

AFCO M2 Fifth Coil Shock

Owners Guide for: 3163FC Fifth Coil Shock

Rebound adjustable from a 4 to 7 valve.

Shock Mounting

Check shocks to ensure that no binding or interference of any kind occurs during the 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.



Exclusive M2 Gas Bladder Technology

The AFCO M2 Fifth Coil Shock does not use a conventional piston like competitors' products. The M2 design utilizes a "bladder" instead. Because the M2's bladder doesn't have to move against a surface as a piston with seals must do, it requires virtually no effort to "change directions" from compression to rebound control.

This removes all the "stiction" inherent in floating piston designs and allows the M2 shock to positively react to the smallest amount of high speed pulsation, forceful "bump" motions, and slow roll strokes at the same time!

This translates into **noticeable increases in traction by keeping the tires in contact with the surface.**



Recommended Adjustments:

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

NOTES: FIFTH COIL SHOCK APPLICATION

If car is loose on entry - increase rebound
If car is tight on entry - soften rebound

****RECOMMENDED GAS PRESSURE 75 P.S.I. ****

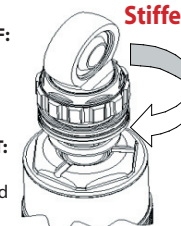
SHOCK SHIPPED WITH NO GAS PRESSURE

MUST BE PRESSURIZED

ALL ADJUSTMENTS FROM FULL STIFF

FULL STIFF:
Threaded towards body

FULL SOFT:
Threaded towards rod end



For additional technical advice on the M2 feel free to contact AFCO's tech support team.

800-632-2320

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