

DRAG RACING TECH

Drag Racing FAQs

Shocks

Q: What should I do if I spin as soon as the car launches?

A: Soften the extension on the front shocks to promote additional weight transfer and soften the extension on the rear shocks to hit the tires harder. This will generate more traction.

Q: What should I do if the car hooks then spins?

A: Typically, this is a result of the rear shocks set too soft on extension and too soft on compression. The suspension generates more leverage/hit to the tires than the shocks are set to control. The result is the tire gets flattened, wound up, hooks but bounces and unwinds therefore losing traction (Hook, spin, hook).

Q: How many clicks should I turn the shock when I want to make a shock change?

A: Usually, 3-4 clicks will be enough to make a change the car will recognize.

Q: What should I do if my car spins the tires down track?

A: Soften the compression of the rear shocks. Double check the spring rate and make sure the spring rate on the car is correct. If the springs are too stiff, the car may be riding on the bumps of the track.

Q: Can AFCO shocks be mounted upside down?

A: Due to the design of the shock, all AFCO adjustable shocks can be mounted in any position. However, remember that "in is in, out is out" when making adjustments. The valve on the body ALWAYS controls compression (bump) and the valve on the end of the shaft ALWAYS controls extension (rebound).

Q: What is the proper way to adjust AFCO shocks?

A: Begin with the adjuster in the FULL STIFF position. Carefully seat the needle (full closed), then back out to the desired starting point.

Q: Can AFCO shocks be rebuilt in the field?

A: There are two series or generations of AFCO shocks currently in the field. The first generation shock, as identified by a compression knob numbered 1-8, is infinitely adjustable. This shock will need to return to AFCO for service. The second generation series can be serviced in the field. The easiest way to identify it is the shock has detents on the adjusters. Each adjustment clicks. AFCO supports this series with replacement parts for sale. We strongly recommend that only those with previous shock repair experience attempt this. Also, it is advisable to dyno check the shock once serviced.

Q: My car bounces after a wheelie. How do I correct this?

A: Stiffen the compression of the shock (if Double Adjustable). When available, select the AFCO "BNC" valving in the correct part number for your application. The "BNC" represents Bounce Control Valving and will help control the mass of the front end when the car comes back down.

Q: Since installing my power adder, I seem to get more tire shake. How can I fix this problem?

A: Tire shake is a function of the suspension moving with more force than the shocks are adjusted to "dampen". To make an adjustment, stiffen the rebound first, then stiffen the compression to help hold down the tire once it gets applied. The goal is to match the damping values with the level of force/energy passing thru the shocks. Consider selecting the AFCO BG-Big Gun series Shocks as they are designed for higher horsepower applications.

TIP: When setting ride height, start with the shaft 1/2 way in/out. Fine tune from there. Be sure to guard against shocks bottoming out. If the installed height of the shock is too short, and the piston (on the end of the shock shaft) hits the base valve (at the bottom of the shock), damage will result.

TIP: When choosing rear springs, it is suggested to err to the softer option. A softer spring rate will typically be more consistent over a range of starting line conditions.

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