



OVAL TRACK RACING



2020

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



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.

Our Jason Sivils inspired load rating machines are built with CNC machined components, giving our machines unsurpassed strength and quality.

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!

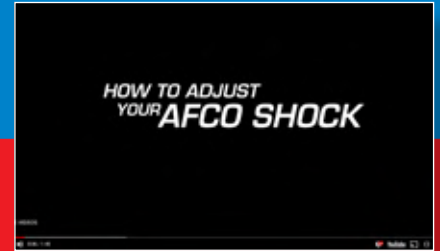
DUAL SUSPENSION LOAD PULL STICK 7" STICK

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

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Bobbie Richey



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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

1-1/4" TUBE MOUNT
 1-3/8" TUBE MOUNT
 1-1/2" TUBE MOUNT
 1-3/4" TUBE MOUNT
 QUICK PINS (4 PACK)

PART

50330
 50329
 50331
 50332
 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.

- 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**
(20135C - 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

UNBELIEVABLY SMART BUNDLE

Receive a full day of Shock School with any SILVER SERIES TRACKPAK PURCHASE! **CALL FOR DETAILS**



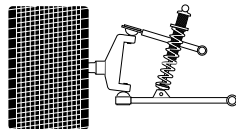
4-PACK OPTION

(2) 7" FRONT & (2) 9" REAR	PART#
4 SHOCK TRACKPAK - 4-LINK	6200-179

AFCO TECH: 4-LINK GAS SHOCK RECOMMENDATIONS

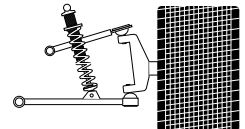
Left Front Shocks

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



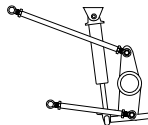
Right Front Shocks

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



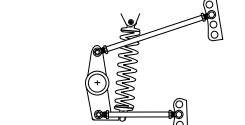
Left Rear Front Traction Shocks

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



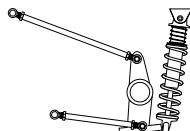
Right Rear Shocks

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



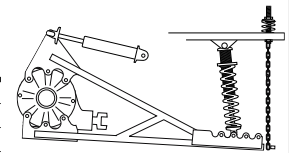
Left Rear Behind Shocks

GAS	TRACK CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON 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 CONDITION	DOUBLE ADJ.	SINGLE ADJ.	NON 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.

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



HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

GAS SHOCK RECOMMENDATIONS - PAGE 13

BIG BODY - ALUMINUM THREADED COIL-OVER ACCESSORIES

21 & 26

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



GAS SHOCKS ALUMINUM

SINGLE 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. This economical program is inexpensive to maintain, with the average rebuild cost of 50 for labor, oil, and seals.

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



DELUXE COIL-OVER KIT



BLUE DELUXE COIL-OVER KIT: 20135PRO

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

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.
- Coil-over kit (#20135) sold separately. See page 20.

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

NEW!

1/2" Shaft
27 SERIES

5/8" Shaft
21 SERIES



HOW TO READ AND ORDER YOUR AFCO SHOCKS:

SHOCK SERIES	STROKE LENGTH	COMP. VALVE OPTIONS	REB. VALVE OPTIONS	D	PART NUMBER
21 ALUMINUM NON-ADJUSTABLE	9 OPTIONS: 6", 7", 8" or 9"	6 0 to 12 FIXED	2 0-14 (LINEAR) or BNRX (DIGRESSIVE) (SEE CHART BELOW)	D	= 2196-2D

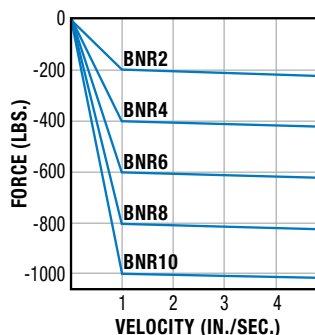
HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

WHAT IS BNR VALVING?

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

BNRX VALUE =
BNR₄ (400# @ 1"/SEC.)
BNR₆ (600# @ 1"/SEC.)
BNR₈ (800# @ 1"/SEC.)
BNR₁₀ (1000# @ 1"/SEC.)



GAS SHOCK RECOMMENDATIONS - PAGE 13

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.

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.

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

5/8"
Shaft

13 SERIES

- Shim stack technology gives excellent consistency and repeatability.
- Twin Tube design for best performance on slick and smooth tracks.
- Coil-over kit (#20135) sold separately. See page 20.

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



Corey Earl



SHOCK ACCESSORIES

BIG BODY - ALUMINUM THREADED COIL-OVER KITS



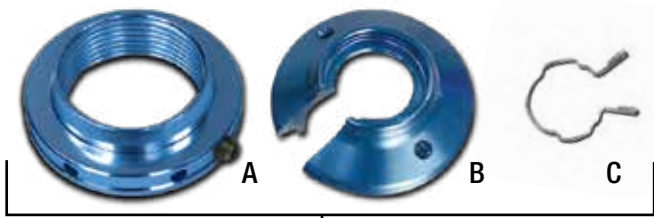
BLUE DELUXE COIL-OVER KIT: 20135PRO

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



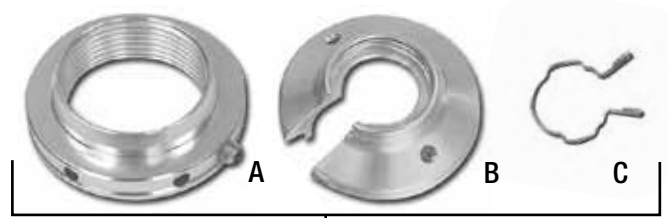
SILVER DELUXE COIL-OVER KIT: 20135CPRO

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



BLUE STANDARD COIL-OVER KIT: 20135

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



SILVER STANDARD COIL-OVER KIT: 20135C

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

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



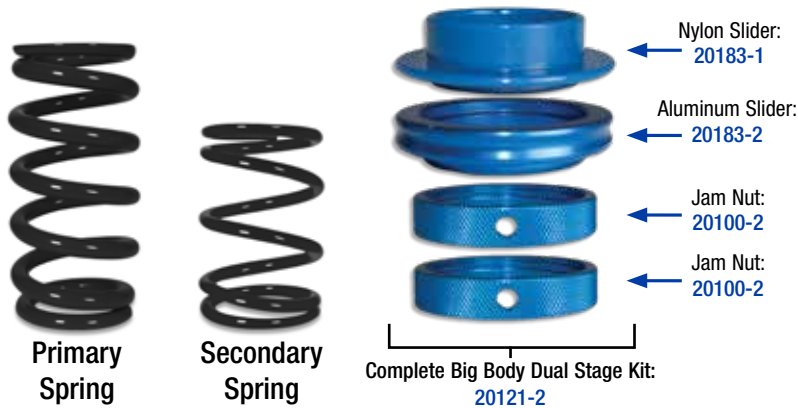
20139
Roll cage mount:
1/2" bolt

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 #
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.



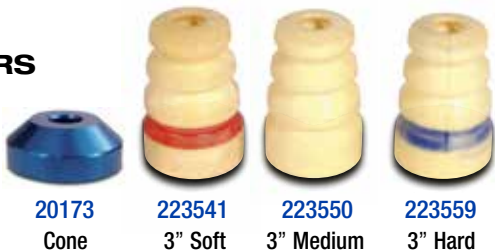
DESCRIPTION	PART#
10" SHOCK COVER (SINGLE)	OWSCR14
12" SHOCK COVER (SINGLE)	OWSCR19
14" SHOCK COVER (SINGLE)	OWSCR21

SHOCK MOUNT PINS



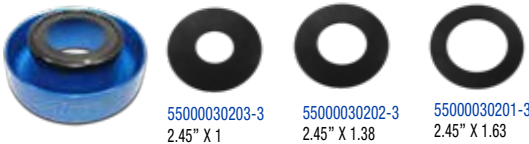
DESCRIPTION	PART #
HAIRPIN, 2-1/2"	10156-2
DETENTED, 2-1/2"	10156

SHOCK BUMPERS



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

OVERFLOW CUP & RUBBER SEALS



DESCRIPTION	PART #
OVERFLOW CUP (SB, BB, & QM)	550000302
2.45" X 1" RUBBER SEAL (3)	55000030203-3
2.45" X 1.38" RUBBER SEAL (3)	55000030202-3
2.45" X 1.63" RUBBER SEAL (3)	55000030201-3

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 #
GAS ROD GUIDE WRENCH	A700500051



DESCRIPTION	PART #
SHOCK HEX BLEEDER WRENCH	700500180



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



DESCRIPTION	PART #
BIG BODY WRENCH HANDLE	700500048
BIG BODY ALUMINUM SLEEVE	700500147



DESCRIPTION	PART #
TWIN-PRONG BLEEDER	A700500058



DESCRIPTION	PART #
PRESSURE TUBE INSTALLER	A700500090



DESCRIPTION	PART #
BIG BODY ROD GUIDE WRENCH	550000665



DESCRIPTION	PART #
HAND BEARING PRESS	A700500076



DESCRIPTION	PART #
NEEDLE CLIP INSTALLER	A700500052



SCREWS INCLUDED

DESCRIPTION	PART #
CANISTER VISE PLATE	A700500034



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



DESCRIPTION	PART #
TWIN TUBE COMP. HOUSING WRENCH	A700500066

SPANNER WRENCH



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

DESCRIPTION	PART #
SPANNER WRENCH	20110

COIL-OVER ADJUSTER NUT BEARING KIT



Sold in pairs.

DESCRIPTION	PART #
NUT BEARING KIT	20144

GAS SHOCK INFLATION GAUGES

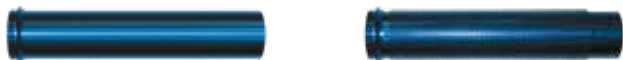


DESCRIPTION	PART #
GAS SHOCK INFLATION ASSY. 0-300 PSI	20109
GAUGE ONLY 0-300 PSI	20109-1
ECONOMY SHOCK INFLATION ASSY. 0-300 PSI	GAUGE

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
NON-ADJ. PLUG	A550090049X
PLUG O-RING	A550060017X
JET-FIXED	A550030070X



550010072

35 & 37 Series

DESCRIPTION	PART #
STD. BODY CAP	550100112
REPLACEMENT KNOB	A550040023X
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 #
4"	550140031
5"	550150031
6"	550160031
7"	550170031
8"	550180031
9"	550190031



SHORT ADJ. ROD END 36Z & 37Z Series

DESCRIPTION	PART #
4"	550140033
5"	550150033
6"	550160033
7"	550170033
8"	550180033
9"	550190033



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 #
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 #	DESCRIPTION	PART #
3" PRESSURE TUBE	550010090	8" PRESSURE TUBE	550010095
4" PRESSURE TUBE	550010091	9" PRESSURE TUBE	550010096
5" PRESSURE TUBE	550010092	7" GAS BAG*	550000348
6" PRESSURE TUBE	550010093	9" GAS BAG*	550000791
7" PRESSURE TUBE	550010094		

*Manufactured by The Brown Co.

21 & 26 SERIES

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
SCHRADER VALVE ADAPTER	21 & 26	A550090195X



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

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

REPLACEMENT PARTS

REPLACEMENT SHAFT ASSEMBLIES

STD. ADJ. ROD END 26 Series

DESCRIPTION	PART #
4"	550140031
5"	550150031
6"	550160031
7"	550170031
8"	550180031
9"	550190031



SHORT ADJ. ROD END 26Z Series

DESCRIPTION	PART #
4"	550140033
5"	550150033
6"	550160033
7"	550170033
8"	550180033
9"	550190033



NON-ADJ. ROD END 21 Series

DESCRIPTION	PART #
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.

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

SHOCK ACCESSORIES

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

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



20135



10243SR



20130



20131A

27 SERIES 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
SCHRADER VALVE ADAPTER	27	A550090195X



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)

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



20135



10243SR



20130



20131A

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
ROD GUIDE INSTALLATION CONE	7005000281
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 #	DESCRIPTION	PART #
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 #	LENGTH	PART #
4"	550140031	4"	550140033
5"	550150031	5"	550150033
6"	550160031	6"	550160033
7"	550170031	7"	550170033
8"	550180031	8"	550180033
9"	550190031	9"	550190033



REPLACEMENT BODY CAP ASSEMBLIES

DESCRIPTION	PART #
BODY CAP SILVER	550100117C
BODY CAP BLUE	550100117
REPLACEMENT BANJO STUD BEARING AND CLIP	A550020028X 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

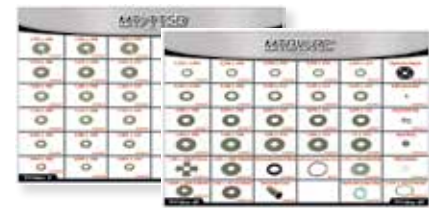


REPLACEMENT ADJ. ROD ENDS



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 #
HOSE ASSEMBLY (17.5")	A550200016X
HOSE ASSEMBLY (23.5")	A550200015X
HOSE SNAP RING	A550010027X
COMPRESSION KNOB	A550040023X
END CAP O-RING	A550060019X
CANISTER BLADDER	A550020010X
SCHRADER VALVE	550000050
SCHRADER VALVE CAP	MT59080-1
BANJO STUD	A550020016X

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 MAIN PISTON (QTY. 10)	550010022-10
STANDARD FLOATING PISTON	8000096
SINGLE POPPET PISTON (QTY. 2)	550090086-2
SINGLE POPPET PISTON (QTY. 10)	550090086-10
DOUBLE POPPET PISTON (QTY. 2)	550090172-2
DOUBLE POPPET PISTON (QTY. 10)	550090172-10
DIGRESSIVE SPACER (QTY. 2)	550090031-2
DIGRESSIVE SPACER (QTY. 10)	550090031-10
0.060" POPPET JET	A550030040X
RESTRICTOR PORT MT PISTON	A550090213X
BLANK POPPET	A550030049X
0.125" POPPET JET	A550030045X
PISTON / O-RING (QTY. 5)	550060021-5
PISTON / O-RING (QTY. 25)	550060021-25
PISTON / GUIDE RING (QTY. 5)	550060026-5
PISTON / GUIDE RING (QTY. 25)	550060026-25
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
STANDARD MAIN PISTON (QTY. 10)	550010031-10
TWIN TUBE POPPET PISTON	100051
TWIN TUBE DOUBLE POPPET PISTON	100052
MAIN PISTON O-RING (QTY. 1)	A550060012X
RESTRICTOR PORT MT PISTON (QTY. 25)	550060012-25
PISTON BAND (QTY. 1)	A550060023X
SHIM RESTRICTOR 3 HOLE	550090201
SHIM RESTRICTOR 5 HOLE	A550090202X
SHIM 3 HOLE (QTY. 5)	550080203-5
SHIM 3 HOLE (QTY. 25)	550080203-25
LINEAR TWIN TUBE BASE VALVE	A550030142X
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		
		600	23600B	450	22450B		
		650	23650B	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!

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	-	21538	-
K6117	-	215381	-
K6145	-	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

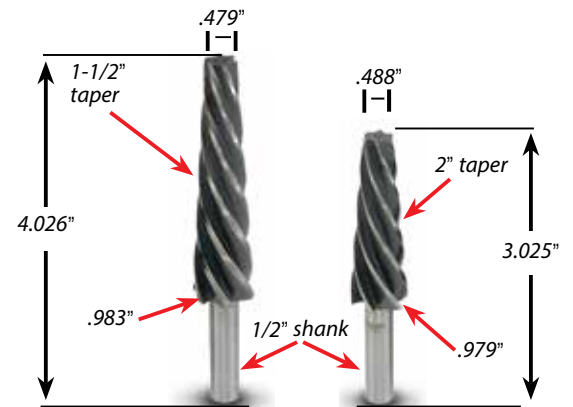


SMALL THREADED FOR 20034, 20035
20043

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 #
STEEL	10400

HD SHANK

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



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

CHROME MOLY

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



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

SOLID ROD ENDS



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

SOLID ROD ENDS SOLD SEPARATELY.

ROD END AND SPACER KIT

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



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

ROD END APPLICATION CHART

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

STEERING

STEEL STEERING SUPPORT ROD END

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



DESCRIPTION	PART #
.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 #
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 #
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
3/4" - 20	FITS 37304 STEERING COLUMN & WOODWARD RACK	30305B
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 #
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	

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
REPLACEMENT THROTTLE ARM	A480030002X
REPLACEMENT THROTTLE PEDAL	A480030003X
REPLACEMENT THROTTLE ARM THREADED INSERT	A480030010X
REPLACEMENT THROTTLE PEDAL ROLLERS (2 NEEDED)	A480030006X
REPLACEMENT THROTTLE SHAFT	A480030004X
REPLACEMENT SNAP RING (2 NEEDED)	A901080001X
REPLACEMENT SHAFT SNAP RING (2 NEEDED)	A901080002X

TUBE-STYLE 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
BUSHING KIT (4)	64002

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
THREADED HOOD PIN BOSS	10190X-1

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

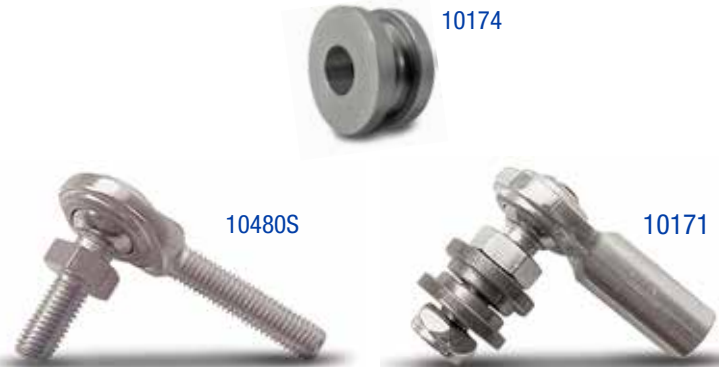
THROTTLE ROD & KITS

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



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



BILLY MOYER JR.



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).



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).



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.



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F88 FORGED CALIPER	.810"	1.375" (36)	6630010
F88 FORGED CALIPER	.810"	1.75" (44)	6630020



3.5" MOUNTING LUGS

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!

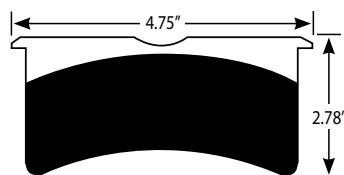
Compound 32 - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

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.

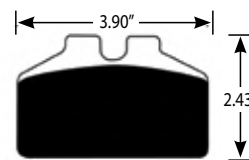
Compound 33 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve consistency 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



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

SLOTTED PILLAR VANE



THICK	DIA	WEIGHT	PART #
RH .810"	11.75"	8.1 LBS.	6640104
LH .810"	11.75"	8.1 LBS.	6640105
RH 1"	12.19"	9.2 LBS.	6640121
LH 1"	12.19"	9.2 LBS.	6640122
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



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

DRILLED LIGHTWEIGHT 32 VANE



THICK	DIA	WEIGHT	PART #
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)

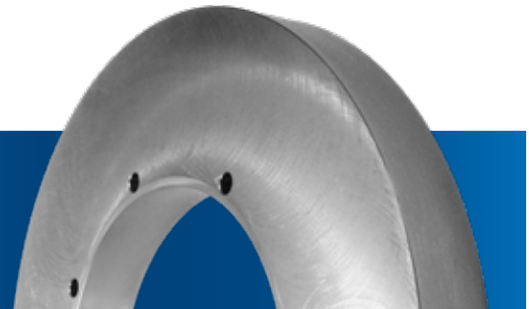
16+ ULTRA LIGHT CURVED VANE

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.



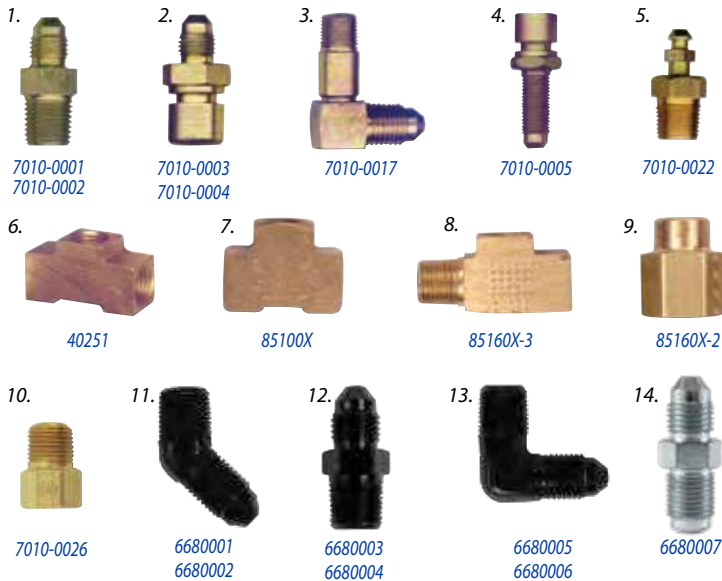
SOLID TRACTION

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° KEVLAR BRAKE LINE - 3 AN & 4 AN



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

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



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

Fits Rocket Chassis & others.

KEVLAR BRAKE LINE - 3 AN



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

KEVLAR BRAKE LINE - 4 AN



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

STEEL BRAIDED BRAKE LINE - AN 3 & AN 4



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

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.

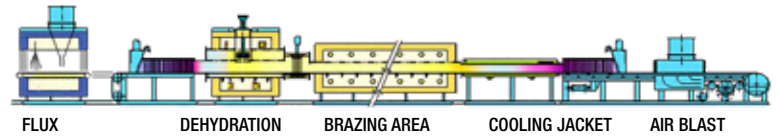
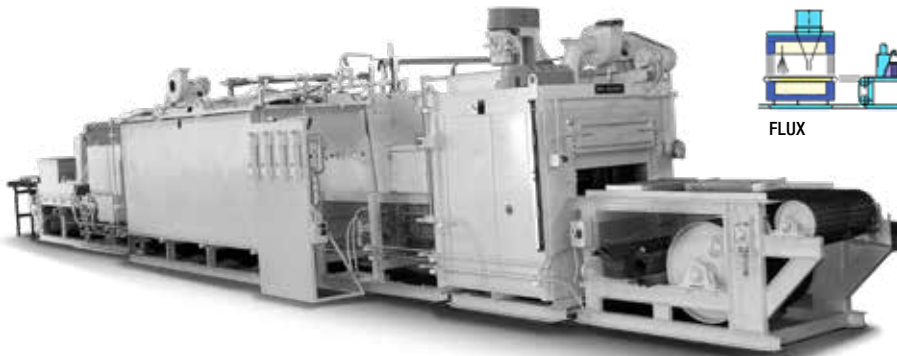


SPECIAL APPLICATIONS

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.



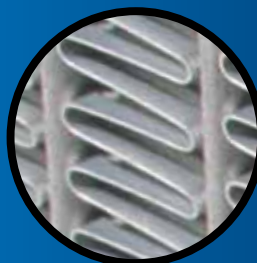
FURNACE CONTROLS

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



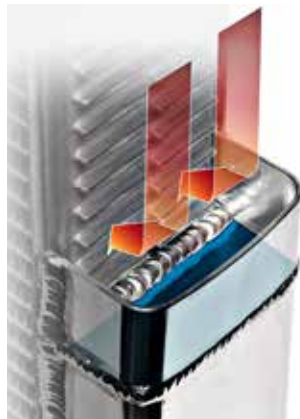
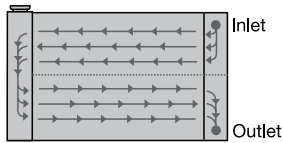
Double
Clad
.080 Headers

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.

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.



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

Available in "Thermal Coating" - Call for details.

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")



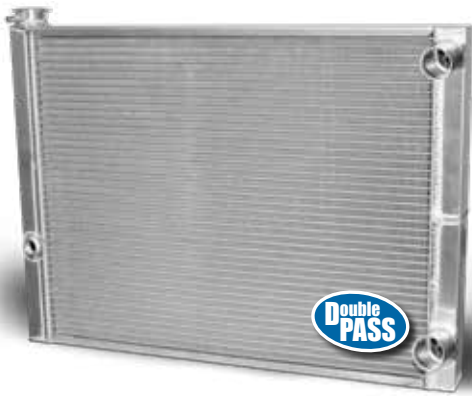
80185NDP-UB - (27-1/2" x 19")



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

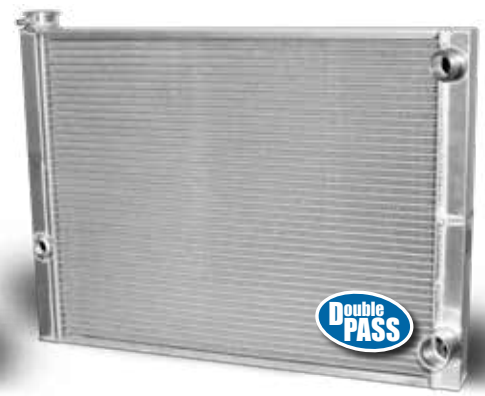
LIGHTWEIGHT 1 ROW X 1.5" TUBE CORE DOUBLE PASS RADIATORS



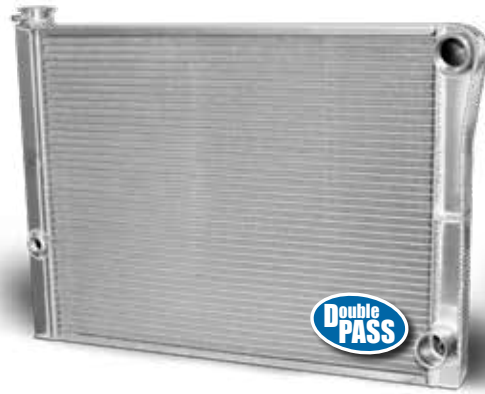
80185NDP - (27-1/2" x 19")



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



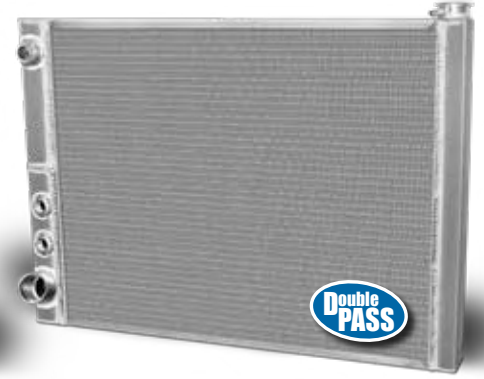
80185NDP-20 - (27-1/2" x 19")



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



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



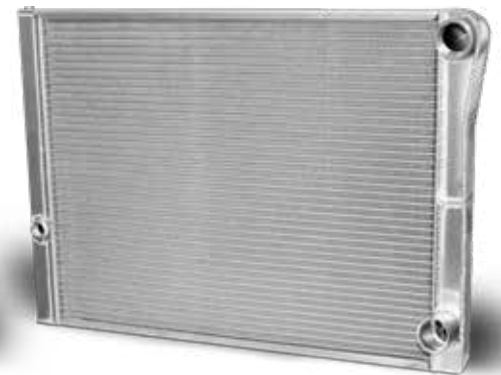
80185FNDP-16 - (27-1/2" x 19")



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.



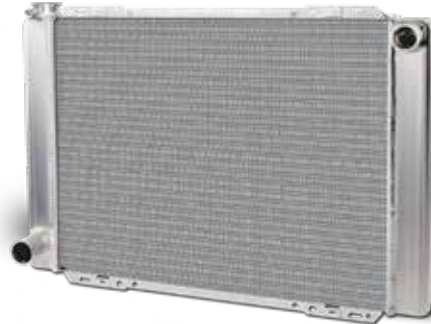
OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC.	OUTLET SIZE & LOC.	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	13.6 LBS.	80101A



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.

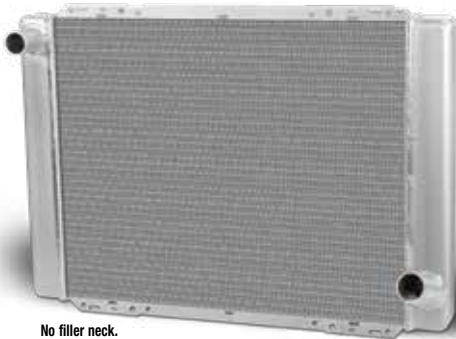
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.
- TIG-welded with no epoxy.



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

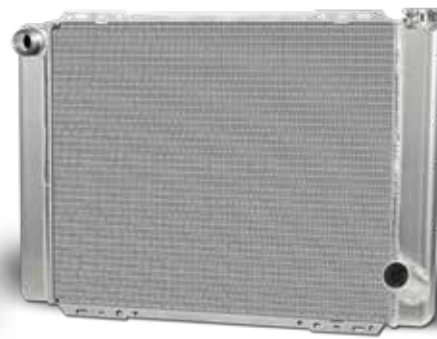


80101N - (27-1/2" x 19")

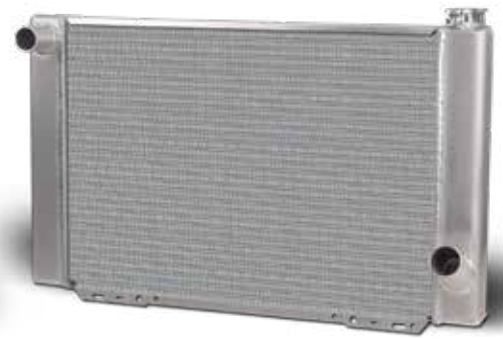


No filler neck.

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")

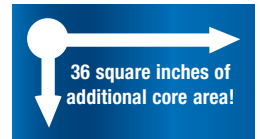


80130N-20 (28"x 19")

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

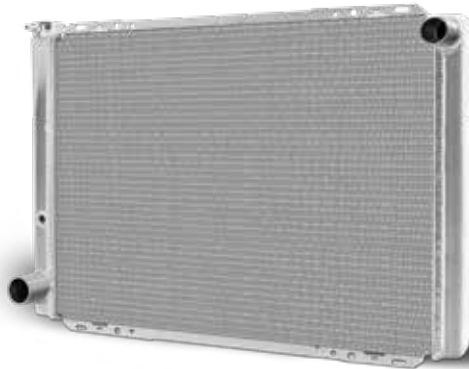
NOTE: 80101-1N DOES NOT HAVE A FILLER NECK.

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")



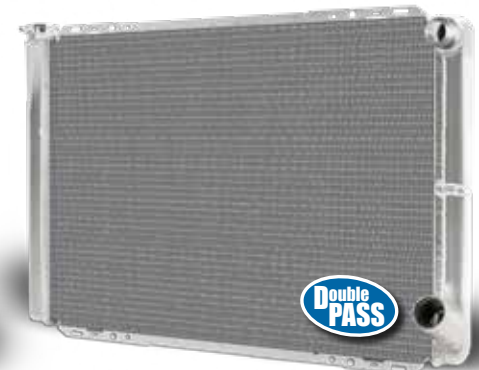
80130N-20 (28"x 19")



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#
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#
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 #
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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MODIFIED & STREET STOCK INDEX

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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.



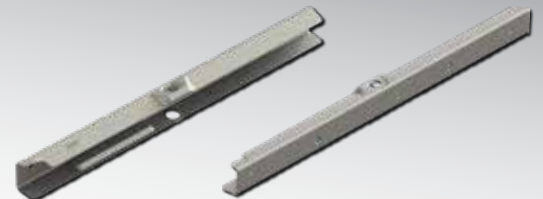
#40015

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**

NEW!

DIRT MODIFIED

1/2" Shaft

85/86/87/88 SERIES

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**

UNBELIEVABLY SMART BUNDLE

Receive a full day of Shock School with any four shock Silver Series purchase!
CALL FOR DETAILS.



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 AFCO 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.



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 AFco 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
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
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
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

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

UNBELIEVABLY SMART BUNDLE

Receive a full day of Shock School
with any four shock Silver Series
purchase!
CALL FOR DETAILS.



RECOMMENDED 4-LINK GAS SHOCKS

BASE VALVE *Left Front Shocks*

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	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	

BASE VALVE *Right Front Shocks*

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	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	

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

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	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	

BASE VALVE *Right Rear Spring Ahead Shocks*

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	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	

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

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	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	

 **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.

	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

STEEL NON ADJUSTABLE W/ SCHRADER VALVE

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

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

HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

▶ **73-9-3-5**
EXAMPLE PART#



COIL-OVER KITS AVAILABLE

SEE PAGE 76 FOR MORE INFO.

74 SERIES



NEW!

STEEL NON ADJUSTABLE IMCA LEGAL

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

	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.

1/2" Shaft



TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

5/8" Shaft

19 SERIES



STEEL BIG BODY REBUILDABLE 2.02" OD

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

HOW TO READ AND ORDER YOUR 19 SERIES AFCO 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

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

CHOOSE YOUR PART NUMBER

VALVING	7" PART#	9" PART#
3 VALVE	1073	1093
3-5 VALVE	1073-5	1093-5
4 VALVE	1074	1094
4-6 VALVE	1074-6	•
4-8 VALVE	1074-8	•
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"



NEW!

TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE

SEALED SHOCK SERIES

AFCO and DirtCar are proud to introduce the Pro Modified Spec Shock for 2020. 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 at just 85.99 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.

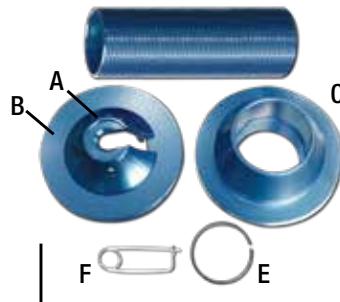


AFCO SEALED SHOCK PROGRAM VALVING

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	9" 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 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



TAPERED CONE KIT: 20125A-7K

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.

1/2" Shaft



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

NEW!

1/2" Shaft

71 SERIES



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.

- 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.

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

- 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"



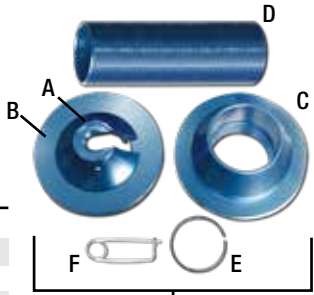
Tyler Kidwell

SHOCK ACCESSORIES

COIL-OVER HARDWARE

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

10 & 14 Series

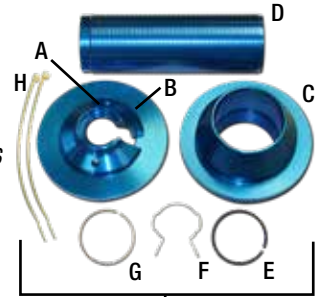


TAPERED CONE KIT: 20125A-7K

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

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

10 & 14 Series

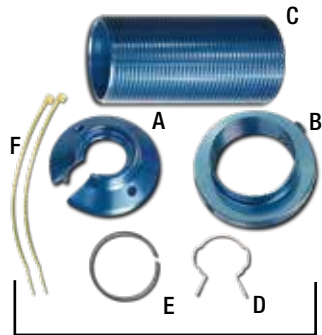


7" SLEEVE KIT: 20125A-7

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



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

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 #
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 #
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 #
ENDCAP - 63 MM X 5/16" WITH BEARING	550000824
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
SPECIAL WASHER FOR COIL-OVER	A550090151B



BEARING AND CLIP

DESCRIPTION	SERIES	PART #
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 #
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 #
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 #
ENDCAP - 63 MM X 5/16" WITH BEARING	550000824
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
SPECIAL WASHER FOR COIL-OVER	A550090151X

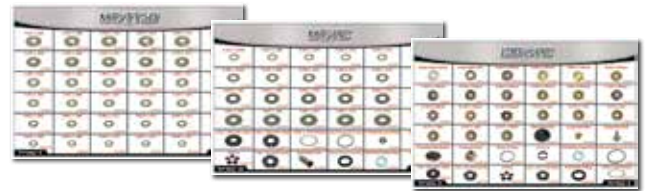


BEARING AND CLIP

DESCRIPTION	SERIES	PART #
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	550000302
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 (OLD STYLE BODY)	A901060021X
IMCA SCREW ORING 5PK (OLD STYLE)	550060022-5



REPLACEMENT SHAFT ASSEMBLIES

NON-ADJUSTABLE SOLID SHAFT



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

NON-ADJ. INDEPENDENT BLEED JET SHAFT



DESCRIPTION	PART #
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
SPECIAL WASHER FOR COIL-OVER	A550090151X



BEARING AND CLIP

DESCRIPTION	SERIES	PART #
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
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 #
ENDCAP - 63 MM X 5/16" WITH BEARING	550000824
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 (OLD STYLE BODY)	A901060021X
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
SPECIAL WASHER FOR COIL-OVER	A550090151X



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 #	DESCRIPTION	PART #
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	550140033	7" STROKE	550170033
5" STROKE	550150033	8" STROKE	550180033
6" STROKE	550160033	9" STROKE	550190033

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.)	55000658-5



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

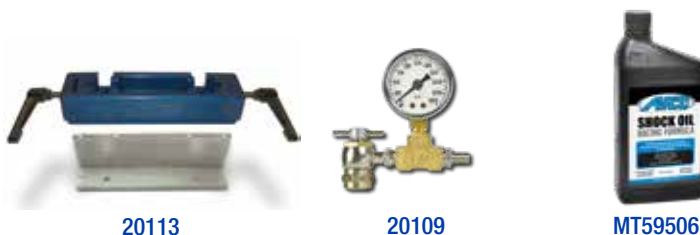


- All common components needed for complete rebuild/revalve of multiple shocks.
- Component reference guide with photos and part numbers.

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 (OLD STYLE BODY)	A901060021X
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
SPECIAL WASHER FOR COIL-OVER	A550090151X



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 #	DESCRIPTION	PART #
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
BEARING	A901040009X

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
SPECIAL WASHER FOR COIL-OVER	A550090151X



PRESSURE TUBES



BEARING AND CLIP

DESCRIPTION	SERIES	PART #
REPLACEMENT BEARING & CLIP	ALL SERIES	1000



DESCRIPTION	PART #
7" PRESSURE TUBE	550010094
9" PRESSURE TUBE	550010096
7" GAS BAG*	550000348
9" GAS BAG*	550000791

*Manufactured by The Brown Co.

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	55000934
46MM 3 PORT LINEAR/DIGRESSIVE NEW!	550001140
46MM STEEL BULB BILLET BASE VALVE	55000932
PISTON GUIDE RING (5 PACK)	550060026-5
PISTON GUIDE O-RING (5 PACK)	550060021-5
BASE VALVE O-RING	550060019-5
BASE VALVE PIN	55000931
BASE VALVE NUT(5 PACK)	55000649-5
JET, 5MM X BLANK	A550030150X
JET, 5MM X .052 BLEED	A550030153X
JET, 5MM X .073 BLEED	A550030156X
JET, 5MM X .089 BLEED	A550030159X
JET, 5MM X .010 BLEED	A550030161X
JET, 5MM X .020 BLEED	A550030162X
JET, 5MM X .030 BLEED	A550030163X
JET, 5MM X .040 BLEED	A550030164X

MONOTUBE PISTONS & ACCESSORIES

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

DESCRIPTION	PART#
STANDARD MAIN PISTON (QTY. 2)	550010022-2
STANDARD MAIN PISTON (QTY. 10)	550010022-10
STANDARD FLOATING PISTON	8000096
SINGLE POPPET PISTON (QTY. 2)	550090086-2
SINGLE POPPET PISTON (QTY. 10)	550090086-10
DOUBLE POPPET PISTON (QTY. 2)	550090172-2
DOUBLE POPPET PISTON (QTY. 10)	550090172-10
DIGRESSIVE SPACER (QTY. 2)	550090031-2
DIGRESSIVE SPACER (QTY. 10)	550090031-10
0.060" POPPET JET	A550030040X
RESTRICTOR PORT MT PISTON	A550090213X
BLANK POPPET	A550030049X
0.125" POPPET JET	A550030045X
PISTON / O-RING (QTY. 5)	550060021-5
PISTON / O-RING (QTY. 25)	550060021-25
PISTON / GUIDE RING (QTY. 5)	550060026-5
PISTON / GUIDE RING (QTY. 25)	550060026-25
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
STANDARD MAIN PISTON (QTY. 10)	550010031-10
TWIN TUBE POPPET PISTON	100051
TWIN TUBE DOUBLE POPPET PISTON	100052
MAIN PISTON O-RING (QTY. 1)	A550060012X
RESTRICTOR PORT MT PISTON (QTY. 25)	550060012-25
PISTON BAND (QTY. 1)	A550060023X
STANDARD 19 SERIES BASE VALVE	A550030101
19 SERIES BASE VALVE PIN	A550030110
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 RESTRICTOR 5 HOLE	A550090202X
SHIM 3 HOLE (QTY. 5)	550080203-5
SHIM 3 HOLE (QTY. 25)	550080203-25
LINEAR TWIN TUBE BASE VALVE	A550030142X
DIGRESSIVE 35 MM SPACER	8000061

REBUILD TOOLS

TOOLS & SUPPLIES



DESCRIPTION	PART #
SMALL BODY BLEEDER	A700500057



DESCRIPTION	PART #
SHOCK HEX BLEEDER WRENCH	700500180



DESCRIPTION	PART #
TWIN-PRONG BLEEDER	A700500058



DESCRIPTION	PART #
HAND BEARING PRESS	A700500076



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



DESCRIPTION	PART #
PRESSURE TUBE INSTALLER	A700500090



DESCRIPTION	PART #
BIG BODY ROD GUIDE WRENCH	550000665



DESCRIPTION	PART #
SPANNER WRENCH	20110



DESCRIPTION	PART #
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

SHOCK VISE AND MOUNTING STAND



DESCRIPTION	PART #
SHOCK VISE/MOUNTING STAND	20113

GAS SHOCK INFLATION GAUGES & TOOLS



550000740



5500007402



GAUGE

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

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



20109

OVERFLOW CUP

DESCRIPTION	PART #
OVERFLOW CUP (SB, BB, & QM)	550000302
2.45" X 1" RUBBER SEAL (3)	55000030203-3
2.45" X 1.38" RUBBER SEAL (3)	55000030202-3
2.45" X 1.63" RUBBER SEAL (3)	55000030201-3



- 55000030203-3
2.45" X 1
- 55000030202-3
2.45" X 1.38
- 55000030201-3
2.45" X 1.63

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.

5-1/2" X 11" FRONT

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



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

5" X 9-1/2" FRONT

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

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



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

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

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



5-1/2" X 12" PIGTAIL REAR

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



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

5" X 11" REAR

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



5" X 13" REAR

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



5" X 16" REAR

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



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

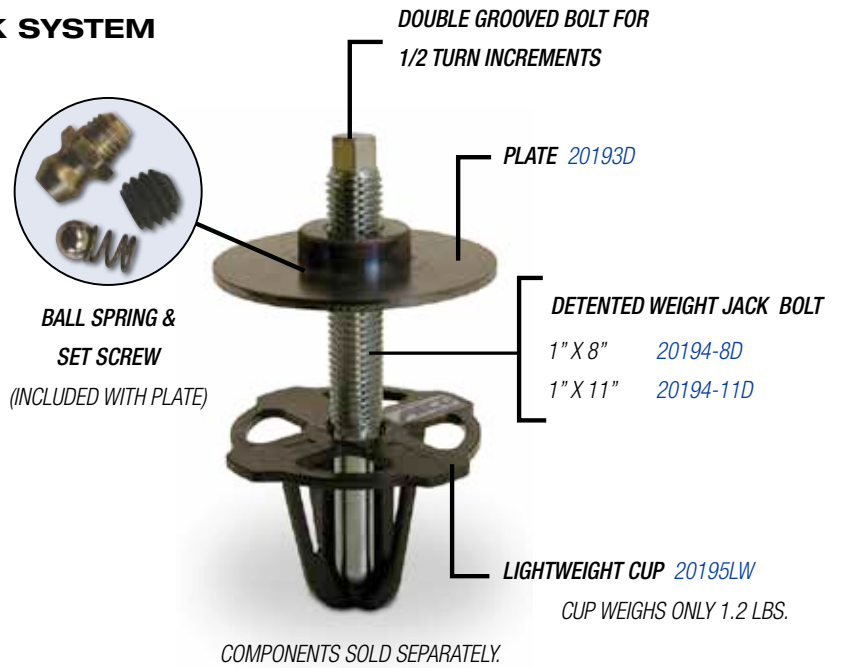
SPRING ACCESSORIES

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 powdercoat finish.*
- *Integral pivot for improved spring alignment during suspension travel.*

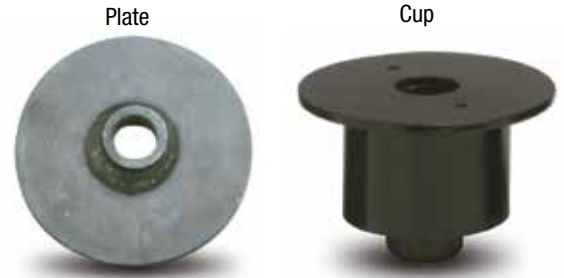
DESCRIPTION	WEIGHT	PART #
LIGHT WEIGHT SPRING CUP	1.2 LBS.	20195LW
LIGHT WEIGHT JACK BOLT 8" LENGTH	1.5 LBS.	20194-8D
LIGHT WEIGHT JACK BOLT 11" LENGTH	2 LBS.	20194-11D
DETTENTED PLATE	1.5 LBS.	20193D



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

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



COMPONENTS	STEEL
6" BOLT	20201-6S
8" 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	'70-'81	'78-'88	'78-'83
1) CENTER LINK PS	30274	30272	30270	30270
2) TIE ROD - OUTER	•	30210*	30220	30220
3) ADJUSTER SLEEVE	•	30233**	30230**	30230**
4) TIE ROD - INNER LH	•	30208**	30221	30221
4) TIE ROD - INNER RH	•	30209	30221	30221
5) IDLER ARM	30260	30262	30261	30261

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

AFCO CENTER LINK

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



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

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

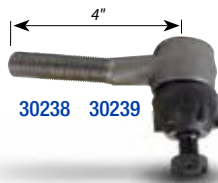
INNER TIE ROD ENDS



30201

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

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



30238 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.*

PART #

PRECISION PINTO SPINDLES

PRECISION PINTO SPINDLE (FOR 20038-1 LOWER BALL JOINT) - PAIR - 10° PIN	100128
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 - PAIR	AD30436
PINTO/MUSTANG II SPINDLE NUT	9851-8545

AD30436
(Sold in Pairs)

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	UPPER			LOWER		
	INT#*	STANDARD	LOW FRICTION	INT#*	STANDARD	LOW FRICTION
'79-'93 MUSTANG	N/A	N/A	N/A	K8259	20040	N/A
'82-'02 S-10 -2WD, BLAZER -2WD	K5208	20032	20032LF	K6145	20039	20039LF
'93-'02 CAMARO, FIREBIRD, TRANS AM	N/A	N/A	N/A	K6145	20039	20039LF
'82-'92 CAMARO, FIREBIRD, TRANS AM	N/A	N/A	N/A	K6145	20039	20039LF
'70-'81 CAMARO FIREBIRD, TRANS AM	K5208	20032	20032LF	K6145	20039	20039LF
'67-'69 CAMARO FIREBIRD, TRANS AM	K5108	20037	20037LF	K5103	20033	20033LF
'70-'72 MONTE CARLO	K5108	20037	20037LF	K5103	20033	20033LF
'73-'88 MONTE CARLO	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 CHEVELLE EL CAMINO	K5108	20037	20037LF	K5103	20033	20033LF
'73-'88 CHEVELLE EL CAMINO	K5208	20032	20032LF	K6145	20039	20039LF
'78-'83 MALIBU	K5208	20032	20032LF	K6145	20039	20039LF

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

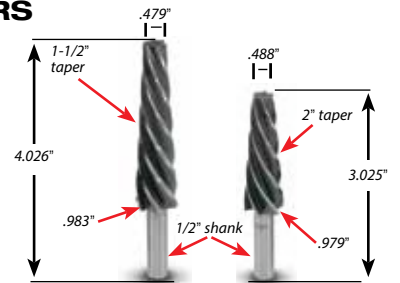
BALL JOINT SLEEVES



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
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 #
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.

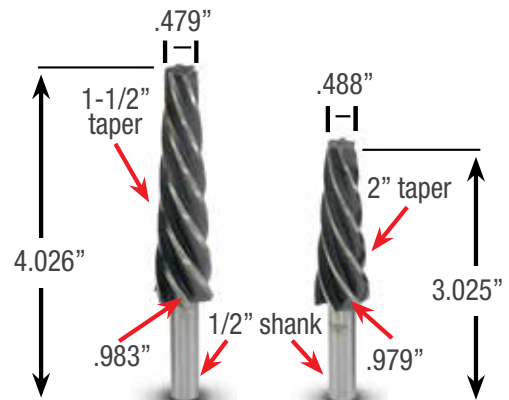


HOLE	THREAD	PART #
3/8"	5/8" - 18RH	10490
1/2"	5/8" - 18RH	10491

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.

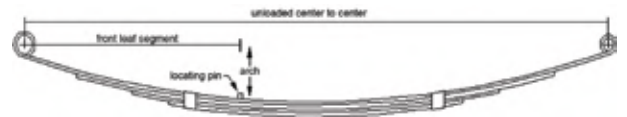


DESCRIPTION	CAR WT.	ACT. ARCH	NOM. RATE	PART #
CAMARO TYPE	25-3000#	6-3/8"	176	20228RF
CAMARO TYPE	30-3400#	6-3/8"	205	20228HDRF
CHRYSLER TYPE	28-3200#	6-5/8"	166	20231HDRF

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"

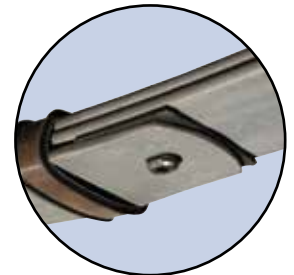
To accurately check for arch measurement, lay spring on side and pull a straight line from center of front eye to center of rear eye. Measure from line to top leaf at the locating pin.



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 #
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 #
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

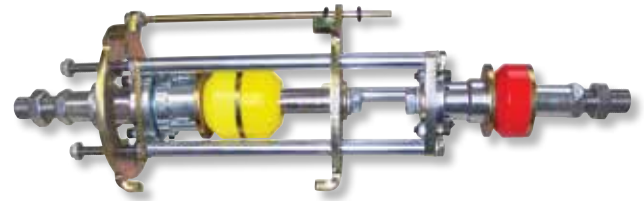
Chris Abelson



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.

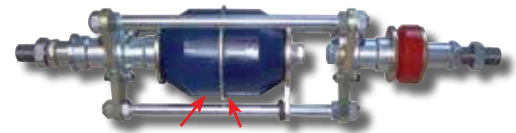


DESCRIPTION	PART #
DUAL SHAFT TORQUE LINK (SPRING SOLD SEPARATELY)	21205X

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.

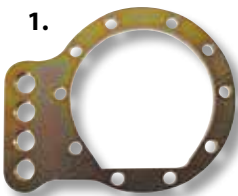


DESCRIPTION	PART #
1-3/4" WIDE - 1/4" WALL	20140C

PANHARD PINION MOUNTS AND KITS

9" Ford steel.

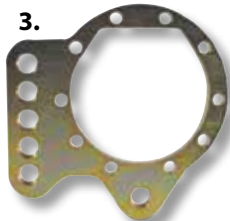
1.



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 TECH ON YOUTUBE

REX MERRITT

- Over 40 years of experience in the racing industry.
- 20+ years of racing shock design and development.
- 36 track championships and 500+ feature wins on both dirt and asphalt.
- Owner of Rex Merritt Racing School.
- Previous racecar chassis builder.



BEN BAKER

- 24 years of racing experience, 10 years as a Dirt Late Model Crew chief with 50+ wins.
- 21 years of chassis tuning experience and 10+ years of service at AFCO Racing Products.
- Mechanical Engineering background including jet engine testing and emissions sampling.



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



37122 37123 37124 37125 37130

'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.



37152 37156

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
3/4" - 20	FITS 37304 STEERING COLUMN & WOODWARD RACK	30305B
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
BUSHING KIT (4)	64002

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.



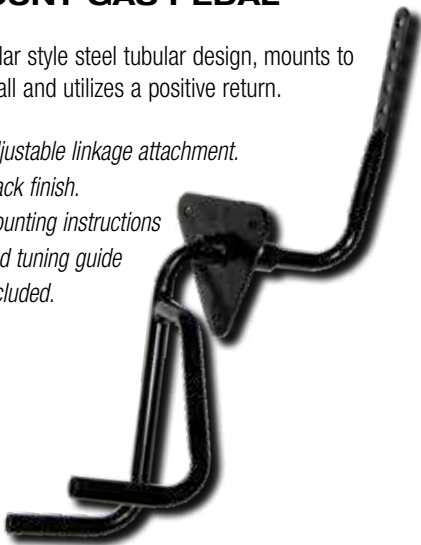
- **Greater precision, improved comfort & more driver control.**
- Provides better feel for smoother operation.
- Mounting instructions and tuning guide included.
- Double splined shaft.
- Fully sealed bearings.
- Durable anodized finish.

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

TUBE-STYLE FIREWALL MOUNT GAS PEDAL

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

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



DESCRIPTION	PART #
TUBE STYLE FIRE WALL MOUNT GAS PEDAL	40291

COIL-OVER CLAMP BRACKET

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



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

GM TRAILING ARM BRACKETS

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



DESCRIPTION	PART #
GM TRAILING ARM BRACKETS	20285

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
THREADED HOOD PIN BOSS	10190X-1

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 #
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	



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.

- 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.



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

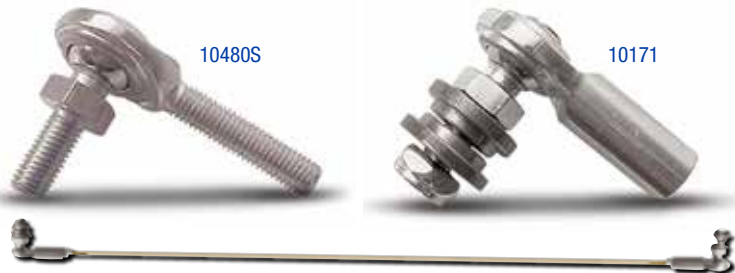
LUDWIG CLAMPS

- 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.
- 4.5" 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

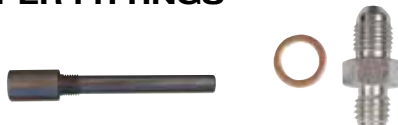
UMP, AMRA, NCRA Approved

- 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.



External return spring.

Fluid level indicator marks.



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 #
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
1/2" FINE STUDS ON STOCK 4-1/2" PATTERN	9850-6511

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.

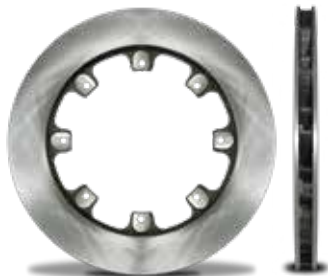
ROTORS

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+ Ultrax 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



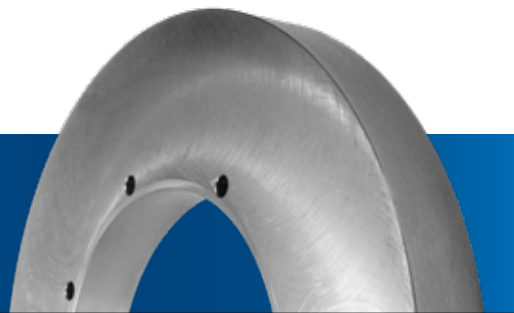
6640147 16+ SLOTTED ROTOR LH
6640148 16+ SLOTTED ROTOR RH

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
RH 1"	7"	11.75"	9.2 LBS.	6640121
LH 1"	7"	11.75"	9.2 LBS.	6640122

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!

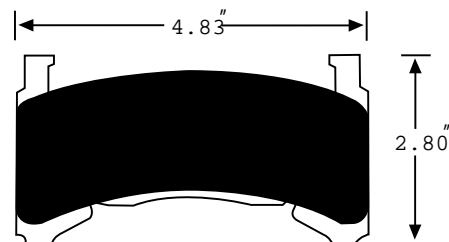
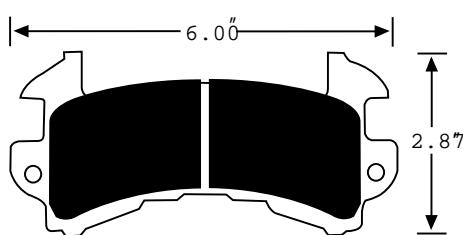
Compound 32 - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

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 PART #	COMPOUND C1 PART #	COMPOUND 33 PART #	COMPOUND C2 PART #	COMPOUND 34 PART #
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*
CALIPER ALU GM 2-3/8"	6630311		

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 outperform comparable fluids.

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

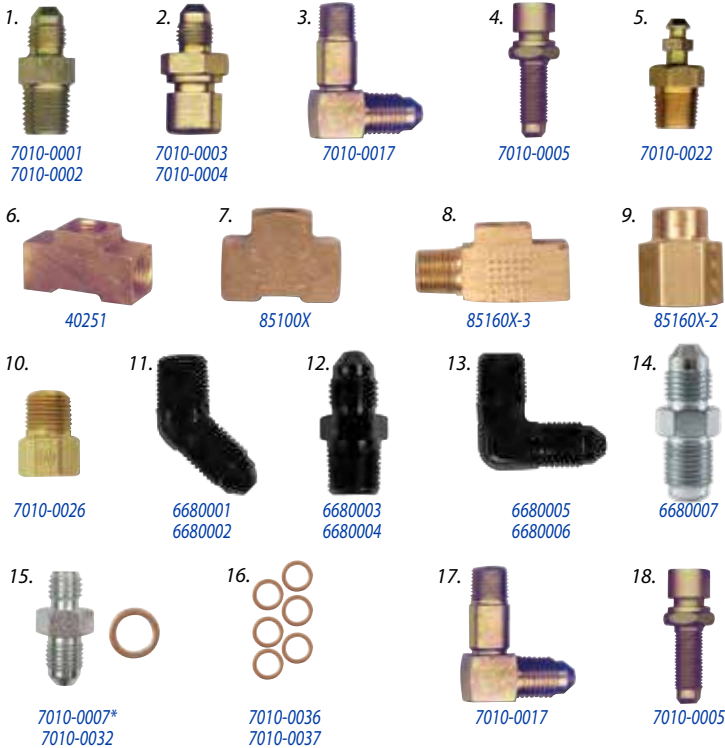


DESCRIPTION	PART #
HT SINGLE 12 OZ. BOTTLE	6691901
HT CASE (12 CANS)	6691902

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° KEVLAR BRAKE LINE - 3 AN & 4 AN



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

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



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

Fits Rocket Chassis & others

KEVLAR BRAKE LINE - 3 AN



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

KEVLAR BRAKE LINE - 4 AN



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

STEEL BRAIDED BRAKE LINE - AN 3 & AN 4



DESCRIPTION	END TYPE	PART #
18" AN 3	STRAIGHT ENDS	40265-18
24" AN 3	STRAIGHT ENDS	40265-24
18" AN 3	90 DEG ON 1 END	40264-18
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 #
CLIP (4)	40260
CLIP (25)	40261



3" TUBE CALIPER BRACKETS



DESCRIPTION	PART #
METRIC GM REAR CLAMP ON (3" TUBE)	40121C*
BIG GM REAR WELD ON	40120
METRIC GM REAR WELD ON	40121

*STOP-BOLT RECOMMENDED AND INCLUDED WITH BRACKET.

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.

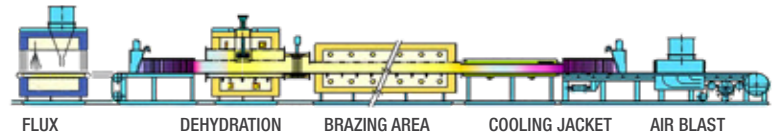
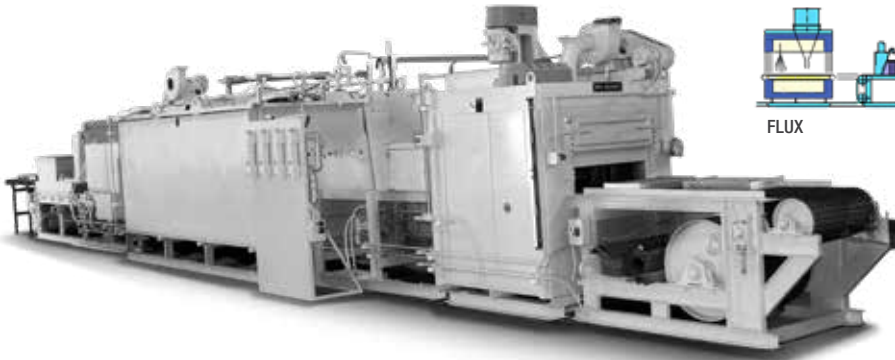


SPECIAL APPLICATIONS

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

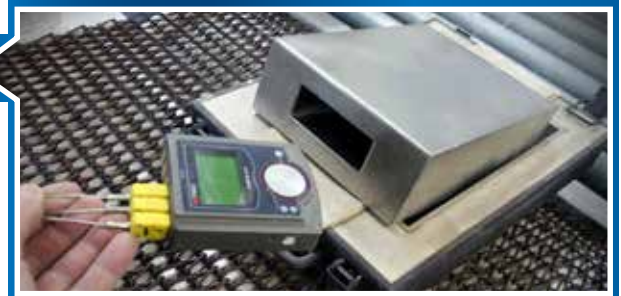


FURNACE SPECIFICATIONS

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



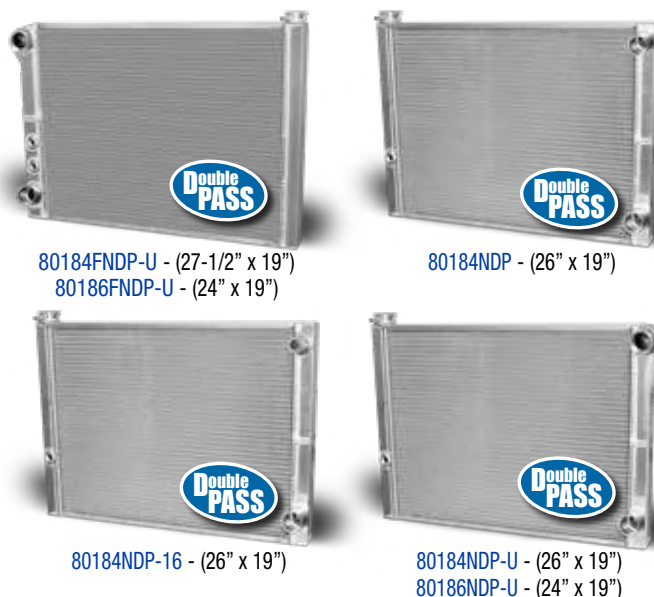
Double
Clad
.080 Headers

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.



80184FNDP-U - (27-1/2" x 19")
80186FNDP-U - (24" x 19")

80184NDP - (26" x 19")

80184NDP-16 - (26" x 19")

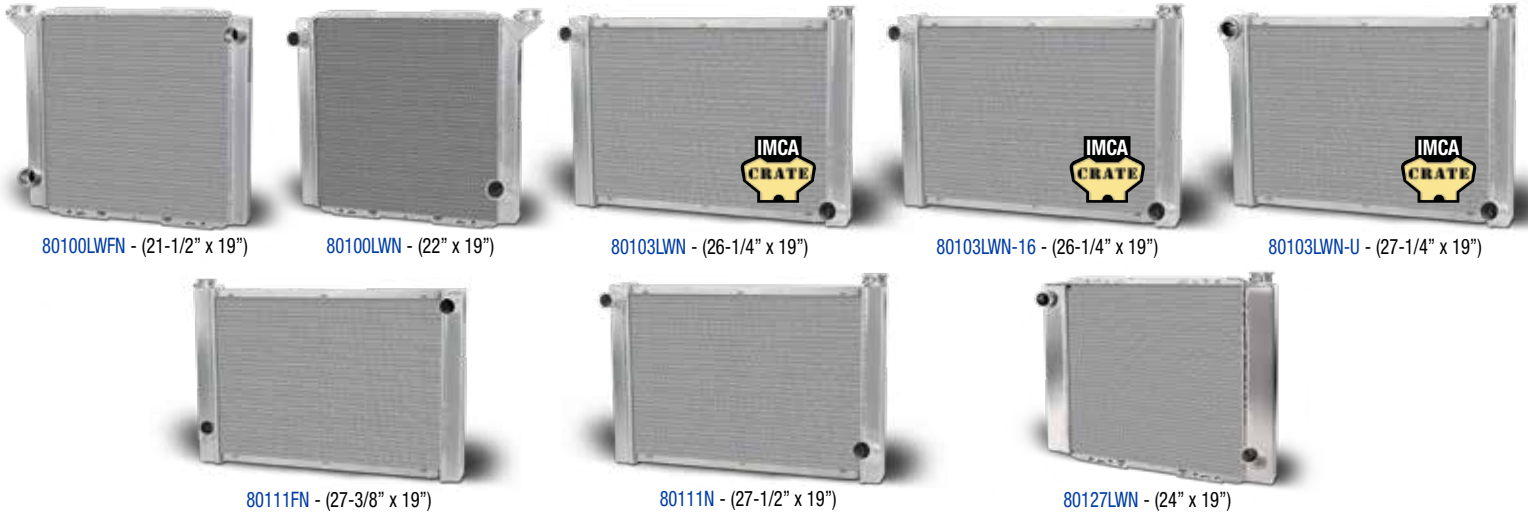
80184NDP-U - (26" x 19")
80186NDP-U - (24" x 19")

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	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.



80100LWFN - (21-1/2" x 19")

80100LWN - (22" x 19")

80103LWN - (26-1/4" x 19")

80103LWN-16 - (26-1/4" x 19")

80103LWN-U - (27-1/4" x 19")

80111FN - (27-3/8" x 19")

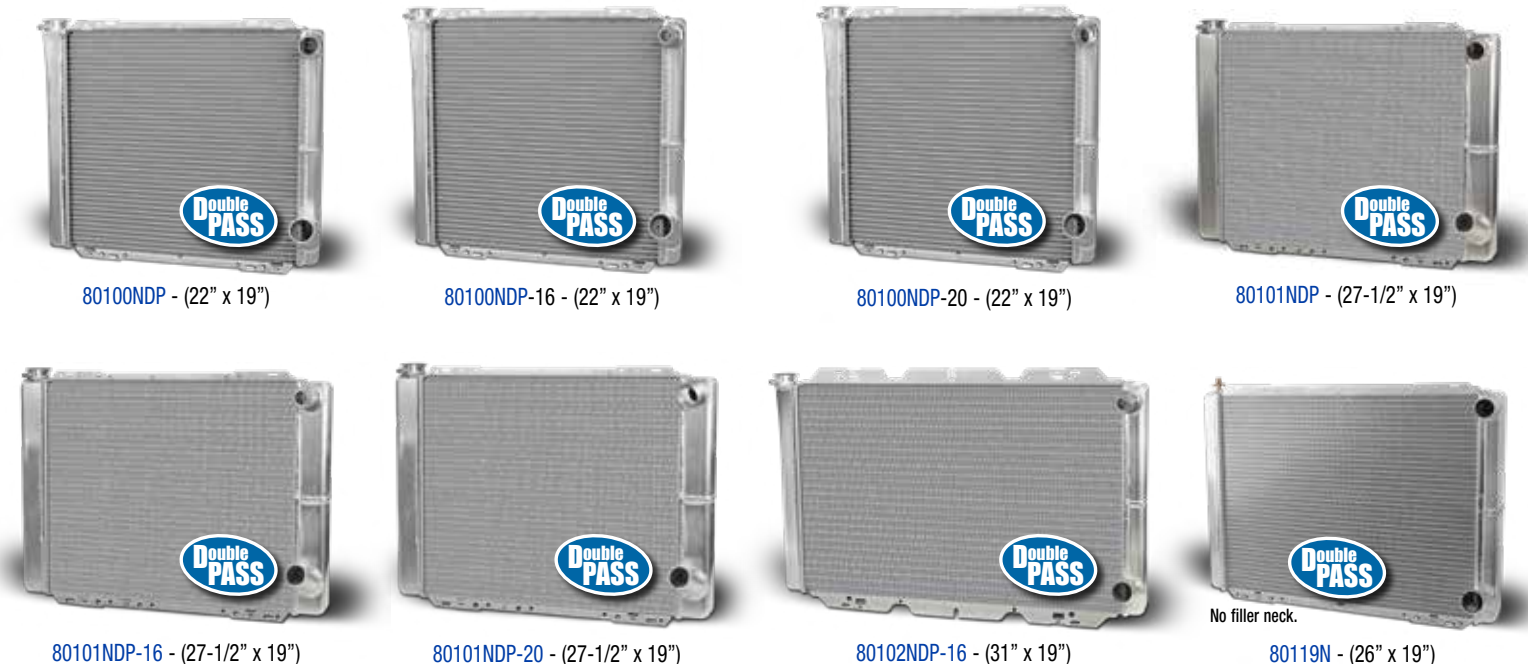
80111N - (27-1/2" x 19")

80127LWN - (24" x 19")

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.



80100NDP - (22" x 19")

80100NDP-16 - (22" x 19")

80100NDP-20 - (22" x 19")

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

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

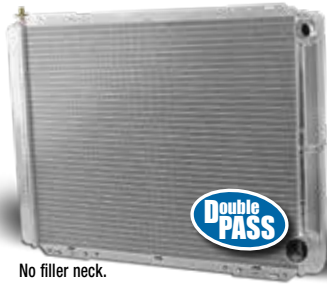
80101NDP-20 - (27-1/2" x 19")

80102NDP-16 - (31" x 19")

No filler neck.

80119N - (26" x 19")

DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS



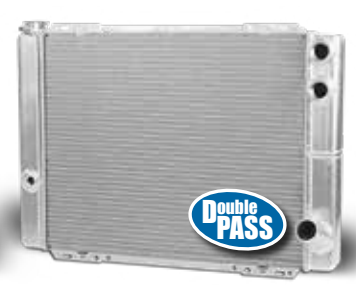
No filler neck.
80119N-20 - (25-3/4" x 19")



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



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



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



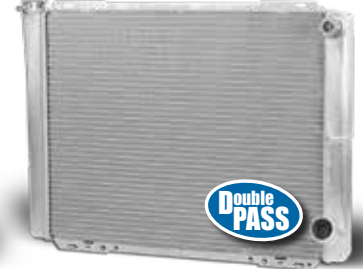
80124N-16 - (27-1/2" x 19")



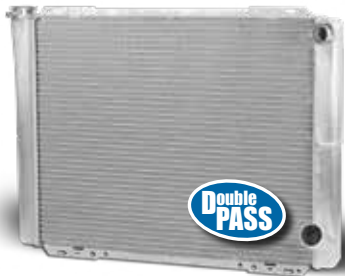
80124N-20 - (27-1/2" x 19")



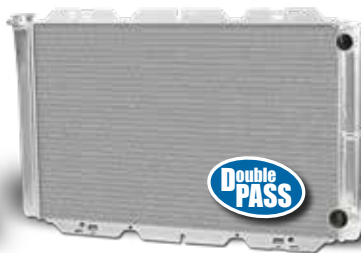
80125N - (26" x 19")



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")

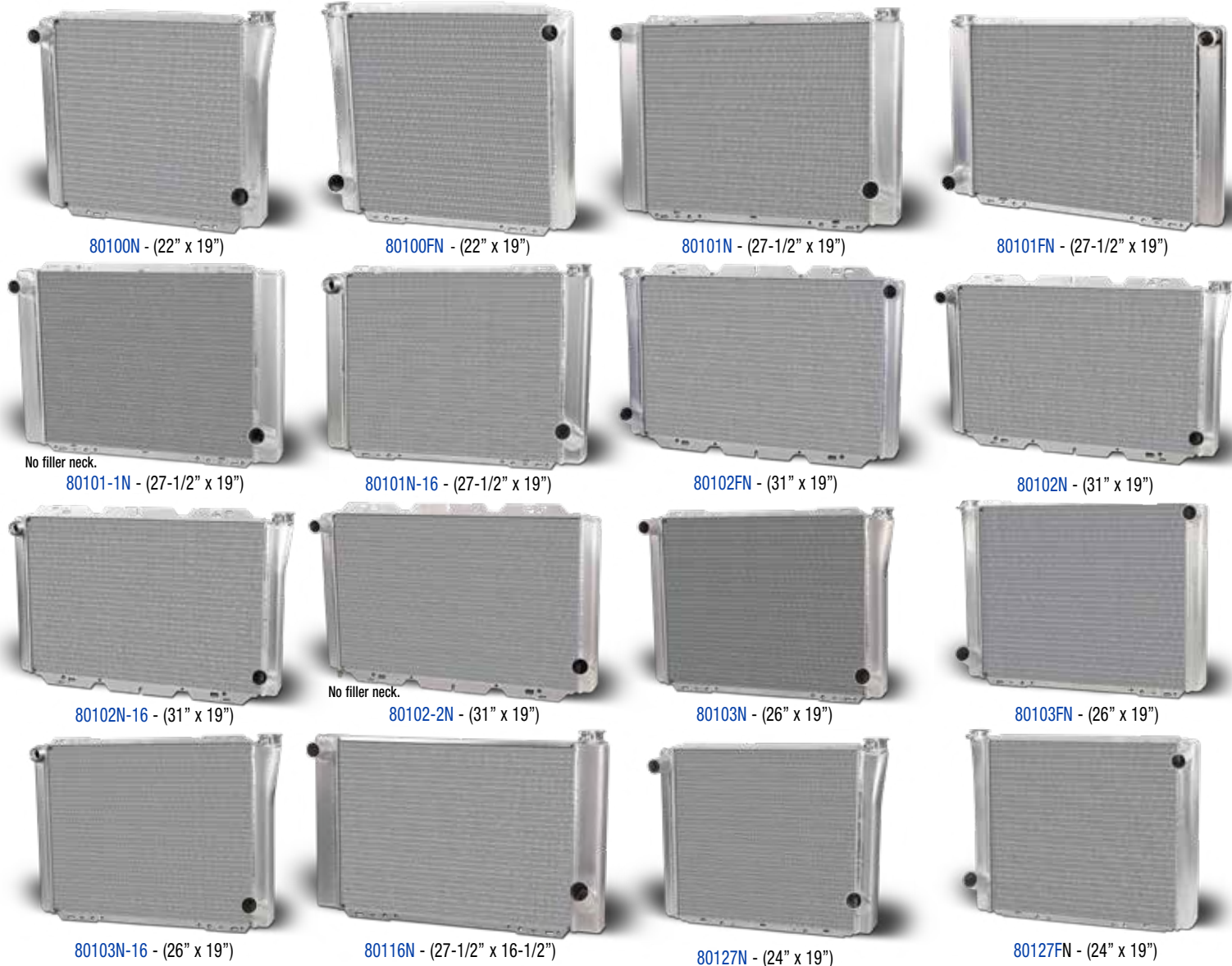
OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC.	OUTLET SIZE & LOC.	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	11.2 LBS.	80100A
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	R	1-1/2" 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.



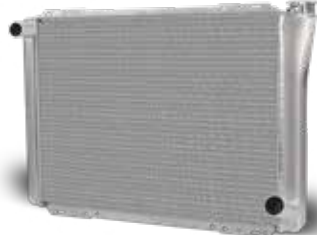
OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC.	OUTLET SIZE & LOC.	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	11.2 LBS.	80100N
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	L	1-1/2" 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*
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* 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

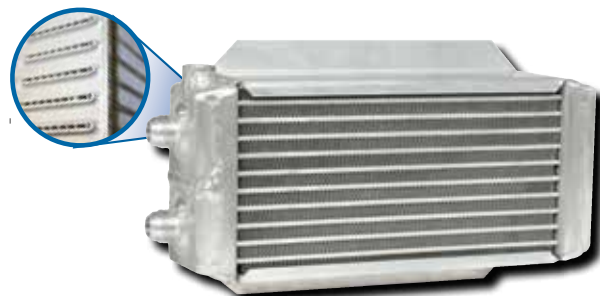
- Patented "Stacked Plate" cooler construction turns every inch of material into a cooling surface for maximum efficiency per cubic inch of package space.
- Can be used as an economy engine oil cooler.
- Embossed plate design maintains excellent performance with low pressure drop.



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

SHOCKS	134
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APPAREL 170

GAS SHOCKS **ALUMINUM**

SMALL BODY BULB

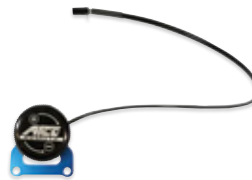
63/64 SERIES

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#
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

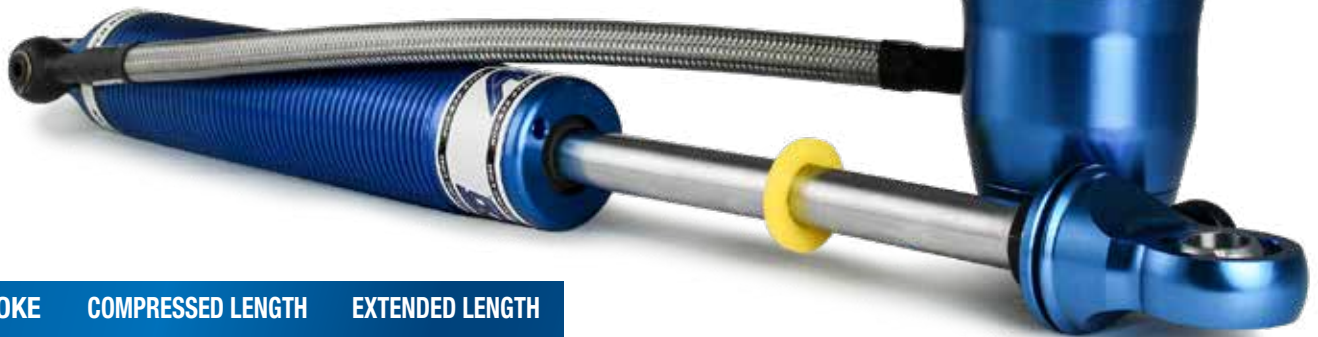
THREADED SMALL BODY - DOUBLE ADJUSTABLE

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#
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#
STD. COMP. ADAPTER	20152
NO BLEED COMP. ADAPTER	20153

TWIN TUBE SHOCKS ALUMINUM

SMALL BODY - SINGLE ADJUSTABLE

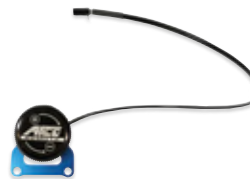
16 SERIES

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.

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#
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.

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

- 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

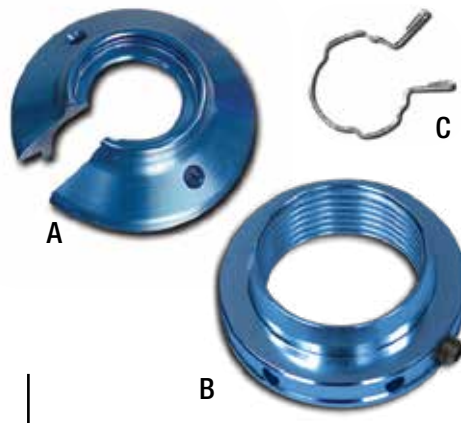
DESCRIPTION	SERIES	PART #
REPLACEMENT BEARING & CLIP	ALL SERIES	1000



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

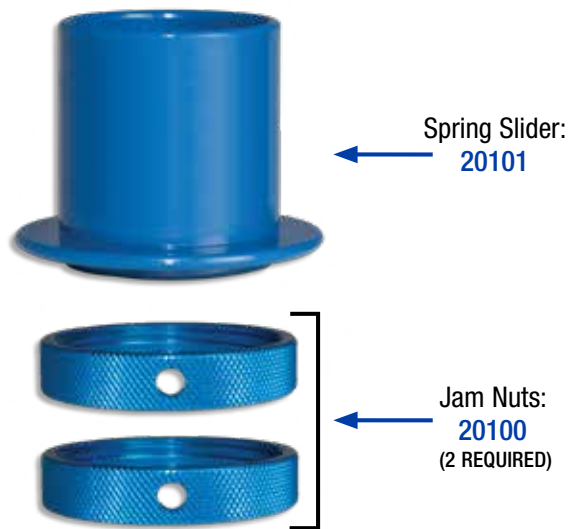


COIL-OVER KIT: 100096

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



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).

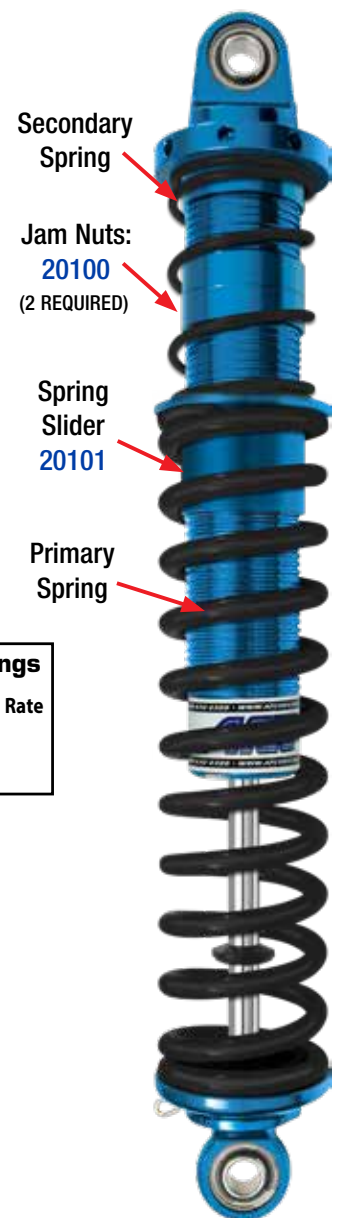
Spring Rate Formula: Dual Active Springs

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

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)	550000279

SMALL BODY TWIN TUBE GUIDE WRENCH



DESCRIPTION	PART #
SMALL BODY TWIN TUBE ROD GUIDE WRENCH	550000666

OVERFLOW CUP



- 55000030203-3
2.45" X 1
- 55000030202-3
2.45" X 1.38
- 55000030201-3
2.45" X 1.63

DESCRIPTION	PART #
OVERFLOW CUP (SB, BB, & QM)	550000302
2.45" X 1" RUBBER SEAL (3)	55000030203-3
2.45" X 1.38" RUBBER SEAL (3)	55000030202-3
2.45" X 1.63" RUBBER SEAL (3)	55000030201-3

SMALL BODY WRENCH HANDLE



DESCRIPTION	PART #
SMALL BODY WRENCH HANDLE*	700500049
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
ECONOMY SHOCK INFLATION ASSY. 0-300 PSI	GAUGE

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 MAIN PISTON (QTY. 10)	550010031-10
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
SCRAPER RETAINING RING	A550090059X
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



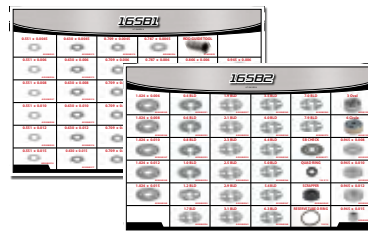
550165101



550149110

DESCRIPTION	SERIES	PART #
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
JAM NUT		120X5

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 #
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 #
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
SCRAPER RETAINING RING	A550090059X
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



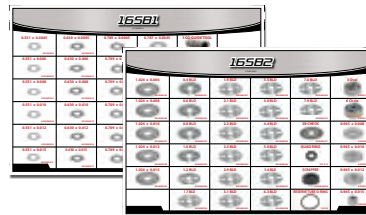
12.5 mm Shaft

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
JAM NUT		120X5

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 #
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"	550160033
7"	550170033
8"	550180033
9"	550190033

REPLACEMENT BODY CAP ASSEMBLIES

DESCRIPTION	PART #
BODY CAP BLUE	550100144
REPLACEMENT BANJO STUD	A550020028X
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/revale 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



700500049



700500148



550000302



A700500076



20109



A700500131

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

CANISTER REPLACEMENT PARTS

DESCRIPTION	PART #
HOSE ASSEMBLY (17.5")	A550200016X
HOSE ASSEMBLY (23.5")	A550200015X
HOSE SNAP RING	A550010027X
COMPRESSION KNOB	A550040023X
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 BODY CAP ASSEMBLIES

DESCRIPTION	PART #
END CAP	550000143
SCHRADER VALVE	550000140
SCHRADER VALVE CAP	MT59080-1
BASE VALVE ASSEMBLY	55000014210



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

REPLACEMENT 1/2" SHAFT ASSEMBLIES

63 SERIES REBOUND ADJ. 1/2" SHAFT



DESCRIPTION	PART #	DESCRIPTION	PART #
5" STROKE 3°	550000117503	7" STROKE 3°	550000117703
5" STROKE 10°	550000117510	7" STROKE 10°	550000117710
5" STROKE 15°	550000117515	7" STROKE 15°	550000117715
6" STROKE 3°	550000117603	8" STROKE 3°	550000117803
6" STROKE 10°	550000117610	8" STROKE 10°	550000117810
6" STROKE 15°	550000117615	8" STROKE 15°	550000117815

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 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

SMALL BODY MONOTUBE 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/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!



- 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 #
GROOVER - W/ #5 HEAD & 12 BLADES	ID125

SHOCK MOUNT PINS



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

COIL-OVER SHOCK COVERS

Sold as a single cover.



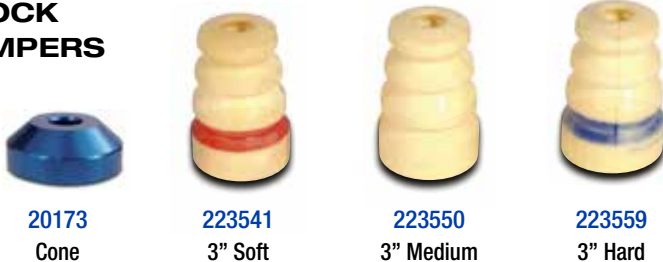
DESCRIPTION	PART#
10" SHOCK COVER (SINGLE)	OWSCR14
12" SHOCK COVER (SINGLE)	OWSCR19
14" SHOCK COVER (SINGLE)	OWSCR21

BRASS GAUGE FITTINGS



DESCRIPTION	PART #
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 #
3/4" JOUNCE RUBBER (NOT SHOWN)	A550090035X
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	BLADE (12PK)
#1	(.053")	IDHD01	•
#2	(.090")	IDHD02	IDBL02
#3	(.125")	IDHD03	IDBL03
#4	(.215")	IDHD04	IDBL04
#5	(.290")	IDHD05	IDBL05
#6	(.375")	IDHD06	

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.

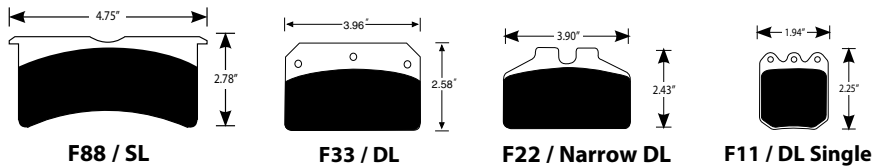
Compound 33 - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve consistency 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 # PRICE	PART #	PART #	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**

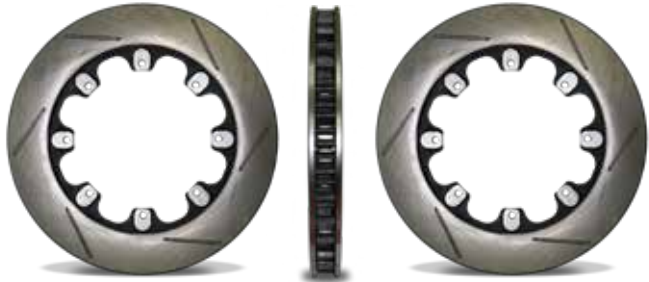
RECOMMENDED PAD	PART #
AFCO F11 STEEL ROTOR PAD C1	6654011

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 under 200.
- 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° KEVLAR BRAKE LINE - 3 AN & 4 AN



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

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

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

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.

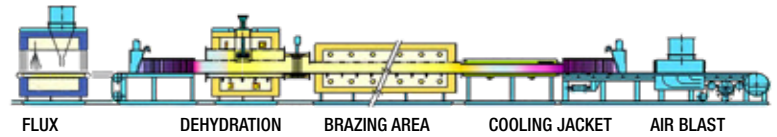
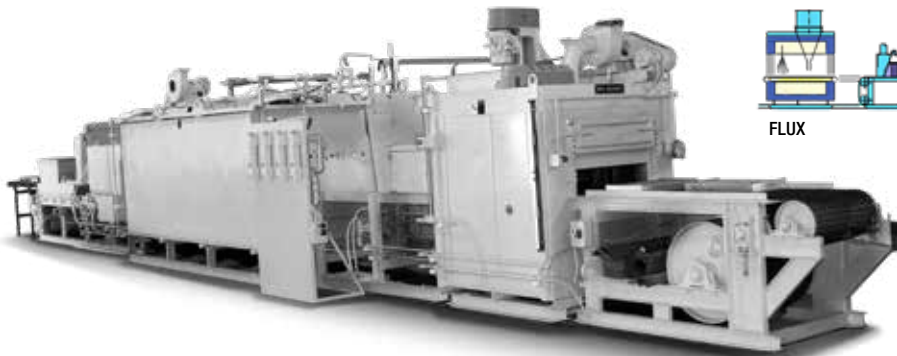


SPECIAL APPLICATIONS

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

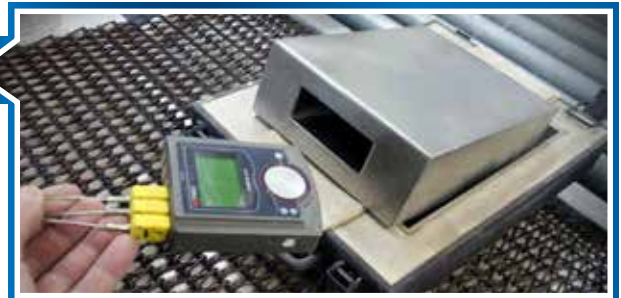


FURNACE SPECIFICATIONS

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

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 lasercut 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

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 lasercut 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

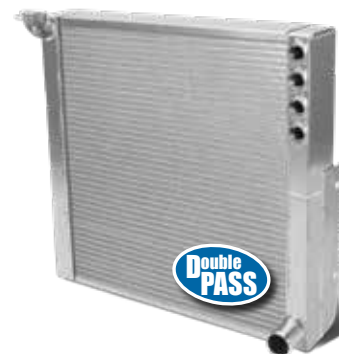
PART#
80209N

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 lasercut 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 #
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

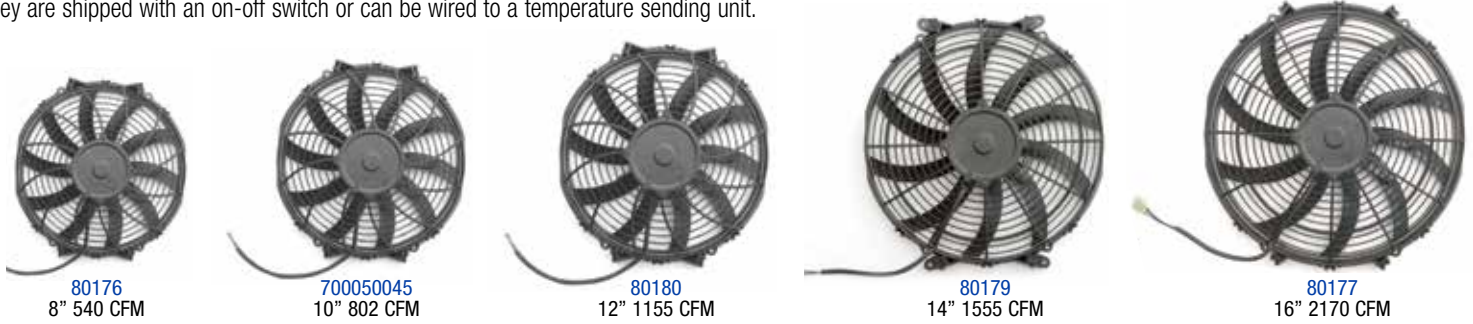
- Installs in upper radiator hose.
- 100% aluminum construction.



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.

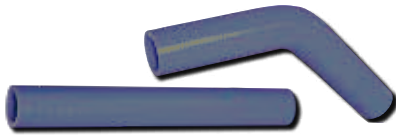


DIAMETER / TYPE	DEPTH	AMP DRAW	CFM	PART #
16" S-BLADE	3.06"	17.7	2170	80177*
14" S-BLADE	2.87"	10.1	1555	80179*
12" S-BLADE	2.48"	7.7	1155	80180*
10" S-BLADE	2.04"	6.0	802	700050045
8" S-BLADE	2.48"	6.9	540	80176*

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



MONOTUBE SHOCKS **ALUMINUM**

QUARTER MIDGET SHOCK

52 SERIES: QM2

AFCO Racing Products is proud to announce our Second Generation Quarter Midget Shocks: QM2. These cutting-edge shocks feature new valve codes optimized through extensive on-track testing. Vibration Reduction Technology - VRT - enhances driver feel and reduces fatigue. Upgraded precision machined internal components provide improved shock consistency. You have stepped up your game for this racing season & so has AFCO!

ADDITIONAL FEATURES

- *Near zero drag sealing system improves weight transfer and driver smoothness.*
- *Reduced hysteresis provides consistent "seat of the pants" feedback to the drivers.*
- *New gas chamber components provide near zero rod pressure gain which improves driver feel.*
- *Comes with coil-kit. Choice of flat cone or tall cone.*
- *Schrader valve option offered.*

BENEFITS

- *Fast turnaround time for rebuilds at AFCO.*
- *Trackside support by many AFCO dealers, authorized shock tuners, and AFCO technicians.*

	COMPRESSED	EXTENDED
2.5" STROKE	8"	10.50"

Includes
Coil-Over
Kit



Justis Sokol



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

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"

2 Pick Your Coil-over Kit

	RF	RR	LF	LR
STANLEY RACE CARS	S	S	S	S
NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.				
AFCO RACE CARS	T	T	T	T
NOTES: RR AND LR SHOCKS NEED AN EXTENDED ROD END.				
BULLRIDER RACE CARS	T	S	T	S
NOTES: NONE.				
NC CHASSIS	S	S	S	T
NOTES: RR SHOCK IN THE BOTTOM BIRD CAGE HOLE, USE AN EXTENDED ROD END.				
STORM CHASSIS	S	S	S	S
NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.				
TALON CHASSIS	S	S	S	S
NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.				
PROWLER RACE CARS	S	S	S	S
NOTES: LR SHOCK NEEDS AN EXTENDED ROD END.				
FISER RACE CARS	T	T	T	T
NOTES: NONE.				
EAGLE CHASSIS	S	S	S	S
NOTES: NONE.				

T = TALL CONE S = SHORT CONE



Upgrade your existing 51 Series Shocks into the new 52 Series VRT Valving.

PART# 90008

QUARTER MIDGET 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#
51 SERIES REBUILD KIT	51QMR
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



QUARTER MIDGET 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



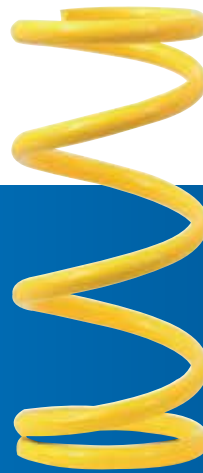
SHOCK VISE AND MOUNTING STAND

PART#
20113



QUARTER MIDGET 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.



4" SPRINGS

RATE	PART #
65	29065
70	29070
75	29075
80	29080
85	29085
90	29090
95	29095
100	29100-4
105	29105-4
110	29110-4
115	29115-4
120	29120-4
125	29125-4
30	29130-4
35	29135-4
140	29140-4
145	29145-4
150	29150-4
155	29155-4
165	29165-4

5" SPRINGS

RATE	PART #
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
35	29135-5

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.)

QUARTER MIDGET 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.

QUARTER MIDGET ADDITIONAL PARTS AND SERVICES

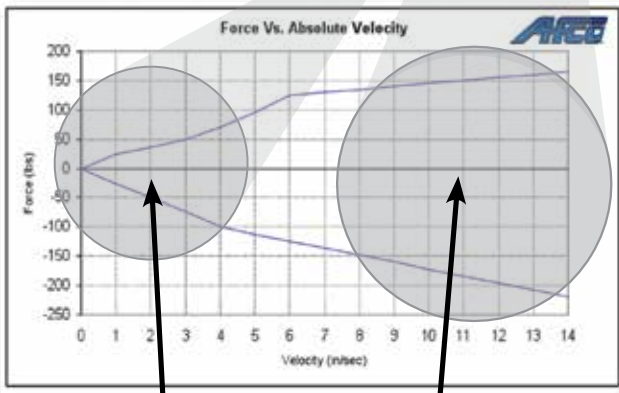
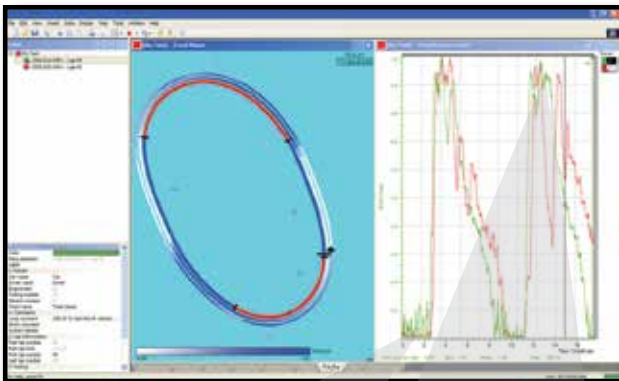
SHOCK TECH

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

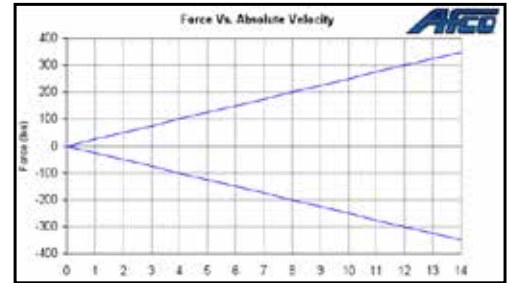
Helps tune chassis dynamics through the corner to optimize driver feel.

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.

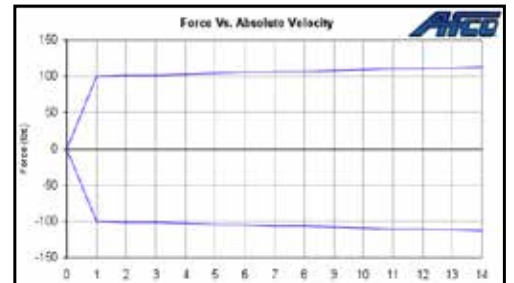
LINEAR-LINEAR VALVING

- Reduced Low Speed Forces that promote driver feel.
- Mid to High Speed to control bumps and ruts.



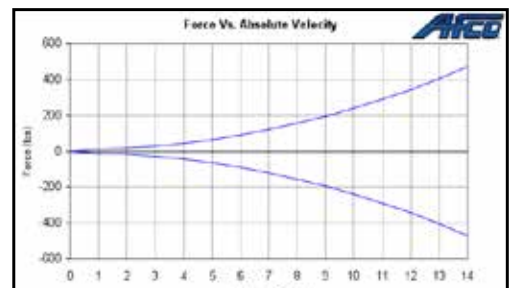
DIGRESSIVE-DIGRESSIVE VALVING

- 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.

AFCO

▶ AT SERIES T-SHIRT 89108



▶ AT SERIES HOODIE 89115



▶ AFCO WORK SHIRT 89086



▶ AFCO WORK JACKET 89095



▶ AFCO BANNER LIT-215

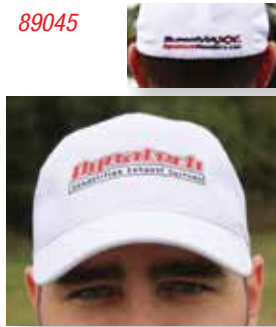


DYNATECH®

▶ DYNATECH T-SHIRT 89118



▶ STRETCH FIT HAT 89045



▶ DYNATECH COOLIE 89098



▶ 8' x 3' BANNER BANNER



LONGACRE®

▶ BLACK TWILL HAT 52-11655



▶ LONGACRE® PIT GEAR BAG 52-11911



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