

# M2 Mono-Tube 5TH COIL SHOCK



## 3163FC Fifth Coil Shock

Rebound adjustable from a 4 to 7 valve.

### Recommended Adjustments:

TRACK CONDITIONS	CLICKS (FULL STIFF) -0
GLASS SLICK	-10
MODERATELY SLICK	-20
STARTING POINT (for most normal conditions)	-30
MODERATELY FAST	-40
FAST / TRACTION / CUSHION	(FULL SOFT)

#### NOTES: FIFTH COIL SHOCK APPLICATION

IF CAR IS LOOSE ON ENTRY (OFF THROTTLE) - INCREASE REBOUND  
IF CAR IS TIGHT ON ENTRY (OFF THROTTLE) - SOFTEN REBOUND

**MUST BE PRESSURIZED**

RECOMMENDED GAS PRESSURE 75 P.S.I. SHOCK SHIPPED WITH NO GAS PRESSURE

USE NITROGEN ONLY

# M2 Mono-Tube TRACTION SHOCK



## 3190CA LR Traction Shock

Compression adjustable from a 4 to 6 valve with rebound fixed at a 0 valve.

### Recommended Adjustments:

TRACK CONDITIONS	CLICKS (FULL STIFF) -0
GLASS SLICK	-10
MODERATELY SLICK	-20
STARTING POINT (for most normal conditions)	-30
MODERATELY FAST	-40
FAST / TRACTION / CUSHION	(FULL SOFT)

It may be necessary to add more rebound to LR behind shock when adding the M2 Traction Shock (see tuning tips below)

#### NOTES: LR TRACTION SHOCK APPLICATION

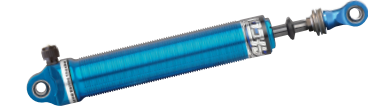
LR AHEAD OF AXLE FOR 4 - BAR  
LR BEHIND AXLE FOR SWING ARM

**MUST BE PRESSURIZED**

RECOMMENDED GAS PRESSURE 140 P.S.I. SHOCK SHIPPED WITH NO GAS PRESSURE

USE NITROGEN ONLY

# T2 Twin-Tube TRACTION SHOCK 359C3/6R0



## LR Traction Shock

Compression adjustable from a 3 to 6 valve with rebound fixed at a 0 valve.

### Recommended Adjustments:

TRACK CONDITIONS	CLICKS (FULL STIFF) -0
GLASS SLICK	-8
MODERATELY SLICK	-12
STARTING POINT (for most normal conditions)	-15
MODERATELY FAST	-22
FAST / TRACTION / CUSHION	(FULL SOFT)

#### NOTES: LR TRACTION SHOCK APPLICATION

LR AHEAD OF AXLE FOR 4 - BAR  
LR BEHIND AXLE FOR SWING ARM

## Special Tuning Tips for Left Rear Behind & Swing Arm Applications:

- An additional shock mounted ahead of the axle on 4-link suspensions and behind the axle on swing arm suspensions can be used to promote chassis hike-up and slow hike-down.
- LR chassis hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling but hike-up also promotes roll steer that tends to loosen overall handling.
- A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle on 4-link suspensions.
- A shock mounted behind the axle will provide more dampening than the same shock mounted ahead of the axle on swing arm suspensions.
- 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 359C3/6R0 \ 1394-0 \ 1396-0).
- Use gas LR ahead shocks to improve corner entry stability and forward traction on slick and banked race tracks (AFCO part# 3190CA).
- For maximum on throttle traction, mount ahead shock on a clamp bracket (use with normal shock behind LR).
- Extreme LR compression control can cause corner entry looseness.
- Insufficient LR behind rebound control may allow chassis hike-up to become excessive and violent, resulting in a loss of stability and / or excessive corner exit tightness.
- 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 rods.

#### TECHNICAL ASSISTANCE

We will, when requested, use information gathered from you to determine which AFCO part is best suited for your particular application. However, the final decision is yours as to part choice, and the ultimate responsibility to judge the correct usage of the part is also yours. Parts that have been forced, altered or damaged in any attempt to make them fit will not be eligible for return or adjustment.

We will be happy to assist you in making your car perform better. Call us with all your available chassis, track, and tire information, and we will help you determine the causes of your handling problems and offer solutions to correct them. If you have a problem with an AFCO part, call us before you try any remedy. Please call our tech line 812-897-0900.

#### LIMITED WARRANTY/DISCLAIMER

A-FAB, 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, A-FAB, 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 A-FAB, 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 A-FAB, LLC has any authority to make any statement contrary to this disclaimer and that any warranty statements or representations allegedly made on behalf of A-FAB, LLC by any such person, entity or agent are void. A-FAB, 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.

## IMPORTANT Shock Mounting Information:

Check shocks to ensure that no binding or interference of any kind occurs during suspension travel; otherwise, poor handling and shock damage will result. Pay close attention for possible interference between the rebound adjuster knob and shock mounts when rebound is adjusted to full soft.

# AFCO Racing Shocks M2



## Dirt Late Model Tuning Guide



# AFCO Racing Shocks SERVICE KIT

- Kits Include:**
- All common components needed for complete rebuild / revalve of multiple shocks
  - Component reference guide with photos and part numbers
  - Standardized storage trays
  - Easy to use re-order information
  - Durable storage unit

Now you can take control of your AFCO shock service & maintenance needs.

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<b>Smiley's Racing Products</b> 103 Gross Road Mesquite, TX 75149 877-281-7223 phone 972-289-8055 fax Smileysracing.com	<b>Shorly's Motorsports at West Haven Speed</b> 3606 Montgomery Ave. Knoxville, TN 37921 865-546-3813 store phone 865-456-4439 cell	<b>Bertheisel Race Cars</b> 1 Bordnersville Rd. Jonestown, PA 17038 800-426-2570 phone 800-218-0536 fax Lazer3.com	<b>Australia Ian Boettcher Race Parts</b> 6 Brisbane Rd. Bundamba, Queensland Australia, 4304 (07)3816-3288 phone (07)3816-1177 fax		
<b>RE Suspension</b> 116 Gasoline Alley, Suit 113 Mooresville, NC 28117 704-664-2277 phone 704-663-5566 fax RESuspension.com	<b>Leary Racing Products &amp; Shock Shop</b> 1990 S Navajo St. Denver, CO 80223 303-922-4227 phone 303-922-6648 fax LearyRacingProducts.com				



# The M2's adjustments

To obtain recommended values listed below:

1. Adjust knob clockwise to a lightly seated "full-stiff" position before making adjustments.
2. Turn knob counter-clockwise the recommended amount of clicks.

## BASE

4-Link / Swing Arm		Left and Right	
<b>3260 &amp; 3270</b>	<b>COMPRESSION</b>	<b>3290L</b>	<b>COMPRESSION</b>
VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	4.5	R-0
6	C-1	4.25	R-5
5.5	C-2	4	R-8
5	C-5	3.5	R-12
4.5	C-8	3	R-24
4	C-12	2.5	R-FO
3.5	C-15	3	C-FO
3	C-FO		

4-Link		Right Rear		Swing Arm	
<b>3290R</b>	<b>COMPRESSION</b>	<b>3290R</b>	<b>REBOUND</b>	<b>3280SA &amp; 3290SA</b>	<b>REBOUND</b>
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	5.5	R-0	6.25	R-0
6	C-1	5	R-5	6	R-5
5.5	C-2	4.5	R-10	5.5	R-8
5	C-5	4	R-20	4.5	R-14
4.5	C-8	3.5	R-FO	4	R-24
4	C-12	3	C-FO	3.5	R-FO
3.5	C-15			3	C-FO
3	C-FO				

4-Link / Swing Arm		Left Rear		Right Rear	
<b>3260S, 3270S, 3280S &amp; 3290S</b>	<b>COMPRESSION</b>	<b>3290R</b>	<b>REBOUND</b>	<b>3280SA &amp; 3290SA</b>	<b>REBOUND</b>
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	R-0	6.25	R-0
6	C-1	6	R-1	6	R-4
5.5	C-2	5.5	R-2	5.5	R-8
5	C-5	5	R-5	4	R-17
4.5	C-8	4	R-12	3	R-20
4	C-12	3.5	R-FO	3	R-26
3.5	C-15	3	R-FO	3	R-FO
3	C-FO				

4-Link / Swing Arm		Front	
<b>3260HSR, 3270HSR, 3280SAHSR &amp; 3290SAHSR</b>	<b>COMPRESSION</b>	<b>3290R</b>	<b>REBOUND</b>
VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	R-0
6	C-1	6	R-5
5.5	C-2	5.5	R-8
5	C-5	5	R-12
4.5	C-8	4	R-17
4	C-12	3.5	R-20
3.5	C-15	3	R-26
3	C-FO		

4-Link / Swing Arm		Front	
<b>3270SX2, 3260SX2</b>	<b>COMPRESSION</b>	<b>3290R</b>	<b>REBOUND</b>
VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	R-0
6	C-1	6	R-5
5.5	C-2	5.5	R-8
5	C-5	5	R-12
4.5	C-8	4	R-17
4	C-12	3.5	R-20
3.5	C-15	3	R-26
3	C-FO		

4-Link / Swing Arm		Front	
<b>3270-1LIN, 3260-1LIN</b>	<b>COMPRESSION</b>	<b>3290R</b>	<b>REBOUND</b>
VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	R-0
6	C-1	6	R-5
5.5	C-2	5.5	R-8
5	C-5	5	R-12
4.5	C-8	4	R-17
4	C-12	3.5	R-20
3.5	C-15	3	R-26
3	C-FO		

The adjustments below will provide you with numerous time proven fixes for most handling problems. The listed chassis adjustments will help only if you apply the correct adjustment(s) to the handling problem(s) at hand.

Keep in mind that most adjustments used to correct on-throttle handling problems are opposite of those used to correct off-throttle handling and vice versa, so be precise in your analysis.

The chassis adjustments have been tailored to the corner entry, middle, and exit sections of the race track and are separated between on and off-throttle handling. Adjustments are given to correct tight and loose handling problems.

## 4-Link Tuning

Starting Point (50 PSI)		Slick (100 PSI: left) (35 PSI: Right)	
LEFT FRONT	RIGHT FRONT	LEFT FRONT	RIGHT FRONT
C-5	R-8	C-0	R-FO (Full Open)
		C-5	R-8
LEFT REAR	RIGHT REAR	LEFT REAR	RIGHT REAR
C-5	R-8	C-0	R-FO
		C-12	R-20

Fast / Muddy (100 PSI)		Rough (150 PSI)	
LEFT FRONT	RIGHT FRONT	LEFT FRONT	RIGHT FRONT
C-8	R-0	C-FO	R-10
		C-8	R-0
LEFT REAR	RIGHT REAR	LEFT REAR	RIGHT REAR
C-12	R-0	C-FO	R-0
		C-8	R-10

Starting Point (75 PSI)		Slick (100 PSI: left) (35 PSI: Right)	
LEFT FRONT	RIGHT FRONT	LEFT FRONT	RIGHT FRONT
C-5	R-8	C-0	R-FO (Full Open)
		C-5	R-8
LEFT REAR	RIGHT REAR	LEFT REAR	RIGHT REAR
C-12	R-14	C-0	R-FO
		C-12	R-14

Fast / Muddy (100 PSI)		Rough (180 PSI)	
LEFT FRONT	RIGHT FRONT	LEFT FRONT	RIGHT FRONT
C-FO	R-10	C-FO	R-10
		C-FO	R-10
LEFT REAR	RIGHT REAR	LEFT REAR	RIGHT REAR
C-FO	R-0	C-FO	R-0
		C-FO	R-10

## CORNER ENTRY

- Increase wedge
- Soften RR spring
- Drop left bottom 4-link on chassis
- Stiffen LF spring (banked track)
- Add caster

## CORNER ENTRY

- Increase compression LR Traction Shock
- Decrease rebound LF
- Decrease rebound LR
- Increase compression LR Traction Shock
- Increase rebound 5th coil shock
- Stiffen LF spring
- Drop right bottom 4-link rod on chassis
- Soften RF spring (can also loosen exit)
- Soften RF spring (can also loosen exit) / raise on LS frame
- Shorten RS wheelbase / lengthen LS

## MIDDLE CORNER

- Decrease rebound LF
- Decrease rebound LR
- Increase wedge
- Raise left top 4-link rod on chassis
- Soften LR spring
- Drop right top 4-link rod on chassis

## MIDDLE CORNER

- Decrease rebound LF
- Decrease rebound LR
- Increase wedge
- Raise left top 4-link rod on chassis
- Soften LR spring
- Drop right top 4-link rod on chassis

## CORNER EXIT

- Decrease rebound front shocks
- Decrease rebound LR
- Increase wedge
- Raise left top 4-link rod on chassis
- Soften LR spring
- Drop right top 4-link rod on chassis

## CORNER ENTRY

- Increase wedge
- Stiffen LF spring (banked track)
- Soften RR spring (can also loosen off throttle handling)
- Raise right top trailing arm on chassis
- Add caster

## CORNER ENTRY

- Decrease rebound LF
- Decrease rebound LR
- Decrease compression RF & RR
- Increase compression LR Traction Shock
- Stiffen LF spring
- Stiffen RR spring (can also loosen exit handling)

## MIDDLE CORNER

- Decrease compression RF & RR
- Decrease rebound LF
- Decrease rebound LR
- Increase compression LR Traction Shock
- Stiffen LF spring
- Shorten RS wheelbase / lengthen LS

## MIDDLE CORNER

- Decrease rebound LF
- Decrease rebound LR
- Increase compression LR Traction Shock
- Stiffen LF spring
- Drop left trailing arm on chassis
- More pull bar to left throttle handling
- Soften RR spring (can also loosen off throttle handling)
- Drop left trailing arm on chassis
- More pull bar to left throttle handling

## CORNER EXIT

- Decrease rebound front shocks
- Decrease rebound LR
- Decrease compression RR
- Increase wedge (on throttle)
- Soften RR spring (can also loosen off throttle handling)
- Drop left trailing arm on chassis
- More pull bar to left throttle handling

## CORNER ENTRY

- Decrease wedge
- Stiffen RR spring (can also tighten off throttle handling)
- Raise both right side 4-link rods on chassis

## CORNER ENTRY

- Decrease rebound LF / RF
- Decrease compression LR
- Increase compression RR
- Decrease 5th coil shock / rebound on chassis
- Soften LF spring
- Raise right bottom 4-link rod on chassis
- Stiffen RF spring (can also tighten exit)
- Stiffen 6th coil spring (can also tighten exit) / drop on LS frame

## MIDDLE CORNER

- Increase rebound LF
- Increase compression RR
- Decrease rebound 5th coil shock
- Soften LF spring
- Raise panhard on pinion / drop on LS frame
- Drop left top 4-link rod on chassis
- Stiffen RF spring (can also tighten exit)
- Stiffen RF spring (can also tighten exit) / drop on LS frame

## MIDDLE CORNER

- Increase rebound front shocks
- Decrease wedge
- Drop left top 4-link rod on chassis
- Raise right top 4-link rod on chassis
- Stiffen RR spring (can also tighten off throttle handling)
- Raise right top 4-link rod on chassis
- Drop left top 4-link rod on chassis

## CORNER EXIT

- Increase rebound RF
- Increase rebound LF
- Decrease wedge (on throttle)
- Stiffen RR spring (can also tighten off throttle handling)
- Raise right top 4-link rod on chassis
- Drop left top 4-link rod on chassis

## CORNER ENTRY

- Decrease wedge
- Stiffen RR spring (can also tighten off throttle handling)
- Drop right top trailing arm on chassis

## CORNER ENTRY

- Increase rebound LF
- Decrease compression LR
- Increase compression RR
- Soften LF spring
- Stiffen RF spring (can also tighten exit)

## MIDDLE CORNER

- Increase rebound front shocks
- Increase rebound LR
- Increase compression RR
- Increase rebound RR
- Soften LF spring
- Drop right trailing arm on chassis (can also loosen exit)

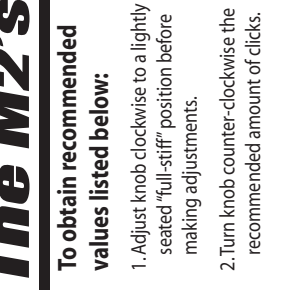
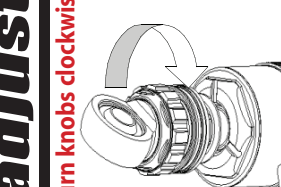
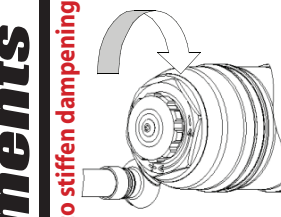
## MIDDLE CORNER

- Increase rebound front shocks
- Increase rebound LR
- Increase compression RR
- Decrease wedge
- Raise left trailing arm on chassis
- Stiffen RF spring (can also tighten exit)

## CORNER EXIT

- Increase rebound RF
- Increase rebound LF
- Increase compression / rebound RR
- Decrease wedge
- Raise left trailing arm on chassis
- Stiffen RR spring (can also tighten exit)

AFCO Shocks are shipped without gas. Use nitrogen only and check / adjust pressure with the shock at full extension only.



## TO TIGHTEN

## TO LOOSEN