

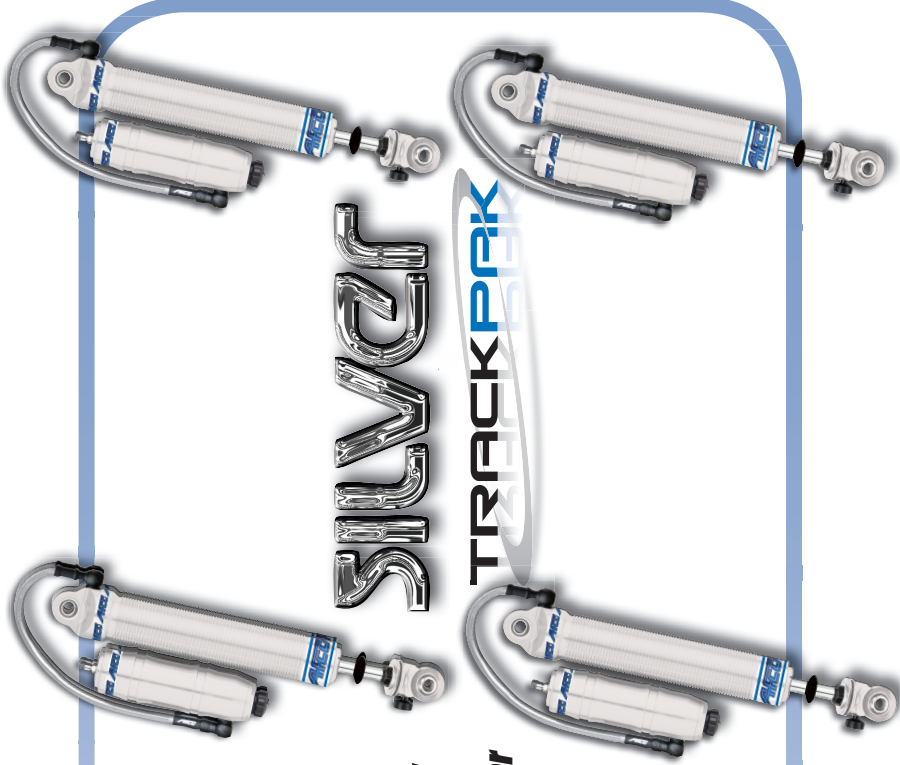
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Special Tuning Tips for Left Rear Behind & Swing Arm Applications:

- 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 # 35936-0 \ 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.

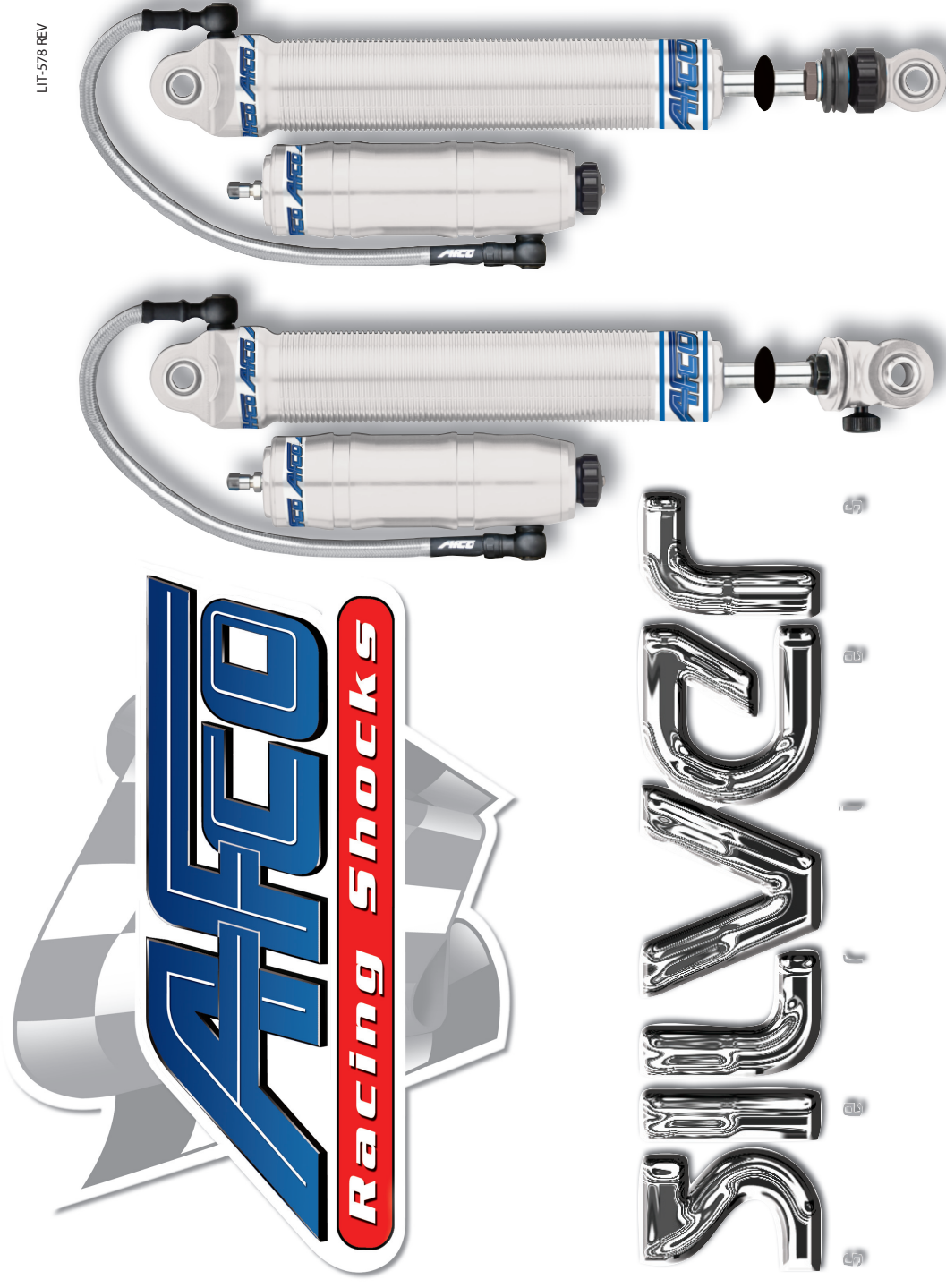
We will be happy to assist you in making your car perform better. Call us with all your available chassis, track, and tire information, and we will help you determine the causes of your handling problems and offer solutions to correct them. If you have a problem with an AFco part, call us before you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

LIMITED WARRANTY/DISCLAIMER

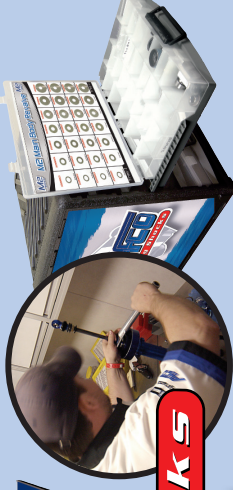
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IMPORTANT Shock Mounting Information:

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.



Dirt Late Model Tuning Guide:



- Kits Include:**
- All common components needed for complete rebuild / revolve of multiple shocks
 - Component reference guide with photos and part numbers
 - Standardized storage trays
 - Easy to use re-order information
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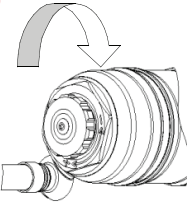
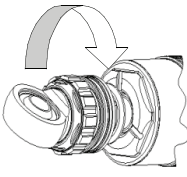
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Midwest	Southwest	South	Northwest	East	Australia	New Zealand
Benic Enterprises 630 East Sixth St. Fairmount, IN 46928 765-948-5758 phone 765-948-4301 fax	Smiley's Racing Products 103 Gross Road Mesquite, TX 75149 877-281-7223 phone 972-289-8055 fax	Shorty's Motorsports at West Haven Speed 3606 Montgomery Ave. Knoxville, TN 37921 865-546-3813 store phone 865-456-4439 cell	RE Suspension 116 Gasoline Alley, Suit 113 Mooresville, NC 28117 704-664-2277 phone 704-663-5566 fax RESuspension.com	Bernheisel Race Cars 1 Bordenville Rd. Jonestown, PA 17038 800-426-2570 phone 800-218-0536 fax Lazer3.com	Ian Boettcher Race Parts 6 Brisbane Rd. Bundamba, Queensland Australia, 4304 (07)3816-3288 phone (07)3816-1177 fax	Pioneer Auto Parts 278 Church St. Penrose, Auckland 0508-AFCOMZ phone 0800-732-237 fax sales@pajp.co.nz
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			RE Suspension 116 Gasoline Alley, Suit 113 Mooresville, NC 28117 704-664-2277 phone 704-663-5566 fax RESuspension.com			

The Adjustments

To obtain recommended values listed below: Turn knobs clockwise to stiffen dampening



Rebound

Compression

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		4-Link Right Rear		Swing Arm Left and Right	
6260 & 6270		6290R		6280SA & 6290SA	
COMPRESSION		COMPRESSION		REBOUND	
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	C-0	6	R-0
6	C-1	5.5	C-1	5.5	R-5
5.5	C-2	4	C-2	4.5	R-8
5	C-3	3.5	C-3	4	R-10
4.5	C-4	3	C-4	3.5	R-12
4	C-5	2.5	C-5	3	R-14
3.5	C-6	2	C-6	2.5	R-16
3	C-7	1.5	C-7	2	R-18
	C-8	1	C-8	1.5	R-20
	C-9	0.5	C-9	1	R-22
	C-10	0	C-10	0.5	R-24
	C-11	-0.5	C-11	0	R-26
	C-12	-1	C-12	-0.5	R-28
	C-13	-1.5	C-13	-1	R-30
	C-14	-2	C-14	-1.5	R-32
	C-15	-2.5	C-15	-2	R-34
	C-16	-3	C-16	-2.5	R-36
	C-17	-3.5	C-17	-3	R-38
	C-18	-4	C-18	-3.5	R-40
	C-19	-4.5	C-19	-4	R-42
	C-20	-5	C-20	-4.5	R-44
	C-21	-5.5	C-21	-5	R-46
	C-22	-6	C-22	-5.5	R-48
	C-23	-6.5	C-23	-6	R-50
	C-24	-7	C-24	-6.5	R-52
	C-25	-7.5	C-25	-7	R-54
	C-26	-8	C-26	-7.5	R-56
	C-27	-8.5	C-27	-8	R-58
	C-28	-9	C-28	-8.5	R-60
	C-29	-9.5	C-29	-9	R-62
	C-30	-10	C-30	-9.5	R-64
	C-31	-10.5	C-31	-10	R-66
	C-32	-11	C-32	-10.5	R-68
	C-33	-11.5	C-33	-11	R-70
	C-34	-12	C-34	-11.5	R-72
	C-35	-12.5	C-35	-12	R-74
	C-36	-13	C-36	-12.5	R-76
	C-37	-13.5	C-37	-13	R-78
	C-38	-14	C-38	-13.5	R-80
	C-39	-14.5	C-39	-14	R-82
	C-40	-15	C-40	-14.5	R-84
	C-41	-15.5	C-41	-15	R-86
	C-42	-16	C-42	-15.5	R-88
	C-43	-16.5	C-43	-16	R-90
	C-44	-17	C-44	-16.5	R-92
	C-45	-17.5	C-45	-17	R-94
	C-46	-18	C-46	-17.5	R-96
	C-47	-18.5	C-47	-18	R-98
	C-48	-19	C-48	-18.5	R-100
	C-49	-19.5	C-49	-19	R-102
	C-50	-20	C-50	-19.5	R-104
	C-51	-20.5	C-51	-20	R-106
	C-52	-21	C-52	-20.5	R-108
	C-53	-21.5	C-53	-21	R-110
	C-54	-22	C-54	-21.5	R-112
	C-55	-22.5	C-55	-22	R-114
	C-56	-23	C-56	-22.5	R-116
	C-57	-23.5	C-57	-23	R-118
	C-58	-24	C-58	-23.5	R-120
	C-59	-24.5	C-59	-24	R-122
	C-60	-25	C-60	-24.5	R-124

4-Link / Swing Arm Left and Right		4-Link Right Rear		Swing Arm Left and Right	
6260 & 6270		6290R		6280SA & 6290SA	
COMPRESSION		COMPRESSION		REBOUND	
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	C-0	6	R-0
6	C-1	5.5	C-1	5.5	R-5
5.5	C-2	4	C-2	4.5	R-8
5	C-3	3.5	C-3	4	R-10
4.5	C-4	3	C-4	3.5	R-12
4	C-5	2.5	C-5	3	R-14
3.5	C-6	2	C-6	2.5	R-16
3	C-7	1.5	C-7	2	R-18
	C-8	1	C-8	1.5	R-20
	C-9	0.5	C-9	1	R-22
	C-10	0	C-10	0.5	R-24
	C-11	-0.5	C-11	0	R-26
	C-12	-1	C-12	-0.5	R-28
	C-13	-1.5	C-13	-1	R-30
	C-14	-2	C-14	-1.5	R-32
	C-15	-2.5	C-15	-2	R-34
	C-16	-3	C-16	-2.5	R-36
	C-17	-3.5	C-17	-3	R-38
	C-18	-4	C-18	-3.5	R-40
	C-19	-4.5	C-19	-4	R-42
	C-20	-5	C-20	-4.5	R-44
	C-21	-5.5	C-21	-5	R-46
	C-22	-6	C-22	-5.5	R-48
	C-23	-6.5	C-23	-6	R-50
	C-24	-7	C-24	-6.5	R-52
	C-25	-7.5	C-25	-7	R-54
	C-26	-8	C-26	-7.5	R-56
	C-27	-8.5	C-27	-8	R-58
	C-28	-9	C-28	-8.5	R-60
	C-29	-9.5	C-29	-9	R-62
	C-30	-10	C-30	-9.5	R-64
	C-31	-10.5	C-31	-10	R-66
	C-32	-11	C-32	-10.5	R-68
	C-33	-11.5	C-33	-11	R-70
	C-34	-12	C-34	-11.5	R-72
	C-35	-12.5	C-35	-12	R-74
	C-36	-13	C-36	-12.5	R-76
	C-37	-13.5	C-37	-13	R-78
	C-38	-14	C-38	-13.5	R-80
	C-39	-14.5	C-39	-14	R-82
	C-40	-15	C-40	-14.5	R-84
	C-41	-15.5	C-41	-15	R-86
	C-42	-16	C-42	-15.5	R-88
	C-43	-16.5	C-43	-16	R-90
	C-44	-17	C-44	-16.5	R-92
	C-45	-17.5	C-45	-17	R-94
	C-46	-18	C-46	-17.5	R-96
	C-47	-18.5	C-47	-18	R-98
	C-48	-19	C-48	-18.5	R-100
	C-49	-19.5	C-49	-19	R-102
	C-50	-20	C-50	-19.5	R-104
	C-51	-20.5	C-51	-20	R-106
	C-52	-21	C-52	-20.5	R-108
	C-53	-21.5	C-53	-21	R-110
	C-54	-22	C-54	-21.5	R-112
	C-55	-22.5	C-55	-22	R-114
	C-56	-23	C-56	-22.5	R-116
	C-57	-23.5	C-57	-23	R-118
	C-58	-24	C-58	-23.5	R-120
	C-59	-24.5	C-59	-24	R-122
	C-60	-25	C-60	-24.5	R-124

4-Link / Swing Arm Front		4-Link / Swing Arm Front		4-Link / Swing Arm Front	
SLICK		HSR		1-LIN	
6260S, 6270S, 6280S & 6290S		6270HSR, 6280SAHSR & 6290SAHSR		6270-1LIN, 6260-1LIN	
COMPRESSION		COMPRESSION		COMPRESSION	
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
5	C-0	6.25	C-0	6.25	C-0
4.5	C-1	6	C-1	6	C-1
4	C-2	5.5	C-2	5.5	C-2
3.5	C-3	5	C-3	5	C-3
3	C-4	4.5	C-4	4.5	C-4
2	C-5	4	C-5	4	C-5
	C-6	3.5	C-6	3.5	C-6
	C-7	3	C-7	3	C-7
	C-8	2.5	C-8	2.5	C-8
	C-9	2	C-9	2	C-9
	C-10	1.5	C-10	1.5	C-10
	C-11	1	C-11	1	C-11
	C-12	0.5	C-12	0.5	C-12
	C-13	0	C-13	0	C-13
	C-14	-0.5	C-14	-0.5	C-14
	C-15	-1	C-15	-1	C-15
	C-16	-1.5	C-16	-1.5	C-16
	C-17	-2	C-17	-2	C-17
	C-18	-2.5	C-18	-2.5	C-18
	C-19	-3	C-19	-3	C-19
	C-20	-3.5	C-20	-3.5	C-20
	C-21	-4	C-21	-4	C-21
	C-22	-4.5	C-22	-4.5	C-22
	C-23	-5	C-23	-5	C-23
	C-24	-5.5	C-24	-5.5	C-24
	C-25	-6	C-25	-6	C-25
	C-26	-6.5	C-26	-6.5	C-26
	C-27	-7	C-27	-7	C-27
	C-28	-7.5	C-28	-7.5	C-28
	C-29	-8	C-29	-8	C-29
	C-30	-8.5	C-30	-8.5	C-30
	C-31	-9	C-31	-9	C-31
	C-32	-9.5	C-32	-9.5	C-32
	C-33	-10	C-33	-10	C-33
	C-34	-10.5	C-34	-10.5	C-34
	C-35	-11	C-35	-11	C-35
	C-36	-11.5	C-36	-11.5	C-36
	C-37	-12	C-37	-12	C-37
	C-38	-12.5	C-38	-12.5	C-38
	C-39	-13	C-39	-13	C-39
	C-40	-13.5	C-40	-13.5	C-40
	C-41	-14	C-41	-14	C-41
	C-42	-14.5	C-42	-14.5	C-42
	C-43	-15	C-43	-15	C-43
	C-44	-15.5	C-44	-15.5	C-44
	C-45	-16	C-45	-16	C-45
	C-46	-16.5	C-46	-16.5	C-46
	C-47	-17	C-47	-17	C-47
	C-48	-17.5	C-48	-17.5	C-48
	C-49	-18	C-49	-18	C-49
	C-50	-18.5	C-50	-18.5	C-50
	C-51	-19	C-51	-19	C-51
	C-52	-19.5	C-52	-19.5	C-52
	C-53	-20	C-53	-20	C-53
	C-54	-20.5	C-54	-20.5	C-54
	C-55	-21	C-55	-21	C-55
	C-56	-21.5	C-56	-21.5	C-56
	C-57	-22	C-57	-22	C-57
	C-58	-22.5	C-58	-22.5	C-58
	C-59	-23	C-59	-23	C-59
	C-60	-23.5	C-60	-23.5	C-60

4-Link / Swing Arm Front		4-Link / Swing Arm Front		4-Link / Swing Arm Front	
COMPRESSION		COMPRESSION		COMPRESSION	
VALVE	CLICKS	VALVE	CLICKS	VALVE	CLICKS
6.25	C-0	6.25	C-0	6.25	C-0
6	C-1	6	C-1	6	C-1
5.5	C-2	5.5	C-2	5.5	C-2
5	C-3	5	C-3	5	C-3
4.5	C-4	4.5	C-4	4.5	C-4
4	C-5	4	C-5	4	C-5
	C-6	3.5	C-6	3.5	C-6
	C-7	3	C-7	3	C-7
	C-8	2.5	C-8	2.5	C-8
	C-9	2	C-9	2	C-9
	C-10				