



GO FAST

2023

SPEED EDITION

NATIONAL CHAMPIONS



Rookie of the Year



Mississippi State and Ultimate Street Stock Champion

Hello,

I would like to introduce to you BSB MFG. We are a manufacturing company of the finest suspension parts on the market. We have been producing parts for major chassis builders and distributors for the past 28 years. We are a manufacturer, not a warehouse, so there is lead time required for us to build your parts. We do maintain a large part inventory, but due to demand there may be a waiting period.

Again we have changed things and have added new parts, we also have heard the call for our customers and have changed some of the designs to help improve your racing experience, but I would like to 1st take some time to explain what our goals are and how we want to improve your racing program. First we are a performance based company, we build product based on performance not profit, the first thing we ask, is this going to make the car faster and how is this going to improve the handling? Winning is the only reason we build product, I want to win and I want you to win, that is why for over 28 years we have worked towards building some of the best racing products on the market, and by the way, you need to buy original BSB product if you want to guarantee that it is right. BSB is very passionate about what we do and I feel that our customers deserve the very best that we can give them and not some cheap knock off that offers high profit and no performance. When I say Team BSB I really mean it, we are in this together and I stand behind my team, and I stand behind you too. That is why when you receive a BSB birdcage it is fully assembled and perfectly aligned and race ready, not just a bunch of parts thrown in a box. We are looking at each part and making sure that it is complete as it can be so you can spend more time on the important things and less time running down bolts. We do truly care about our customers long after the sale and that is why I want to work with you and that is why I want you to win. So together let's make this one of the best years for both of us, let's Go Fast and win.

I would also like to take some time to thank all of our customers and friends for being so great and helping to make this a wonderful year. Please feel free to call us at any time regarding our products and how they work, our tech line can be reached at (620) 326-3152 from 8:00 am to Noon and 1:00 PM to 5:00 PM CST Monday through Friday. You can also find us on Facebook or our web site, and don't forget if you need Saturday tech help my cell number is 620-399-0323.

And most of all I would like to thank God for dying for our sins so we can do the things we love and for watching over us and this great country we live in. God bless you all and thanks so much.

Jay Neal

Owner

Jay Neal

For all the parts you need to build a winning race teams check us out at www.bsbgoofast.com and visit our facebook page BSB MFG. to stay up to date on all the new things we will be doing this year.



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BSB FACTORY GRIP

When you join TEAM Go Fast you are becoming a part of something bigger. We are not in this to sell you parts but to help you get better. This is a team effort to help improve both of us as a team and to be stronger in the future. When you join you will receive a setup book, shirt, hat, and a membership to speed.

Team Go Fast \$300.00



BEARING GAS PEDAL

Bearing gas pedal allows for smooth movement.
Adjustable on both ends for greater comfort.
Can be fitted for grease zerks.
Needle bearings are sealed in center tube.
Will work great on dirt or asphalt.
Use as straight and 8, degrees.

#3015		\$149.00
#3013	Linkage only	\$35.00
#3015L	With linkage	\$185.00

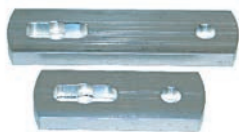


ROD ENDS

SHIFTER ARMS

Fits GM tranny
Sold in sets
One long and one short

#3030 \$17.75



SHIFTER LINKAGE WITH ROD ENDS

#3004-16	\$28.00
#3004-20	\$29.00
#3004-24	\$30.00



SIZE :	MALE/FEMALE	PART # :	STANDARD :	PRICE :
5/16	MALE	ECM5/ECML5	LC	\$5.50
1/2	MALE	ECM8	LC	\$ 5.90
1/2	FEMALE	ECF8	LC	\$5.90
5/8	MALE	ECM10/ECML10	LC	\$9.00
5/8 HM	MALE	PCYML10	CM	\$16.25
3/4	MALE	ECM12/ECML12	LC	\$12.00
3/4	FEMALE	ECF12/ECFL12	LC	\$12.00
COM 10T	COM	COM10T	LC	\$9.00
COM 12	COM	COM12	LC	\$12.00

LC = Low Carbon

CM = Chrome Moly

Change the M to F for female. Exp(ECM8 is ECF8)



RIDE HEIGHT GAUGE

Designed to set ride height from ground to center of bolt of lower control arm.
Range from 7" to 9".
2 magnets help hold it in place
Fits 1/2 bolt with 3/4" hex.

#9038 \$49.00

12 INCH FLEXABLE SCALE



The reason we need this part is it is time to be more accurate in our measurements.
Scale allows you to measure in 1/10".

#9045 \$15.00



LOAD STICK

This ratcheting load stick bolts in where the shock goes on your race car. The stick allows you to change springs with ease and accuracy, along with being able to pull the race car down to dynamic attitude to find your compressed loads and also for an easier way to set static height.

#9013 \$585.00

SPINDLE CHECKER

The most important tool in the box.
Check Ball Joint alignment of spindle.
#9041 comes with 2ea, 1.5" taper pins, 1ea 2" taper pin and a centering rod.
#9042 comes with 2ea 2.0" taper pins, and centering rod.

#9041	\$75.00
#9042	\$75.00
#9041-1 1.5" Taper Upper	\$25.00
#9041-2 1.5" Taper Lower	\$25.00
#9041-3 2.0" Taper Lower GM	\$25.00



ACCESSORIES CLAMP

Allow you to clamp this to a round tube.
Use for body mounts, mirrors, radio holders, and more.
Has 5/16-18 thread mounting hole.
Comes in 4 sizes, 1.250, 1.500, 1.750 and 2.00"



#9028	1.250 dia	\$23.00
#9023	1.500 dia	\$23.00
#9026	1.750 dia	\$23.00
#9027	2.000 dia	\$23.00

PINION ANGLE CLAMP

Allows you to check your pinion angle in a flash.
Lite weight anodized finish.
Fits 3" axle tube.

#9024 \$35.00



**NEW
DESIGN**



BALL JOINT WRENCH

Double ended Ball Joint wrench,
allows easy operation.
Works for both uppers and lowers.



#9032 \$29.00



Billy Griffin

BALL JOINT COLLAR

Universal Collar

#3023-1 \$35.00



LOWER CONTROL CLAMP

Allows you to add a chain or cable
to lower to set sag of front control
arms.
1.250 dia. fits lower tube of control
arm.

#3529 \$40.00



BALL JOINT COLLAR CLEVIS

5/8"-18 THREAD

#3023-2 \$10.00



LIGHT WEIGHT JACK BOLT NUT

1-1/4 dia. with 1-1/8 hex.
Zinc gold.

#7452 \$12.00



ALUMINUM CROSS SHAFT

Used for making adjustable A-Arm
6" center to center holes
Can use on the outside and inside of
upright.

#3023 Standard \$60.00

#3023-4 Left with anti dive \$60.00

#3023-5 Right with anti dive \$60.00



Used for making adjustable A-Arm
6" center to center holes.
Can use on the outside and inside of
upright.
IMCA Legal.
Can be used on both sides of car.

#3400-1 \$48.20





BRAKE PADS

BEST PAD ON THE MARKET



Sold as axle sets, enough to do the front or the rear. Recommend to do whole car.
Embedded in at the factory for better performance.
Allows driver to have a better pedal and more pedal, the pedal feels more one to one.
Improves corner speed and gives car more exit speed.
Both for Late Model and Modified pads available.

#3066 Dyno Lite	\$242.05
#3068 Superlite	\$288.40
#3074 Metric GM	Call for details



Dominic Thyfault

GM MAX TORQUE CALIPER BOLT



Hardened steel bolt to reduce flex and increase braking force.
This is a must have piece for your braking system.
Drilled for safety wire.
Fits GM standard or metric caliper.

#10110	\$19.23
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PINTO SPINDLE CALIPER BRACKET



Machined locating surfaces allow for correct fit.
5/16 thick for more strength.
Guides help caliper to move straight.
Use with metric calipers and hybrid rotors.

#7072 Left	\$55.00
#7073 Right	\$55.00

METRIC CALIPER PAD SPACER



Use with metric calipers.

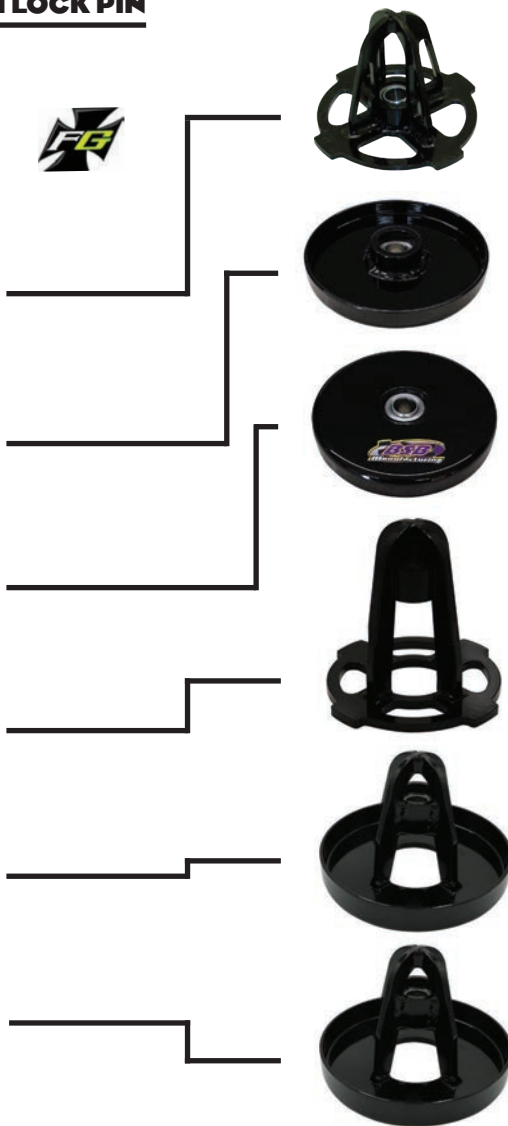
#7069	\$12.00
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Blake Henn

LIGHT WEIGHT JACK BOLTS WITH LOCK PIN

Quick Change Jack Bolt			
Description	B/L	P/N	Price
Bolt Only	4"	#7454	\$60.00
	6"	#7453	
	8"	#7494	
Bolt / 5" ID Cup Combo	4"	#7456	\$115.00
	6"	#7457	
	8"	#7672	
	Cup	#7448-1	\$64.00
Bolt / 5" OD Cup Combo	4"	#7442	\$115.00
	6"	#7443	
	8"	#7673	
	Cup	#7444	\$64.00
Bolt / 5.5" OD Cup Combo	4"	#7492	\$115.00
	6"	#7493	
	8"	#7674	
	Cup	#7437	\$64.00
Bolt / 5" ID Drop Cup Combo	4"	#7677	\$115.00
	6"	#7678	
	8"	#7679	
	Cup	#7448-2	\$64.00
Bolt / 5.0" OD Drop Cup Comb	4"	#7485	\$115.00
	6"	#7486	
	8"	#7675	
	Cup	#7439	\$64.00
Bolt / 5.5" OD Drop Cup Comb	4"	#7487	\$115.00
	6"	#7488	
	8"	#7676	
	Cup	#7437	\$64.00



Allows quick disconnect between spring cup and bolt for faster spring change. Indicators allow you to count turns easier. 1"-8 threaded gun drilled bolt. Pin end is 5/8 dia. Lock pin ensures cup stays in place.

GO FAST



3/4 JACK BOLT

3/4-16 thread with a 7/8 hex and 5/8 pin with snap ring on the other end.
6" of thread length.
Fits our spring bucket with a bearing #7448-1.

#7460 Bolt	\$30.00
#7448-1 Cup with bearing	\$61.00

LIGHT WEIGHT JACK BOLTS

Light weight jack bolt is gun drilled with solid ends.
3/4 hex with full and half turn indicators to allow you to count turns.
Works with 7446-3 cup

#7458	8"	Length Bull Nose	\$40.00
#7461	9.5"	Length Bull Nose	\$40.00
#7671	11"	Length Bull Nose	\$40.00



SPRING MOUNT AND CUP



#7331

2pc design clamps over tube.
Can bolt cup on 2.5 forward ,
center or 2.5 behind.

#7331	Short Cup	\$69.00
#7331-20	Tall Cup	\$69.00
#7331-21	5" OD Cup	\$69.00



#7331-21



CLAMP ON SHOCK MOUNT



Steel treaded shock mount
in 1.500 and 1.750 dia.
mounting hole.
Uses .250 key stock welded
in place to stop rotation of
mount.
1-8 tpi thru hole.

#8055-150	\$65.00
#8055-175	\$65.00

Comes complete with bolts
and shock pin.
Fits 1.50" tube.
2.250 Offset from center of
tube to center of pin.

\$4055	\$54.00
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LIGHT WEIGHT JACK BOLTS REAR SPRING

LIBERTY BOLT			
Description	B/L	Part Number	Price:
Bolt Only (Bearing Included)	4"	#7476	\$60.00
	6"	#7477	
	8"	#7596	
Bolt / Short Cup	4"	#7478	\$115.00
	6"	#7479	
	8"	#7597	
	Cup	#7350-7	\$39.00
Bolt / Tall Cup	4"	#7480	\$115.00
	6"	#7481	
	8"	#7598	
	Cup	#7449	\$39.00
Bolt / 5" OD Cup	4"	#7489	\$115.00
	6"	#7490	
	8"	#7599	
	Cup	#7540-30	\$52.00
Bearing Kit	All	#7464-7	\$15.00



Machined clevis with bearing and
o-ring. Allows adjustment of
shock up and down with out
removing shock. Works in both
front and rear of car.

#7471	4" bolt + nut	\$60.00
#7472	6" bolt + nut	\$60.00
#7473	8" bolt + nut	\$65.00
#7474	1"-8 nut	\$10.00



Allows rear spring cup to swivel without
tilting.
With or with out bearing depending on rules.
Indicators allow you to count turns easier.
1"-8 threaded gun drilled bolt.
Set screw locks center bolt in place.

LIGHT WEIGHT SPRING CUPS



Light weight spring cup design.
Allows cup to swivel in all
direction.

Use bolt 7458-8 or 7461-11

#7446-3 Cup \$39.00



Light weight spring cup with
1/2" hole in base.

Use bolt 7468, 7469 and 7482

#7350-7 \$39.00



5" tall spring cup
Bottom plate has 1/2" hole to
tighten to bolt.

Use bolt 7468 or 7469

#7449 \$39.00



O.D. SPRING HOLDER

5" THRUST BEARING SET



5 inch bearing sets allows
bearing to spin without bind.
Fits both OD spring holders and
spring sliders.

#7545-3 5" OD bearing \$35.00



Holds the OD of small wire
springs to help them centered
up spring cup.
Fits on OD of spring and OD of
slider cup.

#7545 \$52.00

1/2" AND 5/8" JACK BOLT



Light weight jack bolt is gun drilled with solid ends.
3/4 hex with A-F indicators to allow you to count turns.
1/2" or 5/8" short pins and 5/8" long pin to fit cups.
In 4", 6" and 8" threaded bolt lengths.

4"	#7468	5.7"	length	1/2 pin with snap ring	\$40.00
	#7466	5.7"	length	5/8 pin with snap ring	\$40.00
	#7465	6.7"	length	5/8 pin with snap ring	\$40.00
6"	#7469	7.7"	length	1/2 pin with snap ring	\$40.00
	#7467	7.7"	length	5/8 pin with snap ring	\$40.00
	#7459	8.7"	length	5/8 pin with snap ring	\$40.00
8"	#7482	9.7"	length	1/2 pin with snap ring	\$40.00
	#7483	9.7"	length	5/8 pin with snap ring	\$40.00
	#7484	10.7"	length	5/8 pin with snap ring	\$40.00

Cup #	Pin Size	Length	Pin Size	Cup #
7449	1/2" ←	4"	5/8" →	7448-1
7350-7		6"		7444
		8"		7437
				7448-2
				7439
				7437

BIRDCAGE 3 LINK MOUNT



New light weight design.
Locates brakes and trailing arm brackets.
Gibbs locate and keep birdcage from rotating on axle tube.
Drill fixture available.



#450	\$108.00
#4182	\$17.00

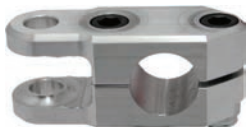
CHAIN AXLE CHAIN

2pc. clamp to mount chain to.

#455	\$60.00
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SHOCK MOUNT



Spacing is from center of tube to center of mounting bolt.

100-10 is a 1" hole with 1.750 spacing.

100-125 is a 1.250 hole with 2" spacing.

#100-10	\$48.00
#100-125	\$48.00

PULL BAR MOUNT



Clamps to axle tube allows you to mount pull bar.

Gibb design keeps bracket from rotating.

#610	\$94.00
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BRAKE BRACKET



Brake bracket bolts to center birdcage.

#511	\$30.00
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Bolts to side bell.
3/8" thick aluminum.

#600	\$59.00
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RIGHT AND LEFT SIDE

TRAILING ARM



Made to mount 3 link and shock to.
Allows shock drop.

#453 R or L	\$62.00
#4173 Shock mount	\$28.00

FRONT SPINDLE TETHER



Keep spindle from dropping out all the way.

Allows for 1.25 of quick adjustment.

Clevis are used to bolt shocks in mounts, 1/2-13 lock nuts.

Length is the shortest adjustment on tab.

Can get cable eye to eye in length.

#3172 + lenght	\$75.00
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PINION PLATE



Made to fit a quick change rearend.

Needs seal and o-ring.

3/4" thick plate.

#430	\$78.00
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TELESCOPIC FUEL LOG

Three O-Ring Design to eliminate leakage.
Allows length to be adjusted to match Fuel Bowls.
AN -8 fitting on one end and 3/8 pipe on the other end of fuel log.
AN 10 O-Ring to 3/8 pipe fitting for Aeromotive pumps.
Aluminum Fuel Bowl Gaskets included.
#4711 fits Holley, 4150 style carburetors.
#4712 fits Braswell & Holley Ultra HP carburetors.
For part detail see. <https://www.bsbgoofast.com/copy-of-bsb-shock-oil>

#4711	Crush washer	\$118.00
#4712	O-Ring	\$122.00
#4713	#10 o-ring to 3/8 pipe	\$36.00

Replacement Parts		
#4711-2	-8 AN to 3/4-16 thread post only	\$36.00



AN WRENCHS

Most popular A.N. size of wrench you need. 6, 8 and 10 A.N.
Zinc coated 1/4 steel with engraved numbers for easy reading.

#9017-6	\$15.00
#9017-8	\$15.00
#9017-10	\$15.00



Brian Cross

CROSS LINE LASER LEVELING



Used to level scale pads.
Bright green line is easy to see.
Cross beam used to center car.
#9075 \$100.00

SCALE PADS RISER SET



Holds 16" X 16" square pad.
16.5" x 16.5" run off pad area.
4ea 5000lbs adjustable leveling pads.
Made from .187 thk steel with re forced braces under pad and scale.
Sold as a set of 4.

#9070	2" tall scales	\$1460.00
#9071	2.5" tall scales	\$1460.00

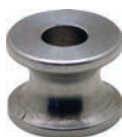


AustinCharles

MOTOR MOUNT RISER

1" riser block to move motor up.
Made from aluminum.
ID hole is .555 dia.

#2025-1 \$12.00



MOTOR MOUNTS

Light weight steel.
Standard Chevy mounts.

#3026 \$29.00 per set



GO FAST

400 LBS BIG SPRING

Fits 4066 6th coil.
2.5" dia spring.

#4069 \$35.35



400 & 600 LBS SPRING

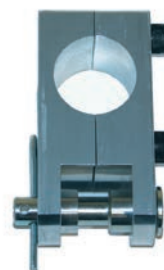
Replacement spring for 4065.
400 lbs spring
600 lbs spring
1.3" dia spring

#4068	600 LBS	\$29.99
#4068-1	400 LBS	\$29.99

5TH & 6TH COIL MOUNTS

Holds 5th and 6th coil assy.
Mounts on 1-1/2" square tube or
1-1/2" round tube.
Complete with quick pin for shock.
Made from aluminum.

#4061	Square	\$54.00
#4062	Round	\$54.00



6TH COIL ASSY

Design allows it to swivel in all
four directions.
Keeps even pressure on chain.
Smoother suspension travel.
Comes with a 400 lbs spring.
2-1/2" ID spring.

#4066 \$160.00



6TH COIL ASSY

Design allows it to swivel in all
four directions.
Keeps even pressure on chain.
Smoother suspension travel.
Comes with 600 lbs spring.
Includes 1/2" rod end.

#4065 \$145.00

CARB NUT AND SUPPORT

Allows you to tighten air cleaner
without deforming .
O-ring seals both sides.
Cut to fit height.

#2013 \$45.00



PINION BRACKET



Double sided adjustable pinion mount
Angled to allow movement of J-Bar without changing length.
Built in seal and adjustment lines on both sides.
Complete with one adjuster, bushing and bolts

#4036		\$161.00
#4026-4	Seal	\$12.00
#4045	3/4 Stud	\$33.00
#4043-34	Bushing	\$11.00



DOUBLE SIDED ADJUSTABLE PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.
1.0" thk with oil seal.
With steel spacer bushing and lock nut
Marked for easy adjusting

#4039s (with seal)	\$161.00
#4026-4	Seal \$12.00
#4045	3/4 Stud \$33.00
#4043-34	Bushing \$11.00

DOUBLE SIDED CLIMBING PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.
1.0" thk with oil seal.
With steel spacer bushing and nut
Marked for easy adjusting

#4026	\$168.00
Replacement Parts	
#4026-1 Bushing	\$48.00
#4026-2 Nut	\$16.00
#4026-3 Spacer	\$3.00
#4026-4 Seal	\$12.00

THREADED STEEL STUD

Made for adj. pinion plates.

#4045	Alum plate	\$33.00
#4046	Steel steel	\$33.00
#4045-7053		\$33.00

STUD KIT

Fits aluminum and steel pinion plates
Comes with stud, bushing nut long bolt and nuts.

#4047A	Alum Bkt	\$60.00
#4047S	Steel Bkt	\$60.00
#4047A-7053	Use on #7053	\$60.00

BUSHING

Pinion bushing for adj. brackets

#4043-58	Flat back 5/8"	\$11.00
#4043-34	Flat back 3/4"	\$11.00

FRAME SLIDER



Fits 1.5" or 2.0" square tubing
5" C to C on 3/4-10 holes
Standard for most cars

#3027-15	\$65.00
#3027-20	\$65.00



Booger Brooks



FRAME SLIDER

Single Hole in Center of Tube
2" inch tube.
Lightweight design.

#3063-20	\$65.00
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ALUMINUM J-BAR



Strong 1" thick aluminum.
Comes with toe adjuster, com bearing and rod end.
J-Bar is threaded right hand thread
4081 pictured

Part #	Drop "	Length	Cost
#4082	4.0"	18.375" to 19.50"	\$190.00
#4081	4.5"	19.375" to 20.50"	\$190.00
#4084	4.5"	20.375" to 21.50"	\$190.00
#4078	4.0"	21.375" to 22.50"	\$190.00
#4070-2	N/A	Toe adjuster	\$17.09
#Com-12	N/A	Com ball	\$12.00
#ECML12	N/A	3/4 LH	\$12.00
3/4-16	N/A	3/4 JAM	\$.75



STEEL J-BAR



ADJUSTABLE J-BAR

New adjustable J-Bar.
No need to remove from car to adjust.
Has 5" drop.

#7039-19	18 1/4" to 20 1/2"	\$135.00
#7039-20	20" to 22 1/4"	\$135.00

Replacement Part

#7039-1	Threaded adjuster	\$46.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75



XD ADJUSTABLE J-BAR

Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.
Has 6" drop

#7045-19	17 1/4" to 19 1/2"	\$220.00
#7045-20	19 1/4" to 21 1/2"	\$220.00

Replacement Part

#7039-1	Threaded adjuster	\$46.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75

CLIMBING FRAME SLIDER



Built for Rocket style race cars
Allows you to adjust J-Bar without removing bolt from car
One wrench operation
Made for 2" tube
Middle of tube and outside of tube

#3048-20	\$180.00
----------	----------

Replacement Part

#4026-1	Bushing	\$48.00
#4026-2	Nut	\$16.00



Chris Hawkins

CLIMBING FRAME SLIDER

Built for Mastersbilt style race cars.
Allows you to adjust J-Bar without removing bolt from car
One wrench operation
Made for 2" tube
Middle of tube and inside of tube

#3049-20	\$180.00
----------	----------

Replacement Parts

#4026-1	Bushing	\$48.00
#4026-2	Nut	\$16.00



DOUBLE SHEAR BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality.

Strength: to be strong enough to not flex under load.

Load rating: control load across the bearings.

Alignment: maintain bearing alignment to be zero

Compact: covering a wide array of applications in one piece.

I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

4350 Right	\$599.00
4351 Left	\$599.00

Replacement Parts

#4350-17 4 link plate left	\$80.00
#4350-2 4 link plate right	\$80.00
#4350-5 Shock plate	\$80.00
#4350-3 1/4" top plate right	\$25.00
#4350-4 1/4" bottom plate right	\$30.00
#4350-18 1/4" top plate left	\$25.00
#4350-19 1/4" bottom plate left	\$30.00
#4350-7 4 link bushing	\$7.00
#4350-9 Shock bushing	\$5.00
#3038 Retainer ring	\$24.00



CHASSIS BUSHING



Made to fit a 5/8 rod end
and a 1/2 bolt.
Each bushing is 2.5 long
and you cut to length to
fit your chassis.
Stepped to fit dust boot.

#4350-8 \$13.00 ea



DOUBLE SHEAR PARTS



Fits 4350 birdcage, outer plate.

#4350-2 Right \$80.00



Fits 4350 birdcage, outer plate.
Allows car to hike more.
Left side only.

#4350-17 Left \$80.00



Fits 4350 birdcage, shock plate.

#4350-5 \$80.00



Fits 4350 birdcage, inside double shear plate. 1/4" thk

4350-3 Right \$25.00



Fits 4350 birdcage, inside double shear plate. 1/4" thk.

\$4350-4 Right \$30.00

Fits 4350 birdcage, inside double shear plate. 1/4" thk

4350-18 Left \$25.00



Fits 4350 birdcage, inside double shear plate. 1/4" thk.

\$4350-19 Left \$30.00

BEARING BRAKE FLOATER

Double bearing design
Locates on inner race
New design can lock and unlock
Best way to float brakes
Super light brakes shown
Allows you to float the brakes without affecting the suspension

#4141 Fits super lite (3.5") \$210.00
#4142 Fits dynalite (5.25") \$210.00

Replacement Parts

#4141-7 Hub \$80.00
#4142-1 Arm \$70.00
#4141-6 Bushings 2 ea \$5.00
#4141-5 Lock ring \$65.00



GO FAST



LOCK RING



Fits 3" axle tube
3/4" thk
Made from aluminum
Includes bolt.

#3038 \$24.00

CLAMP BRACKET



Fits 3" axle tube
Split design
4", 5" and 6" drop
Used for running on the clamp
Uses shock mount #3035

#4011 \$69.63

GO FAST

CLAMP BRACKET



Fits 3" axle tube
Split design
6", 7" and 8" drop
Used for running on the clamp
Uses shock mount #3035

#4012 \$69.63

CLAMP BRACKET



Fits 3" axle tube
Split design
4", 5" and 6" drop
Used for running on the clamp
Uses shock mount #3035

#4013 \$69.63

CLAMP BRACKET



Fits to retainer ring sold with
birdcage #4121, #4196.
Comes with bolts add your shock
mount to it.

#4180-1 \$37.49



Kaede Loudy

BRAKE CLAMP



Fits 3" axle tube.
Fits both style brake bkts.
Fits 11" rotors.
Bolts included.

#4165 \$49.00

Replacement Parts
#4182 Pin \$17.00

CLAMP ON BRAKE BRACKET



Fits 3.0" axle tube.
Fits super light style calipers.
Used for clamping to tube.
Pin allows you to fine tune location.

#4169 \$55.00

Replacement Parts
#4182 Pin \$17.00

BRAKE BRACKET



Fits super light style calipers
Bolts to part #4165

#4166 \$36.00

BRAKE BRACKET



Fits dynalite style calipers
Bolts to part #4165

#4166W \$36.00





BEARING CHAIN HOLDER

Allows chain to rotate freely
No bind in chain under braking
Keeps from lifting the rear end

#4159	\$160.00
Replacement Parts	
#3038 Retainer ring	\$24.00
#7320-5 Inner race	\$18.00



90 DEGREE SHOCK MOUNT

5,6 or 7" drop
Clevis is wider to clear shock body.
Built in spacer stays in place.
Fits BSB and GRT Birdcages

#4210-9	\$85.00
Replacement Parts	
#7550-7 Clevis	\$39.85
#7550-8 Bushing	\$3.00



YouTube



Steve Johnson III

90 DEGREE SHOCK MOUNT

Dual 7/16" bolt design
Clevis is wider to clear shock body.
Built in spacer stays in place.
TWM, PPM Replacement



#4195-7	\$84.00
Replacement Parts	
#7550-7 Clevis	\$41.00
#7550-8 Bushing	\$3.00



ROLLER BEARING

Double row ball bearing
Dirt seals
2 sizes to chose from
3.004, or 3.008

#4004 -3.004	
#4008 -3.008	\$41.00



JC Wilson

SHOCK MOUNT

Used on our 4-Link bkts
1/2"-13 tapped hole



#3035	\$33.00
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Craig Hansen

GO FAST

MODIFIED FRONT SPRINGS

5" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-450-5F	450	6.08
BSB-500-5F	500	6.00
BSB-550-5F	550	5.91
BSB-600-5F	600	5.86
BSB-650-5F	650	5.68
BSB-700-5F	700	5.60
BSB-750-5F	750	5.39
PRICE		\$80.00

STOCK CAR FRONT SPRINGS

5-1/2" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-950-09F	950	5.00
BSB-1000-09F	1000	4.91
BSB-1050-09F	1050	4.86
BSB-1100-09F	1100	4.68
BSB-1150-09F	1150	4.60
BSB-1200-09F	1200	4.39
PRICE		\$80.00

MODIFIED REAR SPRINGS

5" OD X 13" FREE LENGTH

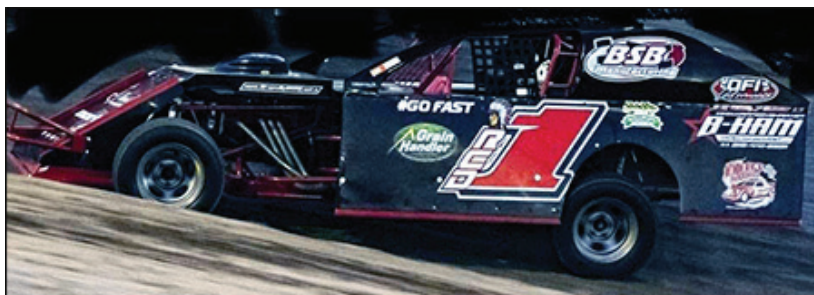
PART NUMBER	RATE #	TRAVEL
BSB-150-13R	150	10.47
BSB-175-13R	175	10.10
BSB-200-13R	200	9.95
BSB-225-13R	225	9.81
BSB-230-250-13R*	230-250	9.81
BSB-250-13R	250	9.69
PRICE		\$80.00 (*\$105.00)

5" OD X 16" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-80-16R	80	12.9
BSB-125-16R	125	12.95
BSB-150-16R	150	12.95
BSB-175-16R	175	12.95
BSB-200-16R	200	12.95
BSB-225-16R	225	12.81
BSB-250-16R	250	12.69
PRICE		\$85.00



Springs are often overlooked because of how we have been trained to understand and rate them, this is a by product of their growth over the years. In today's market springs are a marketing tool more than a performance product and that is because, when you look at a spring you see an object that is unfixable, which means it is not broke until you see it in pieces. The truth about a spring is they can add a ton of grip to a race car and improve the handling and still don't have to cost a bunch. When we set out to build a spring we turned our effort to a company that builds springs for performance with an engineering staff that was backed by racing technology. This allowed us to improve on what the current market had and to build a spring that could enhance the performance of your car. With a higher grade of material than a standard race spring and a better design we have produced a spring that will increase the grip level and handling of your car. As I have said the three things that produce the most feel are the spring, shocks and tires, so why are you overlooking the springs?



Dan Wheeler

MOD LITE COIL-OVER SPRINGS

PART NUMBER	RATE #	OD X H
BSB-110-10	110	1 7/8 X 10
BSB-120-10	120	1 7/8 X 10
BSB-130-10	130	1 7/8 X 10
BSB-140-10	140	1 7/8 X 10
BSB-150-10	150	1 7/8 X 10
BSB-160-10	160	1 7/8 X 10
BSB-180-10	180	1 7/8 X 10
BSB-200-10	200	1 7/8 X 10
BSB-220-10	220	1 7/8 X 10
PRICE		\$75.00

BEST SPRING EVER

35% LIGHTER THAN STANDARD SPRINGS

Free height and rate checked and serialized.

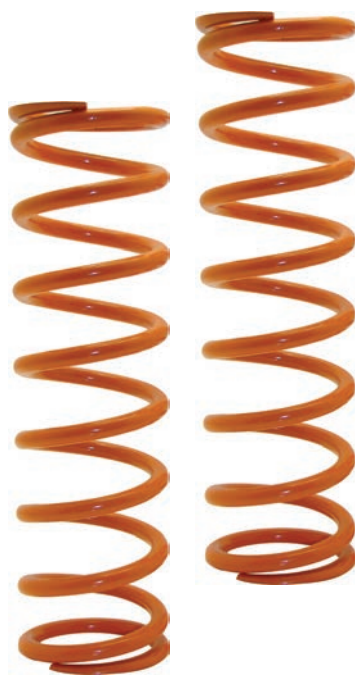
More travel than standard springs.

Less spring bind

Helps on corner entry by not binding spring and leaves more rebound in spring for corner exit.

Helps improve lap times

Increase drive off corners



Less active coil produces a better spring with more performance. No spring fade during race season.

Heat treated material adds life to the spring. Linear rates thru full travel.

Each spring is free height measured and rated before getting a unique sn #.

Rate x 10" \$75.00

PULL BAR SPRINGS

PART NUMBER	RATE #	PRICE
HYP 600/1200	600-1200	\$75.00
HYP 900/1300	900-1300	\$75.00
YJ 600/1200	600-1200	\$50.00
YJ 900/1300	900-1300	\$50.00



Eric Perry

GO FAST

400 LBS BIC SPRING

Fits 4066 6th coil.
2.5" dia spring.

#4069 \$35.35



400 & 600 LBS SPRING

Replacement spring for 4065.
400 lbs spring.
600 lbs spring.
1.3" dia spring.

#4068	600 LBS	\$29.99
#4068-1	400 LBS	\$29.99



COIL-OVER RISER

Used to raise spring up 1".
Bolts in place of cover ring.
Shock eye fits down in top hole.
Fits BSB, Bilstein and QA1 shocks.



#6650-9QA1	\$25.00
#6650-9	\$25.00

COIL-OVER KIT WRENCH'S



6650-12

6650-11

6657-8

6657-7

Wrench's to adjust preload on coil over kits .

#6650-11	Fits tube of coilover	\$24.50
#6650-12	Fits coilover nut	\$24.50
#6657-7	Fits adj. top nut 1"	\$16.50
#6657-8	Fits adj. combo wrench	\$16.50

5" COIL-OVER KIT

For 5" spring.
Fits BSB, Bilstein and QA1 shocks.
Threaded tube has scale on both side for easy and fast setting.
8 threads per inch allows easy spring changes.
Slotted top cup with quick lever ring for fast spring changes.
Cross pin allows for easy changing of height.

#6650-B	Fit BSB and Bilstein	\$157.00
#6651	Fits new QA1	\$152.00



2.5" AND 5" THRUSH BEARING AND WASHER



Fits both 7500 and 7540 slider spring cups.
Fits 7545 OD spring holder.
Fits 7540-22 steel OD spring cup.

#60-9090-16-11	Kit 2.5"	\$25.00
#7545-3	Kit 5"	\$35.00

BEARING COIL-OVER KIT 5" SPRING

Swivel and rotates in two directions.
Reduce spring load allow shock to move easier.
8 threads per inch for easy spring changes.
Increase feel and tire load
Sealed to reduce dirt and debris from clogging bearing.

#6654	Fits BSB Shocks	\$198.00
#6654-13	Spring cup top	\$80.00

Replacement Parts

#7550-8	.500 Bushing	\$3.00
#6654-11	.551 Bushing	\$3.00
#6654-12	Bearing kit	\$12.00



COIL-OVER KIT 2.5" SPRING

Fits standard size shocks like Bilstein and BSB.
Great to use in NeSmith Crate Late Model division.
Quick release top cup for fast spring change.

#6655	\$115.00
#6655-5 Bushing	\$7.50
#6655-4 Spring wire	\$5.50



60 & 61 SERIES GAS SHOCK



46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Non Adjustable

The non adjustable is the base to the 60 Series shocks, it can have very good low speed and good high speed.

Rebound Adjustable

A larger range of adjustment with 20 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

7" AND 9" GAS SHOCKS

60 Series Shock	\$375.00
61 Series Adj. Shock	\$470.00



Crate Late Shock Package



BSB Shock Oil



COIL-OVER KIT

Easy and fast spring removal.

Tall threaded cup to protect threads on shock.

Jam nut to hold in place.

#60-9090-16 \$83.00



Understanding our part

Series	Rebound	Compression	Length
60	30	50	9

62 SERIES GAS SHOCK



Double Adjustable

40 clicks rebound and 8 clicks compression.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

7" AND 9" GAS SHOCKS

62 Series Adj. Shock	\$625.00
60-9090-16 Coil-over Kit	\$68.00

COIL-OVER KIT



Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16 \$83.00

Understanding our part numbers

Series	Rebound	Compression	Length
60	-	30	-
		50	-
			9



INFLATION TOOL WITH CASE

Gauge range: 0-300 PSI
Gauge face rotates 360°.
Schrader fill valve swivels 360°.
Precision bleeder valve.
Anti-Air loss connector.

#60-9090-52 \$85.00



70 & 71 SERIES GAS SHOCK & BASE VALVE

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed .
Low speed helps control the car and high speed gets you thru the rough.

Rebound Adjustable

A larger range of adjustment with 20 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

Base Valve

The base valve is designed to head off head perssure reducing rod force giving the driver more feel.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Rebound adjuster and needle have been upgraded on this shock to improve performance, we increased the rebound open to improve how the shock works.

7" AND 9" GAS SHOCKS

70 Series Shock	\$375.00
70 Series Base Valve	\$450.00
71 Series Adj. Shock	\$500.00



Crate Late Shock Package



Scan me



Tony Carbone



COIL-OVER KIT

Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16 \$83.00

Understanding our part numbers

Series	Rebound	Compression	Length
60	-	30	-
		50	-
			9

44 SERIES GAS SHOCK



Threaded Aluminum Body

No more messing around with those coil over sleeve.

Expanded Gas Volume

Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

High Flow Piston

Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Base Valve

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Low Drag Seals

Low drag seals reduce hysteresis which allows for better feel and are more control.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

6" AND 7" GAS SHOCKS

#44-9090-6	\$175.00
#44-9090-6 BV	\$210.00
#44-9090-16 Coilover kit	\$50.00



Trevin Frye

COIL-OVER KIT



#44-9090-16 \$50.00

EXTENDED SHOCKEYE



1.0" longer than standard shockeye.

#12-9090-5-3 Assy \$15.00

10 SERIES GAS SHOCK

46 mm Front and Rear High Flow Linear Piston
High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

The 38 mm bore front shock is bigger than most on the market giving the front of the car more stability.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

5", 7" AND 9" GAS SHOCKS

10 Series 5" Front	\$215.00
10 Series 7" Rear	\$215.00
10 Series 9" Rear	\$215.00

Shock Package



10 Series Shocks



Darren Phillips



Understanding our part numbers

Series	Rebound	Compression	Length
10	-	30	-
		50	-
			7

1 2SERIES GAS SHOCK



Threaded Steel Body

No more messing around with those coil over sleeve.

High Flow Piston

Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Low Drag Seals

Low drag seals reduce hysteresis which allows for better feel and are more control.

Private Labeling

BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.

6" AND 7" GAS SHOCKS

#12-9090-6	\$150.00
#12-9090-7	\$150.00
#12-9090-17 Coilover kit	\$50.00



COIL-OVER KIT



New design pinch clamp with wider base.

#12-9090-17	\$50.00
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COIL OVER KIT 2.5 INCH

New design 2.5 inch kit design.
Quick release cup for shaft cup.

#12-9090-18	\$80.00
-------------	---------



SHOCK TRAVEL INDICATOR



Fit over a 1-7/8" spring
1/4 rod is 14" long

#12-9090-30	\$66.00
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13 SERIES GAS SHOCK

Threaded Steel Body

No more messing around with those coil over sleeve.

Expanded Gas Volume

Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

High Flow Piston

Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Base Valve

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Private Labeling

BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.

6" AND 7" GAS SHOCKS

13 Series Shock	\$200.00
13 Series Base Valve	\$230.00
13 Series SRT Piston	\$230.00

Mod Lite Shock Package



Matt Filkins

COIL OVER KIT



New design pinch clamp with wider base.

#12-9090-17 \$50.00

12 Series Custom Valving



EXTENDED SHOCKEYE

1.0" longer than standard shockeye.

#12-9090-5-3 Assy \$15.00



15 SERIES GAS SHOCK

For classes that want no cap on shock or want a seamless shock. All the same qualities and all the same valving, just a different look.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

7" AND 9" GAS SHOCKS

15 Series Shock	\$230.00
15 Series Base Valve	\$300.00
15 Series SRT Piston	\$280.00
15 Series Elite	\$350.00

Base Valve Shocks



SCAN ME

SRT Piston



SCAN ME



Understanding our part numbers

Series	Rebound	Compression	Length
20	-	30	-
		50	-
			9



Calvin Martin

20 SERIES GAS SHOCK

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

7" - 9" AND 11" GAS SHOCKS

20 Series Shock	\$230.00
20 Series 11" Shock	\$280.00
20 Series SRT Piston	\$280.00



Ring Shim Tech



Elite Shocks



Colby Arterton



Understanding our part numbers

Series	Rebound	Compression	Length
20	- 30	- 50	- 9

23 SERIES GAS SHOCK

Threaded Steel Body

No more messing around with those coil over sleeve.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Coilover Kits

Comes in 5.0" and 2.5" depending on what you need.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

6", 7" AND 9" GAS SHOCKS

23 Series 6" SHOCK	\$230.00
23 Series 7" SHOCK	\$230.00
23 Series 9" SHOCK	\$230.00

Behind the Sticker



SCAN ME

Low Speed VS. High Speed



SCAN ME

COIL OVER KITS



#23-9090-16 \$55.00



#23-9090-17 \$78.00

25 SERIES GAS SHOCK

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

Large Gas Chamber

A larger gas volume and a smaller shaft help to reduce rod force build up and dramatically reduce the amount of rod force.

Base Valve

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Schrader Valve option available

7" AND 9" GAS SHOCKS

25 Series Shock	\$325.00
25 Series Base Valve	\$385.00
25 Series SRT Piston	\$375.00
25 Series Elite	\$435.00



Understanding Valve Code



Shocks we Build



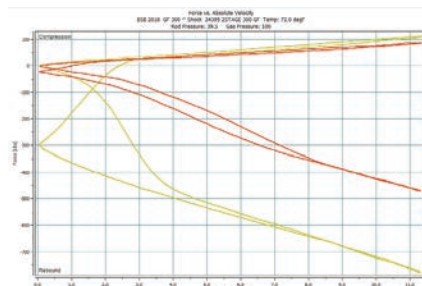
Everett Bradham



Understanding our part numbers

Series	Rebound	Compression	Length			
20	-	30	-	50	-	9

2512 & 1512 SERIES GAS SHOCK



Twin Tube Technology

The T3, twin tube gas shock technology allow us to do a variety of things in one shock, one is an internal check system that allows nice low speed split between compression and rebound increasing rebound open times which allow for better driver feel in the car. 2nd it allows us to do internal bypass in the tube which allows us to determine when the shock is seeing bleed and when it does not. By doing this we can control the amount of time which the car has right front rebound and when it allows that rebound to be released to the rear tires. This changes the balance between the front and rear of the race car allowing a bigger window of error to happen and still have great results in both the front and rear tires. IBP can be done on all 4 corners but is best done on the right front and left rear and can be done with bump zones on both corner of car. This technology is so new to the market we haven't explored all the ways to use it yet but we are finding more ways every day. Help us to help you find new ways to win.

2512 Series Gas Shock 7" or 9"	\$450.00
1512 Series Gas Shock 7" or 9"	\$350.00
2512 Series Gas Shock 7" or 9" srt	\$500.00
1512 Series Gas Shock 7" or 9" srt	\$400.00



TWIN TUBE TECHNOLOGY



Lucas Dobbs



SCAN ME

Understanding our part numbers

Series	Rebound	Compression	Length
20	-	30	-
		50	-
			9

REBUILDERS KIT



Each kit includes, shims, pistons, dividers and seal heads. The 20's and 25's are the same.

#12-9090-99	\$275.00
#20-9090-99	\$315.00

INFLATION TOOL

Allows you to fill all BSB shocks from one tool. Made for the serious shock builder. Comes with pressure gauge.

#20-9090-53	\$585.00
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BUSHING KIT

Comes in 3 lengths, 1.0", .625" and .220 with .550 dia center hole. Used for making short shaft shocks. Packaged with 3 ea 1", 2ea .625" and 2ea .200"



#20-9090-73	Bushing kit	\$23.50
#20-9090-73-1	1" bushing	\$5.45
#20-9090-73-2	5/8 bushing	\$2.50
#20-9090-73-3	.200 bushing	\$1.25

BODY CLAMP 1.970 DIA.



Allows body to be clamped in vise without damage. Fits BSB, Bilstein, and other 46 mm shocks.

#20-9090-49	\$60.00
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SHOCK TOPS



Fits Gen: 2 bodies. Comes complete with hyper screw or Schrader valve and shock eye.

#25-9090-15 Hyper screw	\$68.00
#25-9090-15SV Schrader Valve	\$75.43



Fits 20 and 23 Series shocks. Comes complete with hyper screw or Schrader valve and shock eye.

#20-9090-14 Hyper screw	\$52.00
#20-9090-14SV Schrader Valve	\$60.00



Fits 25 Series shock, upper tube extension.

#25-9090-2A	\$18.29
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SHOCK BODIES



25 Series pressure tube is honed ID. Comes in 7" and 9" lengths.

#25-9090-1-7A	\$79.00
#25-9090-1-9A	\$79.00



20 Series pressure tube is honed ID. Comes in 7" and 9" lengths.

#20-9090-1-7S	\$79.00
#20-9090-1-9S	\$79.00

SHOCK PISTONS 1.812 (46 MM) BORE



#20-9090-26 #20-9090-22 #20-9090-21
8mm Post (.315) \$50.00



Dig-Dig COB Linear
#110-9090-21 Dig. \$30.00
#110-9090-22 COB \$30.00
#110-9090-23 Linear \$30.00

SHOCK PISTONS FIT INTEGAR



#21-9090-25 3 Port \$55.00
#21-9090-27 Reduced Flow \$55.00

SHOCK SHAFT

Brand	Length		Series	Part#	Retail
Afco	7	9	19	410-9090-4-length	\$30.00
BSB	7	9	20,25	20-9090-4-length	\$39.00
BSB	7	9	61,62	61-9090-4-length	\$75.00
BSB	6	7	12	12-9090-4-length	\$35.00
Bilstein	7	9	SZ,SN	20-9090-4-length	\$39.00
Integra	7	9	401	310-9090-4-length	\$30.00
Pro Gas	7	9	Pro Gas	20-9090-4-length	\$25.00



SEAL HEAD ASSY



#12-9090-2 12 Series \$36.00
#20-9090-2 BSB 20 & 25 \$39.00
#60-9090-2 BSB 60,61,62 Series \$35.00
#310-9090-2 Integra \$30.00

SHOCK EYE ASSEMBLY

Fits Afco, Bilstein, BSB and Integrar shocks.



#410-9090-5 Afco \$30.00
#26-9090-5 Integra \$30.00
#12-9090-5 12 Series BSB \$15.00
#20-9090-5 20 Series BSB \$30.00



INLINE EXTENSION



Fits 15, 20 and 25 series shock.
Allows swedge tube to be add to end of shock.
Good for running 9010 shock in line with pull bar.

#20-9090-19-3 \$25.00

SHOCK EXTENSION



#20-9090-19-1 1" Fits BSB and Bilstein \$16.85
#20-9090-19-2 2" Fits BSB and Bilstein \$16.85
#210-9090-19-1 1" Fits QA1 50 & 26 Series \$12.00
#210-9090-19-2 2" Fits QA1 50 \$ 26 Series \$12.00
#310-9090-19-1 1" Fits Integra \$16.00

ALUMINUM SHOCK EYE ASSEMBLY

Fits BSB 60 Series gas shock, 14 mm shock shafts.



#60-9090-5 \$45.00
#60-9090-51 1" EXT. \$50.00

BUMP SPRING BEARING END PROTECTOR



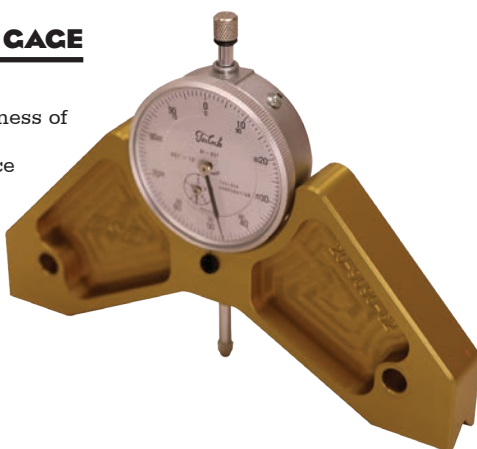
Fits BSB, shocks or shaft smaller than .550 dia.
Allows load from bump to be applied to seal head without causing damage.
Bearing allows housing to turn, to reduce unwanted load on seal head.

#25-9090-72 \$98.80

SHAFT STRAIGHTNESS GAGE

Allow you to check straightness of shaft while still in shock.
Improve weekly maintenance program.
Made for 7" and 9" shafts.
Comes with indicator.

#20-9090-62 \$85.00



BSB BLUE SHOCK OIL



BSB Blue is a high quality, low viscosity anti wear oil specially developed for use in shocks. Race proven to deliver superior performance in all suspension systems. A high viscosity index provides consistent damping through the longest and most extreme of race conditions. A semi-synthetic mineral oil formulation that will not thicken or thin due to changes in temperature. Low foam technology delivers consistent and predictable damping in all racing conditions.

#20-9090-60 Gallon \$69.00
#20-9090-60-2 Qt. \$23.00

BUMP CUP



This Bump Rubber cup creates a constant environment for the bump stop to crush.
Use this cup with COT style bump rubbers or with micro cell to create the bump curves you need.
Cups come in .700" and 1" lengths and fit Bilstein, BSB.

#25-9090-70-7 .700 \$35.00
#25-9090-70-5 1" \$45.00

MICRO CELL BUMP STOPS



Micro-cell foam construction.
Ribbed wall thickness for progressive rate.
Length can be cut-to-length for specific needs.
Three densities available and distinguishable by color.

#25-9090-71-1 Red soft \$27.80
#25-9090-71-2 White med \$27.80
#25-9090-71-3 Blue hard \$27.80
#25-9090-71-4 Packers \$40.50

SHOCK TRAVEL INDICATOR



Fit over a 2.5" spring.
1/4 rod is 24" long for a 9" rear shock.

12 Series indicator fits both 6" and 7" shock up to a 2.5" spring.

#12-9090-30 \$66.00
#20-9090-72 \$66.00

BUMP STOP RATES



THE SMART SPRING SMASHER



SPRING UNLOADER



Fits in holes and unloads spring.

#9082 \$114.00

BUMP LOAD TESTER



Used to test loads from bump stops.

#9085 \$105.00

TRAVEL INDICATOR



Allows you to set your down number to the thousands.
6" travel with magnetic back.

#9086 \$200.00

CLEVIS AND PINS



Top clevis allows movement up and down. Thrust bearing allows easy load of springs.

#9081-12 Top \$100.00
#9081-13 Bottom \$50.00
#9081-14 Pins \$50.00

JBJ WWW Spring Smasher

In this world of technology why would we build a product that has less technology than what is on the market today. COST, is the main reason, we need information but we are paying for it at a alarming rate. This machine is simple and to the point. It will do everything you need to do at a fraction of the price, plus for the modified guys or others it can measure spring rates too. Special thanks to Jeff Bodendorfer Jr and his dad for helping us with this idea.

BENEFITS:

Small foot print, low cost, rugged built, easy to fix.

110 volt, plug in and go, no battery to mesh with.

Spring smashing, bump setting, spring rating, set preloads and pull bar rating is some of the things you can do with this machine.

#9081 \$3130.00

SPRING CUPS

Used to rate 5" springs.

#9084 \$115.00



LOAD STICK



The load stick is design to set ride height based on a pound number than an inch number.

Allows for more accurate setting.

Allows you to set your down number for each spring.

#9013 \$575.00

BEARING BIRDCAGE



LOCKUP RING



Allows you to go from 2-link to 4-link by locking your birrdcages. Bolts thru top and bottom holes. 1/2 thick steel.

#7302-2 #28.00



XD BEARING BIRDCAGE

New design allows for mounting against inner races of bearing.
High alloy 1/2" steel plates
Fits 5/8" rod ends.
3.0" over all width of birdcage, 4.0" with retainer rings.
4 link plate options for right and left side.
Comes complete with shock mount, retainer rings and bushings.
83701L Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.
83702R Comes with 2 ea. 7550-4 clevis shock mounts.

#8370-L	\$365.00
#8370-R	\$365.00
#83701-L	\$400.00
#83701-R	\$400.00
#83702-L	\$435.00
#83702-R	\$435.00

XD BEARING BIRDCAGE

2 piece design for fast and easy repairs.
1/2" thick high alloy steel plate.
Fits 5/8" rod ends.
Comes complete with shock mount, retainer rings and bushings.
71101 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.
71102 Comes with 2 ea. 7550-4 clevis shock mounts.

#7110	\$314.00
#71101	\$350.00
#71102	\$385.00



New hub design allows mounting to the inner race of the bearing for higher side loads.
More bolts in hub design give strength to plate that stops plate from flexing. 1/2" thick high alloy steel plate. 5/8" holes for rod ends.
Works on both sides of car.
Comes complete with all hardware and 3.008 bearing unless specified.
Has 5" and 6" on the front side and 6" and 7" on the backside of plate.
73021 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.
73022 Comes with 2 ea. 7550-4 clevis shock mounts.

#7302	\$312.00
#73021	\$350.00
#73022	\$385.00

Replacement Parts

#7302-1 4-link plate	\$72.00
#7017 Retainer	\$21.00
#4043-58 Bushing	\$11.00
#7011 Shock mount	\$24.00



NEW BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality. I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

#8030R	\$510.00
#8031L	\$510.00

Replacement Parts	
#8030-1 4 link plate right	\$80.00
#8021-10 4 link plate left	\$80.00
#8023-2 Shock plate	\$80.00
#8020-3 1/4" top plate right	\$22.00
#8020-4 1/4" bottom plate right	\$29.00
#8021-11 1/4" top plate left	\$22.00
#8021-12 1/4" bottom plate left	\$29.00
#8023-3 4 link bushing	\$8.00
#8023-7 Shock bushing	\$5.00



ZERO INDEXING PLATES



#8021-10



#8021-11

#8021-12

#8021-10 4 Link plate 1/2"	\$80.00
#8021-11 Top plate 1/4"	\$22.00
#8021-12 Bottom plate 1/4"	\$29.00
#8021-9 3pc. Kit (8020) drilled	\$130.00
#8036-9 3pc. Kit (8036) drilled	\$130.00
#8023-9 3pc. Kit (8023) tapped	\$130.00

Offset holes allow for less indexing of the birdcage during drop of the left rear, allowing you to run a taller or preloaded left rear spring setup. Plates fit 8031, 8023 and 8036 birdcage. By indexing the holes and slowing down the drive in the car it allows you to run the tall soft left rear spring and keeps the car from being over tight on entry. Plates are 1/2" thick and may require different bushings depending on what you have. These plates also have two holes that allow you to lock up the new style brake floater making the brakes being floated on the birdcage or on the brake floater.

ROLLER BEARING

Double row ball bearing.
Dirt seals.
2 sizes to chose from.
3.004, or 3.008.

#4004 3.004	
#4008 3.008	\$40.00



NEW BEARING BIRDCAGE

BSB has added another great piece to it's line of birdcages, this 8035 will take the place of any narrow birdcage that we have sold in the past, such as 7320 or 7110. If you are looking for a double shear birdcage in a smaller package this is it. The 8035 has all the feature needed in a birdcage to get you around the track even in the slickest o conditions, from prefect bearing alignment to 6 inch swive shock mounts.

#8035R	\$510.00
#8036L	\$510.00

Replacement Parts		
#8030-1	4 link plate right	\$80.00
#8021-10	4 link plate left	\$80.00
#8023-2	Shock plate	\$80.00
#8020-3	1/4" top plate right	\$22.00
#8020-4	1/4" bottom plate right	\$29.00
#8021-11	1/4" top plate left	\$22.00
#8021-12	1/4" bottom plate left	\$29.00
#8020-6	4 link bushing long	\$8.00
#8025-9	4 ling bushing short	\$8.00
#8025-8	Shock bushing	\$4.00



GO FAST

HEAVY METAL BIRDCAGE



This is not a fly by night product and we now have a full year of testing in on it and it has work very well on both a Modified and a Late Model. We didn't put it in the catalog last year because we felt like it was a phase and would be gone fast. The weight adds drive to the tire in a good way and is 10 times better than bolting lead to the axle.

Birdcage comes in right or left.
Comes complete with shock mounts and retainer rings.
Cross bolts and reducers bushing included.
Total weight 28 lbs.



#8022	Right	\$510.00
#8023	Left	\$510.00

Replacement Parts		
#8021-10	4-link plate left	\$80.00
#8023-2	Shock plate	\$80.00
#8023-11	1/4" top plate left	\$22.00
#8023-12	1/4" bottom plate left	\$29.00

CHAIN LIMITER IMCA STYLE



Allow you to adjust chain on LR in
1/4 inch increments.
Quick pin design.
Chain is 12" long

#3170		\$94.00
#7516	Lynch pin	\$3.25
#3161	Chain	\$14.00



2PC CHAIN HOLDER

New 2 pc. design is lighter and
cleaner and can be used for
many things.
Allows you to bolt on to axle
tube later.
Chain or 1/2 rod end will fit in
open end.

#7018	\$48.00
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BEARING CHAIN HOLDER



New design is lighter and cleaner.
No snap ring to break.
Allows chain to rotate freely.
Chain pulls straight on rear end
housing.
Keeps from lifting the rear end.
New lighter design.

#7106	\$138.00
Replacement Parts	
#7017 Retainer	\$21.00
#7320-5 Step locator	\$18.00

ACCESSORIES CLAMPS



These are used on chain limiters and
other things that need clamped to
tubes.
Comes in 1.500, 1.750 and 2.00 inches.

#3147	1.250 dia	\$31.00
#3148	1.500 dia	\$31.00
#3149	1.750 dia	\$31.00
#3150	2.000 dia	\$31.00

CHAIN LIMITER WITH BUSHING



Allows you to adjust chain on
LR.
Has about 1" of adjustment.
Cushions chain at full hike.
Add tractions to left rear.

#3160	\$142.00
Replacement Parts	
#7640 Bushing	\$19.00
#3161 Chain	\$14.00



CHAIN WITH TAPE



12" with shrink tape.

#3161	\$14.00
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DUAL BEAR BRAKE FLOATER

Bearing brake floater attached to the birdcage in 2 different lengths 3.250 (7090) and 2.250 (7088) are now available to attach to the 8031, 8023 and 8036 birdcage.

Index able caliper mount allows rotating the bracket to your desired position.

Tighter fit on caliper bracket moves load to bracket instead of bolts.

Comes complete with bushing, inner race locator and retainer ring.

Part #	Length	R to R
7070	1.500"	3.000"
7088	2.250"	3.500"
7090	3.250"	4.500"

#7088	\$230.00
#7090	\$255.00
#7090-1 Arm	\$50.00
#7090-2 Caliper plate	\$42.00
#8310-7 Smoothlocator	\$10.00
#7017 Retainer ring	\$21.00
Length = Arm+hub+caliper mount	
R to R = Outside of ring to ring	

**NEW
DESIGN**



ROLLER BEARING

Double row ball bearing.
Dirt seals.
2 sizes to chose from.
3.004, or 3.008.



#4004	3.004	
#4008	3.008	\$41.00

BEARING BRAKE FLOATER

New design caliper plate allows better movement of caliper.

Allows you to float the brakes without affecting the suspension.

Allows the car to get on the right front tire.

Bottom Hole Lines up with top 4 link hole on Birdcage allowing you to attach the brakes to the B/C and remove the floater bar.

Brake caliper at 90 deg back or 45 deg.

Inner race to locate.

8310-7 inner race goes on 1/2" thk arm side and 7320-5 step locator goes on caliper side.

Comes with two 7017 clamp rings.

#7070	\$232.00
Replacement Parts	
#7090-1 Arm	\$50.00
#7070-1 Caliper plate	\$42.00
#7320-5 Step locator	\$18.00
#8310-7 Smoothlocator	\$10.00
#7017 Retainer ring	\$21.00



**NEW
DESIGN**

XD SERIES METRIC BRAKE BRACKET



.312 thick plate.
Machine fit to guide caliper
straight.
Fits GM metric caliper.
Fits part #7078

#7076 \$34.00



METRIC BRAKE BRACKET

Welded brake bracket and ring.
Tee gibb allows bracket to be move
side to side for perfect alignment.

#7061 \$98.00

Replacement Parts

#4182 Pin \$17.00

XD SERIES BRAKE RING

Better load spread across bolts
Design for less flex.
Fits 3" axle tube.
Caliper bracket bolts to it.
Accepts metric and big brake caliper.

#7078 \$44.00



GOFAST

BEARING 4 LINK PLATES



1/2" thick high alloy steel plate.
Fits 5/8" rod ends.

#8370-4L \$72.00

#7550-1R \$72.00



Fits #7302
1/2" thick high alloy steel plate.
Fits 5/8" rod ends.
5" and 6" on front and 6" and 7"
on back.

#7302-1 \$72.00



1/2" thick high alloy steel plate.
Fits 5/8" rod ends.

#7110-1 \$46.35

BEARING SHOCK PLATE



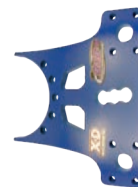
Fits 7550 and 8370
birdcage.
Works great on race track
with more traction.

#7550-12 \$72.00



Fits 8370
1/2" thick high alloy steel plate.

#8370-2 \$72.00



Fits 7110
1/2" thick high alloy steel plate.

#7110-6 \$55.00

8" SHOCK DROP SHOCK MOUNT



6", 7" and 8" shock drop mount.
Fits steel birdcages.
New wider clevis design keeps
from digging into shock body.

#7550-15 Clevis Shock Mt.	\$70.00
#7550-7 Clevis	\$41.00
#7550-8 Bushing	\$4.00

6" SHOCK DROP SHOCK MOUNT



Turns shock to eliminate bind.
6" and 7" shock drop.
Fits steel birdcages.
New wider clevis design keeps
from digging into shock body.

#7550-4 Clevis Shock Mt.	\$70.00
#7550-7 Clevis	\$41.00
#7550-8 Bushing	\$4.00



SHOCK MOUNT

Steel bolt on shock mount.
Can be flipped for shock drop.
5" and 6" drops.

#7011	\$24.00
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SHOCK MOUNT STUD KIT



Stud for standard, 1", & 2"
shock mounts.

#7011-5	\$8.52
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STEEL BUSHING

5/8 bushing for birdcage.
Flat back.



#4043-58	\$11.00
#4043-34	\$11.00

TRACTION SHOCK MOUNT



Move shock mount out to improve
drive on a heavy track.
6" and 7" drops.
Fits steel birdcages.

#7550-17 Clevis Shock Mt.	\$70.00
#7550-7 Clevis	\$41.00
#7550-8 Bushing	\$4.00

DROP SHOCK

1" and 2" drop shock.
Fit steel birdcages.

#7207 1" Drop	\$25.00
#7206 2" Drop	\$25.00



LOCATOR KIT



Allows side load to transmit to
bearing.
A must have for making side bite
and drive in the slick.
Reduces friction on birdcage.
Sold as a set.

#7320-4	\$36.00
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RETAINER RING



1/2" steel lock ring.
Includes 1/4-20 bolt.

#7017	\$21.00
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AXLE MOUNT PANHARD BAR MOUNT



Clamps to axle for rear mounted
panhard bar
Includes lock nut and bushing

#7053	\$185.00
Replacement Parts	
#4043-34	\$11.00

CLAMP BRACKET



2 pc. ring design allow for
easy installation. Double
side plate.

#7326	\$105.00
Replacement Parts	
#7330-3 Plate	\$64.00
#7330-4 Ring	\$62.00

3 LINK NORTHERN SPORT MOD



Welded construction for added strength.
Used for IMCA Northern Sport Mods and others that require 2 link mounts.
Spring cup can be added and placed where needed to fit your application.
Double shear plate design for more strength.
1/2" holes and bushing to fit 5/8 rod ends.
Allows you to run 6" and 7" shock drops.
Spring cup sold separate.

#8010 Right	\$212.00
#8011 Left	\$212.00

3 LINK NORTHERN SPORT MOD



Split rings design allows for different spacing side to side and gives you the option to fully customize your mounts.
Custom plate can be made to allow you and unlimited options, we will need to quote pricing.
Comes complete with shock mount and lower bushing and bolt.

#7360 Right	\$230.00
#7361 Left	\$230.00
#7360-1 Link plate	\$29.00
#7360-2 Shock plate	\$56.00
#7359 Clamp Ring	\$68.00
#7364 Shock mount	\$67.00



SPRING MOUNT AND CUP

2pc design clamps over tube.
Can bolt cup on 2.5 forward, center or 2.5 behind.

#7331	\$69.00
#7331-20 Tall cup	\$69.00
#7331-21 OD cup	\$69.00



3 LINK B-MOD MOUNT

New design allows for different location of 2 link rod changing drive angle of bars.
Mounting straight in front and 2" x 2" down along with standard locations.
New ring design allows for stronger bolting of plates, also allows different spacing of bushing.
Custom plates can be added if wanting to try something different.
New narrow shock plate allows for more shock drop from 4" to 7" while maintaining the same split front to rear as normal.

#7362 Right	\$245.00
#7363 Left	\$245.00

Replacement Part

#7362-1 Link plate 1/4"	\$35.00
#7362-2 Shock plate 1/2"	\$62.00
#7359 Clamp Ring	\$68.00

SPRING MOUNT AND CUP



When adding spring cup to axle tube.
Can weld cup on 2.5 forward, center or 2.5 behind.
Two rings allow for desired spacing and welding.

#8012	\$75.00
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UPPER AND LOWER CUP COMBO



#7331	\$69.00
#7479 6" bolt Short Cup	\$107.00
#7489 6" bolt OD Cup	\$107.00

3 LINK NORTHERN SPORT MOD



Used for IMCA Northern Sport Mods and others that require 2 link mounts.
Great design for spring on top or when using spring slider.
Double shear plate design for more strength, with inner support beam.
Comes with 4043-58 bushing.
Allows you to replace damage parts.
Allows you to run 5", 6" and 7" shock drops.
2 pc ring design.
5 ea, 3/8 bolts to hold plate to ring.

#7350 \$214.00

Replacement Part

#7350-1 Plate	\$32.00
#7350-2 Plate with inner stiffener	\$60.00
#7350-7 Spring cup	\$39.00
#7350-6 2 pc. Ring assy	\$62.00



SPRING CUP

3.5" tall cup.
7448-1 with bearing flush mount.(pictured)
7448-2 with bearing 2" drop cup.
7446-3 with 1.250 center hole.
7350-7 with .500 center hole.
7449 5" tall cup

#7448-1	\$61.00
#7448-2	\$61.00
#7446-3	\$39.00
#7350-7	\$39.00
#7449	\$39.00
#COM10T Bearing	\$9.00

PANHARD BAR REAREND CLIMBER



Gear climbs to any position by rolling up and down the rack.
Plate is 3/4 thk, 1.0" thk total.
Some fabrication will needed to be done to complete mounting.
Welds on into position.

#7064 \$95.00

Replacement Parts

#4026-1 Bushing	\$48.00
#4026-2 Nut	\$16.00



Gear climbs to any position by rolling up and down the rack.
Plate is 1/2 thk, 3/4 thk total.
Some fabrication will needed to be done to complete mounting.
Welds on into position.

#7071 \$170.00

Replacement Parts

#4026-1 Bushing	\$48.00
#4026-2 Nut	\$16.00

3 LINK MOUNT

SPRING BUCKET



Clamp to axle tube for mounting of spring.
Spring on top can swivel or be fixed to ring.
Com ball design allows for proper alignment of bucket with rear end movement.
3.5" or 5" tall cups.

#7451 Right \$75.00

Replacement Parts

#7450-1 Center ring	\$35.00
#7448-1 Swivel Cup	\$61.00



Ideal for IMCA, spring on top can be moved side to side and welded in place.
Allows you to run different shock drops.
Comes with 4043-58 bushing.
2 pc ring design.
3 ea 7/16 bolts to hold plate to ring.
Recommend tack welding for added strength.

#7330 \$185.00

Replacement Part

#7330-3 Plate	\$64.00
#7350-7 Spring cup	\$39.00
#7330-4 2 pc. Ring assy	\$62.00
#4043-58 Bushing	\$11.00



YouTube



ADJUSTABLE J-BAR

New adjustable J-Bar.
No need to remove from car to adjust.
Has 5" drop

#7039-19	18 1/2" to 20 1/2"	\$135.00
#7039-20	20" to 22 1/4"	\$135.00

Replacement Parts		
#7039-1	Threaded adjuster	\$46.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75



FRAME SLIDER

Allows you to move panhard bar up and down without changing the length of it.
Double side for short or long bar.
3/4-16 Bolt for J-Bar mount included.

#7055-15	\$105.00
#7055-20	\$105.00

Replacement Parts	
#4043-34	Bushing \$10.30



Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.
Has 6" drop.

#7045-19	17 1/4" to 19 1/2"	\$220.00
#7045-20	19 1/4" to 21 1/2"	\$220.00

Replacement Parts		
#7039-1	Threaded adjuster	\$46.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75



GRT CLIMBING FRAME SLIDER

Ideal for a GRT.
Fits 1 1/2" and 2" tube.
Allows J-Bar to be moved without adjusting length.
3/4-16 Bolt for J-Bar mount included.

#7577-15	\$168.00
#7577-20	\$168.00

Replacement Parts	
#4026-1	Bushing \$48.00
#4026-2	Nut \$16.00



XD CLIMBING FRAME SLIDER



Allows you to adjust J-Bar up and down without removing it.
3/4" thick steel plate 1" thick at gear.
Adjuster climbs up and down with one wrench.
3/4-16 Bolt for J-Bar mount included.

#7057-15	\$165.00
#7057-20	\$165.00

Replacement Parts	
#4026-1	Bushing \$48.00
#4026-2	Nut \$16.00



STUD KIT

Fits aluminum and steel pinion plates
Comes with stud, bushing
nut long bolt and nuts

#4047S	Steel Bkt	\$60.00
#4047A	7053	\$60.00



FRAME SLIDE



Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.
Used when running J-Bar.
3/4" thick steel.

#7051-15	\$54.00
#7051-20	\$54.00



FRAME SLIDE

Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.
Flip around to use with a j Bar length that fits to center of tube 1" thick steel.

#7052-15	\$69.00
#7052-20	\$69.00

9" FORD CLIMBING PINION PLATE



Allows you to adjust J-Bar up and down without removing it.
1/2" thick steel plate 3/4" thick at gear Adjuster climbs up and down with one wrench.

#7027 \$155.00

Replacement Parts

#4026-1 Bushing	\$48.00
#4026-2 Nut	\$16.00

NEW DESIGN

QC CLIMBING PINION PLATE WITH SEAL



Light weight pinion plate with seal.
Fast and easy adjustment, with one tool.
IMCA legal.
Rage hole for short bar.
Jacking point to easily move rearend.
1/2 thick steel plate with reenforced outer edge.

#7048 \$179.00

Replacement Parts

#4026-1 Bushing	\$48.00
#4026-2 Nut	\$16.00

9" FORD PINION PLATE



Fits 9" Ford rear end.
One wrench adjustment.
Longer adjustment than a standard plate.
With lower hole.
Comes complete with hardware.

#7040 \$155.00

#4047S Threaded stud kit \$60.00

QC CLIMBING PINION PLATE



Fits quick change rear ends, one wrench adjustment, marked for center of pinion.
1/2 thk plate 3/4 thick over gear rack.

#7044 \$155.00

9" FORD 2" OFFSET PINION PLATE



2" Offset to the right

#7022 \$155.00

QC PINION PLATE

Fits quick change rear ends (Winters, Frankland).
One wrench adjustment.
Longer adjustment than a standard plate.
Comes complete with hardware

#7080 \$155.00

#4047S Threaded stud kit \$60.00

BIG BODY DUAL BEARING SLIDER IMCA STYLE



OUTLAW BEARING

The BSB Outlaw Bearing is made for us by a major bearing manufacture, and is not a bushing. It is a Class III bearing that was design to replace a linear ball bearing setup. This bearing is designed to run in a dirty environment and carry 20 times the load of a linear ball bearing, and can do it with or with out lubrication. If your slider has a ball bearing system in it your slider will bind over time causing poor performance and a loss in drive and side bite.

RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

NOT RECOMMENDED

- WD-40
- PTFE Sprays
- Fluorocarbons
- Silicon Oils, Grease or Spray

WD40® is a registered trademark of the WD40 company



OD SPRING CUPS FOR 7540 SLIDER

Fits 7540 and 7541 sliders.
Made for 5" springs.

#7540-30	5/8 hole	\$52.00
#7540-31	2.050 hole	\$52.00

PART #	DESCRIPTION	PRICE
7540	Standard Slider	\$265.00
7540-2	2" Longer Slider	\$265.00
7540-B	Slider with Quick Cup	\$285.00
7540-2B	2" Longer with Quick Cup	\$285.00
7540-BC	Quick Cup and Bearing	\$299.00
7540-2BC	2" Longer Cup and Bearing	\$299.00
REPLACEMENT PARTS LIST		
7508	Bearing Upper	\$27.00
7521	1/2" Rod End (ECF8)	\$5.90
7522	1/2" Rod End (ECM8)	\$5.90
7526	1-7/8 Snap Ring	\$1.61
7540-5	5/8 Shaft	\$32.00
7540-6	5/8 Shaft 2" Longer	\$32.00
7540-7	Plunger Bearing	\$20.00
7540-9	1-1/2 Nut	\$48.00
7540-10	Slotted Cup	\$34.50
7540-11	2" Snap Ring	\$1.34
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$95.00
7540-16	Rebuild Kit 2" Longer	\$95.00

REPLACING A SHAFT

Shaft Length in Body	
To determine length of shaft, fully extend the shaft from body and measure chrome part of shaft.	
#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long
Shaft removed from body	
Measure length of chrome	
#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

BIG BODY DUAL BEARING SLIDER UMP STYLE

PART #	DESCRIPTION	PRICE
7541	Standard Slider	\$265.00
7541-2	2" Longer Slider	\$265.00
7541-B	Slider with Quick Cup	\$285.00
7541-2B	2" Longer with Quick Cup	\$285.00
7541-C	Slider with per load bearing	\$285.00
7541-2C	2" longer w/bearing	\$285.00
7541-BC	Quick Cup and Bearing	\$299.00
7541-2BC	2" Longer Cup and Bearing	\$299.00
REPLACEMENT PARTS LIST		
7508	Bearing Upper	\$27.00
7521	1/2" Rod End (ECF8)	\$5.90
7522	1/2" Rod End (ECM8)	\$5.90
7526	1-7/8 Snap Ring	\$1.61
7540-5	5/8 Shaft	\$32.00
7540-6	5/8 Shaft 2" Longer	\$32.00
7540-7	Plunger Bearing	\$20.00
7540-9	1-1/2 Nut	\$48.00
7540-10	Slotted Cup	\$34.50
7540-11	2" Snap Ring	\$1.34
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$89.00
7540-16	Rebuild Kit 2" Longer	\$89.00

The outlaw slider is great but the XD slider may be the last one you ever buy. We design the XD series for the racer that wants to spend less time on his race car parts and more time on his race setup. We added an invert bearing surface to the face of the plunger to give it super stability at full extension.

Dual Bearing surface both on shaft and ID of bore.

Bigger bore reduces side load Improved internal parts design for extended life All steel construction

STANDARD FEATURES

Outlaw bearing
AN wiper
Double lip seal
5/8 shaft harden and chrome
Quick release pin
2" high spring retainers
Totally sealed tube for less maintenance

Add "B" to part number for new style cup, (exp 7540-2B)

Add "C" to part number for perload bearing, (exp 7540-C) or (7540-2BC) for both cup and bearing.



Jake O'Neil

BIG BODY DUAL BEARING SLIDER 2.5"



Why not, these boys that run asphalt need good parts too. So we took the best spring eliminator and made it for a 2.5 inch spring. It uses two bearing design to ensure stable loads as it moves up and down and the bigger bore will help carry the load better that is produced by the bigger tire. It comes with a quick release upper cup and a threaded lower cup, (8 turns per inch). Preload bearings and quick release cup options are available for this slider too.



PART #	DESCRIPTION	PRICE
7542	Standard Slider	\$288.00
7542-2	2" Longer Slider	\$288.00
REPLACEMENT PARTS LIST		
7508	Bearing Upper	\$27.00
7542-4	1/2 shock eye	\$45.00
20-9090-5-2	Com ball 1/2	\$12.00
10-9090-22	End cap only	\$35.00
12-9090-2-9	End cap o-ring	\$1.43
7540-5	5/8 Shaft	\$32.00
7540-6	5/8 Shaft 2" Longer	\$32.00
7540-7	Plunger Bearing	\$20.00
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$89.00
7540-16	Rebuild Kit 2" Longer	\$89.00

RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

NOT RECOMMENDED

- WD-40
 - PTFE Sprays
 - Fluorocarbons
 - Silicon Oils, Grease or Spray
- WD40® is a registered trademark of the WD40 company

SPRING CUP KIT



#60-9090-16-1 Shaft cup	\$30.00
#7542-3 Nut	\$30.00
#7542-5 Cup threaded	\$30.00
#7542-16 Kit	\$78.00



Neil Thompson

GO FAST



OUTLAW SLIDER

NEW state of the art bearing slider.

New (Outlaw) bearing allows for less maintenance and higher load rating. The (Outlaw) bearing uses aircraft technologies to produce the smoothest bearing on the market. The Outlaw bearing can run 20x more side load than the standard liner bearing and has 5 times the life of a standard bearing.

STANDARD FEATURES

Outlaw bearing
Double lip dirt seal
5/8 harden shaft and chrome
Pin release lock nut
Slotted top plate
Floating lower plate
2" high spring retainers
Totally sealed tube for less maintenance

#7500 \$230.00

#7500-2 Longer Shaft \$230.00

REPLACEMENT PARTS LIST

#7504	5/8 Shaft	\$32.00
#7504-2	5/8 Shaft 2" Longer	\$32.00
#7506	1 1/2 Nut	\$36.00
#7508	Bearing	\$27.00
#7509	Double Lip Seal	\$4.25
#7512	Plunger	\$22.00
#7513	1-1/8" Snap Ring	\$1.34
#7514	5/8" Snap Ring	\$1.07
#7516	Lynch Pin	\$3.25
#7518	Rebuild Kit	\$79.00
#7518-2	Rebuild Kit 2" Longer	\$79.00



YouTube



Jake Maynard

GO FAST

Shaft Length in Body

To determine length of shaft, fully extend the shaft from body and measure chrome part of shaft.

#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long

Shaft removed from body

Measure length of chrome

#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

BSB will rebuild your Outlaw or XD slider labor free for life.

SLIDER LENGTH

Part#	Closed	Open
#7500	16.2"	24.4"
#7500-2	17.6"	25.8"
#7540	15.7"	24.7"
#7540-2	17.1"	26.1"





YouTube

SLIDER WRENCH



#7510 \$19.00

2" SHAFT EXTENSION



Adds 2" to length of shaft.
Fits all 7500 and 7540 slider.

#7529 \$16.00

SPRING CUPS

#7502 Slotted	\$34.50
#7503 Shaft Plate	\$34.50
#7540-10 Slotted	\$34.50



OD SPRING CUP



Fits on the OD of the spring instead of the ID.
Works on lighter spring rate like 80 lbs.
Fits 7540 on both ends and 7500 on shaft end.

#7540-22 Shaft	\$29.46
#7540-23 Slotted	\$29.46



Scotty Oliver



BEARING NUT ASSY

Allows easy preload of long springs.
Comes with longer nut and bearing.
Fits all 7540 sliders made.

#7540-20 \$48.00

OD SPRING CUP



Holds the OD of small wire springs to help them centered up spring cup.
Fits on OD of spring and OD of slider cup.

#7545-3 5" OD bearing	\$41.00
#7545 Cup	\$52.00



QUICK RELEASE SLOT CUP

Fits both XD and Outlaw sliders.
5/8" hole in bushing.
Ask for when ordering.

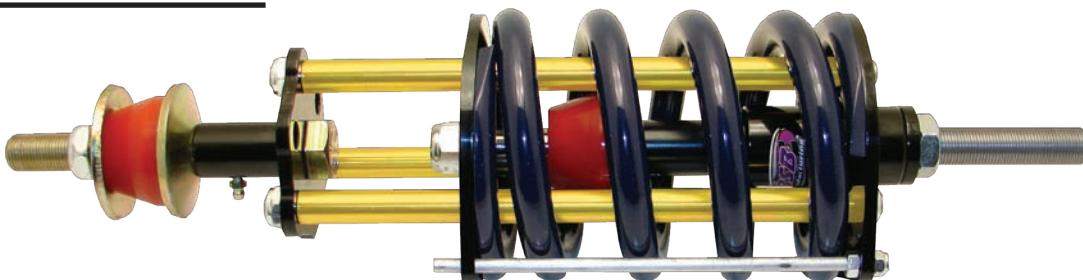
#7532	\$65.00
#7532-2 Bushing	\$15.00
#7532-4 Cup	\$45.00
#7516 Lynch pin	\$3.25

SLIDER WRENCH



#7540-19 \$28.00

OUTLAW THREE WAY PULL BAR



BSB 3 way pull may not look like the hottest thing out, but what looks leave off performance makes up. People have been looking for magic in a pull bar but it is just not there, understanding what you need is how you determine what to do. We have fixed some of the issues like plate flex and rod sticking but the main issues is how it makes load to the tire. This is one of the best all-around pull bars on the market for making forward drive there is, it has a great traction curve in a range of 2200 to 2800 pounds which allows just about every tire there is to make grip. If you are looking for magic look somewhere else, but if you are looking for drive here you go.



#7615	Complete Unit	\$425.00
Replacement Parts		
#SPRING	1075 lbs	\$75.00
#7640	Ploy Bushing	\$19.00
#7615-3	Upgrade Kit	\$74.98
#7600-8	3/4 Main shaft	\$40.00
#7600-9	5/8 Gold rods ea	\$25.00

PULL BAR SPRINGS



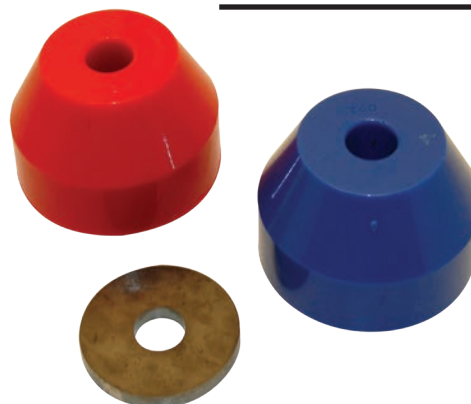
#7615-4	(1075lbs)	\$75.00
#HYP	900/1300	\$75.00
#YJ600/1200		\$50.00
#YJ900/1300		\$50.00
#YJ1000/1600		\$50.00

POLY-BUSHING



Small brake bushing used on pull bars.

#7640 - Red	\$26.00
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REPLACEMENT POLY-BUSHING

2 3/8" X 3.345 O.D. Small
5.0" X 3.345" O.D. Large
Singles need washer between them.
You pick color combo.

#7650-11	Single	\$38.00
#7650-12BR	Blue-Red	\$70.00
#7650-12BB	Blue-Blue	\$70.00
#7650-12RR	Red-Red	\$70.00

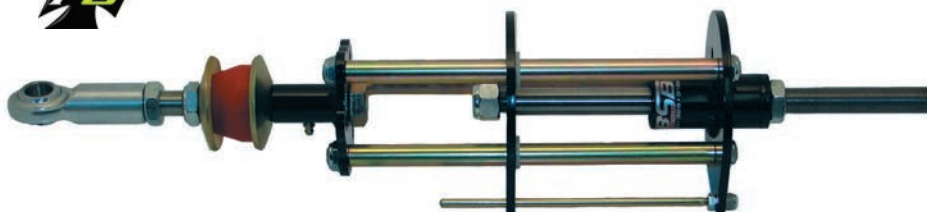
PULL BAR SPRINGS

Short pull bar spring.
Used in 7625 Pull Bar.
5" x 4" tall spring.
Rates from 900 to 1200.

#900-4	\$75.00
#1000-4	\$75.00
#1100-4	\$75.00
#1200-4	\$75.00



David Murray



Standard Features:

Outlaw Bearing.
Travel Indicator.
Poly bushing on brake side.
Fits progressive spring or standard.
Harden Shaft .
Double Lip Dirt Seals.
Rod end included.
3/4 Shaft, seal and bearing kit fits all 3 bars, sold separate.

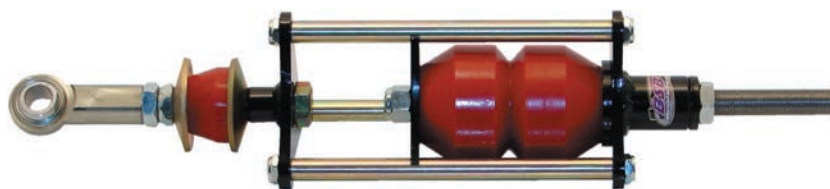
#7600 \$295.00
Spring not included

REPLACEMENT PART

#7600-8	3/4 Main shaft	\$40.00
#7600-9	5/8 Gold rods ea	\$25.00
#7600-10	Indicator rod	\$10.00
#7600-13	Bearing	\$44.00
#7600-14	Seal	\$4.25
#7600-16	Cup washer gold	\$10.00
#7600-23	Rebuild kit	\$70.00
#7640	Red bushing	\$19.00
#7600-4	Head Plate Assy	\$80.00
#7600-2	Spring Plate	\$20.00
#7600-20	Bearing Plate Assy	\$88.00

OUTLAW TWO WAY PULL BAR

BSB New Bearing Pull Bar uses the (Outlaw) bearing to offer the smoothest motion in a standard pull bar. This new design pull bar has relocated the brake biscuit to the head end of the bar. This allows for better control over the car in the braking zone. Also improves entry with out shocking the tires. Dirt seals on the end of the bearing help keep this a maintenance free pull bar.



Poly bushing sold separately

POLY-BUSHING PULLBAR

21 3/4" Length.
Outlaw Bearing.
Hardened Shaft.
Rod End Included.
Sold without Poly Bushing

#7650 \$275.00

Replacement Parts

#7650-8	5/8 Gold rods	\$25.00
#7600-8	3/4 Main pull rod	\$40.00



Mike Howard Photos 2022

Kyle Hillard

PULL BAR LENGTH

#7600	23 1/2"	center to center
#7615	23 1/2"	center to center
#7625	22 1/4"	center to center
#7650	21 3/4"	center to center
#7610	19"	center to center

By just adding female rod end to threaded end.

#7600	with 10" tube	c to c	31-1/8"
#7615	with 10" tube	c to c	31-1/8"
#7625	with 10" tube	c to c	29-7/8"
#7650	with 10" tube	c to c	28-3/4"
#7610	with 10" tube	c to c	28-1/4"

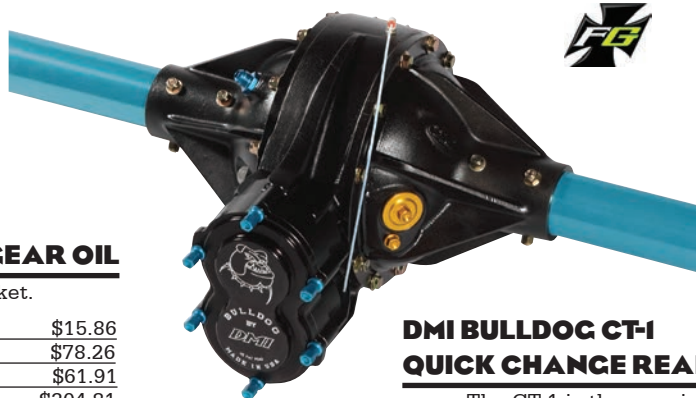


DMI BULLDOG BLOOD GEAR OIL

Best Gear Oil on the Market.



#BULLDOGQT 1 Quart	\$15.86
#BULLDOG5QT 5 Quart	\$78.26
#BULLDOG1 1 Gallon	\$61.91
#BULLDOG5 5 Gallon	\$304.81



DMI BULLDOG CT-1 QUICK CHANGE REAR END

The CT-1 is the premier closed tube rear end on the market. All CT-1 comes with 5 quarts of Bulldog. Blood Gear oil. (BULLDOG5QT)

Aluminum rear end housing comes with HD lower shaft, front seal plate and thermal coating.

#BSB-CT1-4.86 Alum.	\$Call
#BSB-MOD-4.86 Steel Tubes w/ Hubs, Rotors, & Axles	\$Call



PEM QUICK CHANGE REAR END



STANDARD FEATURES

- Lightweight Magnesium/ Aluminum Construction
- Heat treated lower shaft.
- Roller pinion nose bearing.
- Aluminum posi nut.
- Heavy duty rear cover

OPTIONS

- 4.11 or 4.86 ratio
- Black Thermal Coating, Inside and Outside
- REM® Finish Ring & Pinion
- REM® Finish all Bearings & Races
- Drilled Aluminum Spool
- Gun Drilled Axle option on Complete GN Kit
- .125" Chrome Moly Tubes
- Lightened Ring Gear
- Billet Rear Cover

PULL BAR BRACKETS



Pull bar bracket allows 2.5" forward, centered and 2.5" behind.

Steel 1/4 thk plate.

Pinion angle indicator for quick checking.

Top shock can be mounted in standard position and parallel to pull bar.

Sold as a set.

#3090	\$125.00
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YouTube

QUICK ADJUSTER ASSY



Allows pull bar to be moved from side to side with easy. Sold as a set.

#3091	\$100.00
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AXLE PULLER

All in one tool.
Allen wrench is for a 10-32 bolt.
Threaded for 3/4", 7/16", and 3/8".

#9030 \$36.00



ROD END GAUGE

For measuring C to C distance.
Accurately sets the length of rods
and coil over shocks.
Keeps rod ends parallel.
Fits 1/2", 5/8", and 3/4" rod ends.
New scale has been added for
easy measuring.

#9012 \$100.00



SPEED SOCKET

Allows you to use one
impact in hot lane
during a flat.

Use on wheel cover
that require bolts to
hold them on. Slips
out of speed socket
an allows you to
remove lug nuts.

#9037 \$30.00



JACK PAD



Allows a spot to jack the car from.

#6016 \$21.42



YouTube

ULTRA LOW DRAG TEFLON SEAL

Light weight aluminum
housing and Teflon seal
surface.

Rubber seal create a ton
of drag between seal
and spindle.

Works on steel or
aluminum.

Extremely durable and
reusable.

#10572 Pinto \$31.20
#10568 Rear GN \$31.20
#10559 Wide 5 \$31.20



ONE SHOT GREASE GUN



Small compact grease gun.
One hit is equal to two pumps of a grease
gun.

Reload able with your own grease.

#9019 \$32.45



Greg Scheffler



BSB-FIRESUIT

\$950.00 (shipping included)

BSB T SHIRTS



Shirts same front and back.
Small, medium, large, x-large, xx-large
and xxx-large.

#1518 Tee Shirt

\$20.00



Brian Roark

BSB BANNERS



BSB banners for showing team pride, can
use in the shop, the back of your car or to
hang from your trailer door.

#1801 3' x 6'

\$45.00

BSB HAT



Adjustable back hat band
Bold 3d stitching.

#1608 Black

\$20.00

Simpson Vendor Uniform Order Form

Vendor's Name: BSB Manufacturing

All uniforms will be constructed of Gabardine Nomex Fabric and will feature the following comfort options:

- Full 360 shoulder gussets
- Inset front pockets
- Straight leg cuffs (boot cuff)
- Driver's name embroidered on belt in script

Options:

Arm restraints \$50.00 additional cost _____

2 piece uniform \$35.00 additional cost _____

Back gusset \$50.00 additional cost _____

NO OTHER OPTIONS ARE AVAILABLE

Instructions:

1. Measure driver with a cloth measuring tape and record measurements on chart.
2. Complete the name and shipping address portions on chart. Shipping address must have street address. UPS will not deliver to post office boxes.
3. Select uniform color choices.

Sleeve Color Choices:

- ☐ Black
 ☐ Red
 ☐ Purple
 ☐ Blue
 ☐ Yellow
 ☐ Orange
 ☐ White

Pant Color Choices:

- ☐ Black
 ☐ Red
 ☐ Purple
 ☐ Blue
 ☐ Yellow
 ☐ Orange
 ☐ White

Chest Color Choices:

- ☐ Black
 ☐ Red
 ☐ Purple
 ☐ Blue
 ☐ Yellow
 ☐ Orange
 ☐ White

Name for embroidery:

(please print exactly as name is to appear on uniform)

Name (please print) _____

Address _____

City _____

State _____ **Zip Code** _____

Phone (____) _____ - _____

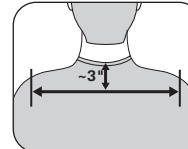
BUILD TYPE

☐ MALE
 ☐ FEMALE
 ☐ YOUTH

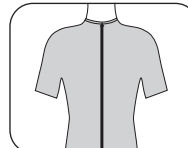
Please measure accurately with cloth measuring tape. Do not adjust measurements or make allowances. Use Special Instructions for any sizing comments.



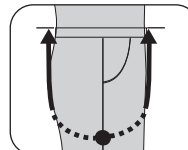
A. Sleeve
Measure from center back where collar hits spine, behind elbow, to wrist, with elbow bent & arms forward.



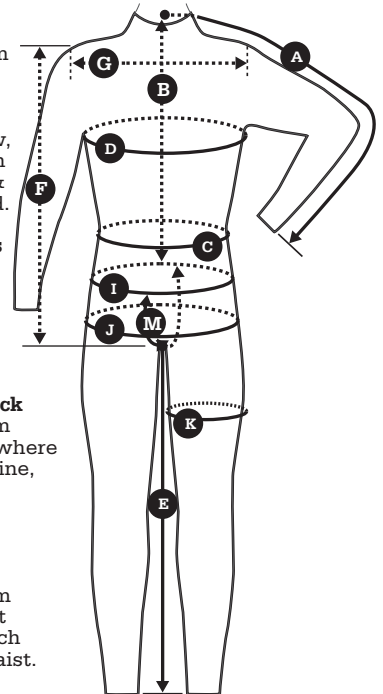
G. Shoulders
Measure across back of shoulders from sleeve.



B. Center Back
Measure from center back where collar hits spine, to waist.



M. Rise
Measure from front of waist through crotch to back of waist.



KEY	DESCRIPTION (USE CLOTH MEASURING TAPE)	MEASUREMENT (INCHES)
A	Neck to wrist. Measure from center of neck (bone) to wrist.	
B	Center back length. Measure neck (bone) to waist (C).	
C	Natural waist circumference. Measure across naval & level across back.	
D	Chest circumference. Measure widest circumference.	
E	Inseam. Measure bottom of rise to ankle (bone).	
F	Collar bone to where crotch seams meet.	
G	Shoulder width. End of shoulder to end of shoulder.	
I	Measure circumference of waist at beltline where pants are worn.	
J	Hip. Measure largest circumference around hips.	
K	Thigh. Measure 2" below crotch.	
M	Rise. Measure front to back waist. Same measurement points as C.	
N	Neck size	
O	Height	
P	Weight	

WARRANTY:

ALL PRODUCTS SOLD FROM BSB MFG. ARE WARRANTED TO DO WHAT THEY ARE DESIGNED FOR.
ALL PRODUCTS THAT ARE ANODIZED HAVE NO GUARANTEE ON COLOR.
BSB MFG. WILL REPLACE ANY OF OUR PRODUCTS FOUND, UPON OUR INSPECTION, TO BE DEFECTIVE IN WORKMANSHIP, OR MATERIAL WITHIN 90 DAYS, FROM DATE OF SHIPMENT.
THE PURCHASER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF ANY AND ALL PRODUCTS, PARTS, SUPPLIES AND MATERIALS PURCHASED FROM BSB MFG., INC. RACING IS A HAZARDOUS SPORT.
NO WARRANTY IS MADE OR IMPLIED REGARDING ANY RACING PRODUCT SOLD BY BSB MFG., INC. TO PROTECT USERS FROM DAMAGE, INJURY OR DEATH. USER ASSUMES ALL RISKS.
ANY MODIFIED PART WILL VOID WARRANTY.

BACKORDERS:

ITEMS THAT ARE BACKORDERED WILL REMAIN ON ORDER FOR 30 DAYS UNLESS CANCELED BY YOUR COMPANY.
BACKORDERED ITEMS THAT ARE CANCELED MAY AFFECT THE P.O. PRICING.

RETURNS:

NO RETURNS WILL BE ACCEPTED WITHOUT PRIOR AUTHORIZATION, PLEASE CALL FOR AUTHORIZATION CONDITIONS AND SHIPPING METHODS.
ALL RETURNS MUST BE ACCOMPANIED BY A COPY OF THE INVOICE WHICH YOU RECEIVED WITH YOUR SHIPMENT.
ALL ITEMS RETURNED MUST BE IN ORIGINAL PACKAGE AND IN SELLABLE CONDITION.
ALL ITEMS THAT ARE RETURNED MUST BE DONE WITHIN 30 DAYS OF SHIPMENT. FREIGHT CHARGES WILL NOT BE ACCEPTED. FREIGHT CHARGES ON ITEMS THAT ARE RETURNED DUE TO MANUFACTURING DEFECTS WILL BE CREDITED TO YOUR ACCOUNT.

CLAIMS:

CLAIMS FOR PRODUCTS DAMAGED OR LOST IN SHIPMENT MUST BE MADE WITH THE CARRIER.
ANY CLAIMS FOR SHORTAGE OR ERROR IN SHIPMENT MUST BE MADE TO US WITHIN 5 DAYS OF RECEIPT OF ORDER.

ORDER INFORMATION:

ALL NON-ACCOUNT ORDERS MUST BE ACCOMPANIED BY A C.O.D. MONEY ORDER OR CREDIT CARD.
ALL INSTATE SALES MUST FILL OUT A SALE TAX EXEMPT FORM ON FIRST ORDER, OR YOU WILL BE CHARGED SALES TAX.
ALL PRICES ARE F.O.B. FROM WELLINGTON, KS.
PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

DEALER REQUIREMENT:

ANYONE THAT WOULD LIKE TO BECOME A DEALER FOR BSB MFG. INC. MUST 1ST CONTACT US TO SEE IF YOUR LOCATION IS AVAILABLE.
NEXT WE WILL NEED YOUR TAX ID NUMBER AND YOUR RESALE NUMBER. WE WILL THEN SEND YOU A DEALER PRICE SHEET WHEN YOU ARE APPROVED.

NOTE:

SOME PRODUCTS HAVE BEEN PICTURED ANODIZED OR POWDER COATED FOR CLARITY. IF COLOR IS AN ISSUE, PLEASE CALL US TO SEE IF PARTS COME ANODIZED OR POWDER COATED.



Dylan Cherry



Timmy Hancock Jr.



Cameron Beene



Trent Humphery



bsbgofast.com

Gregg Hamman



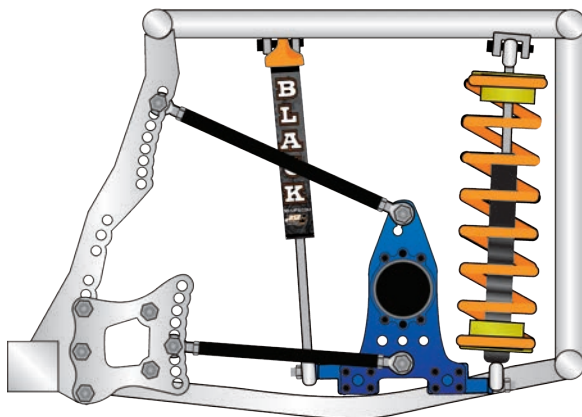
Ronnie Newsome



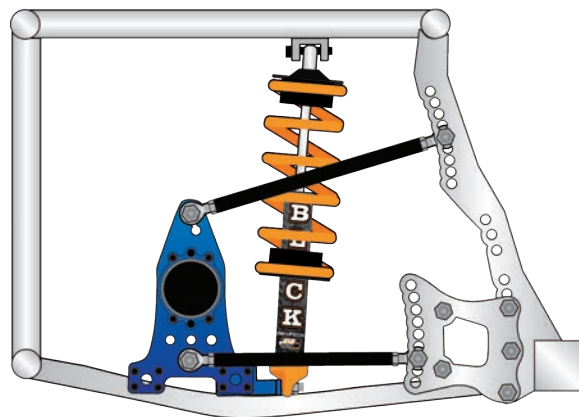
Russ Morgan

4 LINK ADJUSTMENTS

LEFT SIDE



RIGHT SIDE



Picture is shown with bars in standard holes.

TO TIGHTEN CORNER ENTRY

Lower right rear bottom 4 link bar on chassis
Raise right rear top 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis

TO LOOSEN CORNER ENTRY

Raise right rear lower 4 link bar on chassis
Lower right rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

TO TIGHTEN MIDDLE OF CORNER

Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis (on gas)
Lower right rear top 4 link bar on chassis

TO LOOSEN MIDDLE OF CORNER

Raise right bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis

TO TIGHTEN CORNER EXIT

Lower right rear top 4 link bar on chassis
Lower right rear bottom 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis

TO LOOSEN CORNER EXIT

Raise right rear top 4 link bar on chassis
Raise right rear bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

IN GENERAL

Raising right bottom 4 link rod on chassis will loosen the car up on entry and tighten the car on exit. Lowering right upper 4 link rod on chassis will tighten corner exit, but don't become depended on it because getting it too low will extend exit drive out on the straight away and will reduce corner speed.

Raising left bottom 4 link rod on chassis will create more "hike" and more roll steer, therefore loosening car on throttle. It will also give the car a little drive, but don't mistake this for a drive adjustment, it is for steer.

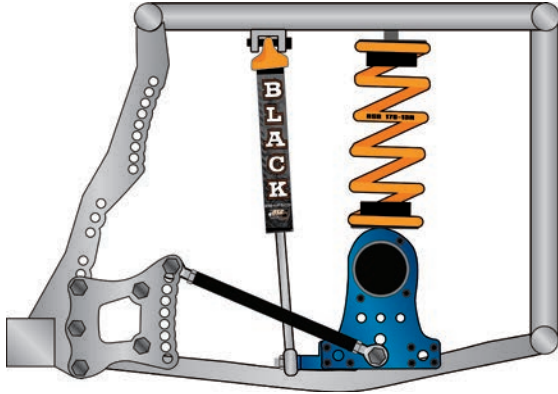
Lowering left bottom 4 link rod on chassis will hold more spring load on chassis "hike" and promote less roll steer, therefore tightening car on throttle.

The top left bar is for drive adjustment and the bottom is for steer adjustment.

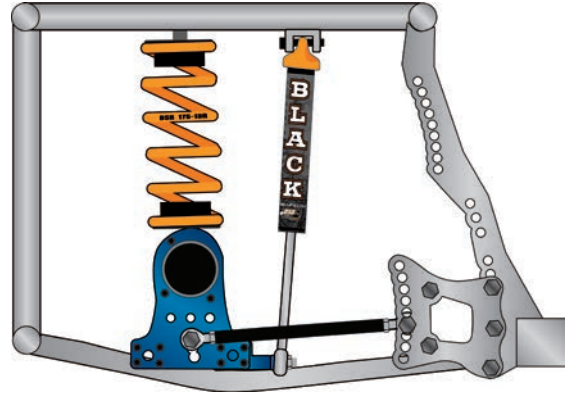
Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis "hike". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

3 LINK ADJUSTMENTS

LEFT SIDE



RIGHT SIDE



Based on a chassis that hikes the left rear

TO TIGHTEN CORNER ENTRY

Lower right bar on chassis
Lower left on chassis
Increase right rear spring rate (off gas)

TO LOOSEN CORNER ENTRY

Raise right bar on chassis
Lengthen right rear bar
Soften right rear spring

TO TIGHTEN MIDDLE OF CORNER

Lower right bar on chassis
Soften left rear spring
Remove rebound from right front shock

TO LOOSEN MIDDLE OF CORNER

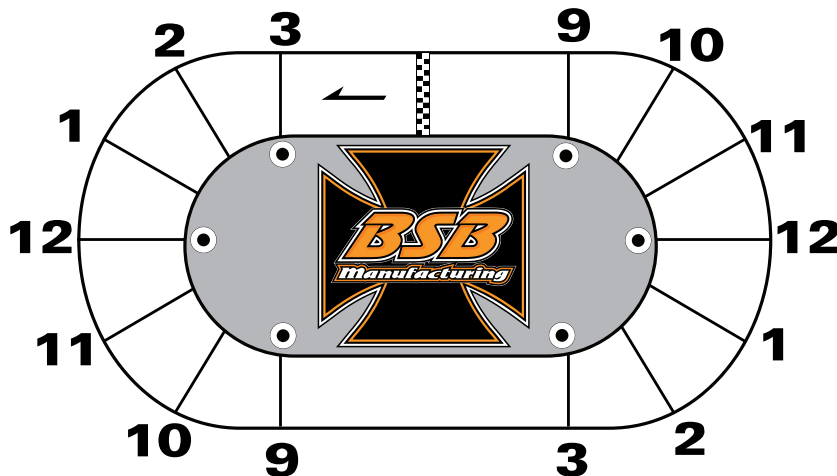
Add rebound to right front shock
Raise right bar on chassis
Decrease wedge

TO TIGHTEN CORNER EXIT

Lower right bar on chassis
Lower left bar on chassis

TO LOOSEN CORNER EXIT

Raise left bar on chassis
Raise right bar on chassis
Add rebound to right front shock



TRACK TIMING

We will use this chart to communicate between us in order to determine how you drive. Basically there are two ways to enter the corner, on gas or off gas and that is the 1st step in determining what is going to happen to the car going thru the corner. We will use the other zones like 3 and 12 to figure where you get back to the gas and when you turn the car. If you are having handling problems thru the corner you need to first determine how you are drive the corner.

www.bsbgoofast.com
www.bsbshocks.com
bsb@youtube.com

GO FAST

BSB MFG INC
20 Industrial Ave
Wellington, Ks 67152
Phone: 620-326-3152

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