 Assy \_\_\_\_\_
- #12-9090-5-1 Reducer \_\_\_\_\_

## 10 SERIES GAS SHOCK

**46 mm Front and Rear High Flow Linear Piston**  
 High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.  
 The 38 mm bore front shock is bigger than most on the market giving the front of the car more stability.

**Low Drag Seals**  
 Low drag seals reduce hysteresis and allow for better feel and are more control.

**Deflective Disc Valving**  
 Provides consistency in oil resistance and allows for good stack open and stack close time.

**Ring Shim Technology**  
 Allows the shock to be better tuned giving more feel to the driver and more control to the car.

**Serialized and Dyno Tested**  
 Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

## 5", 7" AND 9" GAS SHOCKS

10 SERIES 5" Front

10 SERIES 7" Rear

10 SERIES 9" Rear



Cody Williams

### Understanding our part numbers

Series	Rebound	Compression	Length
10	- 30	- 50	- 7

## 1 2 SERIES GAS SHOCK



**Threaded Steel Body**  
No more messing around with those coil over sleeve.

**High Flow Piston**  
Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

**Deflective Disc Valving**  
Provides consistency in oil resistance and allows for good stack open and stack close time.

**Serialized and Dyno Tested**  
Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

**Low Drag Seals**  
Low drag seals reduce hysteresis which allows for better feel and are more control.

**Private Labeling**  
BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.

- #12-9090-6
- #12-9090-7
- #12-9090-6 CV
- #12-9090-7 CV
- #12-9090-17 Coilover kit

Size	Valving R/C	Part #	Pressure
6" & 7"	10/10	12-1010-length	100/100
	10/20	12-1020-length	100/125
	10/30	12-1030-length	100/160
	10/40	12-1040-length	100/200
	10/50	12-1050-length	100/240
	20/10	12-2010-length	125/100
	20/20	12-2020-length	125/125
	20/30	12-2030-length	125/160
	20/40	12-2040-length	125/200
	20/50	12-2050-length	125/250
	30/10	12-3010-length	160/80
	30/20	12-3020-length	160/125
	30/30	12-3030-length	160/160
	30/40	12-3040-length	160/200
	30/50	12-3050-length	160/250
	40/10	12-4010-length	200/100
	40/20	12-4020-length	200/125
	40/30	12-4030-length	200/160
	40/40	12-4040-length	200/200
	50/10	12-5010-length	250/100
50/20	12-5020-length	250/125	
50/30	12-5030-length	250/160	

### COIL-OVER KIT



New design pinch clamp with wider base.

#12-9090-17



### COIL OVER KIT 2.5 INCH

New design 2.5 inch kit design. Quick release cup for shaft cup.

#12-9090-18

**13 SERIES GAS SHOCK**

**Threaded Steel Body**

No more messing around with those coil over sleeve.

**Expanded Gas Volume**

Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

**High Flow Piston**

Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

**Deflective Disc Valving**

Provides consistency in oil resistance and allows for good stack open and stack close time.

**Base Valve**

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

**Serialized and Dyno Tested**

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

**Private Labeling**

BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.



**6" AND 7" GAS SHOCKS**

13 SERIES SHOCK

13 SERIES BASE VALVE

13 SERIES SRT PISTON

**COIL OVER KIT**



New design pinch clamp with wider base.

#12-9090-17



Matt Filkins



**EXTENDED SHOCKEYE**

1.0" longer than standard shockeye.

#12-9090-5-3 Assy

#12-9090-5-1 Reducer

## 1 5 SERIES GAS SHOCK

For classes that want no cap on shock or want a seamless shock. All the same qualities and all the same valvings, just a different look.

### 46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

### Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

### Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

### Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

### Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Durrence Lane Approved

## 7" AND 9" GAS SHOCKS

15 SERIES SHOCK

15 SERIES BASE VALVE

15 SERIES SRT PISTON

15 SERIES ELITE



Understanding our part numbers

Series	Rebound	Compression	Length
20	30	50	9

## 2019 DURRENCE LANE NATIONAL CHAMPION



Mike Lane

**20 SERIES GAS SHOCK**

**46 mm High Flow Linear Piston**

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

**Low Drag Seals**

Low drag seals reduce hysteresis and allow for better feel and are more control.

**Deflective Disc Valving**

Provides consistency in oil resistance and allows for good stack open and stack close time.

**Ring Shim Technology**

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

**Serialized and Dyno Tested**

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

**7" - 9" AND 11" GAS SHOCKS**

20 SERIES SHOCK

20 SERIES 11" SHOCK

20 SERIES SRT PISTON



**4 TIME UMP PRO-MOD NATIONAL CHAMPION**



Tim Hancock

**Understanding our part numbers**

Series	Rebound	Compression	Length
20	- 30	- 50	- 9

## 23 SERIES GAS SHOCK



### Threaded Steel Body

No more messing around with those coil over sleeve.

### 46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

### Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response.

### Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

### Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

### Coilover Kits

Comes in 5.0" and 2.5" depending on what you need.

### Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

## 7" AND 9" GAS SHOCKS

23 SERIES SHOCK

23 SERIES BV

## COIL OVER KITS



#23-9090-16



#23-9090-17



**25 SERIES GAS SHOCK**

**46 mm High Flow Linear Piston**

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

**Large Gas Chamber**

A larger gas volume and a smaller shaft help to reduce rod force build up and dramatically reduce the amount of rod force.

**Base Valve**

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

**Low Drag Seals**

Low drag seals reduce hysteresis and allow for better feel and are better response

**Deflective Disc Valving**

Provides consistency in oil resistance and allows for good stack open and stack close time.

**Ring Shim Technology**

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Schrader Valve option available

**7" AND 9" GAS SHOCKS**

25 SERIES SHOCK

25 SERIES BASE VALVE

25 SERIES SRT PISTON

25 SERIES ELITE

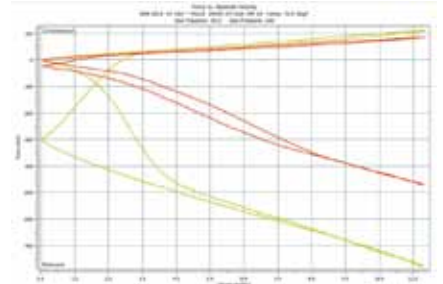


Rodney Standerfer

**Understanding our part numbers**

Series	Rebound	Compression	Length
20	- 30	- 50	- 9

## 2512 & 1512 SERIES GAS SHOCK



### Twin Tube Technology

The T3, twin tube gas shock technology allow us to do a variety of things in one shock, one is an internal check system that allows nice low speed split between compression and rebound increasing rebound open times which allow for better driver feel in the car. 2nd it allows us to do internal bypass in the tube which allows us to determine when the shock is seeing bleed and when it does not. By doing this we can control the amount of time which the car has right front rebound and when it allows that rebound to be released to the rear tires. This changes the balance between the front and rear of the race car allowing a bigger window of error to happen and still have great results in both the front and rear tires. IBP can be done on all 4 corners but is best done on the right front and left rear and can be done with bump zones on both corner of car. This technology is so new to the market we haven't explored all the ways to use it yet but we are finding more ways every day. Help us to help you find new ways to win.

- 2512 Series Gas Shock 7"
- 1512 Series Gas Shock 9"
- 2512 Series Gas Shock 7" bv
- 1512 Series Gas Shock 9" bv
- 2512 Series Gas Shock 7" srt
- 1512 Series Gas Shock 9" srt



Jeff Ledford

### Understanding our part numbers

Series	Rebound	Compression	Length
20	- 30	- 50	- 9

**REBUILDERS KIT**



Each kit includes, shims, pistons, dividers and seal heads. The 20's and 25's are the same.

#12-9090-99  
#20-9090-99

**INFLATION TOOL**

Allows you to fill all BSB shocks from one tool. Made for the serious shock builder. Comes with pressure gauge.

#20-9090-53



**BUSHING KIT**

Comes in 3 lengths, 1.0", .625" and .220 with .550 dia center hole. Used for making short shaft shocks. Packaged with 3 ea 1", 2ea .625" and 2ea .200"



#20-9090-73 Bushing kit  
#20-9090-73-1 1" bushing  
#20-9090-73-2 5/8 bushing  
#20-9090-73-3 .200 bushing

**BODY CLAMP 1.970 DIA.**



Allows body to be clamped in vise without damage. Fits BSB, Bilstein, and other 46 mm shocks.

#20-9090-49

**SHOCK TOPS**



Fits Gen: 2 bodies. Comes complete with hyper screw or Schrader valve and shock eye.

#25-9090-15 Hyper screw  
#25-9090-15SV Schrader Valve



Fits 20 and 23 Series shocks. Comes complete with hyper screw or Schrader valve and shock eye.

#20-9090-14 Hyper screw  
#20-9090-14SV Schrader Valve



Fits 25 Series shock, upper tube extension.

#25-9090-2A

**SHOCK BODIES**



25 Series pressure tube is honed ID. Comes in 6", 7" and 9" lengths.

#25-9090-1-6A  
#25-9090-1-7A  
#25-9090-1-9A



20 Series pressure tube is honed ID. Comes in 7" and 9" lengths.

#20-9090-1-7A  
#20-9090-1-9A

## SHOCK PISTONS 1.812 (46 MM) BORE



#20-9090-26 #20-9090-22 #20-9090-21

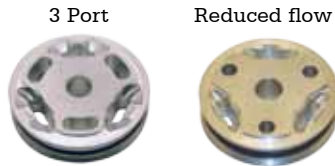
8mm Post (.315)



Dig-Dig COB Linear

#110-9090-21 Dig.  
#110-9090-22 COB  
#110-9090-23 Linear

## SHOCK PISTONS FIT INTEGAR



#21-9090-25 3 Port  
#21-9090-27 Reduced Flow

## SHOCK SHAFT

Brand	Length		Series	Part#
Afco	7	9	19	310-9090-4-length
BSB	7	9	20,25	20-9090-4-length
BSB	7	9	61,62	61-9090-4-length
BSB	6	7	12	12-9090-4-length
Bilstein	7	9	SZ,SN	20-9090-4-length
Integra	7	9	401	310-9090-4-length
Pro Gas	7	9	Pro Gas	20-9090-4-length



## SEAL HEAD ASSY



#12-9090-2 12 Series  
#20-9090-2 BSB 20 & 25  
#60-9090-2 BSB 60,61,62 Series  
#310-9090-2 Integra

## SHOCK EYE ASSEMBLY

Fits Afco, Bilstein, BSB and Integar shocks.



#410-9090-5 Afco  
#26-9090-5 Integra  
#12-9090-5 12 Series BSB  
#20-9090-5 20 Series BSB

## INLINE EXTENSION



Fits 15, 20 and 25 series shock. Allows swedge tube to be add to end of shock. Good for running 9010 shock in line with pull bar.

#20-9090-19-3

## SHOCK EXTENSION



#20-9090-19-1 1" Fits BSB and Bilstein  
#20-9090-19-2 2" Fits BSB and Bilstein  
#210-9090-19-1 1" Fits QA1 50 & 26 Series  
#210-9090-19-2 2" Fits QA1 50 & 26 Series  
#310-9090-19-1 1" Fits Integra

## ALUMINUM SHOCK EYE ASSEMBLY

Fits BSB 60 Series gas shock, 14 mm shock shafts.



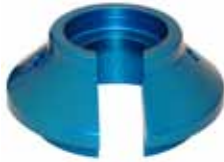
#60-9090-5  
#60-9090-51 1" EXT.

**REBOUND ADJUSTABLE SHOCK EYE**



Fits BSB, Olhins, AFCO and Integra shocks by replacing lower cup seat. Even and smooth moves between clicks.

- #61-9090-5 BSB
- #61-9090-6 AFCO
- #61-9090-B5 Integra



**BSB BLUE SHOCK OIL**



BSB Blue is a high quality, low viscosity antiwear oil specially developed for use in shocks. Race proven to deliver superior performance in all suspension systems. A high viscosity index provides consistent damping through the longest and most extreme of race conditions. A semi-synthetic mineral oil formulation that will not thicken or thin due to changes in temperature. Low foam technology delivers consistent and predictable damping in all racing conditions.

- #20-9090-60 Gallon
- #20-9090-60-2 Qt.

**SHAFT STRAIGHTNESS GAGE**

Allow you to check straightness of shaft while still in shock. Improve weekly maintenance program. Made for 7" and 9" shafts. Comes with indicator.

#20-9090-62



**SHOCK TRAVEL INDICATOR**



Fit over a 2.5" spring  
1/4 rod is 24" long

#20-9090-72

**BUMP CUP**



This Bump Rubber cup creates a constant environment for the bump stop to crush. Use this cup with COT style bump rubbers or with micro cell to create the bump curves you need. Cups come in .700" and 1" lengths and fit Bilstein, BSB.

- #25-9090-70-7 .700
- #25-9090-70-5 1"

**MICRO CELL BUMP STOPS**



Micro-cell foam construction. Ribbed wall thickness for progressive rate. Length can be cut-to-length for specific needs. Three densities available and distinguishable by color.

- #25-9090-71-1 Red soft
- #25-9090-71-2 White med
- #25-9090-71-3 Blue hard
- #25-9090-71-4 Packers

## THE SMART SPRING SMASHER



In this world of technology why would we build a product that has less technology than what is on the market today. COST, is the main reason, we need information but we are paying for it at a alarming rate. This machine is simple and to the point. It will do everything you need to do at a fraction of the price, plus for the modified guys or others it can measure spring rates too. Special thanks to Jeff Bodendorfer Jr and his dad for helping us with this idea.

### BENEFITS:

Small foot print, low cost, rugged built, easy to fix.  
110 volt , plug in and go, no battery to mess with.  
Spring smashing, bump setting, spring rating, set preloads and pull bar rating is some of the things you can do with this machine.

#9081

## LOAD STICK



The load stick is design to set ride height based on a pound number than an inch number. Allows for more accurate setting. Allows you to set your down number for each spring.

#9013



Tommy Sheppard

**BEARING BIRDCAGE**



**LOCKUP RING**



Allows you to go from 2-link to 4-link by locking your birrdcages. Bolts thru top and bottom holes. 1/2 thick steel.

#7302-2

**XD BEARING BIRDCAGE**

2 piece design for fast and easy repairs.  
1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.  
Comes complete with shock mount, retainer rings and bushings.  
71101 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.  
71102 Comes with 2 ea. 7550-4 clevis shock mounts.

#7110  
#71101  
#71102



New hub design allows mounting to the inner race of the bearing for higher side loads.  
More bolts in hub design give strength to plate that stops plate from flexing. 1/2" thick high alloy steel plate. 5/8" holes for rod ends. Works on both sides of car.  
Comes complete with all hardware and 3.008 bearing unless specified.  
Has 5" and 6" on the front side and 6" and 7" on the backside of plate.  
73021 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.  
73022 Comes with 2 ea. 7550-4 clevis shock mounts.

#7302  
#73021  
#73022

Replacement Parts

#7302-1 4-link plate  
#7017 Retainer  
#4043-58 Bushing  
#7011 Shock mount

**XD BEARING BIRDCAGE**

New design allows for mounting against inner races of bearing.  
High alloy 1/2" steel plates  
Fits 5/8" rod ends.  
3.0" over all width of birdcage, 4.0" with retainer rings.  
4 link plate options for right and left side.  
Comes complete with shock mount, retainer rings and bushings.  
83701L Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.  
83702R Comes with 2 ea. 7550-4 clevis shock mounts.

#8370-L  
#8370-R  
#83701-L  
#83701-R  
#83702-L  
#83702-R



## NEW BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality. I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

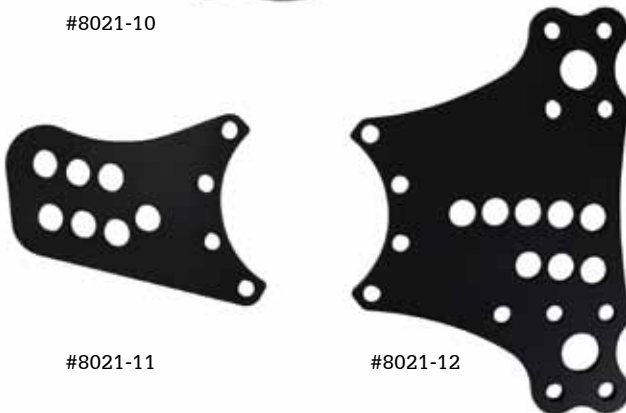
- #8030R \_\_\_\_\_
- #8031L \_\_\_\_\_
- Replacement Parts
- #8030-1 4 link plate right \_\_\_\_\_
- #8021-10 4 link plate left \_\_\_\_\_
- #8023-2 Shock plate \_\_\_\_\_
- #8020-3 1/4" top plate right \_\_\_\_\_
- #8020-4 1/4" bottom plate right \_\_\_\_\_
- #8021-11 1/4" top plate left \_\_\_\_\_
- #8021-12 1/4" bottom plate left \_\_\_\_\_
- #8023-3 4 link bushing \_\_\_\_\_
- #8023-7 Shock bushing \_\_\_\_\_



## ZERO INDEXING PLATES



#8021-10



#8021-11

#8021-12

- #8021-10 4 Link plate 1/2" \_\_\_\_\_
- #8021-11 Top plate 1/4" \_\_\_\_\_
- #8021-12 Bottom plate 1/4" \_\_\_\_\_
- #8021-9 3pc. Kit (8020) drilled \_\_\_\_\_
- #8023-9 3pc. Kit (8023) tapped \_\_\_\_\_

Offset holes allow for less indexing of the birdcage during drop of the left rear, allowing you to run a taller or preloaded left rear spring setup. Plates fit 8031, 8023 and 8036 birdcage. By indexing the holes and slowing down the drive in the car it allows you to run the tall soft left rear spring and keeps the car from being over tight on entry. Plates are 1/2" thick and may require different bushings depending on what you have. These plates also have two holes that allow you to lock up the new style brake floater making the brakes being floated on the birdcage or on the brake floater.



Cody Jolly



## NEW BEARING BIRDCAGE

BSB has added another great piece to it's line of birdcages, this 8025 will take the place of any narrow birdcage that we have sold in the past, such as 7320 or 7110. If you are looking for a double shear birdcage in a smaller package this is it. The 8025 has all the feature needed in a birdcage to get you around the track even in the slickest of condiction, from prefect bearing alignment to 6 inch swivel shock mounts.

#8035R	
#8036L	
Replacement Parts	
#8030-1	4 link plate right
#8021-10	4 link plate left
#8023-2	Shock plate
#8020-3	1/4" top plate right
#8020-4	1/4" bottom plate right
#8021-11	1/4" top plate left
#8021-12	1/4" bottom plate left
#8020-6	4 link bushing long
#8025-9	4 link bushing short
#8025-8	Shock bushing



## HEAVY METAL BIRDCAGE



This is not a fly by night product and we now have a full year of testing in on it and it has work very well on both a Modified and a Late Model. We didn't put it in the catalog last year because we felt like it was a phase and would be gone fast. The weight adds drive to the tire in a good way and is 10 times better than bolting lead to the axle.

Birdcage comes in right or left.  
Comes complete with shock mounts and retainer rings.  
Cross bolts and reducers bushing included.  
Total weight 28 lbs.

#8022	Right
#8023	Left
Replacement Parts	
#8021-10	4-link plate left
#8023-2	Shock plate
#8023-11	1/4" top plate left
#8023-12	1/4" bottom plate left

## CHAIN LIMITER IMCA STYLE

**NEW DESIGN**

Allow you to adjust chain on LR in ¼ inch increments.  
Quick pin design.  
Chain is 12" long

#3170	
#7516	Lynch pin
#3161	Chain



## BEARING CHAIN HOLDER



New design is lighter and cleaner.  
No snap ring to break.  
Allows chain to rotate freely.  
Chain pulls straight on rearend housing.  
Keeps from lifting the rearend.  
New lighter design.

#7106	
	Replacement Parts
#7017	Retainer
#7320-5	Step locator



## 2PC CHAIN HOLDER

New 2 pc. design is lighter and cleaner and can be used for many things.  
Allows you to bolt on to axle tube later.  
Chain or 1/2 rod end will fit in open end.

#7018	
-------	--

## ACCESSORIES CLAMPS



These are used on chain limiters and other things that need clamped to tubes.  
Comes in 1.500, 1.750 and 2.00 inches.

#3148	1.500 dia
#3149	1.750 dia
#3150	2.000 dia

## CHAIN LIMITER WITH BUSHING

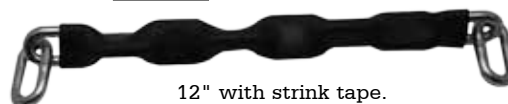


Allows you to adjust chain on LR.  
Has about 1" of adjustment.  
Cushions chain at full hike.  
Add tractions to left rear.

#3160	
#7640	Bushing
#3161	Chain

**GO FAST**

## CHAIN



12" with strink tape.

#3161	
-------	--

**DUAL BEAR BRAKE FLOATER**

Bearing brake floater attached to the birdcage in 2 different lengths 2.5 (7090) and 1.5 (7088) are now available to attach to the 8021, 8023 and 8026 birdcage. Indexable caliper mount allows rotating the bracket to your desired position. Tighter fit on caliper bracket moves load to bracket instead of bolts. Comes complete with bushing, inner race locator and retainer ring.

Part #	Length	R to R
7070	1.500"	3.000"
7088	2.250"	3.500"
7090	3.250"	4.500"

- #7088 \_\_\_\_\_
- #7090 \_\_\_\_\_
- #7070-2 Arm \_\_\_\_\_
- #7070-1 Caliper plate \_\_\_\_\_
- #8310-7 Smooth locator \_\_\_\_\_
- #7017 Retainer ring \_\_\_\_\_
- Length = Arm+hub+caliper mount \_\_\_\_\_
- R to R = Outside of ring to ring \_\_\_\_\_



Lucas Dobbs

**NEW DESIGN**



**GO FAST**



**BEARING BRAKE FLOATER**

New design caliper plate allows better movement of caliper. Allows you to float the brakes without affecting the suspension. Allows the car to get on the right front tire. Bottom Hole Lines up with top 4 link hole on Birdcage allowing you to attach the brakes to the B/C and remove the floater bar. Brake caliper at 90 deg back or 45 deg. Inner race to locate. Comes with two 7017 clamp rings.

- #7070 \_\_\_\_\_
- #7070-2 Arm \_\_\_\_\_
- #7070-1 Caliper plate \_\_\_\_\_
- #7320-5 Step locator \_\_\_\_\_
- #8310-7 Smooth locator \_\_\_\_\_
- #7017 Retainer ring \_\_\_\_\_



**METRIC BRAKE BRACKET**

Welded brake bracket and ring. Tee gibb allows bracket to be move side to side for perfect alignment.

- #7061 \_\_\_\_\_
- #4182 Pin \_\_\_\_\_

**ROLLER BEARING**

Double row ball bearing. Dirt seals. 3 sizes to chose from. 3.001, 3.004, or 3.008.

- #4001 3.001 \_\_\_\_\_
- #4004 3.004 \_\_\_\_\_
- #4008 3.008 \_\_\_\_\_



**NEW DESIGN**

## **XD SERIES METRIC BRAKE BRACKET**



.312 thick plate.  
Machine fit to guide caliper straight.  
Fits GM metric caliper.  
Fits part #7078

#7076

## **XD SERIES BRAKE RING**

Better load spread across bolts  
Design for less flex.  
Fits 3" axle tube.  
Caliper bracket bolts to it.  
Accepts metric and big brake caliper.

#7078



# GO FAST

## **BRAKE RING AXLE MOUNT**



Fits 3" axle tube.  
Caliper bracket bolts to it.  
Accepts metric and big brake caliper.

#7008

## **METRIC BRAKE BRACKET**

Fits GM metric caliper.  
Fits part #7008

#7006



## **BEARING 4 LINK PLATES**



1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.

#8370-4L

#7550-1R



Fits #7302  
1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.  
5" and 6" on front and 6" and 7" on back.

#7302-1



1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.

7110-1

## **BEARING SHOCK PLATE**



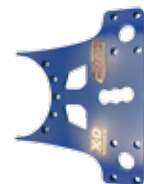
Fits 7550 and 8370 birdcage.  
Works great on race track with more traction.

#7550-12



Fits 8370  
1/2" thick high alloy steel plate.

#8370-2



Fits 7110  
1/2" thick high alloy steel plate.

#7110-6

**8" SHOCK DROP SHOCK MOUNT**



6", 7" and 8" shock drop mount.  
Fits steel birdcages.  
New wider clevis design keeps  
from digging into shock body.

- #7550-15 Clevis Shock Mt.
- #7550-7 Clevis
- #7550-8 Bushing

**6" SHOCK DROP SHOCK MOUNT**



Turns shock to eliminate bind.  
6" and 7" shock drop.  
Fits steel birdcages.  
New wider clevis design keeps  
from digging into shock body.

- #7550-4 Clevis Shock Mt.
- #7550-7 Clevis
- #7550-8 Bushing

**SHOCK MOUNT**



Steel bolt on shock mount.  
Can be flipped for shock drop.  
5" and 6" drops.

#7011

**TRACTION SHOCK MOUNT**



Move shock mount out to improve  
drive on a heavy track.  
6" and 7" drops.  
Fits steel birdcages.

- #7550-17 Clevis Shock Mt.
- #7550-7 Clevis
- #7550-8 Bushing

**SHOCK MOUNT STUD KIT**



Stud for standard, 1", & 2"  
shock mounts.

#7011-5

**DROP SHOCK**



1" and 2" drop shock.  
Fit steel birdcages.

- #7207 1" Drop
- #7206 2" Drop

**STEEL BUSHING**



5/8 bushing for birdcage.  
Flat back.

- #4043-58
- #4043-34



**LOCATOR KIT**



Allows side load to transmit to  
bearing.  
A must have for making side bite  
and drive in the slick.  
Reduces friction on birdcage.  
Sold as a set.

#7320-4

**RETAINER RING**



1/2" steel lock ring.  
Includes 1/4-20 bolt.

#7017

**AXLE MOUNT  
PANHARD BAR MOUNT**



Clamps to axle for rear mounted  
panhard bar  
Includes lock nut and bushing

#7053

- Replacement Parts
- #4043-34

**CLAMP BRACKET**



2 pc. ring design allow for  
easy installation. Double  
side plate.

#7326

- Replacement Parts
- #7330-2 Plate
- #7327 Ring

## 2 LINK NORTHERN SPORT MOD



Welded construction for added strength. Used for IMCA Northern Sport Mods and others that require 2 link mounts. Spring cup can be added and placed where needed to fit your application. Double shear plate design for more strength. 1/2" holes and bushing to fit 5/8 rod ends. Allows you to run 6" and 7" shock drops. Spring cup sold separate.

#8010 Right  
#8011 Left

## SPRING MOUNT AND CUP



When adding spring cup to axle tube. Can weld cup on 2.5 forward, center or 2.5 behind. Two rings allow for desired spacing and welding.

#8012

## 2 LINK B-MOD MOUNT



Split rings design allows for different spacing side to side and gives you the option to fully customize your mounts. Custom plate can be made to allow you and unlimited options, we will need to quote pricing. Comes complete with shock mount and lower bushing and bolt.

#7360 Right  
#7361 Left  
#7360-1 Link plate  
#7360-2 Shock plate  
#7364 Shock mount

**NEW DESIGN**

## 2 LINK NORTHERN SPORT MOD



New design allows for different location of 2 link rod changing drive angle of bars. Mounting straight in front and 2" x 2" down along with standard locations. New ring design allows for stronger bolting of plates, also allows different spacing of bushing. Custom plates can be added if wanting to try something different. New narrow shock plate allows for more shock drop from 4" to 7" while maintaining the same split front to rear as normal.

#7362 Right  
#7363 Left

Replacement Part

#7362-1 Link plate 1/4"  
#7362-2 Shock plate 1/2"

**2 LINK NORTHERN SPORT MOD**



Used for IMCA Northern Sport Mods and others that require 2 link mounts. Great design for spring on top or when using spring slider. Double shear plate design for more strength, with inner support beam. Comes with 4043-58 bushing. Allows you to replace damage parts. Allows you to run 5", 6" and 7" shock drops. 2 pc ring design. 5 ea, 3/8 bolts to hold plate to ring.

#7350

Replacement Part

- #7350-1 Plate
- #7350-2 Plate with inner stiffener
- #7350-7 Spring cup
- #7350-6 2 pc. Ring assy



**SPRING CUP**

3.5" tall cup.  
7448-1 with bearing flush mount.(pictured)  
7448-2 with bearing 2" drop cup.  
7446-3 with 1.250 center hole.  
7350-7 with .500 center hole.  
7449 5" tall cup

- #7448-1
- #7448-2
- #7446-3
- #7350-7
- #7449
- #COM10T Bearing

**DUAL PANHARD BAR REAREND CLIMBER**



Gear climbs to any position by rolling up and down the rack. Plate is 1/2 thk, 3/4 thk total. Some fabrication will needed to be done to complete mounting. Welds on into position.

#7071

Replacement Parts

- #4026-1 Bushing
- #4026-2 Nut

**2 LINK MOUNT**



**SPRING BUCKETS**

Clamp to axle tube for mounting of spring. Spring on top can swivel or be fixed to ring. Com ball design allows for proper alignment of bucket with rear end movement. 3.5" or 5" tall cups.

#7451 Right

Replacement Parts

- #7450-1 Center ring
- #7448-1 Swival Cup

Ideal for IMCA, spring on top can be moved side to side and welded in place. Allows you to run different shock drops. Comes with 4043-58 bushing. 2 pc ring design. 3 ea 7/16 bolts to hold plate to ring. Recommend tack welding for added strength.

#7330

Replacement Part

- #7330-2 Plate
- #7350-7 Spring cup
- #7330-4 2 pc. Ring assy
- #4043-58 Bushing



## ADJUSTABLE J-BAR

New adjustable J-Bar.  
No need to remove from car to adjust.  
Has 5" drop

#7039-19 18 1/2" to 20 1/2"  
#7039-20 20" to 22 1/4"

Replacement Parts  
#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



## FRAME SLIDER

Allows you to move panhard bar up and down without changing the length of it.  
Double side for short or long bar.

#7055-15  
#7055-20  
Replacement Parts  
#4043-34 Bushing



Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.  
Has 6" drop.

#7045-19 17 1/4" to 19 1/2"  
#7045-20 19 1/4" to 21 1/2"

Replacement Parts  
#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



## GRT CLIMBING FRAME SLIDER

Ideal for a GRT.  
Fits 1 1/2" and 2" tube.  
Allows J-Bar to be moved without adjusting length.

#7577-15  
#7577-20  
Replacement Parts  
#4026-1 Bushing  
#4026-2 Nut



## XD CLIMBING FRAME SLIDER

Allows you to adjust J-Bar up and down without removing it.  
3/4" thick steel plate 1" thick at gear.  
Adjuster climbs up and down with one wrench.

#7057-15  
#7057-20

Replacement Parts

#4026-1 Bushing  
#4026-2 Nut



## STUD KIT

Fits aluminum and steel pinion plates  
Comes with stud, bushing nut long bolt and nuts

#4047S Steel Bkt  
#4047A 7053

## FRAME SLIDE



Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.  
Used when running J-Bar.  
3/4" thick steel.

#7051-15  
#7051-20



## FRAME SLIDE

Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.  
Flip around to use with a j Bar length that fits to center of tube 1" thick steel.

#7052-15  
#7052-20



### 9" FORD CLIMBING PINION PLATE



Allows you to adjust J-Bar up and down without removing it.  
1/2" thick steel plate 3/4" thick at gear Adjuster climbs up and down with one wrench.  
#7027

- Replacement Parts
- #4026-1 Bushing \_\_\_\_\_
  - #4026-2 Nut \_\_\_\_\_



### QC CLIMBING PINION PLATE WITH SEAL



Light weight pinion plate with seal.  
Fast and easy adjustment, with one tool.  
IMCA legal.  
1/2 thick steel plate with reenforced outer edge.

- #7048
- Replacement Parts
- #4026-1 Bushing \_\_\_\_\_
  - #4026-2 Nut \_\_\_\_\_

### 9" FORD PINION PLATE



Fits 9" Ford rear end.  
One wrench adjustment.  
Longer adjustment than a standard plate.  
With lower hole.  
Comes complete with hardware.

- #7040
- #4047S Threaded stud kit \_\_\_\_\_

### QC CLIMBING PINION PLATE



Fits quick change rear ends, one wrench adjustment, marked for center of pinion.  
1/2 thk plate 3/4 thick over gear rack.

- #7044



### 9" FORD 2" OFFSET PINION PLATE



2" Offset to the right  
#7022

### QC PINION PLATE



Fits quick change rear ends (Winters, Frankland).  
One wrench adjustment.  
Longer adjustment than a standard plate.  
Comes complete with hardware

- #7080
- #4047S Threaded stud kit \_\_\_\_\_

## BIG BODY DUAL BEARING SLIDER IMCA STYLE



### OUTLAW BEARING

The BSB Outlaw Bearing is made for us by a major bearing manufacture, and is not a bushing. It is a Class III bearing that was design to replace a linear ball bearing setup. This bearing is designed to run in a dirty environment and carry 20 times the load of a linear ball bearing, and can do it with or with out lubrication. If your slider has a ball bearing system in it your slider will bind over time causing poor performance and a loss in drive and side bite.

### RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

### NOT RECOMMENDED

- WD-40
- PTFE Sprays
- Fluorocarbons
- Silicon Oils, Grease or Spray

WD40® is a registered trademark of the WD40 company



Larry Tounzen

### QUICK RELEASE SLOT CUP

Fits both XD and Outlaw sliders.  
5/8" hole in bushing.  
Ask for when ordering.

- #7532
- #7532-2 Bushing
- #7532-4 Cup
- #7516 Lynch pin



PART #	DESCRIPTION
7540	Standard Slider
7540-2	2" Longer Slider
7540-B	Slider with Quick Cup
7540-2B	2" Longer with Quick Cup
7540-BC	Quick Cup and Bearing
7540-2BC	2" Longer Cup and Bearing
REPLACEMENT PARTS LIST	
7508	Bearing Upper
7521	1/2" Rod End
7522	1/2" Rod End
7526	1-7/8 Snap Ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-9	1-1/2 Nut
7540-10	Slotted Cup
7540-11	2" Snap Ring
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer



### REPLACING A SHAFT

Shaft Length in Body	
To determine length of shaft, fully extend the shaft from body and measure chrome part of shaft.	
#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long
Shaft removed from body	
Measure length of chrome	
#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

**BIG BODY DUAL BEARING SLIDER UMP STYLE**

PART #	DESCRIPTION
7541	Standard Slider
7541-2	2" Longer Slider
7541-B	Slider with Quick Cup
7541-2B	2" Longer with Quick Cup
7541-C	Slider with perload bearing
7541-2C	2" longer w/bearing
7541-BC	Quick Cup and Bearing
7541-2BC	2" Longer Cup and Bearing
REPLACEMENT PARTS LIST	
7508	Bearing Upper
7521	1/2" Rod End Female
7522	1/2" Rod End Male
7526	1-7/8 Snap Ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-9	1-1/2 Nut
7540-10	Slotted Cup
7540-11	2" Snap Ring
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer

The outlaw slider is great but the XD slider may be the last one you ever buy. We design the XD series for the racer that wants to spend less time on his race car parts and more time on his race setup. We added an invert bearing surface to the face of the plunger to give it super stability at full extension.

**Dual Bearing** surface both on shaft and ID of bore.

**Bigger bore** reduces side load Improved internal parts design for extended life All steel construction

**STANDARD FEATURES**

- Outlaw bearing
- AN wiper
- Double lip seal
- 5/8 shaft harden and chrome
- Quick release pin
- 2" high spring retainers
- Totally sealed tube for less maintenance

Add "B" to part number for new style cup, (exp 7540-2B)

Add "C" to part number for perload bearing, (exp 7540-C) or (7540-2BC) for both cup and bearing.



**OD SPRING CUP**



Holds the OD of small wire springs to help them centered up spring cup. Fits on OD of spring and OD of slider cup.

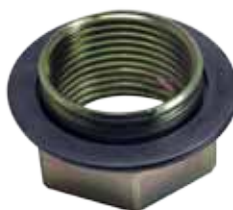
#7545-3 5" OD bearing  
#7545

**SLIDER WRENCH**



#7540-19

**BEARING NUT ASSY**



Allows easy preload of long springs. Comes with longer nut and bearing. Fits all 7540 sliders made.

#7540-20

## BIG BODY DUAL BEARING SLIDER 2.5"



Why not, these boys that run asphalt need good parts too. So we took the best spring eliator and made it for a 2.5 inch spring. It uses two bearing design to ensure stable loads as it moves up and down and the bigger bore will help carry the load better that is produced by the bigger tire. It comes with a quick release upper cup and a threaded lower cup, (8 turns per inch). Preload bearings and quick release cup options are available for this slider too.

PART #	DESCRIPTION
7542	Standard Slider
7542-2	2" Longer Slider
REPLACEMENT PARTS LIST	
7508	Bearing Upper
7542-4	1/2 shock eye
20-9090-5-2	Com ball 1/2
10-9090-22	End cap only
12-9090-2-9	End cap o-ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer

### RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

### NOT RECOMMENDED

- WD-40
- PTFE Sprays
- Fluorocarbons
- Silicon Oils, Grease or Spray

WD40® is a registered trademark of the WD40 company

### SPRING CUP KIT



#7542-16



Randal Schifflbein Jr.



**OUTLAW SLIDER**

NEW state of the art bearing slider. New (Outlaw) bearing allows for less maintenance and higher load rating. The (Outlaw) bearing uses aircraft technologies to produce the smoothest bearing on the market. The Outlaw bearing can run 20x more side load than the standard liner bearing and has 5 times the life of a standard bearing.

**STANDARD FEATURES**

- Outlaw bearing
- Double lip dirt seal
- 5/8 harden shaft and chrome
- Pin release lock nut
- Slotted top plate
- Floating lower plate
- 2" high spring retainers
- Totally sealed tube for less maintenance

**#7500**

**#7500-2 Longer Shaft**

**REPLACEMENT PARTS LIST**

- #7504 5/8 Shaft
- #7504-2 5/8 Shaft 2" Longer
- #7506 1 1/2 Nut
- #7508 Bearing
- #7509 Double Lip Seal
- #7512 Plunger
- #7513 1-1/8" Snap Ring
- #7514 5/8" Snap Ring
- #7516 Lynch Pin
- #7518 Rebuild Kit
- #7518-2 Rebuild Kit 2" Longer

**SPRING CUPS**

- #7502 Slotted
- #7503 Shaft Plate
- #7540-10 Slotted



**SLIDER WRENCH**



**#7510**



Shaft Length in Body	
To determine length of shaft, fully extend the shaft from body and measure chrome part of shaft.	
#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long
Shaft removed from body	
Measure length of chrome	
#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

BSB will rebuild your Outlaw or XD slider labor free for life.

SLIDER LENGTH		
Part#	Closed	Open
#7500	16.2"	24.4"
#7500-2	17.6"	25.8"
#7540	15.7"	24.7"
#7540-2	17.1"	26.1"

**OD SPRING CUP**



Fits on the OD of the spring instead of the ID. Works on lighter spring rate like 80 lbs. Fits 7540 on both ends and 7500 on shaft end.

- #7540-22 Shaft
- #7540-23 Slotted





**Standard Features:**

- Outlaw Bearing.
- Travel Indicator.
- Poly bushing on brake side.
- Fits progressive spring or standard.
- Harden Shaft .
- Double Lip Dirt Seals.
- Rod end included.
- 3/4 Shaft, seal and bearing kit fits all 3 bars, sold separate.

#7600

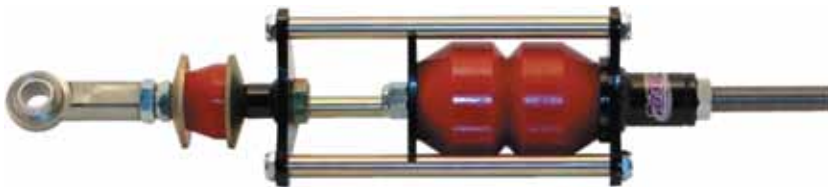
Spring not included

**REPLACEMENT PART**

#7600-8	3/4 Main shaft
#7600-9	5/8 Gold rods ea
#7600-10	Indicator rod
#7600-13	Bearing
#7600-14	Seal
#7600-16	Cup washer gold
#7600-23	Rebuild kit
#7640	Red bushing

**OUTLAW TWO WAY PULL BAR**

BSB New Bearing Pull Bar uses the (Outlaw) bearing to offer the smoothest motion in a standard pull bar. This new design pull bar has relocated the brake biscuit to the head end of the bar. This allows for better control over the car in the braking zone. Also improves entry with out shocking the tires. Dirt seals on the end of the bearing help keep this a maintenance free pull bar.



Poly bushing sold separately

**POLY-BUSHING PULLBAR**

- 21 3/4" Length.
- Outlaw Bearing.
- Harden Shaft.
- Rod End Included.
- Sold without Poly Bushing

#7650

**Replacement Parts**

#7650-8	5/8 Gold rods
#7600-8	3/4 Main pull rod

**SHORT SPRING PULL BAR**



- Shorter length @ 21 3/4"
- Lighter weight 3 way pull bar.
- Fits cars like GRT.
- 5" tall spring.
- Outlaw Bearing.
- Harden Shaft.
- Rod End Included.

#7625

**Replacement Parts**

#7650-8	5/8 Gold rods
#7625-8	3/4 Main rod
#7600-16	Cup washer
#7640	Red bushing



Paden Phillips

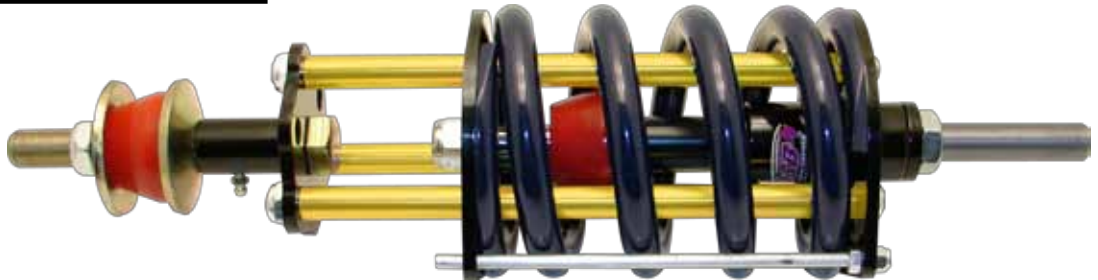
**PULL BAR LENGTH**

#7600	23 1/2"	center to center
#7615	23 1/2"	center to center
#7625	22 1/4"	center to center
#7650	21 3/4"	center to center
#7610	19"	center to center

By just adding female rod end to threaded end.

#7600	with 10" tube	c to c	31-1/8"
#7615	with 10" tube	c to c	31-1/8"
#7625	with 10" tube	c to c	29-7/8"
#7650	with 10" tube	c to c	28-3/4"
#7610	with 10" tube	c to c	28-1/4"

## OUTLAW THREE WAY PULL BAR



BSB 3 way pull may not look like the hottest thing out, but what looks leave off performance makes up. People have been looking for magic in a pull bar but it is just not there, understanding what you need is how you determine what to do. We have fixed some of the issues like plate flex and rod sticking but the main issues is how it makes load to the tire. This is one of the best all-around pull bars on the market for making forward drive there is, it has a great traction curve in a range of 2200 to 2800 pounds which allows just about every tire there is to make grip. If you are looking for magic look somewhere else, but if you are looking for drive here you go.



#7615	Complete Unit
Replacement Parts	
#SPRING	1075 lbs
#7640	Ploy Bushing
#7615-3	Upgrade Kit
#7600-8	3/4 Main shaft
#7600-9	5/8 Gold rods ea

## REPLACEMENT POLY-BUSHING

2 3/8" X 3.345 O.D. Small  
 5.0" X 3.345" O.D. Large  
 Singles need washer between them.  
 You pick color combo.

#7650-11	single
#7650-12BR	Blue-Red
#7650-12BB	Blue-Blue
#7650-12RR	Red-Red

## PULL BAR SPRINGS



#7615-4	(1075lbs)
#HYP	900/1300
#YJ600/1200	
#YJ900/1300	
#YJ1000/1600	



## POLY-BUSHING



Small brake bushing used on pull bars.

#7640 - Color

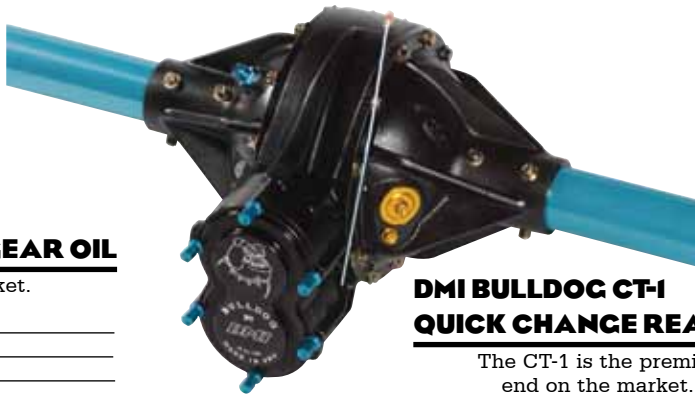
## PULL BAR SPRINGS

Short pull bar spring.  
 Used in 7625 Pull Bar.  
 5" x 4" tall spring.  
 Rates from 900 to 1200.

#900-4	
#1000-4	
#1100-4	
#1200-4	



Danny Dinneen



## DMI BULLDOG BLOOD GEAR OIL

Best Gear Oil on the Market.

- #BULLDOGQT 1 Quart
- #BULLDOG5QT 5 Quart
- #BULLDOG1 1 Gallon
- #BULLDOG5 5 Gallon



## DMI BULLDOG CT-1 QUICK CHANGE REAR END

The CT-1 is the premier closed tube rear end on the market. All CT-1 comes with 5 quarts of Bulldog. Blood Gear oil. (BULLDOG5QT)

Aluminum rear end housing comes with HD lower shaft, front seal plate and thermal coating.

- #BSB-CT1-4.86 Alum.
- #BSB-MOD-4.86 Steel Tubes w/ Hubs, Rotors, & Axles



## PEM QUICK CHANGE REAR END

### STANDARD FEATURES

- Lightweight Magnesium/ Aluminum Construction
- Heat treated lower shaft.
- Roller pinion nose bearing.
- Aluminum posi nut.
- Heavy duty rear cover



- #OCKSTGN5-MAX
- #OCATW5-MAX Late Model no axles

MAX-Option quick change rears have black thermal coat, billet rear cover, all REM internals for low drag, drilled spool, drilled lower shaft, gun drilled axles and breather kit.

### OPTIONS

- 4.11 or 4.86 ratio
- Black Thermal Coating, Inside and Outside
- REM@ Finish Ring & Pinion
- REM@ Finish all Bearings & Races
- Drilled Aluminum Spool
- Gun Drilled Axle option on Complete GN Kit
- .125" Chrome Moly Tubes
- Lightened Ring Gear
- Billet Rear Cover

## 8" SLIP YOKE



8" Long from center of u-joint to end of yoke.  
6" Long slip surface.  
3-1/4" x 1-1/16" u-joint cup size.

#FST-XLT 8WA

## 1" LONGER QUICK CHANGE REAR YOKE

Steel quick change yoke. 1" longer for more J-Bar clearance.  
No spacer required.

#QCY-XL



## U JOINT CIRDLE



Provides more bearing surface for u joint.  
Increase load capacity.  
Can't over tighten.

#FST-BBSK-10

## SPORTSMAN QUICK CHANGE GEAR

Standard quick change gears  
All gear ratio available.

#SMOC







### AXLE PULLER

All in one tool.  
Allen wrench is for a 10-32 bolt.  
Threaded for 3/4", 7/16", and 3/8".

#9030

### ROD END GAUGE



For measuring C to C distance.  
Accurately sets the length of rods  
and coil over shocks.  
Keeps rod ends parallel.  
Fits 1/2", 5/8", and 3/4" rod ends.  
New scale has been added for  
easy measuring.

#9015



### SPEED SOCKET

Allows you to use one  
impact in hot lane  
during a flat.

Use on wheel cover  
that require bolts to  
hold them on, Slips  
out of speed socket  
an allows you to  
remove lug nuts.

#9037



### JACK PAD



Gives ther jack a even spot to jack the  
car from.

#6016

### ONE SHOT GREASE GUN



Small compact grease gun.  
One hit is equal to two pumps of a grease  
gun.

Reloadable with your own grease.

#9019

### ULTRA LOW DRAG TEFLON SEAL

Light weight aluminum  
housing and Teflon seal  
surface.

Rubber seal create a ton  
of drag between seal  
and spindle.

Works on steel or  
aluminum.

Extremely durable and  
reusable.

#10572 Pinto

#10568 Rear GN

#10559 Wide 5





**BSB-FIRESUIT**

## **BSB T SHIRTS**



Shirts come in all sizes  
Small, medium, large, x-large, xx-large  
and xxx-large.

**#1516 Tee Shirt**



Tim VanGotten

## **BSB HAT**



Adjustable back hat band  
2 colors to choose from.  
Bold 3d stitching.

**#1606 Gray**

**#1607 Blue**

BSB banners for showing team pride, can  
use in the shop, the back of your car or to  
hang from your trailer door.

**#1801 3' x 6'**



## GO FAST



Shane Hiatt



Cory Lagroon

# Simpson Vendor Uniform Order Form

**Vendor's Name:** BSB Manufacturing

All uniforms will be constructed of Gabardine Nomex Fabric and will feature the following comfort options:

- Full 360 shoulder gussets
- Inset front pockets
- Straight leg cuffs (boot cuff)
- Driver's name embroidered on belt in script

**Instructions:**

1. Measure driver with a cloth measuring tape and record measurements on chart.
2. Complete the name and shipping address portions on chart. Shipping address must have street address. UPS will not deliver to post office boxes.
3. Select uniform color choices.

**Sleeve Color Choices:**

- Black     Red     Purple  
 Blue     Yellow     Orange     White

**Pant Color Choices:**

- Black     Red     Purple  
 Blue     Yellow     Orange     White

**Chest Color Choices:**

- Black     Red     Purple  
 Blue     Yellow     Orange     White

**Name for embroidery:**

\_\_\_\_\_ (please print exactly as name is to appear on uniform)

**Name** (please print) \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_

**State** \_\_\_\_\_ **Zip Code** \_\_\_\_\_

**Phone** (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

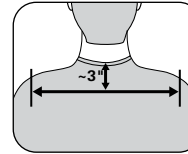
**BUILD TYPE**

- MALE     FEMALE     YOUTH

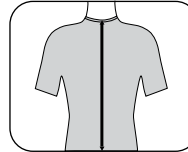
*Please measure accurately with cloth measuring tape. Do not adjust measurements or make allowances. Use Special Instructions for any sizing comments.*



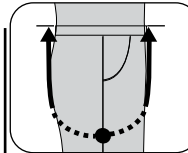
**A. Sleeve**  
Measure from center back where collar hits spine, behind elbow, to wrist, with elbow bent & arms forward.



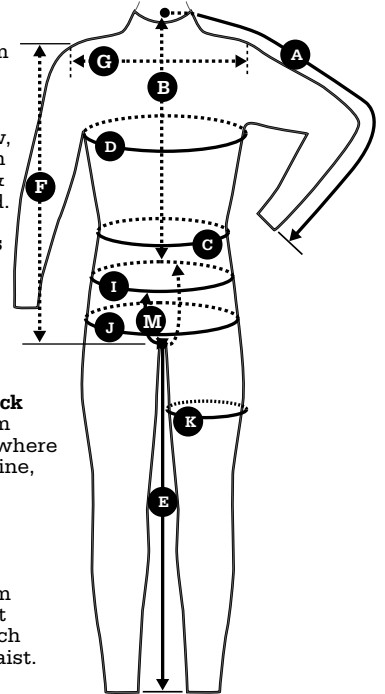
**G. Shoulders**  
Measure across back of shoulders from sleeve.



**B. Center Back**  
Measure from center back where collar hits spine, to waist.



**M. Rise**  
Measure from front of waist through crotch to back of waist.



KEY	DESCRIPTION (USE CLOTH MEASURING TAPE)	MEASUREMENT (INCHES)
A	Neck to wrist. Measure from center of neck (bone) to wrist.	
B	Center back length. Measure neck (bone) to waist (C).	
C	Natural waist circumference. Measure across naval & level across back.	
D	Chest circumference. Measure widest circumference.	
E	Inseam. Measure bottom of rise to ankle (bone).	
F	Collar bone to where crotch seams meet.	
G	Shoulder width. End of shoulder to end of shoulder.	
I	Measure circumference of waist at beltline where pants are worn.	
J	Hip. Measure largest circumference around hips.	
K	Thigh. Measure 2" below crotch.	
M	Rise. Measure front to back waist. Same measurement points as C.	
N	Neck size	
O	Height	
P	Weight	

## **WARRANTY:**

ALL PRODUCTS SOLD FROM BSB MFG. ARE WARRANTED TO DO WHAT THEY ARE DESIGNED FOR.  
ALL PRODUCTS THAT ARE ANODIZED HAVE NO GUARANTEE ON COLOR.  
BSB MFG. WILL REPLACE ANY OF OUR PRODUCTS FOUND, UPON OUR INSPECTION, TO BE DEFECTIVE IN WORKMANSHIP, OR MATERIAL WITHIN 90 DAYS, FROM DATE OF SHIPMENT.  
THE PURCHASER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF ANY AND ALL PRODUCTS, PARTS, SUPPLIES AND MATERIALS PURCHASED FROM BSB MFG., INC. RACING IS A HAZARDOUS SPORT.  
NO WARRANTY IS MADE OR IMPLIED REGARDING ANY RACING PRODUCT SOLD BY BSB MFG., INC. TO PROTECT USERS FROM DAMAGE, INJURY OR DEATH. USER ASSUMES ALL RISKS.  
ANY MODIFIED PART WILL VOID WARRANTY.



JC Wilson

## **BACKORDERS:**

ITEMS THAT ARE BACKORDERED WILL REMAIN ON ORDER FOR 30 DAYS UNLESS CANCELED BY YOUR COMPANY.  
BACKORDERED ITEMS THAT ARE CANCELED MAY AFFECT THE P.O. PRICING.



Austin Zdroik

## **RETURNS:**

NO RETURNS WILL BE ACCEPTED WITHOUT PRIOR AUTHORIZATION, PLEASE CALL FOR AUTHORIZATION CONDITIONS AND SHIPPING METHODS.  
ALL RETURNS MUST BE ACCOMPANIED BY A COPY OF THE INVOICE WHICH YOU RECEIVED WITH YOUR SHIPMENT.  
ALL ITEMS RETURNED MUST BE IN ORIGINAL PACKAGE AND IN SELLABLE CONDITION.  
ALL ITEMS THAT ARE RETURNED MUST BE DONE WITHIN 30 DAYS OF SHIPMENT. FREIGHT CHARGES WILL NOT BE ACCEPTED. FREIGHT CHARGES ON ITEMS THAT ARE RETURNED DUE TO MANUFACTURING DEFECTS WILL BE CREDITED TO YOUR ACCOUNT.



Nick Miller

## **CLAIMS:**

CLAIMS FOR PRODUCTS DAMAGED OR LOST IN SHIPMENT MUST BE MADE WITH THE CARRIER.  
ANY CLAIMS FOR SHORTAGE OR ERROR IN SHIPMENT MUST BE MADE TO US WITHIN 5 DAYS OF RECEIPT OF ORDER.



Mitchell Opatik

## **ORDER INFORMATION:**

ALL NON-ACCOUNT ORDERS MUST BE ACCOMPANIED BY A C.O.D. MONEY ORDER OR CREDIT CARD.  
ALL INSTATE SALES MUST FILL OUT A SALE TAX EXEMPT FORM ON FIRST ORDER, OR YOU WILL BE CHARGED SALES TAX.  
ALL PRICES ARE F.O.B. FROM WELLINGTON, KS.  
PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.



Danny Morrison

## **DEALER REQUIREMENT:**

ANYONE THAT WOULD LIKE TO BECOME A DEALER FOR BSB MFG. INC. MUST 1ST CONTACT US TO SEE IF YOUR LOCATION IS AVAILABLE.  
NEXT WE WILL NEED YOUR TAX ID NUMBER AND YOUR RESALE NUMBER. WE WILL THEN SEND YOU A DEALER PRICE SHEET WHEN YOU ARE APPROVED.

## **NOTE:**

SOME PRODUCTS HAVE BEEN PICTURED ANODIZED OR POWDER COATED FOR CLARITY. IF COLOR IS AN ISSUE, PLEASE CALL US TO SEE IF PARTS COME ANODIZED OR POWDER COATED.



Dewayne Estes



TJ Mulvaney



bsbgofast.com

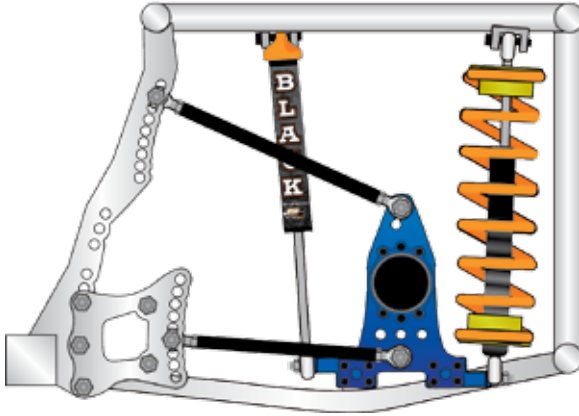
Roy Long



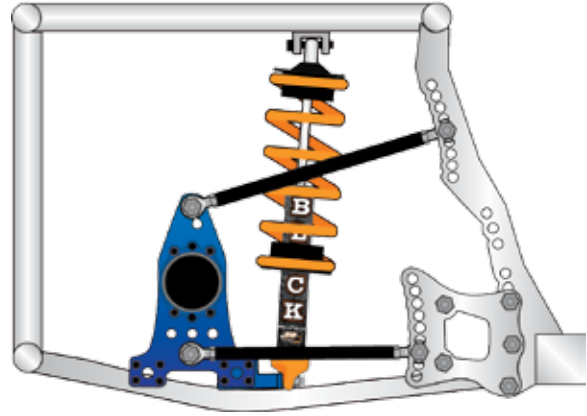
Bradley Busch

## 4 LINK ADJUSTMENTS

### LEFT SIDE



### RIGHT SIDE



Picture is shown with bars in standard holes.

### TO TIGHTEN CORNER ENTRY

Lower right rear bottom 4 link bar on chassis  
 Raise right rear top 4 link bar on chassis  
 Lower left rear bottom 4 link bar on chassis

### TO LOOSEN CORNER ENTRY

Raise right rear lower 4 link bar on chassis  
 Lower right rear top 4 link bar on chassis  
 Raise left rear bottom 4 link bar on chassis

### TO TIGHTEN MIDDLE OF CORNER

Lower left rear bottom 4 link bar on chassis  
 Raise left rear top 4 link bar on chassis (on gas)  
 Lower right rear top 4 link bar on chassis

### TO LOOSEN MIDDLE OF CORNER

Raise right bottom 4 link bar on chassis  
 Lower left rear top 4 link bar on chassis

### TO TIGHTEN CORNER EXIT

Lower right rear top 4 link bar on chassis  
 Lower right rear bottom 4 link bar on chassis  
 Lower left rear bottom 4 link bar on chassis  
 Raise left rear top 4 link bar on chassis

### TO LOOSEN CORNER EXIT

Raise right rear top 4 link bar on chassis  
 Raise right rear bottom 4 link bar on chassis  
 Lower left rear top 4 link bar on chassis  
 Raise left rear bottom 4 link bar on chassis

## IN GENERAL

Raising right bottom 4 link rod on chassis will loosen the car up on entry and tighten the car on exit. Lowering right upper 4 link rod on chassis will tighten corner exit, but don't become depended on it because getting it too low will extend exit drive out on the straight away and will reduce corner speed.

Raising left bottom 4 link rod on chassis will create more "hike" and more roll steer, therefore loosening car on throttle. It will also give the car a little drive, but don't mistake this for a drive adjustment, it is for steer.

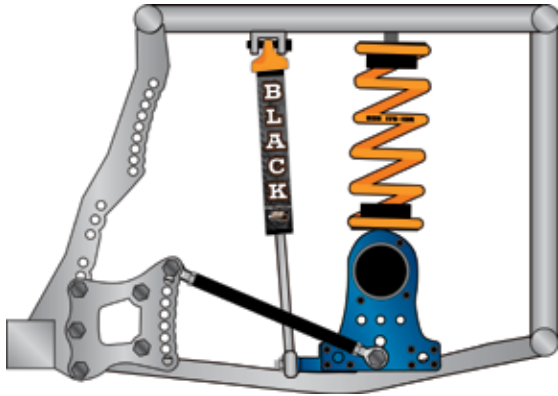
Lowering left bottom 4 link rod on chassis will hold more spring load on chassis "hike" and promote less roll steer, therefore tightening car on throttle.

The top left bar is for drive adjustment and the bottom is for steer adjustment.

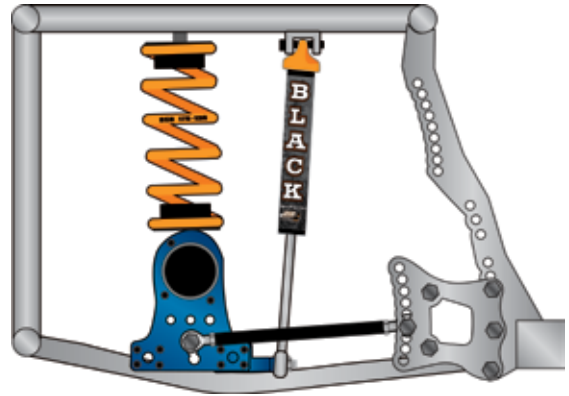
Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis "hike". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

**3 LINK ADJUSTMENTS**

**LEFT SIDE**



**RIGHT SIDE**



Based on a chassis that hikes the left rear

**TO TIGHTEN CORNER ENTRY**

- Lower right bar on chassis
- Lower left on chassis
- Increase right rear spring rate (off gas)

**TO LOOSEN CORNER ENTRY**

- Raise right bar on chassis
- Lengthen right rear bar
- Soften right rear spring

**TO TIGHTEN MIDDLE OF CORNER**

- Lower right bar on chassis
- Soften left rear spring
- Remove rebound from right front shock

**TO LOOSEN MIDDLE OF CORNER**

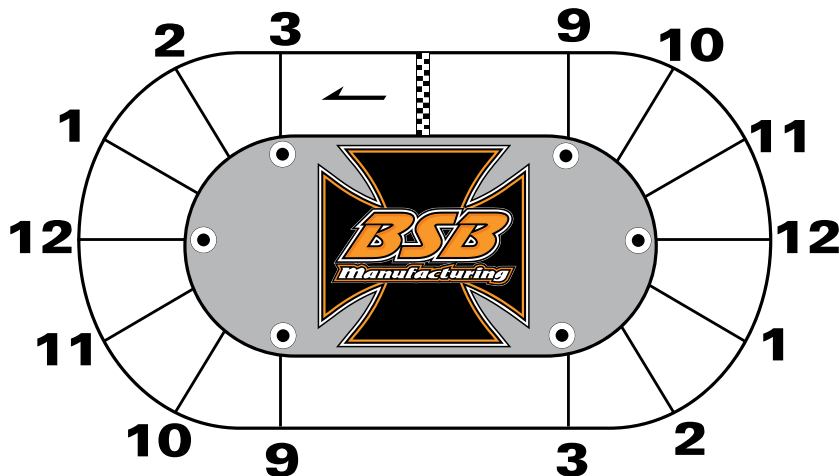
- Add rebound to right front shock
- Raise right bar on chassis
- Decrease wedge

**TO TIGHTEN CORNER EXIT**

- Lower right bar on chassis
- Lower left bar on chassis

**TO LOOSEN CORNER EXIT**

- Raise left bar on chassis
- Raise right bar on chassis
- Add rebound to right front shock



**TRACK TIMING**

We will use this chart to communicate between us in order to determine how you drive. Basically there are two ways to enter the corner, on gas or off gas and that is the 1st step in determining what is going to happen to the car going thru the corner. We will use the other zones like 3 and 12 to figure where you get back to the gas and when you turn the car. If you are having handling problems thru the corner you need to first determine how you are drive the corner.