



**BRAKES**

**SUSPENSION**

**COOLING**



Modified



Late Model



Open Wheel

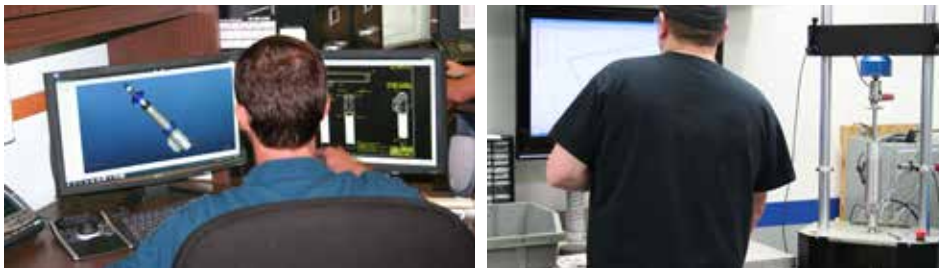


# 2017

## OVAL TRACK 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.

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



**UNRIVALED CUSTOMER SERVICE & TRAINING**

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



**WINNING PRODUCTS**

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



**CUSTOMIZATION YOU CAN COUNT ON**

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



# LATE MODEL NEW PRODUCTS

## AFCO TECHNOLOGIES "AT" SERIES SHOCK

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. 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. New design adjustment needles and seats promote more precise adjustments shock-to-shock.



## BILLET CNC MACHINED 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).

## ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

You asked for it and AFCO delivered! Responding to market demand, now you can run high-quality and dependable AFCO springs and still get that "murdered" look! Now in all new black coating, you can get the performance you are looking for with the tightest tolerances in the industry. All AFCOILS are manufactured using ultra-high tensile wire and are guaranteed not to lose more than 1% of free height. Not only are these springs designed to prevent spring lean, the barrel design also prevents spring bow.

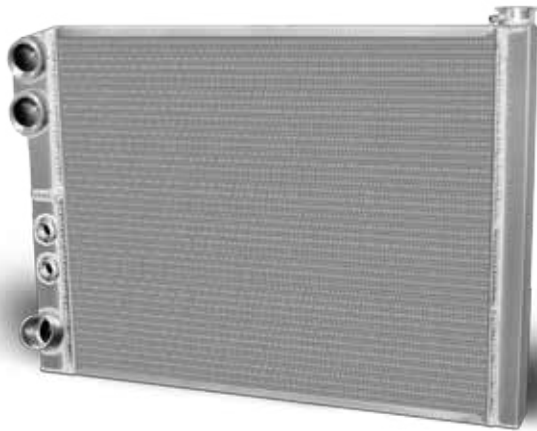


## F88 STAGGERED BORE CALIPERS

The NEW AFCO F88 staggered bore caliper offers improved stopping power and less pad taper to give you the best brakes possible. These fully forged calipers come standard with dual internal cross over fluid ports, truly round forged aluminum pistons, and large 3/8" cross bolts to make this the strongest and most responsive caliper on the market. Other features include the addition of stainless steel abutment plates for reduced wear and long life as well as extreme duty steel bridge bolts which add 10% stiffness vs. the competition's billet calipers. The F88 also offers extra wheel clearance for racers using inner bead lock wheels. Racers will find that the F88 offers less deflection, less pad taper, less brake heat and better release to enhance their braking system.



## LIGHTWEIGHT 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 single row 1.5" tube 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, 100% TIG-welded construction and a standard water pressure bung for easy plumbing. We also offer a wide range of inlets (1.5", -16AN, -20AN, and -20 AN Female) to suit your cooling needs. Chevy or Ford configurations available. These race proven lightweight radiators fit the same footprint as our standard radiators and installation is simple with no major modifications needed for mounting.

## LIGHTWEIGHT RADIATORS WITH UNIVERSAL FITTING

AFCO Racing Products has added new configurations to our late model lightweight radiators. At almost half the weight of a 2-row radiator, single row 1.25" tube radiators are ideal for alcohol fueled cars or cars with limited cooling requirements. Our lightweight radiators have the standard features you have come to trust from AFCO such as: furnace brazed tubes with no epoxy and 100% TIG-welded construction. We also offer a wide range of inlets (1.5", -16AN and -20 AN Female) to suit your cooling needs. These race-proven, lightweight radiators fit the same footprint as our standard radiators and installation is simple with no major modifications needed for mounting.



# AT SERIES SHOCKS ALUMINUM

NEW!

## 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





**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



Brad Skinner



LATE MODEL

# ***GAS SHOCKS*** ALUMINUM

**DOUBLE ADJUSTABLE**

## ***62 SERIES***

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

*All 62 Series  
double adjustable*

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

**SILVER**  
s i l v e r



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 (3-6 / 4-7)	62936-47RT
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**



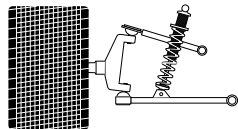
## 4-PACK OPTION

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

## AFCO TECH: 4-LINK GAS SHOCK RECOMMENDATIONS

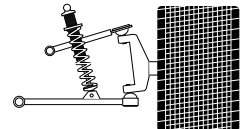
### Left Front Shocks

GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270HSR	2675-610	2175D
	SLICK	6270HSR	2675-610	2175-3D
	ROUGH	6270-1LIN	2675-610	2175D



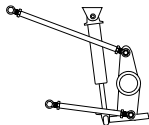
### Right Front Shocks

GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270BNR6	2674-610	2175-10
	SLICK	6270BNR6	2673-610	2173-10
	ROUGH	6270-1LIN	2674-610	2174-8



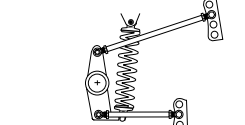
### Left Rear Front Traction Shocks

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



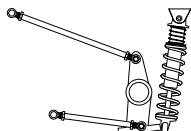
### Right Rear Shocks

GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6290S	2694-47	2194
	SLICK	6290S	2693-47	2193-6
	ROUGH	6290S	2693-47	2193-6



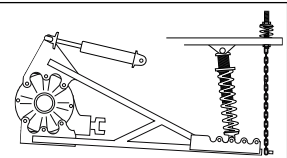
### Left Rear Behind Shocks

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



### Fifth Coil / Torque Arm Shocks

GAS	TRACK	DOUBLE	SINGLE	NON
	CONDITION	ADJ.	ADJ.	ADJ.
	BASE	6270HSR	2673-47	2173-5
	SLICK	6270HSR	2673-47	2173-7
	ROUGH	6270HSR	2673-47	2173



# GAS SHOCKS ALUMINUM

## SINGLE ADJUSTABLE

# 26 SERIES

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

All 26 Series  
single-adjustable



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

### HOW TO READ AND ORDER YOUR AFco SHOCKS:

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

## BIG BODY - ALUMINUM THREADED COIL-OVER ACCESSORIES

### 21, 26 & 31 SERIES

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



20135



20130



20131A



10243SR

# GAS SHOCKS ALUMINUM

## SINGLE ADJUSTABLE

### 31 SERIES

- Gas pressure single adjustable.
- Available in either compression or rebound adjustable.
- Schrader valve/bladder design for gas pressure tuning and quick response.
- Coil-over kit sold separately. See page 20.

All 31 Series  
single-adjustable



#### SPECIAL APPLICATIONS

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	BODY DIAMETER
7" (3163FC)	14.80"	21.80"	2.17"
9" (3190CA)	16.80"	25.80"	2.17"

DESCRIPTION	7" STROKE
FIFTH COIL (3/4-7)	3163FC
DESCRIPTION	9" STROKE
TRACTION SHOCK (3-6/0)	3190CA

#### HOW TO READ AND ORDER YOUR AFco SHOCKS:

<b>REBOUND ADJUSTABLE</b>	SHOCK SERIES	STROKE LENGTH	COMP. VALVE OPTIONS	REB. RANGE OPTIONS	ROD END STYLE	PART NUMBER
	<b>31</b> ALUMINUM SINGLE ADJUSTABLE	<b>9</b> OPTIONS: 6", 7", 8" or 9"	<b>3</b> 0-14 FIXED	<b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	<b>Z</b> SHORT ROD END	<b>3193-36Z</b>
<b>COMPRESSION ADJUSTABLE</b>	SHOCK SERIES	STROKE LENGTH	COMP. RANGE OPTIONS	REB. VALVE OPTIONS	ROD END STYLE	PART NUMBER
	<b>31</b> ALUMINUM SINGLE ADJUSTABLE	<b>9</b> OPTIONS: 6", 7", 8" OR 9"	<b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	<b>3</b> 0 to 14 FIXED	<b>Z</b> SHORT ROD END	<b>31936-3Z</b>

# GAS SHOCKS ALUMINUM

NON-ADJUSTABLE

## 21 SERIES

- Fixed valving in a gas pressure design.
- Threaded for coil-over applications.
- User serviceable/repairable.
- Custom valving available.
- Coil-over kit (#20135) sold separately. See page 20.

All 21 Series  
non-adjustable



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

**HOW TO READ AND ORDER YOUR AFCO SHOCKS:**

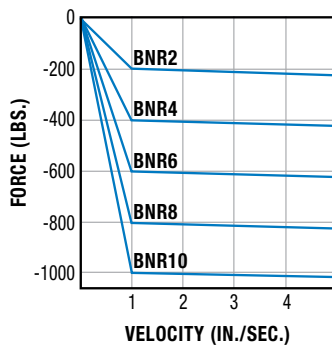
SHOCK SERIES	STROKE LENGTH	COMP. VALVE OPTIONS	REB. VALVE OPTIONS	D	PART NUMBER
<b>21</b> ALUMINUM NON-ADJUSTABLE	<b>9</b> OPTIONS: 6", 7", 8" or 9"	<b>3</b> 0 to 12 FIXED	<b>6</b> 0-14 (LINEAR) or BNRX (DIGRESSIVE) (SEE CHART BELOW)	<b>D</b>	<b>= 2193-6D</b>

**WHAT IS BNR VALVING?**



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

X VALUE =
<u>4</u> (400# @ 1"/SEC.)
<u>6</u> (600# @ 1"/SEC.)
<u>8</u> (800# @ 1"/SEC.)
<u>10</u> (1000# @ 1"/SEC.)



# TWIN TUBE SHOCKS ALUMINUM

DOUBLE ADJUSTABLE

## 37 SERIES

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

All 37 Series double adjustable



### POPULAR OPTIONS

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

9" REAR - 4 LINK / OTHERS	PART#
LEFT REAR ON 4 LINK & OTHERS (SPRING BEHIND)	3790LZ
LEFT REAR FRONT ON 4 LINKS & OTHERS	3790LRF
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

SINGLE ADJUSTABLE

## 35/36 SERIES

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

All 35/36 Series single adjustable



### CUSTOM OPTIONS

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

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

### HOW TO READ AND ORDER YOUR 35 SERIES AFCO SHOCKS:

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

### HOW TO READ AND ORDER YOUR 36 SERIES AFCO SHOCKS:

REBOUND ADJUSTABLE	SHOCK SERIES	STROKE LENGTH	COMP. VALVE OPTIONS	REB. RANGE OPTIONS	ROD END STYLE	PART NUMBER
	<b>36</b>	<b>9</b>	<b>3</b>	<b>36</b>	<b>Z</b>	<b>3693-36Z</b>
	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	

36 SERIES

35 SERIES

# TWIN TUBE SHOCKS<sub>ALUMINUM</sub>

## NON-ADJUSTABLE

### 13 SERIES

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

All 13 Series  
non-adjustable

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

#### HOW TO READ AND ORDER YOUR 13 SERIES AFCO SHOCKS:

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



Corey Earl



# SHOCK ACCESSORIES

## BIG BODY - ALUMINUM THREADED COIL-OVER KITS



BLUE STANDARD COIL-OVER KIT: 20135

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



SILVER STANDARD COIL-OVER KIT: 20135C

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



BLUE DELUXE COIL-OVER KIT: 20135PRO

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



SILVER DELUXE COIL-OVER KIT: 20135CPRO

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

## COIL-OVER TRAVEL INDICATOR

Great tool to determine what your suspension is doing.



INSTALLS AS SHOWN

DESCRIPTION	PART #
COIL-OVER TRAVEL INDICATOR	20116

## COIL-OVER MOUNTS



20137  
Universal mount



20137-1  
Narrow universal mount



20138  
For round tube lower control arm



20139  
Roll cage mount: 1/2" bolt

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



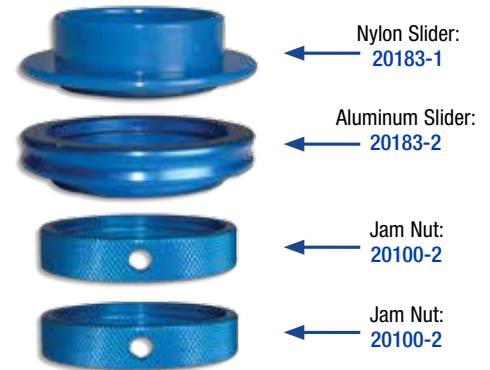
# SHOCK ACCESSORIES

## 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 racecars.

### 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

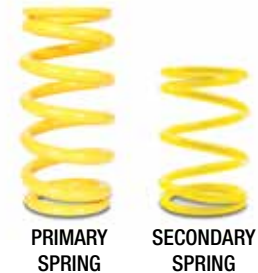


Complete Big Body Dual Stage Kit: 20121-2

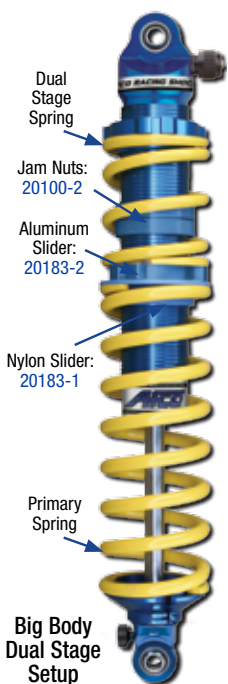
### DUAL STAGE SPRINGS

BIG BODY DUAL STAGE COMPONENTS	PART #
SECONDARY SPRING 5" X 400 (2-5/8" ID)	26400-3
SECONDARY SPRING 5" X 500 (2-5/8" ID)	26500-3
PRIMARY SPRING 8.25" X 600 (2-5/8" ID)	26600-2
PRIMARY SPRING 8.25" X 700 (2-5/8" ID)	26700-2

\*For a complete list of our spring offerings, see page 30-31.



### 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

## SHOCK PROTECTION

### 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

### SHAFT PROTECTORS

For non coil-over applications.



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

### BODY PROTECTOR

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



DESCRIPTION	PART #
SHOCK BODY PROTECTOR (4 PACK)	20379

### CANISTER MOUNTS

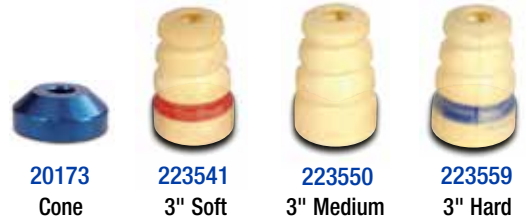
Use to mount shock canisters to chassis.



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

### SHOCK BUMPERS

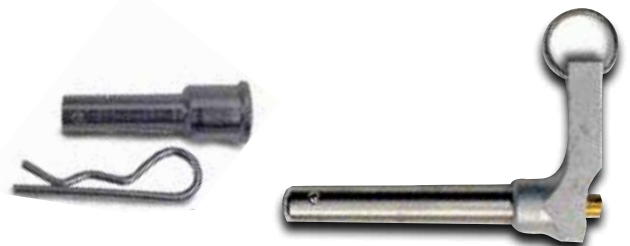
DESCRIPTION	PART #
3/4" JOUNCE RUBBER (NOT SHOWN)	A550090035X
CONE FOR CONVOLUTED BUMPER	20173
1.25" BLACK, EXTRA HARD (NOT SHOWN)	100137
2.25" SPEEDTHANE RED BUMPER ONLY (SOFT)	223527
2.25" SPEEDTHANE NATURAL BUMPER ONLY (MEDIUM)	223533
2.25" SPEEDTHANE BLUE BUMPER ONLY (HARD)	223539
3" SPEEDTHANE RED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



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

### SHOCK MOUNT PINS

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



# REBUILD TOOLS

## TOOLS & SUPPLIES



**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 #**  
 ROD END DETENT WRENCH [A700500035](#)



**DESCRIPTION** **PART #**  
 TWIN-PRONG BLEEDER [A700500058](#)



**DESCRIPTION** **PART #**  
 PRESSURE TUBE INSTALLER [A700500090](#)



**DESCRIPTION** **PART #**  
 OVERFLOW CUP (SB, BB, & QM) [550000302](#)



**DESCRIPTION** **PART #**  
 NON/SINGLE ADJ. TWIN TUBE JET PLUG [A700500065](#)



**DESCRIPTION** **PART #**  
 TWIN TUBE COMP. HOUSING WRENCH [A700500066](#)

**NEW!**



**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 #**  
 NEEDLE SEAL INSTALLER [A700500017](#)

# REBUILD TOOLS

## TOOLS & SUPPLIES



DESCRIPTION	PART #
RETENTION BUSHING REMOVER	A700500131



DESCRIPTION	PART #
BIG BODY WRENCH HANDLE	700500048
BIG BODY ALUM. SLEEVE	700500147

### ROD GUIDE TOOLS

DESCRIPTION	PART #
ROD GUIDE INSTALLER	A700500059
ROD GUIDE TOOL (63/64)	550000281

### SPANNER WRENCH

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



DESCRIPTION	PART #
SPANNER WRENCH	20110

### SHOCK VISE AND MOUNTING STAND



DESCRIPTION	PART #
SHOCK VISE/MOUNTING STAND	20113

### 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
GAS SHOCK INFLATION ASSY. 0-30 PSI	20109-8
GAUGE ONLY 0-30 PSI	550090237

### COIL-OVER ADJUSTER NUT BEARING KIT

Sold in pairs.



DESCRIPTION	PART #
NUT BEARING KIT	20144

# 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 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



## 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 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
SCRAPER RETAINING RING (OLD ROD GUIDE) (5 QTY.)	550080075-5
REPLACEMENT SEALS	157SEALKIT



## 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

## 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

## REBUILD TOOLS

DESCRIPTION	PART #
PRESSURE TUBE INSTALLER	A700500090
BIG BODY BLEEDER TOOL "OLD STYLE" (2 PRONG)	A700500058
HEX BLEEDER TOOL	700500180
ROD GUIDE WRENCH	550000665
OVERFLOW CUP	550000302
AFCO PREMIUM SHOCK OIL QUART	MT59506

## REPLACEMENT PRESSURE TUBES

DESCRIPTION	PART #	PRICE	DESCRIPTION	PART #
3"	550010090	\$14.99	7"	550010094
4"	550010091	\$14.99	8"	550010095
5"	550010092	\$14.99	9"	550010096
6"	550010093	\$14.99		

# 21, 26 & 31 SERIES REPLACEMENT PARTS

## REPLACEMENT SHOCK BODIES

### ALUMINUM MONOTUBE BODIES

DESCRIPTION 21, 26 SERIES 31 SERIES

6" STROKE THREADED	550010347	550010346
7" STROKE THREADED	550010348	550010347
8" STROKE THREADED	550010349	550010348
9" STROKE THREADED	550010350	550010349
END CAP O-RING (QTY. 25)	550060013-25	550060013-25



## REPLACEMENT BODY CAP ASSEMBLIES

DESCRIPTION SERIES PART #

BODY CAP	21 & 26	550010072
BODY CAP (BLADDER INCLUDED)	31	550100118
REPLACEMENT BLADDER	31	550020023
FLOATING PISTON (O-RING INCLUDED)	21	8000096
FLOATING PISTON O-RING ONLY	21	8000006
SCHRADER VALVE	21, 26 & 31	550000050
SCHRADER CAP	21, 26 & 31	MT59080-1
SCHRADER VALVE ADAPTER	21 & 26	A550090195X



## REPLACEMENT ROD ENDS



DESCRIPTION SERIES PART #

Z STYLE ROD END WITH SIDE KNOB (BLUE)	26Z	20177
STD. ADJUSTABLE ROD END (BLUE)	26 & 31	20177-1
ADJUSTABLE ROD END 1" EXT. (BLUE)	26 & 31	20177-2
ADJUSTABLE ROD END 2" EXT. (BLUE)	26 & 31	20172
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	700500136
AFCO PREMIUM SHOCK OIL QUART	MT59506

## REPLACEMENT SHAFT ASSEMBLIES

### STD. ADJ. ROD END 26 & 31 Series

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



### SHORT ADJ. ROD END 26Z & 31Z 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



## 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



## SINGLE 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
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



20130



20131A

# 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



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

### SHORT ADJ. ROD END

#### 32Z & 62Z Series



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



## REPLACEMENT BODY CAP ASSEMBLIES

DESCRIPTION	PART #
BODY CAP SILVER	550100117C
BODY CAP BLUE	550100117
REPLACEMENT BANJO STUD	A550020028X
BEARING AND CLIP	1000
BEARING ONLY (5 PACK)	901040009-5



## REPLACEMENT ROD GUIDE ASSEMBLIES

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

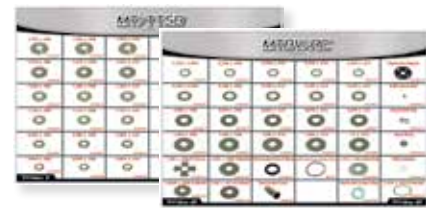


## REPLACEMENT ADJ. ROD ENDS



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

## DOUBLE ADJUSTABLE MONOTUBE REBUILD KITS



### Kits Include:

- All common components needed for complete rebuild/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/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
RETENTION BUSHING REMOVER	A700500131
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).



550000934



550000682

DESCRIPTION	PART #
46MM BILLET LINEAR/DIGRESSIVE PISTON	550000934
46MM BILLET LINEAR/LINEAR PISTON	550000682
PISTON GUIDE RING (5 PACK)	550060026-5
PISTON GUIDE O-RING (5 PACK)	550060021-5



# REPLACEMENT PARTS

## 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

**NEW!**

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

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

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

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

**MADE IN THE U.S.A.**

*Black Coated Springs*



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

**NEW!**

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



## AFCOIL LIFETIME WARRANTY

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

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

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

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

## ULTRA LIGHTWEIGHT YELLOW COATED SPRINGS

The AFKOIL yellow coating is recognized for quality and dependable performance. Here's why top racers demand AFKOILS:

- Manufactured using ultra-high tensile wire.
- 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.
- 2-5/8" I.D. designed to prevent spring lean and bow.
- Barrel design to prevent spring bow.

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

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

## MADE IN THE U.S.A.

### Yellow Coated Springs



### 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" I.D. PROGRESSIVE RATE TORQUE ARM / FIFTH COIL SPRING	20087PR

### TAKE-UP SPRINGS

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



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

### DUAL STAGE SPRINGS

See page 21 for set-up details.

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



# SUSPENSION

## 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 / 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.



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

\*SPINDLE MAY NEED REAMED. \*\*SPINDLE MUST BE REAMED.

# SUSPENSION

## STANDARD BALL JOINTS

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



## BALL JOINT CROSS REFERENCE GUIDE

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

## RACING & HYBRIDS APPLICATION GUIDE

### UPPER BALL JOINTS APPLICATION

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

### LOWER BALL JOINTS APPLICATION

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

\*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

# SUSPENSION

## BALL JOINT SLEEVES



LARGE THREADED WITH FLANGE FOR 20036  
**20041**



LARGE THREADED FOR 20036  
**20042**



SMALL THREADED FOR 20034, 20035  
**20043**



SMOOTH FOR 20039  
**20044**



SMOOTH FOR 20038  
**20045**



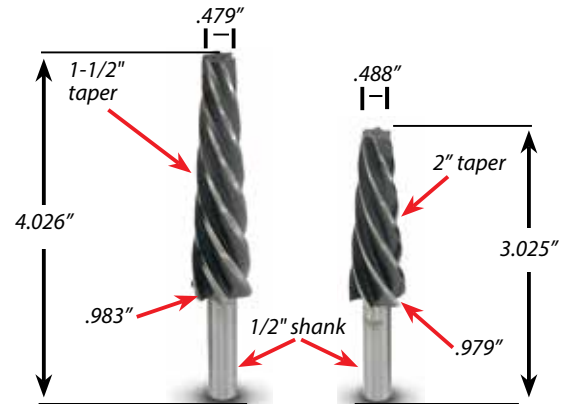
SMOOTH FOR 20038-1  
**20046**

DESCRIPTION	I.D.	O.D.	HEIGHT	WEIGHT	PART #
LARGE THREADED FOR 20036 WITH FLANGE	2.000"	2.30" / 2.840"	1.00"	.45LB	20041
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
SMOOTH FOR 20039	2.090"	2.375"	1.00"	.25LB	20044
SMOOTH FOR 20038	2.180"	2.5"	1.00"	.30LB	20045
SMOOTH FOR 20038-1	1.980"	2.185"	1.00"	.20LB	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)	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



# 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" rod end.
- 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

## 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

## 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" - 48	SWEET R & P / APPLETON MANUAL	30304
3/4" - 36	GM STANDARD, PINTO P.S.	30305
13/16" - 36	EARLY GM (THRU 76) POWER STEERING	30306
9/16" - 26	PINTO/MUSTANG II MANUAL	30307
3/4" - 30	LATE (77 & UP) GM P.S. (APPLETON P.S.)	30308
5/8" - 36	VEGA MANUAL	30309

COUPLER BORE	DESCRIPTION	PART #
3/4" - 36	GM STANDARD, PINTO P.S.	30315

## STEEL JAM NUTS



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

## STEERING SUPPORT BEARINGS

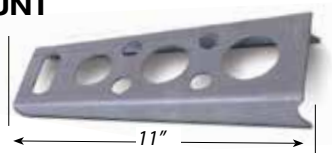
Self-aligning bearing can be installed in firewall or mid-plate to support steering shaft.



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

## STEERING SHAFT MOUNT

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



DESCRIPTION	PART #
STEERING SHAFT MOUNT	30380

## STEERING SUPPORT ROD END

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



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



## STEERING

### 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

### POWER STEERING FLUID COOLER



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

DESCRIPTION	PART #
POWER STEERING FLUID COOLER	37600

### POWER STEERING RESERVOIR

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



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

### POWER STEERING HOSE KITS / GM BOX

- For use with any AFCO power steering pump.
- Enough hose for most under hood applications.
- Complete with fittings.
- Cloth-style hose.



37102 KIT FITS GM BOX TO RACING PUMP AND REMOTE RESERVOIR & CONTAINS: 12'-#6 HOSE, 3'-#10 HOSE, 1X #6 STRAIGHT, 3X #6 90°, 1X #10 STRAIGHT, 1X #10 90°.

HOSE KIT DESCRIPTION	PART #
BELLOUSING MOUNTED PUMP	37102

### COLLAPSIBLE STEERING COLUMN

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



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

# 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 G3 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	•
#10	(.625")	•	IDBL10

## SOLID PANHARD BAR KIT

- Made to fit over driveshaft.
- Uses long bar for special length applications.
- Cut to length and install bushing.



20224K, 20224K-1

DESCRIPTION	B LENGTH	PART #
J-BAR KIT (LOOSE ROD END AND BUSHING)	3-1/2"	20224K
J-BAR KIT (LOOSE ROD END AND BUSHING)	5-1/2"	20224K-1
BUSHING		20224B

## 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

### SHIFTERS

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

DESCRIPTION	PART #
UNIVERSAL 2-LEVER ASSEMBLY	64000
SHIFTER ROD 16"	64001-16
SHIFTER ROD 20"	64001-20
SHIFTER ROD 24"	64001-24
SHIFTER ROD 30"	64001-30
SHIFTER ROD 36"	64001-36
SHIFTER ROD 42"	64001-42
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

## ECONOMY TIRE TAPE

- Highly visible orange housing.
- Magnet on back.
- 1/4" wide x 10" locking blade.
- Double-riveted end tab to hold on tire.



DESCRIPTION	PART #
ECONOMY TAPE	80741

## FUEL SHUT-OFF VALVE

Install in your fuel line so fuel flow can be shut off.

- 1/2" female NPT.



DESCRIPTION	PART #
VALVE	84040

## 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**

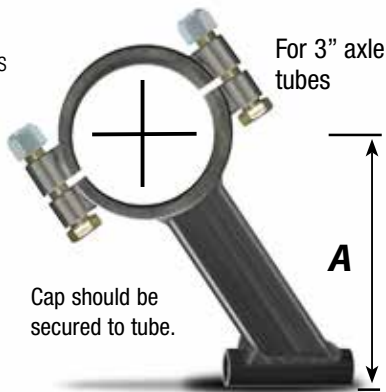
SURE SEAL HOUSING KIT (INCLUDES TOP & BOTTOM)  
 TOP- SURE SEAL HOUSING  
 BOTTOM - SURE SEAL HOUSING WITH O-RING ASSY.  
 REPLACEMENT O-RING

**PART #**

80550  
 80550X  
 80550X-3  
 80553

## 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**

"A" - 5"  
 "A" - 7"

**PART #**

20140  
 20141

## REAR END FILLER

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



**DESCRIPTION**

REAR END FILLER

**PART #**

60090

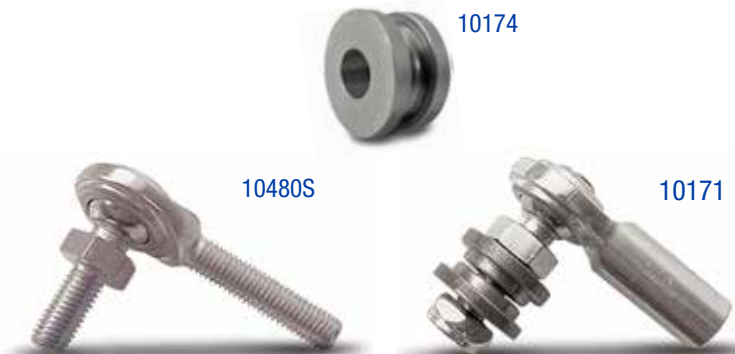
## THROTTLE ROD & KITS

- 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



# GAUGES & ACCESSORIES

**DON'T SECOND-GUESS THE PERFORMANCE OF YOUR ENGINE!**

Precision built AFCO Gauges will warn you of trouble before it becomes a problem! Built for competition, AFCO has developed a gauge panel with all the features you could want. Designed to warn instantly, AFCO Gauge panels feature built-in warning lights and are illuminated for night use.

## AFCO GAUGE PANELS

DESCRIPTION	# GAUGES	PART #
OIL PRESSURE, WATER TEMP	2	85122B
OIL PRESSURE, WATER TEMP, OIL TEMP	3	85123B
OIL PRESSURE, WATER TEMP, FUEL PRESSURE	3	85124B
OIL PRESSURE, WATER TEMP, OIL TEMP, FUEL PRESSURE	4	85125B



## 2-5/8" AFCO GAUGES



Oil pressure: 85241



Water temp: 85242



Oil temp: 85243



Fuel pressure: 85244

DESCRIPTION	PART #
OIL PRESSURE	85241
WATER TEMPERATURE	85242
OIL TEMPERATURE	85243
FUEL PRESSURE*	85244

\*REMOTE ISOLATOR RECOMMENDED

REPLACEMENT BULBS	PART #
REPLACEMENT BULBS (2 PACK)	85101

## SWITCH PANELS (STANDARD IGNITION)



DESCRIPTION	SIZE	PART #
1) 1 SWITCH/START	3" X 4"	85010B
2) 1 SWITCH/START W/LIGHT	3" X 4"	85011B
3) 1 SWITCH/START	4-1/8" X 5-7/8"	85030B

DESCRIPTION	SIZE	PART #
4) 2 SWITCH/START	4-1/8" X 5-7/8"	85032B
5) 2 SWITCH/START W/ LIGHTS	4-1/8" X 5-7/8"	85053B
6) MASTER DISCONNECT	3" X 3-1/2"	85005B

# GAUGES & ACCESSORIES

## TIRE PRESSURE GAUGE

AFCO Air Pressure Gauges are assembled with the highest quality components. However, damage can result from misuse. A gauge is most accurate in the middle of its range. Use the correct gauge. Handle with care. Do not "peg" the needle on over-inflated tires and your gauge will provide optimum service.

- Protective boot.
- Swivel chuck.
- 2-1/2" gauge.
- Air bleed.
- 14" hose.



DESCRIPTION	PART #
15#	85315R
30#	85330R
60#	85360R
15# REPLACEMENT GAUGE	85361
30# REPLACEMENT GAUGE	85362
60# REPLACEMENT GAUGE	85363
CHUCK	85364

## BRAKE BIAS PANEL

- Liquid-filled for accurate readings.
- Includes all necessary fittings for installation.



DESCRIPTION	PART #
BLACK PANEL	85160B
REPLACEMENT GAUGE	85160G

## HD 25 AMP IGNITION/ACCESSORY SWITCH



DESCRIPTION	PART #
SWITCH WITH BOOT	85260

## MASTER DISCONNECT



DESCRIPTION	PART #
SWITCH ONLY	85268

## 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

## IGNITION WARNING LIGHT



DESCRIPTION	PART #
RED LIGHT	85298

## HD STARTER BUTTON



DESCRIPTION	PART #
BUTTON	85266

## SENDING UNITS



DESCRIPTION	PART #
15# OIL PRESSURE (1/8" PIPE)	85281
230° WATER TEMPERATURE (1/2" PIPE)	85282
275° OIL TEMPERATURE (1/2" PIPE)	85283
4# FUEL PRESSURE (1/8" PIPE)	85284
4# WATER PRESSURE (1/8" PIPE)	85285

## WARNING LIGHT-KITS

These units allow the driver to maintain focus on the race.




DESCRIPTION	COMPLETE	PRICE	LIGHT
15# OIL PRESSURE (RED)	85190	\$29.99	85290
230° WATER TEMP. (AMBER)	85192	\$29.99	85292
275° OIL TEMP. (BLUE)	85193	\$29.99	85293
4# FUEL PRESSURE (GREEN)	85194	\$39.99	85294

# AFCO BRAKES

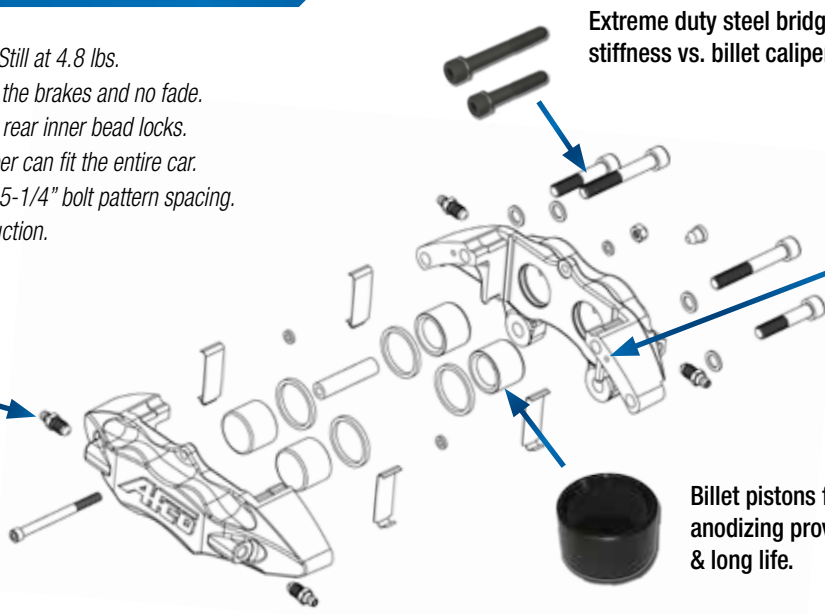
## CALIPERS

### FEATURES & BENEFITS OF AFCO FORGED ALUMINUM CALIPERS

- Stiffest caliper on the market - Still at 4.8 lbs.
- Less brake heat - Less time on the brakes and no fade.
- Extra wheel clearance - For left rear inner bead locks.
- Universal mounting - One caliper can fit the entire car.
- Mount uses standard 3-1/2" & 5-1/4" bolt pattern spacing.
- Forged 6061 aluminum construction.
- 1/8" NPT inlet port.




7/16" speed bleeders for quick installation and easy maintenance.



Extreme duty steel bridge bolts add 10-40% stiffness vs. billet caliper model.



Internal brake fluid passages - Eliminates cross-over lines.



Billet pistons featuring hard coat anodizing provide great wear resistance & long life.

### LEADING RACERS LOVE THE AFCO FORGED CALIPERS



BILLY MOYER JR.

"The AFCO brakes on my car have been one of the biggest reasons for my success over the past couple of years. I am very hard on rear brakes and everything I used before would not hold up. The AFCO brakes have always held up for me and never given me any issues. Along with great service and great performing product from AFCO, I couldn't be happier with my brake program."

- Billy Moyer Jr.



GREGG SATTERLEE

"Gregg has never complained about having a brake issue even in cases where he has to really over use the brakes. We couldn't be happier with our brake system and support we get from AFCO."

- Robbie Allen, Satterlee Racing Crew Chief



## F88 CALIPERS

### STAGGERED BORE CALIPERS

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

**NEW!**



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

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

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

## F88 CALIPERS

### STAGGERED BORE CALIPERS WITH STAINLESS STEEL HEAT BARRIER NOSES

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



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

## F88 CALIPERS

### STAINLESS NOSE PISTONS

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

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



# F88 CALIPERS

## FORGED ALUMINUM CALIPERS

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



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

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

Bily Moyer Jr.



## F88 DIRT LATE MODEL SETUP

### RECOMMENDED DIRT LATE MODEL .810" SLOTTED ROTOR

#### Left Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTON	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
11.75" X .810" SLOTTED PILLAR VANE	6640105
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR33 F88/SL PADS	6651012

#### Left Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTON	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
11.75" X .810" SLOTTED PILLAR VANE	6640105
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR34 F88/SL PADS	6651022

#### Right Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.38" PISTON	6630010
F88 FORGED CALIPER 1.75" PISTON	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
11.75" X .810" SLOTTED PILLAR VANE	6640104
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR30 F88/SL PADS	6651002

#### Right Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTON	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
11.75" X .810" SLOTTED PILLAR VANE	6640104
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR34 F88/SL PADS	6651022

### RECOMMENDED DIRT LATE MODEL 1.0" SLOTTED ROTOR

#### Left Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTON WIDE	6630040
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR 11.75" X 1.0"	6640122
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR33 F88/SL PADS	6651012

#### Left Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR 11.75" X 1.0"	6640122
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR34 F88/SL PADS	6651022

#### Right Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.38" PISTON	6630030
F88 FORGED CALIPER 1.75" PISTON	6630040
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR 11.75" X 1.0"	6640121
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR30 F88/SL PADS	6651002

#### Right Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR 11.75" X 1.0"	6640121
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR34 F88/SL PADS	6651022

### RECOMMENDED DIRT LATE MODEL 1.25" DRILLED ROTOR

#### Left Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTON WIDE	6630040
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
DRILLED PILLAR VANE ROTOR 11.75" X 1.25"	6640114
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO C1 F88/SL PADS	6651011

#### Left Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
DRILLED PILLAR VANE ROTOR 11.75" X 1.25"	6640114
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR33 F88/SL PADS	6651012

#### Right Front

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.38" PISTON	6630030
F88 FORGED CALIPER 1.75" PISTON	6630040
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
DRILLED PILLAR VANE ROTOR 11.75" X 1.25"	6640114
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR30 F88/SL PADS	6651002

#### Right Rear

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F88 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630020
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
DRILLED PILLAR VANE ROTOR 11.75" X 1.25"	6640114
<b>RECOMMENDED BRAKE PADS</b>	<b>PART #</b>
AFCO SR33 F88/SL PADS	6651012

# F22 CALIPERS

## FORGED ALUMINUM CALIPER

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



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

### SERVICE PARTS FOR F22 FORGED ALUMINUM CALIPERS

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

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

Ricky Weeks



## F22 DIRT LATE MODEL SETUP RECOMMENDATIONS

### RECOMMENDED DIRT LATE MODEL .810" SLOTTED ROTOR

#### Left Front

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS .810" WIDE	6630220
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X .810"	6640105
RECOMMENDED BRAKE PADS	PART #
AFCO SR33 F22/NDL PADS	6652012

#### Left Rear

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS .810" WIDE	6630220
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X .810"	6640105
RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F22/NDL PADS	6652022

#### Right Front

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.38" PISTONS .810" WIDE	6630210
F22 FORGED CALIPER 1.75" PISTONS .810" WIDE	6630220
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X .810"	6640104
RECOMMENDED BRAKE PADS	PART #
AFCO SR30 F22/NDL PADS	6652002

#### Right Rear

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS .810" WIDE	6630220
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X .810"	6640104
RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F22/NDL PADS	6652022

### RECOMMENDED DIRT LATE MODEL 1.25" DRILLED ROTOR

#### Left Front

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630240
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X 1.25"	6640107
RECOMMENDED BRAKE PADS	PART #
AFCO SR33 F22/NDL PADS	6652012

#### Left Rear

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630240
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X 1.25"	6640107
RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F22/NDL PADS	6652022

#### Right Front

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.38" PISTONS 1.25" WIDE	6630230
F22 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630240
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X 1.25"	6640106
RECOMMENDED BRAKE PADS	PART #
AFCO SR30 F22/NDL PADS	6652002

#### Right Rear

RECOMMENDED CALIPER	PART #
F22 FORGED CALIPER 1.75" PISTONS 1.25" WIDE	6630240
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 11.75" X 1.25"	6640106
RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F22/NDL PADS	6652022



RICKY WEEKS

"This is by far the best brake package I have ever used on my race cars. They are consistent from lap to lap, release well off the pedal, they never give up regardless of how hard I push them, and take less time on the pedal to stop the car."

# 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.
- 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.
- Four 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



**NEW!**

AFCO Master Cylinders sold separately.



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

**DESCRIPTION**

**PART #**

REAR 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.
- 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.
- Two 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



**NEW!**

AFCO Master Cylinders sold separately.



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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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

## MASTER CYLINDERS

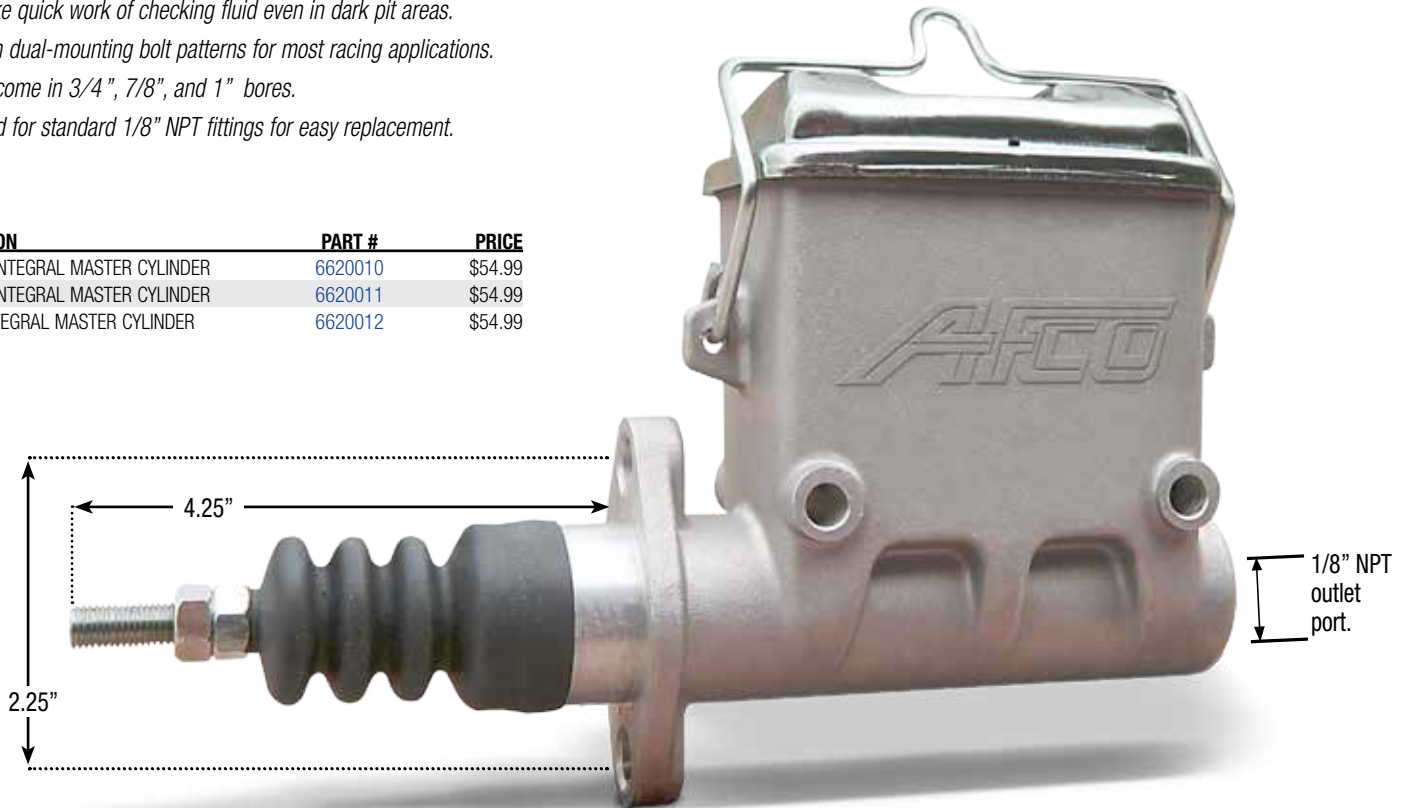
### INTEGRAL RESERVOIR MASTER CYLINDER

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

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



DESCRIPTION	PART #	PRICE
3/4" BORE INTEGRAL MASTER CYLINDER	6620010	\$54.99
7/8" BORE INTEGRAL MASTER CYLINDER	6620011	\$54.99
1" BORE INTEGRAL MASTER CYLINDER	6620012	\$54.99



### INTEGRAL MASTER CYLINDER SERVICE PARTS & REBUILD KITS

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

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

\* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013



## REMOTE RESERVOIR MASTER CYLINDER KIT

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



### REMOTE RESERVOIR MASTER CYLINDERS

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

### MASTER CYLINDER REBUILD KITS

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

## CLUTCH MASTER CYLINDER

- Compact design.
- Fits popular clutch and small brake applications.
- 1.4 oz. reservoir.
- Fits most pedal assemblies.



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

## MASTER CYLINDER ACCESSORIES

### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS FOR GM METRIC CALIPERS

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



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

### BRAKE BIAS PANEL

- Liquid-filled, 2-1/2" gauges for accurate readings.
- Includes all necessary fittings for installation.

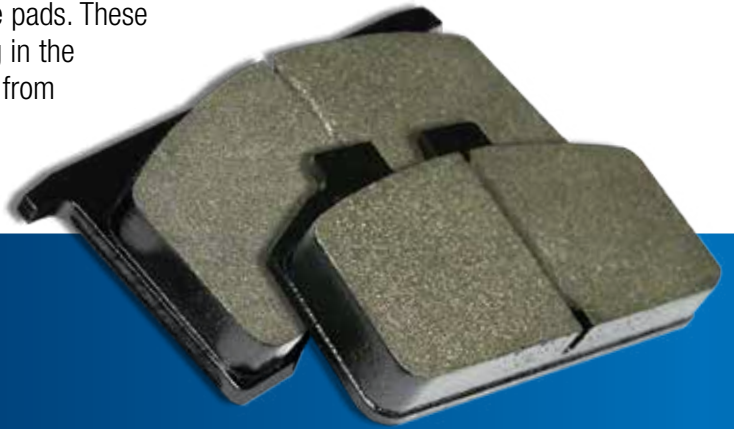


DESCRIPTION	PART #
BLACK PANEL	85160B
REPLACEMENT GAUGE	85160G

# 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!

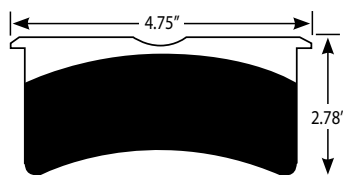
**Compound 32** - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

**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.

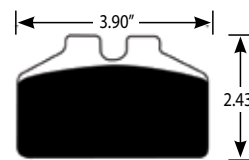
**Compound 33** - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve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



**F22 / Narrow DL**

**LESS AGGRESSIVE**

**MORE AGGRESSIVE**

	COMPOUND 32	COMPOUND C1	COMPOUND 33	COMPOUND C2	COMPOUND 34
	PART #	PART #	PART #	PART #	PART #
<b>F88 BRAKE PADS</b>	6651002	6651011	6651012	6651021	6651022
<b>F22 BRAKE PADS</b>	6652002	1251-1002	6652012	1251-2002	6652022

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

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

**Left Rear**

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

**Right Front**

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

**Right Rear**

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

**RECOMMENDED F22 BRAKE PADS****Left Front**

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

**Left Rear**

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

**Right Front**

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

**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 outperform 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 ROTORS

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

#### FEATURES & BENEFITS

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



#### PILLAR VANE FLAT ROTORS

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



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

#### PILLAR VANE SLOTTED ROTORS

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



BOLT					
THICK	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"	12.19"	9.2 LBS	6640121	
LH 1"	7"	12.19"	9.2 LBS	6640122	
RH 1.25"	7"	11.75"	9.6 LBS	6640106	
LH 1.25"	7"	11.75"	9.6 LBS	6640107	
RH .810"	7"	12.19"	9.0 LBS	6640108	
LH .810"	7"	12.19"	9.0 LBS	6640109	
RH 1.25"	7"	12.19"	10.8 LBS	6640110	
LH 1.25"	7"	12.19"	10.8 LBS	6640111	

#### PILLAR VANE DRILLED ROTORS

- More brake pad surface support (pillars) to prevent rotor cupping.
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor.
- Machine balanced to reduce vibration and improve brake system performance.
- Increased cooling capacity allows for trail braking, lap after lap.
- Drilled to allow gas to escape-improves rotor and pad efficiency.



BOLT					
THICK	CIRCLE	DIA	WEIGHT	PART #	
.810"	7"	11.75"	7.6 LBS	6640112	
1"	7"	11.75"	8.2 LBS	6640123	
1.25"	7"	11.75"	9.4 LBS	6640114	
.810"	7"	12.19"	8.3 LBS	6640116	
1.25"	7"	12.19"	10.0 LBS	6640118	

# 32 VANE ROTORS

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

## FEATURES & BENEFITS

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



## STRAIGHT 32 VANE LIGHTWEIGHT ROTORS

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



THICK	BOLT		DIA	WEIGHT	PART #
	CIRCLE				
1.25"	7"		11.75"	8.91 LBS	9850-6020
.810"	7"		11.75"	8.28 LBS	9850-6021

## STRAIGHT DRILLED 32 VANE LIGHTWEIGHT ROTORS

- *Designed using premium grade alloys for superb thermal shock stability.*
- *Machined and blanchard ground to assure precise flatness.*
- *Precise vane placement for high volume cooling.*
- *Drilled to vent gases.*
- *1 lb. lighter than non-drilled rotor.*



THICK	BOLT		DIA	WEIGHT	PART #
	CIRCLE				
1.25"	7"		11.75"	7.9 LBS	9850-6120

# AFCO BRAKES

## BRAKE ACCESSORIES

### BRAKE SYSTEM FITTINGS



DESCRIPTION	APPLICATION	PART #
1. 1/8" NP TO -4 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0001
1A. 1/8" NP TO -3 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0002
2. 3/16" LINE TO -3 AN	CHASSIS MOUNT	7010-0003
2B. 3/16" LINE TO -4 AN	CHASSIS MOUNT	7010-0004
3. 7/16" SAE BANJO BOLT	GM STEEL CALIPERS	7010-0013*
4. 10MM - 1.50 X -4 AN	SMALL GM METRIC CALIPERS	7010-0007*
4B. 7/16" SAE TO -4 AN	GM STEEL CALIPERS	7010-0032
5. 3/8" OR 10MM BANJO TO -4 AN	SMALL GM METRIC CALIPERS	7010-0014
6. 7/16" SEALING WASHER (6 PK)	FITS 7/16 BANJO BOLT	7010-0036
6B. 10MM SEALING WASHER (6 PK)	FITS 10MM BANJO BOLT	7010-0037
7. 1/8" NP TO -4 AN TALL (90°)	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0017
8. 3/16" LINE TO -4 AN	LONG CHASSIS MOUNT	7010-0005
9. 7/16" BANJO TO -4 AN	GM STEEL CALIPERS	7010-0009
9B. 7/16" BANJO TO -3 AN	GM STEEL CALIPERS	7010-0010
10. 1/8" NP BLEED VALVE	AFCO METRIC ALUMINUM CALIPERS	7010-0022

DESCRIPTION	APPLICATION	PART #
11. 10MM - 1.50 BANJO BOLT	SMALL GM METRIC CALIPERS	7010-0015*
12. 3/8"-24 BANJO BOLT	GM CALIPERS	7010-0016*
13. 3/16" INV. FLARE TEE	3/16" BRAKE LINE	40251
14. 1/8" FP TEE	BRAKE LINE	85100X
15. 1/8" MP X (2) 3/16" INV FL	BRAKE BIAS PANEL	85160X-3
16. 1/8" FP X 1/4" FP	BRAKE GAUGES	85160X-2
17. 1/8" MP X 3/16" INV FL FP	STRAIGHT MASTER CYLINDER LINE FITTING	7010-0026
18. 1/8"-NPT MALE - 3 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680001
19. 1/8"-NPT MALE - 4 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680002
20. 1/8"-NPT MALE - 3 MALE	ALUMINUM BRAKE CALIPER FITTING	6680003
21. 1/8"-NPT MALE - 4 MALE	ALUMINUM BRAKE CALIPER FITTING	6680004
22. 1/8"-NPT MALE - 3 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680005
23. 1/8"-NPT MALE - 4 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680006
24. MT 10 MALE - 3 AN MALE	ALUMINUM BRAKE CALIPER FITTING	6680007

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

### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS

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



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

### BRAKE 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 #	PRICE	DESCRIPTION	PART #
12" AN 3 ENDS	6684053-12	\$19.99	24" AN 3 ENDS	6684053-24
14" AN 3 ENDS	6684053-14	\$19.99	30" AN 3 ENDS	6684053-30
16" AN 3 ENDS	6684053-16	\$19.99	34" AN 3 ENDS	6684053-34
18" AN 3 ENDS	6684053-18	\$19.99	38" AN 3 ENDS	6684053-38
22" AN 3 ENDS	6684053-22	\$24.99	48" AN 3 ENDS	6684053-48

**KEVLAR BRAKE LINE - 4 AN**



DESCRIPTION	PART #	PRICE	DESCRIPTION	PART #
12" AN 4 ENDS	6684054-12	\$19.99	24" AN 4 ENDS	6684054-24
14" AN 4 ENDS	6684054-14	\$19.99	30" AN 4 ENDS	6684054-30
16" AN 4 ENDS	6684054-16	\$19.99	34" AN 4 ENDS	6684054-34
18" AN 4 ENDS	6684054-18	\$19.99	38" AN 4 ENDS	6684054-38
22" AN 4 ENDS	6684054-22	\$24.99	48" AN 4 ENDS	6684054-48

**STEEL BRAIDED BRAKE LINE - AN 3 & AN 4**



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

**CLUTCH SLAVE HOSE KIT**



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

**MISCELLANEOUS**

**BRAKE FITTING CLIP**

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



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

**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...

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

#### MADE IN THE USA

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



#### 100% ALUMINUM CONSTRUCTION

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



#### ADVANCED MANUFACTURING

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



#### PREMIUM QUALITY

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



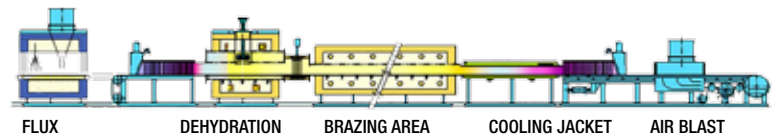
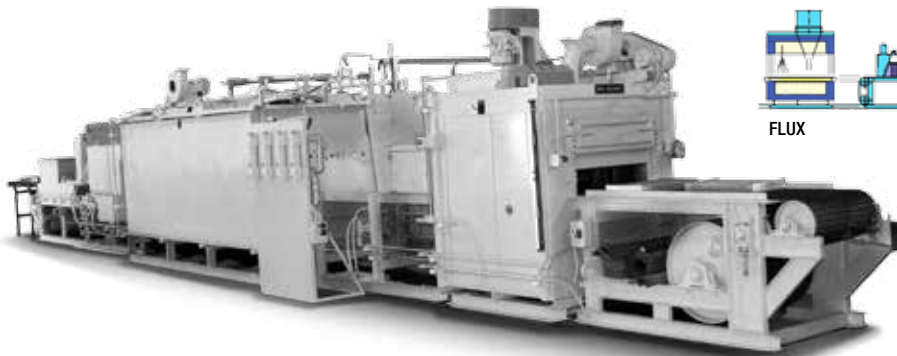
#### SPECIAL APPLICATIONS

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





# STATE-OF-THE-ART ALUMINUM BRAZING

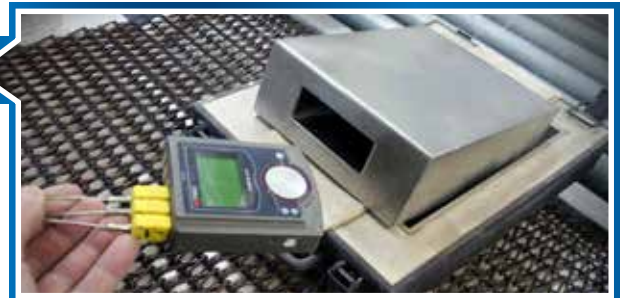


## FURNACE SPECIFICATIONS

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

## STAINLESS STEEL "HOTBOX" DATA RECORDER

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



## FURNACE CONTROLS

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



## OUR CORE STANDARDS

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



Serpentine  
Louvered  
Fin @ 16psi



Clad Fillets  
on Both  
Sides



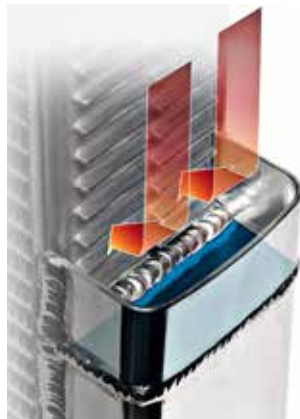
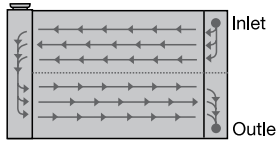
Double  
Clad  
.080 Headers

# 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



All AFCO Late Model Radiators are available with an optional black "Thermal Coating" finish for improved cooling. Call AFCO Racing at 800-632-2320 for more information.

## LIGHTWEIGHT 1 ROW X 1.5" 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")



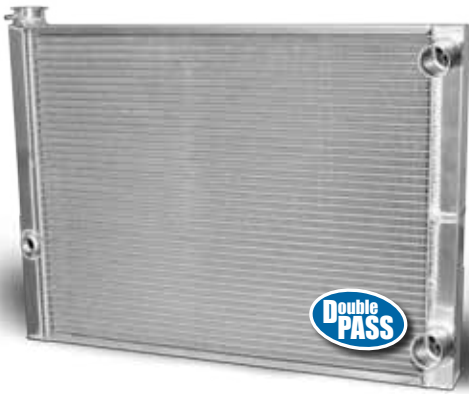
80185NDP-UB - (27-1/2" x 19")



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	10	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	10	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	10	80185FNDP-UD

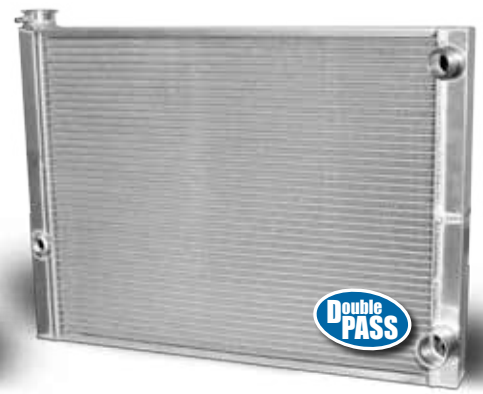
**LIGHTWEIGHT 1 ROW X 1.5" TUBE CORE DOUBLE PASS RADIATORS**



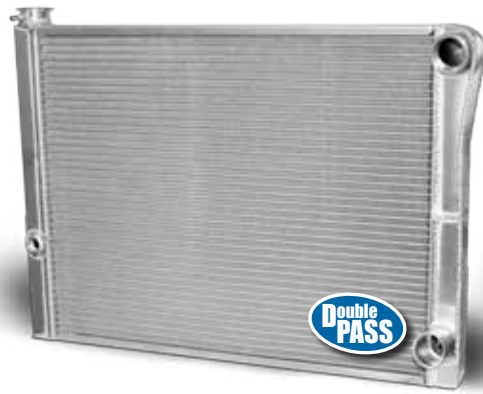
80185NDP - (27-1/2" x 19")



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	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	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	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	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	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	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	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	80185NDP-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	80185NDP-U

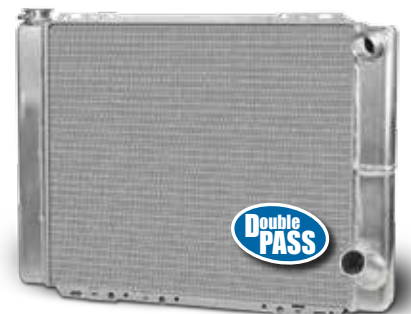
**DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS**



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	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	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	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	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	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	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	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	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	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.



80103LWN

80103LWN-16



80103LWN-U

80111FN

80111N

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 #
18-3/4"	23-3/8"	18-3/4"	26-1/4"	26-1/4"	2-3/8"	R	1-1/2" L	1-3/4" R	30°/10°	11	1-1/4"	80103LWN
18-3/4"	23-3/8"	18-3/4"	26-1/4"	26-1/4"	2-3/8"	R	16 AN-M - L	1-3/4" R	30°/10°	11	1-1/4"	80103LWN-16
18-3/4"	23-3/8"	18-3/4"	27-1/4"	26-1/4"	2-3/8"	R	20 AN-F - L	1-3/4" R	30°/10°	11	1-1/4"	80103LWN-U
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	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	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	80101A
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	80103A

## 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.

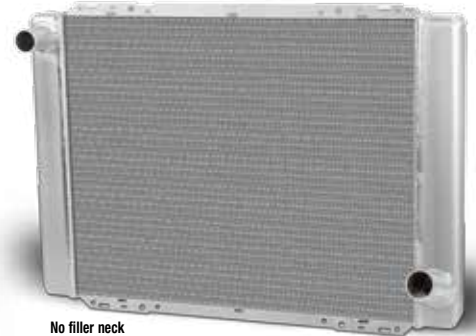
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.
- TIG-welded with no epoxy.



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")



80103N - (26" x 19")



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



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



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

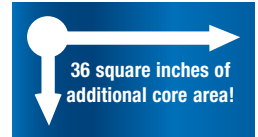


80130N-20 (28"x 18-1/2")

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	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	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	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	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	80101N-16
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	80103N
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	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	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	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	80130N-20

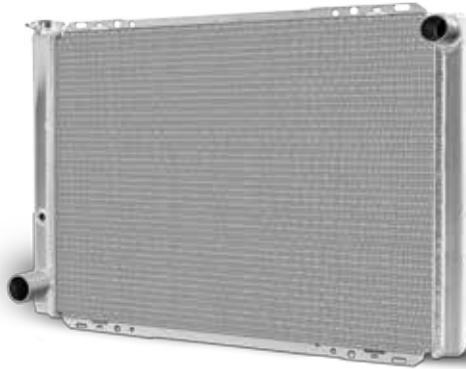
NOTE: 80101-1N DOES NOT HAVE A FILLER NECK.

## 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 18-1/2")



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



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



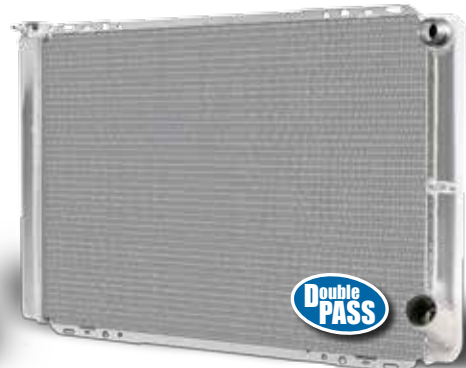
80130N-16 (28"x 18-1/2")



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



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



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



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

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	NOTES	PART #
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" L	0°	14.3	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	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		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		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		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		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		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		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





## 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. Call 800-632-2320 for more details or to order your custom radiator!

- 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



# AFCO COOLING ACCESSORIES

## LONG TRANSMISSION/ENGINE/OIL COOLER

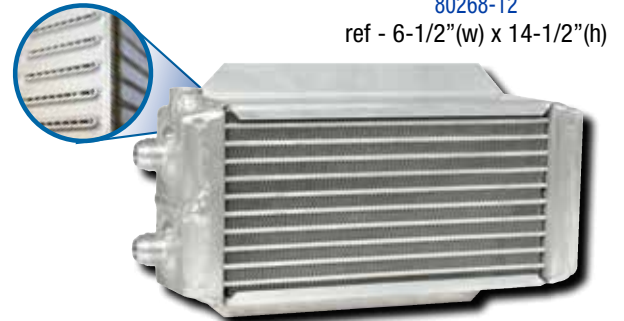
- Patented "Stacked Plate" cooler construction turns every inch of material into a cooling surface for maximum efficiency per cubic inch of package space.
- Can be used as an economy engine oil cooler.
- Embossed plate design maintains excellent performance with low pressure drop.



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

## DECK MOUNT OIL COOLER

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



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

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

## COOLANT ADDITIVE

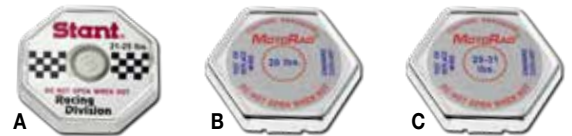
- Glycol Free.
- Premium quality water/coolant additive that promotes increased heat transfer.
- 40% reduction of surface tension compared to plain water.
- More complex additive package than competition to protect against corrosion and rust.
- 100% biodegradable in its unused form.
- Specifically engineered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



DESCRIPTION	PART #
HIGH PERFORMANCE ADDITIVE (1 PINT)	100002

## RADIATOR CAPS

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



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

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

## COOLANT RECOVERY TANKS

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



DESCRIPTION	PART #
COOLANT RECOVERY TANK (ALUMINUM)	80158

## 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

### 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 #
45° NECK SBC / BBC	80312-45
15° NECK SBC / BBC	80312-15

### HD COOLING FANS

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



DESCRIPTION	PART #
GM 15"	80182
GM 17"	80181

### 4 BLADE FAN

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



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

### 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

# ***MODIFIED & STREET STOCK***

SHOCKS

---

SUSPENSION

---

BRAKES

---

COOLING



# MODIFIED & STREET STOCK NEW PRODUCTS

## 85/86/87/88 SERIES BULB GAS SHOCKS

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 basevalves that were developed in-house using 5-axis CNC machining technology and EMA dyno capability. 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.



## NON-SCHRADER FILL PORT



AFCO's new non-Schrader fill port allows easy gas pressure changes while still conforming to IMCA rules. This port fits the same 5/16"-32" threaded hole that our Schrader valves screw into so your shocks may be adapted to use under most sanctioning body rules. All 24, 74, 86 & 88 Series "IMCA legal" shocks now come with this style fill port and use the #5500007402 fill tool (shown below) to change gas pressures.

## NON-SCHRADER FILL TOOL

AFCO's new fill tool is a small, reasonably priced device to make nitrogen pressure changes on shocks using our 5/16"-32 non-Schrader fill port. This tool clips onto the port itself and allows you to fill or change nitrogen pressure even with the shock still installed on the car. O-Ring seals allow the port screw to be backed out for filling the nitrogen chamber and then re-threaded to seal the shock off. Use a regulator to set pressure, or for finer gas pressure tuning, use with AFCO #20109 fill gauge.



## 71 SERIES MONOTUBE SHOCKS

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.



## BILLET CNC MACHINED 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/divergent configuration, these pistons will fit any 46mm bore AFCO monotube shock (aluminum or steel bodied). A performance-matched basevalve is available for all 55-56, 75-76, and 85-86 Series Modified Steel Bulb Gas Shocks.

## 70 SERIES SHOCK FILL TOOL

The new AFCO 70 Series fill tool helps you easily make gas adjustments on your 70 Series stock mount shocks. The tool hooks around the rod end of the shock and once inserted, seals in the gas with an o-ring. This gives you an opportunity to back the screw out. Nitrogen may then be filled through the Schrader valve and the screw can be reinserted to seal the shocks. Use a regulator to set pressure, or for finer gas pressure tuning, use with AFCO #20109 fill gauge.



# MODIFIED & STREET STOCK NEW PRODUCTS

## 6:1 FORWARD SINGLE FLOOR PEDALS

The new AFCO 6:1 forward single swing pedals are h-beam forged aluminum pedals that fit many popular chassis. To ensure functionality and strength, these floor pedals offer ultra-high strength bias bars, a rounded clevis design to prevent bias-bar lock-up, and integral bias bearing stops to prevent lock-up when adjusting bias. This design allows for positioning of the clutch pedal to be away from the driver for better comfort.



6610006  
Clutch Pedal



6610005  
Brake Pedal

## 7:1 FORWARD SINGLE SWING PEDALS

The new AFCO 7:1 forward single swing pedals are h-beam forged aluminum pedals that fit many popular chassis. To ensure functionality and strength, these floor pedals offer ultra-high strength bias bars, a rounded clevis design to prevent bias-bar lock-up, and integral bias bearing stops to prevent lock-up when adjusting bias. This design allows for positioning of the clutch pedal to be away from the driver for better comfort.



6610004  
Clutch Pedal



6610003  
Brake Pedal

## ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

You asked for it and AFCO delivered! Responding to market demand, now you can run high-quality and dependable AFCO springs and still get that “murdered” look! Now in all new black coating, you can get the performance you are looking for with the tightest tolerances in the industry. All AFCOILS are manufactured using ultra-high tensile wire and are guaranteed not to lose more than 1% of free height. Not only are these springs designed to prevent spring lean, the barrel design also prevents spring bow.



## LIGHTWEIGHT RADIATOR WITH UNIVERSAL FITTING

AFCO Racing Products has added new configurations to our late model lightweight radiators. At almost half the weight of a 2-row radiator, single row 1.25" tube radiators are ideal for alcohol fueled cars or cars with limited cooling requirements. Our lightweight radiators have the standard features you have come to trust from AFCO: furnace brazed tubes with no epoxy and 100% TIG-welded construction. We also offer a wide range of inlets (1.5", -16AN and -20 AN Female) to suit your cooling needs. These race-proven, lightweight radiators fit the same footprint as our standard radiators, and installation is simple with no major modifications needed for mounting.



Kevin Larkins



"I have been using AFCO since very early in my career. They have always offered high-quality parts and competitive pricing." - Kevin Larkins





# 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

### ADDITIONAL FEATURES

- New smaller 2.5" bulb for better clearance and lighter weight!
- New billet aluminum, anodized pistons and base valves.
- 1/2" (12.7mm) Ultra strong DURox chrome shaft design.
- 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 basevalve.

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





**HOW TO READ AND ORDER YOUR AFCO SHOCKS:**

SHOCK SERIES	STROKE LENGTH	COMPRESSION	REBOUND	EXAMPLE PART#
<b>85</b> Base Valve Version w/ Schrader Valve	- <b>9</b> Choose either 7" or 9"	- <b>2</b> Choose Any Valve Between 0 - 14	- <b>12</b> Choose Any Valve Between 0 - 14	<b>85-9-2-12</b> EXAMPLE PART#
<b>86</b> Non Base Valve Version <small>IMCA Legal</small>	- <b>7</b> Choose either 7" or 9"	- <b>4</b> Choose Any Valve Between 0 - 14	- <b>6</b> Choose Any Valve Between 0 - 14	<b>86-7-4-6</b> EXAMPLE PART#
<b>87</b> Non-Base Valve Version w/ Schrader Valve	- <b>7</b> Choose either 7" or 9"	- <b>5</b> Choose Any Valve Between 0 - 14	- <b>5</b> Choose Any Valve Between 0 - 14	<b>87-7-5-5</b> EXAMPLE PART#
<b>88</b> Non Base Valve Version <small>IMCA Legal</small>	- <b>9</b> Choose either 7" or 9"	- <b>10</b> Choose Any Valve Between 0 - 14	- <b>3</b> Choose Any Valve Between 0 - 14	<b>88-9-10-3</b> 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		SCHRADER VALVE
	IMCA LEGAL		
	BASE	86-7-5-5	85-7-5-5
	SLICK	86-7-5-3	85-7-5-3
	ROUGH	86-7-5-5	85-7-5-5

**BASE VALVE** *Right Front Shocks*

GAS	TRACK CONDITION		SCHRADER VALVE
	IMCA LEGAL		
	BASE	86-7-4-5	85-7-3-7
	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		SCHRADER VALVE
	IMCA LEGAL		
	BASE	88-9-7-2	87-9-7-2
	SLICK	88-9-9-2	87-9-9-2
	ROUGH	85-9-6-3	87-9-6-3

**BASE VALVE** *Right Rear Spring Ahead Shocks*

GAS	TRACK CONDITION		SCHRADER VALVE
	IMCA LEGAL		
	BASE	86-9-4-4	85-9-3-3
	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		SCHRADER VALVE
	IMCA LEGAL		
	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

# 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.

**SILVER**  
S E R I E S

### ADDITIONAL FEATURES

- 1/2" (12.7 mm) Ultra strong DURox chrome shaft design displaces less oil when compressed.
- Available with a Schrader valve or without for IMCA legal applications.
- Available with IMCA gas port = legal in most every sanctioning bodies rules.
- 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



**HOW TO READ AND ORDER YOUR AFco SHOCKS:**

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

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	76-7-5-5	75-7-5-5
SLICK	76-7-5-3	75-7-5-3	
ROUGH	76-7-5-5	75-7-5-5	

**BASE VALVE** *Right Front Shocks*

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	76-7-4-5	75-7-3-7
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	78-9-7-2	77-9-7-2
SLICK	78-9-9-2	77-9-9-2	
ROUGH	75-9-6-3	77-9-6-3	

**BASE VALVE** *Right Rear Spring Ahead Shocks*

GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	76-9-4-4	75-9-3-3
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	

# GAS SHOCKS **STEEL**

## INTERNALLY-FILLED STOCK MOUNT

### 71 SERIES



**NEW!**

1/2" Shaft

AFCO's new 71 Series monotube racing shock, was designed and engineered with the IMCA Hobby Stock style class in mind! This shock is a spin off of the highly successful 70 Series shock, but **features an internal fill port design to meet the "no external gas port rules"**.

This shock features special tuned gas pressure and valving for the stock mount Hobby Stock and Stock car rules. All AFCO Racing Shocks are 100% dyno tested.

71 Series Shock

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

### STREET STOCK PACKAGE

Compliment your 71 Series monotube shocks with a low friction ball joint and bushing set. 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.
- Reduced suspension "stiction".
- Increases ability to transfer weight.
- Precision machining promotes front end alignment during usage

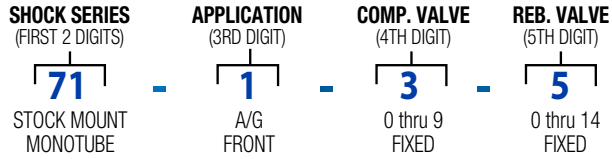
See page 113 for more info.



**HOW TO READ AND ORDER YOUR AFCO SHOCKS:**

**71-1 1973-1988 A/G BODY GM FRONT SHOCK**

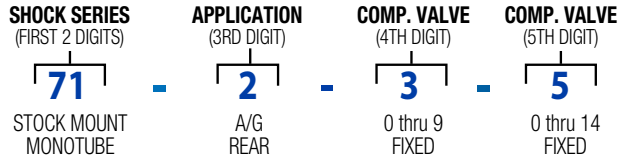
- 1.50" BODY DIAMETER
- 9.27" COMPRESSED
- 13.97" EXTENDED LENGTH



**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



**71-2-3-5**  
EXAMPLE PART#



# 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.

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

1/2" Shaft

70 Series Shock



#### 70 SERIES FILL TOOL

DESCRIPTION	PART #
GAS SHOCK INFLATION ASSY.*	550000740

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



#### GAS SHOCK INFLATION GAUGES

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



**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#

WADE MOYER



"The new stock mount shock is the best stock mount shock we have ever run on our southern sportmod. This shock has maximum clearance on fronts and perfect lengths for the back of the car. I would recommend it to everyone in the stock mount shock market."





# GAS SHOCKS **STEEL**

## NON-ADJUSTABLE

**1/2" Shaft**

# 73 SERIES

All 73 Series non-adjustable

### STEEL NON ADJUSTABLE W/ SCHRADER VALVE 1/2" shaft

- Schrader valve allows tuning with gas pressure.
- Performance at its best on fast or rough tracks.
- 9" 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)
<b>73</b>	<b>9</b>	<b>3</b>	<b>5</b>
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 92 FOR MORE INFO.



# 74 SERIES



**1/2" Shaft**

All 74 Series non-adjustable

### STEEL NON ADJUSTABLE IMCA LEGAL 1/2" shaft

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

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

**HOW TO READ AND ORDER YOUR AFCO SHOCKS:**

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

▶ **74-9-3-5** EXAMPLE PART#



COIL-OVER KITS AVAILABLE

SEE PAGE 92 FOR MORE INFO.



# GAS SHOCKS **STEEL**

**NON-ADJUSTABLE**

**5/8" Shaft**

## 25 SERIES

All 25 Series non-adjustable

**STEEL REBOUND ADJUSTABLE W/ SCHRADER VALVE 5/8" shaft**

- Gas pressure rebound adjustable for easy valve changes.
- Schrader valve allows tuning with gas pressure.
- Grooved for coil-over applications on 9" bodies standard.

	7" STROKE	9" STROKE
COMPRESSED	13.30"	15.30"
EXTENDED	19.21"	24.21"



COIL-OVER KITS AVAILABLE



### HOW TO READ AND ORDER YOUR AFCS SHOCKS:

SHOCK SERIES (FIRST 2 DIGITS)	STROKE LENGTH (3RD DIGIT)	COMP. RANGE (4TH DIGIT)	REB. RANGE (5TH & 6TH DIGIT)	SHAFT LENGTH (7TH DIGIT)	ROD END STYLE (Z=SHORT, BLANK=STD)
<b>25</b> STEEL BODY ADJ. GAS W/ SCHRADER	<b>9</b> 7" & 9" STROKE	<b>3</b> 3 COMP. RANGE	<b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	<b>D</b> STD. SHAFT LENGTH	<b>Z</b> SHORT ROD END

▶ **2593-36DZ**  
EXAMPLE PART#

Devin Gilpin



# TWIN TUBE SHOCKS **STEEL**

**NON-ADJUSTABLE**

## 19 SERIES



**5/8" Shaft**



*All 19 Series rebuildable*

**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 AFCS SHOCKS:**

SHOCK SERIES	STROKE LENGTH	COMP. VALVE	REB. VALVE	PART NUMBER
<b>19</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>1993-6</b>
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 92 FOR MORE INFO.

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

## 14 SERIES



**9/16" Shaft**



*All 14 Series fixed bearing*

**FIXED BEARING SEALED BODY COIL-OVER 2.02" OD**

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

**CHOOSE YOUR PART NUMBER**

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



COIL-OVER KITS AVAILABLE

SEE PAGE 92 FOR MORE INFO.

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

# TWIN TUBE SHOCKS **STEEL**

**NON-ADJUSTABLE**

## 10 SERIES



**5/8" Shaft**

*All 10 Series non-adjustable*

**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.

<b>CHOOSE YOUR PART NUMBER</b> ▶	3 VALVE	1073	1093
	3-5 VALVE	1073-5	1093-5
	4 VALVE	1074	1094
	4-6 VALVE	1074-6	•
	4-8 VALVE	1074-8	1094-8
	4-9 VALVE	1074-9	•
	4-10 VALVE	1074-10	•
	4-12 VALVE	1074-12	•
	5 VALVE	1075	1095
	5-3 VALVE	1075-3	•
	5-9 VALVE	1075-9	•
	6 VALVE	1076	•
	6-2 VALVE	1076-2	•
	8 VALVE	1078	•
AXLE DAMPER	1079-1	•	



**COIL-OVER KITS AVAILABLE**

SEE PAGE 92 FOR MORE INFO.

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



## 12 SERIES



**5/8" Shaft**

*All 12 Series fixed bearing*

**FIXED BEARING SEALED BODY 2.02" OD**

- Economical sealed body.
- Welded bearing design.
- 5/8" Shaft.

<b>CHOOSE YOUR PART NUMBER</b> ▶	3 VALVE	1273FB	1293FB
	3-5 VALVE	•	1293-5FB
	4 VALVE	1274FB	1294FB
	5 VALVE	1275FB	1295FB
	5-3 VALVE	1275-3FB	•
	6 VALVE	1276FB	•
	6-2 VALVE	1276-2FB	•
	AXEL DAMPER	1279-1FB	•
6-2 VALVE	1476-2	•	

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



# TWIN TUBE SHOCKS **STEEL**

**NON-ADJUSTABLE**

## 15 SERIES



**5/8" 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.

*All 15 Series non-adjustable*



**CHOOSE YOUR PART NUMBER**



1 VALVE	1561	•
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 VALVE	•	1576
6-2 VALVE	•	1576-2
6-4 VALVE	•	1576-4

**7" STROKE    9" STROKE**

COMPRESSED	11.50"	12.50"
EXTENDED	17.50"	19.50"

# 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.

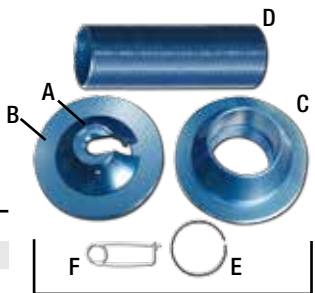


Brad Kadrmas

# SHOCK ACCESSORIES COIL-OVER HARDWARE

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

10 & 14 Series

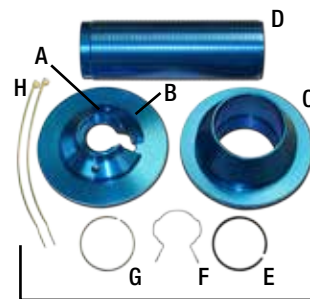


TAPERED CONE KIT: 20125A-7K

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, 85, 86, 87 & 88 Series



BLUE SPRING KIT: 20125A-7KR

BLACK SPRING KIT: 20125B-7KR

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

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

10 & 14 Series



5" SLEEVE KIT: 20125A  
7" SLEEVE KIT: 20125A-7

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

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

19 Series



5" SLEEVE KIT: 20125AR  
7" SLEEVE KIT: 20125A-7R

DESCRIPTION	PART #
7" KIT	20125AR
A) SPRING SEAT ONLY	20130
B) ADJUSTER NUT ONLY	20133
C) 5" SLEEVE	20134
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



## 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 BUMPERS



20173 - Cone



223541 - 3" Soft



223550 - 3" Medium



223559 - 3" Hard

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

## COIL-OVER TRAVEL INDICATOR

Great tool to determine what your suspension is doing.



INSTALLS AS SHOWN

DESCRIPTION	PART #
COIL-OVER TRAVEL INDICATOR	20116

## STEEL BODY SHAFT EXTENSIONS

Use to extend standard shock shaft.



DESCRIPTION	PART #
1" X 9/16" SHOCK SHAFT EXTENSIONS - 19, 23, 24, 25 SERIES	20180
2" X 9/16" SHOCK SHAFT EXTENSIONS - 19, 23, 24, 25 SERIES	20180-1
9/16" JAM NUT - BIG BODY - 19, 23, 24, 25 SERIES	A550090073X
7/16" JAM NUT - SMALL BODY - 15 SERIES	120X5

## 5" O.D. SPRING COVERS

Sold as single.

DESCRIPTION	PART#
7"	OWSCB7
11"/13"/16"	OWSCB16





# 85, 86, 87 & 88 SERIES

## REPLACEMENT PARTS

### REPLACEMENT SHOCK BODIES

#### STEEL MONOTUBE BODIES



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

### REPLACEMENT SHAFT ASSEMBLIES

#### NON-ADJUSTABLE SOLID SHAFT



DESCRIPTION	PART #	PRICE
7" STROKE BASE VALVE	55000029262	\$24.99
7" STROKE NON BASE VALVE	55000029270	\$24.99
9" STROKE BASE VALVE	55000029282	\$24.99
9" STROKE NON BASE VALVE	55000029290	\$24.99

#### NON-ADJ. INDEPENDENT BLEED JET SHAFT



DESCRIPTION	PART #
7" STROKE BASE VALVE	55000011862
7" STROKE NON BASE VALVE	55000011870
9" STROKE BASE VALVE	55000011882
9" STROKE NON BASE VALVE	55000011890

### 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	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
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	5500007402
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 - 70 MM X 5/16" WITH BEARING	8000098
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 (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	55000030Z
ROD GUIDE INSTALLATION CONE	A700500054
SHOCK HEX BLEEDER WRENCH (NEW STYLE)	700500180
TWIN PRONG BLEEDER TOOL (OLD STYLE)	A700500058
SCHRADER GAS SHOCK INFLATION ASSY. 0-300 PSI	20109
GAUGE ONLY 0-300 PSI	20109-1
AFCO PREMIUM SHOCK OIL 1 QUART	MT59506
AFCO PREMIUM SHOCK OIL 5 GALLONS	165006

# 73 & 74 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	550000149

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 ADJ. 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

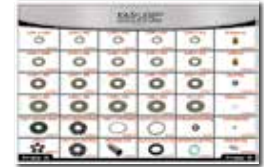


### BEARING AND CLIP

DESCRIPTION	SERIES	PART #
REPLACEMENT BEARING & CLIP	ALL SERIES	1000



## DOUBLE ADJUSTABLE 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 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
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



A700500136

20109

5500007402

550000665

550000302

700500180

# 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 - 70 MM X 5/16" WITH BEARING	8000098
FLOATING PISTON ASSEMBLY	8000096

DESCRIPTION	PART #
5/16" NON-SCHRADER FILL PORT (4)	5500079310-4
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 ADJ. 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

## DOUBLE ADJUSTABLE MONOTUBE REBUILD KITS



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

DESCRIPTION	PART #
REBUILD KIT - MAIN SHIMS	MT/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	550000149

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 #	PRICE	DESCRIPTION	PART #
4" STROKE	550140033	\$94.99	7" STROKE	550170033
5" STROKE	550150033	\$92.99	8" STROKE	550180033
6" STROKE	550160033	\$94.99	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.)	550000658-5



## REPLACEMENT ADJ. ROD ENDS

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

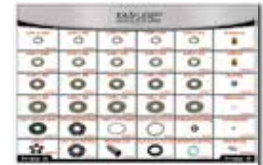


### BEARING AND CLIP

DESCRIPTION	SERIES	PART #
REPLACEMENT BEARING & CLIP	ALL SERIES	1000



## DOUBLE 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	550000149
IMCA SCREW (OLD STYLE BODY)	A901060021X
IMCA SCREW ORING 5PK (OLD STYLE)	550060022-5
IMCA NON-SCHRADER FILL PORT (4)	55000079310-4

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



## REPLACEMENT ADJ. 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 #	PRICE	DESCRIPTION	PART #
4" STROKE	550070074	\$24.99	7" STROKE	550070077
5" STROKE	550070075	\$24.99	8" STROKE	550070078
6" STROKE	550070076	\$24.99	9" STROKE	550070079

## REPLACEMENT ROD GUIDE ASSEMBLIES

5/8" Shaft

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



## SHAFT CONVERSION KIT

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



DESCRIPTION	PART #	PRICE	DESCRIPTION	PART #
1/2" SHAFT KIT 7" 23/24 SERIES	90060	\$79.99	1/2" SHAFT KIT 9" 55/56 SERIES	90063
1/2" SHAFT KIT 9" 23/24 SERIES	90061	\$79.99	1/2" SHAFT KIT 7" 57/58 SERIES	90064
1/2" SHAFT KIT 7" 55/56 SERIES	90062	\$79.99	1/2" SHAFT KIT 9" 57/58 SERIES	90065

## DOUBLE ADJUSTABLE 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 #	PRICE	DESCRIPTION	PART #
4" STROKE	550070074	\$24.99	7" STROKE	550070077
5" STROKE	550070075	\$24.99	8" STROKE	550070078
6" STROKE	550070076	\$24.99	9" STROKE	550070079

## REPLACEMENT BODY CAP ASSEMBLIES

DESCRIPTION	PART #	PRICE
BODY CAP	A550010201X	\$19.99



## REPLACEMENT ROD GUIDE ASSEMBLIES

DESCRIPTION	PART #
COMPLETE ROD GUIDE ASSEMBLY	8000100
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
SCRAPER RETAINING RING (5 QTY.)	550080075-5
REPLACEMENT SEALS	157SEALKIT
BLEEDER SCREW WITH O-RING (5 QTY.)	550000658-5

5/8" Shaft



## REPLACEMENT ADJ. 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

## 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 PIN WRENCH	A700500176
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

## SINGLE NON-ADJ. TWIN TUBE REBUILD KITS



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

# 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).



550000934



550000682



550000932

DESCRIPTION	PART #
46MM BILLET LINEAR/DIGRESSIVE PISTON	550000934
46MM BILLET LINEAR/LINEAR PISTON	550000682
46MM STEEL BULB BILLET BASEVALVE	550000932
PISTON GUIDE RING (5 PACK)	550060026-5
PISTON GUIDE O-RING (5 PACK)	550060021-5
BASE VALVE O-RING	550060019-5
BASE VALVE PIN	550000931
BASE VALVE NUT(5 PACK)	550000649-5
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



# PISTONS REPLACEMENT PARTS



## 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 #
OVERFLOW CUP (SB, BB, & QM)	550000302



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	700500147
STEEL TWIN-TUBE SLEEVE	700500150

### 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
GAS SHOCK INFLATION ASSY. 0-30 PSI	20109-8
GAUGE ONLY 0-30 PSI	550090237
GAS PRESSURE GAUGE	GAUGE

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



20109

### SHOCK VISE AND MOUNTING STAND



DESCRIPTION	PART #
SHOCK VISE/MOUNTING STAND	20113

### SPANNER WRENCH

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



DESCRIPTION	PART #
SPANNER WRENCH	20110

### 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.
- These springs are guaranteed not to lose more than 1% of free height.
- 2-5/8" I.D. design prevents spring lean and bow.
- Lifetime Warranty!

## 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



**ULTRA LIGHTWEIGHT YELLOW COATED SPRINGS**

AFCO's conventional springs are designed to deliver consistent on-track performance. For 3 decades, racers have won thousands of races riding on AFKOILS.

- *Tightest tolerances - delivers superior on-track performance.*
- *Best fit, best value - Get more laps from your springs.*
- *Highest quality on the market.*
- *Lifetime Warranty.*

**MADE IN THE U.S.A.**

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

• '64-'72 Chevelle.	<b>RATE PART #</b>
• '67-'69 Camaro.	400 20400
• '68-'74 Nova.	450 20450
	475 20475
	500 20500
	600 20600
	625 20625
	650 20650
	700 20700
	800 20800
	900 20900
	950 20950



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

• '73-'88 Monte Carlo, Cutlass, Regal, Grand Prix.	<b>RATE PART #</b>
• '73-'83 Chevelle, Malibu .	600 20600-1
• '70-'92 Camaro.	700 20700-1
• '75-'79 Nova & Others.	900 20900-1
	1100 21100-1
	1150 21150-1
	1300 21300-1



**5" X 11" REAR**

	<b>RATE PART #</b>
	100 25100
	175 25175
	200 25200
	225 25225
	250 25250
	350 25350

**5" X 13" REAR**

	<b>RATE PART #</b>
	150 25150-1
	225 25225-1
	300 25300-1
	400 25400-1

**5" X 16" REAR**

	<b>RATE PART #</b>
	125 25125-2
	175 25175-2
	225 25225-2
	250 25250-2

**5" PROGRESSIVE LIFT BAR SPRING 5" X 10.5"**



- *Soft initial rate to promote initial traction.*
- *Stiff secondary rate to promote quick acceleration and control.*

**PART #**  
280001

**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.*



**TORQUE LINK SPRINGS**

DIAMETER	LENGTH	RATE	PART #
5"O.D.	6-5/8"	600-1300	270000PR
5"O.D.	6-5/8"	600-2000	270001

**5TH COIL SPRINGS**

DIAMETER	LENGTH	RATE	PART #
5"O.D.	10-1/2"	200-2000	280001

**AFCOIL LIFETIME WARRANTY**

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

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

**CONVENTIONAL SPRINGS:** AFCO will replace any AFCOIL spring that ever exceeds the maximum allowable 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.)

## 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	20228HDF
CHRYSLER TYPE	28-3200#	6-5/8"	166	20231HDF

### 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"
PINTO TYPE	2-1/2"	19-3/8"	47-1/2"	2"	1"

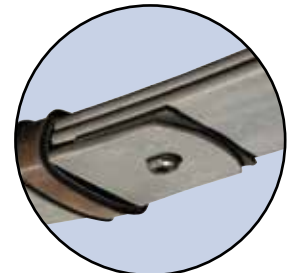
To accurately check for arch measurement, lay spring on side and pull a straight line from center of front eye to center of rear eye. Measure from line to top leaf at the locating pin.



### AFCO MULTILEAF SPRINGS

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

- 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, Camaro, or Pinto type.
- Front bushing included.



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

DESCRIPTION	CAR WT.	ACT. ARCH	NOM. RATE	PART #
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

## 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" ANODIZED ALUM. (1)	20235
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 TO '75	20236-1
CAMARO - '76 TO '81	20236-2

**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

**COIL SPRING BUCKET**

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

- Uses standard weight jacks shown in next column.
- Works with any 1-1/8" SAE jack bolt.



DESCRIPTION	PART #
BUCKET	20190

**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 #
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

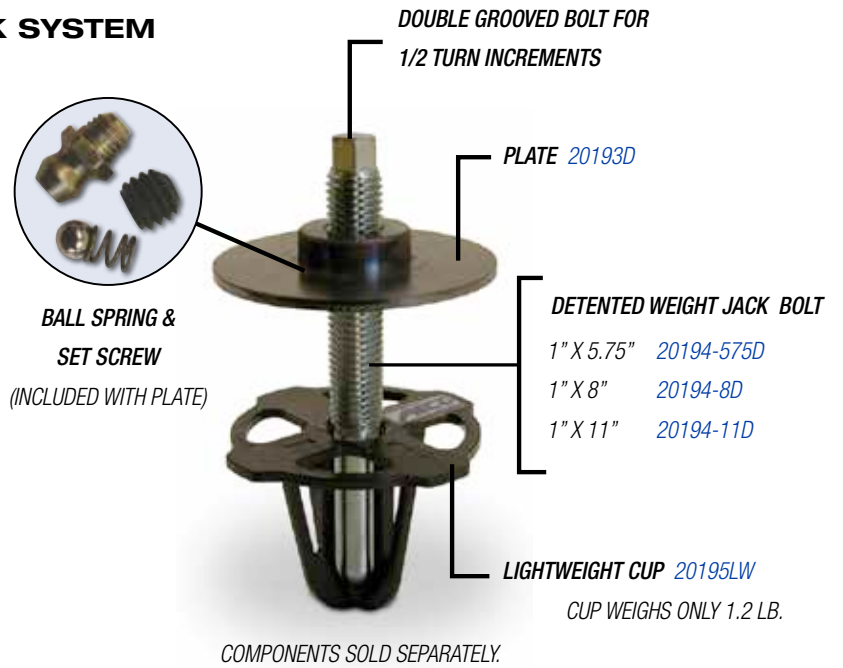
**SPRING ACCESSORIES**

**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 accomodating 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	20195LW
LIGHT WEIGHT JACK BOLT 8" LENGTH	1.5	20194-8D
LIGHT WEIGHT JACK BOLT 11" LENGTH	2	20194-11D
DETTENTED PLATE		20193D

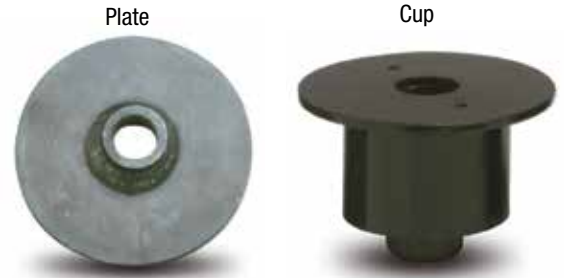


COMPONENTS SOLD SEPARATELY.

**WEIGHT JACK**

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

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



**"SWIVLER" WEIGHT JACK**

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

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



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

**STANDARD WEIGHT JACK**

- *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
5-1/2" STEEL PLATE	20198R



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

### LOWER BALL JOINTS



### UPPER BALL JOINTS



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	POPULAR RACING DESIGN, 2.180" DIAMETER	TUBULAR SPINDLE	20038LF
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.

## STREET STOCK SECRET WEAPON...

### DIRECT BOLT-IN FOR THE FOLLOWING:

- '73 - '84 Chevelle, Malibu, Monte Carlo, Cutlass, F-85, Grand Prix.
- '75 - '79 Nova, Skylark, Omega, Ventura (through '77).
- '73 - '84 Regal.
- '71 - '81 Camaro & Firebird.
- '71 - '84 Oldsmobile 88 and 98, Pontiac & Chevy full-size.
- '73 - '81 Lemans, T-37.
- '83 - '84 Parisienne.
- '78 - '79 Phoenix.



## 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

### LOWER BALL JOINTS



### UPPER BALL JOINTS



### 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

APPLICATION	UPPER			LOWER		
	INT#*	STANDARD	LOW FRICTION	INT#*	STANDARD	LOW FRICTION
'73-'88 CUTLASS	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 CUTLASS	K5108	20037	20037LF	K5103	20033	20033LF
'73-'87 REGAL	K5208	20032	20032LF	K6145	20039	20039LF
'73-'88 GRAND PRIX	K5208	20032	20032LF	K6145	20039	20039LF
'73-'82 LEMANS GTO	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 LEMANS GTO	K5108	20037	20037LF	K5103	20033	20033LF
'71-'76 CAPRICE**	K5208	20032	20032LF	K6141	20038	20038LF
'77-'94 CAPRICE**	K5208	20032	20032LF	K6145	20039	20039LF
'94-'96 IMPALA SS	K5208	20032	20032LF	K6145	20039	20039LF
'75-'79 NOVA	K5208	20032	20032LF	K6145	20039	20039LF
'68-'74 NOVA	K5108	20037	20037LF	K5103	20033	20033LF

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

#### UPPER BALL JOINTS APPLICATION

FITS AFCO CONTROL ARM  
 SAME BOLT PATTERN AS 20031; LONGER STUD USED TO RAISE THE ROLL CENTER  
 SAME BOLT PATTERN AS 20032; LONGER STUD USED TO RAISE THE ROLL CENTER  
 SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER  
 SAME AS 20034 EXCEPT .200" LONGER STUD USED TO RAISE THE ROLL CENTER

INT#*	STANDARD	LOW FRICT.
K6024	20031	20031LF
K3136	20032-1	20032-1LF
•	•	20032-2LF
K772	20034	20034LF
N/A	20034-1	•

#### LOWER BALL JOINTS APPLICATION

SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER  
 SAME BODY AS 20034 EXCEPT LARGER STUD  
 LARGE SCREW IN; 2.00" BODY AT THREAD  
 POPULAR RACING DESIGN; PRESS-IN DIMENSION: 2.180"  
 POPULAR RACING DESIGN WITH LONGER STUD TO RAISE ROLL CENTER; PRESS-IN DIMENSION: 1.980"

INT#*	STANDARD	LOW FRICT.
K772	20034	20034LF
K719	20035	•
K727	20036	20036LF
K6141	20038	20038LF
K6117	20038-1	20038-1LF

\*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

## CONTROL ARM BUSHINGS

### LIGHTWEIGHT LOWER ARM BUSHINGS

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



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

#### LIGHTWEIGHT LOWER ARM BUSHING DIMENSIONS

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

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

### STANDARD STEEL ARM BUSHINGS



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

#### STANDARD LOWER ARM BUSHING DIMENSIONS

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

#### STANDARD UPPER ARM BUSHING DIMENSIONS

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

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

## APPLICATION GUIDE

### LOWER ARM BUSHINGS

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

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

EACH SOLD SEPARATELY.

### UPPER ARM BUSHINGS

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

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

### REAR CONTROL ARM BUSHING WITH SPHERICAL BUSHING

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



DESCRIPTION	PART #
REAR CONTROL ARM BUSHINGS	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	20090

## LOW FRICTION BALL JOINT & BUSHING KITS

### MODIFIED PACKAGE

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

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



#### APPLICATION

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

### STREET STOCK PACKAGE

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

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



#### APPLICATION

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

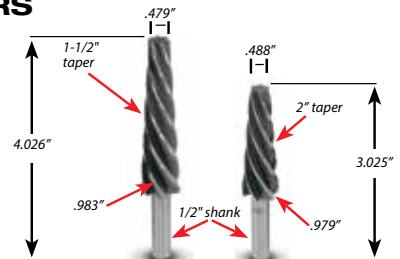
### BALL JOINT SLEEVES



DESCRIPTION	I.D.	O.D.	HEIGHT	WEIGHT	PART #	PRICE
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

## 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.

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

### RECOMMENDED BALL JOINTS

BALL JOINTS OPTIONS	PART #
BALL JOINT	20034
BALL JOINT EXTENDED .200"	20034-1
LOW-FRICTION BALL JOINT	20034LF
LOW-FRICTION BALL JOINT EXTENDED .50"	20034-2LF



19060



20034

20034-1

20034LF

20034-2LF

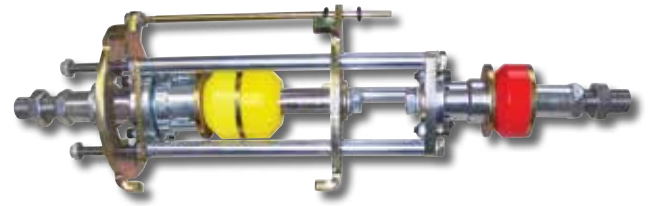
Chris Abelson



**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

**“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.

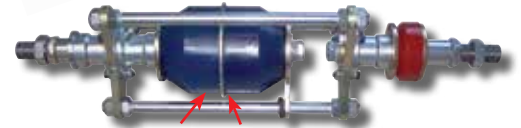


DESCRIPTION	PART #
DUAL SHAFT TORQUE LINK (SPRING SOLD SEPARATELY)	21205X

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY

**“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

**SUGGESTED TUBE LENGTHS: TORQUE LINKS**

DESIRED LENGTH			RECOMMENDED TUBE		
21205X	21206X	21207X	TUBE LENGTH	SWAGED STEEL TUBE	ALUM.
30.25"	31"	31"	9"	3409	•
31.25"	32"	32"	10"	3410	•
32.25"	33"	33"	11"	3411	34011
33.25"	34"	34"	12"	3412	34012
34.25"	35"	35"	13"	3413	34013
35.25"	36"	36"	14"	3414	34014
36.25"	37"	37"	15"	3415	34015
37.25"	38"	38"	16"	3416	34016
38.25"	39"	39"	17"	3417	34017
39.24"	40"	40"	18"	3418	34018
40.25"	41"	41"	19"	3419	34019
41.25"	42"	42"	20"	3420	•
43.25"	44"	44"	22"	3422	34022
44.25"	45"	45"	23"	3423	•
46"	46.75"	46.75"	24.75"	•	34025
48.25"	49"	49"	27"	3427	34027
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.



**TORQUE LINK SPRINGS**

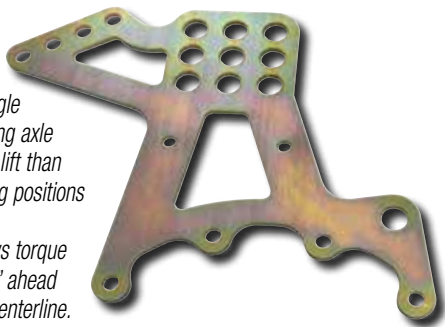
DIAMETER	LENGTH	RATE	PART #
5" O D	6-5/8"	600	270600
5" O D	6-5/8"	1050	271050
5" O D	6-5/8"	1200	271200
5" O D	6-5/8"	1450	271450
5" O D	6-5/8"	600-1300	270000PR
5" O D	6-5/8"	600-2000	270001

**5TH COIL SPRINGS**

DIAMETER	LENGTH	RATE	PART #
5" O D	10-1/2"	200-2000	280001

**TORQUE LINK QUICK CHANGE 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 brackets.)



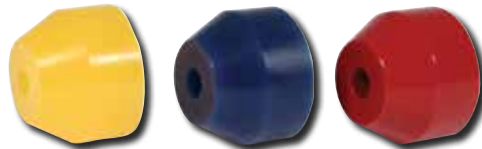
DESCRIPTION	PART #
QUICK CHANGE TORQUE LINK BRACKETS (PAIR)	20406

**REPLACEMENT BUSHING KITS**

**2-1/4" THREE STAGE BUSHINGS**



**3-3/8" TWO STAGE BUSHINGS**



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

DESCRIPTION	2-1/4" OD	PRICE	3-3/8" OD
GREEN - 50 SOFT	21209-3G	\$28.99	•
PURPLE - 60	21209-3P	\$28.99	•
YELLOW - 75	21209-3Y	\$28.99	21208Y
BLUE - 80	21209-3B	\$28.99	21208B
RED - 87 HARD	21209-3R	\$28.99	21208R

**TORQUE LINK 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 trimming of brackets may be needed depending on housing configuration.)



DESCRIPTION	PART #
FORD 9" TORQUE LINK BRACKETS (PAIR)	20407

## REAR SUSPENSION

### SOLID PANHARD BAR KIT

- Made to fit over driveshaft.
- Uses long bar for special length applications.
- Cut to length and install bushing.



20224K, 20224K-1

DESCRIPTION	B LENGTH	PART #
J-BAR KIT (LOOSE ROD END AND BUSHING)	3-1/2"	20224K
J-BAR KIT (LOOSE ROD END AND BUSHING)	5-1/2"	20224K-1
BUSHING		20224B

### RETAINER RINGS FOR 3" AXLE TUBES



Weld-on

DESCRIPTION	PART #
WELD-ON	20351

### CLAMP COLLAR

- Mounts parts on 3" tube.



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

### 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

### PANHARD PINION MOUNTS AND KITS

1.



20220

- Drilled for LH or RH mount.

2.



20220-1

- Double-sided: move bar without moving bracket.
- Allows for low placement of panhard bar.

3.



20296

- Allows for low placement of panhard bar.
- Drilled for LH or RH mount.

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



# AFCO STEERING

## SWAGED BLACK STEEL TUBES

**NEW!**



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.

**• 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.			1" O.D.		
LENGTH	THREAD	PART #	LENGTH	THREAD	PART # PRICE
4"	5/8"	5804	9"	3/4"	3409
5"	5/8"	5805	10"	3/4"	3410
6"	5/8"	5806	11"	3/4"	3411
7"	5/8"	5807	12"	3/4"	3412
8"	5/8"	5808	13"	3/4"	3413
9"	5/8"	5809	14"	3/4"	3414
10"	5/8"	5810	15"	3/4"	3415
11"	5/8"	5811	16"	3/4"	3416
12"	5/8"	5812	17"	3/4"	3417
13"	5/8"	5813	18"	3/4"	3418
14"	5/8"	5814	19"	3/4"	3419
15"	5/8"	5815	20"	3/4"	3420
16"	5/8"	5816	21"	3/4"	3421
17"	5/8"	5817	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

## ALUMINUM TUBES

**NEW!**



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.

**• New black finish!**

- 6061-T6 aluminum drawn tubing.
- 7/8" O.D. has 5/8" - 18 RH and LH threads.

7/8" O.D.			1" O.D.		
LENGTH	THREAD	PART #	LENGTH	THREAD	PART #
7"	5/8"	58007	11"	3/4"	34011
8"	5/8"	58008	12"	3/4"	34012
9"	5/8"	58009	13"	3/4"	34013
10"	5/8"	58010	14"	3/4"	34014
11"	5/8"	58011	15"	3/4"	34015
12"	5/8"	58012	16"	3/4"	34016
13"	5/8"	58013	17"	3/4"	34017
14"	5/8"	58014	18"	3/4"	34018
15"	5/8"	58015	19"	3/4"	34019
16"	5/8"	58016	22"	3/4"	34022
17"	5/8"	58017	24-3/4"	3/4"	34025
18"	5/8"	58018	27"	3/4"	34027

## 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

## ADAPTER BOLT

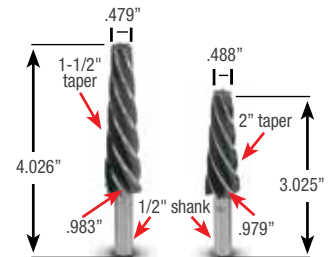
- Adapter allows inner tie rod end to be replaced with rod end on rack & pinion.
- Complete with nuts and bump spacer.
- Not for stock-style spindle use.
- 1-1/2" taper per foot.



DESCRIPTION	PART #
BOLT KIT (1PC)	10270

## 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

## 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" rod end.
- 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. When combined with AFCO swaged steel tubes, you can have the front end setting adjustments your modified needs.

- 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

### 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

### STEEL JAM NUTS



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

## 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 COMPONENTS

### STOCK STUB STEERING

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

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

### AFCO CENTER LINK

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

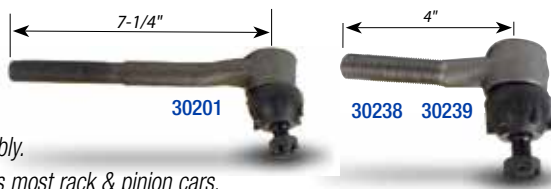


Relocates the inner tie rod end to shorten both tie rod assemblies, which improves steering geometry by reducing the excessive toe out that is common to GM metric chassis during normal suspension travel (bump steer).

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

\* FITS '78-'88 METRIC CARS ONLY.

### INNER TIE ROD ENDS



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

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

### GM TIE ROD ENDS



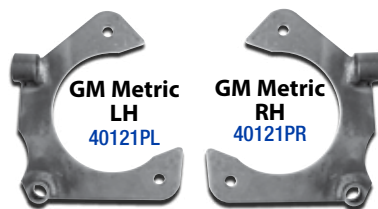
- 3/4" threaded.
- High-quality.
- Replaces ES150.

APPLICATION	PART#
LH THREADS	30211
RH THREADS	30212

### CALIPER BRACKETS

#### CALIPER BRACKET

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



#### HYBRID CALIPER BRACKET

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



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 143 FOR REAR BRAKE BRACKETS.**

## STEERING COMPONENTS

### PRECISION PINTO SPINDLES

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

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

PRECISION PINTO SPINDLES	PART #
PRECISION PINTO SPINDLE (FOR 20038-1 BALL JOINT) - PAIR - 10° PIN	100128
PRECISION PINTO SPINDLE (FOR 20038-1 BALL JOINT) - LEFT - 10° PIN	100129
PRECISION PINTO SPINDLE (FOR 20038-1 BALL JOINT) - RIGHT - 10° PIN	100130
PRECISION PINTO SPINDLE - PAIR - 7.5° PIN	100151
PRECISION PINTO SPINDLE - LEFT - 7.5° PIN	100152
PRECISION PINTO SPINDLE - RIGHT - 7.5° PIN	100153
PRECISION SPINDLE (FOR 20036 BALL JOINT) - PAIR - 10° PIN	100173
PRECISION SPINDLE (FOR 20036 BALL JOINT) - LEFT - 10° PIN	100174
PRECISION SPINDLE (FOR 20036 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/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 Lower Ball Joint. Upper ball joint boss is reamed to 7° to accept the popular 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 available separately*

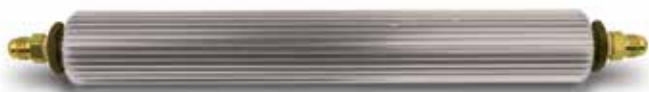
3-PIECE SPINDLES	PART #
METRIC 3-PIECE SPINDLE KIT—LEFT SIDE	34501-L
METRIC 3-PIECE SPINDLE KIT---RIGHT SIDE	34501-R
REPLACEMENT METRIC STEERING ARM LEFT	34503-L
REPLACEMENT METRIC STEERING ARM RIGHT	34503-R
SHORT ARM PINTO STYLE KIT—LEFT SIDE	34511-L
SHORT ARM PINTO STYLE KIT—RIGHT SIDE	34511-R
REPLACEMENT 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



## STEERING COMPONENTS

### 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

### POWER STEERING HOSE KITS / GM BOX

- For use with any AFCO power steering pump.
- Enough hose for most under hood applications.
- Complete with fittings.
- Cloth-style hose.

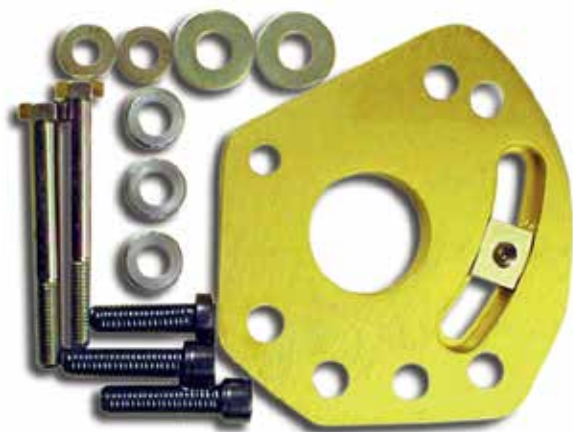


DESCRIPTION	PART #
HOSE KIT-BELLHOUSING MOUNTED PUMP	37102

37102 KIT FITS GM BOX TO RACING PUMP AND REMOTE RESERVOIR & CONTAINS: 12'-#6 HOSE, 3'-#10 HOSE, 1X #6 STRAIGHT, 3X #6 90°, 1X #10 STRAIGHT, 1X #10 90°

### POWER STEERING PUMP MOUNTS

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



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

### POWER STEERING RESERVOIR

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



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

### GM POWER STEERING FITTINGS

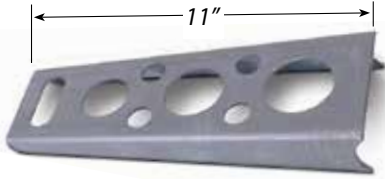


'80 & UP GM BOX CONVERSION TO RACING HOSE KIT (O-RING TYPE)	PART #
SMALL M16 X 1.5 (RETURN)	37122
LARGE M18 X 1.5 (PRESSURE)	37123
UP TO '79 (FLARE TYPE)	PART #
SMALL 5/8" - 18 (RETURN)	37124
LARGE 1 1/16" - 16 (PRESSURE)	37125
AFCO / TC STYLE PUMP FITTINGS (O-RING TYPE)	PART #
OUTLET (PRESSURE)	37130

## STEERING COMPONENTS

### STEERING SHAFT MOUNT

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



DESCRIPTION	PART #
STEERING SHAFT MOUNT	30380
OVERSIZED STEEL ROD END	10400
3/4 RH JAM NUT	10140

### STEERING SUPPORT BEARINGS

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



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

### PUSH-BUTTON QUICK RELEASE HUB

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

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



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

### U-JOINTS & COUPLERS

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

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



U-JOINT BORE	DESCRIPTION	PART #
3/4"	SMOOTH BOTH ENDS	30303
3/4" - 36	GM STANDARD, PINTO P.S.	30305
13/16" - 36	EARLY GM (THRU 76) POWER STEERING	30306
9/16" - 26	PINTO/MUSTANG II MANUAL	30307
3/4" - 30	LATE (77 & UP) GM P.S. (APPLETON P.S.)	30308
5/8" - 36	VEGA MANUAL	30309

COUPLER BORE	DESCRIPTION	PART #
3/4" - 36	GM STANDARD, PINTO P.S.	30315

### SMALL BODY STEERING QUICKENER

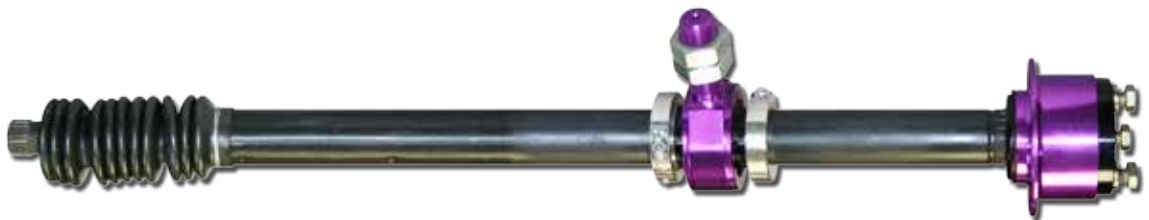
This little jewel weighs less than 1.8 lbs. and takes up a lot less space. 3/4"-36 spline. 2 1/2" x 2 1/2" x 8" overall length. 2-1 Ratio.



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

## SHIFTERS

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



DESCRIPTION	PART #
UNIVERSAL 2-LEVER ASSEMBLY	64000
SHIFTER ROD 16"	64001-16
SHIFTER ROD 20"	64001-20
SHIFTER ROD 24"	64001-24
SHIFTER ROD 30"	64001-30
SHIFTER ROD 36"	64001-36
SHIFTER ROD 42"	64001-42
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.
- Chrome Moly cross-pins sold separately.



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.



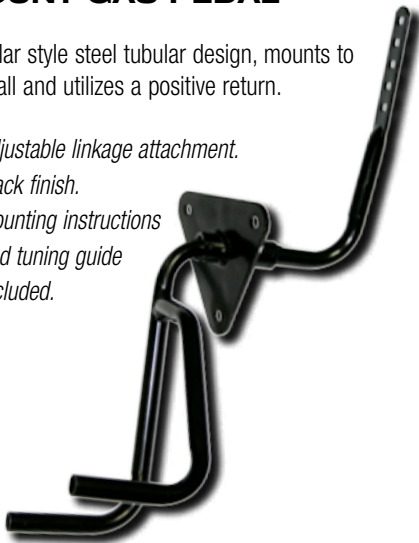
- **Greater precision, improved comfort & more driver control.**
- Provides better feel for smoother operation.
- Mounting instructions and tuning guide included.
- Double splined shaft.
- Fully sealed bearings.
- Durable anodized finish.

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	•
#10	(.625")	•	IDBL10



### ECONOMY TIRE TAPE

- Highly visible orange housing.
- Magnet on back.
- 1/4" wide x 10' locking blade.
- Double-riveted end tab to hold on tire.



DESCRIPTION	PART #
ECONOMY TAPE	80741

### 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

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

### FUEL SHUT-OFF VALVE

Install in fuel line so fuel flow can be shut off.

- 1/2" female NPT.



DESCRIPTION	PART #
VALVE	84040

### 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
REPLACEMENT O-RING	80553

### BALLAST BRACKETS



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

# GAUGES & ACCESSORIES

**DON'T SECOND-GUESS THE PERFORMANCE OF YOUR ENGINE!**

Precision built AFCO Gauges will warn you of trouble before it becomes a problem! Built for competition, AFCO has developed a gauge panel with all the features you could want. Designed to warn instantly, AFCO Gauge panels feature built-in warning lights and are illuminated for night use.

## AFCO GAUGE PANELS

DESCRIPTION	# GAUGES	PART #
OIL PRESSURE, WATER TEMP	2	85122B
OIL PRESSURE, WATER TEMP, OIL TEMP	3	85123B
OIL PRESSURE, WATER TEMP, FUEL PRESSURE	3	85124B
OIL PRESSURE, WATER TEMP, OIL TEMP, FUEL PRESSURE	4	85125B



## 2-5/8" AFCO GAUGES



Oil pressure: 85241



Water temp: 85242



Oil temp: 85243



Fuel pressure: 85244

DESCRIPTION	PART #
OIL PRESSURE	85241
WATER TEMPERATURE	85242
OIL TEMPERATURE	85243
FUEL PRESSURE*	85244

\*REMOTE ISOLATOR RECOMMENDED.

REPLACEMENT BULBS	PART #
REPLACEMENT BULBS (2 PACK)	85101

## SWITCH PANELS (STANDARD IGNITION)



DESCRIPTION	SIZE	PART #
1) 1 SWITCH/START	3" X 4"	85010B
2) 1 SWITCH/START W/LIGHT	3" X 4"	85011B
3) 1 SWITCH/START	4-1/8" X 5-7/8"	85030B

DESCRIPTION	SIZE	PART #
4) 2 SWITCH/START	4-1/8" X 5-7/8"	85032B
5) 2 SWITCH/START W/ LIGHTS	4-1/8" X 5-7/8"	85053B
6) MASTER DISCONNECT	3" X 3-1/2"	85005B

# CIRCLE TRACK ACCESSORIES

## TIRE PRESSURE GAUGE

AFCO Air Pressure Gauges are assembled with the highest quality components. However, damage can result from misuse. A gauge is most accurate in the middle of its range. Use the correct gauge. Handle with care. Do not "peg" the needle on over-inflated tires and your gauge will provide optimum service.

- Protective boot.
- Swivel chuck.
- 2-1/2" gauge.
- Air bleed.
- 14" hose.



DESCRIPTION	PART #
15#	85315R
30#	85330R
60#	85360R
15# REPLACEMENT GAUGE	85361
30# REPLACEMENT GAUGE	85362
60# REPLACEMENT GAUGE	85363
CHUCK	85364

## BRAKE BIAS PANEL

- Liquid-filled for accurate readings.
- Includes all necessary fittings for installation.



DESCRIPTION	PART #
BLACK PANEL	85160B
REPLACEMENT GAUGE	85160G

## HD 25 AMP IGNITION/ACCESSORY SWITCH



DESCRIPTION	PART #
SWITCH WITH BOOT	85260

## MASTER DISCONNECT



DESCRIPTION	PART #
SWITCH ONLY	85268

## 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

## IGNITION WARNING LIGHT



DESCRIPTION	PART #
RED LIGHT	85298

## HD STARTER BUTTON



DESCRIPTION	PART #
BUTTON	85266

## SENDING UNITS



DESCRIPTION	PART #
15# OIL PRESSURE (1/8" PIPE)	85281
230° WATER TEMPERATURE (1/2" PIPE)	85282
275° OIL TEMPERATURE (1/2" PIPE)	85283
4# FUEL PRESSURE (1/8" PIPE)	85284
4# WATER PRESSURE (1/8" PIPE)	85285

## WARNING LIGHT-KITS

These units allow the driver to maintain focus on the race.



DESCRIPTION	COMPLETE	LIGHT
15# OIL PRESSURE (RED)	85190	85290
230° WATER TEMP. (AMBER)	85192	85292
275° OIL TEMP. (BLUE)	85193	85293
4# FUEL PRESSURE (GREEN)	85194	85294

# AFCO BRAKES

## CALIPERS

### ALUMINUM METRIC CALIPER

**USMTS, UMP Approved**

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition.
- 2" and 2-3/8" bore configurations available.
- Quality control checked and pressure tested.
- Comes with standard bleeder.
- 1/8" NPT inlet fluid port.
- Fits left or right side of chassis.
- **NEW** low drag seals.
- **NEW** inlet location.

DESCRIPTION	PART #
2-3/8" BORE - ALUMINUM METRIC CALIPER	6630311
2" BORE - ALUMINUM METRIC CALIPER	6630310
REBUILD KIT, 2-3/8" METRIC ALUMINUM	6690311
REBUILD KIT, 2" METRIC ALUMINUM	6690310
2-3/8" SEAL	55000019005
2" SEAL	55000018905

New Inlet Locations



### STEEL PAD SPACERS FOR AFCO ALUMINUM METRIC CALIPERS

DESCRIPTION	PART #
2-3/8" BORE - STEEL PAD SPACER (EA)	6691311
2" BORE - STEEL PAD SPACER (EA)	6691310

(FITS AFCO ALUMINUM METRIC CALIPER ONLY.)



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

### LIGHTWEIGHT CAST IRON METRIC CALIPERS

**USMTS/UMP, AMRA, USRA, NCRA Approved**

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

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

DESCRIPTION	PART #
2-3/4" BORE - LIGHTWEIGHT CAST IRON CALIPER	6630312
REPAIR KIT	6690312



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

### RECOMMENDED BRAKE ROTORS AND PADS

RECOMMENDED ROTOR	PART #
11.75 X .810 PILLAR VANE ROTOR - IMCA	6640100
11.75 X .810 RH SLOTTED PILLAR VANE - OUTLAW	6640104
11.75 X .810 LH SLOTTED PILLAR VANE - OUTLAW	6640105

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

**DIRT**

**ASPHALT**

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

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

**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



**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.



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

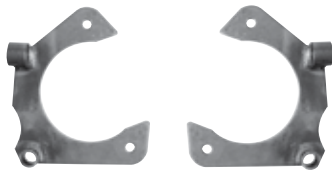
**UNDERSIZED 2-1/4" GM METRIC CALIPERS**

**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

**CALIPER BRACKETS**



**Small GM LH**  
40121PL

**Small GM RH**  
40121PR



**Small GM LH**  
40122PL

**Small GM RH**  
40122PR

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

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

See Page 143 for rear brake brackets.

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

**STEEL METRIC CALIPER FITTINGS AND HARDWARE**

Use these fittings to help ease steel metric caliper installation:



DESCRIPTION	PART #
COPPER WASHER METRIC CALIPER (6 QTY)	7010-0036
STRAIGHT FITTING, METRIC CALIPER	7010-0007
BANJO FITTING, METRIC CALIPER	7010-0014
BANJO BOLT, METRIC CALIPER	7010-0015
CALIPER BOLT, METRIC CALIPER	10160
CALIPER PRESSURE GAUGE	85161
ADAPTER KIT, METRIC CALIPER	7010-0050
REBUILD KIT, 2-3/4" GM METRIC LIGHTWEIGHT	6690312
MT 10 MALE - 3 AN MALE	6680007

# AFCO BRAKES

## MASTER CYLINDERS

### INTEGRAL RESERVOIR MASTER CYLINDER

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

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



DESCRIPTION	PART #
3/4" BORE INTEGRAL MASTER CYLINDER	6620010
7/8" BORE INTEGRAL MASTER CYLINDER	6620011
1" BORE INTEGRAL MASTER CYLINDER	6620012



### INTEGRAL MASTER CYLINDER SERVICE PARTS & REBUILD KITS

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

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

\* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013.

## REMOTE RESERVOIR MASTER CYLINDER KIT

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



### REMOTE RESERVOIR MASTER CYLINDERS

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

### MASTER CYLINDER REBUILD KITS

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

## CLUTCH MASTER CYLINDER

- Compact design.
- Fits popular clutch and small brake applications.
- 1.4 oz. reservoir.
- Fits most pedal assemblies.

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



## MASTER CYLINDER ACCESSORIES

### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS FOR GM METRIC CALIPERS

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



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

### BRAKE BIAS PANEL

- Liquid-filled, 2-1/2" gauges for accurate readings.
- Includes all necessary fittings for installation.



DESCRIPTION	PART #
BLACK PANEL	85160B
REPLACEMENT GAUGE	85160G



# AFCO BRAKES

## ROTORS

### PILLAR VANE HYBRID ROTORS

AFCO continues its commitment to bring new and innovative brake components to the Modified and Street Stock racing community. The latest innovation from AFCO combines our pillar vane technology with our industry leading hybrid rotors. The new hybrid pillar rotor joins the strength of a '75-'81 Ford style hub and the lighter design of a metric brake rotor with AFCO's pillar vane technology, providing you with the lightest, best cooling, and balanced package available. This new rotor is designed to improve strength and cooling, while reducing unsprung weight and vibrations, improving the traction, braking, and overall handling of your racecar.

#### PILLAR VANE FLAT HYBRID ROTORS

**IMCA, USMTS, UMP, WISSOTA Approved**



\*6640138 - Long Stud Rotor

- Double disc ground for precise flatness.
- Machined balanced to reduce vibration and improve traction.
- Designed using premium grade alloys for superb thermal shock stability.
- More brake pad surface support (pillar) to prevent rotor cupping.
- Proven by top racers and chassis builders to improve brake system performance.
- 10.13" diameter.

DESCRIPTION	PART #
5/8" COARSE STUDS ON 5" X 5" PATTERN	6640124
5/8" COARSE STUDS ON 5" X 5" PATTERN - LONG STUD	6640138
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.



Pillar Vane Cut-away

#### PILLAR VANE SLOTTED HYBRID ROTORS

**USMTS, UMP, WISSOTA Approved**



- Double disc ground to assure precise flatness.
- Slotted surface wipes brake pad and offers lower braking temperatures.
- Designed using premium grade alloys for superb thermal shock stability.
- Machined balanced to reduce vibration and improve traction.
- More brake pad surface support (pillar) to prevent rotor cupping.
- Proven by top racers and chassis builders to improve brake system performance.
- 10.13" diameter.

DESCRIPTION	PART #
LH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640125
RH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640126
RH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED - LONG STUD	6640139
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.



Pillar Vane Cut-away

# AFCO ROTORS

## HYBRID ROTORS

**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.

**NEW!**



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 and AFCO brackets 40122PL & 40122PR

## FORD STYLE ROTOR '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.



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 ROTOR '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.



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.

# PILLAR VANE ROTORS

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

## FEATURES & BENEFITS

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



## PILLAR VANE FLAT ROTORS

IMCA Approved



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

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



## PILLAR VANE SLOTTED ROTORS

USMTS, UMP, WISSOTA Approved

- 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"	8.1LBS	6640104
LH .810"	7"	11.75"	8.1LBS	6640105
RH 1"	7"	11.75"	9.2LBS	6640121
LH 1"	7"	11.75"	9.2LBS	6640122
RH 1.25"	7"	11.75"	9.6LBS	6640106

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



# 32 VANE ROTORS

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

## FEATURES & BENEFITS

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



## STRAIGHT 32 VANE LIGHTWEIGHT ROTORS

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

IMCA Approved



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

MIKE HARRISON - 2016 UMP NATIONAL CHAMPION



# 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.
- 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.
- Four 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.

DESCRIPTION	PART #
REAR DUAL SWING BRAKE PEDALS	6610000



**NEW!**

AFCO Master Cylinders sold separately.

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



### 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.
- 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.
- Two 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.

DESCRIPTION	PART #
FORWARD DUAL SWING PEDALS	6610001



**NEW!**

AFCO Master Cylinders sold separately.

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



## 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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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

## REPLACEMENT BIAS BAR KITS

DESCRIPTION	PART #	PRICE
BIAS BAR KIT FOR REVERSE MOUNT PEDAL	6610010	\$49.99
BIAS BAR KIT FOR FORWARD MOUNT PEDAL	6610011	\$49.99



# 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!

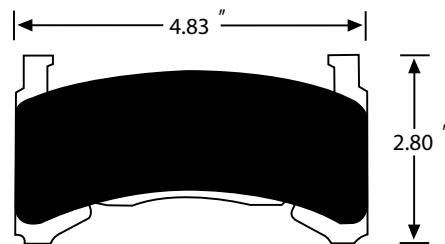
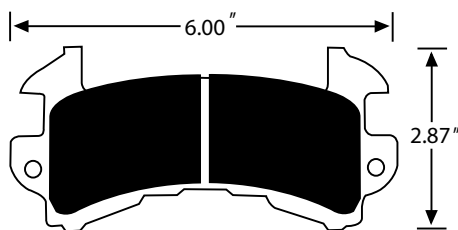
**Compound 32** - This compound was designed and developed for the right front of dirt cars where low grip is needed. Each high quality 32 pad is made one pad at a time to improve consistency from pad to pad. With lower grip, the 32 is an excellent brake pad for RF dirt cars.

**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

# BRAKE SETUP RECOMMENDATIONS

## RECOMMENDED SPORT MOD & MODIFIED CAR PACKAGES

### IMCA (Open Motor)

LEFT FRONT	PART #	RIGHT FRONT	PART #
HYBRID PILLAR ROTOR	6640124	HYBRID PILLAR ROTOR	6640124
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 #
HYBRID PILLAR ROTOR	6640124	HYBRID PILLAR ROTOR	6640124
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

## RECOMMENDED MODIFIED CAR PACKAGES

### USMTS/UMP

LEFT FRONT	PART #	RIGHT FRONT	PART #
HYBRID ROTOR SLOTTED LH	6640125	HYBRID ROTOR SLOTTED RH	6640126
PAD GM METRIC SR 33	6653012	PAD GM METRIC SR 32	6653002
CALIPER ALU GM 2-3/8"	6630311	CALIPER ALU GM METRIC 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
CALIPER ALU GM 2-3/8"	6630311	CALIPER ALU GM 2-3/8"	6630311

### WISSOTA

LEFT FRONT	PART #	RIGHT FRONT	PART #
HYBRID ROTOR SLOTTED LH	6640125	HYBRID ROTOR SLOTTED RH	6640126
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 #
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
2B. 3/16" LINE TO -4 AN	CHASSIS MOUNT	7010-0004
3. 7/16" SAE BANJO BOLT	GM STEEL CALIPERS	7010-0013*
4. 10MM - 1.50 X -4 AN	SMALL GM METRIC CALIPERS	7010-0007*
4B. 7/16" SAE TO -4 AN	GM STEEL CALIPERS	7010-0032
5. 3/8" OR 10MM BANJO TO -4 AN	SMALL GM METRIC CALIPERS	7010-0014
6. 7/16" SEALING WASHER (6 PK)	FITS 7/16 BANJO BOLT	7010-0036
6B. 10MM SEALING WASHER (6 PK)	FITS 10MM BANJO BOLT	7010-0037
7. 1/8" NP TO -4 AN TALL (90°)	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0017
8. 3/16" LINE TO -4 AN	LONG CHASSIS MOUNT	7010-0005
9. 7/16" BANJO TO -4 AN	GM STEEL CALIPERS	7010-0009
9B. 7/16" BANJO TO -3 AN	GM STEEL CALIPERS	7010-0010
10. 1/8" NP BLEED VALVE	AFCO METRIC ALUMINUM CALIPERS	7010-0022

DESCRIPTION	APPLICATION	PART #	PRICE
11. 10MM - 1.50 BANJO BOLT	SMALL GM METRIC CALIPERS	7010-0015*	
12. 3/8"-24 BANJO BOLT	GM CALIPERS	7010-0016*	
13. 3/16" INV. FLARE TEE	3/16" BRAKE LINE	40251	
14. 1/8" FP TEE	BRAKE LINE	85100X	
15. 1/8" MP X (2) 3/16" INV FL	BRAKE BIAS PANEL	85160X-3	
16. 1/8" FP X 1/4" FP	BRAKE GAUGES	85160X-2	
17. 1/8" MP X 3/16" INV FL FP	STRAIGHT MASTER CYLINDER LINE FITTING	7010-0026	
18. 1/8"-NPT MALE - 3 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680001	
19. 1/8"-NPT MALE - 4 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680002	
20. 1/8"-NPT MALE - 3 MALE	ALUMINUM BRAKE CALIPER FITTING	6680003	
21. 1/8"-NPT MALE - 4 MALE	ALUMINUM BRAKE CALIPER FITTING	6680004	
22. 1/8"-NPT MALE - 3 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680005	
23. 1/8"-NPT MALE - 4 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680006	
24. MT 10 MALE - 3 AN MALE	ALUMINUM BRAKE CALIPER FITTING	6680007	

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

### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS

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



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

### BRAKE 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

**CLUTCH SLAVE HOSE KIT**



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

**MISCELLANEOUS**

**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 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**



**BIG GM**



**METRIC GM**

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

NOTE: 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...

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

#### MADE IN THE USA

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



#### 100% ALUMINUM CONSTRUCTION

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



#### ADVANCED MANUFACTURING

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



#### PREMIUM QUALITY

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

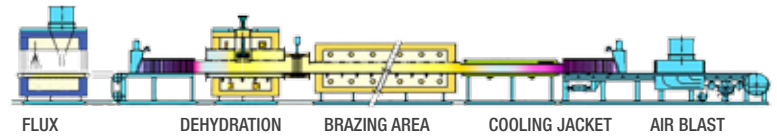
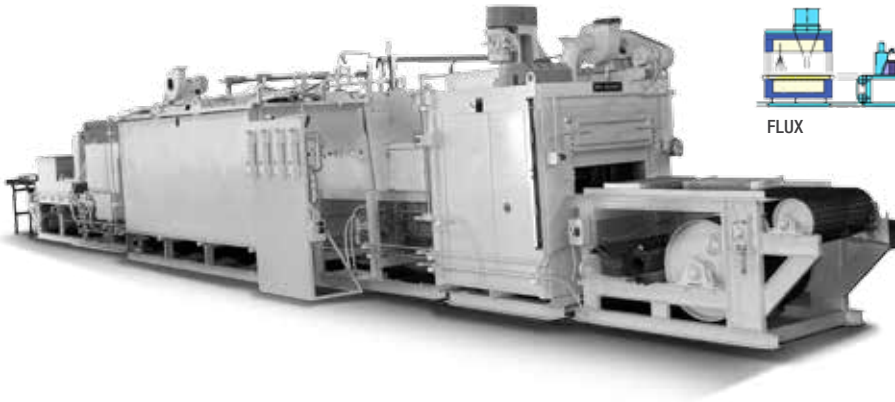


#### SPECIAL APPLICATIONS

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



# STATE-OF-THE-ART ALUMINUM BRAZING

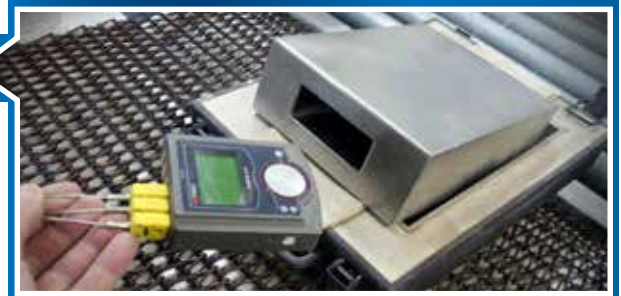


## FURNACE SPECIFICATIONS

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

## STAINLESS STEEL "HOTBOX" DATA RECORDER

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



## FURNACE CONTROLS

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



## OUR CORE STANDARDS

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



Serpentine  
Louvered  
Fin @ 16psi



Clad Fillets  
on Both  
Sides



Double  
Clad  
.080 Headers

# DOUBLE PASS RADIATORS

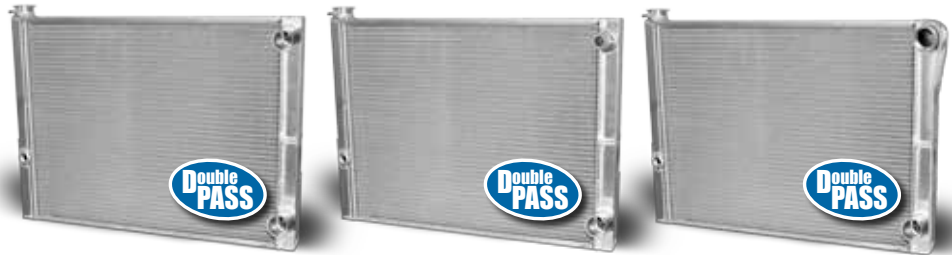
AFCO double pass radiators give increased cooling over standard type radiators, with less than 2 oz. of added weight. Common temperature drops are 10-20° F when replacing a standard configuration radiator with equal core size. This keeps your mind off the water temperature and puts it back on the race track.

## 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.



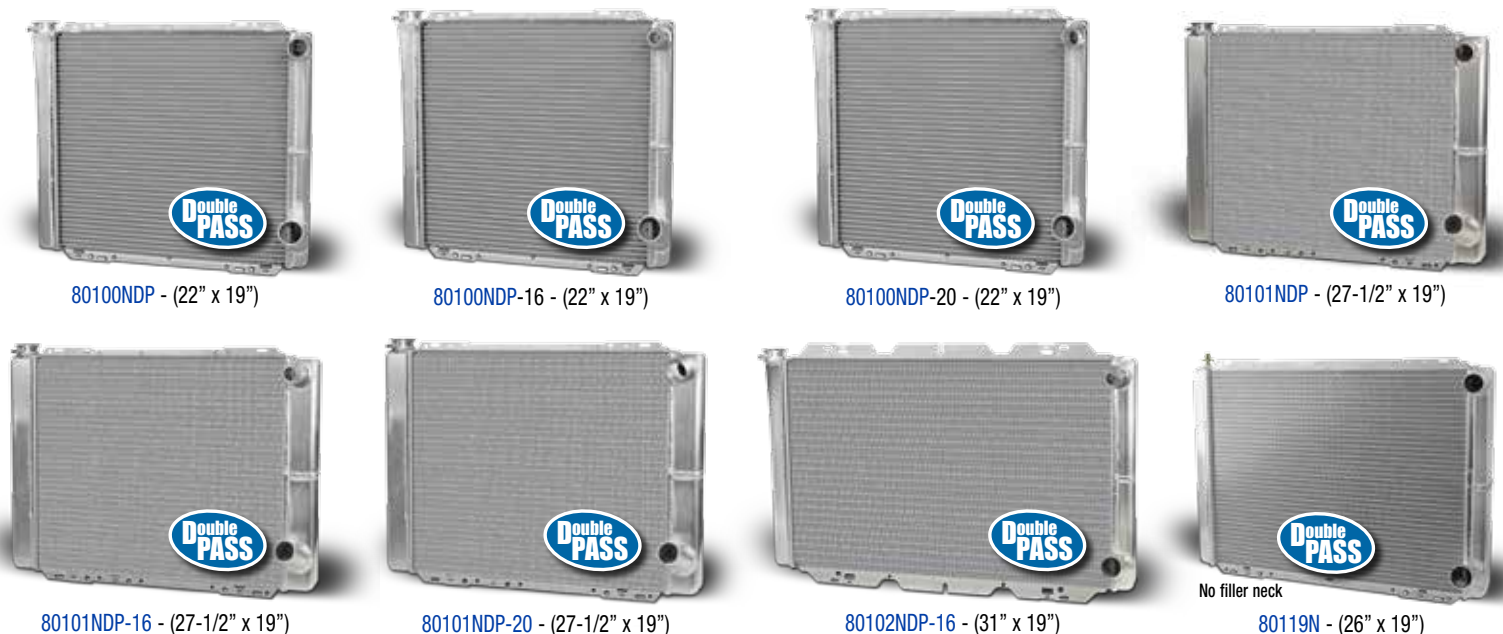
- Shaves 10 lbs. from the front of your car.
- Features an increased number of tubes and fins in the same height package.
- Wide range of inlets 1.5", -16AN, -20AN, and -20 AN Female.
- Standard water pressure bung for easy plumbing.
- Optimum fin per inch ratio promotes maximum cooling.
- Available in 19" X 27 1/2" with 1 3/4" outlets.
- 100% TIG-welded with no epoxy.
- 100% pressure tested.



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"	18-3/4"	25-7/8"	25-7/8"	2"	L	1-1/2" R	1-3/4" R	15°/ 15°	9.75	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°	9.75	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°	9.75	80184NDP-U

## DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS

80100NDP - (22" x 19")  
Available in "Thermal Coating"



**DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS**



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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	80133N**

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

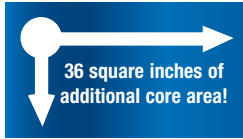
\*\*ONE 1/4"-18 NPT & ONE 1/2"-14 NPT TEMP BUNG.

\*\*\*PAINTED BLACK.

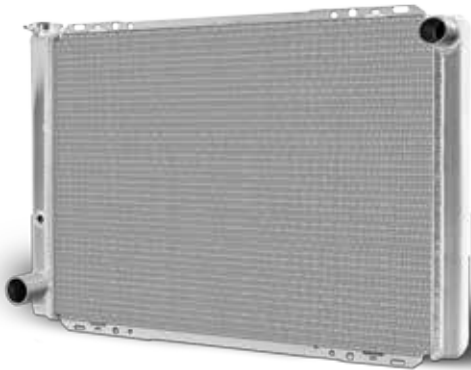
**Added features and unique options make these Double Pass radiators the pro's choice. AFCO quality and a wide range of sizes make them perfect for many applications. Available in 16 AN & 20 AN inlets.**

**28" EXTRA CAPACITY 2 ROW X 1" TUBE CORE PRO RADIATORS**

The new AFCO 28" radiator is built with a 24-3/8" core for optimal cooling in a confined space. This new 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")



80130NDP - (28"x 19")



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

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	NOTES	PART #
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" L	0°	14.3	A	80130FN
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	R	1-1/2" L	1-3/4" L	0°	14.3	A	80130FNDP
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	R	1-1/2" L	1-3/4" R	30°/10°	14.3		80130N
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	R	16 AN L	1-3/4" R	30°/10°	14.3		80130N-16
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" R	30°/10°	14.3		80130NDP
19-5/8"	24-3/8"	18-1/2"	29"	28"	3"	L	16 AN R	1-3/4" R	30°/10°	14.3		80130NDP-16

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

## LIGHTWEIGHT 1 ROW X 1.25" TUBE CORE RADIATORS

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

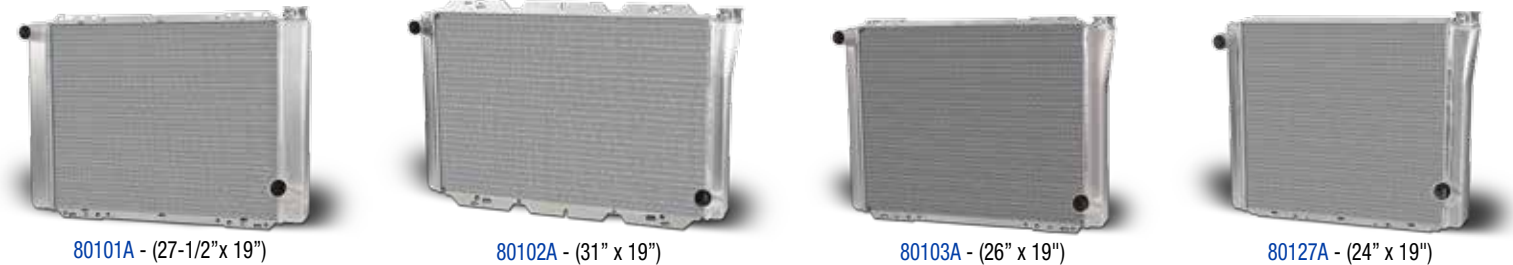


OVERALL HEIGHT	CORE WIDTH	CORE THICKNESS	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #
20"	18"	1-1/4"	18-3/8"	22-7/8"	21-1/2"	1-7/8"	L	1-1/2" R	1-3/4" L	20°/10°	6.3	80100LWFN
20"	18"	1-1/4"	18-3/8"	22-7/8"	21-1/2"	1-7/8"	R	1-1/2" L	1-3/4" R	20°/10°	6.3	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	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	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	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	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	80111N
20"	18"	1-1/4"	18-1/2"	24"	24"	1-7/8"	L	1-1/2" R	1-3/4" L	30°/10°	6.9	80127LWFN
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	80127LWN

## 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"	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	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	80101A
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	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	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	80127A



**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.



80100N - (22" x 19")



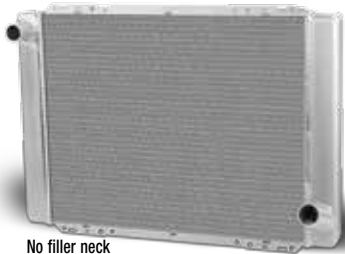
80100FN - (22" x 19")



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



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



No filler neck

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



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



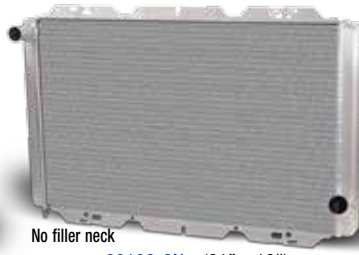
80102FN - (31" x 19")



80102N - (31" x 19")



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



No filler neck

80102-2N - (31" x 19")



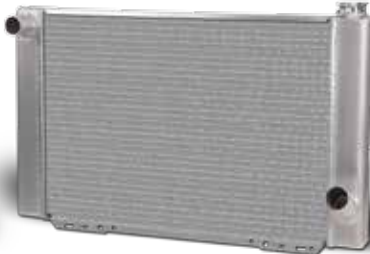
80103N - (26" x 19")



80103FN - (26" x 19")



80103N-16 - (26" x 19")



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



80127N - (24" x 19")



80127FN - (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	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	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	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	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	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	80101-1N
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102N
21"	27-1/2"	18-1/2"	32"	31"	3"	R	16 AN-M L	1-3/4" R	30°/10°	15	80102N-16
21"	27-1/2"	18-1/2"	32"	31"	3"	L	1-1/2" R	1-3/4" L	30°/10°	15	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	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	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	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	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	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	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	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 - (24" 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	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	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	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	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. Call 800-632-2320 for more details or to order your custom radiator!

- 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

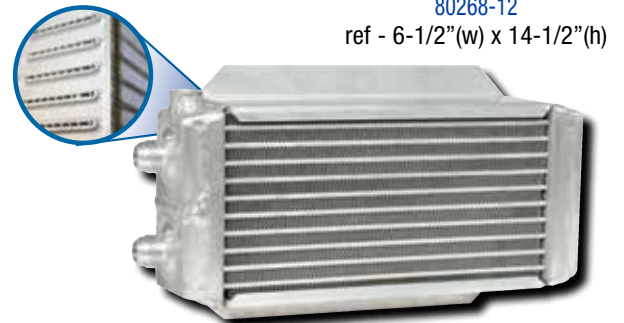
- Patented "Stacked Plate" cooler construction turns every inch of material into a cooling surface for maximum efficiency per cubic inch of package space.
- Can be used as an economy engine oil cooler.
- Embossed plate design maintains excellent performance with low pressure drop.



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

## DECK MOUNT OIL COOLER

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



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

## COOLANT ADDITIVE

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



DESCRIPTION	PART #
HIGH PERFORMANCE ADDITIVE (1 PINT)	100002

## RADIATOR CAPS

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



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

## COOLANT RECOVERY TANKS

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



DESCRIPTION	PART #
COOLANT RECOVERY TANK (ALUMINUM)	80158

## 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 #	PRICE	FEMALE	PART #
6AN FITTING	700050040	\$8.99	1/8" FP FITTING	80128X12
8AN FITTING	700050041	\$7.99	1/4" FP FITTING	80128X5
10AN FITTING	700050037	\$8.99	3/8" -18 FP FITTING	80128X10
12AN FITTING	80128X8	\$14.99	1/2"-14 FP FITTING	80128X11
16AN FITTING	80128X9	\$14.99	3/4" FP FITTING	80128X6
20AN FITTING	80128X20	\$15.99	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

**GATES HOSE CLAMP**

- Installs with heat gun.
- Conforms to any shape.
- Never needs re-tightening.



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

**HD COOLING FANS**

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



DESCRIPTION	PART #
GM 15"	80182
GM 17"	80181

**4 BLADE FAN**

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



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

**FAN SPACER KITS**

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



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

**ALUMINUM THERMOSTAT HOUSINGS**

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



DESCRIPTION	PART #
45° NECK SBC / BBC	80312-45
15° NECK SBC / BBC	80312-15

# OPEN WHEEL

SHOCKS

---

SUSPENSION

---

BRAKES

---

COOLING



# ***OPEN WHEEL NEW PRODUCTS***

## **LIGHTWEIGHT DZUS MOUNT 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.



## **SPRINT DOWNFLOW RADIATOR**

AFCO Racing Products is proud to announce our new sprint downflow radiator. This all-aluminum, TIG-welded design is great for wing or non-wing sprint cars. It offers a single row 1.50" thick lightweight performance core, four 10 AN O-ring female fittings and weighs 12.4 lbs. This radiator will require a tray in order to be installed.



## ALUMINUM LIGHTWEIGHT ROTOR

AFCO Aluminum Left-Front Sprint Car and Midget Rotors are machined from billet plate for excellent balance, flatness, and true rotation. Rugged construction resists thermal distortion while the black anodized finish prevents corrosion.



## LIGHTWEIGHT STEEL SPRINT CAR ROTOR



AFCO's new lightweight steel sprint car rotor not only saves weight, but it saves money as well. We've created the lightest rotor available in steel for under \$200. This patented design eliminates rotor warp and is as durable as titanium for only a fraction of the cost. It is ideal for classes that do not allow exotic metals.

Chase Stockton



# ***GAS SHOCKS*** **ALUMINUM**

## **SMALL BODY BULB**

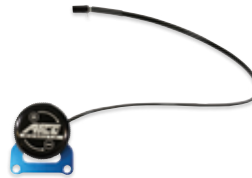
### **63/64 SERIES**

*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
<b>REBOUND ADJUSTABLE</b>	<b>63</b> ALUMINUM	<b>8</b> OPTIONS: 5", 6", 7" OR 8"	<b>3</b> 0-14 FIXED	<b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	<b>= 63-8-3-36</b>
<b>COMPRESSION ADJUSTABLE</b>	<b>63</b> ALUMINUM	<b>8</b> OPTIONS: 5", 6", 7" OR 8"	<b>36</b> 3 thru 6 = 36 2 thru 5 = 26	<b>3</b> 0 to 14 FIXED	<b>= 63-8-36-3</b>
<b>NON-ADJUSTABLE</b>	<b>64</b> ALUMINUM	<b>8</b> OPTIONS: 5", 6", 7" OR 8"	<b>3</b> 1 to 9 FIXED	<b>6</b> 0 to 9 FIXED	<b>= 64-8-3-6</b>



# ***GAS SHOCKS*** **ALUMINUM**

**THREADED SMALL BODY - DOUBLE ADJUSTABLE**

## ***16 SERIES***

*Small Body Double Adjustable Remote Gas shocks give the superior tunability of our gas shock design with the convenience of "On-The-Fly" adjustments. Bolt these on and lap the competition the next time you hit the track!*

### **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.*
- *Also available without Remote Cockpit Adjuster.*

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"



**APPLICATIONS**

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

**Available stroke lengths: 6", 7", 8" and 9".**

**HOW TO READ AND ORDER YOUR AFCO SHOCKS:**

<b>DOUBLE ADJUSTABLE</b>	<b>SHOCK SERIES</b>	<b>STROKE LENGTH</b>	<b>COMP. VALVE OPTIONS</b>	<b>REB. RANGE OPTIONS</b>	<b>HOSE LENGTH</b>	<b>PART NUMBER</b>
	<b>16</b>	<b>9</b>	<b>25</b>	<b>36</b>	<b>R*</b>	
	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.

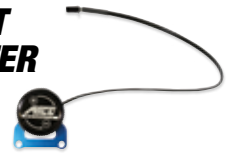
**CANISTER MOUNTS**

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

**REMOTE  
COCKPIT  
ADJUSTER**



DESCRIPTION	PART#
REBOUND REMOTE ADJ.	20150

**COMPRESSION ADAPTERS**

For remote Adjuster Kit 20150

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



Brad McDaniel

# 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:**

<b>NON-ADJUSTABLE</b>	<b>SHOCK SERIES</b> 16	<b>STROKE LENGTH</b> 6	<b>COMP. VALVE OPTIONS</b> 3	-	<b>REB. VALVE OPTIONS</b> 5	<b>BODY STYLE</b> S	=	<b>PART NUMBER</b> 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 ALUMINUM

**SMALL BODY - SINGLE ADJUSTABLE**

## 16 SERIES

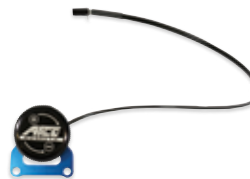
AFCO's 16 Series Twin Tube Shocks are an excellent choice for many types of open wheel racing. The twin tube construction enhances driver feel and the deflective disk construction promotes consistency and long term reliability. These shocks are available in rebound adjustable, and compression adjustable 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#	PRICE
REBOUND REMOTE ADJ.	20150	\$89.99

### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

<b>REBOUND ADJUSTABLE</b>	<b>SHOCK SERIES</b> 16	<b>STROKE LENGTH</b> 7	<b>COMP. VALVE OPTIONS</b> 2	<b>REB. RANGE OPTIONS</b> - 25	<b>BODY STYLE</b> S	<b>PART NUMBER</b> = 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)	
<b>COMPRESSION ADJUSTABLE</b>	<b>SHOCK SERIES</b> 16	<b>STROKE LENGTH</b> 7	<b>COMP. RANGE OPTIONS</b> 24	<b>REB. VALVE OPTIONS</b> - 7	<b>BODY STYLE</b> S	<b>PART NUMBER</b> = 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)	

# MONO-TUBE 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.
- AFCO technical line available at 800-632-2320 to answer your questions.



	COMPRESSED	EXTENDED
2.5" STROKE	8"	10.50"

Includes  
Coil-Over  
Kit



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

# 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#	PRICE
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	50100154



## 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.

## AFCOIL LIFETIME WARRANTY

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

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

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



### 4" SPRINGS RATE PART #

65	29065-4
70	29070-4
75	29075-4
80	29080-4
85	29085-4
90	29090-4
95	29095-4
100	29100-4
105	29105-4
110	29110-4
115	29115-4
120	29120-4
125	29125-4
130	29130-4
135	29135-4
140	29140-4
145	29145-4
150	29150-4
155	29155-4
165	29165-4

### 5" SPRINGS RATE PART #

85	29085-5
90	29090-5
95	29095-5
100	29100-5
105	29105-5
110	29110-5
115	29115-5
120	29120-5
125	29125-5
130	29130-5
135	29135-5

# 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.

# 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	550100148
1" EXTENDED LENGTH (BLUE)	16	550000103

### NON-ADJUSTABLE ROD ENDS



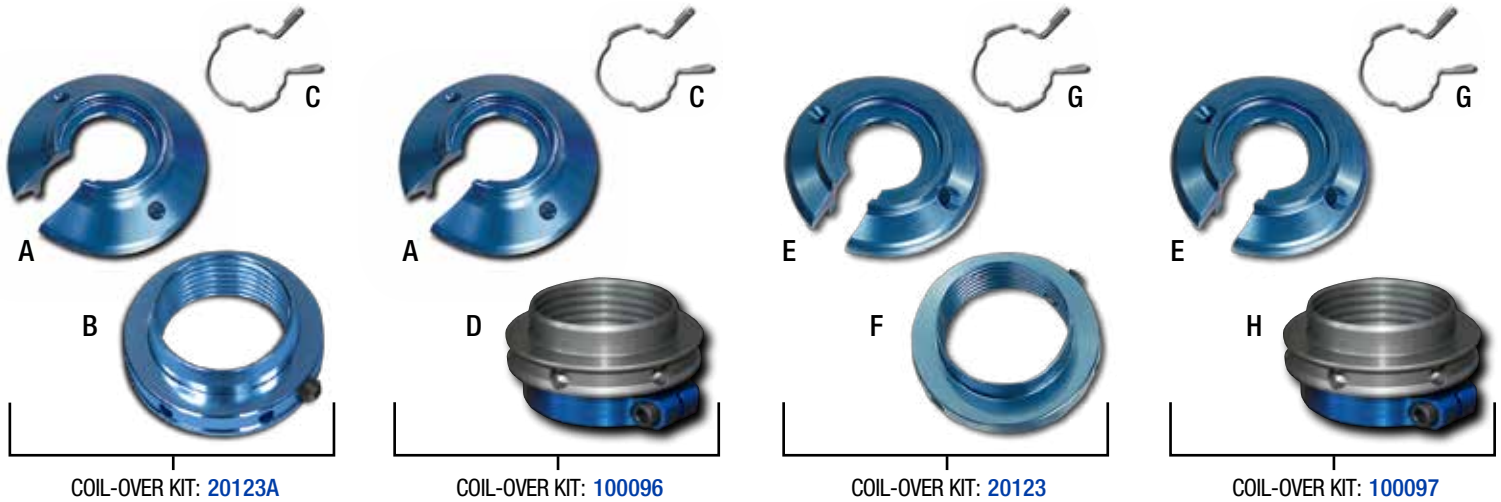
DESCRIPTION	SERIES	PART #
STANDARD LENGTH (THREADED ALUM. BODY)	16 (THREADED)	1007
1" EXTENDED LENGTH (THREADED ALUM. BODY)	16 (THREADED)	550165101
STANDARD LENGTH (SMOOTH ALUM. BODY)	16 (SMOOTH)	1007S
1" EXTENDED LENGTH (SMOOTH ALUM. BODY)	16 (THREADED)	550149110
STANDARD LENGTH (ALUM.)	64	550000141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

### 16 SERIES (MFG BEFORE 10-1-12) NON-ADJUSTABLE

DESCRIPTION	PART #
KIT (FOR OLD-STYLE 16 SERIES NON-ADJ.)	20123
KIT W/LOCKING COLLAR (FOR SB NON-ADJ.)	100097
E) NON-ADJ. CONE ONLY	20129
F) ADJUSTER NUT ONLY	20148
G) SNAP CLIP	10243SR
H) LOCKING NUT ONLY	55000021210

# SHOCK ACCESSORIES

## AFCO SMALL BODY 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 open wheel racecars. For use with 1-7/8" small diameter springs (see page 176).

### 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.

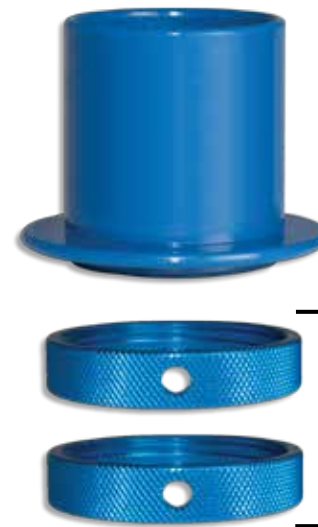
However, the spring rate of the Dual Stage assembly stiffens to that of the primary spring, which remains as the sole, active spring whenever the slider assembly contacts the adjustable Dual Stage jam nuts.

Secondary Spring

Jam Nuts:  
20100  
(2 REQUIRED)

Spring Slider  
20101

Primary Spring



Complete Big 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
4" DUAL STAGE SPRING	29015-3
4" DUAL STAGE SPRING	29025-3
4" DUAL STAGE SPRING	29065-3

# SHOCK ACCESSORIES TOOLS & SUPPLIES



**RETENTION BUSHING REMOVER**  
A700500131



**SMALL BODY TWIN TUBE ROD GUIDE WRENCHES**  
550000666



**HEX BLEEDER**  
700500180



**OVERFLOW CUP (SB, BB, & QM)**  
550000302



**SMALL BODY CONE**  
A700500053  
**ROD GUIDE TOOL (63/64 SERIES)**  
550000281



**SHOCK VISE AND MOUNTING STAND**  
20113



**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



**BASE VALVE WRENCH - 63 & 64 SERIES**  
550000279



**HAND BEARING PRESS**  
A700500076

**GAS SHOCK INFLATION GAUGES**



DESCRIPTION	PART #	
INFLATION GAUGE - 0-300 PSI	20109	
GAUGE ONLY 0-300 PSI	20109-1	
INFLATION GAUGE - 0-30 PSI	20109-8	
GAUGE ONLY 0-30 PSI	550090237	\$44.99

# 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	A550010031X
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 #	PRICE	DESCRIPTION	PART #
6" THREADED	550010326	\$39.99	6" SMOOTH	550010316
7" THREADED	550010327	\$39.99	7" SMOOTH	550010317
8" THREADED	550010328	\$39.99	8" SMOOTH	550010318
9" THREADED	550010329	\$39.99	9" SMOOTH	550010319
BODY O-RING (QTY. 5)	150X4-5	\$1.99	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 #	PRICE
BODY CAP	550010320	\$24.99

## 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



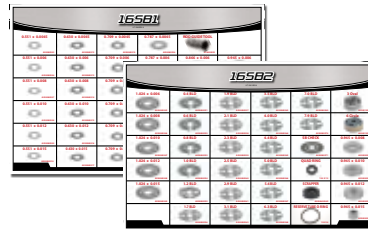
550165101



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 #	PRICE
BODY CAP	550010320	\$24.99

## 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

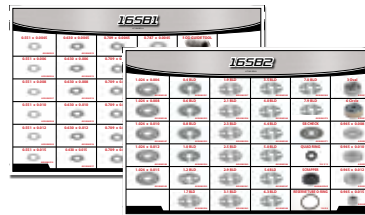


550100148

550000103

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



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 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
AFCO PREMIUM SHOCK OIL QUART	MT59506
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

## SINGLE NON-ADJ. 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



A700500131



550000281



20109



700500148



20113



550000302



550000665



550000279



A700500076



MT59506

# AFCO SUSPENSION SPRINGS

## 1-7/8" OPEN WHEEL COIL-OVER SPRINGS

- Manufactured using ultra-high tensile wire.
- 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.

**MADE IN THE U.S.A.**

### 1-7/8" I.D. SMALL DIAMETER YELLOW SPRINGS

- Perfect fit for open wheel, dwarf cars, and other applications that require 1-7/8" I.D. springs.
- Fits small body shocks.
- Lifetime warranty.
- 8" or 10" free height.



### 1-7/8" I.D. SMALL DIAMETER BLACK SPRINGS

**NEW!**

- New updated high tensile wire design.
- Fits small body shocks.
- Lifetime warranty.
- 8" or 10" free height.



#### 8" SPRINGS

RATE	PART #
60	29060-2
75	29075-2
90	29090-2
120	29120-2
135	29135-2
150	29150-2
175	29175-2
200	29200-2
225	29225-2
250	29250-2
275	29275-2
300	29300-2
350	29350-2
400	29400-2

#### 10" SPRINGS

RATE	PART #
60	29060-1
75	29075-1
90	29090-1
105	29105-1
120	29120-1
135	29135-1
150	29150-1
160	29160-1
175	29175-1
185	29185-1
200	29200-1
225	29225-1
250	29250-1
275	29275-1
300	29300-1
350	29350-1
425	29425-1

#### 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
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

## 1-5/8" OPEN WHEEL COIL-OVER SPRINGS

### 1-5/8" I.D. QUARTER MIDGET YELLOW SPRINGS

- Super strong high tensile steel in a lightweight design.
- Consistent rates through full range of travel.
- Lifetime warranty.
- 4" or 5" free height.

#### 4" SPRINGS

RATE	PART #
65	29065-4
70	29070-4
75	29075-4
80	29080-4
85	29085-4
90	29090-4
95	29095-4
100	29100-4
105	29105-4
110	29110-4
115	29115-4
120	29120-4
125	29125-4
130	29130-4
135	29135-4
140	29140-4
145	29145-4
150	29150-4
155	29155-4
165	29165-4

#### 5" SPRINGS

RATE	PART #
85	29085-5
90	29090-5
95	29095-5
100	29100-5
105	29105-5
110	29110-5
115	29115-5
120	29120-5
125	29125-5
130	29130-5
135	29135-5



### 1-7/8" I.D. DUAL STAGE SPRINGS

AFCO's Dual Stage Springs are used with the AFCO's Dual Stage Springs Coil-Over assemblies (See page 169) and 1-7/8" diameter coil-over springs (See page 176). 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. These assemblies 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.

DESCRIPTION	PART #
4" DUAL STAGE SPRING	29015-3
4" DUAL STAGE SPRING	29025-3
4" DUAL STAGE SPRING	29065-3



## AFCOIL LIFETIME WARRANTY

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

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

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

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

# AFCO SUSPENSION 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" rod end.
- Made for steering use.

DESCRIPTION	PART #
LH THREAD	10401
RH THREAD	10402

### OVERSIZED

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



DESCRIPTION	PART #	PRICE
STEEL	10400	\$19.99

### 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.



DESCRIPTION	PART #
SIMULATED CARBON FIBER - SMALL BODY (SINGLE)	20379-3
SIMULATED CARBON FIBER - BULB SHOCK (SINGLE)	20379-63

## SHOCK MOUNT PINS



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

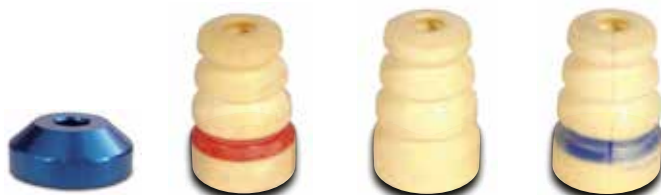
## COIL-OVER SHOCK COVERS

Sold as a single cover.



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

## SHOCK BUMPERS



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

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

# AFCO ACCESSORIES

## 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	•
#10	(.625")	•	IDBL10

## ECONOMY TIRE TAPE

- Highly visible orange housing.
- Magnet on back.
- 1/4" wide x 10' locking blade.
- Double-riveted end tab to hold on tire.



DESCRIPTION	PART #
ECONOMY TAPE	80741

## DELUXE MUD SCRAPER

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



DESCRIPTION	PART #
MUD SCRAPER	80715

## TIRE PRESSURE GAUGE

AFCO Air Pressure Gauges are assembled with the highest quality components. However, damage can result from misuse. A gauge is most accurate in the middle of its range. Use the correct gauge. Handle with care. Do not "peg" the needle on over-inflated tires and your gauge will provide optimum service.

- Protective boot.
- Swivel chuck.
- 2-1/2" gauge.
- Air bleed.
- 14" hose.



DESCRIPTION	PART #
15#	85315R
30#	85330R
60#	85360R
15# REPLACEMENT GAUGE	85361
30# REPLACEMENT GAUGE	85362
60# REPLACEMENT GAUGE	85363
CHUCK	85364

## 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

## GAUGES

**DON'T SECOND-GUESS THE PERFORMANCE OF YOUR ENGINE!**

Precision built AFCO Gauges will warn you of trouble before it becomes a problem! Built for competition, AFCO has developed a gauge panel with all the features you want. Designed to warn instantly, AFCO Gauge panels feature built-in warning lights and are illuminated for night use.

### 2-5/8" AFCO GAUGES

DESCRIPTION	PART #
OIL PRESSURE	85241
WATER TEMPERATURE	85242
OIL TEMPERATURE	85243
FUEL PRESSURE*	85244

\*REMOTE ISOLATOR RECOMMENDED.

REPLACEMENT BULBS	PART #
REPLACEMENT BULBS (2 PACK)	85101



Oil pressure: 85241



Water temp: 85242



Oil temp: 85243



Fuel pressure: 85244



# AFCO BRAKES

## CALIPERS

### F88 CALIPERS

#### STAGGERED BORE CALIPER

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

**NEW!**

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



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F88 STAGGERED CALIPER - LH	.810"	1.75"/1.875" (44/48)	6630071

#### F88 STAINLESS NOSE PISTONS

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

- Highest performing 4 piston caliper provided.
- Will outperform common 6 piston calipers.



DESCRIPTION	PISTON DIA.	PART #
PISTON F88 1.75" STAINLESS NOSE	1.75"	6691316
PISTON F88 1.875" STAINLESS NOSE	1.875"	6691317

### F88 CALIPERS

#### FORGED ALUMINUM CALIPER

- Forged pistons feature hard coat anodizing for wear resistance and long life.
- Mounting holes on 3-1/2" center.
- Internal brake fluid passages eliminate 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 3/4"	6630020



**SERVICE PARTS FOR F88 FORGED ALUMINUM CALIPERS**

DESCRIPTION	PART #	DESCRIPTION	PART #
REBUILD KIT 1.75" - F88 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690240	BRIDGE BOLT AND SPACER .810" FORGED CALIPER F88	6690248
PISTON FOR 1.75" FORGED CALIPER F88	6690275	ABUTMENT PLATES F88	6690276
O-RING KIT FOR 1.75" FORGED CALIPER F88	6690244	SPEED BLEEDER KIT	6690284
SHIM KIT FOR FORGED CALIPER	6690257	RUBBER BLEEDER CAP - 4 PACK	6691318
BOLT KIT, .810" FORGED CALIPER F88	6690247		

**F88 SPRINT CAR SETUP**

**RECOMMENDED 410 WINGED SPRINT CAR**

**Inboard Setup**

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630020
RECOMMENDED PAD	PART #
AFCO SR34 F88/SL PADS	6651022
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108

**Left Front Setup**

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 410 NON-WINGED SPRINT CAR**

**Inboard Setup**

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630020
RECOMMENDED PAD	PART #
AFCO SR34 F88/SL PADS	6651022
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108

**Left Front Setup**

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 360 WINGED SPRINT CAR**

**Inboard Setup**

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630020
RECOMMENDED PAD	PART #
AFCO SR33 F88/SL PADS	6651012
RECOMMENDED ROTOR	PART #
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 305 WINGED SPRINT CAR**

**Inboard Setup**

RECOMMENDED CALIPER	PART #
F88 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630020
RECOMMENDED PAD	PART #
AFCO SR33 F88/SL PADS	6651012
RECOMMENDED ROTOR	PART #
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

# F22 CALIPERS

## FORGED ALUMINUM CALIPER

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



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F22 FORGED CALIPER	.380"	1 3/4"	6630200
F22 FORGED CALIPER	.810"	1 3/4"	6630220

DESCRIPTION	PART #
REBUILD KIT 1.75" - F22 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690264
PISTON FOR 1.75" FORGED CALIPER F33 & F22	6690294
O-RING KIT FOR 1.75" FORGED CALIPER F33 & F22	6690256
SHIM KIT FOR FORGED CALIPER	6690257
BOLT KIT .810" FORGED CALIPER F22	6690271

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

Hunter Schuereberg



**F22 SPRINT CAR SETUP****RECOMMENDED 410 WINGED SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630220
F22 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630200
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO SR34 F22/NDL PADS FOR STEEL ROTOR	6652022
AFCO TITANIUM PAD F22/NDL	6655012
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 410 NON-WINGED SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630220
F22 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630200
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO SR34 F22/NDL PADS FOR STEEL ROTOR	6652022
AFCO TITANIUM PAD F22/NDL	6655012
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 360 WINGED SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630220
F22 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630200
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO SR33 F22/NDL PADS FOR STEEL ROTOR	6652012
AFCO TITANIUM PAD F22/NDL	6655012
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 305 WINGED SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F22 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630220
F22 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630200
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO SR33 F22/NDL PADS FOR STEEL ROTOR	6652012
AFCO TITANIUM PAD F22/NDL	6655012
<b>RECOMMENDED ROTOR</b>	<b>PART #</b>
SLOTTED PILLAR VANE ROTOR - 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR - 12.19" X .810"	6640116

**Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

# F33 CALIPERS

## FORGED ALUMINUM CALIPER

- Forged pistons feature hard coat anodizing for wear resistance and long life.
- Mounting holes on 5-1/4" center.
- Internal brake fluid passages eliminate cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 30% vs. billet caliper model.
- 7/16" speed bleeders for quick installation and easy maintenance.



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F33 FORGED CALIPER	.375"	1 3/4"	6630100
F33 FORGED CALIPER	.810"	1 3/4"	6630120

### SERVICE PARTS FOR F33 FORGED ALUMINUM CALIPERS

DESCRIPTION	PART #
REBUILD KIT 1.75" - F33 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690252
PISTON FOR 1.75" FORGED CALIPER F33 & F22	6690294
O-RING KIT FOR 1.75" FORGED CALIPER F33 & F22	6690256
SHIM KIT FOR FORGED CALIPER	6690257
BOLT KIT .810" FORGED CALIPER F33	6690259

DESCRIPTION	PART #
PAD RETAINER KIT .810" F33	6690260
ABUTMENT PLATES F33	6690295
SPEED BLEEDER KIT	6690284
RUBBER BLEEDER CAP - 4 PACK	6691318

Brady Short



## F33 MIDGET/MICRO SETUP

### RECOMMENDED MIDGET CAR

#### Inboard Setup

RECOMMENDED CALIPER	PART #
F33 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630120
F33 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630100
RECOMMENDED PAD	PART #
AFCO SR34 F33 .810" WIDE PADS FOR STEEL ROTOR	6652022
AFCO SR33 F33 .810" WIDE PADS FOR STEEL ROTOR	6652012
AFCO TITANIUM PAD F33 .250" WIDE ROTOR	6656012
AFCO TITANIUM PAD F33 .375" WIDE ROTOR	6655012
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR 12.19" X .810"	6640116

#### Left Front Setup

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

### RECOMMENDED MICRO/MINI SPRINT CAR

#### Inboard Setup

RECOMMENDED CALIPER	PART #
F33 FORGED CALIPER 1.75" PISTONS - .810" WIDE	6630120
F33 FORGED CALIPER 1.75" PISTONS - .375" WIDE	6630100
RECOMMENDED PAD	PART # PRICE
AFCO SR34 F33 .810" WIDE PADS FOR STEEL ROTOR	6652022
AFCO SR33 F33 .810" WIDE PADS FOR STEEL ROTOR	6652012
AFCO TITANIUM PAD F33 .250" WIDE ROTOR	6656012
AFCO TITANIUM PAD F33 .375" WIDE ROTOR	6655012
RECOMMENDED ROTOR	PART #
SLOTTED PILLAR VANE ROTOR 12.19" X .810"	6640108
DRILLED PILLAR VANE ROTOR 12.19" X .810"	6640116

#### Left Front Setup

RECOMMENDED CALIPER	PART #
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

## REMOTE RESERVOIR MASTER CYLINDER KIT

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



### REMOTE RESERVOIR MASTER CYLINDERS

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

### MASTER CYLINDER REBUILD KITS

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

# F11 CALIPERS

## FORGED ALUMINUM CALIPER

- Forged pistons feature hard coat anodizing for wear resistance and long life.
- Extra wheel clearance.
- Mounting holes available in 3-1/4" and 3-3/4".
- Dual internal brake fluid passages eliminate cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 40% vs. the competition.
- 7/16" speed bleeders for quick installation and easy maintenance.



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	BOLT PATTERN	PART #
F11 FORGED CALIPER	3/8"	1-3/4"	3-1/4"	6630410
F11 FORGED CALIPER	3/8"	1-3/4"	3-3/4"	6630420

### F11 FORGED ALUMINUM CALIPER ACCESSORIES

DESCRIPTION	PART #
PISTON FOR 1.75" FORGED CALIPER F11	6690294
O-RING KIT FOR 1.75" FORGED CALIPER F11	6690256
RUBBER BLEEDER CAP - 4 PACK	6691318

Rick Hench



**F11 MIDGET/MICRO SETUP****RECOMMENDED JR. SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
F11 FORGED CALIPER 1.75" PISTON - 3.75" BOLT PATTERN	6630420

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED MICRO/MINI SPRINT CAR****Inboard Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410
F11 FORGED CALIPER 1.75" PISTON - 3.75" BOLT PATTERN	6630420

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011
AFCO F11 STEEL ROTOR PAD C2	6654021

**F11 SPRINT CAR SETUP****RECOMMENDED 410 WINGED SPRINT CAR****Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 410 NON-WINGED SPRINT CAR****Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 360 WINGED SPRINT CAR****Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 305 WINGED SPRINT CAR****Left Front Setup**

<b>RECOMMENDED CALIPER</b>	<b>PART #</b>
F11 FORGED CALIPER 1.75" PISTON - 3.25" BOLT PATTERN	6630410

<b>RECOMMENDED PAD</b>	<b>PART #</b>
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

# 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.

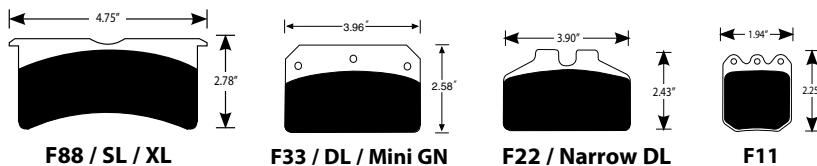
**Compound 33** - This compound was designed and developed for cold stopping power and improved stopping power at wider temperature ranges which reduces brake fade. Along with the 33's improved stopping power, you can expect less rotor wear. Each high quality 33 pad is made one pad at a time to improve 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 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, F22 and F33 calipers. Recommended temperature use: 400 to 1000 degrees.



	ALUMINUM COMPOUND	COMPOUND C1	COMPOUND 32	COMPOUND 33	COMPOUND C2	COMPOUND 34	TITANIUM COMPOUND
	PART #	PART #	PART #	PART #	PART #	PART #	PART #
F88 BRAKE PADS	NA	6651011	6651002	6651012	6651021	6651022	NA
F22 BRAKE PADS	NA	1251-1002	6652002	6652012	1251-2002	6652022	6656012
F11 BRAKE PADS	6654002	6654011	NA	NA	6654021	NA	6654012
F33 PADS (.810"/1.25" ROTOR)	NA	1251-1000	NA	NA	1251-2000	NA	NA
F33 PADS (.375" ROTOR)	NA	6655011	NA	NA	6655021	NA	6655012
F33 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**

RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F88/SL PADS	6651022

**Inboard F22**

RECOMMENDED BRAKE PADS	PART #
AFCO SR34 F22/NDL PADS FOR STEEL ROTOR	6652022
AFCO TITANIUM PAD F22/NDL	6655012

**Left Front F11**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED 360 & 305 WINGED SPRINT CAR BRAKE PADS****Inboard F88**

RECOMMENDED BRAKE PADS	PART #
AFCO SR33 F88/SL PADS	6651012

**Inboard F22**

RECOMMENDED BRAKE PADS	PART #
AFCO SR33 F22/NDL PADS FOR STEEL ROTOR	6652012
AFCO TITANIUM PAD F22/NDL	6655012

**Left Front F11**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED MIDGET BRAKE PADS****Inboard F33**

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**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**RECOMMENDED MICRO/MINI SPRINT CAR BRAKE PADS****Inboard F33**

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**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 TITANIUM ROTOR PAD	6654012
AFCO F11 STEEL ROTOR PAD C1	6654011

**Inboard F11**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
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**

RECOMMENDED PAD	PART #
AFCO F11 ALUMINUM ROTOR PAD	6654002
AFCO F11 STEEL ROTOR PAD C1	6654011

# AFCO BRAKES

## ROTORS

### PILLAR VANE ROTORS

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

#### FEATURES & BENEFITS

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



#### PILLAR VANE FLAT ROTORS

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



THICK	BOLT		DIA	WEIGHT	PART #
	CIRCLE				
.810"	7"		12.19"	9.0 LBS	6640102

#### PILLAR VANE SLOTTED ROTORS

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



THICK	BOLT		DIA	WEIGHT	PART #
	CIRCLE				
RH .810"	7"		11.75"	8.1 LBS	6640104
LH .810"	7"		11.75"	8.1 LBS	6640105
RH .810"	7"		12.19"	9.0 LBS	6640108
LH .810"	7"		12.19"	9.0 LBS	6640109

#### PILLAR VANE DRILLED ROTORS

- More brake pad surface support (pillars) to prevent rotor cupping.
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor.
- Machine balanced to reduce vibration and improve brake system performance.
- Increased cooling capacity allows for trail braking, lap after lap.
- Drilled to allow gas to escape, which improves rotor and pad efficiency.



THICK	BOLT		DIA	WEIGHT	PART #
	CIRCLE				
.810"	7"		11.75"	7.6 LBS	6640112
.810"	7"		12.19"	8.3 LBS	6640116

# 3/8" LIGHTWEIGHT ROTORS



## FEATURES & BENEFITS

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

## 3/8" LIGHTWEIGHT STEEL SPRINT CAR ROTOR

**NEW!**

- Patented design to eliminate rotor warp.
- As durable as titanium for a fraction of the cost.
- Weighs 5.3 lbs!
- Ideal for classes that do not allow exotic metals.
- 3/8" thick rotor.
- 8 bolt pattern.



DESCRIPTION	PART #
ROTOR 12.19" X .375" IB - SPRINT STEEL	6640127

## 3/8" ALUMINUM LIGHTWEIGHT ROTORS

**NEW!**

AFCO Aluminum Left-Front Sprint Car and Midget Rotors are machined from billet plate for excellent balance, flatness, and true rotation. Rugged construction resists thermal distortion while the black anodized finish prevents corrosion.

- Weighs under 2 lbs.
- 3/8" thick rotor.
- 3 bolt pattern.



DESCRIPTION	PART #
10.95" X .312" AL LF - SPRINT CAR (1.6 LBS.)	6640129
10.125" X .312" AL LF - MIDGET (1.375 LBS.)	6640131

# 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

### 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 - 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

## 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 BRAKE FLUID

AFCO has engineered two brake fluid formulations specifically targeted for top tier racing and performance use. From open wheel to dirt and asphalt late model racing, AFCO HT & HTX brake fluids will outperform!

## HIGH PERFORMANCE HTX BRAKE FLUID

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

- Dry boiling point of 600°+.
- Non-silicone fluid.
- Best value in brake fluid on the market.

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



## HIGH PERFORMANCE HT BRAKE FLUID

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

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

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

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

#### MADE IN THE USA

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



#### 100% ALUMINUM CONSTRUCTION

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



#### ADVANCED MANUFACTURING

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



#### PREMIUM QUALITY

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

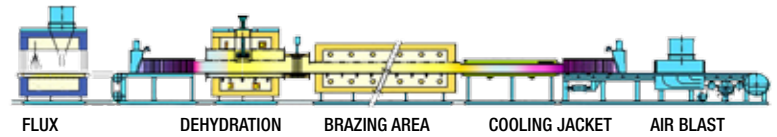
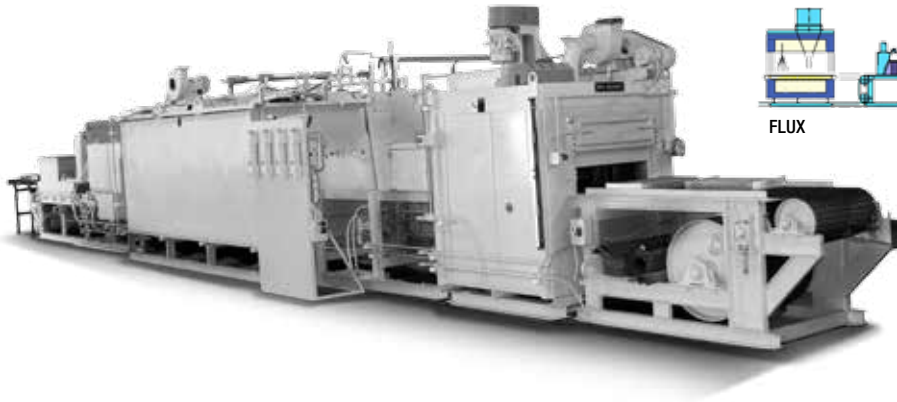


#### SPECIAL APPLICATIONS

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



# STATE-OF-THE-ART ALUMINUM BRAZING

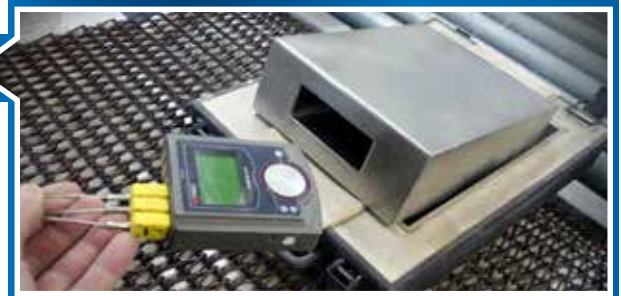


## FURNACE SPECIFICATIONS

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

## STAINLESS STEEL "HOTBOX" DATA RECORDER

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



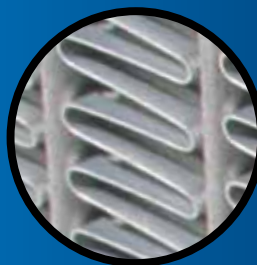
## FURNACE CONTROLS

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



## OUR CORE STANDARDS

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



Serpentine  
Louvered  
Fin @ 16psi



Clad Fillets  
on Both  
Sides



Double  
Clad  
.080 Headers

# SPRINT CAR RADIATORS

## 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.

**NEW!**

- **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	PART#
SPRINT DOWNFLOW RADIATOR	80203N

## 305 SPRINT TRIPLE 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.

- **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	PART#
305 SPRINT TRIPLE PASS RADIATOR	80202N



# SPRINT CAR 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.

## LIGHTWEIGHT DZUS MOUNT DOUBLE PASS RADIATOR

**NEW!**

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

(20.58" W x 20" H x 2.05" D)

Available in "Thermal Coating" - Call for details.



## 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

(20.5" W x 19.75" H x 3.25" D)

Available in "Thermal Coating" - Call for details.



# 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 BYBASS!
- 18% more coolant capacity than the competition - for the ultimate in cooling efficiency!
- Available with 3/4" NPT or 1" Push-On Hose Connections.



80205 - (17" x 12-1/8")



80206 - (16-1/8" x 17")



80207 - (21" x 12")



80208 - (12-1/8" x 17")

**DESCRIPTION**

- 17" X 12-1/8" DOUBLE PASS CAGE MT. W/ NPT FITTING
- 17" X 12-1/8" DOUBLE PASS CAGE MT. W/ 1" PUSH ON FITTING
- 16-1/8" X 17" DOWN FLOW FRONT MT. W/ 1" PUSH ON FITTING
- 21" X 12" DOUBLE PASS CAGE MT. W/ NPT FITTING
- 21" X 12" DOUBLE PASS CAGE MT. W/ 1" PUSH ON FITTING
- 12-1/8" X 17" DOUBLE PASS DOWN FLOW FRONT MT.\*
- \*WITH 1-1/2" PUSH ON & (3) 3/8" NPT FITTING.

**PART#**

80205
80205-1
80206
80207
80207-1
80208

## CUSTOM OVAL TRACK RADIATORS

AFCO Racing Products offers custom built radiators. Call 800-632-2320 for more details or to order your custom radiator!

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

**Built The Way  
You Want it!**



### DESCRIPTION

MINI SPRINT RADIATOR

### PART #

80009-NA

Frank Galusha



# 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 (INCHES)	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 #	PRICE	FEMALE	PART #
6AN FITTING	700050040	\$8.99	1/8" FP FITTING	80128X12
8AN FITTING	700050041	\$7.99	1/4" FP FITTING	80128X5
10AN FITTING	700050037	\$8.99	3/8"-18 FP FITTING	80128X10
12AN FITTING	80128X8	\$14.99	1/2"-14 FP FITTING	80128X11
16AN FITTING	80128X9	\$14.99	3/4" FP FITTING	80128X6
20AN FITTING	80128X20	\$15.99	1" FP FITTING	80128X7

## COOLANT ADDITIVE

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



DESCRIPTION	PART #
HIGH PERFORMANCE ADDITIVE (1 PINT)	100002

## AN FEMALE O-RING WELD ON STYLE BUNG

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



\*O-RINGS SOLD SEPARATELY.

## INLINE FILLER

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



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

## ELECTRIC FANS

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



80176  
8" 540 CFM



700050045  
10" 802 CFM



80180  
12" 1155 CFM



80179  
14" 1555 CFM



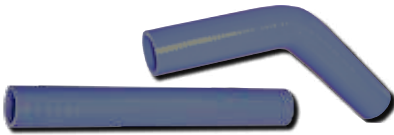
80177  
16" 2170 CFM

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

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

## 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
RUBBER CLAMP 1.5"-2"	88150200
RUBBER CLAMP 1.75"-2.25"	88175225

## 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

## RADIATOR FILLER



DESCRIPTION	PART #
BILLET FILLER NECK	80154BK

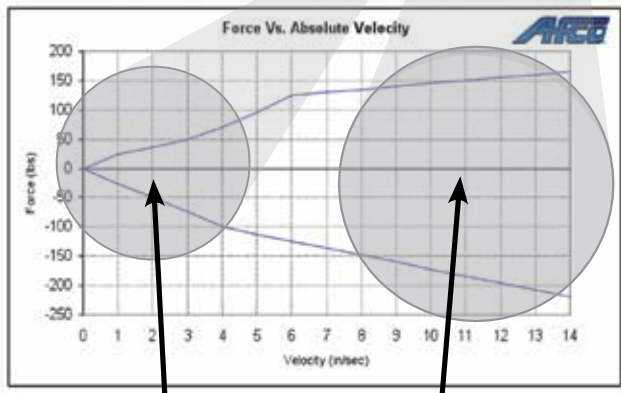
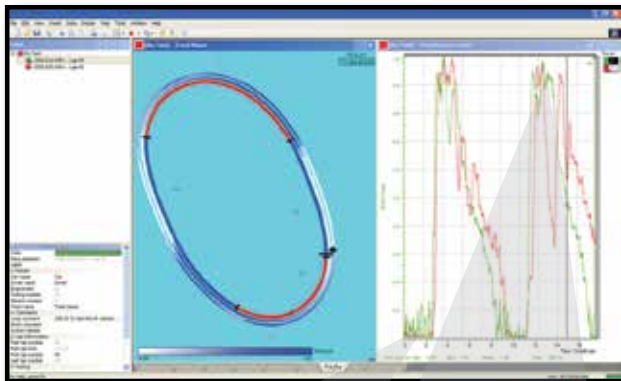
# SHOCK TECH

## 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

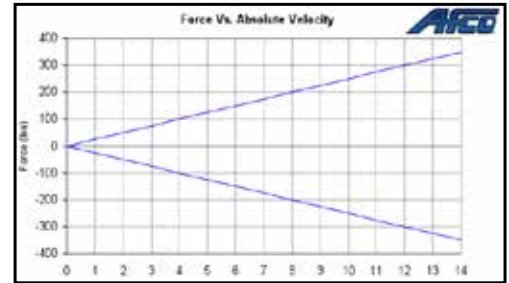
Helps tune chassis dynamics through the corner to optimize driver feel.

### 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.

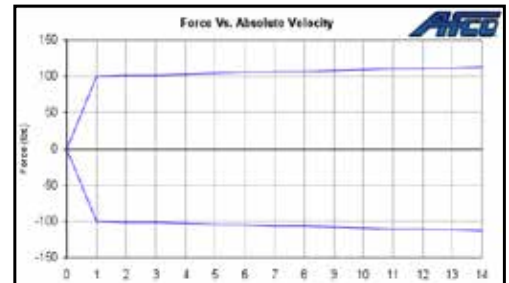
### LINEAR-LINEAR VALVING

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



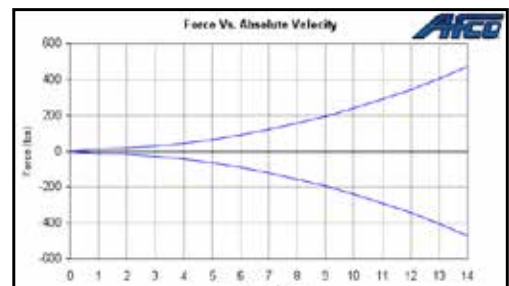
### DIGRESSIVE-DIGRESSIVE VALVING

- 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.

# TWIN TUBE VS. GAS

## UNDERSTANDING THE DIFFERENCES



### TWIN TUBE

#### FEATURES / BENEFITS

- Outer body shell with inner tube (twin tube).
- Use of smaller piston, due to smaller inner tube diameter.
- Inner tube contains oil which is displaced by the piston upon travel.
- Pressure bag between outer body shell and inner tube.
- Causes no preload of suspension for good driver feel of available traction and superior slick track performance.
- Can be used on left rear to limit left side hike-up (on fast/heavy tracks).
- Body dents do not affect function.
- Adjuster knob for compression adjustments.



### GAS

#### FEATURES / BENEFITS

- Gas pressure eliminates cavitation to provide superior rough track performance.
- Large piston helps improve overall racecar stability.
- Gas pressure can be used to increase chassis hike.
- Schrader valve for variable gas pressure adjustments.
- Single outer body shell (monotube).
- Use of a floating piston to separate gas charged chamber and oil filled chamber.
- Use of larger piston for more oil displacement and smoother ride.

## RACEWISE SUSPENSION GEOMETRY SOFTWARE



By: Wm. C. Mitchell Software

- Designed to teach suspension with specific hands-on lessons and includes fully illustrated handbook and help files.
- Provides immediate analysis of adjustments - from simple to complex w/ numerical & graphical representations.
- Realistic, on-screen, multi-angle suspension views.
- Full, 3-dimensional accuracy.
- 3 Years in-field development.



## EVALUATING/TUNING YOUR SUSPENSION

### FRONT SUSPENSION

- Allows Steer, Roll and Bump or Rebound Suspension Movements.
- Computes/Reports All Critical Front suspension change.

#### Factors:

- Roll Center Location/Migration
- Moment Arm Length
- Caster & Camber Curves
- Bump Steer
- Shock & Spring Travel
- Anti-Dive
- Ackermann
- and much more...

### REAR SUSPENSION

- Allows Roll and Bump or Rebound Suspension Movements.
- Use to Analyze All Popular Oval Track Coil Spring Rear Suspensions.
- Computes/Reports All Critical Rear Suspension change.

#### Factors:

- Drive Angle
- Roll Steer
- Indexing
- Spring & Shock Travel
- Lateral Axle Movement
- 5th Coil Travel/Axle Wrap
- and much more...

#### DESCRIPTION

RACEWISE FRONT SUSPENSION SOFTWARE  
RACEWISE REAR SUSPENSION SOFTWARE

#### PART #

RWFRONT  
RWREAR

# DIRT LATE MODEL - TUNING GUIDE

## 4-LINK TUNING

### TO TIGHTEN

#### CORNER ENTRY

(on throttle)

- Increase wedge.
- Increase compression LF shock.
- Soften RR spring<sup>1</sup>.
- Drop left bottom 4-link on chassis.
- Stiffen LF spring (banked track).

#### CORNER ENTRY

(off throttle)

- Soften RF spring (can also loosen exit)<sup>2</sup>.
- Stiffen LF spring.
- Decrease compression RF shock.
- Drop right bottom 4-link rod on chassis.
- Increase compression LR ahead shock.
- Decrease compression RR shock<sup>4</sup>.
- Increase rebound 5th coil shock.

#### MIDDLE CORNER

(off throttle)

- Stiffen LF spring.
- Soften RF spring.
- Drop panhard on pinion / raise on LS frame.
- Decrease rebound LF shock.
- Increase compression LR ahead shock.
- Stiffen RR spring<sup>3</sup>.
- Shorten RS wheelbase/lengthen LS.

#### MIDDLE CORNER

(on throttle)

- Increase wedge.
- Decrease rebound LF shock.
- Decrease rebound LR shock.
- Raise left top 4-link rod on chassis.
- Decrease rebound RR shock.
- Soften RR spring<sup>1</sup>.

#### CORNER EXIT

(on throttle)

- Increase wedge (on throttle).
- Decrease rebound front shocks.
- Decrease rebound LR shock.
- Raise left top 4-link rod on chassis.
- Soften RR spring<sup>1</sup>.
- Drop right top 4-link rod on chassis.

### TO LOOSEN

#### CORNER ENTRY

(on throttle)

- Decrease wedge.
- Increase compression RF shock.
- Increase compression RR shock<sup>1</sup>.
- Stiffen RR spring<sup>2</sup>.
- Raise both right side 4-link rods on chassis.

#### CORNER ENTRY

(off throttle)

- Soften LF spring.
- Raise right bottom 4-link rod on chassis.
- Increase compression RF shock.
- Stiffen LR spring.
- Stiffen RF spring<sup>4</sup> (can also tighten exit).
- Decrease rebound 5th coil shock.
- Stiffen 6th coil spring.

#### MIDDLE CORNER

(off throttle)

- Soften LF spring.
- Raise panhard on pinion / drop on LS frame.
- Increase rebound LF shock.
- Drop left top 4-link rod on birdcage & chassis.
- Decrease rebound 5th coil shock.
- Stiffen LR spring.
- Stiffen RF spring<sup>4</sup>.

#### MIDDLE CORNER

(on throttle)

- Decrease wedge.
- Drop left top 4-link rod on chassis.
- Increase rebound front shocks.
- Increase rebound RR shock<sup>2</sup>.
- Raise right top 4-link rod on chassis.
- Raise left bottom 4-link rod on chassis.
- Stiffen RR spring<sup>2</sup>.

#### CORNER EXIT

(on throttle)

- Decrease wedge (on throttle).
- Increase rebound RF shock.
- Increase rebound LF shock.
- Increase compression RR shock<sup>1</sup>.
- Stiffen RR spring<sup>2</sup>.
- Raise right top 4-link rod on chassis.
- Raise left bottom 4-link rod on chassis.

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.

## SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

### LR Shock Location:

A shock mounted ahead of the axle will provide more damping than the same shock mounted behind the axle.

### LR Spring Rate:

Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling but hike-up also promotes loose roll steer that tends to loosen handling.
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.
- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

### Gas Shock vs. Twin Tube (Non-Gas): Left Rear Ahead Shock:

- Gas LR ahead shock (AFCO part #3190CA) promotes chassis hike-up and slows hike-down.
- Use gas LR ahead shocks to improve corner entry stability and forward traction on slick and banked race tracks.
- Use a twin tube (non-gas) shock ahead of the axle on LR to avoid violent hike-up and down when traction is maximal (AFCO part #s 1394-0T / 1396-0T).
- Extreme LR compression control can cause corner entry looseness.
- For maximum on throttle traction, mount ahead shock on a clamp bracket (use with normal shock behind LR).
- Insufficient LR behind rebound control may allow chassis hike-up to become excessive and violent, resulting in a loss of traction.

### OVERALL CHASSIS TUNING APPLIES TO ALL TYPES OF CHASSIS:

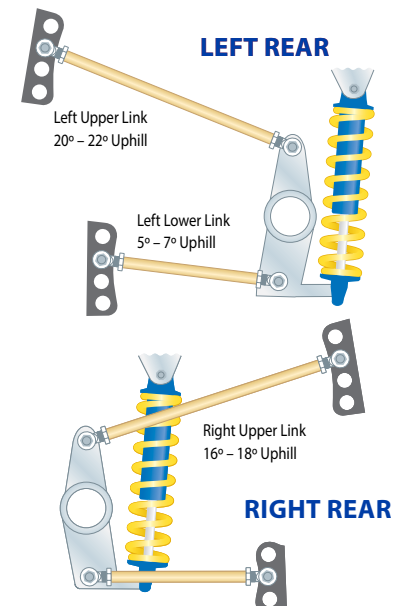
#### To Loosen:

- Increase stagger
- Lower ballast
- Decrease rear weight %

#### To Tighten:

- Reduce stagger
- Raise ballast
- Increase rear weight %

## SUGGESTED BASELINE 4-LINK ANGLES





# DIRT LATE MODEL - TUNING GUIDE

## SWING ARM TUNING

### TO TIGHTEN

#### CORNER ENTRY

(on throttle)

- Increase wedge.
- Stiffen LF spring (banked track).
- Increase compression LF shock.
- Stiffen LR spring.
- Soften RR spring<sup>1</sup>.
- Raise right trailing arm on chassis.

#### CORNER ENTRY

(off throttle)

- Soften LR spring.
- Stiffen LF spring.
- Raise right trailing arm on chassis.
- Decrease compression RF shock.
- Increase compression LF shock.
- Decrease compression RR shock.
- Stiffen RR spring<sup>3</sup>.

#### MIDDLE CORNER

(off throttle)

- Soften RF spring<sup>2</sup>.
- Stiffen LF spring<sup>2</sup>.
- Decrease compression RF shock.
- Decrease rebound LF shock.
- Decrease compression RR shock.
- Shorten RS wheelbase/lengthen LS.

#### MIDDLE CORNER

(on throttle)

- Increase wedge.
- Soften RR spring<sup>1</sup>.
- Drop left trailing arm on chassis.
- Decrease rebound LF shock.
- Decrease rebound LR shock.
- Decrease rebound RR shock.
- Stiffen LR spring.
- Move pull bar to left.

#### CORNER EXIT

(on throttle)

- Increase wedge (on throttle).
- Soften RR spring<sup>1</sup>.
- Drop left trailing arm on chassis.
- Decrease rebound front shocks.
- Decrease rebound LR shock.
- Decrease compression RR shock<sup>2</sup>.
- Stiffen LR spring.
- Move pull bar to left.

### TO LOOSEN

#### CORNER ENTRY

(on throttle)

- Decrease wedge.
- Increase compression RF shock.
- Increase compression RR shock.
- Soften LR spring.
- Stiffen RR spring<sup>2</sup>.

#### CORNER ENTRY

(off throttle)

- Stiffen RF spring<sup>4</sup>.
- Soften LF spring.
- Stiffen LR spring.
- Increase compression RF shock.
- Increase rebound LR shock.

#### MIDDLE CORNER

(off throttle)

- Stiffen LR spring.
- Increase rebound LF shock.
- Increase wedge<sup>4</sup>.
- Soften LF spring.
- Increase compression RR shock.
- Drop right trailing arm on chassis<sup>3</sup>.

#### MIDDLE CORNER

(on throttle)

- Decrease wedge.
- Increase rebound RF shock.
- Raise left trailing arm on chassis.
- Increase rebound LF shock.
- Soften RF spring.

#### CORNER EXIT

(on throttle)

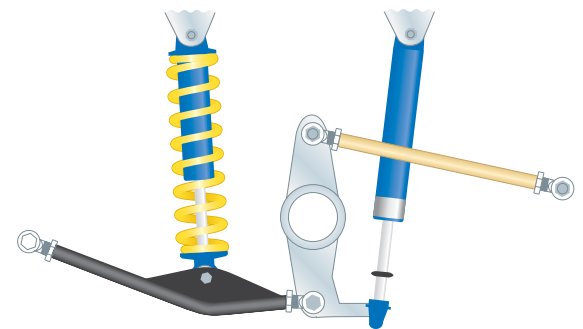
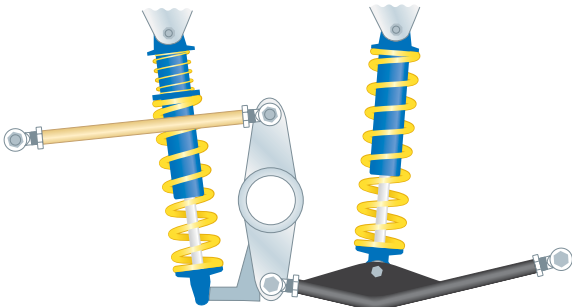
- Decrease wedge (on throttle).
- Increase rebound RF shock.
- Raise left trailing arm on chassis.
- Increase rebound LF shock.
- Increase compression RR shock<sup>1</sup>.
- Stiffen RR spring<sup>2</sup>.

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.

## SPECIAL TUNING TIPS FOR SWING ARM/Z LINK APPLICATIONS

### LEFT REAR SHOCK & SPRING SETUP:

- The addition of a shock mounted to the rear of the left birdcage can improve corner entry stability and enhance forward traction.
- Gas LR behind shock (AFCO part #3190CA) promotes chassis hike-up and slows hike-down.
- Use a twin tube (non-gas) shock behind the axle on LR to avoid violent hike-up and down when traction is maximal (AFCO part #s 1394-OT / 1396-OT).
- Use gas LR behind shock to improve corner entry stability and forward traction on slick and banked race tracks.
- Extreme LR compression control can cause corner entry looseness.
- Insufficient LR ahead rebound control may allow chassis hike-up to become excessive and violent, resulting in a loss of traction.



### DOUBLE RIGHT REAR SPRING & SHOCK SETUP:

- To improve corner entry handling on slick race tracks, mount a 10" or 12" x 125 #/in spring with a take-up spring on a dummy shock to the back side of the right rear axle tube using a clamp bracket.
- Angle rear shock / spring 3 to 5 degrees back at top and 10 to 12 degrees inboard at top. Try to align the front and rear lower shock mounts as closely as possible left to right. The rear shock's upper mount should not be lower than the forward shock's upper mount on the right rear.
- Use a 175 #/in spring on the front of the birdcage. Adjust front and rear spring so that the rear spring will be loaded 5/8" to 3/4" at ride height. Soften front spring to tighten corner exit handling. Stiffen front spring to loosen corner exit handling.
- If necessary, use a shock extension so that 3-1/2" to 4-1/2" of shock shaft is exposed at ride height (rear shock).

# MODIFIED - TUNING GUIDE

## 4-LINK TUNING

### TO TIGHTEN

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge.</li> <li>• Stiffen LF spring (banked track).</li> <li>• Increase compression LF shock.</li> <li>• Soften RR spring.</li> <li>• Drop left bottom 4-link on chassis.</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften RF spring<sup>3</sup> (can also loosen exit).</li> <li>• Stiffen LF spring.</li> <li>• Decrease compression RF shock.</li> <li>• Drop right bottom 4-link rod on chassis.</li> <li>• Increase compression LR shock.</li> <li>• Decrease compression RR shock<sup>4</sup>.</li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Stiffen LF spring.</li> <li>• Soften RF spring<sup>2</sup>.</li> <li>• Drop panhard on pinion/raise on LS frame.</li> <li>• Decrease rebound LF shock.</li> <li>• Increase compression LR shock.</li> <li>• Stiffen RR spring<sup>3</sup> (can also loosen exit).</li> <li>• Shorten RS wheelbase/lengthen LS.</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge.</li> <li>• Decrease rebound LF shock.</li> <li>• Decrease rebound LR shock.</li> <li>• Raise left top 4-link rod on chassis.</li> <li>• Decrease rebound RR shock (can loosen entry).</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also).</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Increase wedge (on throttle).</li> <li>• Decrease rebound front shocks.</li> <li>• Decrease rebound LR shock.</li> <li>• Raise left top 4-link rod on chassis.</li> <li>• Soften RR spring<sup>1</sup> (can loosen entry also).</li> <li>• Drop right top 4-link rod on chassis.</li> </ul>
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### TO LOOSEN

<p><b>CORNER ENTRY</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge.</li> <li>• Increase compression RF shock.</li> <li>• Increase compression RR shock<sup>1</sup>.</li> <li>• Stiffen RR spring<sup>2</sup>.</li> <li>• Raise both right side 4-link rods on chassis.</li> </ul>	<p><b>CORNER ENTRY</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring.</li> <li>• Raise right bottom 4-link rod on chassis.</li> <li>• Increase compression RF shock.</li> <li>• Increase rebound LF shock.</li> <li>• Raise panhard on pinion / drop on LS frame.</li> <li>• Stiffen LR spring.</li> <li>• Stiffen RF spring<sup>4</sup>.</li> </ul>	<p><b>MIDDLE CORNER</b> (off throttle)</p> <ul style="list-style-type: none"> <li>• Soften LF spring.</li> <li>• Raise panhard on pinion / drop on LS frame.</li> <li>• Increase rebound LF shock.</li> <li>• Drop left top 4-link rod on birdcage &amp; chassis.</li> <li>• Stiffen LR spring.</li> <li>• Stiffen RF spring<sup>4</sup>.</li> </ul>	<p><b>MIDDLE CORNER</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge.</li> <li>• Drop left top 4-link rod on chassis.</li> <li>• Increase rebound front shocks.</li> <li>• Increase rebound RR shock<sup>2</sup>.</li> <li>• Raise right top 4-link rod on chassis.</li> <li>• Raise left bottom 4-link rod on chassis.</li> <li>• Stiffen RR spring<sup>2</sup>.</li> </ul>	<p><b>CORNER EXIT</b> (on throttle)</p> <ul style="list-style-type: none"> <li>• Decrease wedge (on throttle).</li> <li>• Increase rebound RF shock.</li> <li>• Increase rebound LF shock.</li> <li>• Increase compression RR shock<sup>1</sup>.</li> <li>• Stiffen RR spring (can also tighten entry)<sup>2</sup>.</li> <li>• Raise right top 4-link rod on chassis.</li> <li>• Raise left bottom 4-link rod on chassis.</li> </ul>
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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.

## SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

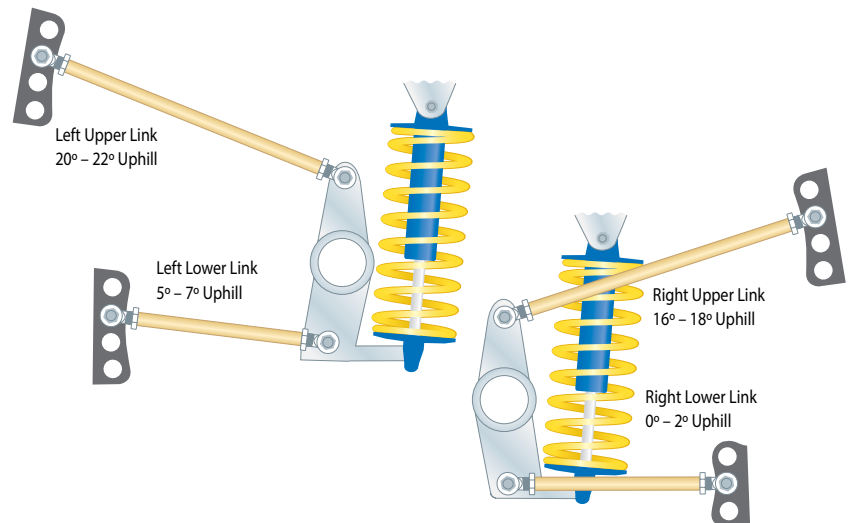
### LR Shock Location:

- A shock mounted ahead of the axle will provide more damping than the same shock mounted behind the axle.

### LR Spring Rate:

- Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.
- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling, but hike-up also promotes loose roll steer that tends to loosen handling.
- Use a stiff compression shock ahead of the axle on LR to improve corner entry stability. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.

## SUGGESTED BASELINE 4-LINK ANGLES



- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

# MODIFIED - TUNING GUIDE

## SWING ARM/Z-LINK TUNING

### TO TIGHTEN

#### CORNER ENTRY

(on throttle)

- Increase wedge.
- Raise right trailing arm on chassis.
- Increase compression LF shock.
- Stiffen LF spring (banked track).
- Stiffen LR spring.
- Soften RR spring<sup>1</sup>.

#### CORNER ENTRY

(off throttle)

- Soften LR spring.
- Stiffen LF spring.
- Raise right trailing arm on chassis.
- Stiffen RR spring<sup>3</sup>.
- Decrease compression RF shock.
- Increase compression LF shock.
- Decrease compression RR shock.

#### MIDDLE CORNER

(off throttle)

- Stiffen LF spring.
- Soften RF spring<sup>2</sup>.
- Decrease compression RF shock.
- Decrease rebound LF shock.
- Decrease compression RR shock.
- Shorten RS wheelbase/lengthen LS.

#### MIDDLE CORNER

(on throttle)

- Increase wedge.
- Drop left trailing arm on chassis.
- Decrease rebound LF shock.
- Decrease rebound LR shock.
- Decrease rebound RR shock.
- Soften RR spring<sup>1</sup>.
- Stiffen LR spring.
- More pull bar to left.

#### CORNER EXIT

(on throttle)

- Increase wedge (on throttle).
- Drop left trailing arm on chassis.
- Decrease rebound front shocks.
- Decrease rebound LR shock.
- Decrease compression RR shock<sup>2</sup>.
- Soften RR spring<sup>1</sup>.
- Stiffen LR spring.
- More pull bar to left.

### TO LOOSEN

#### CORNER ENTRY

(on throttle)

- Decrease wedge.
- Increase compression RF shock.
- Drop right trailing arm on chassis.
- Increase compression RR shock.
- Soften LR spring.
- Stiffen RR spring<sup>2</sup>.

#### CORNER ENTRY

(off throttle)

- Stiffen RF spring<sup>4</sup>.
- Soften LF spring.
- Stiffen LR spring.
- Increase compression RF shock.
- Increase wedge.
- Increase rebound LR shock.

#### MIDDLE CORNER

(off throttle)

- Increase wedge<sup>4</sup>.
- Stiffen LR spring.
- Drop right trailing arm on chassis<sup>2</sup>.
- Increase rebound LF shock.
- Soften LF spring.
- Increase compression RR shock.

#### MIDDLE CORNER

(on throttle)

- Decrease wedge.
- Increase rebound RF shock.
- Increase rebound LF shock.
- Soften RF spring.
- Raise left trailing arm on chassis

#### CORNER EXIT

(on throttle)

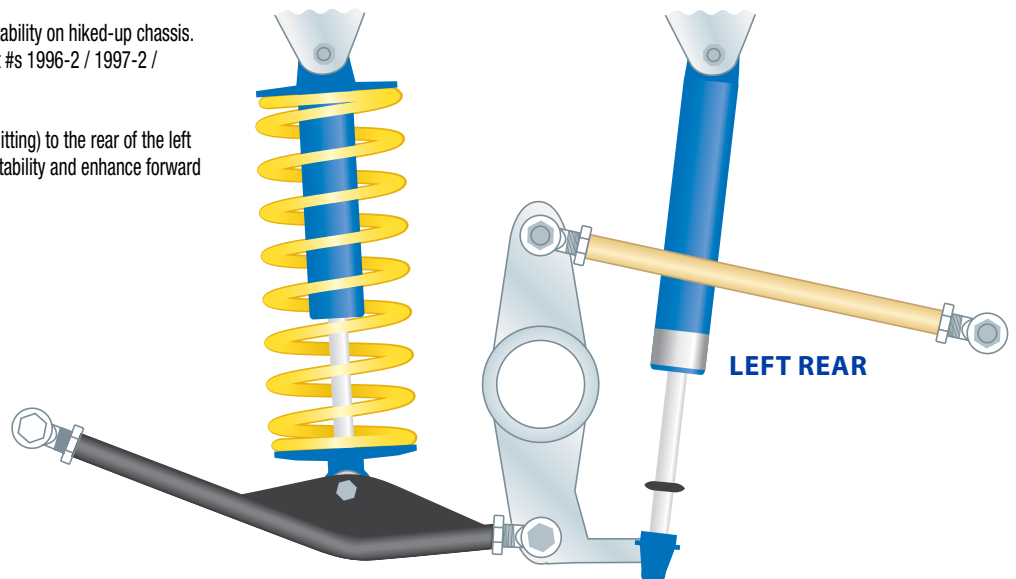
- Decrease wedge.
- Increase rebound RF shock.
- Raise left trailing arm on chassis.
- Increase rebound LF shock.
- Increase compression RR shock<sup>1</sup>.
- Stiffen RR spring<sup>2</sup>.

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.

## SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

### LEFT REAR SHOCK & SPRING SETUP:

- Use a stiff compression shock on LR to improve corner entry stability on hiked-up chassis. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)
- Relocating the swing-arm shock or adding a shock (rules permitting) to the rear of the left birdcage increases dampening and can improve corner entry stability and enhance forward traction.



# 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 spring<sup>3</sup>.
- Decrease compression RF shock.
- Decrease LS weight %.
- Shorten RS wheelbase/lengthen LS.

#### CORNER EXIT

(on throttle)

- Stiffen LR spring.
- Increase wedge<sup>1</sup>.
- Stiffen RF spring<sup>1</sup>.
- Decrease rebound LF shock.
- Decrease rebound RF shock.
- Decrease compression LR shock.

### TO LOOSEN

#### CORNER ENTRY

(off throttle)

- Soften LR spring.
- Increase rebound LR shock.
- Increase rebound LF shock.
- Stiffen RF spring<sup>4</sup>.
- Increase LS weight %.
- Lengthen RS wheelbase/lengthen LS.

#### CORNER EXIT

(on throttle)

- Soften LF spring.
- Decrease wedge<sup>2</sup>
- Soften RF spring<sup>2</sup>
- Increase rebound front shocks.
- Stiffen RR spring<sup>2</sup>.
- Increase compression RR shock<sup>1</sup>.
- 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.



**SUSPENSION**



**BRAKES**



**COOLING**

**2017**

**DRAG, MUSCLE, STREET  
ROD, HIGH PERFORMANCE  
MASTER CATALOG**



Drag Race



Muscle Car



Street Rod



High Performance

# INDUSTRY LEADING SUPPORT

## ENGINEERING EXCELLENCE

AFCO Performace Group is dedicated to engineering high quality racing components that allows our dealers to develop championship winning suspension packages.



### FASTSHOCKS

"FastShocks has worked closely with AFCO since we first opened our doors. The quality of AFCO components gives us a perfect platform to custom build shocks that have helped our customers refine their suspensions from coast to coast. When customers like Jimmy Hidalgo Jr, Justin Lamb, Peter Biondo, and Gary Stinnett look for suspension control for their exact application - we choose AFCO." - Randy Mans



### TINNIN DRAG RACE SUSPENSION

"At Tinnin Suspension, we rely on AFCO Racing Products to provide quality suspension components and product flexibility that allows us to provide our customers with a winning suspension package that is second to none." - Matt Tinnin



## MENSCER MOTORSPORTS

“Menscer Motorsports appreciates the engineering and product support from AFCO that allows us to design and develop the most innovative suspension packages in the industry today. The on-track success of our customers fuels our passion for winning. With AFCO as a partner, we will continue our drive to win.” - Mark Menscer



### DEWAYNE MILLS

Uses AFCO by Menscer 4-Way Shocks.



- 2016 NMCA Radial Wars Champion:
  - NMCA Bluegrass Nationals
  - NMCA All American Nationals
  - NMCA Super Bowl of Street Legal Drag Racing
  - NMCA World Finals
- No Mercy 7 Radial vs. World \$60k winner!
- Turbo RVW Class Record Holder.

### JACKY MCCARTY

Uses AFCO by Menscer MonoTube Shocks.



- NMCA Street Outlaw Class Champion.
- Multiple Event winner:
  - NMCA All American Nationals – Street Outlaw
  - NMCA Super Bowl of Street Legal Drag Racing – Street Outlaw
  - NMCA World Finals - Street Outlaw
  - Mid-Atlantic Radial Mayhem – X275
  - Holcomb Spring Nationals – X275
  - Ohio Valley Prize Fight – X275
  - Fall Brawl – X275

### SHAWN PEVLOR

Uses AFCO by Menscer MonoTube Shocks.



- Multiple event winner in 2016:
  - Door Wars (MIR) – Nitrous X
  - Small Block Nationals – Nitrous X
  - Yellowbullet Nationals – Ultra Street
  - Shakedown – Ultra Street
  - No Mercy 7 - Nitrous X
  - Fall Brawl – MX 235
- Multiple class record holder – MX 235, Nitrous X, Ultra Street

### ERIC KENWARD

Uses AFCO by Menscer Monotube Shocks.



- NMCA Xtreme Street Class Champion 2016.
- 12 class wins in 2016.

### KEVIN FISCUS

Uses AFCO by Menscer 4-Way Shocks.



- NMCA Xtreme Pro Mod winner.
- Shakedown at the Summit – Outlaw Pro Mod \$40K winner!

### JIM PERRY

Uses AFCO by Menscer Twin Tube Shocks.



- Multiple NHRA SUPER GAS National Event winner:
  - NHRA Gator Nationals
  - NHRA 4 Wide Nationals
  - Past NHRA National Champion



# NEW PRODUCTS

## DRAG STRUTS - MUSTANG ('05-'14) & CAMARO ('82-'92 & '10-'15)

The AFCO double adjustable strut has been designed to exceed the need in the drag market. In most applications and classes, controlling weight transfer is key to making successful passes. Racers and chassis builders across the market requested a strut that can be used to control front end travel hydraulically instead of mechanically with a chain or cable. The engineering team at AFCO nailed it. The AFCO Big Gun strut offers tuners the ability to "lock down" the front suspension to create a smooth weight transfer event.



30033 - '05-'14 MUSTANG



30032 - '10-'15 CAMARO



30031 - '82-'92 CAMARO

## BNC2 DRAG VALVING



AFCO is proud to introduce a refresh to its bounce control valving "BNC". The improved bounce control valving is targeted at nose heavy, wheel standing door cars. The new "BNC2" valving continues the tradition of smooth landings with an even more aggressive valve package. The key benefits are that the car lands softly and doesn't damage oil pans or headers, or scrub off E.T. This allows cleaner passes to be made. For the ultimate in front end shock technology, chose AFCO's BNC2 valving. This valve package can be installed in any new or existing shock as an upgrade.

# NEW PRODUCTS

## '09-'15 CADILLAC CTS-V HEAT EXCHANGERS

Cooler intake temperatures mean more power. It is just that simple. However, providing your engine with cool air to breathe becomes even more difficult when forced induction is involved. To combat the power loss by excessive heat build-up in the supercharger and intake system, AFCO focused on upgrading the weakest component in this cooling system, the heat exchanger. AFCO's NEW Cadillac CTS-V Heat Exchanger is a TIG-welded, all-aluminum, double pass design that lowers coolant temperature by 20° F. It is a direct-fit heat exchanger and it installs in approximately 2 hours. There is no drilling, cutting, or fabrication required. For improved cooling, an optional black "Thermal Coating" finish is also available.



## C7 Z06 CORVETTE HEAT EXCHANGERS

AFCO's NEW C7 Z06 Corvette Heat Exchanger is a TIG-welded, all-aluminum, double pass design that lowers coolant temperature by 20° F. It is a direct-fit heat exchanger and it installs in approximately 3-5 hours. There is no drilling, cutting or fabrication required. For improved cooling, an optional black "Thermal Coating" finish is also available.



## '10-'15 SS & '12-'15 ZL1 CAMARO HEAT EXCHANGERS

AFCO's NEW Camaro Heat Exchanger is a TIG-welded, all-aluminum, double pass design that lowers coolant temperature by 20° F. It is available with or without 10" SPAL fans and fits '12-'15 ZL1 Camaro & '10-'15 Camaro SS with aftermarket supercharger. There is no cutting or fabrication required. Two holes must be drilled for installation. For improved cooling, an optional black "Thermal Coating" finish is also available.



## '82-'92 CAMARO LSX RADIATOR

The NEW AFCO direct-fit '82-'92 Camaro LSX Radiator is the perfect compliment to your LS engine upgrade. The AFCO unit allows the use of the stock mounting hardware. This all aluminum TIG-welded radiator has two 1" rows of furnace brazed core, which is twice the thickness of the stock radiator core.



## '14-'16 C7 CORVETTE RADIATOR

The NEW AFCO direct-fit C7 Corvette Radiator is the perfect way to improve the efficiency of the cooling system in your 2014 – 2016 C7 Corvette. The AFCO unit allows the use of the stock mounting hardware, A/C condenser, and the factory fan/shroud without the need for modifications. This all aluminum TIG-welded radiator has a single row 1.50" furnace brazed core, which is **twice** the thickness of the stock radiator core.



# DRAG STRUTS

**Best Front End Control  
In The Market!**

## FORD MUSTANG ADJUSTABLE STRUTS

After the tremendous success of our '79-'04 Mustang Strut, AFCO has expanded this technology for even more offerings. In most applications and classes, controlling weight transfer is key to making successful passes. Racers and chassis builders across the market requested a strut that can be used to control front end travel hydraulically instead of mechanically with a chain or cable. The engineering team at AFCO nailed it. The AFCO Big Gun strut offers tuners the ability to "lock down" the front suspension to create a smooth weight transfer event.

- Double adjustable design-dial in your chassis, click-by-click.
- Best front-end control on the market.
- Fully independent compression and rebound adjustments.
- 35mm piston diameter; up to 37% larger than the competition for superior fluid control and consistency.
- Indexable compression adjuster for increased clearance options at the base of the strut.
- Rebuildable and revalvable as needed; widest possible range in the industry.
- CAD designed and FEA optimized.



30030  
'79-'04 MUSTANG



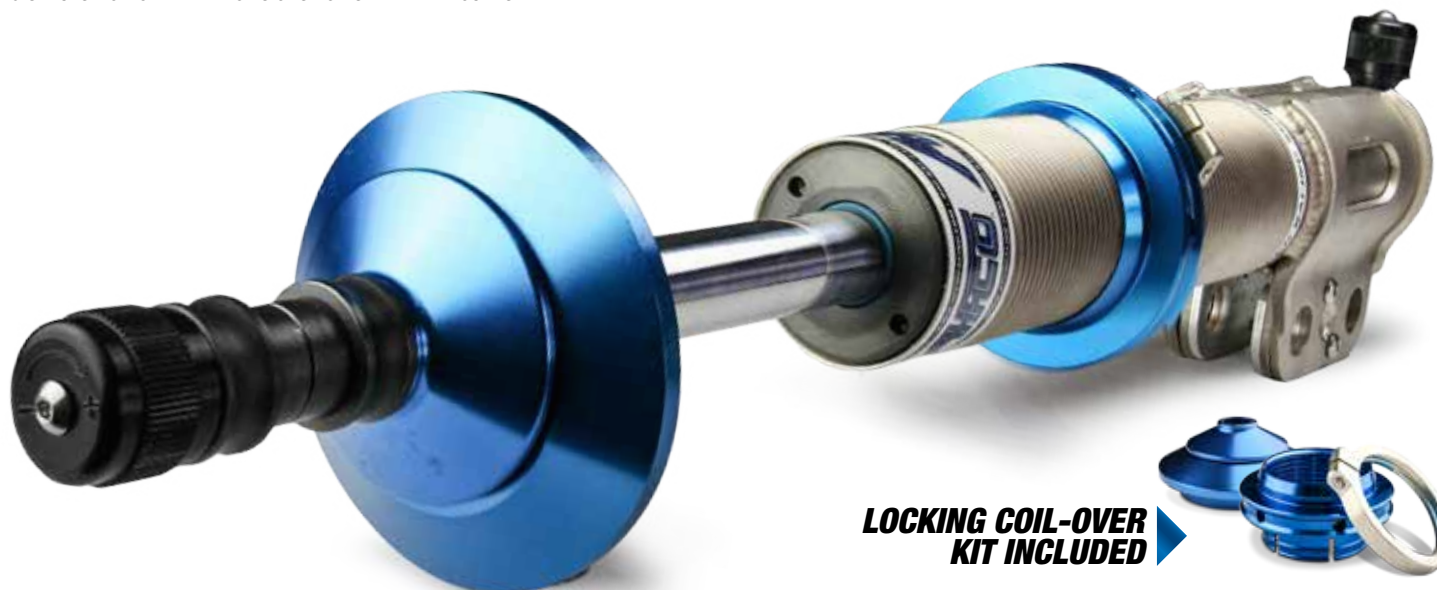
30033  
'05-'14 MUSTANG



**NEW!**

DESCRIPTION	PART #
'79 - '04 MUSTANG STRUT*	30030
'05 - '14 MUSTANG STRUT*	30033

\* AFTERMARKET CASTER/CAMBER PLATES REQUIRED FOR INSTALLATION  
DRAG STRUTS DO NOT HAVE PROVISIONS FOR SWAY BAR MOUNTS.



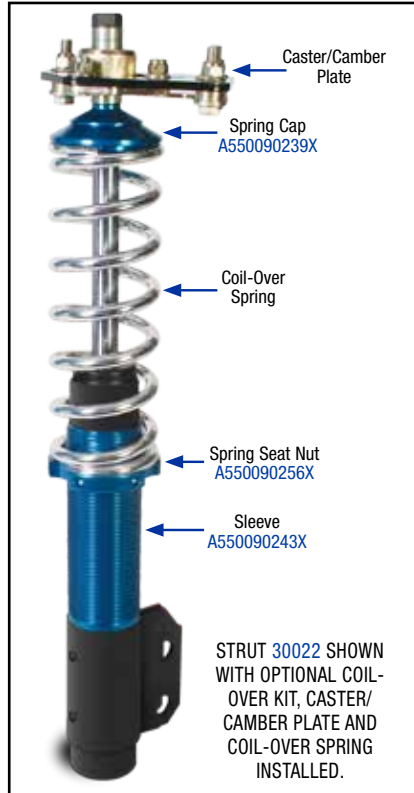
**LOCKING COIL-OVER  
KIT INCLUDED**

## NON-ADJUSTABLE STRUTS

- Race-inspired valving for maximum weight transfer and bounce control. (BNC) (90-10, Non-Adjustable)
- Can be used as a replacement strut if retaining OEM springs.
- Can be used as a coil-over strut with optional coil-over kit, caster/camber plates, and coil-over springs (sold separately).
- Coil-over design for ride height adjustments and precise chassis adjustment.
- Allows for "Lowered Stance" ride height appearance. (Caster/Camber Plates recommended).



30022  
'79-'04 MUSTANG



STRUT 30022 SHOWN WITH OPTIONAL COIL-OVER KIT, CASTER/CAMBER PLATE AND COIL-OVER SPRING INSTALLED.

DESCRIPTION	PART#
STRUT, MUSTANG ('79-'04)	30022
COIL-OVER KIT, MUSTANG ('79 - '04)	29022

## CASTER/CAMBER PLATES



40022  
FITS '79-'89 MUSTANG



40023  
FITS '90-'93 MUSTANG



40024  
FITS '94-'04 MUSTANG



40025  
FITS '05-'11 MUSTANG

DESCRIPTION	PART#
CASTER/CAMBER PLATES, MUSTANG ('79-'89)	40022
CASTER/CAMBER PLATES, MUSTANG ('90 - '93)	40023
CASTER/CAMBER PLATES, MUSTANG ('94 - '04)	40024
CASTER/CAMBER PLATES, MUSTANG ('05 - '11)	40025



Bruder Brothers

# DRAG STRUTS

**Best Front End Control  
In The Market!**

## CHEVROLET CAMARO ADJUSTABLE STRUTS

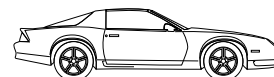
After the tremendous success of our '79-'04 Mustang Strut, AFCO has expanded this technology for even more offerings. In most applications and classes, controlling weight transfer is key to making successful passes. Racers and chassis builders across the market requested a strut that can be used to control front end travel hydraulically instead of mechanically with a chain or cable. The engineering team at AFCO nailed it. The AFCO Big Gun Strut offers tuners the ability to "lock down" the front suspension to create a smooth weight transfer event.

- Double adjustable design-dial in your chassis, click-by-click.
- Best front-end control on the market.
- Fully independent compression and rebound adjustments.
- 35mm piston diameter; up to 37% larger than the competition for superior fluid control and consistency.
- Indexable compression adjuster for increased clearance options at the base of the strut.
- Rebuildable and revalvable as needed; widest possible range in the industry.
- CAD designed and FEA optimized.

**NEW!**



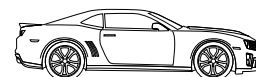
30031  
'82-'92 CAMARO



**NEW!**



30032  
'10-'15 CAMARO



DESCRIPTION	PART #
'82 - '92 CAMARO STRUT*	30031
'10 - '15 CAMARO STRUT*	30032

\* AFTERMARKET CASTER/CAMBER PLATES REQUIRED FOR INSTALLATION (SEE PAGE 13). DRAG STRUTS DO NOT HAVE PROVISIONS FOR SWAY BAR MOUNTS.



**LOCKING COIL-OVER  
KIT INCLUDED**



**'10 - '15 CAMARO REAR SHOCK**

The 32 Series Double Adjustable Monotube shocks are specifically valved so chassis tuners can better control the "hit" to the tire using this series of shocks. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tire to the track. Choose this series of shocks for the ultimate control off the line and superior traction down track.

- *Double Adjustable - broad range of adjustment.*
- *Large piston provides superior launch and down track stability.*
- *Gas pressure eliminates cavitation and allows shock to recover faster.*



SHOCK 3250R  
SHOWN WITH  
COIL-OVER SPRING  
INSTALLED.

DESCRIPTION	PART#
CAMARO REAR SHOCK ('10-'15)	3250R

**CASTER/CAMBER PLATES**



40026  
'11-'15 CAMARO  
CASTER CAMBER  
PLATES



550000857  
REAR '11-'15 CAMARO  
SHOCK MOUNTS



550000310  
REAR '10-'15  
CAMARO BUSHINGS

DESCRIPTION	PART#
CASTER/CAMBER PLATES, CAMARO ('05 - '11) (PAIR)	40026
CAMARO REAR SHOCK MOUNT ('10 - '15) (PAIR)	550000857
CAMARO REAR SHOCK BUSHINGS ('10 - '15) (PAIR)	550000310

**BILL TROVATO**

"I've been racing a long time and recognize value when I see it. I switched to AFco BGX shocks and can make adjustments that I can feel in the car. They definitely helped my program!"



# BIG GUN "SLICKS"

DOUBLE ADJUSTABLE

## MONOTUBE CANISTER SERIES

PRO STREET, OUTLAW 10.5, TOP SPORTSMAN, BIG DOG, SUPER QUICK, PRO 5.0, SSO, TOP DRAGSTERS & OTHERS

Best For Slick Tire  
1,500+ HP  
Applications

- Big Gun Valving - Specifically valved for high horsepower applications.
- Large piston provides superior launch stability.
- Gas pressure eliminates cavitation and allows shock to recover faster.
- Double Adjustable - broad range of adjustment, click-by-click.

### Broad Range of Adjustment



COMPRESSION



REBOUND

### BIG GUN REAR SHOCKS

BIG GUN	COMP	EXTENDED	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
4" STROKE COIL-OVER	11.20"	15.20"	8"	13.00 - 13.50"	3240BG
5" STROKE COIL-OVER	12.20"	17.20"	10-12"	13.50 - 14.50"	3250BG
6" STROKE COIL-OVER	13.20"	19.20"	12-14"	14.50 - 16.50"	3260BG
7" STROKE COIL-OVER	14.20"	21.20"	14"	15.50 - 18.50"	3270BG

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.



Standard 1/2" ID  
1" Wide Bearing  
PART# 1007X

Coil-over kit  
included.



PART#  
20135



SPRING SOLD  
SEPARATELY.

### ACCESSORIES

#### CANISTER MOUNTS

DESCRIPTION	PART #
1-1/4" CAN. MOUNT	50330
1-3/8"	50329
1-1/2"	50331
1-3/4"	50332



#### GAS SHOCK INFLATION GAUGES

DESCRIPTION	PART #
GAS PRESSURE GAUGE	GAUGE



#### PETER BIONDO MONTEITH RACING



"When I pull up to the line with a National event final round at stake, I depend on AFCO Shocks to help transfer the weight to the rear wheels. For fifteen years now, AFCO gets me pointed toward the win light."

7 NHRA World Championships  
48+ NHRA National Event Wins



# BIG GUN X "RADIALS"

DOUBLE ADJUSTABLE

## MONOTUBE CANISTER SERIES

X275, LDR, NITROUS X, ULTRA STREET & MX235

The Big Gun X Series Double Adjustable Monotube shocks are specifically valved for extremely high horsepower drag radial tire equipped applications. With this valving package, chassis tuners can better control the "hit" to the tire using this series of shocks. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tire to the track. Don't "drive thru" your shocks with that big power! **If you have 1,500+ horsepower and are on a drag radial tire, or are using stock suspension, this is the valving package you need to complement your race program.** Choose this series of shocks for the ultimate control off the line and superior traction down track. For quicker adjustments, mount your AFCO shocks upside-down for unsprung weight savings and easier access to the rebound adjuster.

- Double Adjustable - broad range of adjustment, click-by-click.
- Big Gun X Valving - specifically valved for high horsepower radial tire applications.
- Large piston provides superior launch and down track stability.
- Gas pressure eliminates cavitation and allows shock to recover faster.

### BIG GUN X REAR SHOCKS

BIG GUN	COMP	EXTENDED	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
4" STROKE COIL-OVER	11.20"	15.20"	8"	13.00 - 13.50"	3240BGX
5" STROKE COIL-OVER	12.20"	17.20"	10-12"	13.50 - 14.50"	3250BGX
6" STROKE COIL-OVER	13.20"	19.20"	12-14"	14.50 - 16.50"	3260BGX
7" STROKE COIL-OVER	14.20"	21.20"	14"	15.50 - 18.50"	3270BGX

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.



Coil-over kit included.



SPRING SOLD SEPARATELY. SEE PAGE 36-38.

Best For Radial Tire 1,500+ HP Applications



### RAY BULACH BULACH RACING



"My new BGX shocks from AFCO and Brian Gray Racing have made a huge improvement in the performance of my race car. The tunability and control is amazing, and the time slips have backed it up pass after pass. AFCO's products and the support we get from them and the BGR Army are second to none. They made me a believer!"

T-56 World Record  
F-Body Camaro



# BIG GUN "SLICKS"

DOUBLE ADJUSTABLE

## TWIN TUBE SERIES

ULTRA/ULTIMATE STREET, TOP SPORTSMAN, BIG DOG, SUPER QUICK, PRO 5.0, SSO & OTHERS

The "Big Gun" shocks are specifically valved for high horsepower applications. Both small tire and big tire cars can better control the "hit" to the tire with this series of shocks. Don't "drive through" your shocks with that big power — choose this series of shocks for the ultimate control off the line.

- Widest range of adjustment on the market.
- Make a click and feel the change.
- 100% dyno tested.



Best For Slick Tire  
1,000-1,500 HP  
Applications



SPRING SOLD SEPARATELY.

### Big Gun Twin Tube Rear Shocks

T2 (TWIN-TUBE)	COMP	EXTENDED	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
4" STROKE COIL-OVER 11"	14.92"	8"	12.25 - 13.25"	3840BG	
5" STROKE COIL-OVER 12"	16.92"	10-12"	13.75 - 14.75"	3850BG	
6" STROKE COIL-OVER 13"	18.92"	12-14"	14.75 - 16.75"	3860BG	
7" STROKE COIL-OVER 14"	20.92"	14"	15.50 - 18.50"	3870BG	

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.

AL & GREG PARADIGM AUTO

"AFco Big Gun Shocks are our key to putting the power to the ground. Adjustability and customer service are second to none!"



# BIG GUN X "RADIALS"

**Best For Radial Tire  
1,000-1,500 HP  
Applications**

**DOUBLE ADJUSTABLE**

## TWIN TUBE SERIES

**X275, LDR, NITROUS X, ULTRA STREET & MX235**

The Big Gun X Double Adjustable Twin Tube shocks are specifically valved for high horsepower drag radial tire equipped applications. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tire to the track. Superior traction is achieved through a high flow piston that delivers consistent performance, pass after pass. **If you have 1,000 - 1,500 horsepower and are on a drag radial tire, this is the valving package you need to complement your race program.** For quicker adjustments, mount your AFCO shocks upside down for unsprung weight savings and ease in accessing the rebound adjuster.

- Double Adjustable - broadest range of adjustment in industry.
- Big Gun X Valving - specifically valved for high horsepower drag radial tire applications.
- Great for BIG or SMALL tire door slammers.
- Rebuildable and revalvable.



### Big Gun X Rear Shocks

BGX TWIN-TUBE	COMP	EXTENDED	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
4" STROKE COIL-OVER	11"	14.92"	8"	12.25 - 13.25"	3840BGX
5" STROKE COIL-OVER	12"	16.92"	10-12"	13.75 - 14.75"	3850BGX
6" STROKE COIL-OVER	13"	18.92"	12-14"	14.75 - 16.75"	3860BGX
7" STROKE COIL-OVER	14"	20.92"	14"	15.50 - 18.50"	3870BGX

THE ABOVE SHOCKS COME WITH A 1/2" WIDE BEARING.



SPRING SOLD SEPARATELY.

### ERIC KENWARD

2016 NMCA Xtreme Street Champion Eric Kenward relies on "AFCO by Menscer" shocks for performance. "I've known and worked with the people at AFCO for a long time. Menscer Motorsports builds some of the fastest shocks on the market. This partnership has been very beneficial to my racing program. We race and win as a team!"



# ELIMINATOR

**Best For Cars Up To  
1,000 HP**

## ADJUSTABLE COIL-OVER SHOCKS

### TWIN TUBE SERIES

AFCO ELIMINATOR Twin Tube Adjustable Shocks are built specifically for drag racing. Our onboard data acquisition systems help us know what your car is doing every 0.001 of a second. We've engineered the ELIMINATOR to control it at every point. This gives you, the racer, unsurpassed traction.

#### DOUBLE ADJUSTABLE ELIMINATOR

AFCO DOUBLE Adjustable Shocks are the ultimate tool in the chassis tuner's arsenal. The **DOUBLE** adjustments of both compression and rebound damping are completely independent. Changing the setting of one has no effect on the setting of the other. By allowing full control over both compression and rebound forces, this shock gives the tuner the ability to fine tune every aspect of chassis movement to provide the ultimate in acceleration control and overall driveability.

- Widest range of adjustment on the market.
- Make a click and feel the change.
- 100% dyno tested.

STROKE	COMP	EXT	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
3"	10"	12.90"	7"	10.75 - 11.25"	3830
4"	11"	14.90"	7-8"	12.25 - 13.50"	3840
4"	10.18"	14.08"	7-8"	11.50 - 12.50"	3840-Z
5"	12"	16.90"	10-12"	13.50 - 14.75"	3850
6"	13"	18.90"	12-14"	14.75 - 16.00"	3860
7"	14"	20.90"	14"	16.00-18.50"	3870
9"	16"	24.90"	14"	18-20"	3890

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.

*Decreases length  
by .820".  
Available for all  
shocks. Built to order.*



**Z ROD END**



Standard  
1/2" ID  
1" Wide Bearing  
PART# 1007X

Coil-over kit  
included.



PART#  
20135D

SPRING SOLD  
SEPARATELY.



#### SINGLE ADJUSTABLE ELIMINATOR

AFCO SINGLE Adjustable Shocks are an economical alternative to the fully double adjustable design. The **SINGLE** adjustment gives you the ability to adjust rebound damping control without affecting the compression damping characteristics of the shock. The rebound adjustment is the most critical in tuning a drag racing setup. This adjustment allows the tuner to dial in the separation of the chassis and keep the tires planted during the critical first 60' down the track.

- Extension adjustable only - will not affect compression.
- Widest range of adjustment on the market.
- Make a click and feel the change.
- 100% dyno tested.

STROKE	COMP	EXT	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
3"	10"	12.90"	7"	10.75 - 11.25"	3835
4"	11"	14.90"	7-8"	12 - 13.50"	3845
5"	12"	16.90"	10-12"	13.25 - 14.50"	3855
7"	14"	20.90"	14"	15-18"	3875
9"	16"	24.90"	14"	18-20"	3895

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.



Standard  
1/2" ID  
1" Wide Bearing  
PART# 1007X

Coil-over kit  
included.



PART#  
20135D

SPRING SOLD  
SEPARATELY.



# ELIMINATOR "BNC"

## ADJUSTABLE STOCK MOUNT SHOCKS

### TWIN TUBE SERIES

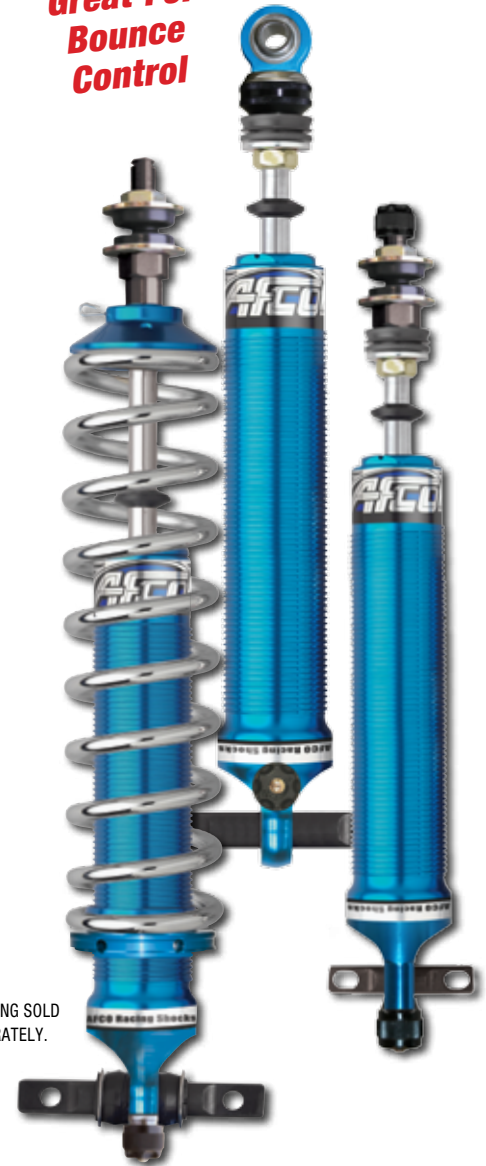
#### STOCK, SUPER STOCK, OUTLAW 10.5, X275, TRUE STREET & OTHERS

The ELIMINATOR "BNC" valving shocks eliminate bounce. No other shock on the market offers this much performance and control! The BNC shocks are designed to better absorb the impact of the car after a wheel stand launch. They can be used in coil-over applications with the optional kit.

AFCO's 3840F/BNCBG has been developed to control violent launches. No shock provides more clamp force. Keep your front end down with AFCO.

**NEW!**

**Great For  
Bounce  
Control**



SPRING SOLD SEPARATELY.



Standard 1/2" ID  
1" Wide Bearing  
PART# 1007X

#### BNC FRONT SHOCKS

STROKE	COMP	EXT	APPLICATION	PART #
4" STROKE	10.25"	14.15"	'67-'69 CAMARO & OTHER GM (FRONT)	3840F/BNC
4" STROKE	10.25"	14.15"	'67-'69 CAMARO & OTHER GM (FRONT)	3840F/BNCBG
5" STROKE	11.25"	16.15"	GM FULL SIZE	3850F/BNC

COIL-OVER KITS SOLD SEPARATELY (SEE CHART BELOW).

STROKE	COMP	EXT	APPLICATION	PART #
7" STROKE	14"	20.90"	'93-'02 CAMARO / FIREBIRD (FRONT)	3870F/BNC*
7" STROKE	14"	20.90"	'93-'02 CAMARO / FIREBIRD (FRONT)	3870F/BNC2* <b>NEW!</b>

\*INCLUDES COIL-OVER KIT.

ACCESSORIES DESCRIPTION	PART #
OPTIONAL COIL-OVER KIT (MOUNTS SPRING TO SHOCK)	20135D
GM WELD-IN LOWER SHOCK MOUNT	A550090108X

### BNC2 DRAG VALVING

**NEW!**

AFCO is proud to introduce a refresh to its bounce control valving "BNC". The improved bounce control valving is targeted at nose heavy, wheel standing door cars. The new "BNC2" valving continues the tradition of smooth landings with an even more aggressive valve package. The key benefits are that the car lands softly and doesn't damage oil pans or headers, or scrub off E.T. This allows cleaner passes to be made. For the ultimate in front end shock technology, chose AFCO's BNC2 valving. This valve package can be installed in any new or existing shock as an upgrade.



## ELIMINATOR STOCK MOUNT APPLICATION GUIDE

FORD	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'72-'79 FAIRLANE-TORINO	N/A	N/A	3875R ①	3870R ①
'66-'70 FALCON	N/A	N/A	3875R ①	3870R ①
'65-'86 FULL-SIZE	N/A	N/A	3875R ①	3870R ①
'57-'59 FULL-SIZE	N/A	N/A	N/A	N/A
'81-'82 GRANADA	N/A	N/A	3875R	3870R
'79-'93 MUSTANG	N/A	(SEE PAGE 10-11)	3875R	3870R
'72-'79 RANCHERO	N/A	N/A	3875R ①	3870R ①
'67-'79 T-BIRD	N/A	N/A	3875R ①	3870R ①
'05-'14' MUSTANG	N/A	(SEE PAGE 10)	3875R-3	3870R-3

MERCURY	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'79-'86 CAPRI	N/A	N/A	3875R	3870R
'80-'82 COUGAR	N/A	N/A	3875R	3870R
'74-'79 COUGAR	N/A	N/A	3875R ①	3870R ①
'65-'86 FULL-SIZE	N/A	N/A	3875R ①	3870R ①
'72-'76 MONTEGO	N/A	N/A	3875R ①	3870R ①

CHRYSLER	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'74-'78 FULL-SIZE	N/A	N/A	3895M ①	3890M ①
'57-'64 FULL-SIZE	N/A	N/A	3895M ①	3890M ①

DODGE	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'70-'74 CHALLENGER	3855M ①	3850M ①	3895M ①	3890M ①
'73-'78 CHARGER, CORONET	3855M ①	3850M ①	N/A	N/A
'65-'72 CHARGER, CORONET	3855M ①	3850M ①	3895M ①	3890M ①
'75-'76 CORDOBA	N/A	N/A	3895M ①	3890M ①
'77-'79 MAGNUM	3855M ①	3850M ①	3895M ①	3890M ①
'64-'76 DART	3855M ①	3850M ①	3895M	3890M
'79-'92 TRUCK	3845F ①	3840F ①	N/A	N/A
'62-'78 MONACO	3855M ①	3850M ①	3895M ①	3890M ①
'61-'62 MONACO	N/A	N/A	3895M ①	3890M ①

PLYMOUTH	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'64-'74 BARRACUDA	3855M ①	3850M ①	3895M ①	3890M ①
'73-'74 SATELLITE, BELVEDERE	N/A	N/A	3895M ①	3890M ①
'65-'72 SATELLITE, BELVEDERE	3855M ①	3850M ①	3895M ①	3890M ①
'62-'70 SAVOY, FURY, BELVEDERE	3855M ①	3850M ①	3895M ①	3890M ①
'67-'70 GTX	3855M ①	3850M ①	3895M ①	3890M ①
'68-'75 ROADRUNNER	3855M ①	3850M ①	3895M ①	3890M ①
'64-'76 DUSTER, VALIANT	3855M ①	3850M ①	3895M	3890M

CHEVROLET (BUICK, OLDS, PONT., EQUIV.)	FRONT		REAR	
	SINGLE	DOUBLE	SINGLE	DOUBLE
'82-'96 BLAZER, S-10	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'68-'87 EL CAMINO	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'64-'67 EL CAMINO	3845F	3840F ①	3875R-1 ②	3870R-1 ②
'10-'15 CAMARO	N/A	(SEE PAGE 12)	N/A	(SEE PAGE 12)
'93-'02 CAMARO	3875F	3870F/BNC OR 3870F/BNC2	3875R ①	3870R ①
'82-'92 CAMARO	N/A	(SEE PAGE 12)	3875R ①	3870R ①
'70-'81 CAMARO	3855F	3850F ①	3875R-2 ②	3870R-2 ②
'67-'69 CAMARO	3845F ①	3840F ①	3875R ①	3870R ①
'68-'83 CHEVELLE, MALIBU	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'64-'67 CHEVELLE, MALIBU	3845F	3840F ①	3875R-1 ②	3870R-1 ②
'76-'87 CHEVETTE	N/A	N/A	3875R ①	3870R ①
'74-'79 NOVA	3845F ①	3840F ①	3875R ①	3870R ①
'73 NOVA NON - H.D. REAR	3845F ①	3840F ①	3875F ③	3870F ③
'73 NOVA WITH H.D. REAR	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'68-'72 NOVA W / MONOLEAF	3845F ①	3840F ①	3875R-1 ①	3870R-1 ①
'68-'72 NOVA W / MULTILEAF	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'62-'67 CHEVY II, NOVA W / MULTILEAF	N/A	N/A	3875R ①	3870R ①
'63-'82 CORVETTE	3845F	3840F ①	N/A	N/A
'53-'62 CORVETTE	N/A	N/A	3875R ①	3870R ①
'65-'86 FULL-SIZE	3845F	3840F ①	3875R-1 ②	3870R-1 ②
'55-'57 FULL-SIZE	3845F	3840F ①	3875R-1 ②	3870R-1 ②
'70-'88 MONTE CARLO	3845F ①	3840F ①	3875R-1 ②	3870R-1 ②
'75-'80 MONZA	3845F ①	3840F ①	3875R-1 ①	3870R-1 ①
'72-'77 VEGA	3845F ①	3840F ①	3875R-1 ①	3870R-1 ①

① Check extended & compressed dimensions.

② May need to "slot" tie bar mount.

③ Mounting point modifications may be needed.

## ELIMINATOR STOCK MOUNT APPLICATION GUIDE

The chart shows common applications for AFCO Stock Mount Shocks. **We highly recommend you measure your chassis for proper length and mount points.**

Double **3840F**

Double **3840F/ BNC**

Double **3840F/BNCBG**

Single **3845F**

STROKE.....4"  
 COMP.....10.25"  
 EXT.....14.15"  
 BODY MOUNT .....B2  
 SHAFT MOUNT .....S1

*Comes with coil-over hardware (20135D). Can be used as a coil-over with chrome tapered springs (See page 39) sold separately.*



Double **3850M**

Single **3855M**

STROKE.....5"  
 COMP.....11.25"  
 EXT.....16.15"  
 BODY MOUNT .....B3  
 SHAFT MOUNT .....S1

*Comes with coil-over hardware (20135D). Can be used as a coil-over with chrome tapered springs (See page 39) sold separately.*



Double **3870F/BNC**

Double **3870F/BNC2**

Single **3875F**

STROKE.....7"  
 COMP.....14"  
 EXT.....20.90"  
 BODY MOUNT .....B5  
 SHAFT MOUNT .....S2  
 SPRING LENGTH .....14"

*Comes with coil-over hardware (20135D) and mounting bracket (20146). Also available: 3870F/BNC. (See page 19) for more info.*



Double **3870R-1**

Single **3875R-1**

STROKE.....7"  
 COMP.....14"  
 EXT.....20.90"  
 BODY MOUNT .....B2  
 SHAFT MOUNT .....S2

*Coil-over hardware kit sold separately (kit # 20135D - See page 32).*



Double **3870R**

Single **3875R**

STROKE.....7"  
 COMP.....13.25"  
 EXT.....20.15"  
 BODY MOUNT .....B3  
 SHAFT MOUNT .....S1

*Coil-over hardware kit sold separately (kit # 20135D - See page 32).*



Double **3870R-2**

Single **3875R-2**

STROKE.....7"  
 COMP.....13.25"  
 EXT.....20.15"  
 BODY MOUNT .....B2  
 SHAFT MOUNT .....S1

*Coil-over hardware kit sold separately (kit # 20135D - See page 32).*



Double **3890M**

Single **3895M**

STROKE.....9"  
 COMP.....16"  
 EXT.....24.90"  
 BODY MOUNT .....B4  
 SHAFT MOUNT .....S2  
 SPRING LENGTH .....14"

*Comes with coil-over hardware (20135D).*



## REPLACEMENT MOUNTS

**B1**



20147-2

**B2**



20147-4

**B3**



1007X

**B4**



1080TX

**B5**



20147-3

**B6**



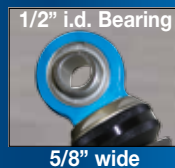
20147-4

**S1**



20180-3A  
 9/16" Stud

**S2**



1000

# REACTOR

## SINGLE ADJUSTABLE SHOCKS

### MONOTUBE SERIES

AFCO SINGLE Adjustable Shocks are an economical alternative to the fully double adjustable design. The SINGLE adjustment gives you the ability to adjust rebound damping control without affecting the compression damping characteristics of the shock.

The rebound adjustment is the most critical in tuning a drag racing setup. This adjustment allows the tuner to dial in the separation of the chassis and keep the tires planted during the critical first 60' down the track.

**Best Value  
On The Market!**

- Gas monotube design for superior tuning and performance
- Rebound adjustable only - will not bleed over to compression.
- Tune only where you want it.
- 100% dyno-tested and serial numbered.

Coil-over kit  
included.



PART#  
20135D

#### REACTOR COIL-OVER SHOCKS

STROKE	COMP	SUGGESTED EXT	SUGGESTED SPRING HEIGHT	RIDE HEIGHT	PART #
4"	11.20"	15.20"	7-8"	12.25 - 13.25"	6845
5"	12.20"	17.20"	10-12"	13.75 - 14.75"	6855
6"	13.20"	19.20"	14"	14.75 - 16.75"	6865
7"	14.20"	21.20"	14"	15.5 - 18.5"	6875

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.



Standard 1/2" ID  
1" Wide Bearing  
PART# 1007X

SPRING SOLD  
SEPARATELY.



DOUG DUELL



"AFCO shocks are on all of my drag racecars. I have found these shocks to be made to the highest quality standards and backed up by the staff at AFCO with a level of service that is very racer friendly. AFCO shocks have had a direct effect on my success on the race track and will always be on my cars going into the future."



## REACTOR STOCK MOUNT APPLICATION GUIDE

FORD	FRONT SINGLE	REAR SINGLE
'72-'79 FAIRLANE-TORINO	N/A	6875R ①
'66-'70 FALCON	N/A	6875R ①
'65-'86 FULL-SIZE	N/A	6875R ①
'57-'59 FULL-SIZE	N/A	N/A
'81-'82 GRANADA	N/A	6875R
'79-'93 MUSTANG	N/A	6875R
'72-'79 RANCHERO	N/A	6875R ①
'67-'79 T-BIRD	N/A	6875R ①

MERCURY	FRONT SINGLE	REAR SINGLE
'79-'86 CAPRI	N/A	6875R
'80-'82 COUGAR	N/A	6875R
'74-'79 COUGAR	N/A	6875R ①
'65-'86 FULL-SIZE	N/A	6875R ①
'72-'76 MONTEGO	N/A	6875R ①

CHRYSLER	FRONT SINGLE	REAR SINGLE
'74-'78 FULL-SIZE	N/A	6895M ①
'57-'64 FULL-SIZE	N/A	6895M ①

DODGE	FRONT SINGLE	REAR SINGLE
'70-'74 CHALLENGER	6855M ①	6895M ①
'73-'78 CHARGER, CORONET	6855M ①	N/A
'65-'72 CHARGER, CORONET	6855M ①	6895M ①
'75-'76 CORDOBA	N/A	6895M ①
'77-'79 MAGNUM	6855M ①	6895M ①
'64-'76 DART	6855M ①	6895M ①
'79-'92 TRUCK	6845F ①	N/A
'65-'70 MONACO	6855M ①	6895M ①
'75-'77 MONACO	N/A	6895M ①

PLYMOUTH	FRONT SINGLE	REAR SINGLE
'64-'74 BARRACUDA	6855M ①	6895M ①
'73-'74 SATELLITE, BELVEDERE	N/A	6895M ①
'65-'72 SATELLITE, BELVEDERE	6855M ①	6895M ①
'62-'70 SAVOY, FURY, BELVEDERE	6855M ①	6895M ①
'67-'70 GTX	6855M ①	6895M ①
'68-'75 ROADRUNNER	6855M ①	6895M ①
'64-'76 DUSTER, VALIANT	6855M ①	6895M ①

CHEVROLET	FRONT SINGLE	REAR SINGLE
'82-'96 BLAZER, S-10	6845F ①	6875R-1 ②
'68-'87 EL CAMINO	6845F ①	6875R-1 ②
'64-'67 EL CAMINO	N/A	6875R-1 ②
'93-'02 CAMARO	6875F	6875R ①
'82-'92 CAMARO	N/A	6875R ①
'70-'81 CAMARO	6855F	6875R-2 ②
'67-'69 CAMARO	6845F ①	6875R ①
'68-'83 CHEVELLE, MALIBU	6845F ①	6875R-1 ②
'64-'67 CHEVELLE, MALIBU	N/A	6875R-1 ②
'76-'87 CHEVETTE	N/A	6875R ①
'74-'79 NOVA	6845F ①	6875R-1 ②
'73 NOVA NON - H.D. REAR	6845F ①	6875R-1 ②
'73 NOVA WITH H.D. REAR	6845F ①	6875R-1 ②
'68-'72 NOVA W / MONOLEAF	6845F ①	6875R-1 ①
'68-'72 NOVA W / MULTILEAF	6845F ①	6875R-1 ②
'62-'67 NOVA W / MULTILEAF	N/A	6875R-1 ②
'63-'82 CORVETTE	6845F	N/A
'53-'62 CORVETTE	N/A	6875R ①
'65-'86 FULL-SIZE	6845F	6875R-1 ②
'55-'57 FULL-SIZE	6845F	6875R-1 ②
'70-'88 MONTE CARLO	6845F ①	6875R-1 ②
'75-'80 MONZA	6845F ①	6875R-1 ①
'72-'77 VEGA	6845F ①	6875R-1 ①

① Check extended & compressed dimensions.  
 ② May need to "slot" tie bar mount.  
 ③ Mounting point modifications may be needed.

### 6845F WITH BNC VALVING

STROKE.....4"  
 COMP.....11.47"  
 EXT.....15.42"  
 BODY MOUNT.....B2  
 SHAFT MOUNT.....S1



Can be used as a coil-over (kit # 20135D - See page 32) with chrome tapered springs (See page 39). Both sold separately.

### 6855M WITH BNC VALVING

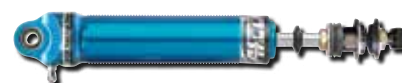
STROKE.....5"  
 COMP.....12.47"  
 EXT.....17.42"  
 BODY MOUNT.....B3  
 SHAFT MOUNT.....S1



Comes with coil-over hardware (20135D). Can be used as a coil-over with chrome tapered springs (See page 39) sold separately.

### 6845F WITH BNC VALVING

STROKE.....6"  
 COMP.....13.47"  
 EXT.....19.42"  
 BODY MOUNT.....B3  
 SHAFT MOUNT.....S1



Comes with coil-over hardware (20135D). Can be used as a coil-over with chrome tapered springs (See page 39) sold separately.

### 6875F WITH BNC VALVING

STROKE.....7"  
 COMP.....15.22"  
 EXT.....22.17"  
 BODY MOUNT.....B5  
 SHAFT MOUNT.....S2



Comes with coil-over hardware (20135D) and mounting bracket (20146).

### 6875R-1

STROKE.....7"  
 COMP.....15.22"  
 EXT.....22.17"  
 BODY MOUNT.....B2  
 SHAFT MOUNT.....S2



Coil-over hardware kit sold separately (kit # 20135D - See page 32).

### 6875R

STROKE.....7"  
 COMP.....14.47"  
 EXT.....21.42"  
 BODY MOUNT.....B3  
 SHAFT MOUNT.....S1



Coil-over hardware kit sold separately (kit # 20135D - See page 32).

### 6875R-2

STROKE.....7"  
 COMP.....14.47"  
 EXT.....21.42"  
 BODY MOUNT.....B2  
 SHAFT MOUNT.....S1



Coil-over hardware kit sold separately (kit # 20135D - See page 32).

### 6895M

STROKE.....9"  
 COMP.....17.22"  
 EXT.....26.17"  
 BODY MOUNT.....B4  
 SHAFT MOUNT.....S2



Comes with coil-over hardware (20135D).

## REPLACEMENT MOUNTS

### B1



20147-2

### B2



20147-4

### B3



1007X

1" wide

### B4



1080TX

1/2" wide

### B5



20147-3

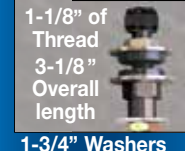
With 5/8" bearing

### B6



20147-4

### S1

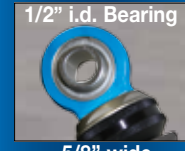


20180-3A

1-3/4" Washers

9/16" Stud

### S2



1000

# ELIMINATOR

**GM Drag Racing  
Front Coil-Overs**

## FRONT COIL-OVER CONVERSION KITS

AFCO Racing Products is proud to offer a bolt-in coil-over shock kit for drag racing. This kit allows for bolt-in, no-modification installation on most popular GM applications. Some of the features include: easy ride height adjustment, quick corner weight tuning, and pre-load changes to straighten out bad launches, and front end weight reduction. From street and strip to all out drag racing, rely on AFCO to deliver quality suspension components.

- Easy ride height adjustment for the proper stance.
- Quick corner weight and pre-load adjustment to fine tune the launch.
- Reduced front end weight for improved performance.
- BNC valving eliminates bouncing.
- Kit comes complete with (2) shocks, (2) springs, and (2) adjuster nuts.

### 1970-1981 Camaro



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	5SA/GM300	5DA/GM300
BIG BLOCK	5SA/GM450	5DA/GM450

### 1968-1983 Chevelle/Monte Carlo/Malibu



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	4SA/GM300	4DA/GM300
BIG BLOCK	4SA/GM450	4DA/GM450

### 1964-1967 Chevelle



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	4SA/SR350	4DA/SR350
BIG BLOCK	4SA/SR450	4DA/SR450

### 1968-1972 Nova



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	5SA/SR450	5DA/SR450
BIG BLOCK	5SA/SR550	5DA/SR550

### 1967-1969 Camaro



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	4SA/SR350	4DA/SR350
BIG BLOCK	4SA/SR450	4DA/SR450

### 1970-1972 Monte Carlo



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	4SA/SR350	4DA/SR350
BIG BLOCK	4SA/SR450	4DA/SR450

### 1975-1979 Nova



	SINGLE ADJUSTABLE	DOUBLE ADJUSTABLE
SMALL BLOCK	5SA/GM300	5DA/GM300
BIG BLOCK	5SA/GM450	5DA/GM450

**“Click-By-Click”  
Adjustments**



DOUBLE  
ADJUSTABLE KIT  
SHOWN.

**(2) Shocks, (2) Springs and (2) Adjuster Nuts**

# PRO STREET & STRIP SHOCKS

**Performance And  
Affordability**

## NON-ADJUSTABLE SHOCKS

### STEEL COIL-OVER SERIES

- Small body lightweight steel shock.
- Popular street / strip valving (non-adjustable).
- Heavy-duty gas design.
- Mounts in standard coil-over location.
- Accepts standard coil-over springs.
- Lowers 60 foot times and improves traction.
- Included coil-over kit accepts "standard" 2-1/2" or 2-5/8" coil.

Coil-over kit included.



20125SB  
COIL-OVER KIT



Standard 1/2" ID  
1" Wide Bearing  
PART# 1007X



SPRING SOLD SEPARATELY.

DESCRIPTION	COMP	EXT	RECOMMENDED SPRING HEIGHT	PART#
6" W/C-O KIT	11.45"	17.45"	10", 12"	1564A

### DAN NORTHROP

"I have used AFCO shocks on my dragsters and my Vega for many years now. AFCO shocks have always performed exactly as I need them to perform. In the highly competitive class that I compete in, thousandths of a second can be the difference between a win and a loss. AFCO shocks have always given me the confidence that my suspension is dialed in to win!"



# '10 - '11 CAMARO

## REVALVEABLE COIL-OVER SHOCKS

**Full Performance Package For Street Or Strip**

### PERFORMANCE SUSPENSION PACKAGE

- Caster/camber plates for optimum front end geometry.
- Noise isolation for front and rear coil-overs.
- AFCO shock valving tuned for a high performance driving experience.
- AFCO high performance progressive coil springs on all four corners.
- Factory upper and lower shock mounts used for the rear suspension.
- Tightens suspension for interstate highway travel while maintaining a quiet & comfortable ride.
- Quick steering response and less body roll/float due to improved sway bar technology.
- Kit as shipped puts your ride 1" lower vs. stock.



Front end alignment will be necessary after installation.

### CAMARO HIGH PERFORMANCE SUSPENSION PACKAGE

- 2 revalveable coil-over struts.
- 2 aluminum coil-over shocks.
- 2 front springs—275 lb./in.
- 2 rear springs—270 lb./in.
- Front sway bar with install kit.
- Rear sway bar with install kit.
- Caster / Camber Plates.
- 4 jounce bumpers.
- Full color instruction manual.

DESCRIPTION	PART #
'10-'11 CAMARO HIGH PERFORMANCE SUSPENSION PACKAGE	40027
'10-'11 CAMARO SUSPENSION PACKAGE WITHOUT SWAY BARS	40031
'10-'11 CAMARO SWAY BAR KIT	40032

UMI Performance



# PT ELITE

## MONOTUBE DOUBLE ADJUSTABLE

### PRO TOURING SERIES

**On-And-Off  
Track  
Performance**

The PT ELITE Series offers a unique blend of hydraulic and gas-assisted damping that provides unparalleled on-and-off track performance. It's no wonder the most demanding builds today choose the AFCO PT ELITE Series.

- Remote-mounted canister allows for convenient dampening adjustment.
- Broad range of adjustment.
- Custom valving available - every car is different and so are individual performance standards. Let us create the perfect shock for your needs!



Coil-over kit included.



PART# 20135C

STROKE	COMP.	EXT	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
4"	10.38"	14.38"	7-8"	12.25 - 12.75"	3240PTCZ
5"	11.38"	16.38"	10"	13.50 - 14.75"	3250PTCZ
6"	12.38"	18.38"	12-14"	13.43 - 15.43"	3260PTCZ
7"	13.38"	20.38"	12-14"	15.50 - 17.75"	3270PTCZ

THE ABOVE SHOCKS COME STANDARD WITH THE 1007X BEARING.



**Standard Equipment on the  
Street Machine of the Year  
5 Years in a Row!**



Standard 1/2" ID  
1" Wide Bearing  
PART# 1007X

### MOUNTING OPTIONS



5/8" ID  
1 1/2" Wide  
Bearing  
Part# 1080TX



1/2" ID  
1" Wide  
Bearing  
Part# 1007X (standard)



5/8" ID  
1 3/8" Wide  
Polyurethane Bushings  
Part# 20182-1



1/2" ID  
1 3/8" Wide  
Polyurethane Bushings  
Part# 20182-2

# MUSCLE CAR

NON & SINGLE ADJUSTABLE

## TWIN TUBE ALUMINUM

- High performance handling for every generation.
- Shocks offer velocity sensitive deflective disk valving which optimizes control and handling.
- Adjustable shocks provide countless tuning options giving you full control over your car's handling capabilities.
- 100% dyno-tuned for accuracy and quality.



MACHINED ALUMINUM BODY.



COIL-OVER KIT INCLUDED

### NON-ADJUSTABLE

STROKE	COMP	EXT	SUGGESTED SPRING	STATIC SHOCK LENGTH	5/8" BEARING	1/2" BEARING	5/8" BUSHING
3"	9.32"	12.25"	7"	10-11"	1330SR5T	1330SRT	1330SRBT
4"	10.32"	14.25"	7-8"	11-12"	1340SR5T	1340SRT	1340SRBT
5"	11.32"	16.25"	10-12"	13-14"	1350SR5T	1350SRT	1350SRBT
7"	13.32"	20.25"	14"	15.5" - 17.5"	1370SR5T	1370SRT	1370SRBT

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.

### SINGLE ADJUSTABLE

STROKE	COMP	EXT	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
3"	9.18"	12.08"	7"	9.93 - 10.43"	3835CZ
4"	10.18"	14.08"	7-8"	11.43 - 12.43"	3845CZ
5"	11.18"	16.08"	10-12"	12.93 - 13.43"	3855CZ
6"	12.18"	18.08"	12-14"	13.43 - 15.43"	3865CZ
7"	13.18"	20.08"	14"	14.68 - 17.68"	3875CZ

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.

Great Looks And PERFORMANCE!



FOR REPLACEMENT COIL-OVER KIT

20135C

### APPLICATION GUIDE - SEE PAGES 30-31

### MOUNTING OPTIONS



Standard 1/2" ID 1" Wide Bearing PART# 1007X



5/8" ID 1/2" Wide Bearing Part# 1080TX



1/2" ID 1" Wide Bearing Part# 1007X (standard)



5/8" ID 1 3/8" Wide Polyurethane Bushings Part# 20182-1



1/2" ID 1 3/8" Wide Polyurethane Bushings Part# 20182-2

# MUSCLE CAR

DOUBLE ADJUSTABLE

## TWIN TUBE ALUMINUM

- High performance handling for every generation.
- Shocks offer velocity sensitive deflective disk valving which optimizes control and handling.
- Adjustable shocks provide countless tuning options giving you full control over your car's handling capabilities.
- 100% dyno-tuned for accuracy and quality.



MACHINED ALUMINUM BODY.



COIL-OVER KIT INCLUDED

### DOUBLE ADJUSTABLE

STROKE	COMP	EXT	SUGGESTED SPRING HEIGHT	SUGGESTED RIDE HEIGHT	PART #
3"	9.18"	12.08"	7"	9.93 - 10.43"	3830PTCZ
4"	10.18"	14.08"	7-8"	11.43 - 12.43"	3840PTCZ
5"	11.18"	16.08"	10-12"	12.93 - 13.43"	3850PTCZ
6"	12.18"	18.08"	12-14"	13.43 - 15.43"	3860PTCZ
7"	13.18"	20.08"	14"	14.68 - 17.68"	3870PTCZ

THE ABOVE SHOCKS COME WITH A 1" WIDE BEARING.

### APPLICATION GUIDE - SEE PAGES 30-31



Great Looks,  
GREAT PERFORMANCE  
And CONTROLLABILITY!

SPRING SOLD SEPARATELY.



FOR REPLACEMENT COIL-OVER KIT

20135C

### MOUNTING OPTIONS



Standard 1/2" ID 1" Wide Bearing  
PART# 1007X



5/8" ID 1/2" Wide Bearing  
Part# 1080TX



1/2" ID 1" Wide Bearing  
Part# 1007X (standard)



5/8" ID 1 3/8" Wide Polyurethane Bushings  
Part# 20182-1



1/2" ID 1 3/8" Wide Polyurethane Bushings  
Part# 20182-2

SHOCKS

## MUSCLE CAR STOCK MOUNT APPLICATION GUIDE

FORD	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'72-'79 FAIRLANE-TORINO	N/A	N/A	3875CR	3870CR
'66-'70 FALCON	N/A	N/A	3875CR	3870CR
'65-'86 FULL-SIZE	N/A	N/A	3875CR	3870CR
'57-'59 FULL-SIZE	N/A	N/A	N/A	N/A
'81-'82 GRANADA	N/A	N/A	3875CR	3870CR
'79-'93 MUSTANG	N/A	N/A	3875CR	3870CR
'72-'79 RANCHERO	N/A	N/A	3875CR	3870CR
'67-'79 T-BIRD	N/A	N/A	3875CR	3870CR
MERCURY	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'79-'86 CAPRI	N/A	N/A	3875CR	3870CR
'80-'82 COUGAR	N/A	N/A	3875CR	3870CR
'74-'79 COUGAR	N/A	N/A	3875CR	3870CR
'65-'86 FULL-SIZE	N/A	N/A	3875CR	3870CR
'72-'76 MONTEGO	N/A	N/A	3875CR	3870CR
CHRYSLER	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'74-'78 FULL-SIZE	N/A	N/A	3895CM	3890CM
'57-'64 FULL-SIZE	N/A	N/A	3895CM	3890CM
DODGE	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'70-'74 CHALLENGER	3855CM	3850CM	3895CM	3890CM
'73-'78 CHARGER, CORONET	3855CM	3850CM	N/A	N/A
'65-'72 CHARGER, CORONET	3855CM	3850CM	3895CM	3890CM
'75-'76 CORDOBA	N/A	N/A	3895CM	3890CM
'77-'79 MAGNUM	3855CM	3850CM	3895CM	3890CM
'64-'76 DART	3855CM	3850CM	3895CM	3890CM
'79-'92 TRUCK	3845CF	3840CF	N/A	N/A
'62-'78 MONACO	3855CM	3850CM	3895CM	3890CM
'61-'62 MONACO	N/A	N/A	3895CM	3890CM
PLYMOUTH	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'64-'74 BARRACUDA	3855CM	3850CM	3895CM	3890CM
'73-'74 SATELLITE, BELVEDERE	N/A	N/A	3895CM	3890CM
'65-'72 SATELLITE, BELVEDERE	3855CM	3850CM	3895CM	3890CM
'62-'70 SAVOY, FURY, BELVEDERE	3855CM	3850CM	3895CM	3890CM
'67-'70 GTX	3855CM	3850CM	3895CM	3890CM
'68-'75 ROADRUNNER	3855CM	3850CM	3895CM	3890CM
'64-'76 DUSTER, VALIANT	3855CM	3850CM	3895CM	3890CM
CHEVROLET (BUICK, OLDS, PONT.)	FRONT SINGLE	FRONT DOUBLE	REAR SINGLE	REAR DOUBLE
'82-'96 BLAZER, S-10	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'68-'87 EL CAMINO	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'64-'67 EL CAMINO	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'93-'02 CAMARO	3875CF	3870CF	3875CR	3870CR
'82-'92 CAMARO	N/A	N/A	3875CR	3870CR
'70-'81 CAMARO	3855CF	3850CF	3875CR-2 ⊕	3870CR-2 ⊕
'67-'69 CAMARO	3845CF	3840CF	3875CR	3870CR
'68-'83 CHEVELLE, MALIBU	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'64-'67 CHEVELLE, MALIBU	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'76-'87 CHEVETTE	N/A	N/A	3875CR	3870CR
'74-'79 NOVA	3845CF	3840CF	3875CR	3870CR
'73 NOVA NON - H.D. REAR	3845CF	3840CF	3875CF ⊕	3870CF ⊕
'73 NOVA WITH H.D. REAR	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'68-'72 NOVA W / MONOLEAF	3845CF	3840CF	3875CR-1	3870CR-1
'68-'72 NOVA W / MULTILEAF	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'62-'67 CHEVY II, NOVA W / MULTILEAF	N/A	N/A	3875CR	3870CR
'63-'82 CORVETTE	3845CF	3840CF	N/A	N/A
'53-'62 CORVETTE	N/A	N/A	3875CR	3870CR
'65-'86 FULL-SIZE	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'55-'57 FULL-SIZE	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'70-'88 MONTE CARLO	3845CF	3840CF	3875CR-1 ⊕	3870CR-1 ⊕
'75-'80 MONZA	3845CF	3840CF	3875CR-1	3870CR-1
'72-'77 VEGA	3845CF	3840CF	3875CR-1	3870CR-1

⊕ May need to "slot" tie bar mount. ⊕ Mounting point modifications may be needed.



**MUSCLE CAR STOCK MOUNT APPLICATION GUIDE**

DOUBLE  
**3840CF**  
**3845CF**  
SINGLE



DOUBLE  
**3850CM**  
**3855CM**  
SINGLE



DOUBLE  
**3870CF**  
**3875CF**  
SINGLE



DOUBLE  
**3870CR-1**  
**3875CR-1**  
SINGLE



DOUBLE  
**3870CR**  
**3875CR**  
SINGLE



DOUBLE  
**3870CR-2**  
**3875CR-2**  
SINGLE



DOUBLE  
**3890CM**  
**3895CM**  
SINGLE



**REPLACEMENT MOUNTS**

**B1**



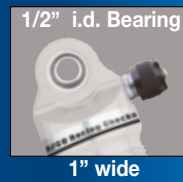
20147-2

**B2**



20147-4

**B3**



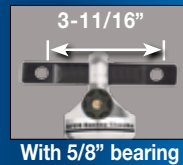
1007X

**B4**



1080TX

**B5**



20147-3

**B6**



20147-4

**S1**



20180-3A

9/16 inch Stud

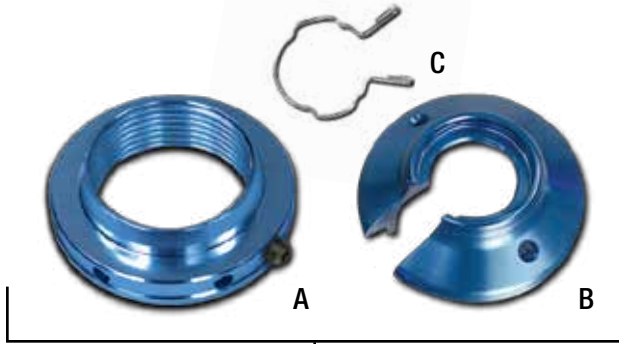
**S2**



1000

# SHOCK ACCESSORIES

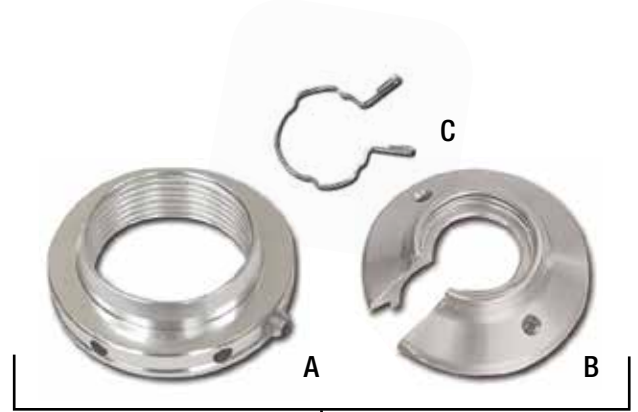
## COIL-OVER KITS



TAPERED CONE KIT: 20135

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

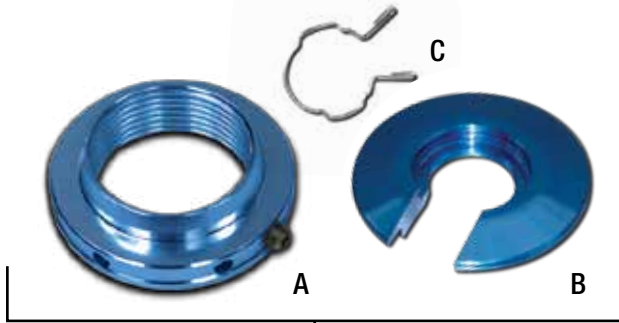
DESCRIPTION	PART #
TAPERED CONE KIT	20135
A) ADJUSTER NUT ONLY	20131A
B) SPRING SEAT ONLY (TAPERED CONE)	20130
C) SNAP RING ONLY	10243SR



TAPERED CONE KIT: 20135C

### ALUMINUM THREADED C/O KIT - (CLEAR CONICAL CONE)

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

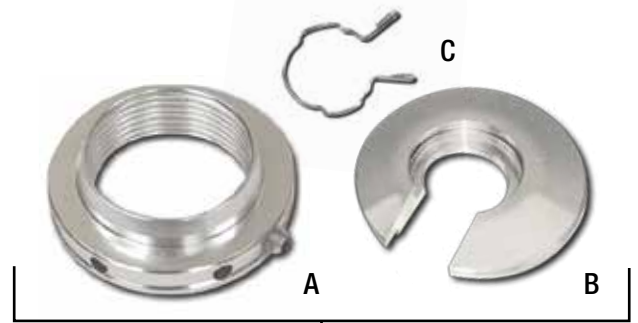


FLAT CONE KIT: 20135D

### ALUMINUM THREADED C/O KIT - (BLUE FLAT CONE)

DESCRIPTION	PART #
FLAT CONE KIT	20135D
A) ADJUSTER NUT ONLY	20131A
B) SPRING SEAT ONLY (FLAT CONE)	20128D
C) SNAP CLIP	10243SR

\*THIS KIT IS STANDARD IN ALL DRAG COIL-OVER SHOCKS.



FLAT CONE KIT: 20135DC

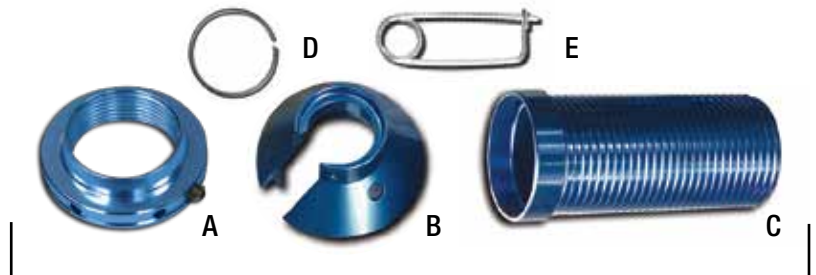
### ALUMINUM THREADED C/O KIT - (CLEAR FLAT CONE)

DESCRIPTION	PART #
FLAT CONE KIT	20135DC
A) ADJUSTER NUT ONLY	20131AC
B) SPRING SEAT ONLY (FLAT CONE)	20128DC
C) SNAP CLIP	10243SR

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

Replacement coil-over kit for 1564A shock.

DESCRIPTION	PART #
TAPERED CONE KIT (REF: 1564A SHOCK)	20125SB
A) ADJUSTER NUT ONLY	20131-1
B) SPRING SEAT ONLY (FLAT CONE)	20122-1
C) 5" SLEEVE	20130SB
D) SNAP RING	10242
E) CONE PIN	10157-1



TAPERED CONE KIT: 20125SB

## ROD ENDS



DESCRIPTION	PART #
Z STYLE ROD END WITH SIDE KNOB (SILVER)	20172CD
STD. ADJUSTABLE ROD END (SILVER)	20177CD
ADJUSTABLE ROD END 1" EXT. (SILVER)	20177-1CD
ADJUSTABLE ROD END 2" EXT. (SILVER)	20177-2CD



DESCRIPTION	PART #
Z STYLE ROD END WITH SIDE KNOB (BLUE)	20172D
STD. ADJUSTABLE ROD END (BLUE)	20177D
ADJUSTABLE ROD END 1" EXT. (BLUE)	20177-1D
ADJUSTABLE ROD END 2" EXT. (BLUE)	20177-2D

## MOUNTING HARDWARE

### TIE BAR KIT (BEARING STYLE)

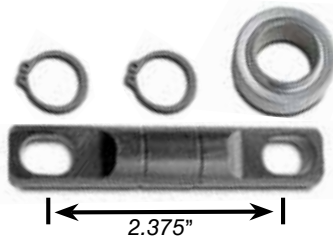
- For all AFCO shocks except K-Series.
- Lower mount for 93+ F-body front shocks & custom applications.
- Uses 1080TX 5/8" bearing.



DESCRIPTION	PART #
TIE BAR KIT	20147-3

### TIE BAR KIT

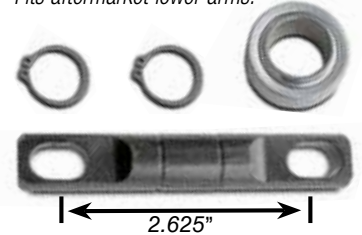
- For all AFCO shocks except K-Series.
- Converts bearing end to a bar mount.
- Lower front GM, rear upper GM, & others.
- Fits O.E. lower control arm.



DESCRIPTION	PART #
TIE BAR KIT	20147-2

### TIE BAR KIT

- For all AFCO shocks except K-Series.
- Converts bearing end to a bar mount.
- GM rear upper, & others.
- Fits aftermarket lower arms.



DESCRIPTION	PART #
TIE BAR KIT	20147-4

### 1993-2002 CAMARO/FIREBIRD SHOCK MOUNT

Converts O.E. upper mount to accept shock eyelet bearing mount. Comes complete with all hardware.



DESCRIPTION	PART #
SHOCK MOUNT 93-02 CAMARO/FIREBIRD	201469

### COIL-OVER MOUNTS

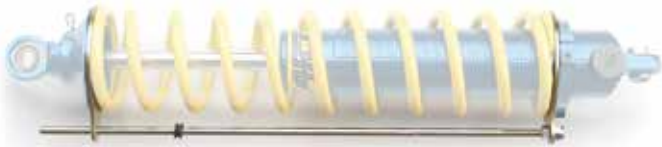


DESCRIPTION	PART #
BUSHING ONLY	20136B
UNIVERSAL MOUNT	20137
UNIVERSAL MOUNT - NARROW	20137-1
ROUND TUBE MOUNT	20138
ROLL CAGE MOUNT	20139

## SHOCK ACCESSORIES

### COIL-OVER TRAVEL INDICATOR

Great tool to determine what your suspension is doing.



DESCRIPTION	PART #
COIL-OVER TRAVEL INDICATOR	20116

### BEARINGS & BUSHINGS



DESCRIPTION	PART #
1/2" I.D. X 0.625" WIDE BEARING (EACH)	1000
1/2" I.D. X 1.06" WIDE BEARING (EACH)	1007X
5/8" I.D. X 0.5" WIDE BEARING (EACH)	1080TX
5/8" I.D. POLYURETHANE BUSHINGS (PAIR)	20182-1
1/2" I.D. POLYURETHANE BUSHINGS (PAIR)	20182-2

### COIL-OVER ADJ. NUT BEARING KIT

- Makes adjustments easier.
- Protects shock hardware.



DESCRIPTION	PART #
ADJUSTER NUT BEARING KIT (1 PAIR)	20144

### SPANNER WRENCH

Used for adjusting coil-over nuts. It is recommended that spring pressure be relieved before adjusting.



- Fits all makes of shocks.
- Swivel design.

DESCRIPTION	PART #
ADJUSTABLE SPANNER WRENCH	20110

### STREET ROD ADJ SHOCK STUD MOUNT ASSY.

- Converts shaft end of shock to a stud top mount.
- For shocks purchased after Nov. 2006 - T2 Kit



DESCRIPTION	PART #
T2 STOCK MOUNT KIT	20180-3A

### 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

### SHOCK BUMPER



DESCRIPTION	PART #
CONE FOR FOAM BUMPER	20173
2.25" SPEEDTHANE BUMPER ONLY	223539
3" SPEEDTHANE BUMPER ONLY	223559

### SHOCK MOUNT PINS



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

**GM LOWER WELD-IN RING**

- Welds into GM lower control arm to mount AFCO Stock Mount Shocks.



DESCRIPTION	PART #
WELD-IN RING	A550090108X

**ADJ. NUT REBUILD KIT**



DESCRIPTION	PART #
REBUILD KIT (4 PACK)	20131A-2

**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



**SHAWN PEVLOR**

"My car has been deadly consistent since switching to "AFco by Menscer" struts and shocks. From track to track, I am able to make more fast passes due to the amount of adjustment and control I get from these parts. My B.E.S. powered Mustang with "AFco by Menscer" suspension components is the best race car I've ever owned."



# AFCO SUSPENSION

## EXTREME CHROME COIL-OVER SPRINGS

- 360° polished wire - An industry EXCLUSIVE!
- Huge inventory and selection - much wider than the competition.
- Market's best guarantee to stay within 1% tolerance of original free height (most other springs have a 5% guarantee).
- Best product presentation in the market: 4 color box, blue cloth protective sleeve.



## BEST CHROME SPRING VALUE ON THE MARKET!

Rigorous testing and design have yielded what we believe to be the best chrome spring on the market in regards to look and performance. Whether you are building a purpose-built drag strip machine or a beautiful show cruiser, these springs will provide the strength, durability and show stopping good looks you desire.

We completely polish these springs, inside and out, for 360 degrees of high-quality chrome finish. That's why we have given these springs the "Extreme Chrome" name. Many other chrome spring manufacturers only polish the outside diameter surface of the spring. AFCO wanted a spring that looked amazing from any angle, not just the outside. That's why we've gone the extra mile to provide a superior looking product.

All AFCOIL springs come with the best satisfaction and performance guarantee in the industry. Rest assured that your AFCOIL Extreme Chrome Springs will last and perform as expected, or we'll replace them for free.

## AFCO OFFERS MORE SPRING RATES AND MORE LENGTHS THAN ANY COMPETITOR

### 7" EXTREME CHROME

RATE	PART #
300	27300-1CR
350	27350-1CR
400	27400-1CR
450	27450-1CR

### 8" EXTREME CHROME

RATE	PART #
150	28150-1CR
200	28200-1CR
225	28225-1CR
250	28250-1CR
300	28300-1CR
325	28325-1CR
350	28350-1CR
375	28375-1CR
400	28400-1CR
450	28450-1CR
500	28500-1CR

### 10" EXTREME CHROME

RATE	PART #
115	23115CR
125	23125CR
140	23140CR
150	23150CR
165	23165CR
175	23175CR
200	23200CR
225	23225CR
250	23250CR
275	23275CR
300	23300CR
325	23325CR
350	23350CR
375	23375CR
400	23400CR
425	23425CR
450	23450CR
500	23500CR
550	23550CR
600	23600CR

### 12" EXTREME CHROME

RATE	PART #
95	22095CR
110	22110CR
125	22125CR
150	22150CR
175	22175CR
185	22185CR
200	22200CR
225	22225CR
250	22250CR
275	22275CR
300	22300CR
350	22350CR
375	22375CR
400	22400CR
450	22450CR
500	22500CR

### 14" EXTREME CHROME

RATE	PART #
80	24080CR
100	24100CR
110	24110CR
125	24125CR
150	24150CR
175	24175CR
185	24185CR
200	24200CR
225	24225CR
250	24250CR
275	24275CR
300	24300CR

**ULTRA LIGHTWEIGHT BLACK COATED SPRINGS**

**NEW!**

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

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

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

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

**MADE IN THE U.S.A.**



**TAKE-UP SPRING**



DESCRIPTION	PART #
2-5/8" ID X 5 LBS.	27005B
2-5/8" SPRING GUIDE	20183-1

**AFCOIL LIFETIME WARRANTY**

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

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

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

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

**SUGGESTED COIL-OVER SPRING RATES**

Refer to the rate correction chart if shock is mounted at an angle. Front spring recommendations are targeted at strut front end applications only. (Tube chassis, spindle mount strut design)

FRONT		REAR	
Rate	Total on Front Tires	Rate	Total on Rear Tires
175	800-1000 LBS.	80	800-1000 LBS.
200	1000-1200 LBS.	95	1000-1100 LBS.
225	1200-1400 LBS.	100	1100-1200 LBS.
250	1400-1700 LBS.	110	1200-1400 LBS.
275	1700-1900 LBS.	125	1400-1500 LBS.
300	1900-2100 LBS.	150	1500-1600 LBS.
325	2100-2300 LBS.	160	1600-1700 LBS.
350	2300-2500 LBS.	175	1700-1800 LBS.
375	2500+ LBS.	185	1800-2000 LBS.

THE ABOVE CHART IS FOR BASELINE RECOMMENDATIONS. FINE TUNING MAY BE REQUIRED. NOTE: CHART IS APPLICABLE ONLY FOR COIL-OVER APPLICATIONS.

**RIDE RATE CORRECTION CHART**

WHEN SHOCK AND / OR SPRINGS ARE ANGLED:



MOUNT ANGLE	10°	15°	20°	25°	30°
RATE MULTIPLIER	.97	.93	.88	.82	.75

EXAMPLE: A 200 LBS. / INCH SPRING MOUNTED AT A 20° ANGLE GIVES A 176 LBS. / INCH RATE WHEN FIGURED FOR RIDE RATE (200 X .88)

**ULTRA LIGHTWEIGHT YELLOW COATED SPRINGS**

The AFKOIL yellow coating is recognized for quality and dependable performance. Here's why top racers demand AFKOILS:

- Manufactured using ultra high tensile wire.
- 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.
- 2-5/8" I.D. designed to prevent spring lean and bow.
- Barrel design to prevent spring bow.

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

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



**MADE IN THE U.S.A.**

**AFKOIL LIFETIME WARRANTY**

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

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

**SUGGESTED COIL-OVER SPRING RATES**

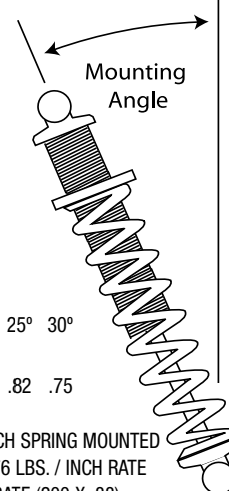
Refer to the rate correction chart if shock is mounted at an angle. Front spring recommendations are targeted at strut front end applications only. (Tube chassis, spindle mount strut design)

FRONT		REAR	
Rate	Total on Front Tires	Rate	Total on Rear Tires
175	800-1000 LBS.	80	800-1000 LBS.
200	1000-1200 LBS.	95	1000-1100 LBS.
225	1200-1400 LBS.	100	1100-1200 LBS.
250	1400-1700 LBS.	110	1200-1400 LBS.
275	1700-1900 LBS.	125	1400-1500 LBS.
300	1900-2100 LBS.	150	1500-1600 LBS.
325	2100-2300 LBS.	160	1600-1700 LBS.
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375	2500+ LBS.	185	1800-2000 LBS.

THE ABOVE CHART IS FOR BASELINE RECOMMENDATIONS. FINE TUNING MAY BE REQUIRED. NOTE: CHART IS APPLICABLE ONLY FOR COIL-OVER APPLICATIONS.

**RIDE RATE CORRECTION CHART**

WHEN SHOCK AND / OR SPRINGS ARE ANGLED:



MOUNT ANGLE	10°	15°	20°	25°	30°
RATE MULTIPLIER	.97	.93	.88	.82	.75

EXAMPLE: A 200 LBS. / INCH SPRING MOUNTED AT A 20° ANGLE GIVES A 176 LBS. / INCH RATE WHEN FIGURED FOR RIDE RATE (200 X .88)



**CHROME TAPERED SPRINGS**

AFCO Racing Product's new chrome tapered spring line is the perfect compliment to a great shock line up. These springs can be used for all popular Mustang II front ends as well as converting your favorite GM muscle car's front suspension to a coil-over shock package. Some of the benefits are: ease of installation, weight savings, and accurate and quick adjustment of your ride height and corner weights for maximum performance.

**MADE IN THE U.S.A.**

DESCRIPTION	PART NUMBER	TOP I.D.	BOTTOM I.D.	RATE
8" CHROME TAPERED SPRING	A8SR375	3-1/2"	2-1/2"	375
8" CHROME TAPERED SPRING	A8SR500	3-1/2"	2-1/2"	500
8" CHROME TAPERED SPRING	A8SR600	3-1/2"	2-1/2"	600
8" CHROME TAPERED SPRING	A8SR700	3-1/2"	2-1/2"	700
10" CHROME TAPERED SPRING	A10SR350	3-1/2"	2-1/2"	350
10" CHROME TAPERED SPRING	A10SR450	3-1/2"	2-1/2"	450
10" CHROME TAPERED SPRING	A10SR550	3-1/2"	2-1/2"	550
10" CHROME TAPERED SPRING	A10GM300	4"	2-5/8"	300
10" CHROME TAPERED SPRING	A10GM375	4"	2-5/8"	375
10" CHROME TAPERED SPRING	A10GM400	4"	2-5/8"	400
10" CHROME TAPERED SPRING	A10GM450	4"	2-5/8"	450
10" CHROME TAPERED SPRING	A10GM550	4"	2-5/8"	550



SHOWN WITH SHOCK INSTALLED.



## 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 up to 50 ft. lbs. of resistance.

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

### LOWER BALL JOINTS



### UPPER BALL JOINTS



## WE'VE EXPANDED OUR SELECTION OF EXTENDED LENGTH LOW FRICTION BALL JOINTS...

PART #	STYLE	BODY	PIN
20032-2LF	4-BOLT UPPER	SAME AS 20032	SAME AS 20032, BUT +1/2" LONGER
20034LF	SCREW IN UPPER/LOWER	SMALL CHRYSLER STYLE (1.83" AT THREAD)	FITS MOST PINTO/MUSTANG II SPINDLES
20034-2LF	SCREW IN UPPER/LOWER	SMALL CHRYSLER STYLE (1.83" AT THREAD)	SAME AS 20034LF, BUT +1/2" LONGER
20036LF	SCREW IN LOWER	BIG CHRYSLER-STYLE (2" DIAMETER AT THREADS)	BIG CHRYSLER STYLE FOR FABRICATED SPINDLES
20038-3LF	PRESS IN LOWER	'64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS	SAME EXTRA LONG PIN AS 20038-1
20038-4LF	PRESS IN LOWER	'73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS	SAME EXTRA LONG PIN AS 20038-1



EXTENDED LENGTH BALL JOINT.

## 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

### LOWER BALL JOINTS



### UPPER BALL JOINTS



APPLICATION GUIDES

GENERAL GUIDE

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
'73-'88 CUTLASS	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 CUTLASS	K5108	20037	20037LF	K5103	20033	20033LF
'73-'87 REGAL	K5208	20032	20032LF	K6145	20039	20039LF
'73-'88 GRAND PRIX	K5208	20032	20032LF	K6145	20039	20039LF
'73-'82 LEMANS GTO	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 LEMANS GTO	K5108	20037	20037LF	K5103	20033	20033LF
'71-'76 CAPRICE**	K5208	20032	20032LF	K6141	20038	20038LF
'77-'94 CAPRICE**	K5208	20032	20032LF	K6145	20039	20039LF
'94-'96 IMPALA SS	K5208	20032	20032LF	K6145	20039	20039LF
'75-'79 NOVA	K5208	20032	20032LF	K6145	20039	20039LF
'68-'74 NOVA	K5108	20037	20037LF	K5103	20033	20033LF



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

RACING & HYBRIDS GUIDE

UPPER BALL JOINTS APPLICATION

	INT#*	STANDARD	LOW FRICT.
SAME BOLT PATTERN AS 20032; LONGER STUD USED TO RAISE THE ROLL CENTER	•	•	20032-2LF
SMALL SCREW IN; 1.83" BODY AT THREAD; 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; FITS PINTO TAPER	K772	20034	20034LF
SAME BODY AS 20034 EXCEPT LARGER STUD	K719	20035	•
LARGE SCREW IN; 2.00" BODY AT THREAD	K727	20036	20036LF
POPULAR RACING DESIGN; PRESS-IN DIMENSION: 2.180"	K6141	20038	20038LF
POPULAR RACING DESIGN WITH LONGER STUD TO RAISE ROLL CENTER; PRESS-IN DIMENSION: 1.980"	K6117	20038-1	20038-1LF

\*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS.

BALL JOINT SLEEVES



LARGE THREADED WITH FLANGE FOR 20036  
**20041**



LARGE THREADED FOR 20036  
**20042**



SMALL THREADED FOR 20034, 20035  
**20043**



SMOOTH FOR 20039  
**20044**



SMOOTH FOR 20038  
**20045**



SMOOTH FOR 20038-1  
**20046**

DESCRIPTION	I.D.	O.D.	HEIGHT	WEIGHT	PART #
LARGE THREADED FOR 20036 WITH FLANGE	2.000"	2.30" / 2.840"	1.00"	.45LB	20041
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
SMOOTH FOR 20039	2.090"	2.375"	1.00"	.25LB	20044
SMOOTH FOR 20038	2.180"	2.5"	1.00"	.30LB	20045
SMOOTH FOR 20038-1	1.980"	2.185"	1.00"	.20LB	20046

## 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.

## GENERAL APPLICATION GUIDES

### 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.

Standard: **\$25<sup>99</sup>**  
 Lightweight: **\$44<sup>99</sup>**

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 (SINGLE)	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 (PAIR)	20090

## LOW FRICTION BALL JOINT & BUSHING KITS

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).



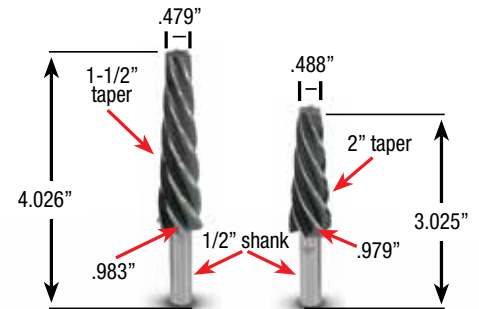
### APPLICATION

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

## 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



## REINFORCED FRONT SEGMENT LEAF SPRINGS

The 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.

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"

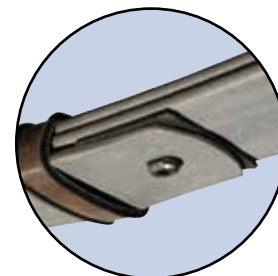
To accurately check for arch measurement, lay spring on side and pull a straight line from center of front eye to center of rear eye. Measure from line to top leaf at the locating pin.



## 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.

- Our chrome-vanadium alloy spring steel material is superior to others and provides consistent rates over a longer life span.
- Teflon rub blocks between leafs reduces friction and maintains consistency of rate.
- Tapered leafs reduces stress by 30 - 40% 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 type.
- 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 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" OD.



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 or GM springs.



For 2-1/2" wide leaf.

DESCRIPTION	PART #
LEAF SPRING SLIDER (CHRYSLER)	20236S
LEAF SPRING SLIDER (CAMARO)	200036

### WELD-ON LEAF SPRING PADS

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



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

### 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

### UNIVERSAL FRONT SPRING MOUNT

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



DESCRIPTION	PART #
MOUNT	50200

### SHACKLE PLATES

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



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

### 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

### SPRING SHACKLES

Standard part as used on most leaf spring cars.



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

### SHACKLE BOLT KIT

Eliminates need for rubber bushings in Chrysler rear spring eye. Prevents binding and eases leaf spring maintenance. 1" OD 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 BLOCK 1-1/2" TALL	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


# AFCO STEERING

## OEM REPLACEMENT STEERING


1.




2.




3.



4.



5.



DESCRIPTION	CHEVELLE '68-'72	CAMARO '70-'81	MONTE CARLO '78-'88	GM MID SIZE '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

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).

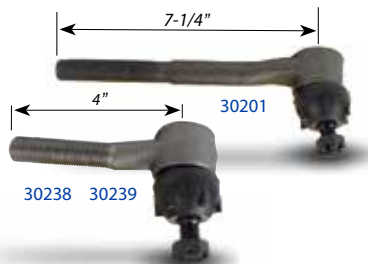


**IMPROVE YOUR GM METRIC SUSPENSION GEOMETRY WITH AN AFCO CENTER LINK!**

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

## INNER TIE ROD ENDS

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



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

## GM TIE ROD ENDS

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



APPLICATION	PART#
LH THREADS	30211
RH THREADS	30212



## 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" rod end.
- 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.

### 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	•

## 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 ACCESSORIES**

**PINTO/MUSTANG II SPINDLES**

For use on modifieds, sportsman cars, drag cars, and street cars.

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

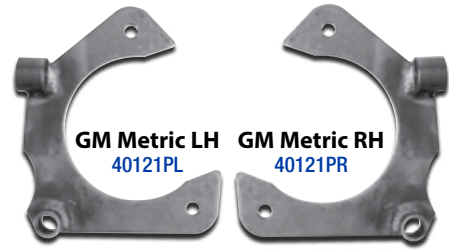


PINTO/MUSTANG II SPINDLES	PART #
PINTO/MUSTANG II SPINDLE - PAIR	AD30436
PINTO/MUSTANG II SPINDLE NUT	9851-8545

**CALIPER BRACKETS**

**CALIPER BRACKET**

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



**HYBRID CALIPER BRACKET**

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



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

**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

**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

**MISCELLANEOUS**

**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 PTFE seal.
- 1-1/8" O.D. x 3-3/4" length.
- Broached spline for better fit.
- Heat-treated forgings.
- Forged 1045 steel.



U-JOINT BORE	DESCRIPTION	PART #
3/4"	SMOOTH BOTH ENDS	30303
3/4" - 48	SWEET R & P / APPLETON MANUAL	30304
3/4" - 36	GM STANDARD, PINTO P.S.	30305
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

**ROD END AND SPACER KIT**

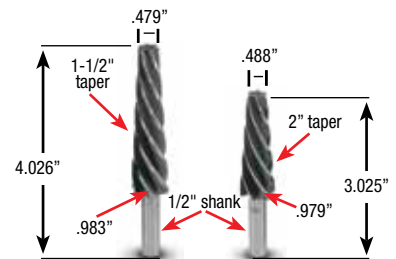
Required for rod end style lower control arms listed above. Kit includes: 1- rod end, 1-jam nut & 2 bushings.



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

**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	PART #
1-1/2" TAPER (PER FOOT)*	80770
2" TAPER (PER FOOT)**	80771

\*FITS MOST TIE ROD, SHOCK EYES & 20031, 20033, 20034, 20035, 20036 BALL JOINTS.

\*\* FITS 20032, 20032-1, 20032-2, 20038, 20038-1, 20039 BALL JOINTS.

**AL UNSER JR. TEAM SPEEDWAY**

Al Jr. has been called one of the most dynamic and successful drivers in American auto racing. He has competed in a wide range of motorsports – from road racing to World of Outlaw sprint cars. In addition to being the 1992 and 1994 Indianapolis 500 Champion, Al Jr. won 8 of his 16 IndyCar races in 1992, making him that season's winningest driver. He was also a two-time overall points champion in IRL.



# 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**

STARTER 1.4KW

**PART #**

64200

## WELD-IN BATTERY BOX

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



**DESCRIPTION**

BATTERY BOX (9-1/2")

**PART #**

50302

BATTERY BOX (11")

50301

## BOLT-IN BATTERY BOX

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



**DESCRIPTION**

BOLT-IN BATTERY BOX

**PART #**

50303

## HOOD PIN KITS

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



**DESCRIPTION**

STEEL KIT W/ 3/16" CLIP

**PART #**

10151

## FUEL SHUT-OFF VALVE

Install in fuel line so fuel flow can be shut off. This valve is alcohol compatible.



**DESCRIPTION**

VALVE (1/2" FEMALE NPT)

**PART #**

84040

## LUDWIG CLAMPS

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



**DESCRIPTION**

LUDWIG CLAMPS 4 PK

**PART #**

50401

LUDWIG CLAMPS 100

50403

## HOOD PIN COMPONENTS



**DESCRIPTION**

FLIP CLIP - 3/16"

**PART #**

10183

HAIR PIN CLIP - 5/32"

10185

SCUFF PLATE

10188

THREADED HOOD PIN BOSS

10190X-1

### AFCO FUEL FILTER

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



84020-8

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



84028

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

### THROTTLE ROD & KITS

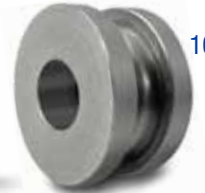
- 1/4" plated steel rod.
  - Kit includes: carb bushings, rod ends, jam nuts, & rod.
- NOTE: Extra-long thread allows more adjustment.



10480S



10171



10174



10175-24

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

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

### DON O'NEAL

"AFCO Racing Products has always supported my racing program. The products are very user friendly and have helped me maximize my combination. We race to win together!"



### BILLET ALUMINUM WHEEL SPACERS

Fits 4-1/2", 4-3/4", and 5" bolt patterns. Use 5/8" wheel studs to keep them properly centered.



DESCRIPTION	PART #
1/4" THICK WHEEL SPACER	31020
3/8" THICK WHEEL SPACER	31022
1/2" THICK WHEEL SPACER	31023
5/8" THICK WHEEL SPACER	31024
3/4" THICK WHEEL SPACER	31025
1" THICK WHEEL SPACER	31027

### SURE SEAL AIR CLEANER HOUSING

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



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

### FRONT AND REAR CHEVY ENGINE MOUNTS



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

### GM TRAILING ARM BRACKETS

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



DESCRIPTION	PART #
GM TRAILING ARM BRACKETS	20285

### MATT WALTER

"Since switching to AFCO struts and Big Gun shocks, my Camaro has been much more controlled, consistent, and faster! I've been 2 tenths faster with more left in the combo, just by bolting on 2 AFCO struts and 2 AFCO Big Gun shocks!"



### TIRE PRESSURE GAUGE

AFCO Air Pressure Gauges are assembled with the highest quality components. However, damage can result from misuse. A gauge is most accurate in the middle of its range. Use the correct gauge. Handle with care. Do not "peg" the needle on over-inflated tires and your gauge will provide optimum service.

- Protective boot.
- Swivel chuck.
- 2-1/2" gauge.
- Air bleed.
- 14" hose.



DESCRIPTION	PART #
15#	85315R
30#	85330R
60#	85360R
15# REPLACEMENT GAUGE	85361
30# REPLACEMENT GAUGE	85362
60# REPLACEMENT GAUGE	85363
CHUCK	85364

### HD STARTER BUTTON



DESCRIPTION	PART #
BUTTON	85266

### HD 25 AMP IGNITION/ACCESSORY SWITCH



DESCRIPTION	PART #
SWITCH WITH BOOT	85260

### MASTER DISCONNECT



DESCRIPTION	PART #
SWITCH ONLY	85268

### 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

### SENDING UNITS



DESCRIPTION	PART #
15# OIL PRESSURE (1/8" PIPE)	85281
230° WATER TEMPERATURE (1/2" PIPE)	85282
275° OIL TEMPERATURE (1/2" PIPE)	85283
4# FUEL PRESSURE (1/8" PIPE)	85284
4# WATER PRESSURE (1/8" PIPE)	85285

### WARNING LIGHT-KITS

These units allow the driver to maintain focus on the race.



DESCRIPTION	COMPLETE	LIGHT
15# OIL PRESSURE (RED)	85190	85290
230° WATER TEMP. (AMBER)	85192	85292
275° OIL TEMP. (BLUE)	85193	85293
4# FUEL PRESSURE (GREEN)	85194	85294

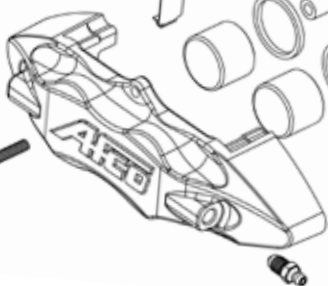
# AFCO BRAKES

## CALIPERS

### FEATURES & BENEFITS OF AFCO FORGED ALUMINUM CALIPERS

- *Stiffest caliper on the market - Still at 4.8 lbs.*
- *Less brake heat - Less time on the brakes and no fade.*
- *Extra wheel clearance - For left rear inner bead locks.*
- *Universal mounting - One caliper can fit the entire car.*
- *Mount uses standard 3-1/2" & 5-1/4" bolt pattern spacing.*
- *Forged 6061 aluminum construction.*
- *1/8" NPT inlet port.*

7/16" speed bleeders for quick installation and easy maintenance.



Extreme duty steel bridge bolts add 10%-40% stiffness vs. billet caliper model.



Internal brake fluid passages - Eliminates cross-over lines.



Billet pistons featuring hard coat anodizing provide great wear resistance & long life.

### ROBBY UNSER TEAM SPEEDWAY

Robby Unser hails from one of America's most storied racing families. No stranger to racing himself, he boasts the 1987 World Hill Climb Champion, the 1989 American Indy Car Series Champion titles, and the 1998 IRL Rookie of the Year honor. Robby has raced a wide range of classes at the Pikes Peak International Hill Climb, winning an unprecedented 9 times. He has also competed twice at the Indianapolis 500 and is Speedway's seasoned Nova expert.





## F33 CALIPERS

### F33 FORGED ALUMINUM CALIPER

- Forged pistons feature hard coat anodizing for wear resistance and long life.
- Mounting holes on 5-1/4" center.
- Internal brake fluid passages eliminate cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 30% vs. billet caliper model.
- 7/16" speed bleeders for quick installation and easy maintenance.



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	PART #
F33 FORGED CALIPER	.375"	1-3/4"	6630100

#### F33 FORGED ALUMINUM CALIPER ACCESSORIES

DESCRIPTION	PART #
PISTON FOR 1.75" FORGED CALIPER F33	6690294
O-RING KIT FOR 1.75" FORGED CALIPER F33	6690256
RUBBER BLEEDER CAP - 4 PACK	6691318

## F11 CALIPERS

### F11 FORGED ALUMINUM CALIPER

- Forged pistons feature hard coat anodizing for wear resistance and long life.
- Extra wheel clearance.
- Mounting holes available in 3-1/4" and 3-3/4".
- Dual internal brake fluid passages eliminate cross-over lines.
- Extreme duty steel bridge bolts increase stiffness by 40% vs. the competition.
- 7/16" speed bleeders for quick installation and easy maintenance.



DESCRIPTION	ROTOR WIDTH	PISTON DIA.	BOLT PATTERN	PART #
F11 FORGED CALIPER	3/8"	1-3/4"	3-1/4"	6630410
F11 FORGED CALIPER	3/8"	1-3/4"	3-3/4"	6630420

#### F11 FORGED ALUMINUM CALIPER ACCESSORIES

DESCRIPTION	PART #
PISTON FOR 1.75" FORGED CALIPER F11	6690294
O-RING KIT FOR 1.75" FORGED CALIPER F11	6690256
RUBBER BLEEDER CAP - 4 PACK	6691318

# METRIC CALIPERS

## SMALL GM CALIPER

- Optional piston sizes available to increase range of brake bias adjustment for better brake performance and more brake system tuning.
- Stock-appearing.
- Quality control checked & pressure tested.
- Oversized: 20% more force.



DESCRIPTION	PART #
OVERSIZE GM METRIC CALIPER-RIGHT SIDE	7241-9001
OVERSIZE GM METRIC CALIPER-LEFT SIDE	7241-9002
STOCK GM METRIC CALIPER-RIGHT SIDE	6635003
STOCK GM METRIC CALIPER-LEFT SIDE	6635004

VEHICLE APPLICATIONS: '78-'87 MONTE CARLO, GRAND PRIX, REGAL, CUTLASS, MALIBU

# METRIC CALIPERS

## ALUMINUM CALIPER

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition.

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

- 2" and 2-3/8" bore configurations available.
- Quality control checked and pressure tested.
- Comes with standard bleeder.
- 1/8" NPT inlet fluid port.
- Fits left or right side of chassis.
- **NEW** low drag seals.
- **NEW** inlet location.



DESCRIPTION	PART #
2-3/8" BORE - ALUMINUM METRIC CALIPER	6630311
2" BORE - ALUMINUM METRIC CALIPER	6630310
REBUILD KIT, 2-3/8" METRIC ALUMINUM	6690311
REBUILD KIT, 2" METRIC ALUMINUM	6690310
2-3/8" SEAL	55000019005
2" SEAL	55000018905

New Inlet Locations



# METRIC CALIPERS

## LIGHTWEIGHT CAST IRON CALIPER

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

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition.

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

- Quality control checked and pressure tested.
- 2-3/4" bore for maximum force.
- Speed bleeder included.
- Fits left or right side of chassis.
- M10 X 1.5 inlet port.



DESCRIPTION	PART #
2-3/4" BORE - LIGHTWEIGHT CAST IRON CALIPER	6630312
REPAIR KIT	6690312

# AFCO BRAKES

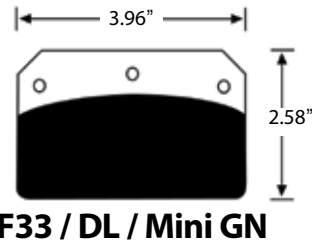
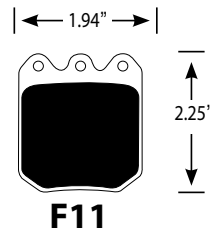
## BRAKE PADS

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

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

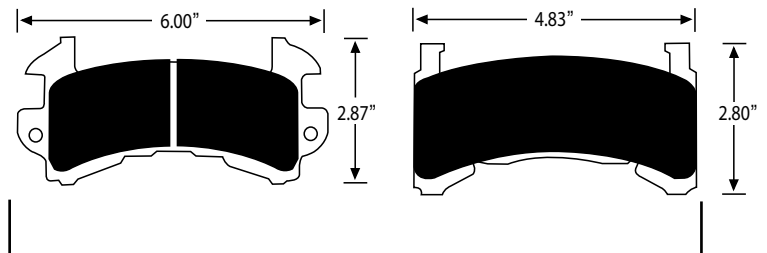
**MADE IN THE U.S.A.**

### F33 & F11 DRAG RACING BRAKE PADS



DESCRIPTION	PART #
F33 / DL / MINI GN	1251-3000
F11 C1 STEEL ROTOR	6654011

### METRIC GM BRAKE PADS



DESCRIPTION	PART #
GM METRIC D154	1251-1154

Metric GM (pair)



# AFCO BRAKES

## MASTER CYLINDERS

### INTEGRAL RESERVOIR MASTER CYLINDER

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

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



DESCRIPTION	PART #
3/4" BORE INTEGRAL MASTER CYLINDER	6620010
7/8" BORE INTEGRAL MASTER CYLINDER	6620011
1" BORE INTEGRAL MASTER CYLINDER	6620012



### INTEGRAL MASTER CYLINDER SERVICE PARTS & REBUILD KITS

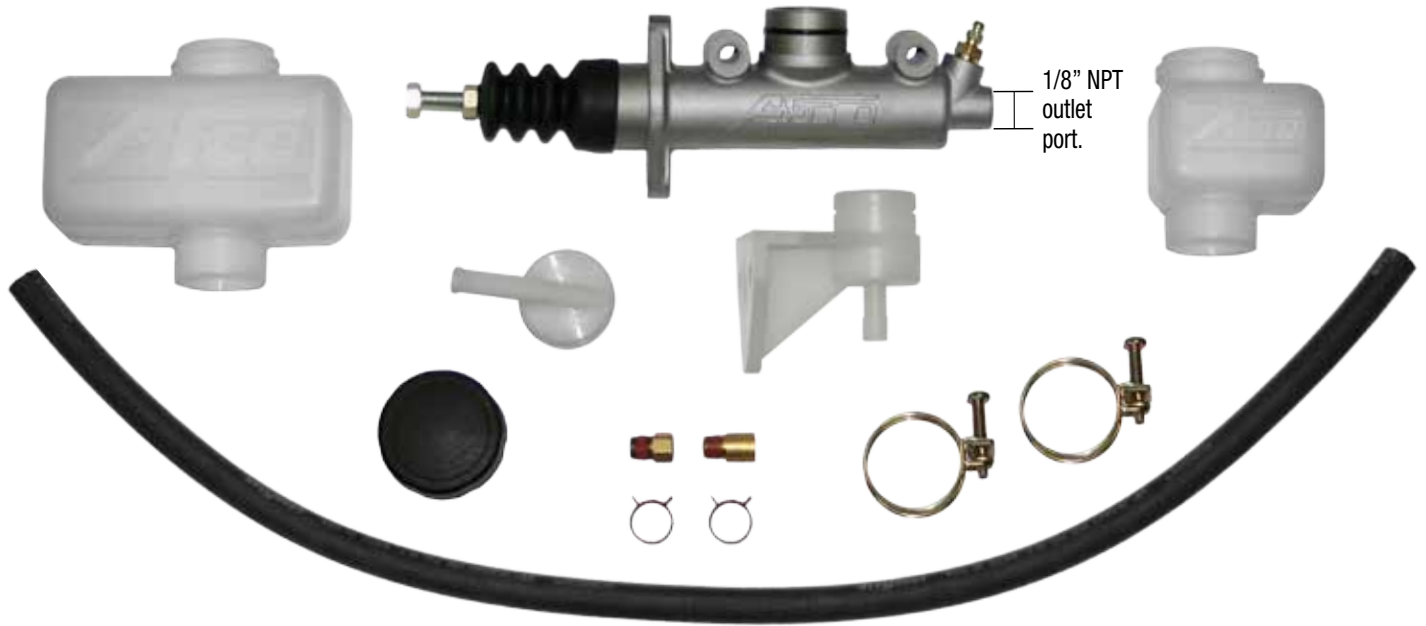
MASTER CYLINDER PARTS	PART #
STRAIGHT FITTING (1/8"NP X 3/16"IF)	7010-0026
90° FITTING (1/8"NP X 3/16"IF)	7010-0027
MASTER CYL. KIT (INCLUDES LID, GASKET, WIRE)	6690048
MASTER CYL. KIT (INCLUDES PUSH ROD, SPRING, BOOT)	6690049

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

\* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013.

**REMOTE RESERVOIR MASTER CYLINDER KIT**

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



**REMOTE RESERVOIR MASTER CYLINDERS**

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

**MASTER CYLINDER REBUILD KITS**

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

**TOM BAILEY**

"Sick Seconds 2.0" - The two-time Drag Week Winner (2013 & 2015).



# AFCO BRAKES

## ROTORS

### STOCK-STYLE ROTORS

#### GM METRIC STYLE ROTOR

Vehicle Applications: '78-'87 Monte Carlo, Grand Prix, Regal, Cutlass, Malibu

- Dual bolt patterns: 5" x 5" and 5" x 4-3/4".
- Studs included.
- 10.5" diameter x 1" thick.
- Uses 9851-8500 bearing kit.
- Pre-drilled with 4-3/4" stock pattern.
- Racers installed.

DESCRIPTION	GM
7/16" FINE STUDS ON STOCK 4-3/4" PATTERN	9850-6501
5/8" COARSE STUDS ON 5" X 5" PATTERN	9850-6500
5/8" EXTRA LONG STUDS ON 5" X 5" PATTERN	6640137
HUB MASTER INSTALL KIT	9851-8550
BEARING KIT (INNER AND OUTER BEARINGS)	9851-8500
SEAL	9851-8520
DUST CAP	9851-8501
SPINDLE NUT KIT	9851-8546



#### FORD STYLE ROTOR

Vehicle Applications: '75-'80 Granada

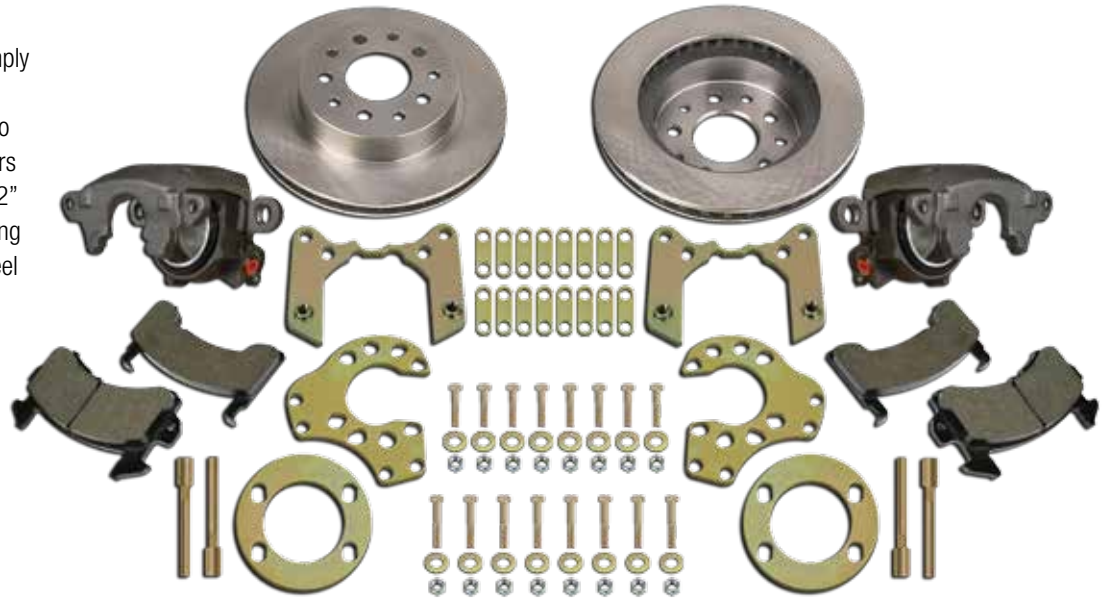
- Dual bolt patterns: 5" x 5" and 5" x 4-1/2".
- Studs included.
- Reduces rotating weight.
- Fits Pinto/Must. II spindle.
- 11" diameter x .875" thick.
- Uses stock 9851-8510 bearing kit.
- Pre-drilled with 4-1/2" stock pattern.
- Uses AFCO 40121PL & 40121PR brackets for metric caliper.
- Racers installed.

DESCRIPTION	FORD
1/2" FINE STUDS ON STOCK 4-1/2" PATTERN	9850-6511
5/8" COARSE STUDS ON 5" X 5" PATTERN	9850-6510
HUB MASTER INSTALL KIT	9851-8552
BEARING KIT (INNER AND OUTER BEARINGS)	9851-8510
SEAL	9851-8521
DUST CAP	9851-8502
SPINDLE NUT KIT	9851-8545



## 9" FORD BOLT-ON BRAKE KIT

This rear disc brake kit allows you to simply bolt disc brakes onto 9" Ford rear ends. Includes two bolt-on caliper brackets, two vented rotors, two new GM metric calipers and hardware. 9" Ford kit has 5 on 4-1/2" and 5 on 4-3/4" bolt patterns. Minor fitting may be required. For 15" and larger wheel applications only. Maximum O.D. on axle flanges is 6-1/4".



### COMPLETE KITS

9" FORD BOLT-ON KIT

### PART #

7250-0100

## CALIPER BRACKETS

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
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



Small GM LH  
40121PL



Small GM RH  
40121PR

## CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS FOR GM METRIC CALIPERS

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

DESCRIPTION	PART #
CALIPER PRESSURE GAUGE	85161
ADAPTER KIT (FOR METRIC CALIPERS)	7010-0050



# AFCO BRAKES

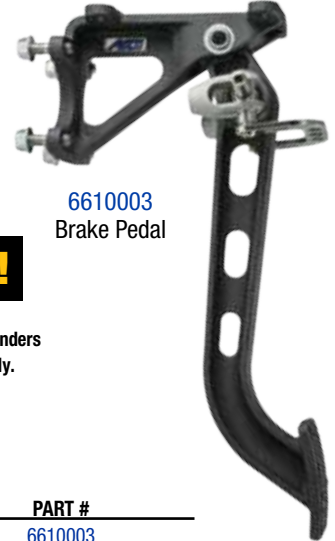
## PEDALS

### 7:1 FORWARD SINGLE SWING PEDALS

- H-beam forged aluminum pedal design.
- Allows for positioning of the clutch pedal to be away from the driver for better comfort.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



6610004  
Clutch Pedal



6610003  
Brake Pedal

**NEW!**

AFCO Master Cylinders  
sold separately.

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

### 6:1 FORWARD SINGLE SWING PEDALS

- H-beam forged aluminum pedal design.
- Allows for positioning of the clutch pedal to be away from the driver for better comfort.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



6610006  
Clutch Pedal



6610005  
Brake Pedal

**NEW!**

AFCO Master Cylinders  
sold separately.

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

## BRAKE FLUID

To complement the new Forged F88, F22 & F33 as well as the new metric aluminum and cast iron calipers, AFCO has engineered two brake fluid formulations specifically targeted for top tier racing and performance use. From drag racing to dirt and asphalt late model racing, AFCO HT & HTX brake fluids will outperform!

### HIGH PERFORMANCE HTX BRAKE FLUID

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

- Dry boiling point of 600°+.
- Meets or exceeds D.O.T. 4 requirements.
- Exceeds SAE J1704, ISO 4925, and FMV116 specifications.
- Non-silicone fluid.
- Best value in brake fluid on the market.

DESCRIPTION	PART #
HIGH PERFORMANCE BRAKE FLUID HTX SINGLE 16.9 OZ. CAN	6691903
HIGH PERFORMANCE BRAKE FLUID HTX CASE (12 16.9 OZ. 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 and is value priced. AFCO HT Brake Fluid will out-perform comparable fluids.

- Dry boiling point 500°+.
- Meets or exceeds D.O.T. 4 requirements.
- Exceeds SAE J1704, ISO 4925, and FMV116 specifications.
- Non-silicone fluid.
- Eliminates brake fade due to fluid failure caused by heat.

DESCRIPTION	PART #
HIGH PERFORMANCE BRAKE FLUID HT SINGLE 12 OZ. BOTTLE	6691901
HIGH PERFORMANCE BRAKE FLUID HT CASE (12 12 OZ. BOTTLES)	6691902



# AFCO BRAKES

## BRAKE ACCESSORIES

### BRAKE SYSTEM FITTINGS



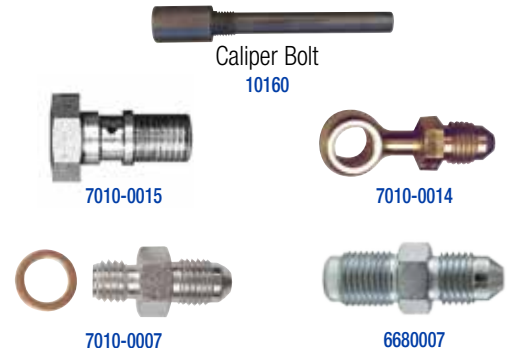
DESCRIPTION	APPLICATION	PART #
1. 1/8" NP TO -4 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0001
1A. 1/8" NP TO -3 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0002
2. 3/16" LINE TO -3 AN	CHASSIS MOUNT	7010-0003
2B. 3/16" LINE TO -4 AN	CHASSIS MOUNT	7010-0004
3. 7/16" SAE BANJO BOLT	GM STEEL CALIPERS	7010-0013*
4. 10MM - 1.50 X -4 AN	SMALL GM METRIC CALIPERS	7010-0007*
4B. 7/16" SAE TO -4 AN	GM STEEL CALIPERS	7010-0032
5. 3/8" OR 10MM BANJO TO -4 AN	SMALL GM METRIC CALIPERS	7010-0014
6. 7/16" SEALING WASHER (6 PK)	FITS 7/16 BANJO BOLT	7010-0036
6B. 10MM SEALING WASHER (6 PK)	FITS 10MM BANJO BOLT	7010-0037
7. 1/8" NP TO -4 AN TALL (90°)	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0017
8. 3/16" LINE TO -4 AN	LONG CHASSIS MOUNT	7010-0005
9. 7/16" BANJO TO -4 AN	GM STEEL CALIPERS	7010-0009
9B. 7/16" BANJO TO -3 AN	GM STEEL CALIPERS	7010-0010
10. 1/8" NP BLEED VALVE	AFCO METRIC ALUMINUM CALIPERS	7010-0022

DESCRIPTION	APPLICATION	PART #
11. 10MM - 1.50 BANJO BOLT	SMALL GM METRIC CALIPERS	7010-0015*
12. 3/8"-24 BANJO BOLT	GM CALIPERS	7010-0016*
13. 3/16" INV. FLARE TEE	3/16" BRAKE LINE	40251
14. 1/8" FP TEE	BRAKE LINE	85100X
15. 1/8" MP X (2) 3/16" INV FL	BRAKE BIAS PANEL	85160X-3
16. 1/8" FP X 1/4" FP	BRAKE GAUGES	85160X-2
17. 1/8" MP X 3/16" INV FL FP	STRAIGHT MASTER CYLINDER LINE FITTING	7010-0026
18. 1/8"-NPT MALE - 3 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680001
19. 1/8"-NPT MALE - 4 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680002
20. 1/8"-NPT MALE - 3 MALE	ALUMINUM BRAKE CALIPER FITTING	6680003
21. 1/8"-NPT MALE - 4 MALE	ALUMINUM BRAKE CALIPER FITTING	6680004
22. 1/8"-NPT MALE - 3 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680005
23. 1/8"-NPT MALE - 4 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680006
24. MT 10 MALE - 3 AN MALE	ALUMINUM BRAKE CALIPER FITTING	6680007

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

### STEEL METRIC CALIPER FITTINGS AND HARDWARE

DESCRIPTION	PART #
METRIC CALIPER COPPER WASHER (6 QTY)	7010-0036
METRIC CALIPER STRAIGHT FITTING	7010-0007
METRIC CALIPER BANJO FITTING	7010-0014
METRIC CALIPER BANJO BOLT	7010-0015
METRIC CALIPER CALIPER BOLT	10160
CALIPER PRESSURE GAUGE	85161
METRIC CALIPER ADAPTER KIT	7010-0050
GM METRIC LIGHTWEIGHT REBUILD KIT 2-3/4"	6690312
MT 10 MALE - 3 AN MALE	6680007



**BRAKE SYSTEM FITTINGS & COMPONENTS**

**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

**M. C. LINE FITTINGS**

- 1/8" NP to 3/16" inverted flare brake line.
- Fits AFCO, U.S. Brake, Howe, CNC, Wilwood masters.



DESCRIPTION	PART #
STRAIGHT	7010-0026
90°	7010-0027

**CLUTCH SLAVE HOSE KIT**



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

**BRAKE FITTING CLIP**

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

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



**CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS**

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



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

**BRAKE SHUT-OFF VALVE**

- Stainless steel ball.



DESCRIPTION	PART #
BRAKE SHUT-OFF VALVE	40199

**ANDY ESSARY**

Andy Essary and Midwest Chassis have teamed up to build a very potent Firebird and are likely to go deep in the rounds of competition at each event they compete. "We rely on AFCO to deliver performance in every part."



# AFCO COOLING

## ALUMINUM RADIATORS

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

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



### FROM CORE TO FINISHED PRODUCT...

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

#### MADE IN THE USA

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



#### 100% ALUMINUM CONSTRUCTION

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



#### ADVANCED MANUFACTURING

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



#### PREMIUM QUALITY

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

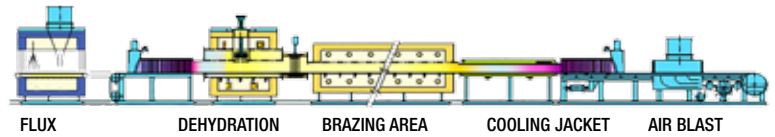


#### SPECIAL APPLICATIONS

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



# STATE-OF-THE-ART ALUMINUM BRAZING



## FURNACE SPECIFICATIONS

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

## STAINLESS STEEL "HOTBOX" DATA RECORDER

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



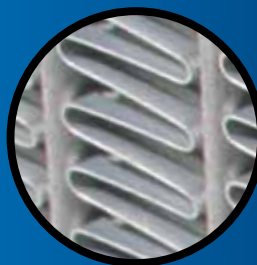
## FURNACE CONTROLS

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



## OUR CORE STANDARDS

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



Serpentine  
Louvered  
Fin @ 16psi



Clad Fillets  
on Both  
Sides



Double  
Clad  
.080 Headers

# DRAG RACING COOLING

## DRAGSTER / ROADSTER RADIATOR - AFCO MEETS THE COOLING CHALLENGE

Cooling a drag racing engine presents unique challenges. To meet these challenges, AFCO has developed several radiator models dedicated to drag racing applications. Designed to be compact and highly efficient, these radiators provide the needed cooling to keep you cool at the line without sacrificing performance due to excess weight and coolant.



AFCO's Double pass "Dragster" radiator is specifically designed for roadsters and dragsters. It features a 16 fin per inch, no epoxy core for maximum efficiency, as well as a high CFM / low AMP draw fan & shroud combo. This radiator comes complete with a fan on/off switch, 4 mounting bosses and 3/4" FNPT (Female National Pipe Thread) inlet / outlet.

OVERALL HEIGHT	TANK HEIGHT	WIDTH	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC.	OUTLET SIZE & LOC.	DRY WEIGHT		PART #
21"	21"	17-1/4"	2-1/8"	NONE	3/4" FNPT L	3/4" FNPT R	12.2	RAD W/ FAN & SHROUD	80108N
21"	21"	17-1/4"	2-1/8"	NONE	3/4" FNPT L	3/4" FNPT R	12.2	RAD ONLY	80108NR
FAN KIT: 14" S-BLADE, 1,550 CFM, 10 AMP DRAW, POLISHED ALUMINUM SHROUD								FAN & SHROUD ONLY	80108NFAN

## AFCO DRAG RACING POWER-ADDER RADIATOR

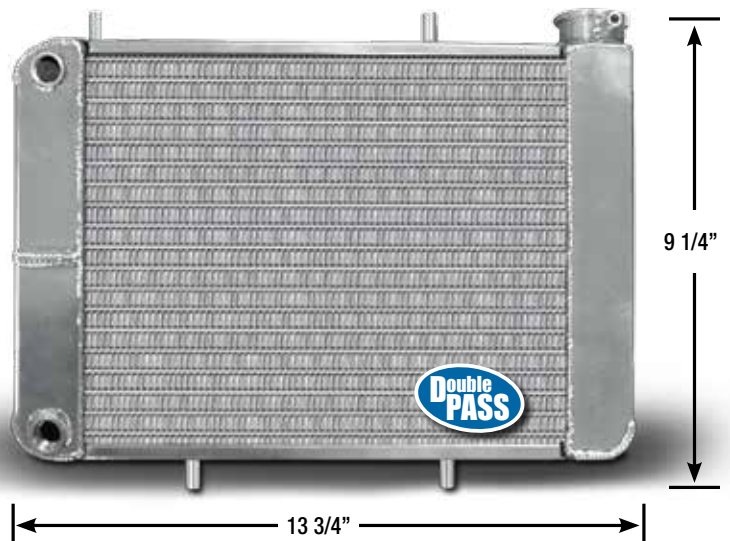
This specialty radiator is commonly used in turbo-charged drag racing applications. Its compact size and efficiency makes it a popular choice for many chassis builders.

- Optimized fin count for maximum cooling capacity.
- Single-row construction facilitates lightweight design.
- 100% TIG-welded, no epoxy.
- Factory pressure tested.



80176  
8" diameter

80260N



DESCRIPTION	PART #
13-3/4" X 9-1/4" DRAG RADIATOR	80260N
8" S-BLADE ELECTRIC FAN (1155 CFM)	80176

## SCIROCCO-STYLE DRAG RACING RADIATORS

AFCO offers several versions of the popular “Scirocco-style” radiator. These radiators are 12-5/8” high x 21-1/2” wide and are available in configurations for Chevy, Ford, and Chrysler applications. The all-aluminum furnace brazed core design (no epoxy) provides maximum cooling protection for the most demanding door-slammers. These radiators have 100% TIG-welded tanks and brackets. The Lightweight (LWN) versions remove 4 pounds from the nose of the car while keeping the same cooling performance. #80104NFAN is a fan/shroud kit that bolts up perfectly to the 1/4” bungs. N models have 2 rows of 1” tubes and the LWN models have 1 row of 1.5” tubes.



80104N - (21-1/2” x 12-5/8”)

80104NFAN - (12” fan and shroud combo) Fits all

AFCO Scirocco-style radiators below.

- Double pass for maximum cooling in a compact, lightweight package.
- Lightweight versions remove 4 lbs. from the nose of the car!
- Sturdy TIG-welded 2” “foot” mounts.
- Four 1/4” - 20 mounting bungs.
- Stainless hardware & drain included.
- No epoxy construction.
- 100% TIG-welded.



80104N

80104NA

80105N

80107N



Lightweight

80104LWN

Lightweight

80104LWNA

Lightweight

80105LWN

Lightweight

80107LWN

OVERALL HEIGHT	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	WIDTH WITH FLANGES	TANK THICKNESS	FILLER LOC	INLET SIZE & LOC	OUTLET SIZE & LOC	WET WEIGHT	PART #
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	3"	L	1-1/2" R	1-3/4" R	14.5	80104N
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	3"	L	1-1/4" R	1-1/4" R	14.5	80104NA
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	3"	R	1-1/2" L	1-3/4" L	14.5	80105N
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	3"	NONE	1-1/4" R	1-1/4" R	14.5	80107N
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	2"	L	1-1/2" R	1-3/4" R	10.5	80104LWN
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	2"	L	1-1/4" R	1-1/4" R	10.5	80104LWNA
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	2"	R	1-1/2" L	1-3/4" L	10.5	80105LWN
12-5/8"	12-5/8"	21-1/2"	21-1/2"	25-1/2"	2"	NONE	1-1/4" R	1-1/4" R	10.5	80107LWN

FAN & SHROUD KIT (FITS ALL ABOVE)

80104NFAN

# PERFORMANCE-FIT RADIATORS

AFCO Performance-Fit radiators are designed to be easily adapted to many applications. Perfect for the street, the strip, or anything in between.

- 2 row core.
- 2-1/4" thick core.
- 100% TIG-welded.
- Drain petcock included.
- 100% aluminum with no epoxy construction.
- 100% pressure-tested.

2" mounting flanges on most models.

Built-in fin covers (top and bottom plates) provide a great finish and aid installation.



80100FNP - (22" x 18-1/2")

**MOPAR**

'64 - '69 Barracuda  
A-Body Valiant  
A-Body Duster  
A-Body Scamp



80101NP - (27-1/2" x 18-3/4")

**CHEVY**

'67 - '69 BBC Camaro (AC)

**PONTIAC**

'67 - '69 Firebird (AC)



80101FNP - (27-1/2" x 18-3/4")

**EARLY FORDS  
CUSTOMS**

**SPECIALTY MARKETS**



80103NP - (26" x 18-3/4")

**CHEVY**

'59 - '70 Impala / Belair  
'67 - '69 SBC Camaro

**PONTIAC**

'67 - '69 Firebird



80103FNP - (26" x 18-3/4")

**MOPAR**

'62 - '64 Polara / Savoy  
'62 - '70 Belvedere  
'65 - '74 Satellite / Coronet / Charger / Road Runner



80127NP - (24" x 18-1/2")

**BUICK**

'65 - '67 Regal / Gran Sport

**MOPAR**

'70 - '74 Challenger (Small Block)  
'70 - '74 Barracuda (Small Block)

**CHEVY**

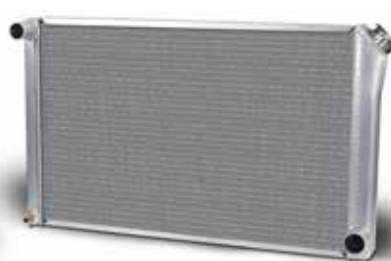
'62 - '72 Nova / Chevy II



80127FNP - (24" x 18-1/2")

**MOPAR**

'70 - '74 Challenger (Big Block)  
'70 - '74 Barracuda (Big Block)



80102NP - (31" x 18-3/4")

**CHEVY**

'68 - '79 Nova/Nova SS  
'68 - '87 Chevelle / El Camino  
'70 - '81 Camaro  
'70 - '87 Monte Carlo  
'71 - '74 Impala/Belair

**OLDSMOBILE**

'65 - '79 Delta 88/98  
'66 - '87 Cutlass/442  
'72 - '77 Omega/Omega SX

**PONTIAC**

'65 - '87 Grand Prix  
'65 - '86 Catalina/Bonneville  
'67 - '69 Firebird  
'68 - '72 GTO/Lemans  
'70 - '81 Firebird/Trans Am  
'73 - '80 Grand AM

OVERALL HEIGHT	TANK HEIGHT	CORE WIDTH	TANK WIDTH TOP	TANK WIDTH BOTTOM	WIDTH WITH FLANGES	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	DRY WEIGHT	PART #
20"	18-1/2"	17-7/8"	22-3/8"	21-1/2"	25-13/32"	3"	L	1-1/2" L	1-3/4" R	11.20	80100FNP
20"	18-1/2"	22-3/8"	27-1/2"	27-1/2"	31-1/2"	3"	L	1-1/2" R	1-3/4" L	14.20	80101FNP
20"	18-1/2"	22-3/8"	27-1/2"	27-1/2"	31-1/2"	3"	R	1-1/2" L	1-3/4" R	14.20	80101NP
18-11/16"	18-1/2"	27-1/2"	32"	31-1/16"	N/A	3"	R	1-1/2" L	1-3/4" R	15.50	80102NP
20"	18-1/2"	22-3/8"	26-3/4"	26"	30"	3"	L	1-1/2" R	1-3/4" L	13.75	80103FNP
20"	18-1/2"	22-3/8"	26-3/4"	26"	30"	3"	R	1-1/2" L	1-3/4" R	13.75	80103NP
20"	18-1/2"	20"	24-1/4"	23-1/2"	27-1/2"	3"	R	1-1/2" L	1-3/4" R	14.50	80127NP
20"	18-1/2"	20"	24-1/4"	23-1/2"	27-1/2"	3"	L	1-1/2" R	1-3/4" L	14.50	80127FNP

CORE MEASUREMENTS DOES NOT INCLUDE TANKS.

\*Always measure for your application — AFCO Performance Series Radiators may require some modifications and / or fabricating for proper fit.

\*\*For full, show-quality polished finish, add a "Z" to the end of the radiator part number.



**LIGHTWEIGHT SINGLE ROW CORE**

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.



80100LWN - (21-1/2" x 20")



80100LWFN - (21-3/8" x 20")



80103LWN - (26-1/4" x 19-3/4")



80111N - (27-1/4" x 18-5/8")



80111FN - (27-1/4" x 18-5/8")



80127LWN - (23-5/8" x 20")

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"	18"	18-1/2"	22-7/8"	21-1/2"	1-7/8"	R	1-1/2" L	1-3/4" R	20°/10°	6.3	80100LWN*
20"	18"	18-1/2"	22-7/8"	21-3/8"	1-7/8"	L	1-1/2" R	1-3/4" L	20°/10°	6.3	80100LWFN*
19 3/4"	23-3/8"	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	80103LWN*
18 5/8"	23-1/2"	18-5/8"	27-5/16"	27-1/4"	2-7/16"	R	1-1/2" L	1-3/4" R	30°/10°	11	80111N*
18 5/8"	23-1/2"	18-5/8"	27-5/16"	27-1/4"	2-7/16"	L	1-1/2" R	1-3/4" L	30°/10°	11	80111FN*
20"	18"	18-1/2"	23-5/8"	23-5/8"	1-5/8"	R	1-1/2" L	1-3/4" R	30°/10°	6.9	80127LWN*

\*1.25" CORES.

**FAN SHROUDS**

Add a High CFM fan shroud for a simple installation.

- Shroud is 3/4" deep.
- Fan is 3-3/16" deep.
- Total depth from core face is 4".

**SIZE**

CUSTOM SIZE FAN & SHROUD  
 CUSTOM SIZE DUAL FAN & SHROUD

80100NP & 80100FNP, 18.25" X 18.625"

80127NP & 80127FNP, 20" X 18.625"

80101NP, 80101FNP, 80103NP & 80103FNP, 22.38" X 18.75"

27.43" X 18.75" - FITS 80102NP

\*TOTAL DEPTH FROM CORE FACE IS 4-1/8", SHROUD IS 3/4".

**PART #**

80110FS

80110FSD

80402FAN

80404FAN

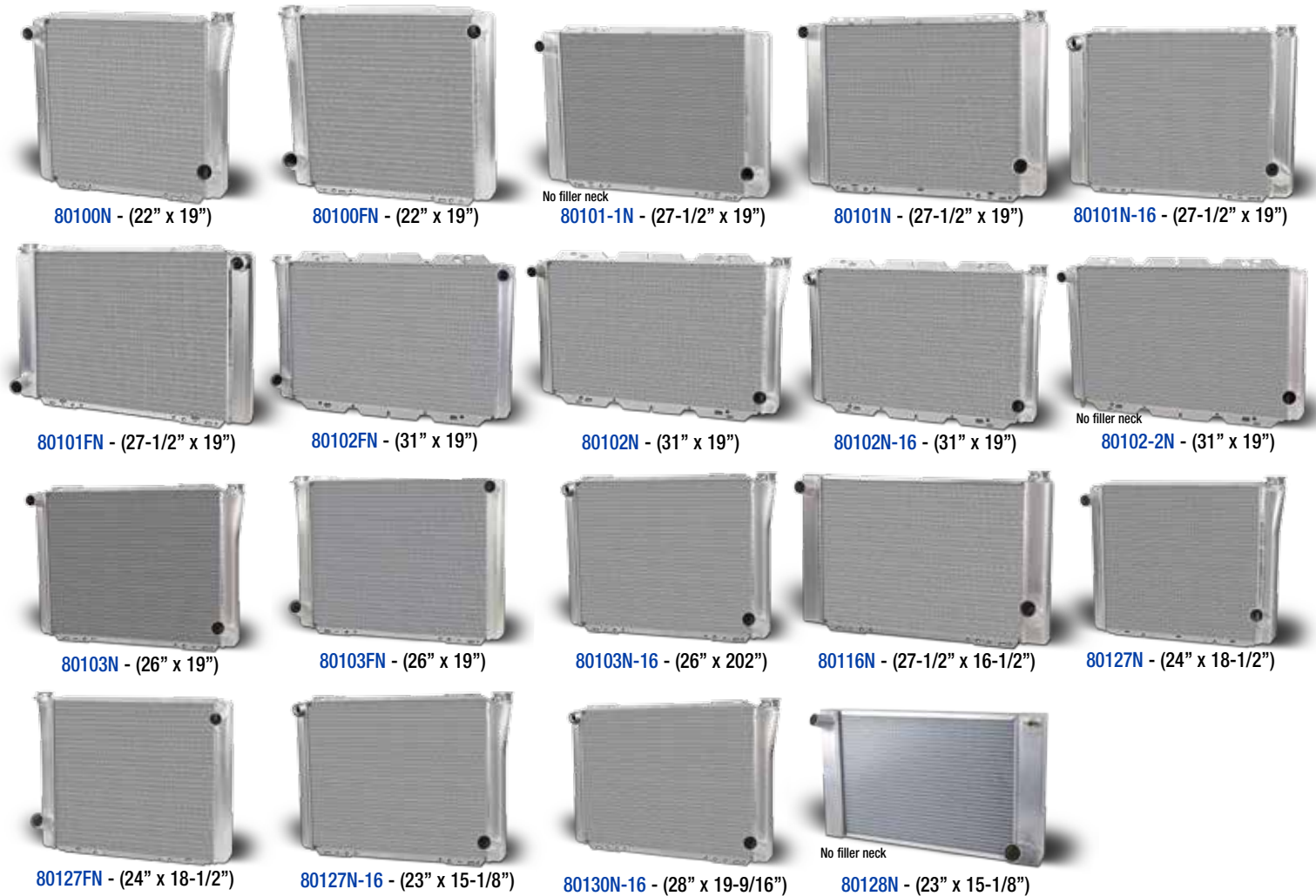
80406FAN

80409FAN\*



## UNIVERSAL SINGLE PASS 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	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	80100FN
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	NONE	1-1/2" L	1-3/4" R	30°/10°	13.7	80101-1N
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	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	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	80101FN
21"	27-1/2"	18-1/2"	32"	31"	3"	L	1-1/2" R	1-3/4" L	30°/10°	15	80102FN
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102N
21"	27-1/2"	18-1/2"	32"	31"	3"	R	16 AN-M L	1-3/4" R	30°/10°	15	80102N-16
21"	27-1/2"	18-1/2"	30-7/8"	30-7/8"	3"	NONE	1-1/2" L	1-3/4" R	30° UP	15	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	80103N
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	80103FN
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	80103N-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	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	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	80127FN
20"	20"	18-1/2"	24-1/2"	23-1/2"	3"	L	16 AN R	1 3/4" R	30/10	14.1	80127N-16
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	80130N-16

**FOR EXTRA STEERING BOX CLEARANCE**

15-1/8"	17-7/8"	15-1/6"	22-7/8"	22-7/8"	3"	NONE	1-1/2" L	1-3/4" R	20°/ 25°	9.75	80128N*
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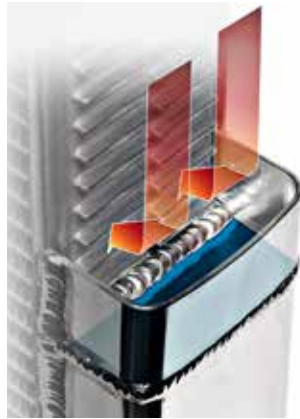
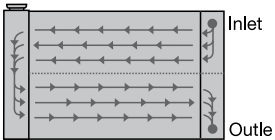
\* ANGLED DRIVER TANK - INLET IS ANGLED 15°UP 10°OUT.

## UNIVERSAL 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.



80100NDP - (22" x 19") - \$249.99

Available in "Thermal Coating" - Call for details.

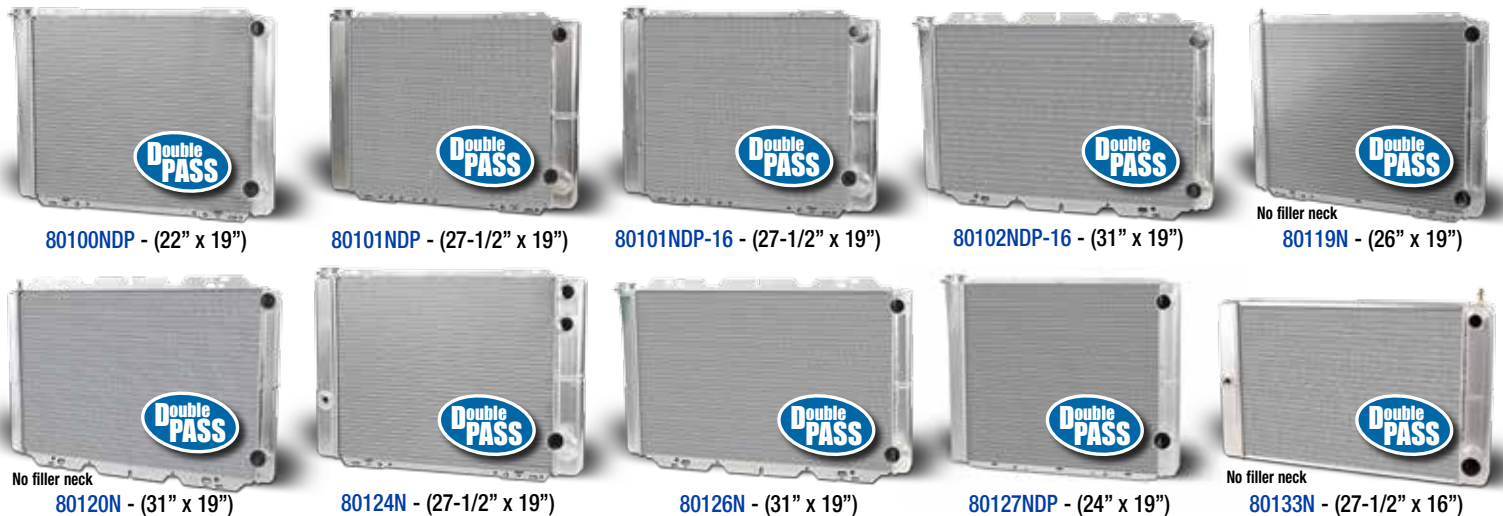
All AFCO Radiators are available with an optional black "Thermal Coating" finish for improved cooling. Call AFCO Racing at 800-632-2320 for more information.



Swivel-neck Aluminum Thermostat Housings

Allows for easy installation of Double Pass Radiators.

80312-15 (15° Neck)



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	80100NDP
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	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	80101NDP-16
21"	27-1/2"	18-1/2"	31-3/4"	31"	3"	L	16 AN-M R	1-3/4" R	30°/10°	15	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	80119N*
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	80120N*
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	80124N
21"	27-1/2"	18-1/2"	31-3/4"	31"	3"	L	1-1/2" R	1-3/4" R	30°/10°	15	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	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	80133N**

\*1/4" FNT PIPE FITTED WITH AIR BLEED. \*\*TWO 2/4" FP TEMP BUNG.

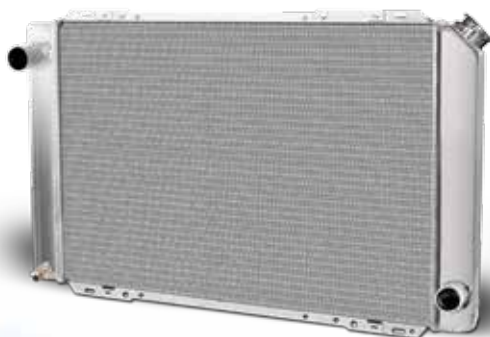
# HIGH PERFORMANCE COOLING

## MUSTANG RACING RADIATORS

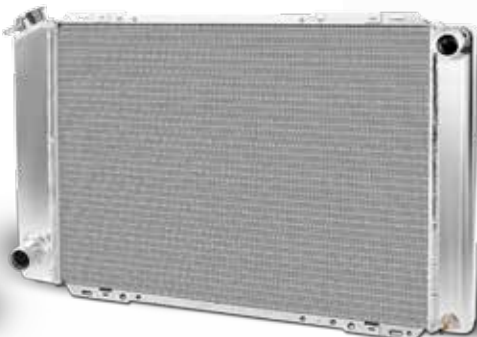
This radiator was designed to fit Fox Body Mustangs ('79-'93) with little to no fabrication required. This radiator is recommended for street or strip applications.

- Perfect choice for your engine swap project.
- Exceeds factory efficiency - 40% larger core!
- Stock hose inlet and outlets.

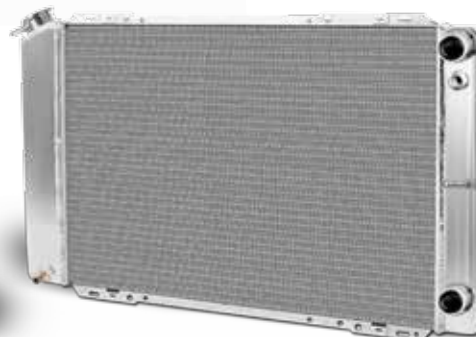
ENGINE	HEIGHT	WIDTH	CORE SIZE	PART #
CHEVY (SBC & BBC)	18-1/2"	28-5/8"	24-1/2"	80109N
FORD (SBF & BBF)	18-1/2"	28-5/8"	24-1/2"	80109FN
CHEVY (LSX)	18-1/2"	28-5/8"	24-1/2"	80109NLS
UPPER RADIATOR BRACKET				80109B
SINGLE FAN SHROUD				80109FS
DUAL FAN SHROUD				80109FSD



80109N - (28-5/8" x 18-1/2")



80109FN - (28-5/8" x 18-1/2")



80109NLS - (28-5/8" x 18-1/2")

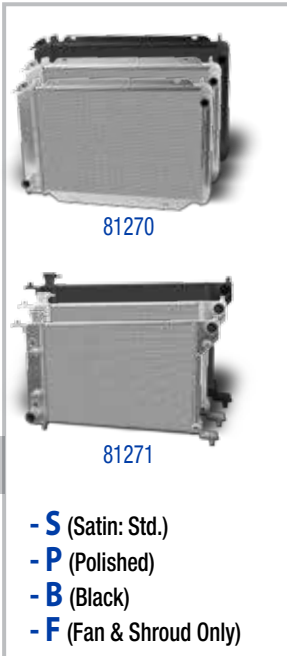


**AFCO DIRECT-FIT HIGH PERFORMANCE RADIATORS**

AFCO Direct Fit High Performance radiators are engineered and manufactured in-house. During the design phase, careful consideration is paid to ensure the finished product maximizes cooling, streamlines installation, and ensures years of satisfaction. You will not find a better radiator on the market.

**'79-'93 & '94-'95 MUSTANG RADIATORS**

**NEW!**



**BUILD YOUR PART NUMBER**

'73 - '93 **81270** 28-3/4"(w) x 16-7/8"(h)  
'94 - '95 **81271** 29-1/4"(w) x 16-1/2"(h)

**BASE NUMBER**

- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**

- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

**'97-'04 MUSTANG RADIATORS**

**NEW!**



**BUILD YOUR PART NUMBER**

**80291** 29-3/4"(w) x 17-3/4"(h)

**BASE NUMBER**

- **S** (Satin: Std.)
- **P** (Polished: + \$200)
- **B** (Black: + \$200)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**

- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin: + \$269.99)
- **SP** (Single Polished: + \$324.99)
- **SB** (Single Black: + \$324.99)
- **DS** (Dual Fan Satin: + \$349.99)
- **DP** (Dual Fan Polished: + \$409.99)
- **DB** (Dual Fan Black: + \$409.99)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)
- **Y** (w/ Trans. Cooler: + \$70)

**BUILT-IN TRANS. COOLER**

## '05 - '09 MUSTANG RADIATORS

- Aluminum construction and TIG-welded.
- Mounts in the factory location.
- Accepts factory fan shroud.
- Two row 1" tube core.
- 28.90" wide x 19.12" tall x 3" thick tanks.
- Installation time less than 1 hour.
- Radiator has condenser mounting.
- Detailed instructions included.

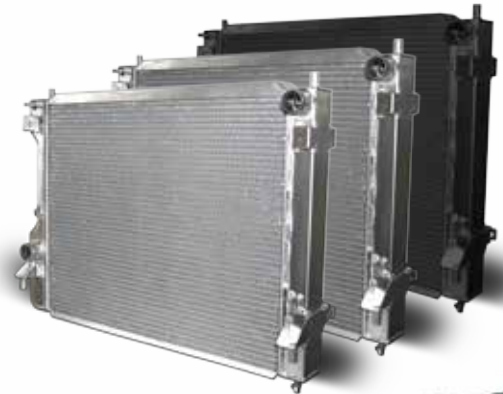


FINISH	HEIGHT	WIDTH	PART #
SATIN	18-1/4"	29"	81281N
POLISHED	18-1/4"	29"	81281Z
BLACK	18-1/4"	29"	81281B

## '10 - '14 MUSTANG RADIATORS

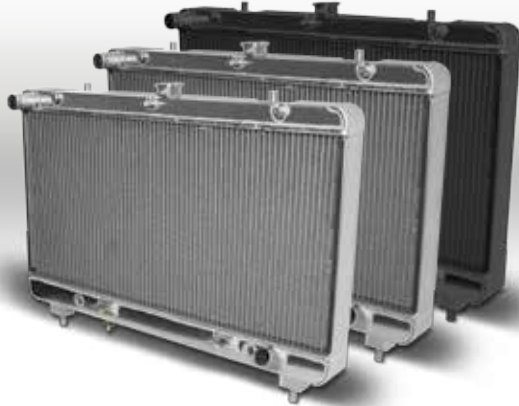
- Mounts in the factory location.
- Accepts factory fan shroud.
- Mounting for condenser on the radiator.
- Mounting for external transmission cooler on the radiator.
- Two row 1" tube core.
- 2.61" thick tanks.
- Installation time less than 1 hour.
- Detailed instructions included.

FINISH	HEIGHT	WIDTH	PART #
SATIN	20.88"	28.81"	81283N
POLISHED	20.88"	28.81"	81283Z
BLACK	20.88"	28.81"	81283B



## '10 - '11 CAMARO RADIATORS

- Mounts in the factory location.
- Accepts factory fan shroud.
- Condenser mounts on the radiator.
- In-tank transmission cooler standard for automatic and manual cars.
- Two row 1" tube core.
- Installation time less than 1 hour.
- Detailed instructions included.



FINISH	HEIGHT	WIDTH	PART #
SATIN	19.56"	30.84"	80259N
POLISHED	19.56"	30.84"	80259Z
BLACK	19.56"	30.84"	80259B

## '14 - '16 C7 CORVETTE RADIATORS

**NEW!**

- Direct fit radiator, accepts stock mounting hardware, A/C condenser, and fan shroud.
- Single row 1.50" core, twice the thickness of the stock radiator core.
- Will not fit the Z06 Corvette.
- Aluminum construction and TIG-welded.
- Detailed instructions included.



APPLICATION	OVERALL HEIGHT	OVERALL WIDTH	CORE WIDTH	CORE HEIGHT	CORE LENGTH	PART #
C7 CORVETTE SATIN RADIATOR	17-5/16"	26-7/16"	1-1/2"	17-5/16"	22-7/16"	80292N
C7 CORVETTE POLISHED RADIATOR	17-5/16"	26-7/16"	1-1/2"	17-5/16"	22-7/16"	80292Z
C7 CORVETTE BLACK RADIATOR	17-5/16"	26-7/16"	1-1/2"	17-5/16"	22-7/16"	80292B



## HEAT EXCHANGERS

Cooler intake temperatures mean more power. It is just that simple. However, providing your engine with cool air to breathe becomes even more difficult when forced induction is involved.

A supercharger utilizes a heat exchanger mounted low in the front grill which is very similar to a small radiator. Coolant flows separate from the main engine cooling system and circulates internally through the intercooler beneath the supercharger.

While the factory supercharger cooling system is adequate in stock configuration, it struggles to keep up with the multitude of popular modifications that not only deliver more power, but also increase the stress and strain on the engine.

To combat the power loss by excessive heat build up in the supercharger and intake system, AFCO focused on upgrading the weakest component in this cooling system, THE HEAT EXCHANGER.



### MORE COOLING CAPACITY

FACTORY



AFCO STANDARD



AFCO STANDARD WITH FANS



### COOLER INTAKE TEMPERATURES = MORE HORSEPOWER

#### Easy Bolt-In Installation

AFCO Heat Exchangers mount in factory locations with no cutting or fabrication of any kind — a TRUE BOLT-IN.

#### Regains Lost Power

By more effectively cooling intake temperatures, AFCO Heat Exchangers keep the air entering the combustion chamber cooler and more dense, even in high-demand situations. AFCO heat exchangers reduce supercharger coolant temperatures by more than 40 degrees.

#### Allows for More Consistency

After hard acceleration, especially in drag racing applications, AFCO Heat Exchangers allow the supercharger to cool faster and remain at a constant temperature, which means power delivery is more consistent.

#### Optimized Design

Using years of experience, advanced design, and thorough testing, AFCO Heat Exchangers are designed to promote optimal air flow and cooling by utilizing proper fin count, tube size, core thickness, and fin serration for all applications.

#### Quality Construction

Of course, as an AFCO product, quality is second to none. AFCO Heat Exchangers are TIG-welded and feature furnace brazed cores with no epoxy. Each unit is pressure tested before it is shipped.

#### Installation

AFCO Heat Exchanger installation only requires simple hand tools and approximately 1-2 hours. All needed hardware (except replacement fluid) is included along with detailed instructions.



**NEED A CUSTOM HEAT EXCHANGER?**

AFCO Racing Products offers custom-built heat exchangers.

**Part #  
80005**

Base price includes core, tanks, any fin covers, brackets, and all inlets/outlets, bungs and fittings. Comes in standard satin finish.

**BUILD YOUR PART NUMBER...**  
**Example: 80005-S-DS**

**SINGLE PASS**



FINISH CHOICES

- S (Satin: Std.)
- P (Polished)
- B (Black)



ELECTRIC FAN & SHROUD CHOICES

- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)
- NA (No Fan & Shroud: Std.)

**Part #  
80006**

Base price includes core, tanks, any fin covers, brackets, and all inlets/outlets, bungs and fittings. Comes in standard satin finish.

**BUILD YOUR PART NUMBER...**  
**Example: 80006-S-DS**

**DOUBLE PASS**



FINISH CHOICES

- S (Satin: Std.)
- P (Polished)
- B (Black)



ELECTRIC FAN & SHROUD CHOICES

- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)
- NA (No Fan & Shroud: Std.)



## '03 - '04 COBRA MUSTANG HEAT EXCHANGER

The '03-'04 Cobra model uses a dual pass design. This design improves power by creating a more dense (lower temp.) intake charge versus stock. Our double pass design, combined with total grill covering, will increase the cooling ability of the system to drop your inlet temperatures to near ambient while under boost. A 60-70 degree temperature drop is typical compared to the stock system. This is critical in controlling detonation in a supercharged application.

AFCO Heat Exchangers are now available for serious street performance enthusiasts with supercharged applications. AFCO's design incorporates the latest engineering and technology for enhanced coolant flow and improved thermal stabilization. AFCO Heat Exchangers are available as standard (high performance street) or pro series (drag race and extreme street). There is no drilling, cutting, or fabrication required. Detailed instructions included.

2003-2004 COBRA MUSTANG	DIMENSIONS	PART #
COBRA DOUBLE PASS HEAT EXCHANGER	(L - 31") X (W - 3") X (H - 5-13/16")*	80275NDP
COBRA DOUBLE PASS HEAT EXCHANGER (BLACK)	(L - 31") X (W - 3") X (H - 5-13/16")*	80275NDPB
COBRA DOUBLE PASS HEAT EXCHANGER W/ DUAL FAN KIT**	(L - 31") X (W - 5-3/8") X (H - 5-13/16")**	80275PRO
COBRA DOUBLE PASS HEAT EXCHANGER W/ DUAL FAN KIT (BLACK)**	(L - 31") X (W - 5-3/8") X (H - 5-13/16")**	80275PROB
COBRA HEAT EXCHANGER DUAL FAN KIT (FITS 80275NDP)	(L - 24-1/8") X (W - 2-3/8") X (H - 6")	80275NFAN

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE. \*\*WIDTH MEASUREMENTS INCLUDE FAN WIDTH.

80275PRO



## '07 - '12 COBRA SHELBY GT500 HEAT EXCHANGER

- 350% more cooling area than stock.
- Dual 10" SPAL fans with dual relay wiring harness, only on PRO model.
- There is no drilling, cutting, or fabrication required.
- Detailed instructions included.

2007 & UP SHELBY HEAT EXCHANGER	DIMENSIONS	PART #
SHELBY DOUBLE PASS HEAT EXCHANGER	(L - 26-1/4") X (W - 3") X (H - 8-7/8")*	80280NDP
SHELBY DOUBLE PASS HEAT EXCHANGER (BLACK)	(L - 26-1/4") X (W - 3") X (H - 8-7/8")*	80280NDPB
SHELBY DOUBLE PASS HEAT EXCHANGER W/ FANS	(L - 26-1/4") X (W - 5-3/8") X (H - 11-3/8")**	80280PRO
SHELBY DOUBLE PASS HEAT EXCHANGER W/ FANS (BLACK)**	(L - 26-1/4") X (W - 5-3/8") X (H - 8-7/8")**	80280PROB

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE. \*\*WIDTH MEASUREMENTS INCLUDE FAN WIDTH.

80280PROB



80280PRO



## '99 - '04 F-150 LIGHTNING/HARLEY HEAT EXCHANGERS

The 80245N offers huge gains over the factory model by offering more surface area, volume, and superior core construction. It is a single pass system and can be installed in less than 30 minutes. There is no drilling, cutting, or fabrication required. Detailed instructions included.

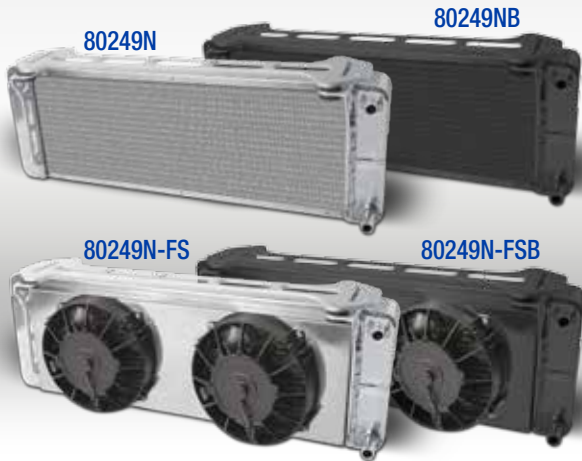
The 80249N offers even more cooling capacity by adding a double pass design (uses a baffle to pass the coolant through the core twice). The dual fan kit adds over 1080 CFM of constant airflow to further the cooling system. Detailed instructions included.

1999-2004 F-150 LIGHTNING / HARLEY	DIMENSIONS	SATIN FINISH	PRICE	BLACK FINISH
LIGHTNING HEAT EXCHANGER	(L - 26-3/8") X (W - 3") X (H - 8-7/8")*	80245N	\$489.99	80245NB
DOUBLE PASS LIGHTNING HEAT EXCHANGER	(L - 26-3/8") X (W - 3") X (H - 8-7/8")*	80249N	\$499.99	80249NB
DOUBLE PASS LIGHTNING HEAT EXCHANGER W/ FAN KIT**	(L - 26-3/8") X (W - 5-3/8") X (H - 8-7/8")*	80249N-FS	\$799.99	80249N-FSB
LIGHTNING HEAT EXCHANGER FAN KIT ONLY	(L - 22-11/32") X (W - 2-5/32") X (H - 8-7/8")*	80249NFAN***	\$369.99	80249NFANB***

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE.

\*\*WIDTH MEASUREMENTS INCLUDE FAN WIDTH.

\*\*\*FAN KIT IS NOT COMPATIBLE WITH STANDARD STYLE 80245N.

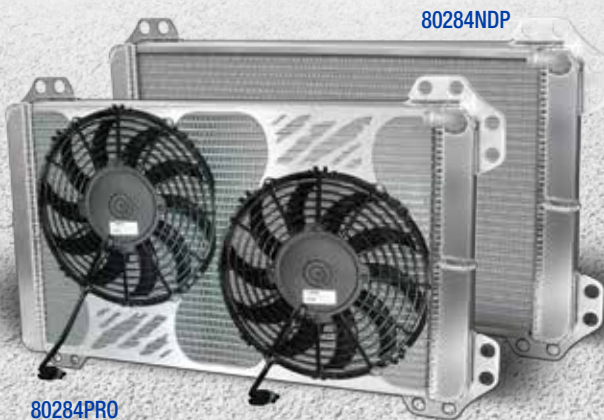


## '10 - '14 SUPERCHARGED F-150/RAPTOR HEAT EXCHANGERS

The 80284 is over 3 times thicker than competitor heat exchangers. The 80284 offers increased surface area, volume, and a double pass design (uses a baffle to pass the coolant through the core twice) to help reduce coolant temperatures by as much as 30°F. The 80284PRO comes with the dual fans which adds over 1600 CFM of constant airflow (800 CFM per fan) to reduce heat soak when there is reduced air flow through the heat exchanger. The heat exchanger can be installed in approximately 1 hour. These heat exchangers will fit Roush or Whipple supercharger kits. Whipple installations require extra mounting brackets. There is no drilling, cutting, or fabrication required. Detailed instructions included.

2010 & UP SUPERCHARGED F-150 / RAPTOR	DIMENSIONS	SATIN FINISH	BLACK FINISH
DOUBLE PASS F150/RAPTOR HEAT EXCHANGER	(L - 26") X (W - 3") X (H - 15-3/32")*	80284NDP	80284NDPB
DOUBLE PASS F150/RAPTOR HEAT EXCHANGER W/ FAN KIT	(L - 26") X (W - 5") X (H - 15-3/32")*	80284PRO	80284PROB
WHIPPLE MOUNTING BRACKET KIT		80284	

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE.



## '10-'15 SS & '12-'15 ZL1 CAMARO HEAT EXCHANGERS

AFCO's NEW Camaro heat exchanger is a double pass design with 350% more cooling area than stock. It is available with or without 10" SPAL fans and fits the '12-'15 ZL1 Camaro & '10-'15 Camaro SS with aftermarket supercharger. There is no cutting or fabrication required. Two holes must be drilled for installation.

APPLICATIONS	DIMENSIONS	PART #
ZL1 HEAT EXCHANGER W/O FANS	(L - 26-1/4") X (W - 3") X (H - 11-1/8")*	80283NDP
ZL1 HEAT EXCHANGER W/O FANS - BLACK	(L - 26-1/4") X (W - 3") X (H - 11-1/8")*	80283NDPB
ZL1 HEAT EXCHANGER W/ FANS	(L - 26-1/4") X (W - 2-5/16") X (H - 11-3/8")*	80283PRO
ZL1 HEAT EXCHANGER W/ FANS - BLACK	(L - 26-1/4") X (W - 2-5/16") X (H - 11-3/8")*	80283PROB

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE. FAN WIDTH MEASURES 2-1/16".

- Double pass design.
- **350% more cooling area than stock.**
- Dual 10" SPAL fans with wiring harness and relay.
- Also fits '10-'15 Camaro SS with aftermarket supercharger.
- All hardware and detailed instructions included.
- Available with an optional black "Thermal Coating" finish for improved cooling.

**NEW!**

80283PROB



80283PRO



## '09-'15 CADILLAC CTS-V HEAT EXCHANGERS

AFCO's NEW Cadillac CTS-V heat exchanger is an all-aluminum, double pass design that lowers coolant temperature by 20° F. It is a direct fit heat exchanger and it installs in approximately 2 hours. There is no drilling, cutting, or fabrication required.

APPLICATIONS	DIMENSIONS	PART #	PRICE
CADILLAC CTS-V HEAT EXCHANGER	(L - 21") X (W - 2-1/16") X (H - 15")*	80293NDP	
CADILLAC CTS-V HEAT EXCHANGER - BLACK	(L - 21") X (W - 2-1/16") X (H - 15")*	80293NDPB	

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE.

- Single row 1-1/2" core vs OEM single row 5/8" core, 2.4 times thicker than OEM.
- Double pass design for maximum temperature drop and to utilize entire core (OEM was single pass).
- Maintains a lower and more consistent heat exchanger coolant temperature after a WOT run.
- Expect as much as 20° F drop in coolant temperature.
- All aluminum TIG-welded construction.
- All hardware and detailed installation instructions included.
- Available with an optional black "Thermal Coating" finish for improved cooling.

**NEW!**

80293NDPB



80293NDP



## C7 Z06 CORVETTE HEAT EXCHANGERS

AFCO's NEW C7 Z06 Corvette heat exchanger is an all-aluminum, double pass design that lowers coolant temperature by 20° F. It is a direct fit heat exchanger and it installs in approximately 3-5 hours. There is no drilling, cutting, or fabrication required.

### APPLICATIONS DIMENSIONS PART # PRICE

C7 Z06 CORVETTE HEAT EXCHANGER W/O FANS (L - 22") X (W - 3") X (H - 9-9/16")\* 80294NDP

C7 Z06 CORVETTE HEAT EXCHANGER W/O FANS - BLACK (L - 22") X (W - 3") X (H - 9-9/16")\* 80294NDPB

\*OUTSIDE DIMENSIONS TANK TO TANK, TOP TO BOTTOM & FRONT TO BACK OF CORE.

- Dual row 1.00" core vs. single row 1.38" on OEM unit.
- Double pass design for maximum temperature drop.
- Expect as much as 20° F drop in coolant temperature.
- All aluminum TIG-welded construction.
- Installation time approximately 3-5 hours.
- Available with an optional black "Thermal Coating" finish for improved cooling.
- All hardware and detailed installation instructions included.

**NEW!**

80294NDPB



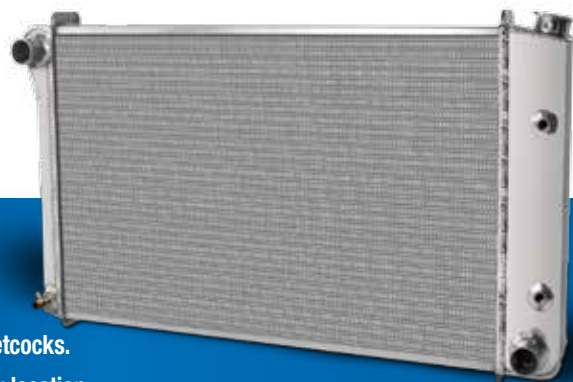
80294NDP



# MUSCLE CAR COOLING

## DIRECT FIT RADIATORS

- Perfect, bolt-in direct fit.
- 100% aluminum - NO EPOXY.
- Billet filler neck w/ threaded, high capacity overflow tube.
- High performance, dual one inch tubes.
- TIG-welded, laser-cut tanks.
- LS based engine conversions.
- 100% pressure tested.
- Cross flow design.
- OEM size inlets/outlets & petcocks.
- Auto trans fittings in factory location.
- Optional full, show-quality polish or black thermal coating.
- Full 1 year warranty.



## HOW TO BUILD YOUR PART NUMBER

### 1 PICK YOUR RADIATOR...

Part #  
**80251**  
BASE NUMBER



Example: **80251-S-NA-N**

### 2



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)

FINISH CHOICES

### 3



- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

### 4

WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER

- **N** (No Trans. Cooler: Std.)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER



# MUSCLE CAR COOLING

## '67-'69 CAMARO



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

**BUILD YOUR PART NUMBER...  
Example: 80250-S-NA-N**

- 80250 26"(w) x 18-3/8"(h)
- 80251 28"(w) x 18-3/8"(h)
- 84251 LS Conv. (Double Pass)  
28"(w) x 17-3/4"(h)\*

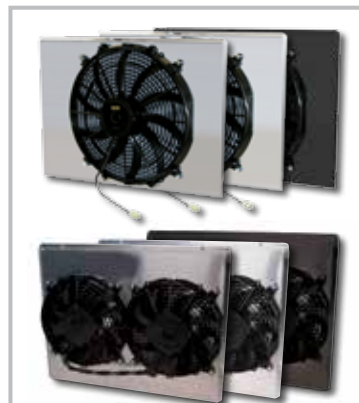
BASE NUMBER

## '70-'81 CAMARO



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

**BUILD YOUR PART NUMBER...  
Example: 80255-S-NA-N**

- 80255 31-1/4"(w) x 17-1/4"(h)
- 84255 LS Conv. (Double Pass)  
31-1/8"(w) x 17-3/4"(h)\*

BASE NUMBER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '70-'81 FIREBIRD/TA



**BUILD YOUR PART NUMBER...**  
**Example: 80290-S-NA-N**

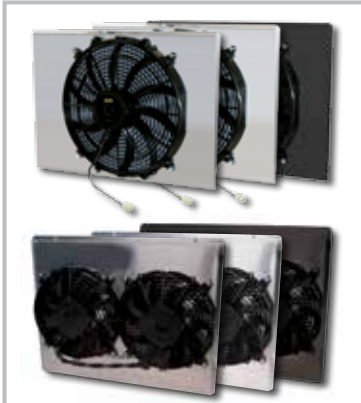
80290 32-1/4"(w) x 17-1/4"(h)  
 84290 LS Conv. (Double Pass)  
 32-1/4"(w) x 17-1/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '82-'92 CAMARO Z28/IROC - (V8 OEM 26-3/8" CORE)



**BUILD YOUR PART NUMBER...**  
**Example: 80257-S-NA-N**

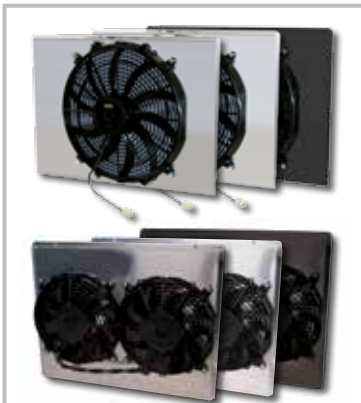
80257 30-1/2"(w) x 17-1/2"(h)  
 84257 30"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN



# MUSCLE CAR COOLING

## '66-'67 CHEVELLE



**BUILD YOUR PART NUMBER...**  
**Example: 80252-S-NA-N**

**80252** 25"(w) x 21-3/8"(h)  
 OEM Style Vertical

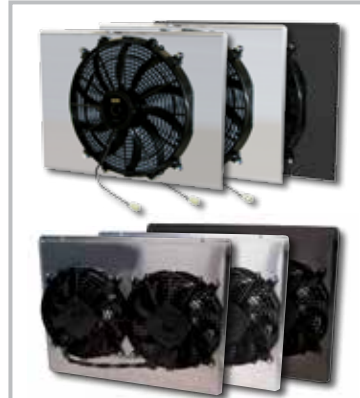
**84252** LS Conv. (Double Pass)  
 25-1/4"(w) x 19-1/2"(h)\*

**BASE NUMBER**



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

## '68-'77 CHEVELLE



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

**80253** 34-1/4"(w) x 17-3/4"(h)

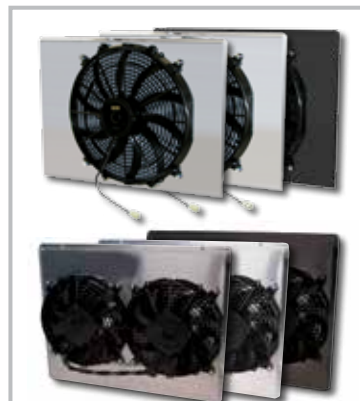
**84253** LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

**BASE NUMBER**



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

\* NOT SHOWN

# MUSCLE CAR COOLING

## '62-'67 NOVA



**BUILD YOUR PART NUMBER...  
Example: 80285-S-NA-N**

23-1/2" Core Support	<b>80285</b>	22-1/4"(w) x 20-1/8"(h)*
23-1/2" Core Support	<b>84285</b>	22-1/4"(w) x 20-1/8"(h) LS Conversion*
	<b>80286</b>	23-1/4"(w) x 20-1/4"(h) OEM Style Vertical
24-1/2" Core Support	<b>80287</b>	23-1/4"(w) x 20"(h)
24-1/2" Core Support	<b>84287</b>	LS Conv. (Double Pass) 23-1/4"(w) x 20"(h)*

**BASE NUMBER**



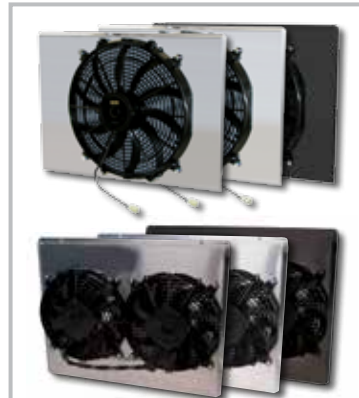
80286



80287

- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

## '68-'74 NOVA



**BUILD YOUR PART NUMBER...  
Example: 80288-S-NA-N**

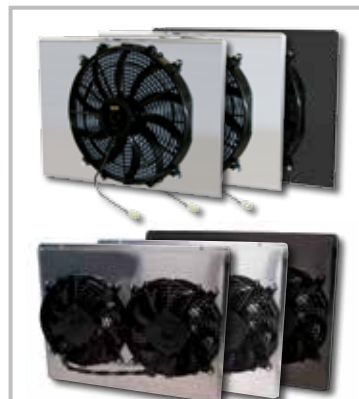
'68-'74 SBC 20" Core Support	<b>80288</b>	25-1/2"(w) x 17-3/4"(h)
'72-'74 SBC 22-3/8" Core Support	<b>80289</b>	28"(w) x 17-3/4"(h)
'68-'72 BBC 22-3/8" Core Support	<b>80289</b>	28"(w) x 17-3/4"(h)

**BASE NUMBER**



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

\* NOT SHOWN

# MUSCLE CAR COOLING

## '75-'79 NOVA



**BUILD YOUR PART NUMBER...**  
**Example: 80255-S-NA-N**

80255 31-1/4"(w) x 17-1/4"(h)  
 84255 LS Conv. (Double Pass)  
 31-1/8"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '70-'77 MONTE CARLO



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '78-'88 MONTE CARLO V8/SS



**BUILD YOUR PART NUMBER...**  
**Example: 80258-S-NA-N**

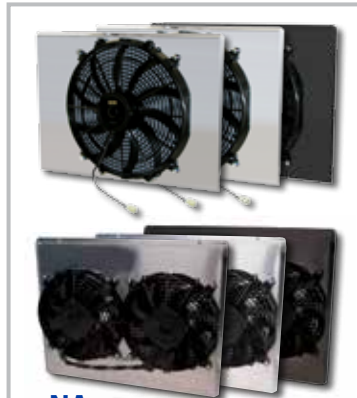
80258 30-1/2"(w) x 17-1/4"(h)  
 84258 LS Conv. (Double Pass)  
 29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '73-'76 CORVETTE



**BUILD YOUR PART NUMBER...**  
**Example: 80265-S-NA-N**

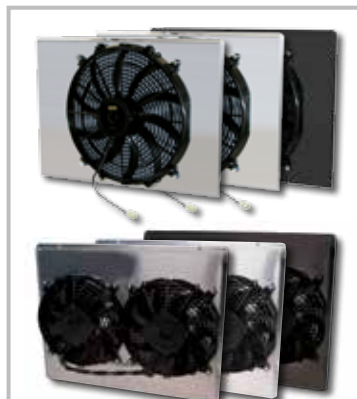
80265 31-1/2"(w) x 17-3/4"(h)

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

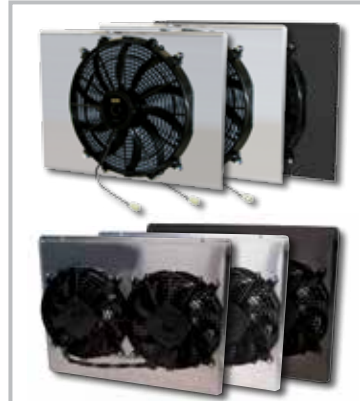
# MUSCLE CAR COOLING

## '71-'79 BELAIR/BISCAYNE IMPALA



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

**BUILD YOUR PART NUMBER...  
Example: 80253-S-NA-N**

**80253** 34-1/4"(w) x 17-3/4"(h)  
**84253** LS Conv. (Double Pass)  
32-1/2"(w) x 17-3/4"(h)\*

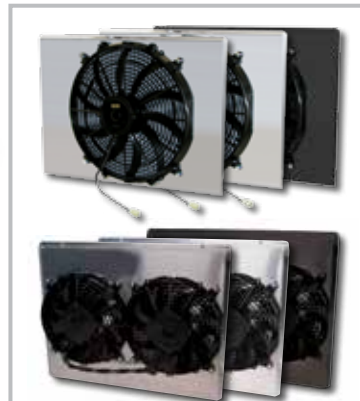
BASE NUMBER

## '80-'86 IMPALA/CAPRICE



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

**BUILD YOUR PART NUMBER...  
Example: 80258-S-NA-N**

**80258** 30-1/2"(w) x 17-1/4"(h)  
**84258** LS Conv. (Double Pass)  
29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER

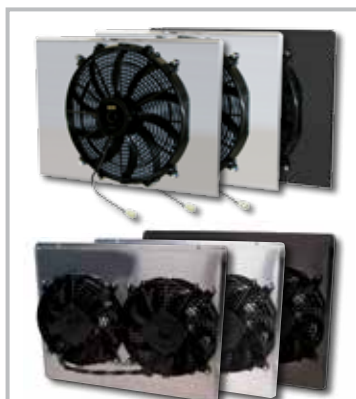
\* NOT SHOWN

# MUSCLE CAR COOLING

## '69-'73 SKYLARK/GS/GSX



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILD YOUR PART NUMBER...  
Example: 80253-S-NA-N**

**80253** 34-1/4"(w) x 17-3/4"(h)  
**84253** LS Conv. (Double Pass)  
32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER

FINISH CHOICES

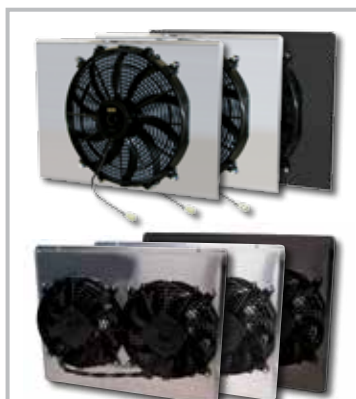
ELECTRIC FAN & SHROUD CHOICES

BUILT-IN TRANS. COOLER

## '75-'79 SKYLARK/GS/GSX



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILD YOUR PART NUMBER...  
Example: 80255-S-NA-N**

**80255** 31-1/4"(w) x 17-1/4"(h)  
**84255** LS Conv. (Double Pass)  
31-1/8"(w) x 17-3/4"(h)\*

BASE NUMBER

FINISH CHOICES

ELECTRIC FAN & SHROUD CHOICES

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '73-'77 REGAL/GRAND SPORT



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

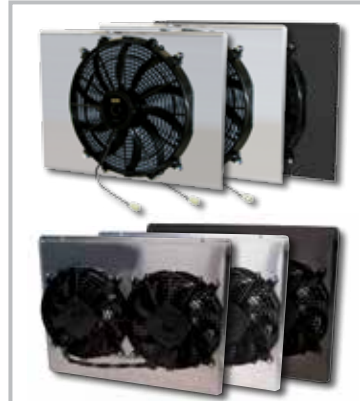
80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished: + \$200)
- **B** (Black: + \$200)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud: Std.)
- **SS** (Single Satin: + \$264.99)
- **SP** (Single Polished: + \$324.99)
- **SB** (Single Black: + \$324.99)
- **DS** (Dual Fan Satin: + \$349.99)
- **DP** (Dual Fan Polished: + \$409.99)
- **DB** (Dual Fan Black: + \$409.99)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)
- **Y** (w/ Trans. Cooler: + \$70)

BUILT-IN TRANS. COOLER

## '78-'87 REGAL/GRAND NATIONAL/GNX



**BUILD YOUR PART NUMBER...**  
**Example: 80258-S-NA-N**

80258 30-1/4"(w) x 17-1/4"(h)  
 84258 LS Conv. (Double Pass)  
 29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '66-'77 CUTLASS/442/HURST OLDS



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

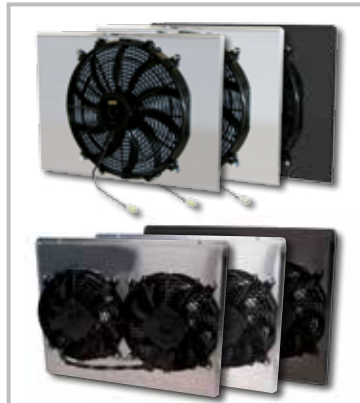
80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '78-'88 CUTLASS/442/HURST OLDS



**BUILD YOUR PART NUMBER...**  
**Example: 80258-S-NA-N**

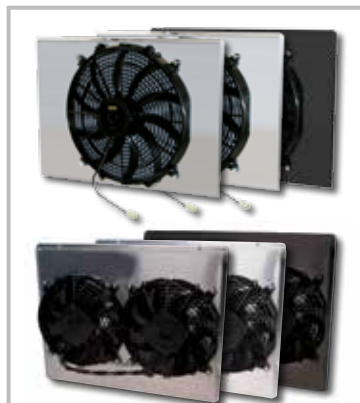
80258 30-1/2"(w) x 17-1/4"(h)  
 84258 LS Conv. (Double Pass)  
 29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

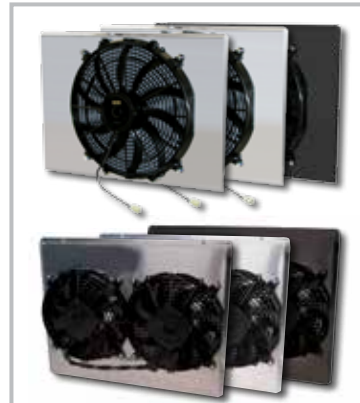
BUILT-IN TRANS. COOLER

\* NOT SHOWN



# MUSCLE CAR COOLING

## '64-'67 GTO



**BUILD YOUR PART NUMBER...**  
**Example: 80298-S-NA-N**

80298 25"(w) x 19-1/2"(h)  
 84298 LS Conv. (Double Pass)  
 25"(w) x 19-1/2"(h)\*

BASE NUMBER

- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES

- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

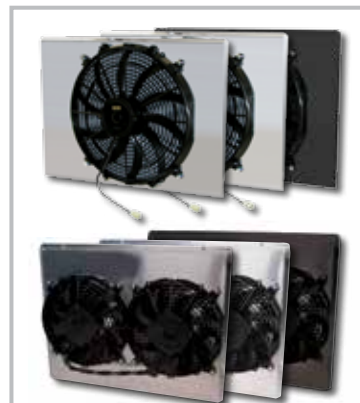
ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '68-'74 GTO/LEMANS



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER

- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES

- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '72-'77 GRAND PRIX



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



FINISH CHOICES



ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)  
 - **Y** (w/ Trans. Cooler: + \$70)

**BUILT-IN TRANS. COOLER**

## '78-'87 GRAND PRIX



**BUILD YOUR PART NUMBER...**  
**Example: 80258-S-NA-N**

80258 30-1/2"(w) x 17-1/4"(h)  
 84258 LS Conv. (Double Pass)  
 29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)  
 - **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

\* NOT SHOWN

# MUSCLE CAR COOLING

## '67-'77 LEMANS



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '78-'81 LEMANS V8



**BUILD YOUR PART NUMBER...**  
**Example: 80258-S-NA-N**

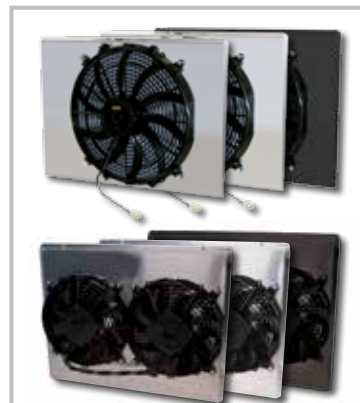
80258 30-1/2"(w) x 17-1/4"(h)  
 84258 LS Conv. (Double Pass)  
 29-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '68-'73 TEMPEST/T37



**BUILD YOUR PART NUMBER...**  
**Example: 80253-S-NA-N**

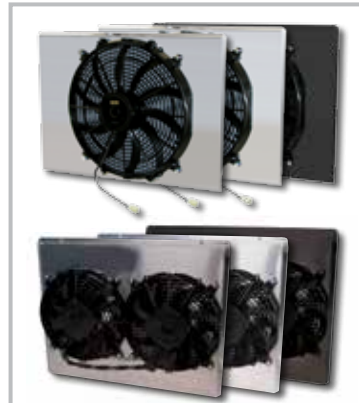
80253 34-1/4"(w) x 17-3/4"(h)  
 84253 LS Conv. (Double Pass)  
 32-1/2"(w) x 17-3/4"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## '67-'72 GM TRUCK

**LS Conversion Radiator Available!**



**BUILD YOUR PART NUMBER...**  
**Example: 80243-S-NA-N**

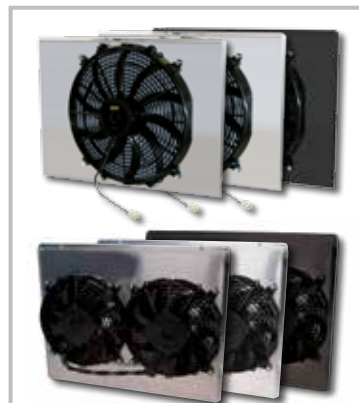
80243 33"(w) x 16-7/8"(h)  
 84243 LS Conv. (Double Pass)  
 32-1/2"(w) x 16-7/8"(h)\*

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

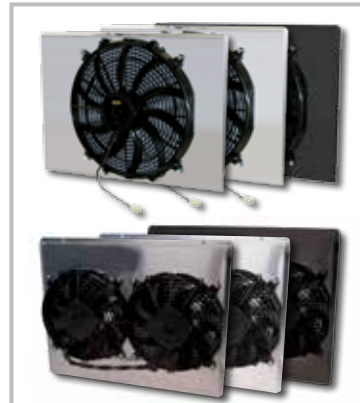
\* NOT SHOWN

# MUSCLE CAR COOLING

## '73-'87 FULL-SIZE GM TRUCK



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

- WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**
- **N** (No Trans. Cooler)
  - **Y** (w/ Trans. Cooler)

**BUILD YOUR PART NUMBER...  
Example: 80242-S-NA-N**

80242 34-1/8"(w) x 19"(h)  
84242 LS Conv. (Double Pass)  
34-1/8"(w) x 19"(h)\*

BASE NUMBER

FINISH CHOICES

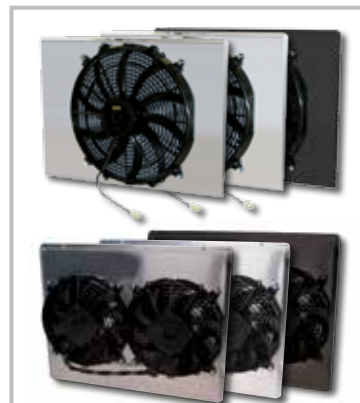
ELECTRIC FAN & SHROUD CHOICES

BUILT-IN TRANS. COOLER

## '82-'93 S-10 V8 TRUCK



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

- WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**
- **N** (No Trans. Cooler)
  - **Y** (w/ Trans. Cooler)

**BUILD YOUR PART NUMBER...  
Example: 80240-S-NA-N**

80240 31-3/4"(w) x 16-3/8"(h)

BASE NUMBER

FINISH CHOICES

ELECTRIC FAN & SHROUD CHOICES

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## A-BODY MOPAR



**BUILD YOUR PART NUMBER...**  
**Example: 83296-S-NA-N**

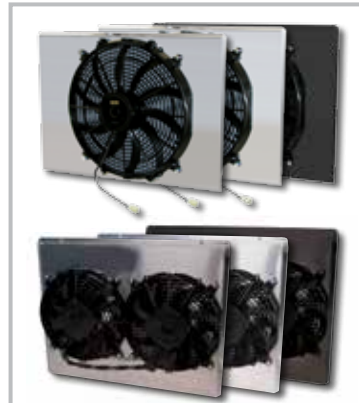
Top Hose - Driver Side	<b>83296</b> 22-1/4"(w) x 22"(h)*
Top Hose - Passenger Side	<b>84296</b> 22-1/4"(w) x 22"(h)*
Top Hose - Driver Side	<b>83295</b> 26-3/8"(w) x 22"(h)*
Top Hose - Passenger Side	<b>84295</b> 26-3/8"(w) x 22"(h)

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## B & E-BODY MOPAR



**BUILD YOUR PART NUMBER...**  
**Example: 83296-S-NA-N**

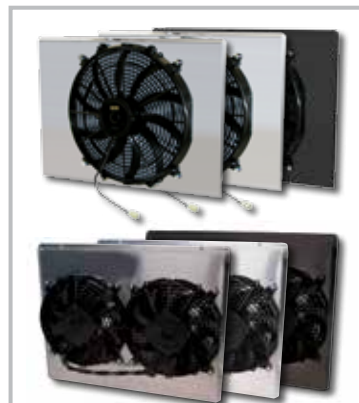
Top Hose - Driver Side	<b>83296</b> 22-1/4"(w) x 22"(h)*
Top Hose - Passenger Side	<b>84296</b> 22-1/4"(w) x 22"(h)*
Top Hose - Driver Side	<b>83295</b> 26-3/8"(w) x 22"(h)*
Top Hose - Passenger Side	<b>84295</b> 26-3/8"(w) x 22"(h)

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

\* NOT SHOWN

# MUSCLE CAR COOLING

## '63-'65 FALCON/COMET



**BUILD YOUR PART NUMBER...**  
**Example: 80276-S-NA-N**

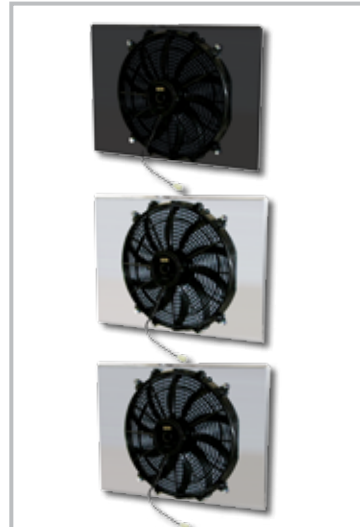
Bottom Hose - Passenger **80276** 17"(w) x 19"(h)  
 Bottom Hose - Driver Side **81276** 17"(w) x 19"(h)

**BASE NUMBER**



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

## '64 1/2 -'66 MUSTANG



**BUILD YOUR PART NUMBER...**  
**Example: 80276-S-NA-N**

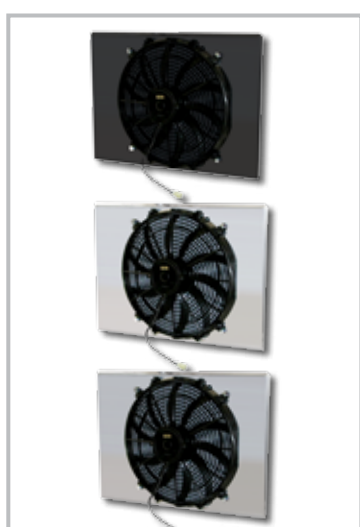
Bottom Hose - Passenger **80276** 17"(w) x 19"(h)  
 Bottom Hose - Driver Side **81276** 17"(w) x 19"(h)

**BASE NUMBER**



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

**FINISH CHOICES**



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

**ELECTRIC FAN & SHROUD CHOICES**

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

**BUILT-IN TRANS. COOLER**

## MUSCLE CAR COOLING

### '79-'93 & '94-'95 MUSTANG RADIATORS

**NEW!**



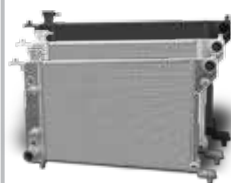
**BUILD YOUR PART NUMBER...**  
**Example: 81271-S-NA-N**

81270 28-3/4"(w) x 16-7/8"(h)  
 81271 29-1/4"(w) x 16-1/2"(h)

BASE NUMBER



81270



81271

- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '97-'04 MUSTANG RADIATORS

**NEW!**



**BUILD YOUR PART NUMBER...**  
**Example: 80291-S-NA-N**

80291 29-3/4"(w) x 17-3/4"(h)

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

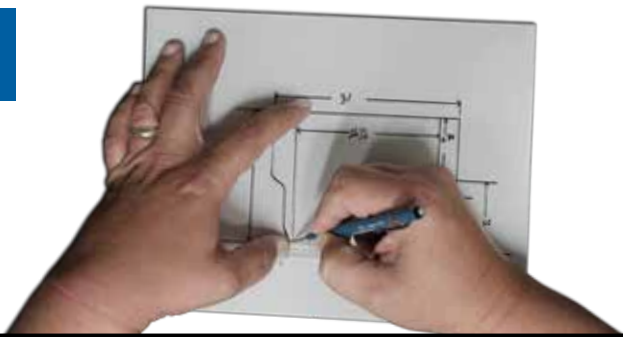
- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER



# CUSTOM RADIATORS

AFCO Racing Products offers custom built radiators. Base price includes core, tanks, any fin covers, billet filler neck, drain cock, and all inlets/outlets, bungs and fittings. Comes in standard satin finish. Call 800-632-2320 for more details or to order your custom radiator!



## HOW TO BUILD YOUR VERTICAL FLOW RADIATOR

1

Part #  
80002



Example: 80002-S-SS-N

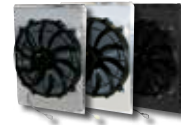
2



- S (Satin)
- P (Polished)
- B (Black)

FINISH CHOICES

3



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)
- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

4

WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER

- N (No Trans. Cooler)
- Y (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## HOW TO BUILD YOUR CROSS FLOW RADIATOR

1

Part #  
80003



Example: 80003-S-SS-N

2



- S (Satin)
- P (Polished)
- B (Black)

FINISH CHOICES

3



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)
- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

4

WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER

- N (No Trans. Cooler)
- Y (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## HOW TO BUILD YOUR DOUBLE PASS CROSS FLOW RADIATOR (inlets & outlets must be on same side as water pump)

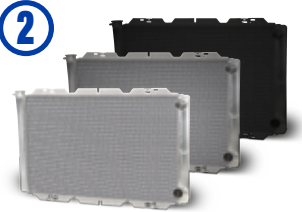
1

Part #  
80004



Example: 80004-S-SS-N

2



- S (Satin)
- P (Polished)
- B (Black)

FINISH CHOICES

3



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)
- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

4

WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER

- N (No Trans. Cooler)
- Y (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

# STREET ROD COOLING

## DIRECT FIT RADIATORS

- 100% aluminum - NO EPOXY.
- Billet filler neck w/ threaded, high capacity overflow tube.
- High performance, dual one inch tubes.
- TIG-welded, laser-cut tanks.
- Down flow design.
- 100% pressure tested.
- Auto trans cooler available.
- 1-1/2" inlet and 1-3/4" outlet.
- Full 1 year warranty.
- Optional full, show-quality polish or black thermal coating.



## HOW TO BUILD YOUR PART NUMBER

### 1 PICK YOUR RADIATOR...

Part #  
**80167**  
BASE NUMBER



Example: **80167-S-NA-N**

### 2



- S (Satin)
- P (Polished)
- B (Black)

FINISH CHOICES

### 3



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)
- DS (Dual Fan Satin)
- DP (Dual Fan Polished)
- DB (Dual Fan Black)

ELECTRIC FAN & SHROUD CHOICES

### 4

WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER

- N (No Trans. Cooler)
- Y (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER



## STREET ROD COOLING

### '23 T-BUCKET



**BUILD YOUR PART NUMBER... Example: 80167-S-NA-N**

80167 18"(w) x 23"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '32 FORD



**BUILD YOUR PART NUMBER... Example: 80145-S-NA-N**

81145 17"(w) x 27"(h) - Ford Engine

80145 17"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

For more info on radiator options, go to [AFCOracing.com](http://AFCOracing.com), or contact us at 800-632-2320. See page 113 for wire harness options.

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '33-'34 FORD



**BUILD YOUR PART NUMBER... Example: 80146-S-NA-N**

81146 17"(w) x 27"(h) - Ford Engine

80146 17"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

For more info on radiator options, go to [AFCOracing.com](http://AFCOracing.com), or contact us at 800-632-2320. See page 113 for wire harness options.

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

## STREET ROD COOLING

### '35 FORD



**BUILD YOUR PART NUMBER... Example: 80148-S-NA-N**

81148 16-1/2"(w) x 27"(h) - Ford Engine  
80148 16-1/2"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '36 FORD



For use with one piece aftermarket hood.

**BUILD YOUR PART NUMBER... Example: 80149-S-NA-N**

81149 17-1/4"(w) x 28"(h) - Ford Engine  
80149 17-1/4"(w) x 28"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

For more info on radiator options, go to [AFCORacing.com](http://AFCORacing.com), or contact us at 800-632-2320. See page 113 for wire harness options.

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '37 FORD



**BUILD YOUR PART NUMBER... Example: 80142-S-NA-N**

81142 16-1/2"(w) x 27"(h) - Ford Engine  
80142 16-1/2"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

## STREET ROD COOLING

### '38 FORD



**BUILD YOUR PART NUMBER... Example: 80142-S-NA-N**

81142 16-1/2"(w) x 27"(h) - Chevy Engine

80142 16-1/2"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '39 FORD STANDARD



**BUILD YOUR PART NUMBER... Example: 80142-S-NA-N**

81142 16-1/2"(w) x 27"(h) - Chevy Engine

80142 16-1/2"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '39 FORD DELUXE



**BUILD YOUR PART NUMBER... Example: 80172-S-NA-N**

81172 20-3/4"(w) x 26"(h) - Ford Engine

80172 20-3/4"(w) x 26"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

## STREET ROD COOLING

### '37-'39 CHEVY



**BUILD YOUR PART NUMBER... Example: 80144-S-NA-N**

80143 17"(w) x 27"(h) - '38 Chevy Engine Only

80144 17"(w) x 27"(h) - '37 & '39 Chevy Engine Only

BASE NUMBER



- S (Satin)
- P (Polished)
- B (Black)
- F (Fan & Shroud Only)

FINISH CHOICES



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)

ELECTRIC FAN & SHROUD CHOICES

For more info on radiator options, go to [AFCORacing.com](http://AFCORacing.com), or contact us at 800-632-2320. See page 113 for wire harness options.

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- N (No Trans. Cooler)
- Y (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '38-'46 GM TRUCK



**BUILD YOUR PART NUMBER... Example: 80147-S-NA-N**

80147 17-3/4"(w) x 27"(h) - Chevy Engine

BASE NUMBER



- S (Satin)
- P (Polished)
- B (Black)
- F (Fan & Shroud Only)

FINISH CHOICES



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- N (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '40 FORD



**BUILD YOUR PART NUMBER... Example: 80172-S-NA-N**

81172 20-3/4"(w) x 26"(h) - Ford Engine

80172 20-3/4"(w) x 26"(h) - Chevy Engine

BASE NUMBER



- S (Satin)
- P (Polished)
- B (Black)
- F (Fan & Shroud Only)

FINISH CHOICES



- NA (No Fan & Shroud)
- SS (Single Satin)
- SP (Single Polished)
- SB (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- N (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

## STREET ROD COOLING

### '40-'41 FORD TRUCK



**BUILD YOUR PART NUMBER... Example: 80172-S-NA-N**

81172 20-3/4"(w) x 26"(h) - Ford Engine  
80172 20-3/4"(w) x 26"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)

BUILT-IN TRANS. COOLER

### '42-'48 FORD



**BUILD YOUR PART NUMBER... Example: 80141-S-NA-N**

81141 18-3/4"(w) x 24"(h) - Ford Engine  
80141 18-3/4"(w) x 24"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)  
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '42-'48 CHEVY



**BUILD YOUR PART NUMBER... Example: 80166-S-NA-N**

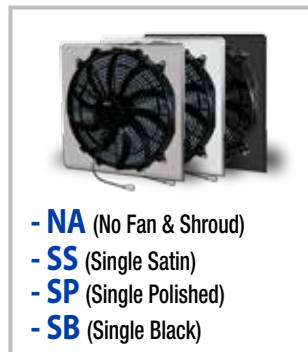
80166 18-1/2"(w) x 24"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler: Std.)  
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

## STREET ROD COOLING

### '49-'54 CHEVY



**BUILD YOUR PART NUMBER... Example: 80139-S-NA-N**

**80139** 22-3/4"(w) x 24"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '47-'55 CHEVY TRUCK - 1ST SERIES



**BUILD YOUR PART NUMBER... Example: 80138-S-NA-N**

**80138** 18"(w) x 26"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR WITHOUT BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '49-'53 FORD



**BUILD YOUR PART NUMBER... Example: 80164-S-NA-N**

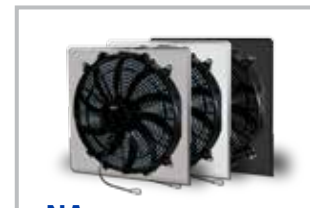
**81164** 18-1/2"(w) x 24"(h) - Ford Engine  
**80164** 18-1/2"(w) x 24"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE WITH BUILT-IN TRANSMISSION COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER



## STREET ROD COOLING

### '53-'56 FORD TRUCK



**BUILD YOUR PART NUMBER... Example: 80162-S-NA-N**

81171 20-3/4"(w) x 25-1/8"(h) - Ford Engine  
80162 20-3/4"(w) x 25-1/8"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**NOT AVAILABLE  
WITH BUILT-IN  
TRANSMISSION  
COOLER**

- **N** (No Trans. Cooler)

BUILT-IN TRANS. COOLER

### '55-'57 CHEVY TRUCK - 2ND SERIES



**BUILD YOUR PART NUMBER... Example: 80137-S-NA-N**

80137 21-3/4"(w) x 25-1/2"(h) - Chevy Engine

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

### '55-'57 CHEVY



**BUILD YOUR PART NUMBER... Example: 80163-S-NA-N**

80163 20-5/8"(w) x 21-7/8"(h) - '55-'56 Chevy Engine Only  
80170 20-5/8"(w) x 21-7/8"(h) - '57 Chevy Engine Only

BASE NUMBER



- **S** (Satin: Std.)
- **P** (Polished)
- **B** (Black)
- **F** (Fan & Shroud Only)

FINISH CHOICES



- **NA** (No Fan & Shroud)
- **SS** (Single Satin)
- **SP** (Single Polished)
- **SB** (Single Black)
- **DS** (Dual Fan Satin)
- **DP** (Dual Fan Polished)
- **DB** (Dual Fan Black:)

ELECTRIC FAN & SHROUD CHOICES

**WITH OR  
WITHOUT BUILT-IN  
TRANSMISSION  
COOLER**

- **N** (No Trans. Cooler)
- **Y** (w/ Trans. Cooler)

BUILT-IN TRANS. COOLER

# AFCO COOLING ACCESSORIES

## COOLERS AND CONDENSERS

### LONG TRANSMISSION/ENGINE/OIL COOLER

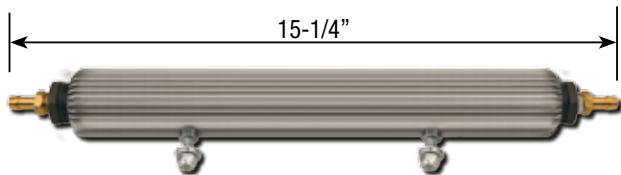
- Patented "Stacked Plate" cooler construction turns every inch of material into a cooling surface for maximum efficiency per cubic inch of package space.
- Can be used as an economy engine oil cooler.
- Embossed plate design maintains excellent performance with low pressure drop.



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

### AFCO INLINE TRANS. COOLER

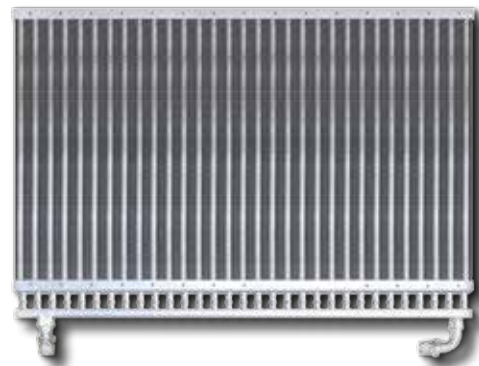
- Easily mounts with two 1/4" bolts (included).
- Lower transmission temperatures up to 30 degrees.
- All aluminum construction.
- 1-3/4" diameter.



DESCRIPTION	PART #
INLINE TRANSMISSION COOLER	37750

### AFCO CONDENSER

- Aluminum design.
- Use with 134 or R12 freon.
- Condenser fittings (5/8"-18 & 3/4"-16).



DESCRIPTION	PART #
15"(W) X 18"(T)	80168
12"(W) X 19"(T)	80169



## ELECTRIC FAN ACCESSORIES

### ELECTRIC FANS

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



**80176**  
8" 540 CFM

**700050045**  
10" 802 CFM

**80180**  
12" 1155 CFM

**80179**  
14" 1555 CFM

**80177**  
16" 2170 CFM

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

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

\*FANS ARE REVERSIBLE.

### ADJUSTABLE ELECTRIC FAN THERMOSTAT

- Externally adjustable fan activation temperature of 150 to 240 degrees allows you to custom set your fan activation.
- Recommended for single fan operation.
- May be wired to an AC-equipped car to operate the fan(s) anytime the AC is switched on to keep the AC operating cold.
- 3/8 male NPT temperature probe.
- ATC (blade-style) inline fuse.
- 30 Amp relay.



DESCRIPTION	PART #
FAN THERMOSTAT	80199
3/8" -18 FP FITTING (WELD-IN)	80128X10

### ELECTRIC FAN SWITCHES

- Uses ground wire to switch current to fan.
- 1/4" fan switch turns on at 200° and off at 185°.
- 3/8" fan switch turns on at 195° and off at 175°.



DESCRIPTION	PART #
1/4" FAN SWITCH	85286
3/8" FAN SWITCH	85287

### SINGLE FAN WIRE HARNESES

- Single 40 Amp relay, single fuse, and single fusible link.
- All connectors and heat shrink included.
- Wire harness contained in wire loom.
- Fan leads and positive wire lead 10' long to allow mounting in any location.
- Controls single fan (Can be any brand of fan).
- Can be negatively controlled (using a temperature switch, part # 85286 or #85287) or positively controlled (using a toggle switch, part #85260).
- Can be controlled to operate by the ignition wire (to run only when the car is running) or to operate by the battery (to run until the car gets down to temperature whether the car is running or not).
- Full color instructions & all wires are labeled for easy installation.



DESCRIPTION	PART #
SINGLE FAN WIRE HARNESS	8000044401
DUAL FAN WIRE HARNESS	8000044402

### DUAL FAN WIRE HARNESES

- Dual 40 Amp relays, dual fuses, and dual fusible links.
- All connectors and heat shrink included.
- Wire harness contained in wire loom.
- Fan leads and positive wire leads 10' long to allow mounting in any location.
- Controls 2 fans (Can be any brand of fan).
- Can be negatively controlled (using a temperature switch, part # 85286 or #85287) or positively controlled (using a toggle switch, part #85260).
- Can be controlled to operate by the ignition wire (to run only when the car is running) or to operate by the battery (to run until the car gets down to temperature whether the car is running or not).
- Full color instructions & all wires are labeled for easy installation.

## COOLANT RECOVERY TANKS

- Aluminum construction.
- Catches radiator overflow.
- Available in aluminum & polished stainless steel.
- Completes a closed system.
- 1 quart capacity.

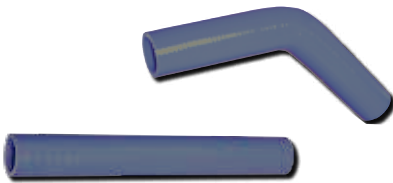


DESCRIPTION	PART #
A. COOLANT RECOVERY TANK (ALUMINUM)	80158
B. COOLANT RECOVERY TANK (ALUMINUM WITH BLACK THERMAL COATING)	80158B
C. COOLANT RECOVERY TANK (POLISHED STAINLESS)	80159

## RADIATOR HOSES & TUBES

### 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
RUBBER CLAMP 1.5"-2"	88150200
RUBBER CLAMP 1.75"-2.25"	88175225

## 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**  
16 lbs. Pressure



**D**  
16 lbs. Pressure



**E**  
16 lbs. Pressure

### DESCRIPTION

A) STANT 21-25 LBS. CAP

### PART #

80153

B) RADIATOR CAP-20 LBS.

80151

RADIATOR CAP-29-31LBS.

80050

C) BILLET ALUMINUM RADIATOR CAP (STREET USE) 16 LBS.

80152-16

D) BILLET ALUMINUM "AFCO" RADIATOR CAP (STREET USE) 16 LBS.

80094

E) BILLET ALUMINUM "AFCO" RADIATOR CAP (STREET USE)-BLACK 16 LBS.

80094B

## KEVIN LUMSDEN

Kevin was the winner of LS Fest 2016 Chevrolet Performance Stock class. He relies on AFCO Shocks and Madman & Company to keep his Camaro at the head of the class.



## MISCELLANEOUS COOLING ACCESSORIES

### ELECTRIC FAN MOUNTS



SHOWN INSTALLED

DESCRIPTION	PART #
FAN MOUNT	80197

### 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

### HD COOLING FANS

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



DESCRIPTION	PART #
GM 15"	80182
GM 17"	80181

### 4 BLADE FAN

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



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

### INLINE FILLER

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



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

### ALUMINUM THERMOSTAT HOUSINGS

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



DESCRIPTION	PART #
45° NECK SBC / BBC	80312-45
15° NECK SBC / BBC	80312-15

### GATES HOSE CLAMP

- Installs with heat gun.
- Conforms to any shape.
- Never needs re-tightening.



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

### RADIATOR REPAIR KIT

Repairs small leaks in aluminum radiators.



DESCRIPTION	PART #
EPOXY SOLDER	80161

### RADIATOR FILLER



DESCRIPTION	PART #
BILLET FILLER NECK	80154BK

**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.

**WELD-ON  
FITTINGS**



MALE	PART #
6AN FITTING	700050040
8AN FITTING	700050041
10AN FITTING	700050037
12AN FITTING	80128X8
16AN FITTING	80128X9
20AN FITTING	80128X20

FEMALE	PART #
1/8" FP FITTING	80128X12
1/4" FP FITTING	80128X5
3/8"-18 FP FITTING	80128X10
1/2"-14 FP FITTING	80128X11
3/4" FP FITTING	80128X6
1" FP FITTING	80128X7

**COOLANT**

- Ready to use premixed formula.
- Protects from -34° - 265° F (using 15 lbs. cap).
- Green, 100% biodegradable coolant in its unused form.
- Non-propylene glycol coolant for better thermal conductivity & heat transfer.
- Patented universal low silicate formula offers corrosion protection for modern engine materials.



DESCRIPTION	PART #
HIGH PERFORMANCE COOLANT (1 PINT)	100001

**COOLANT ADDITIVE**

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



DESCRIPTION	PART #
HIGH PERFORMANCE ADDITIVE (1 PINT)	100002

**COOLANT COMBO KIT**

- 2 gallons of high perf. coolant
- Polished recovery tank
- Billet AFCO cap





**BRAKES**



**SUSPENSION**



**COOLING**



Asphalt Modified



Asphalt Late Model



Street Stock



**2017**  
**ASPHALT OVAL TRACK**  
**MASTER CATALOG**



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

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

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

	STROKE	BODY O.D.	COMPRESSED	EXTENDED
ACF4	6"	2"	12.08"	18.00"
ACF4	7"	2"	13.08"	20.00"
ACF4	8"	2"	14.08"	22.00"
ACF4	9"	2"	15.08"	24.00"



C356 FLAT COIL-OVER KIT



C357 TAPERED COIL-OVER KIT



JOHNNY SAUTER WINS ON PRO SHOCKS



# PRO TWIN SERIES (ALUMINUM BIG BODY) AC SERIES DOUBLE ADJUSTABLE

### HOW TO SPECIFY YOUR SHOCK

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

SHOCK SERIES	+	STROKE LENGTH	+	ADJ. COMPRESSION VALVING RANGE	+	ADJ. REBOUND VALVING RANGES	+	R	=	PART NUMBER
EXAMPLE: A or AC		7"		3-7		3-8		R		AC737/38R

### POSSIBLE COMBINATIONS

SHOCK SERIES	STROKE OPTIONS	COMPRESSION VALVING RANGE	REBOUND VALVING RANGES	BEARING DESIGNATION
A or AC	5", 6", 7", 8" or 9"	3-7	3-8, 6-11, 7-12, 5-14	R

CUSTOM VALVING OPTIONS AVAILABLE - SEE PAGE 17 FOR VALVE CODE OPTIONS.



### STANDARD C320 COMPLETE 2.5" COIL-OVER KIT

2.5" TAPERED COIL-OVER KIT FOR USE WITH STANDARD B200 ROD END!



### C349 AND C350 COMPLETE 2.5" COIL-OVER KIT

**NEW AND IMPROVED SEAT RETENTION SYSTEM!**

-Requires New B212 or B212-1 Billet Rod End.

**NEW AND IMPROVED SEAT RETENTION SYSTEM!**

-Requires New B212 or B212-1 Billet Rod End.

C349 FLAT COIL-OVER KIT



C350 TAPERED COIL-OVER KIT



### B212 AND B212-1 BILLET ROD ENDS - \$19.99

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



# PRO TWIN SERIES (ALUMINUM BIG BODY) ACF SERIES SINGLE ADJUSTABLE

### HOW TO SPECIFY YOUR SHOCK

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

SHOCK SERIES	+	STROKE LENGTH	+	COMPRESSION VALVING OPTIONS	+	ADJ. REBOUND VALVING RANGES	+	R	=	PART NUMBER
EXAMPLE: A or ACF		7"		4		3-8		R		ACF743-8R

### POSSIBLE COMBINATIONS

SHOCK SERIES	STROKE OPTIONS	COMPRESSION VALVING OPTIONS	ADJ. REBOUND VALVING RANGES	BEARING DESIGNATION
A or ACF	5", 6", 7", 8" or 9"	3 to 9	3-8, 6-11, 7-12, 5-14	R

CUSTOM VALVING OPTIONS AVAILABLE - SEE PAGE 17 FOR VALVE CODE OPTIONS.



STROKE	BODY O.D.	COMPRESSED	EXTENDED
5"	2"	11"	15.5"
6"	2"	12"	17.5"
7"	2"	13"	19.5"
8"	2"	14"	21.5"
9"	2"	15"	23.5"



### C353 TAPERED COIL-OVER KIT

### C352 FLAT COIL-OVER KIT



### B212 AND B212-1 BILLET ROD ENDS -

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



# PRO TWIN SERIES (ALUMINUM BIG BODY) AC SERIES NON-ADJUSTABLE

### HOW TO SPECIFY YOUR SHOCK

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

SHOCK SERIES	+	STROKE LENGTH	+	COMPRESSION VALVING OPTIONS	+	REBOUND VALVING OPTIONS	+	B	=	PART NUMBER
EXAMPLE: A or AC		6"		3		0		B		A630B

### POPULAR VALVING COMBINATIONS

VALVING	6" STROKE	7" STROKE	8" STROKE	9" STROKE	VALVING	6" STROKE	7" STROKE	8" STROKE	9" STROKE
3-0 VALVE	(A/AC)630B	(A/AC)730B	(A/AC)830B	(A/AC)930B	5-4 VALVE	(A/AC)654B	(A/AC)754B	(A/AC)854B	(A/AC)954B
3-5 VALVE	(A/AC)635B	(A/AC)735B	(A/AC)835B	(A/AC)935B	5-7 VALVE	(A/AC)657B	(A/AC)757B	(A/AC)857B	(A/AC)957B
4-0 VALVE	(A/AC)640B	(A/AC)740B	(A/AC)840B	(A/AC)940B	6-0 VALVE	(A/AC)660B	(A/AC)760B	(A/AC)860B	(A/AC)960B
4-6 VALVE	(A/AC)646B	(A/AC)746B	(A/AC)846B	(A/AC)946B	6-3 VALVE	(A/AC)663B	(A/AC)763B	(A/AC)863B	(A/AC)963B
5-0 VALVE	(A/AC)650B	(A/AC)750B	(A/AC)850B	(A/AC)950B	6-4 VALVE	(A/AC)664B	(A/AC)764B	(A/AC)864B	(A/AC)964B
5-1 VALVE	(A/AC)651B	(A/AC)751B	(A/AC)851B	(A/AC)951B	7-0 VALVE	(A/AC)670B	(A/AC)770B	(A/AC)870B	(A/AC)970B
5-2 VALVE	(A/AC)652B	(A/AC)752B	(A/AC)852B	(A/AC)952B	8-0 VALVE	(A/AC)680B	(A/AC)780B	(A/AC)880B	(A/AC)980B
5-3 VALVE	(A/AC)653B	(A/AC)753B	(A/AC)853B	(A/AC)953B	9-1 VALVE	(A/AC)691B	(A/AC)791B	(A/AC)891B	(A/AC)991B

CUSTOM VALVING OPTIONS AVAILABLE - SEE PAGE 17 FOR VALVE CODE OPTIONS.

### STANDARD C320 COMPLETE 2.5" COIL-OVER KIT

2.5" TAPERED COIL-OVER KIT  
FOR USE WITH STANDARD  
B200 ROD END!



### C349 AND C350 COMPLETE 2.5" COIL-OVER KIT

**NEW AND IMPROVED SEAT RETENTION SYSTEM!**

-Requires New B212 or B212-1 Billet Rod End.

**NEW AND IMPROVED SEAT RETENTION SYSTEM!**

-Requires New B212 or B212-1 Billet Rod End.



### B212 AND B212-1 BILLET ROD ENDS

High quality billet rod end.

Accommodates new and improved seat retention system.



# NEXT GENERATION TWIN TUBE SERIES (ALUMINUM BIG BODY)

## ACR1 SERIES NON-ADJUSTABLE

PRO Shocks has redesigned our Big Body Non-Adjustable series with speed and tunability in mind. The AR1 Series features fully machined components including valves, sealing surfaces, and compression head. With more precision parts, we are able to isolate compression and rebound bleed circuits to reduce fluid bypass in the system. The AR1 Series is available in 6", 7", 8", and 9" stroke and is now available with a smooth or threaded body.

- Fully machined and rebuildable basevalve.
- Steam treated piston with machined sealing surfaces.
- Precision components for greater consistency and increased repeatability.
- Custom tuning to meet the racer's needs.

DESCRIPTION	PART #	PRICE
AR1 6" STROKE - THREADED	ACR1600	\$239.99
AR1 7" STROKE - THREADED	ACR1700	\$239.99
AR1 8" STROKE - THREADED	ACR1800	\$239.99
AR1 9" STROKE - THREADED	ACR1900	\$239.99

### C349 FLAT COIL-OVER KIT FOR ACR1



### C350 TAPERED COIL-OVER KIT FOR ACR1



ACR1 SERIES



Matt Hirschman

# TAKE APART SERIES (STEEL BIG BODY)

## TA SERIES NON-ADJUSTABLE

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

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

### HOW TO ORDER YOUR TA NON-ADJUSTABLE SHOCKS

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

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

### POPULAR NON-ADJUSTABLE VALVING COMBINATIONS

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

CUSTOM VALVING OPTIONS AVAILABLE - SEE PAGE 17 FOR VALVE CODE OPTIONS.

STROKE	BODY O.D.	COMPRESSED	EXTENDED
4"	2"	9.5"	13.5"
5"	2"	10.5"	15.5"
6"	2"	11.5"	17.5"
7"	2"	12.5"	19.5"
8"	2"	13.5"	21.5"
9"	2"	14.5"	23.5"

### TA ACCESSORIES

C300 - 2.5" SPRING COIL-OVER KIT FOR



REQUIRES (2) WB200 ROD ENDS SOLD SEPARATELY



See Page 16-17 For Dyno Graphs.

# WB SERIES (STEEL BIG BODY)

## WB SERIES NON-ADJUSTABLE

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

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

### HOW TO SPECIFY YOUR SHOCK

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

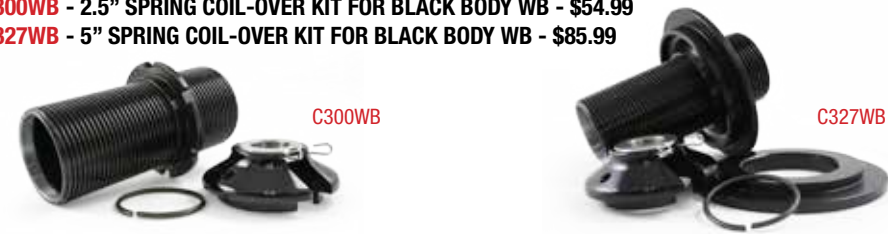
SHOCK SERIES	STROKE LENGTH	COMPRESSION VALVING	REBOUND VALVING	BLACK BODY WB
WB	7	3	5	BK

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

STROKE	BODY O.D.	COMPRESSED	EXTENDED
7"	2"	12.5"	19.5"
9"	2"	14.5"	23.5"

### WB ACCESSORIES

C300WB - 2.5" SPRING COIL-OVER KIT FOR BLACK BODY WB - \$54.99  
C327WB - 5" SPRING COIL-OVER KIT FOR BLACK BODY WB - \$85.99



# TAKE APART SERIES (STEEL LARGE BODY) TASS SERIES NON-ADJUSTABLE

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

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

### HOW TO ORDER YOUR TASS SHOCKS

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

An example TASS part number would be TASS100494.

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

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



# SS SERIES (STEEL SMALL BODY) SS SERIES NON-ADJUSTABLE

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

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

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

CHOOSE YOUR SHOCK					
APPLICATION	POSITION	NON-ADJ. PART #	COMPRESSED LENGTH	EXTENDED LENGTH	STROKE LENGTH
GM FULL-SIZE & MID-SIZE*	FRONT	SS100	8.5"	13.1"	4.6"
	REAR	SS201	12.75"	20.95"	8.2"
'70-'81 CAMARO / FIREBIRD	FRONT	SS100	8.5"	13.1"	4.6"
	REAR	SS200	12.85"	21.69"	8.84"
FORD FULL SIZE / MID-SIZE	FRONT	SS100	8.5"	13.1"	4.6"
	REAR	•	•	•	•
74-78 FORD MUSTANG II	FRONT	SS300	7.26"	10.72"	3.45"
	REAR	SS402	9.81"	15.81"	6"
71-80 PINTO (EXCEPT SW)	FRONT	SS300	7.26"	10.72"	3.45"
	REAR	SS401	8.77"	14.17"	5.4"

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



SEE PAGE 17 FOR VALVE CODE OPTIONS.



- FIND A DEALER
- WATCH TUTORIALS
- SHOP THE ONLINE STORE
- PLACE AN ORDER

**PRO TWIN SERIES**  
**(ALUMINUM BIG BODY)**  
**A, AC, ACF SERIES**  
**SINGLE ADJUSTABLE SHOCKS**

**PRO TWIN SERIES**  
**(ALUMINUM BIG BODY)**  
**A, AC SERIES**  
**DOUBLE ADJUSTABLE SHOCKS**

**VALVING OPTIONS INDEX**

**TWIN TUBE SERIES**

**A & AC SERIES VALVE OPTIONS**

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

**ACF SERIES VALVE OPTIONS**

ADJUSTABLE REBOUND RANGE	3 THROUGH 8, 6 THROUGH 11, 7 THROUGH 12, 5 THROUGH 14
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**TASS SERIES VALVE OPTIONS**

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

**TA SERIES VALVE OPTIONS**

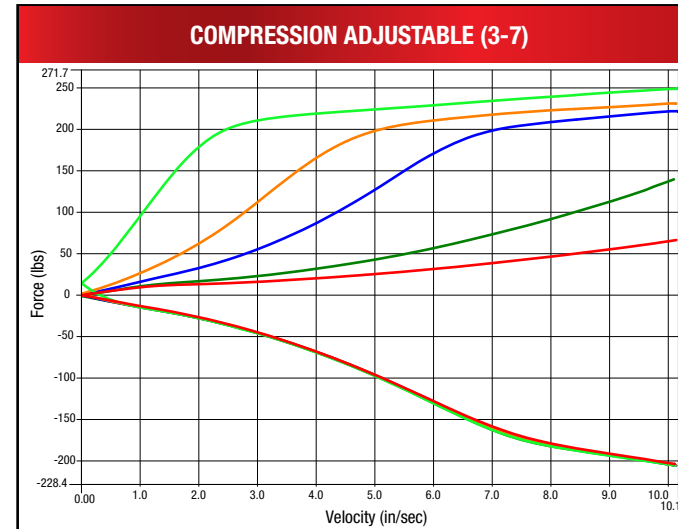
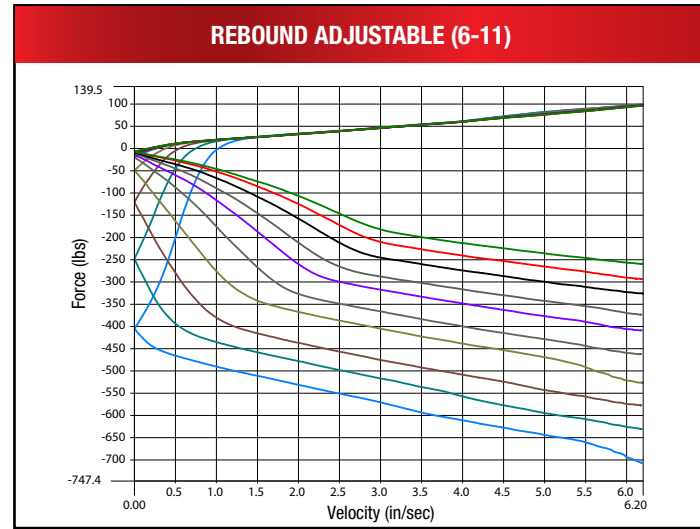
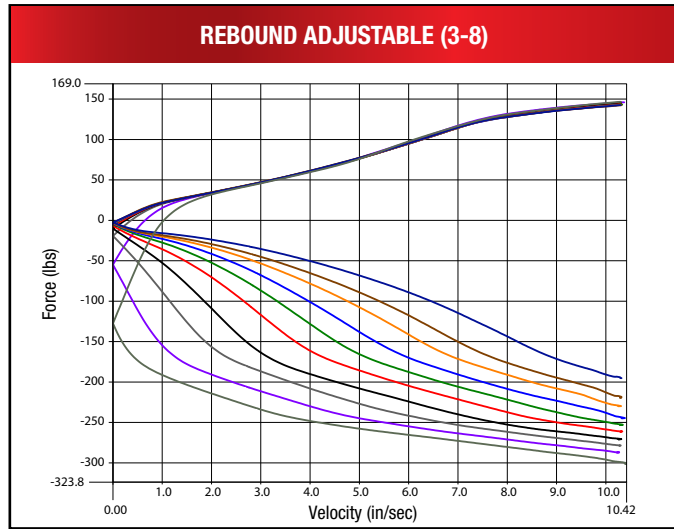
NON-ADJUSTABLE COMPRESSION VALVE	0.5, 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9
NON-ADJUSTABLE REBOUND VALVE	0.5, 1, 2, 3, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5, 8, 8.5, 9, 9.5, 10, 10.5, 11, 11.5, 12, 12.5, 13, 13.5, 14

**REBOUND ADJUSTABLE RANGES (3-8 & 6-11)**

**COMPRESSION ADJUSTABLE RANGE**

◀ **SEE PAGE 41 FOR REBOUND ADJUSTABLE DYNO CHARTS.**

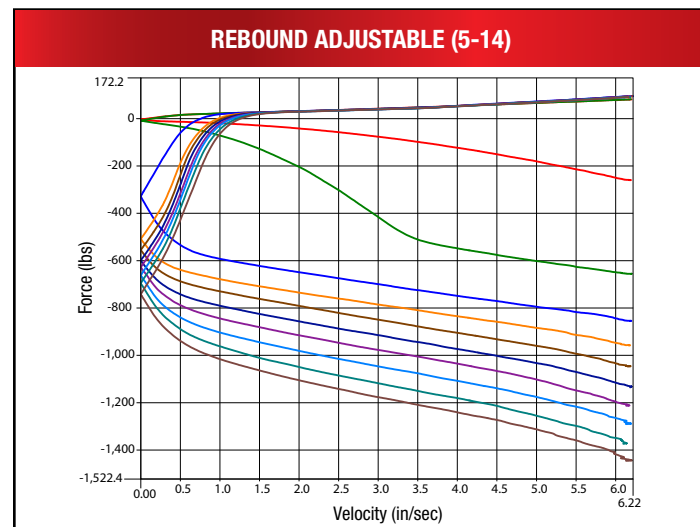
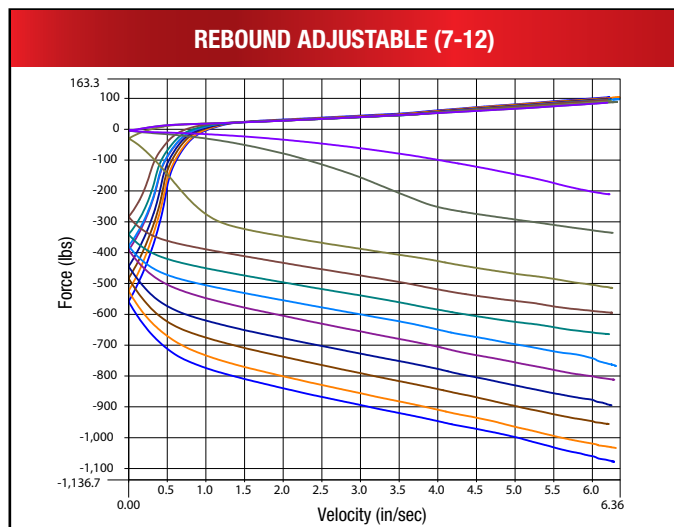
**COMPRESSION ADJUSTABLE (3-7)**



**REBOUND ADJUSTABLE RANGES (7-12 & 5-14)**

**REBOUND ADJUSTABLE (7-12)**

**REBOUND ADJUSTABLE (5-14)**



# AT SERIES SHOCKS ALUMINUM

**NEW!**

## 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

Please be prepared to discuss:

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

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

### CANISTER MOUNTS



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



Logan Boyett



# GAS SHOCKS ALUMINUM

SINGLE ADJUSTABLE

## 26 SERIES

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

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

### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

<b>REBOUND ADJUSTABLE</b>	SHOCK SERIES <b>26</b> ALUMINUM SINGLE ADJUSTABLE	STROKE LENGTH <b>9</b> OPTIONS: 6", 7", 8" or 9"	COMP. VALVE OPTIONS <b>3</b> 0 to 14 FIXED	REB. RANGE OPTIONS <b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	ROD END STYLE <b>Z</b> SHORT ROD END	PART NUMBER <b>= 2693-36Z</b>
	SHOCK SERIES <b>26</b> ALUMINUM SINGLE ADJUSTABLE	STROKE LENGTH <b>9</b> OPTIONS: 6", 7", 8" OR 9"	COMP. RANGE OPTIONS <b>36</b> 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	REB. VALVE OPTIONS <b>3</b> 0 to 14 FIXED	ROD END STYLE <b>Z</b> SHORT ROD END	PART NUMBER <b>= 26936-3Z</b>

### BIG BODY - ALUMINUM THREADED COIL-OVER ACCESSORIES

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



# GAS SHOCKS ALUMINUM

NON-ADJUSTABLE

## 21 SERIES

- Fixed valving in a gas pressure design.
- Threaded for coil-over applications.
- User serviceable/repairable.
- Custom valving available.
- Coil-over kit (#20135) sold separately. See page 20.

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

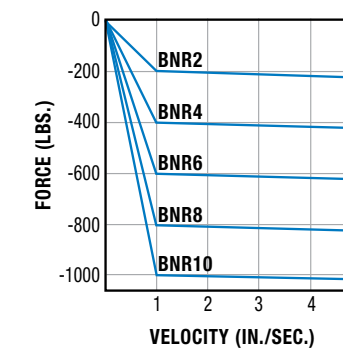
### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

### WHAT IS BNR VALVING?

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

- X VALUE =**
- 4** (400# @ 1"/SEC.)
  - 6** (600# @ 1"/SEC.)
  - 8** (800# @ 1"/SEC.)
  - 10** (1000# @ 1"/SEC.)





# TWIN TUBE SHOCKS ALUMINUM

SINGLE ADJUSTABLE

## 36 SERIES

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

### CUSTOM OPTIONS

DESCRIPTION	PART#
5" REBOUND ADJ.	3650SPZ
6" REBOUND ADJ.	3660SPZ
7" REBOUND ADJ.	3670SPZ
8" REBOUND ADJ.	3680SPZ
9" REBOUND ADJ.	3690SPZ

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"



36 SERIES

**HOW TO READ AND ORDER YOUR 36 SERIES AFCO SHOCKS:**

REBOUND ADJUSTABLE	SHOCK SERIES	STROKE LENGTH	COMP. VALVE OPTIONS	REB. RANGE OPTIONS	ROD END STYLE	PART NUMBER
ALUMINUM SINGLE ADJUSTABLE	36	9 OPTIONS: 5", 6", 7", 8" or 9"	3 0 to 14 FIXED	36 3 thru 6 = 36 4 thru 8 = 48 6 thru 10 = 610	Z SHORT ROD END	= 3693-36Z

# TWIN TUBE SHOCKS ALUMINUM

NON-ADJUSTABLE

## 13 SERIES

- Shim stack technology gives excellent consistency and repeatability.
- Twin Tube design for best performance on slick and smooth tracks.
- Coil-over kit (#20135) sold separately. See page 32.

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
ALUMINUM NON-ADJUSTABLE	13	9 6", 7", 8" or 9"	3 0 to 9 FIXED	6 0 to 14 FIXED	T	= 1393-6T



Richie Castor

# GAS SHOCKS STEEL BULB

NON-ADJUSTABLE BASEVALVE

## 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 utilize the new Non-Schrader "universal" fill port that can be easily changed to a Schrader valve application when sanctioning rules allow. The shocks are 100% owner serviceable or can be serviced by any AFCO shock tuning center for convenient and fast turnaround.

### ADDITIONAL FEATURES

- New smaller 2.5" bulb for better clearance and lighter weight!
- New billet aluminum, anodized pistons and base valves.
- 1/2" (12.7mm) Ultra strong DURox chrome shaft design.
- Optimized gas reservoir is nearly a half pound lighter than AFCO 75-78 Series shocks.
- Available with Schrader valve or the new non-Schrader Fill Port.
- Robust sealing system withstands high temperature and heavy debris.
- Nickel plated shock exterior provides un-matched durability and long term cosmetic appearance.
- Available with or without a basevalve.

**NEW!**

1/2" Shaft



### UNBELIEVABLY SMART BUNDLE

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



### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

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



SCHRADER

NON-SCHRADER

**CUSTOMIZATION YOU CAN COUNT ON**

WE LOOK FORWARD TO FULFILLING YOUR CUSTOM ORDERS.

#### STROKE COMP. LENGTH EXT. LENGTH

7"	13.25"	19.44"
9"	15.25"	23.44"

#### STROKE COMP. LENGTH EXT. LENGTH

7"	13.25"	20.20"
9"	15.25"	24.20"

STANDARD WITH BILLET ALUMINUM PISTONS & BASE VALVES.



SEE PAGE 31 FOR NON-SCHRADER FILL TOOL.



COIL-OVER KITS AVAILABLE. SEE PAGE 33 FOR MORE INFORMATION.



# GAS SHOCKS **STEEL**

NON-ADJUSTABLE/TAKE-APART

## 73 SERIES

STEEL NON ADJUSTABLE W/ SCHRADER VALVE

- Schrader valve allows tuning with gas pressure.
- Deflective disc technology.
- 9" bodies grooved for coil-over applications.
- Available in 5/8" shaft upon request.

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

### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

SHOCK SERIES (FIRST 2 DIGITS)	STROKE LENGTH (3RD DIGIT)	COMP. RANGE (4TH DIGIT)	REB. RANGE (5TH DIGIT)	
73	9	3	5	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	EXAMPLE PART#



1/2" Shaft



## 74 SERIES

STEEL NON ADJUSTABLE NON-SCHRADER

- Deflective disc technology.
- 9" bodies grooved for coil-over applications.
- Non-Schrader valve.
- Custom valving available.
- Available in 5/8" shaft upon request.

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

### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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



1/2" Shaft



# TWIN TUBE SHOCKS **STEEL**

NON-ADJUSTABLE/NON-REBUILDABLE

## 10 SERIES

STEEL BIG BODY NON-ADJUSTABLE 2.02" OD

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

CHOOSE YOUR PART NUMBER

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



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

5/8" Shaft



## 14 SERIES

FIXED BEARING SEALED BODY COIL-OVER 2.02" OD

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

CHOOSE YOUR PART NUMBER

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



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

9/16" Shaft



# GAS SHOCKS STEEL

## EXTERNALLY-FILLED STOCK MOUNT

### 70 SERIES

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.

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

#### 70 SERIES FILL TOOL

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

#### GAS SHOCK INFLATION GAUGES

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



### HOW TO READ AND ORDER YOUR AFCO SHOCKS:

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

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

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

70-1-3-5  
EXAMPLE PART#

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

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

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

70-2-3-5  
EXAMPLE PART#

#### 70-3 1970-1981 CAMARO REAR SHOCK

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

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

70-3-3-5  
EXAMPLE PART#

#### 70-4 1979-1993 MUSTANG REAR SHOCK

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

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

70-4-3-5  
EXAMPLE PART#



Justin Allen

# STREET STOCK SHOCKS **STEEL**

## NON-ADJUSTABLE STOCK MOUNT

### 10 SERIES

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

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



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

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

'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

MUSTANG II '74-'78



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

MUSTANG '79-'83, MOST FORDS



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

### AVAILABLE SPLIT-VALVES

• **1022** is a "split valve - easy up" shock used on the front to promote weight transfer under acceleration. This will enhance forward traction.

• **1034** and **1035** are split-valve shocks for rear applications. Soft compression helps weight transfer. In oval track applications used on the left rear, these shocks tend to tighten corner exit handling. When used on the right rear, these shocks tend to tighten corner entry handling.



Johnathan Dishman

# SHOCK ACCESSORIES

## BODY PROTECTOR

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



DESCRIPTION	PART #
SHOCK BODY PROTECTOR (4 PACK)	20379

## CANISTER MOUNTS

Use to mount shock canisters to chassis.



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

## COIL-OVER SHOCK COVERS

Sold as a single cover.



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

## SPANNER WRENCH

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



DESCRIPTION	PART #
SPANNER WRENCH	20110

## GAS SHOCK INFLATION GAUGES



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

## COIL-OVER ADJUSTER NUT BEARING KIT

Sold in pairs.



DESCRIPTION	PART #
NUT BEARING KIT	20144

## GAS SHOCK INFLATION TOOLS

DESCRIPTION	PART #	PRICE
70 SERIES GAS SHOCK INFLATION ASSY.*	550000740	\$89.99
NON-SCHRADER FILL TOOL (85-88 SERIES)	5500007402	\$99.99

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



550000740



5500007402

# SHOCK ACCESSORIES

## BIG BODY - ALUMINUM THREADED COIL-OVER KITS



BLUE STANDARD COIL-OVER KIT: 20135

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



SILVER STANDARD COIL-OVER KIT: 20135C

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



BLUE DELUXE COIL-OVER KIT: 20135PRO

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

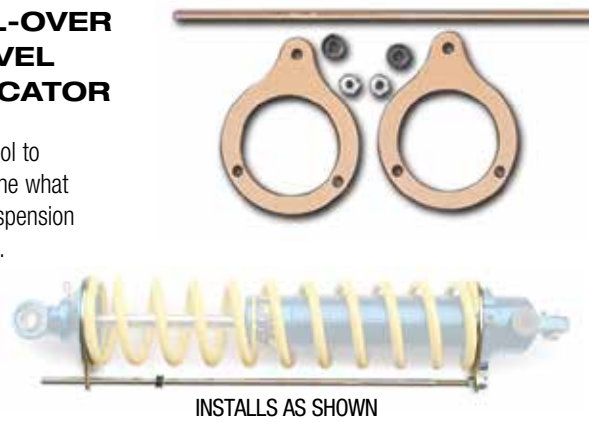


SILVER DELUXE COIL-OVER KIT: 20135CPRO

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

## COIL-OVER TRAVEL INDICATOR

Great tool to determine what your suspension is doing.



INSTALLS AS SHOWN

DESCRIPTION	PART #
COIL-OVER TRAVEL INDICATOR	20116

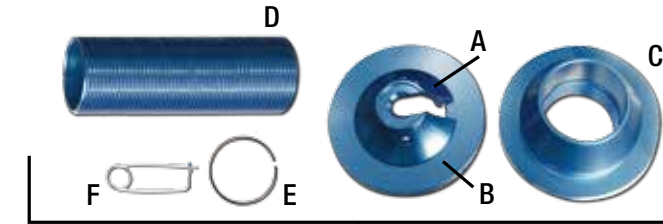
## COIL-OVER MOUNTS



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

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

10 & 14 Series

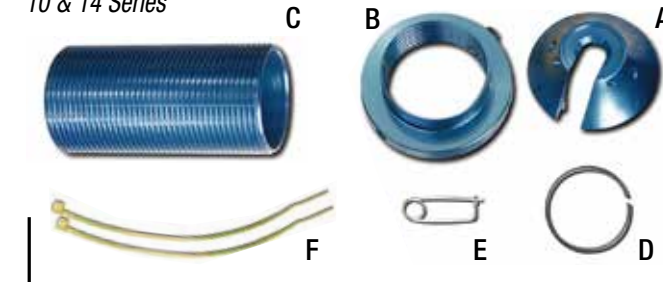


TAPERED CONE KIT: 20125A-7K

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

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

10 & 14 Series



5" SLEEVE KIT: 20125A 7" SLEEVE KIT: 20125A-7

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

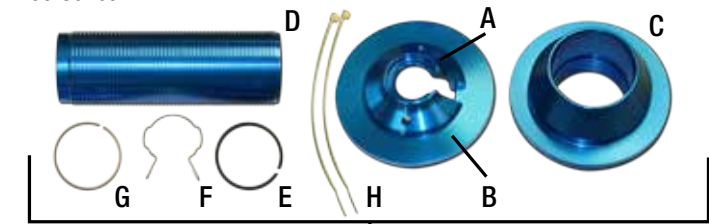
## SHOCK BUMPERS

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



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

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

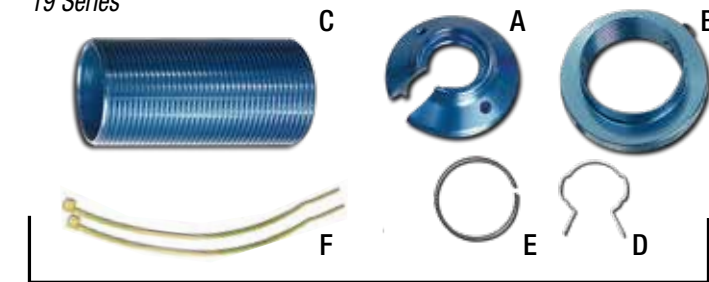


BLUE SPRING KIT: 20125A-7KR BLACK SPRING KIT: 20125B-7KR

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

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

19 Series



5" SLEEVE KIT: 20125AR 7" SLEEVE KIT: 20125A-7R

DESCRIPTION	PART #
7" KIT	20125AR
A) SPRING SEAT ONLY	20130
B) ADJUSTER NUT ONLY	20133
C) 5" SLEEVE	20134
C) 7" SLEEVE	20134-7
D) SPRING CLIP	10243SR
E) SNAP RING	10242
F) TIE WRAPS	20132

# AFCO SUSPENSION

## ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

**NEW!**

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

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

**MADE IN THE U.S.A.**

Black Coated Springs

**\$79<sup>99</sup>**



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

**NEW!**

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



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

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

### AFCOIL LIFETIME WARRANTY

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

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

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

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

## ULTRA LIGHTWEIGHT BLACK COATED SPRINGS

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

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

**MADE IN THE U.S.A.**

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

	RATE	PART #
• '64-'72 Chevelle.	400	20400B
• '67-'69 Camaro.	450	20450B
• '68-'74 Nova.	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" 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

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

	RATE	PART #
• '73-'88 Monte Carlo, Cutlass, Regal, Grand Prix.	500	20500-1B
• '73-'83 Chevelle, Malibu.	550	20550-1B
• '70-'92 Camaro.	600	20600-1B
• '75-'79 Nova & Others.	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" X 13" REAR

	RATE	PART #
	125	25125-1B
	50	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

### 5-1/2" 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

### 5-1/2" 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 16" REAR

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

**LEAF SPRINGS**

**REINFORCED FRONT SEGMENT LEAF SPRINGS**

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

New secondary leaf design means:

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



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

**AFCO MULTILEAF SPRINGS**

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

- Our chrome-vanadium alloy spring steel material is superior to others and provides consistent rates over a longer life span.
- Teflon rub blocks between 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.
- Camaro type.
- Front bushing included.

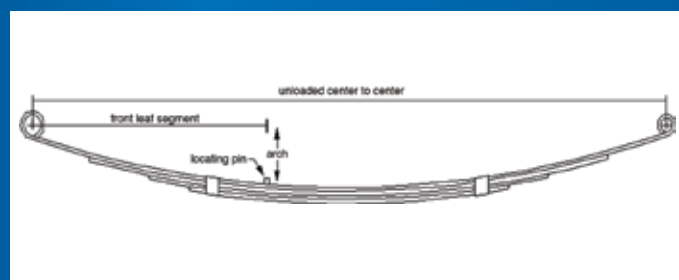


DESCRIPTION	CAR WT.	ACT. ARCH	NOM. RATE	PART #
CAMARO TYPE	23-2600#	6-3/8"	153	20228LW
CAMARO TYPE	25-3000#	6-3/8"	176	20228
CAMARO TYPE	30-3400#	6-3/8"	205	20228HD
CAMARO TYPE	30-3400#	6-3/8"	238	20228XHD

**LEAF SPRING DIMENSIONS CHART**

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

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



**SPRING ACCESSORIES**

**LOWER SPRING PLATES**

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



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

**LEAF SPRING SLIDER**

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



For 2-1/2" wide leaf

DESCRIPTION	PART #
LEAF SPRING SLIDER (CAMARO)	200036

**SHACKLE PLATES**

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



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

**ALUMINUM LOWERING BLOCKS**



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

**U-BOLTS**

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



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

**SPRING SEAT**

Mounts conventional coil spring on rear axle tube.



DESCRIPTION	PART #
SPRING SEAT	20156

**WELD-ON LEAF SPRING PADS**

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



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

**SPRING SHACKLES**

Standard part as used on most leaf spring cars.



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



## LOW FRICTION BALL JOINTS

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

- **Only 2 ft. lbs. of resistance / 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.



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

\*SPINDLE MAY NEED REAMED. \*\*SPINDLE MUST BE REAMED.

## BALL JOINT SLEEVES

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



## STANDARD BALL JOINTS

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



## BALL JOINT CROSS REFERENCE GUIDE

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

## RACING & HYBRIDS APPLICATION GUIDE

UPPER BALL JOINTS APPLICATION	INT#*	STANDARD	PRICE	LOW FRICT.
FITS AFCO CONTROL ARM	K6024	20031	\$24.99	20031LF
SAME BOLT PATTERN AS 20031; LONGER STUD USED TO RAISE THE ROLL CENTER	K3136	20032-1	\$24.99	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	\$24.99	20034LF
SAME AS 20034 EXCEPT .200" LONGER STUD USED TO RAISE THE ROLL CENTER	N/A	20034-1	\$24.99	•

LOWER BALL JOINTS APPLICATION	INT#*	STANDARD	PRICE	LOW FRICT.
SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER	K772	20034	\$24.99	20034LF
SAME BODY AS 20034 EXCEPT LARGER STUD	K719	20035	\$29.99	•
LARGE SCREW IN; 2.00" BODY AT THREAD	K727	20036	\$34.99	20036LF
POPULAR RACING DESIGN; PRESS-IN DIMENSION: 2.180"	K6141	20038	\$24.99	20038LF
POPULAR RACING DESIGN WITH LONGER STUD TO RAISE ROLL CENTER; PRESS-IN DIMENSION: 1.980"	K6117	20038-1	\$24.99	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	PRICE	REAR
'78-'88 MONTE CARLO	20079	\$25.99	20079
'74-'77 MONTE CARLO*	20098	\$25.99	20099
1973 MONTE CARLO*	20099	\$25.99	20099
'67-'72 MONTE CARLO*	20078	\$25.99	20078
'80-'96 CAPRICE/IMPALA	20098	\$25.99	20098
'74-'79 CAPRICE/IMPALA	20098	\$25.99	20099
'71-'73 CAPRICE/IMPALA	20099	\$25.99	20099
'71-'79 CAMARO	20098	\$25.99	20099
'67-'69 CAMARO	20078	\$25.99	20078
'75-'79 FIREBIRD-T/A	20098	\$25.99	20099
'70-'74 FIREBIRD-T/A	20099	\$25.99	20099
'67-'69 FIREBIRD-T/A	20078	\$25.99	20078
'75-'79 NOVA	20098	\$25.99	20099
'68-'74 NOVA	20078	\$25.99	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	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.

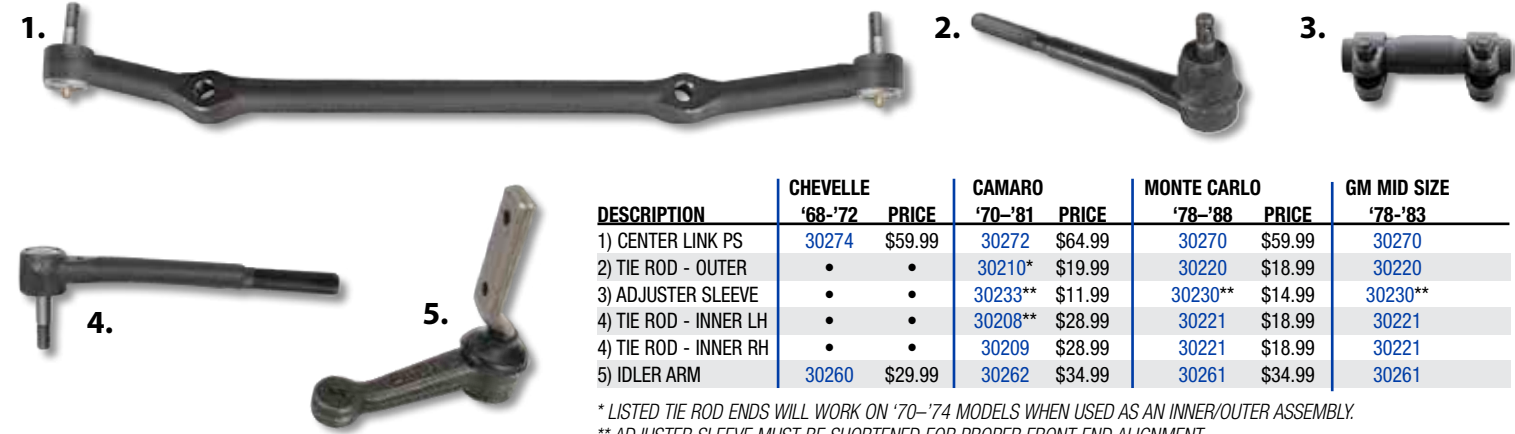


DESCRIPTION	PART #
OFFSET REAR CONTROL ARM BUSHINGS	20090

# AFCO STEERING

## STEERING COMPONENTS

### STOCK STUB STEERING



DESCRIPTION	CHEVELLE		CAMARO		MONTE CARLO		GM MID SIZE
	'68-'72	PRICE	'70-'81	PRICE	'78-'88	PRICE	'78-'83
1) CENTER LINK PS	30274	\$59.99	30272	\$64.99	30270	\$59.99	30270
2) TIE ROD - OUTER	•	•	30210*	\$19.99	30220	\$18.99	30220
3) ADJUSTER SLEEVE	•	•	30233**	\$11.99	30230**	\$14.99	30230**
4) TIE ROD - INNER LH	•	•	30208**	\$28.99	30221	\$18.99	30221
4) TIE ROD - INNER RH	•	•	30209	\$28.99	30221	\$18.99	30221
5) IDLER ARM	30260	\$29.99	30262	\$34.99	30261	\$34.99	30261

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

### AFCO CENTER LINK

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



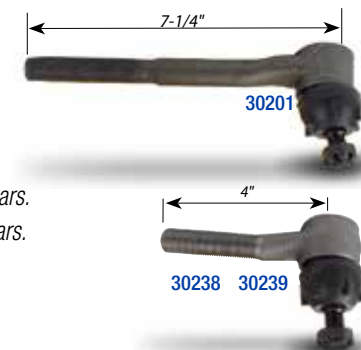
Relocates the inner tie rod end to shorten both tie rod assemblies, which improves steering geometry by reducing the excessive toe out that is common to GM metric chassis during normal suspension travel (bump steer).

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

\* FITS '78-'88 METRIC CARS ONLY.

### INNER TIE ROD ENDS

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



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

### GM TIE ROD ENDS

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



APPLICATION	PART#
LH THREADS	30211
RH THREADS	30212

**STEERING COMPONENTS**

**COLLAPSIBLE STEERING COLUMN**

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



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

**U-JOINTS & COUPLERS**

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

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



U-JOINT BORE	DESCRIPTION	PART #
3/4"	SMOOTH BOTH ENDS	30303
3/4" - 48	SWEET R & P / APPLETON MANUAL	30304
3/4" - 36	GM STANDARD, PINTO P.S.	30305
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

**STEEL JAM NUTS**



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

**STEERING SUPPORT BEARINGS**

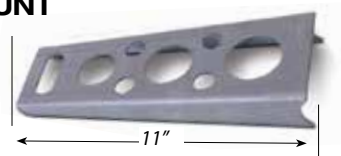
Self-aligning bearing can be installed in firewall or mid-plate to support steering shaft.



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

**STEERING SHAFT MOUNT**

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



DESCRIPTION	PART #
STEERING SHAFT MOUNT	30380

**STEERING SUPPORT ROD END**

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



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

**ROD ENDS**

**STANDARD**

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



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

**AIRCRAFT QUALITY**

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



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

**STEERING**

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



DESCRIPTION	PART #
LH THREAD	10401
RH THREAD	10402

**OVERSIZED**

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



DESCRIPTION	PART #	PRICE
STEEL	10400	\$19.99

**HD SHANK**

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



BORE	SHANK	TYPE	RH	LH	PRICE
1/2"	5/8"	MALE	10448	10449	\$24.99
5/8"	3/4"	MALE	10438	10439	\$29.99

**CHROME MOLY**

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



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

**SOLID ROD ENDS**



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

SOLID ROD ENDS SOLD SEPARATELY.

**ROD END AND SPACER KIT**

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



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

**ROD END APPLICATION CHART**

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

# AFCO ACCESSORIES

## ADJUSTABLE THROTTLE PEDAL

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



**• Greater precision, improved comfort & more driver control.**

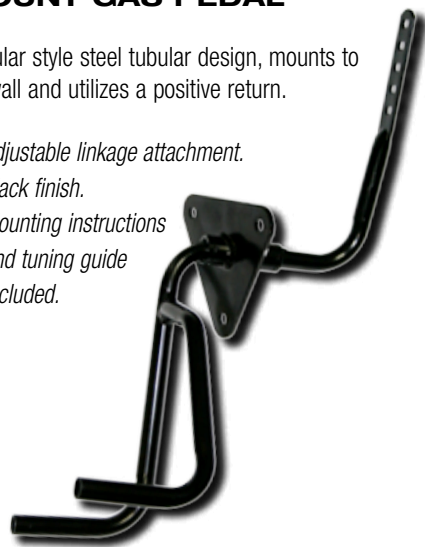
- Provides better feel for smoother operation.
- Mounting instructions and tuning guide included.
- Double splined shaft.
- Fully sealed bearings.
- Durable anodized finish.

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

## TUBE-STYLE FIREWALL MOUNT GAS PEDAL

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

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



DESCRIPTION	PART #
TUBE STYLE FIRE WALL MOUNT GAS PEDAL	40291

## COIL-OVER CLAMP BRACKET

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



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

## GM TRAILING ARM BRACKETS

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



DESCRIPTION	PART #
GM TRAILING ARM BRACKETS	20285

## SURE SEAL AIR CLEANER HOUSING

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



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

## AFCO FUEL FILTER

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



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

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

## REAR END FILLER

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



DESCRIPTION	PART #
REAR END FILLER	60090

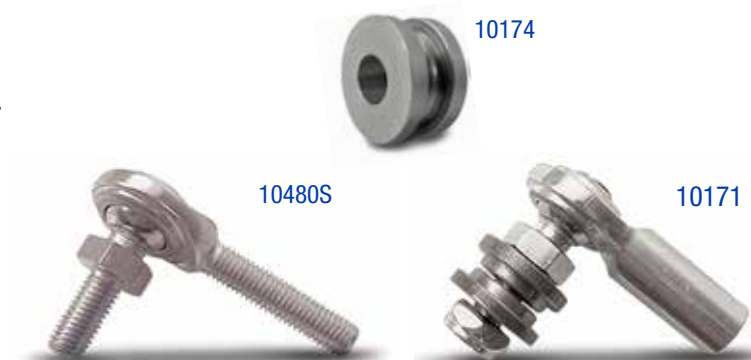
## THROTTLE ROD & KITS

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



LENGTH	ASSY RANGE	KIT	PRICE	ROD ONLY
18"	19-1/8" - 19-7/8"	10175-18	\$34.99	10176-18
21"	22-1/8" - 22-7/8"	10175-21	\$34.99	10176-21
24"	25-1/8" - 25-7/8"	10175-24	\$34.99	10176-24

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



# AFCO BRAKES

## CALIPERS

### F88 CALIPERS

#### STAGGERED BORE CALIPERS

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

**NEW!**



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

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

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

### F88 CALIPERS

#### STAGGERED BORE CALIPERS WITH STAINLESS STEEL HEAT BARRIER NOSES

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



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

### F88 CALIPERS

#### STAINLESS NOSE PISTONS

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

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



### F88 CALIPERS

#### FORGED ALUMINUM CALIPERS

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



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

#### SERVICE PARTS FOR F88 FORGED ALUMINUM CALIPERS

DESCRIPTION	PART #
REBUILD KIT 1.38" - F88 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690210
REBUILD KIT 1.75" - F88 (INCLUDES PISTONS, O-RINGS, ABUTMENT PLATES)	6690240
PISTON FOR 1.38" FORGED CALIPER F88	6690292
PISTON FOR 1.75" FORGED CALIPER F88	6690275
O-RING KIT FOR 1.38" FORGED CALIPER F88	6690243
O-RING KIT FOR 1.75" FORGED CALIPER F88	6690244
SHIM KIT FOR FORGED CALIPER	6690257

DESCRIPTION	PART #
BOLT KIT, .810" FORGED CALIPER F88	6690247
BOLT KIT, 1.25" FORGED CALIPER F88	6690246
BRIDGE BOLT AND SPACER .810" FORGED CALIPER F88	6690248
BRIDGE BOLT AND SPACER 1.25" FORGED CALIPER F88	6690249
ABUTMENT PLATES F88	6690276
SPEED BLEEDER KIT	6690284
RUBBER BLEEDER CAP - 4 PACK	6691318



Daniel Keene Jr.

# F22 CALIPERS

## FORGED ALUMINUM CALIPER

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



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

### SERVICE PARTS FOR F22 FORGED ALUMINUM CALIPERS

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

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



Spencer Davis

# ALUMINUM

## METRIC CALIPERS

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition.
- 2" and 2-3/8" bore configurations available.
- Quality control checked and pressure tested.
- Comes with standard bleeder.
- 1/8" NPT inlet fluid port.
- Fits left or right side of chassis.
- NEW low drag seals.
- NEW inlet location.

DESCRIPTION	PART #
2-3/8" BORE - ALUMINUM METRIC CALIPER	6630311
2" BORE - ALUMINUM METRIC CALIPER	6630310
REBUILD KIT, 2-3/8" METRIC ALUMINUM	6690311
REBUILD KIT, 2" METRIC ALUMINUM	6690310
2-3/8" SEAL	55000019005
2" SEAL	55000018905

New Inlet Locations



### STEEL PAD SPACERS FOR AFco ALUMINUM METRIC CALIPERS

DESCRIPTION	PART #
2-3/8" BORE - STEEL PAD SPACER (EA)	6691311
2" BORE - STEEL PAD SPACER (EA)	6691310

(FITS AFco ALUMINUM METRIC CALIPER ONLY.)



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

# CAST IRON

## LIGHTWEIGHT METRIC CALIPERS

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

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

DESCRIPTION	PART #
2-3/4" BORE - LIGHTWEIGHT CAST IRON CALIPER	6630312
REPAIR KIT	6690312



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

### RECOMMENDED BRAKE ROTORS AND PADS

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

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

# CAST IRON

## GM METRIC CALIPERS

### OVERSIZED 2-3/4" GM METRIC CALIPERS

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



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

### STOCK 2-1/2" GM METRIC CALIPERS

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

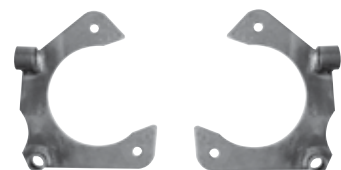
DESCRIPTION	PART #
STOCK GM METRIC CALIPER-RIGHT SIDE	6635003
STOCK GM METRIC CALIPER-LEFT SIDE	6635004

### UNDERSIZED 2-1/4" GM METRIC CALIPERS

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

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

### CALIPER BRACKETS



**Small GM LH**  
40121PL

**Small GM RH**  
40121PR

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



**Small GM LH**  
40122PL

**Small GM RH**  
40122PR

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

See Page 143 for rear brake brackets.

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

### STEEL METRIC CALIPER FITTINGS AND HARDWARE

Use these fittings to help ease steel metric caliper installation:



DESCRIPTION	PART #
COPPER WASHER METRIC CALIPER (6 QTY)	7010-0036
STRAIGHT FITTING, METRIC CALIPER	7010-0007
BANJO FITTING, METRIC CALIPER	7010-0014
BANJO BOLT, METRIC CALIPER	7010-0015
CALIPER BOLT, METRIC CALIPER	10160
CALIPER PRESSURE GAUGE	85161
ADAPTER KIT, METRIC CALIPER	7010-0050
REBUILD KIT, 2-3/4" GM METRIC LIGHTWEIGHT	6690312
MT 10 MALE - 3 AN MALE	6680007

# AFCO BRAKES

## BRAKE PADS



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

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

**MADE IN THE U.S.A.**

### 5 COMPOUNDS TO CHOOSE FROM!

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

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

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

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

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

	LESS AGGRESSIVE		MORE AGGRESSIVE		
	COMPOUND 32	COMPOUND C1	COMPOUND 33	COMPOUND C2	COMPOUND 34
	PART #	PART #	PART #	PART #	PART #
METRIC GM (PAIR)	6653002	1251-1154	6653012	1251-2154	6653022

	LESS AGGRESSIVE		MORE AGGRESSIVE		
	COMPOUND 32	COMPOUND C1	COMPOUND 33	COMPOUND C2	COMPOUND 34
	PART #	PART #	PART #	PART #	PART #
F88 BRAKE PADS	6651002	6651011	6651012	6651021 \$149.99	6651022
F22 BRAKE PADS	6652002	1251-1002	6652012	1251-2002 \$89.99	6652022

# AFCO BRAKES

## PEDALS

### 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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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

**NEW!**

AFCO Master Cylinders sold separately. See Pages 54-55 for more info.

### 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.
- 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.
- Four 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



**NEW!**

AFCO Master Cylinders sold separately. See Pages 54-55 for more info.

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

DESCRIPTION	PART #
REAR DUAL SWING BRAKE PEDALS	6610000

### 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.
- 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.
- Extra coarse, industrial grade anti-skid foot pads.
- 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.
- Master cylinder studs for easy installation.



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

**NEW!**

AFCO Master Cylinders sold separately. See Pages 54-55 for more info.

### 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.
- 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.
- Two 1/4"-20 auxiliary mounting posts for added rigidity.
- Extra coarse, industrial grade anti-skid foot pads.
- Internal hex in bias bar eases bias set up.
- 6.25:1 Pedal ratio.
- 4.36 lbs.
- AFCO master cylinders sold separately.



**NEW!**

AFCO Master Cylinders sold separately. See Pages 54-55 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

### REPLACEMENT BIAS BAR KITS

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





# AFCO BRAKES

## MASTER CYLINDERS

### REMOTE RESERVOIR MASTER CYLINDER KIT

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



### REMOTE RESERVOIR MASTER CYLINDER SERVICE PARTS & REBUILD KITS

#### REMOTE RESERVOIR MASTER CYLINDERS

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

#### MASTER CYLINDER REBUILD KITS

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

### INTEGRAL RESERVOIR MASTER CYLINDER

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

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

DESCRIPTION	PART #
3/4" BORE INT. MASTER CYLINDER	6620010
BORE INT. MASTER CYLINDER	6620011
BORE INT. MASTER CYLINDER	6620012



### INTEGRAL MASTER CYLINDER SERVICE PARTS & REBUILD KITS

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

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

\* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013

### CLUTCH MASTER CYLINDER

- Compact design.
- Fits popular clutch and small brake applications.
- 1.4 oz. reservoir.
- Fits most pedal assemblies. See our pedals on pages 52-53.

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



### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS FOR GM METRIC CALIPERS

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

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



# AFCO BRAKES

## ROTORS

### PILLAR VANE HYBRID ROTORS

AFCO continues its commitment to bring new and innovative brake components to the racing community. The latest innovation from AFCO combines our pillar vane technology with our industry leading hybrid rotors. The new hybrid pillar rotor joins the strength of a '75-'81 Ford style hub and the lighter design of a metric brake rotor with AFCO's pillar vane technology, providing you with the lightest, best cooling, and balanced package available. This new rotor is designed to improve strength and cooling, while reducing unsprung weight and vibrations, improving the traction, braking, and overall handling of your racecar.

#### PILLAR VANE FLAT HYBRID ROTORS



\*6640138 - Long Stud Rotor

- Double disc ground for precise flatness.
- Machined balanced to reduce vibration and improve traction.
- Designed using premium grade alloys for superb thermal shock stability.
- More brake pad surface support (pillar) to prevent rotor cupping.
- Proven by top racers and chassis builders to improve brake system performance.
- 10.13" diameter.

DESCRIPTION	PART #
5/8" COARSE STUDS ON 5" X 5" PATTERN	6640124
5/8" COARSE STUDS ON 5" X 5" PATTERN - LONG STUD	6640138
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.



Pillar Vane Cut-away

#### PILLAR VANE SLOTTED HYBRID ROTORS



- Double disc ground to assure precise flatness.
- Slotted surface wipes brake pad and offers lower braking temperatures.
- Designed using premium grade alloys for superb thermal shock stability.
- Machined balanced to reduce vibration and improve traction.
- More brake pad surface support (pillar) to prevent rotor cupping.
- Proven by top racers and chassis builders to improve brake system performance.
- 10.13" diameter.

DESCRIPTION	PART #
LH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640125
RH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640126
RH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED - LONG STUD	6640139
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.



Pillar Vane Cut-away

# AFCO ROTORS

#### HYBRID ROTORS

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.

**NEW!**

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 and AFCO brackets 40122PL & 40122PR (Page 50).

#### FORD STYLE ROTOR '75 - '81



- 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.

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 ROTOR '79 & UP



- 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.

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.

# PILLAR VANE ROTORS

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

## FEATURES & BENEFITS

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



## PILLAR VANE FLAT ROTORS

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

THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
.810"	7"	11.75"	8.1 LBS	6640100	\$54.99
1"	7"	11.75"	9.2 LBS	6640120	\$54.99
1.25"	7"	11.75"	9.6 LBS	6640101	\$54.99
.810"	7"	12.19"	9.0 LBS	6640102	\$54.99
1.25"	7"	12.19"	10.7 LBS	6640103	\$54.99



## PILLAR VANE SLOTTED ROTORS

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

THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
RH .810"	7"	11.75"	8.1LBS	6640104	\$79.99
LH .810"	7"	11.75"	8.1LBS	6640105	\$79.99
RH 1"	7"	11.75"	9.2LBS	6640121	\$79.99
LH 1"	7"	11.75"	9.2LBS	6640122	\$79.99
RH 1.25"	7"	11.75"	9.6LBS	6640106	\$79.99



THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
LH 1.25"	7"	11.75"	9.6LBS	6640107	\$79.99
RH .810"	7"	12.19"	9.0LBS	6640108	\$79.99
LH .810"	7"	12.19"	9.0 LBS	6640109	\$79.99
RH 1.25"	7"	12.19"	10.8 LBS	6640110	\$79.99
LH 1.25"	7"	12.19"	10.8 LBS	6640111	\$79.99

# 32 VANE ROTORS

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

## FEATURES & BENEFITS

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



## STRAIGHT 32 VANE LIGHTWEIGHT ROTORS

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

THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
.810"	7"	11.75"	8.28 LBS	9850-6021	\$39.99



## HIGH PERFORMANCE BRAKE FLUID

### HIGH PERFORMANCE HTX BRAKE FLUID

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



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

DESCRIPTION	PART #	PRICE
HTX SINGLE 16.9 OZ. CAN	6691903	\$19.99
HTX CASE (12 CANS)	6691904	\$209.99

### HIGH PERFORMANCE HT BRAKE FLUID

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



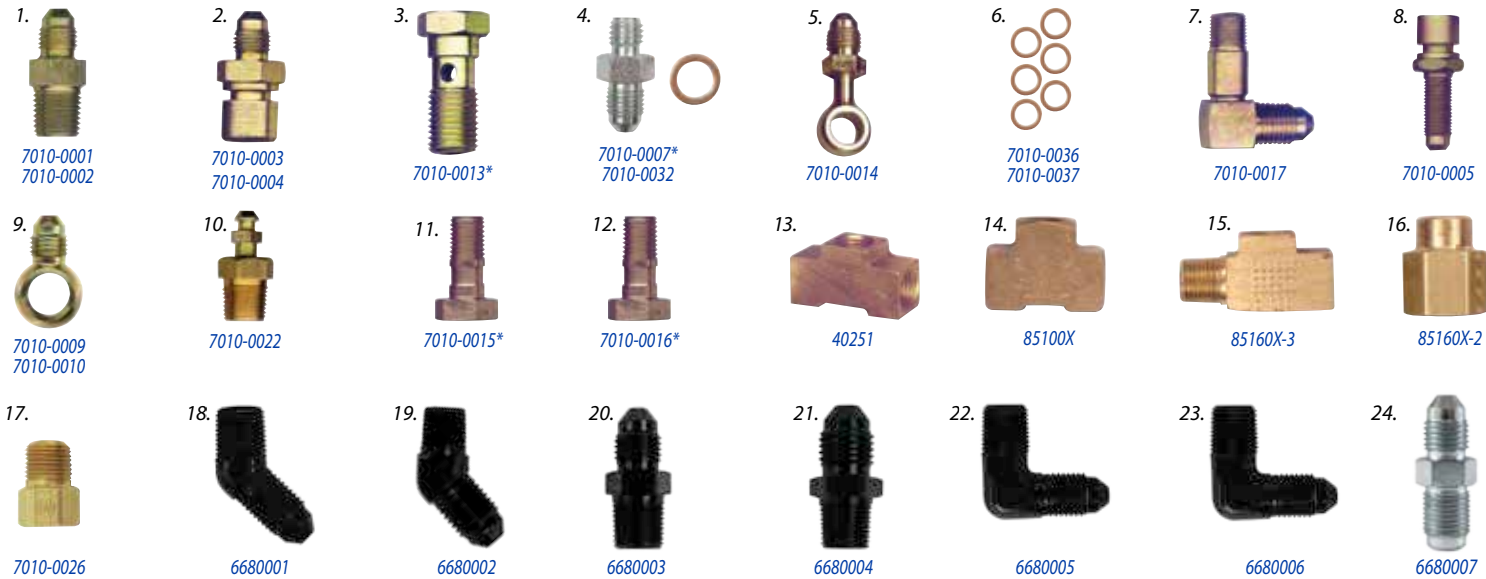
- Dry boiling point 500°+.
- Non-silicone fluid.
- Eliminates brake fade due to fluid failure caused by heat.

DESCRIPTION	PART #	PRICE
HT SINGLE 12 OZ. BOTTLE	6691901	\$5.99
HT CASE (12 CANS)	6691902	\$69.99

# 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	\$3.99
1A. 1/8" NP TO -3 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0002	\$4.99
2. 3/16" LINE TO -3 AN	CHASSIS MOUNT	7010-0003	\$8.99
2B. 3/16" LINE TO -4 AN	CHASSIS MOUNT	7010-0004	\$8.99
3. 7/16" SAE BANJO BOLT	GM STEEL CALIPERS	7010-0013*	\$7.99
4. 10MM - 1.50 X -4 AN	SMALL GM METRIC CALIPERS	7010-0007*	\$8.99
4B. 7/16" SAE TO -4 AN	GM STEEL CALIPERS	7010-0032	\$2.99
5. 3/8" OR 10MM BANJO TO -4 AN	SMALL GM METRIC CALIPERS	7010-0014	\$19.99
6. 7/16" SEALING WASHER (6 PK)	FITS 7/16 BANJO BOLT	7010-0036	\$5.99
6B. 10MM SEALING WASHER (6 PK)	FITS 10MM BANJO BOLT	7010-0037	\$5.99
7. 1/8" NP TO -4 AN TALL (90°)	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0017	\$10.99
8. 3/16" LINE TO -4 AN	LONG CHASSIS MOUNT	7010-0005	\$8.99
9. 7/16" BANJO TO -4 AN	GM STEEL CALIPERS	7010-0009	\$10.99
9B. 7/16" BANJO TO -3 AN	GM STEEL CALIPERS	7010-0010	\$11.99
10. 1/8" NP BLEED VALVE	AFCO METRIC ALUMINUM CALIPERS	7010-0022	\$4.99

DESCRIPTION	APPLICATION	PART #	PRICE
11. 10MM - 1.50 BANJO BOLT	SMALL GM METRIC CALIPERS	7010-0015*	\$14.99
12. 3/8"-24 BANJO BOLT	GM CALIPERS	7010-0016*	\$7.99
13. 3/16" INV. FLARE TEE	3/16" BRAKE LINE	40251	\$4.99
14. 1/8" FP TEE	BRAKE LINE	85100X	\$9.99
15. 1/8" MP X (2) 3/16" INV FL	BRAKE BIAS PANEL	85160X-3	\$14.99
16. 1/8" FP X 1/4" FP	BRAKE GAUGES	85160X-2	\$9.99
17. 1/8" MP X 3/16" INV FL FP	STRAIGHT MASTER CYLINDER LINE FITTING	7010-0026	\$2.99
18. 1/8"-NPT MALE - 3 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680001	\$7.99
19. 1/8"-NPT MALE - 4 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680002	\$7.99
20. 1/8"-NPT MALE - 3 MALE	ALUMINUM BRAKE CALIPER FITTING	6680003	\$7.99
21. 1/8"-NPT MALE - 4 MALE	ALUMINUM BRAKE CALIPER FITTING	6680004	\$7.99
22. 1/8"-NPT MALE - 3 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680005	\$7.99
23. 1/8"-NPT MALE - 4 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680006	\$7.99
24. MT 10 MALE - 3 AN MALE	ALUMINUM BRAKE CALIPER FITTING	6680007	\$7.99

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

### CALIPER PRESSURE GAUGE & BLEEDER ADAPTERS

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



DESCRIPTION	PART #	PRICE
CALIPER PRESSURE GAUGE	85161	\$54.99
ADAPTER KIT 4 PACK (FOR METRIC CALIPERS)	6670150	\$15.99

### BRAKE SHUT-OFF VALVE

- Stainless steel ball.



DESCRIPTION	PART #	PRICE
BRAKE SHUT-OFF VALVE	40199	\$74.99

### BRAKE LINES

#### 90° KEVLAR BRAKE LINE - 3 AN & 4 AN



DESCRIPTION	END TYPES	PART #	PRICE
12" KEVLAR LINE, AN 3	AN 3 - (1) STRAIGHT END, (1) 90° END	6684055-12	\$19.99
18" KEVLAR LINE, AN 3	AN 3 - (1) STRAIGHT END, (1) 90° END	6684055-18	\$29.99
24" KEVLAR LINE, AN 3	AN 3 - (1) STRAIGHT END, (1) 90° END	6684055-24	\$29.99
30" KEVLAR LINE, AN 3	AN 3 - (1) STRAIGHT END, (1) 90° END	6684055-30	\$29.99
12" KEVLAR LINE, AN 4	AN 4 - (1) STRAIGHT END, (1) 90° END	6684056-12	\$24.99
18" KEVLAR LINE, AN 4	AN 4 - (1) STRAIGHT END, (1) 90° END	6684056-18	\$24.99
24" KEVLAR LINE, AN 4	AN 4 - (1) STRAIGHT END, (1) 90° END	6684056-24	\$29.99
30" KEVLAR LINE, AN 4	AN 4 - (1) STRAIGHT END, (1) 90° END	6684056-30	\$29.99

#### KEVLAR BRAKE LINE - 3 AN



DESCRIPTION	PART #	PRICE	DESCRIPTION	PART #	PRICE
12" AN 3 ENDS	6684053-12	\$19.99	24" AN 3 ENDS	6684053-24	\$24.99
14" AN 3 ENDS	6684053-14	\$19.99	30" AN 3 ENDS	6684053-30	\$24.99
16" AN 3 ENDS	6684053-16	\$19.99	34" AN 3 ENDS	6684053-34	\$24.99
18" AN 3 ENDS	6684053-18	\$19.99	38" AN 3 ENDS	6684053-38	\$29.99
22" AN 3 ENDS	6684053-22	\$24.99	48" AN 3 ENDS	6684053-48	\$29.99

#### STEEL BRAIDED BRAKE LINE - AN 3 & AN 4



DESCRIPTION	END TYPE	PART #	PRICE
18" AN 3	STRAIGHT ENDS	40265-18	\$11.99
24" AN 3	STRAIGHT ENDS	40265-24	\$12.99
18" AN 3	90 DEG ON 1 END	40264-18	\$15.99
AN 4	STRAIGHT ENDS	40262-18	\$11.99
24" AN 4	STRAIGHT ENDS	40262-24	\$12.99
36" AN 4	STRAIGHT ENDS	40262-36	\$13.99
18" AN 4	90 DEG ON 1 END	40263-18	\$15.99
24" AN 4	90 DEG ON 1 END	40263-24	\$16.99

### MISCELLANEOUS

#### BRAKE FITTING CLIP

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



DESCRIPTION	PART #	PRICE
CLIP (4)	40260	\$5.99
CLIP (25)	40261	\$19.99

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



DESCRIPTION	END TYPES	PART #	PRICE
24" KEVLAR LINE	(1) AN 3 STRAIGHT END, (1) 4 AN 1/8" NPT END	6684057-24	\$19.99
24" KEVLAR LINE	(1) AN 4 STRAIGHT END, (1) 4 AN 1/8" NPT END	6684058-24	\$15.99
30" KEVLAR LINE	(1) AN 3 STRAIGHT END, (1) 4 AN 1/8" NPT END	6684057-18	\$19.99
30" KEVLAR LINE	(1) AN 4 STRAIGHT END, (1) 4 AN 1/8" NPT END	6684058-18	\$19.99

Fits Rocket Chassis & others

#### KEVLAR BRAKE LINE - 4 AN



DESCRIPTION	PART #	PRICE	DESCRIPTION	PART #	PRICE
12" AN 4 ENDS	6684054-12	\$19.99	24" AN 4 ENDS	6684054-24	\$24.99
14" AN 4 ENDS	6684054-14	\$19.99	30" AN 4 ENDS	6684054-30	\$24.99
16" AN 4 ENDS	6684054-16	\$19.99	34" AN 4 ENDS	6684054-34	\$24.99
18" AN 4 ENDS	6684054-18	\$19.99	38" AN 4 ENDS	6684054-38	\$29.99
22" AN 4 ENDS	6684054-22	\$24.99	48" AN 4 ENDS	6684054-48	\$29.99

#### CLUTCH SLAVE HOSE KIT



DESCRIPTION	PART #	PRICE
36" CLUTCH MASTER CYLINDER TO CLUTCH SLAVE CYLINDER HOSE	40280	\$34.99

#### 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 #	PRICE
28"	40217	\$34.99
30-1/2"	40217G	\$34.99
35"	40218	\$34.99

# AFCO COOLING

## ALUMINUM RADIATORS

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

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



### FROM CORE TO FINISHED PRODUCT...

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

#### MADE IN THE USA

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



#### 100% ALUMINUM CONSTRUCTION

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



#### ADVANCED MANUFACTURING

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



#### PREMIUM QUALITY

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

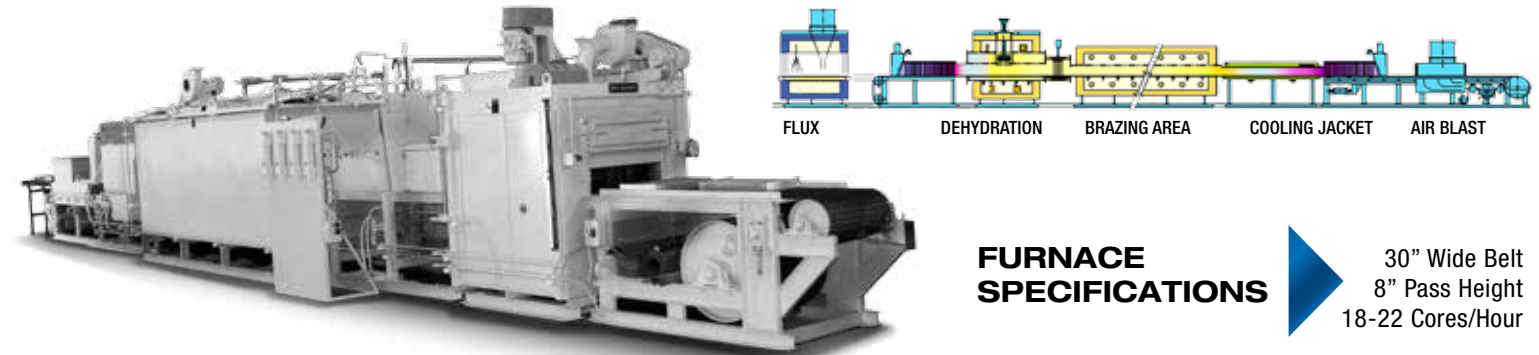


#### SPECIAL APPLICATIONS

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



## STATE-OF-THE-ART ALUMINUM BRAZING



### FURNACE SPECIFICATIONS

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

### STAINLESS STEEL "HOTBOX" DATA RECORDER

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

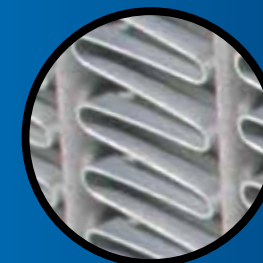


### FURNACE CONTROLS

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

### OUR CORE STANDARDS

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



Serpentine Louvered Fin @ 16fpi



Clad Fillets on Both Sides



Double Cladded .080 Headers

# ASPHALT COOLING

## SINGLE ROW LIGHTWEIGHT ASPHALT RADIATOR

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

DESCRIPTION	PART#	PRICE
SINGLE ROW 1.50" 27.50" WIDE LIGHTWEIGHT ASPHALT RADIATOR	80195NDP-16	\$329.99



No filler neck

## DUAL ROW ASPHALT RADIATOR

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

DESCRIPTION	PART#	PRICE
DUAL ROW 1.00" 29.50" WIDE ASPHALT RADIATOR	80196NDP-16	\$299.99



No filler neck

## 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#	PRICE
ASPHALT OIL COOLER NO FANS	80420	\$299.99



## 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#	PRICE
ASPHALT OIL COOLER WITH SINGLE FAN	80421	\$399.99



## 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#	PRICE
ASPHALT OIL COOLER WITH DUAL FANS	80422	\$499.99



Sterling Marlin



## CUSTOM OVAL TRACK RADIATORS

AFCO Racing Products offers custom built radiators. Call 800-632-2320 for more details or to order your custom radiator!

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

DESCRIPTION	PART #	PRICE
SINGLE PASS RADIATOR	80007-NA	\$199.99
DOUBLE PASS RADIATOR	80008-NA	\$249.99



**Built The Way You Want it!**

# DOUBLE PASS RADIATORS

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

### SWIVEL-NECK THERMOSTAT HOUSINGS

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

80312-15 (15° Neck) \$39.99



### FITTINGS



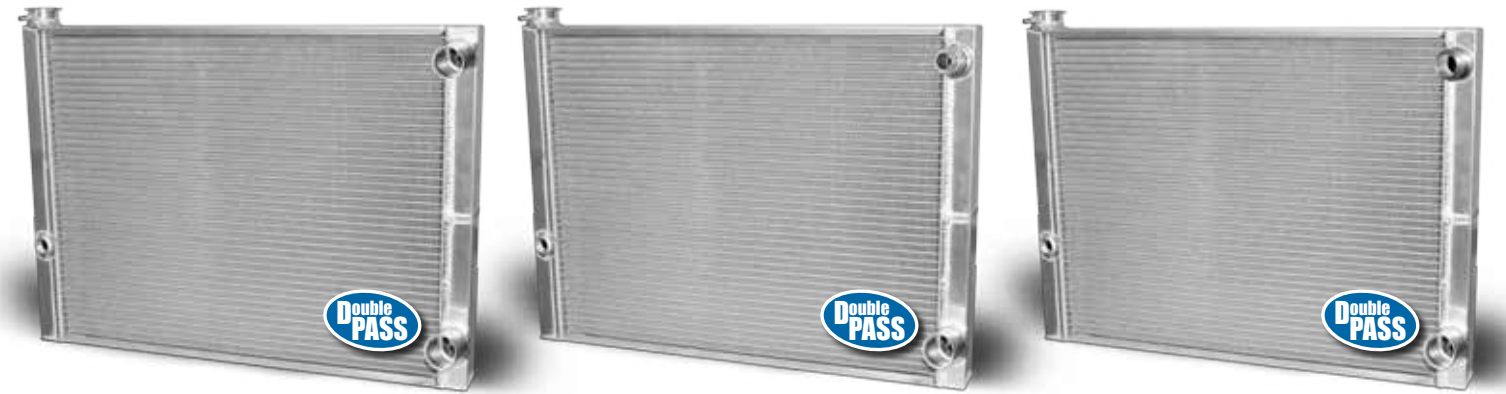
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80101NDP  
27-1/2" (w) x 19" (h) \$249.99

Available in "Thermal Coating" - Call for details.

## 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")

## LIGHTWEIGHT 1 ROW X 1.5" CORE DOUBLE PASS RADIATORS

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

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



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

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

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

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

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

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



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

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

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



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

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

No filler neck

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

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	ADDITIONAL BUNGS	DRY WEIGHT	PART #	PRICE
20"	22-3/8"	18-3/4"	25-7/8"	25-7/8"	2"	L	1-1/2" R	1-3/4" R	15°/15°	N/A	9.75	80184NDP	\$299.99
20"	22-3/8"	18-3/4"	25-7/8"	25-7/8"	2"	L	16 AN-M R	1-3/4" R	15°/15°	N/A	9.75	80184NDP-16	\$299.99
20"	22-3/8"	18-3/4"	26-3/4"	25-7/8"	2"	L	20 AN-F R	1-3/4" R	15°/15°	N/A	9.75	80184NDP-U	\$299.99
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	10	80185NDP-UA	\$299.99
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	10	80185NDP-UB	\$299.99
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	10	80185FNDDP-UD	\$299.99

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 #	PRICE
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	80185NDP	\$299.99
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	80185NDP-16	\$299.99
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	80185NDP-U	\$299.99
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	80185FNDDP	\$299.99
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	80185FNDDP-16	\$299.99
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	80185FNDDP-20	\$299.99
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	80185FNDDP-U	\$299.99
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	80185NDP-UNF	\$299.99

**DOUBLE PASS 2 ROW X 1" TUBE CORE RADIATORS**



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 #	PRICE
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	80100NDP	\$249.99
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	80100NDP-16	\$249.99
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	80100NDP-20	\$249.99
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	80101NDP	\$249.99
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	80101NDP-16	\$249.99
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	80101NDP-16B***	\$449.99
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	80101NDP-20	\$249.99
21"	27-1/2"	18-1/2"	31-3/4"	31"	3"	L	16 AN-M R	1-3/4" R	30°/10°	15	80102NDP-16	\$249.99
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	80119N*	\$249.99
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	80119N-20	\$249.99
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	80120N*	\$249.99
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	80123N	\$249.99
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	80124N	\$249.99
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	80124N-16	\$249.99
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	80124N-20	\$249.99
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	80125N	\$249.99
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	80125N-16	\$249.99
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	80125N-20	\$249.99
21"	27-1/2"	18-1/2"	31-3/4"	31"	3"	L	1-1/2" R	1-3/4" R	30°/10°	15	80126N	\$249.99
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	80127NDP	\$249.99
16"	22-3/8"	16"	27-1/2"	27-1/2"	3"	NONE	1-1/4" R	1-1/2" R	0°	13.2	80133N**	\$299.99

\*1/4" FNT PIPE FITTING WITH AIR BLEED. \*\*ONE 1/4"-18 NPT & ONE 1/2"-14 NPT TEMP BUNG. \*\*\*PAINTED BLACK.

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

**28" EXTRA CAPACITY PRO RADIATORS**



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

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



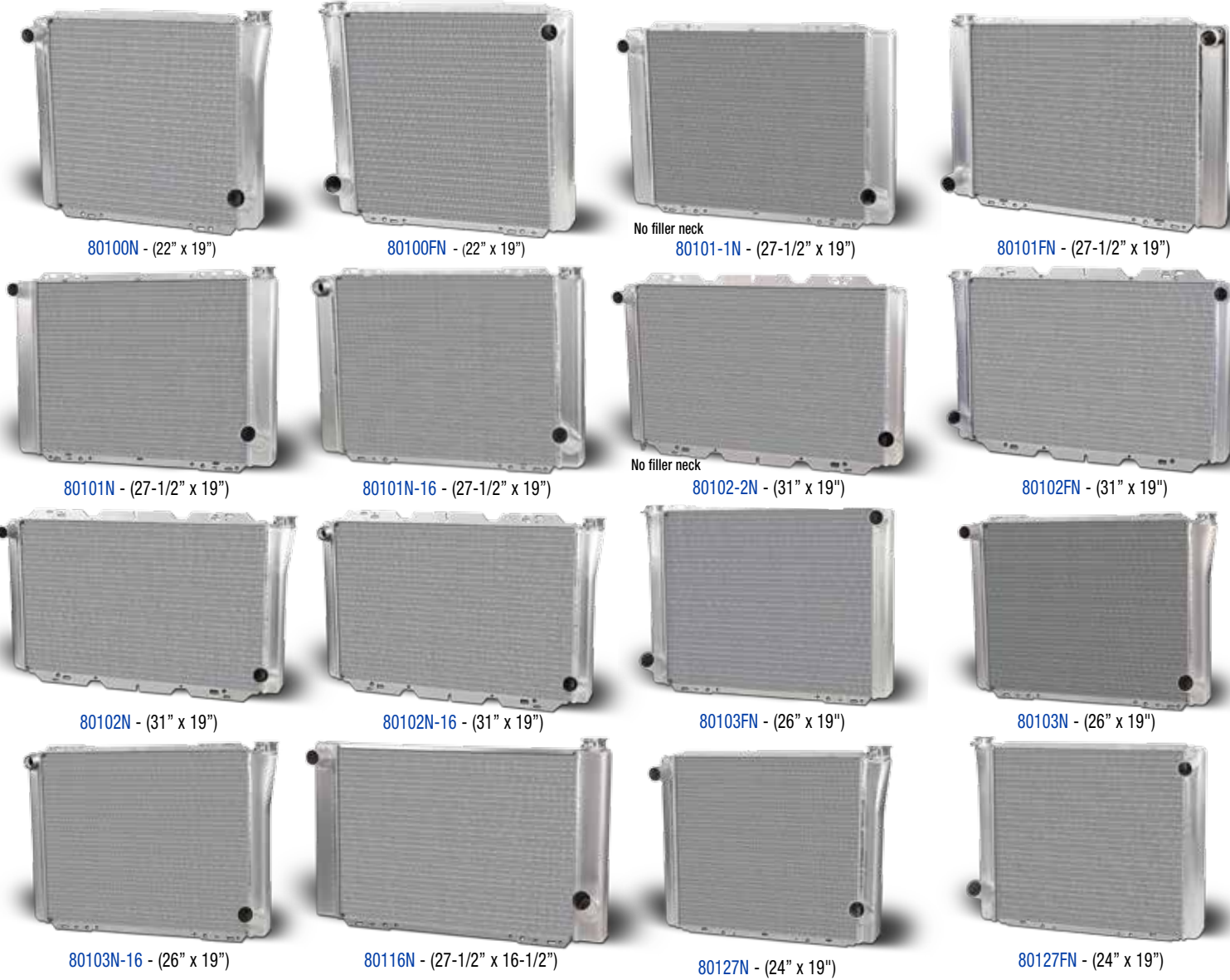
OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	NOTES	PART #	PRICE
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" L	0°	14.3	A	80130FN	\$199.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	R	1-1/2" L	1-3/4" L	0°	14.3	A	80130FNDP	\$249.99
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		80130N	\$199.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	R	16 AN L	1-3/4" R	30°/10°	14.3		80130N-16	\$199.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	R	20 AN L	1-3/4" R	30°/10°	14.3		80130N-20	\$199.99
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		80130NDP	\$249.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	16 AN R	1-3/4" R	30°/10°	14.3		80130NDP-16	\$249.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	20 AN R	1-3/4" R	30°/10°	14.3		80130NDP-20	\$249.99

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



### UNIVERSAL 2 ROW X 1" TUBE CORE RADIATORS

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

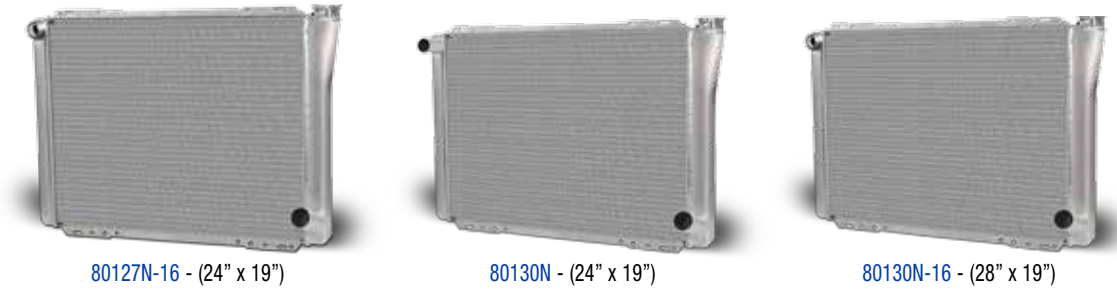


OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #	PRICE
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	11.2	80100N	\$199.99
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	L	1-1/2" R	1-3/4" L	30°/10°	11.2	80100FN	\$199.99
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	80101-1N	\$199.99
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	80101FN	\$199.99
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	80101N	\$199.99
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	80101N-16	\$199.99
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	80102-2N	\$234.99
21"	27-1/2"	18-1/2"	32"	31"	3"	L	1-1/2" R	1-3/4" L	30°/10°	15	80102FN	\$199.99
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102N	\$199.99
21"	27-1/2"	18-1/2"	32"	31"	3"	R	16 AN-M L	1-3/4" R	30°/10°	15	80102N-16	\$199.99
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	80103FN	\$199.99
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	80103N	\$199.99
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	80103N-16	\$199.99
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	80116N	\$249.99
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	80127N	\$199.99
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	80127FN	\$199.99

Continued to page 67.

### 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.

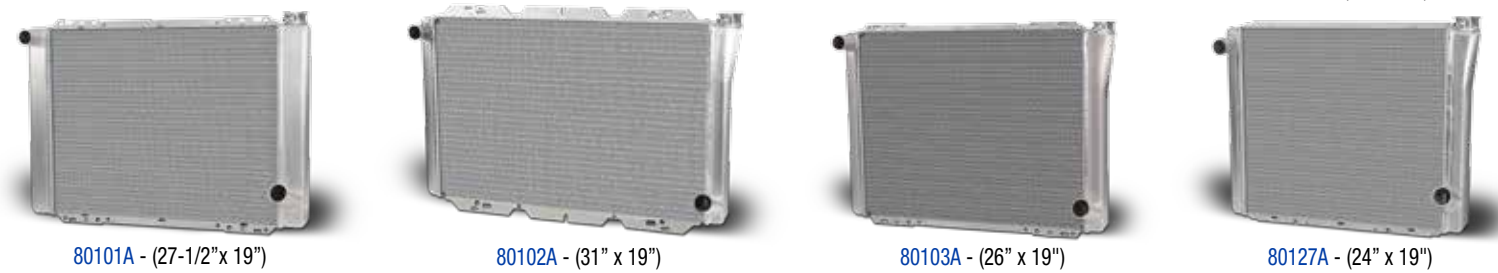


OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #	PRICE
20"	20"	18-1/2"	24-1/2"	23-1/2"	3"	R	16 AN L	1 3/4" R	30°UP	14.1	80127N-16	\$199.99
19-5/8"	24-7/16"	18-1/2"	28-3/4"	28"	3"	R	1-1/2" L	1-3/4" R	30°/10°	14.3	80130N	\$199.99
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	80130N-16	\$199.99

### ECONOMY 2 ROW X 1" TUBE CORE RADIATORS

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

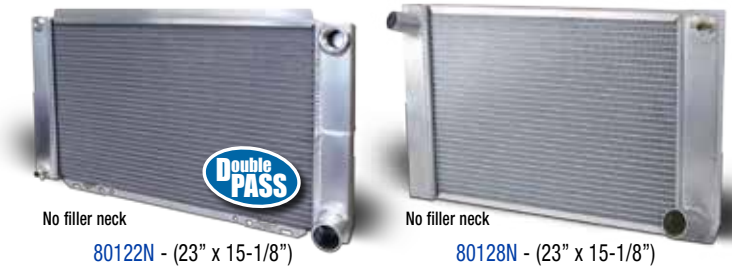
- **Save money & maintain performance!**
- 100% pressure tested.
- Optimum fin per inch ratio for maximum cooling.



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 #	PRICE
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	80100A	\$159.99
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	80101A	\$159.99
20"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102A	\$159.99
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	80103A	\$159.99
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	80127A	\$159.99

### NASCAR/ASPHALT MODIFIED RADIATORS

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



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 #	PRICE
16-1/8"	22-3/8"	15"	27"	27"	3"	NONE	1" NPT	1-3/4" R	0°	10	80122N	\$299.99
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	80128N*	\$249.99

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

# AFCO COOLING ACCESSORIES

## LONG TRANSMISSION/ENGINE/OIL COOLER

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



NUMBERS OF PASSES	SIZE (INCHES)	FITTING TYPE	PART#	PRICE
12	2.75 X 11 X 1.5	1/2NPTF	LB7B	\$49.99
24	5.75 X 11 X 1.5	1/2NPTF	LL7B	\$74.99
36	8.0 X 11 X 1.5	1/2NPTF	LM7B	\$94.99
48	11.0 X 11 X 1.5	1/2NPTF	LH7B	\$119.99

## COOLANT ADDITIVE

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



DESCRIPTION	PART #	PRICE
HIGH PERFORMANCE ADDITIVE (1 PINT)	100002	\$11.99

## WELD-ON FITTINGS



MALE	PART #	PRICE	FEMALE	PART #	PRICE
6AN FITTING	700050040	\$8.99	1/8" FP FITTING	80128X12	\$11.99
8AN FITTING	700050041	\$7.99	1/4" FP FITTING	80128X5	\$11.99
10AN FITTING	700050037	\$8.99	3/8"-18 FP FITTING	80128X10	\$11.99
12AN FITTING	80128X8	\$14.99	1/2"-14 FP FITTING	80128X11	\$12.99
16AN FITTING	80128X9	\$14.99	3/4" FP FITTING	80128X6	\$16.99
20AN FITTING	80128X20	\$15.99	1" FP FITTING	80128X7	\$9.99

## DECK MOUNT OIL COOLER

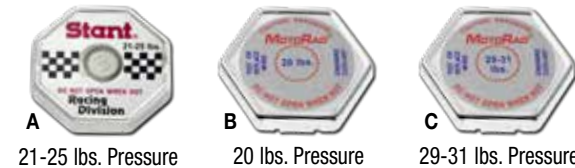
- Double pass design.
- Available with 10AN, 12AN & 16AN inlets and outlets.
- 1 QT. capacity.
- Internal oil turbulator & louvered fins ensure unparalleled efficiency.
- 1/2" FPT for oil temp. sending unit.
- 3" in thickness.



DESCRIPTION	PART#	PRICE
#10AN DECK MOUNT OIL COOLER	80268-10	\$249.99
#12AN DECK MOUNT OIL COOLER	80268-12	\$249.99
#16AN DECK MOUNT OIL COOLER	80268-16	\$249.99

## RADIATOR CAPS

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



DESCRIPTION	PART #	PRICE
A) STANT 21-25 LBS. CAP	80153	\$19.99
B) RADIATOR CAP-20 LBS.	80151	\$15.99
C) RADIATOR CAP-29-31LBS.	80050	\$34.99

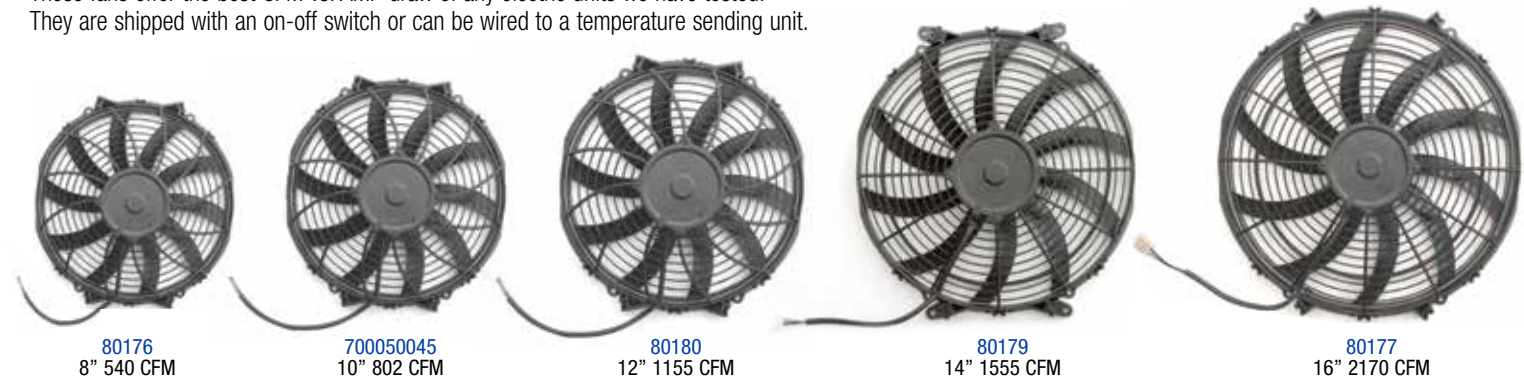
## SCREW-IN FITTINGS



DESCRIPTION	PART #	PRICE
1 1/2" HOSE TO 20AN SCREW IN	80071	\$23.99
16AN TO 20AN SCREW IN	80072	\$23.99
20AN TO 20AN SCREW IN	80073	\$23.99

## 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 #	PRICE
16" S-BLADE	3-1/16"	17.7	2170	80177*	\$159.99
14" S-BLADE	2.87"	10.1	1555	80179*	\$154.99
12" S-BLADE	2.48"	7.7	1155	80180*	\$149.99
10" S-BLADE	2.04"	6.0	802	700050045	\$124.99
8" S-BLADE	2.48"	6.9	540	80176*	\$119.99

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

## HD COOLING FANS

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



DESCRIPTION	PART #	PRICE
GM 15"	80182	\$34.99
GM 17"	80181	\$39.99

## 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 #	PRICE
4 BLADE FAN 17-1/2"	80183	\$60.99

## FAN SPACER KITS

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



DESCRIPTION	PART #	PRICE
1 1/2" FAN SPACER	80191	\$39.99
2" FAN SPACER	80192	\$39.99
2 1/2" FAN SPACER	80193	\$39.99
3" FAN SPACER	80194	\$49.99

## ALUMINUM THERMOSTAT HOUSINGS

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



DESCRIPTION	PART #	PRICE
15° NECK SBC / BBC	80312-15	\$39.99



**FEATURES & BENEFITS**

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

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

**ONE YEAR LIMITED**

**ECONOMY CHEVY CROSSOVER HEADER**

- Non-equal length design gives flat torque curve for slick tracks.
- Valve covers can be removed with header installed.
- 21"-28" primary length.
- Excellent economy header.
- High temp. ceramic coating (inside and out) available.
- Gaskets & Bolts included.



MADE IN THE U.S.A.

TUBE SIZE	COLLECTOR	H.P.	PART #	PRICE
1.625"	3.000"	300-400	701-14510	\$299.99
1.625" - 1.750"	3.000"	400-550	701-24510	\$319.99
CERAMIC COATING (Allow 2 weeks)			790-00100	\$299.99

**EQUAL LENGTH PRIMARIES CROSSOVER HEADER**

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



MADE IN THE U.S.A.

DESCRIPTION	HP RANGE	TUBE SIZE	PART#	PRICE
STANDARD CHEVY & 602 CRATE	350-500	1.625" - 1.750"	711-50910	\$349.99
STANDARD CHEVY	550+	1.750" - 1.875"	711-41010	\$389.99
SPREAD PORT	550+	1.750" - 1.875"	712-41010	\$399.99
CERAMIC COATING (Allow 2 weeks)			790-00100	\$299.99

**CHEVY STREET STOCK & CHEVY CRATE HEADERS**

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

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



MADE IN THE U.S.A.

DESCRIPTION	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STANDARD CHEVY	1.625"	3.500"	450+	185 & 185CM	701-21910	\$229.99
STANDARD CHEVY	1.625" - 1.750"	3.000"	400-450	185V & 185VCM	701-31910	\$299.99
STANDARD CHEVY	1.750"	3.500"	450+	186 & 186CM	701-22010	\$229.99
CERAMIC COATING (Allow 2 weeks)					790-00100	\$299.99

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



- Engineered for 602 Crate engines.
- Also fits standard Chevy engines with straight plug heads only.
- Fits in stock location or with additional engine setback.
- Won't clear rear or side engine mounts.
- Clears stock clutch linkage.
- Gaskets and bolts included.
- 1/2 sets available.



MADE IN THE U.S.A.

DESCRIPTION	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STANDARD CHEVY & 602 CRATE	1.625"	3.000"	350-400	165	701-20910	\$229.99
CERAMIC COATING (Allow 2 weeks)					790-00100	\$299.99

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



- Engineered for 602 Crate engines.
- Also fits standard Chevy engines with angle or straight plug heads.
- Engine must be in stock location.
- Won't clear stock man. clutch linkage ball, factory air cond. box, rear or side engine mounts.
- Must use short oil filter.
- Gaskets and bolts included.
- 1/2 sets available.



MADE IN THE U.S.A.

DESCRIPTION	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STANDARD CHEVY & 602 CRATE	1.625"	3.000"	350-400	185 & 185CM	701-21910	\$229.99
CERAMIC COATING (Allow 2 weeks)					790-00100	\$299.99

## CHEVY CHASSIS HEADER



- Engineered for 602 Crate engines.
- Number 1 spark plug should be at least 1.000" behind ball joint.
- 1/2 sets available.
- Gaskets and bolts included.
- High temp. ceramic coating (inside and out) available (special order).



MADE IN THE U.S.A.

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

## ACCESSORIES

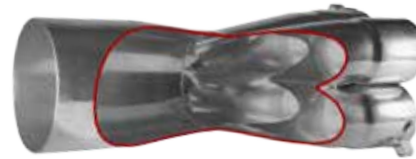
### MERGE COLLECTORS

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

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

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

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



#### Mild Steel Merge Collectors

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

#### Ceramic Coated Merge Collectors

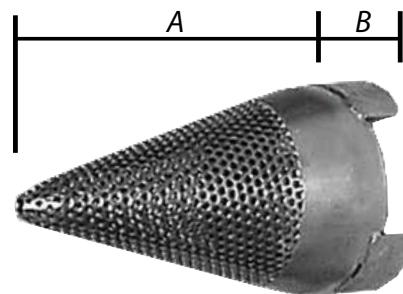
SLIP OVER	OUTLET	PART#	PRICE
1.875"	3.500"	780-10515	
2.000"	3.500"	780-10516	
2.000"	3.000"	780-11516	
2.250"	4.000"	780-12518	
2.375"	4.500"	780-13519	
2.500"	4.500"	780-13510	
2.500"	5.000"	780-14510	

### VORTEX INSERT CONE

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

TUBE SIZE	A	B	PART #
3.000"	3.750"	1.000"	722-32520
3.500"	4.750"	1.000"	722-32510
4.000"	6.250"	1.000"	722-32530
4.500"	6.750"	1.000"	722-32540

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



### SLIP-ON COLLECTORS

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

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



#### PAINTED MILD STEEL SLIP-ON COLLECTORS

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

### TORQUE BOOSTERS

#### 602/604 CRATE ENGINE TORQUE BOOSTER

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

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



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

#### 604 ENGINE TORQUE BOOSTER

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



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



- FIND A DEALER
- SHOP THE ONLINE STORE
- PLACE AN ORDER
- WATCH TUTORIALS