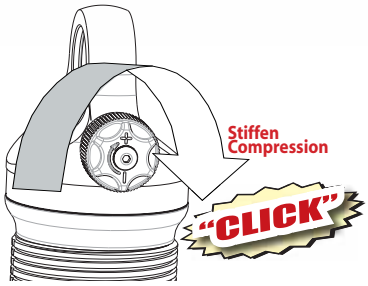
AFCO DRAG SHOCKS

TUNING GUIDE

Door Cars & Swing Arm (style) Dragsters

AFCO RACING PRODUCTS manufactures both single and double adjustable shocks for drag racing applications. The adjustment mechanism is both precise and effective. AFCO recommends making 2 (TWO) clicks per adjustment to fine tune the chassis.

COMPRESSION ADJUSTMENT

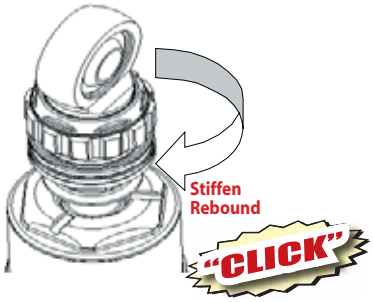


The compression adjustment is made on the body end of the shock. Turning the knob clockwise tightens the valving, making the shock stiffer to compress (right hand threads). This adjustment is also commonly referred to as the "Bump".

Heavy door cars slower than 9.90 - Start the compression 6 clicks from full stiff. Faster cars should have 12-16 clicks to baseline with.

Top Sportsman cars (Light Door and Roadsters) - Start with 8-10 clicks from full soft. **Dragsters -** Start with 5-6 clicks.

REBOUND ADJUSTMENT



The rebound adjustment is made with the black ring on the rod end located at the end of the shaft. This adjustment mechanism controls the rate at which the shock extends or pulls apart. Turning the ring or wheel counter-clockwise softens the shock (right hand threads). This adjustment controls what is commonly called the "Hit" to the tire.

Heavy door cars slower than 9.90 - Start full soft and move up the range two (2) clicks at a time until the 60' times fall off. Faster cars should start with 6-8 clicks from full soft.

Top Sportsman cars (Light Door and Roadsters) - Start with 12-16 clicks from full soft. **Dragsters -** Start with 8-10 clicks

Stock suspension/small tire & big power applications may need more valving than as described above.

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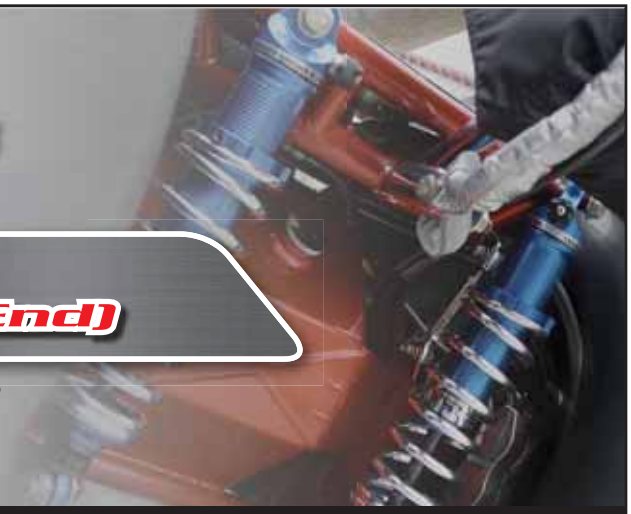
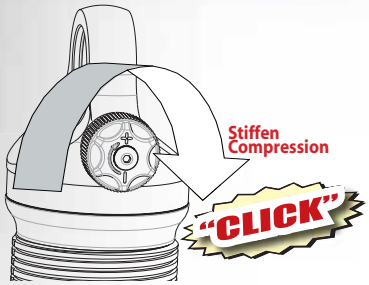
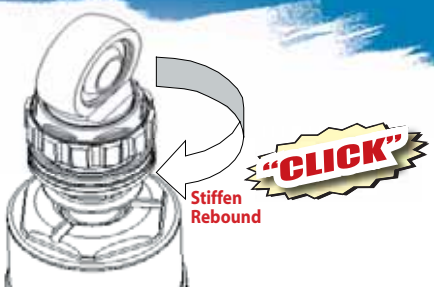


4 Link Dragsters (Shocks Behind Rear End)

AFCO RACING PRODUCTS manufactures both single and double adjustable shocks for drag racing applications. The adjustment mechanism is both precise and effective. AFCO recommends making 2 (TWO) clicks per adjustment to fine tune the chassis.





The compression adjustment is made on the body end of the shock. Turning the knob clockwise tightens the valving, making the shock stiffer to compress (right hand threads). This adjustment is also commonly referred to as the "Bump".

The rebound adjustment is made with the black ring on the rod end located at the end of the shaft. This adjustment mechanism controls the rate at which the shock extends or pulls apart. Turning the ring or wheel counter-clockwise softens the shock (right hand threads). This adjustment controls what is commonly called the "Hit" to the tire.

Dragsters 8.40 & Slower

Start the compression on the left hand shock on 6 (from full soft). Set the compression on the right hand shock on 7 (from full soft). Rebound on both left and right should be set on 6 clicks (from full soft).

IF CAR WRINKLES SIDEWALL EXCESSIVELY -
Stiffen compression on right hand 2 clicks per adjustment and stiffen rebound on left hand 2 clicks per adjustment.

IF CAR SPINS AT HIT -
Soften compression on right hand 2 clicks per adjustment and soften rebound on left hand 2 clicks per adjustment.

Dragsters 8.40 & Faster

Start the compression on the left hand shock on 10 (from full soft). Set the compression on the right hand shock on 12 (from full soft). Rebound on both left and right should be set on 8 clicks (from full soft).

IF CAR WRINKLES SIDEWALL EXCESSIVELY -
Stiffen compression on right hand 2 clicks per adjustment and stiffen rebound on left hand 2 clicks per adjustment.

IF CAR SPINS AT HIT -
Soften compression on right hand 2 clicks per adjustment and soften rebound on left hand 2 clicks per adjustment.

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