BSB Manufacturing



2027

SPEED EDITION

BSB Manufacturing

33 YEARS OF SERVICE
TO THE DIRT TRACK RACING WORLD



49
NATIONAL CHAMPIONSHIPS

1,000s
OF RACE WINS

COUNTLESS
TRACK CHAMPIONSHIPS

Thank you to all the great people
who got us to this point.
Here's to the next 30 years.

BSB MANUFACTURING

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 30 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 33 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.bsbgofast.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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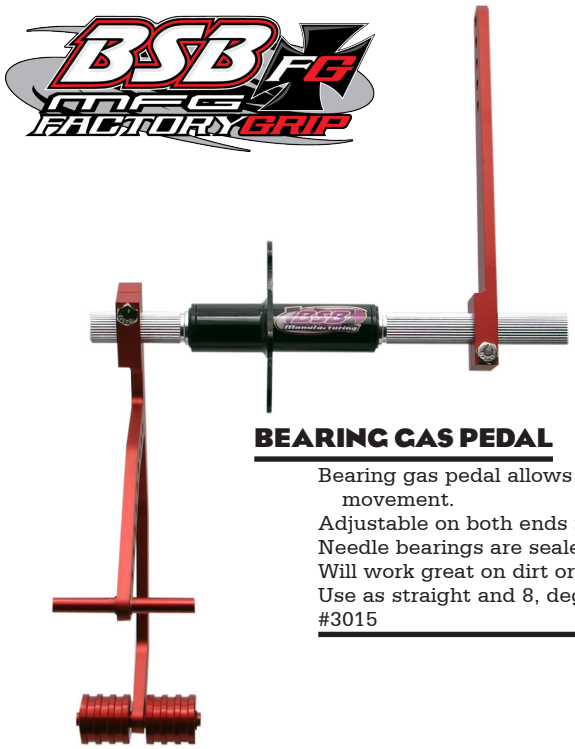
BSB FACTORY GRIP

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 banner and a membership to speed.

Team Go Fast $500.00



BEARING GAS PEDAL

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

#3015 $156.00



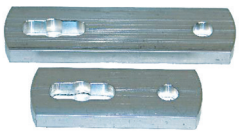
YouTube



ROD ENDS

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)



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



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 ½ bolt with ¾" hex.

#9038	$49.00

ACCESSORIES CLAMP



Allows 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

12 INCH FLEXABLE SCALE



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

#9045	$15.00

PINION ANGLE CLAMP



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

#9024	$35.00

LOAD STICK

This adjustable 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 alinement 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



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

YouTube

ALUMINUM CROSS SHAFT

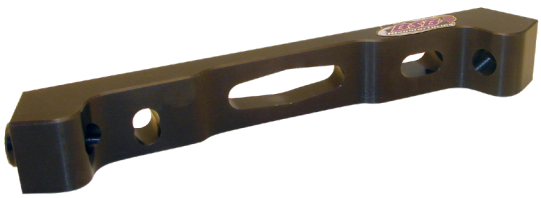
Used for making adjustable A-Arm
6" center to center holes
Can use on the outside and inside of
upright.

#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

PAGID BRAKE PADS

BEST PAD ON THE MARKET

YouTube



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

GOFAST



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

PINTO SPINDLE CALIPER BRACKET



FG TV



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

#7072 Left	$55.00
#7073 Right	$55.00

METRIC CALIPER PAD SPACER



Use with metric calipers.

#7069	$12.00



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	$67.00
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	$67.00
Bolt / 5.0" OD Drop Cup Comb	4"	#7485	$115.00
	6"	#7486	
	8"	#7675	
	Cup	#7439	$67.00
Bolt / 5.5" OD Drop Cup Comb	4"	#7487	$115.00
	6"	#7488	
	8"	#7676	
	Cup	#7437	$67.00





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

¾-16 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 indictors 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

YouTube

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



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	$43.00
Bolt / Tall Cup	4"	#7480	$115.00
	6"	#7481	
	8"	#7598	
	Cup	#7449	$43.00
Bolt / 5" OD Cup	4"	#7489	$115.00
	6"	#7490	
	8"	#7599	
	Cup	#7540-30	$52.00
Bearing Kit	All	#7464-7	$15.00





YouTube

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

ADJUSTABLE CLEVIS JACK BOLT & NUT

NEW DESIGN





Machined clevis with bearing and o-ring. Allows adjustment of shock up and down without 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

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



Ligth weigth 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

YouTube

1/2"AND 5/8" JACK BOLT



Light weight jack bolt is gun drilled with solid ends.
3/4 hex with A-F indictors 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
				7444
		6"		7437
7350-7	←		→	7448-2
		8"		7439
				7437

O.D. SPRING HOLDER



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

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

BIRDCAGE 3 LINK MOUNT

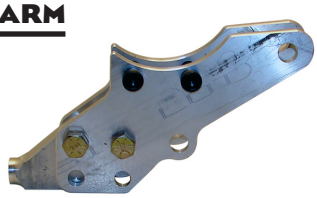


New light weight design.
Locates brakes and trailing arm brackets.
Gibbs locate and keep birdcage from rotating on axle tube.
Drill fixture available.

NEW DESIGN

#450	$108.00
#4182	$17.00

RIGHT AND LEFT SIDE TRAILING ARM



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

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

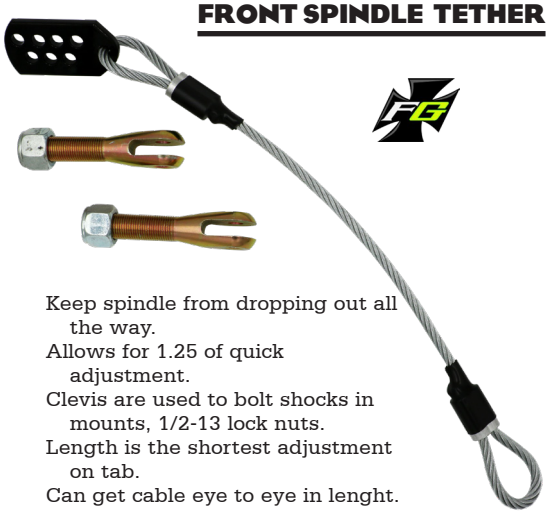
CHAIN AXLE CHAIN

2pc. clamp to mount chain to.



#455	$60.00

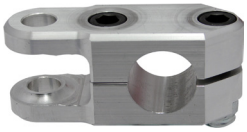
FRONT SPINDLE TETHER



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 lenght.

#3172 + lenght	$75.00

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

BRAKE BRACKET



Brake bracket bolts to center birdcage.

#511	$30.00

PULL BAR MOUNT



Clamps to axle tube allows you to mount pull bar.
Gibb design keeps bracket from rotating.

#610	$94.00



Bolts to side of bell.
3/8" thick aluminum.

#600	$59.00

PINION PLATE



Made to fit a quick change rearend.
Needs seal and o-ring.
3/4" thick plate.

#430	$78.00

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 Uitra HP carburetors.
For paart detail see. https://www.bsbgofast.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 ¼ 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



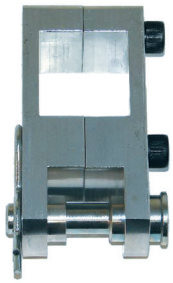
Holds 16" X 16" square pad.
16.5" x 16.5" run off pad area.
4ea 5000lbs adjustable leveling pads.
Made from .187 thk steel with reforced braces under pad and scale.
Sold as a set of 4.

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



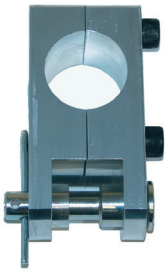
AustinCharles

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



MOTOR MOUNT RISER

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

#2025-1	$12.00



GO FAST

MOTOR MOUNTS

Light weight steel.
Standard Chevy mounts.

#3026	$29.00 per set



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

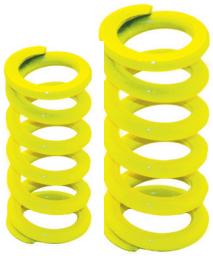




400 & 600 LBS SPRING

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



400 LBS BIG SPRING

Fits 4066 6th coil.
2.5" dia spring.

#4069	$35.35



CARB NUT AND SUPPORT

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

#2013	$45.00



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

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





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

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

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

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



FRAME SLIDER

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

#3063-20	$65.00

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

YouTube

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

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 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 conditions 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



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

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

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

GOFAST

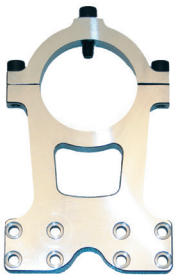
CLAMP BRACKET



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.

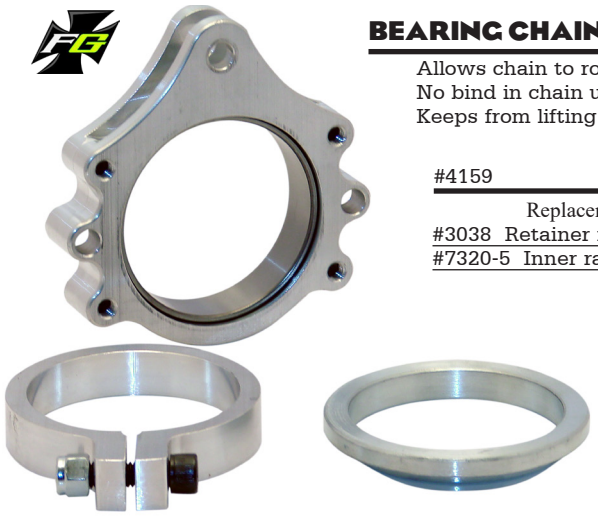
#4166 $36.00

BRAKE BRACKET



Fits dynalite style calipers.
Bolts to part #4165.

#4166W $36.00



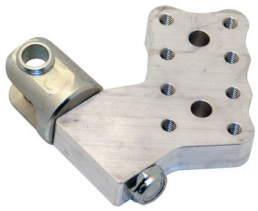
BEARING CHAIN HOLDER

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



Steve Johnson III

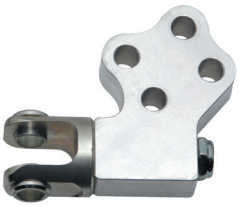
YouTube



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



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



JC Wilson

SHOCK MOUNT



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

#3035	$33.00



Craig Hansen

GOFAST

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		$90.00

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		$90.00

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	$90.00	(*$115.00)

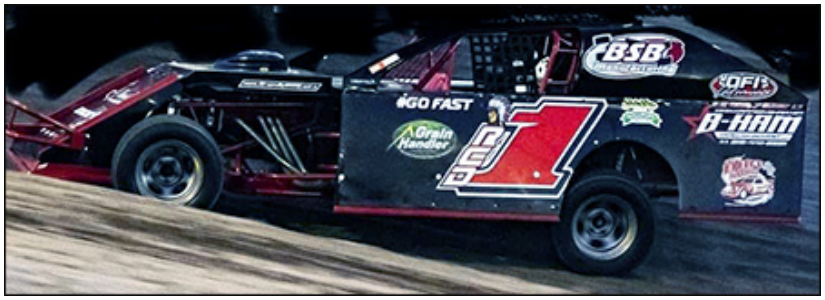
5" OD X 16" FREE LENGTH

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		$95.00

VRT SPRING
Variable Rate Technology



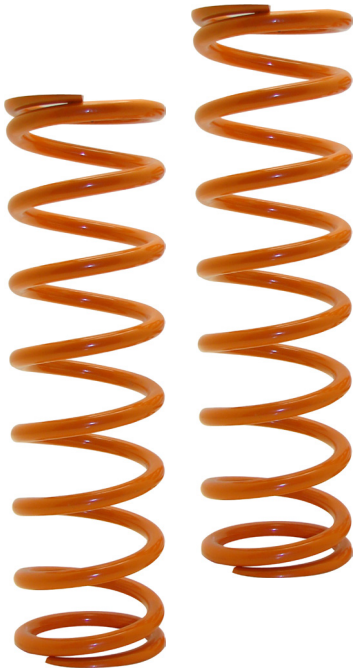
Springs are often overlooked because of how we have been trained to understand and rate them, this is a by product of their growth over the years. In today's market springs are a marketing tool more than a performance product and that is because, when you look at a spring you see an object that is unfixable, 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



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

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.



Eric Perry

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



GO FAST

400 & 600 LBS SPRING

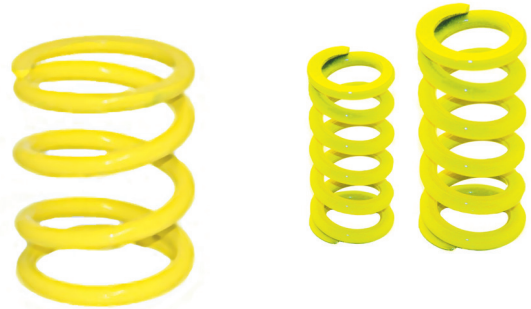
Replacement spring for 4065.
400 lbs spring.
600 lbs spring.
1.3" dia spring.

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

400 LBS BIG SPRING

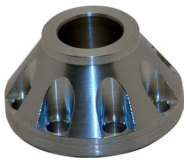
Fits 4066 6th coil.
2.5" dia spring.

#4069 $35.35



YouTube

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" THRUST 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

HFLPB

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	$475.00
61 Series Adj. Shock	$570.00



Crate Late Shock Package

Scan me

BSB Shock Oil

Scan me

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	$90.00



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	$725.00
60-9090-16 Coil-over Kit	$90.00

COIL-OVER KIT



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

#60-9090-16 $90.00

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



Understanding our part numbers

Series		Rebound		Compression		Length
60	-	30	-	50	-	9

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	$475.00
70 Series Base Valve	$550.00
71 Series Adj. Shock	$600.00

Crate Late Shock Package

Scan me



Tony Carbone



COIL-OVER KIT

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

#60-9090-16	$90.00

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	$200.00
#44-9090-6 BV	$240.00
#44-9090-16 Coilover kit	$50.00

YouTube

COIL-OVER KIT



#44-9090-16 $50.00



EXTENDED SHOCKEYE

1.0" longer than standard shockeye.

#12-9090-5-3 Assy $15.00



Trevin Frye

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	$280.00
10 Series 7" Rear	$280.00
10 Series 9" Rear	$280.00

Shock Package

SCAN ME

10 Series Shocks

SCAN ME



Darren Phillips



Understanding our part numbers

Series	Rebound	Compression	Length
10	30	50	7

12 SERIES 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 Series Shock 6"	$190.00
#12 Series Shock 7"	$190.00
#12 Series with SRT	$225.00
#12-9090-17 Coilover kit	$50.00

YouTube

COIL-OVER KIT



New design pinch clamp with wider base.

#12-9090-17 $50.00

COIL OVER KIT 2.5 INCH

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

#12-9090-18 $90.00



SHOCK TRAVEL INDICTOR



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

#12-9090-30 $66.00

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	$240.00
13 Series Base Valve	$270.00
13 Series SRT Piston	$270.00
13 Series Elite srt and BV	$300.00

COIL OVER KIT



New design pinch clamp with wider base.

#12-9090-17	$50.00

Mod Lite Shock Package

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YouTube

12 Series Custom Valving

SCAN ME



Matt Filkins



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	$280.00
15 Series Base Valve	$350.00
15 Series SRT Piston	$330.00
15 Series Elite	$400.00

Base Valve Shocks

SCAN ME

SRT Piston

SCAN ME



Calvin Martin

Understanding our part numbers

Series	Rebound	Compression	Length
20	30	50	9

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.



7" - 9" AND 11" GAS SHOCKS

20 Series Shock	$280.00
20 Series 11" Shock	$350.00
20 Series SRT Piston	$330.00

Schrader Valve option available

YouTube

Ring Shim Tech

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Elite Shocks

Scan me



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	$280.00
23 Series 7" SHOCK	$280.00
23 Series 9" SHOCK	$280.00

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	$375.00
25 Series Base Valve	$435.00
25 Series SRT Piston	$425.00
25 Series Elite	$485.00

YouTube

Understanding Valve Code

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Shocks we Build

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Evertt Bradham

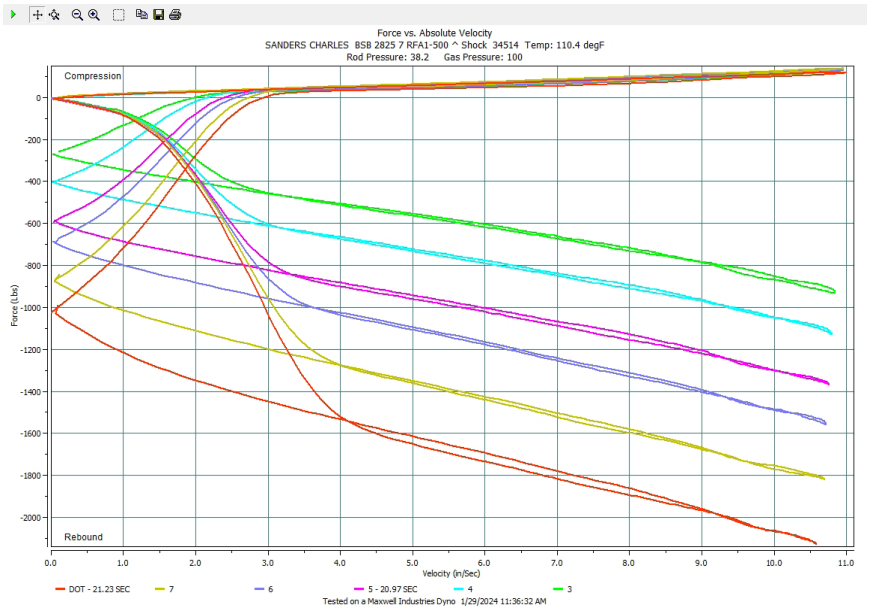


Understanding our part numbers

Series		Rebound		Compression		Length
20	-	30	-	50	-	9



28 SERIES SHAFT ASSY



High-speed rebound is not just an adjustment to give you better ride control but to control the movement of the spring or the load of the spring. So how can we use high speed to make the car have better traction? On a standard rebound adjustment, like one we have used for many years, we are adjusting the bleed levels in the shock. When adjusting the bleed levels, you are also adjusting the grip level that the car will have. As a track slicks off, you will need to hold the load into the spring longer allowing for the load to go to the tire which makes the grip. This is not possible with the current rebound adjuster that we have today, even if you decrease the needle angle leaving more needle in the jet it still flows more oil and sees a pressure drop that will not hold the spring load in the car. The high-speed adjuster adjusts the main stack while never affecting the bleed. The bleed is set at a level that works with the tire to make grip as the track slicks off we need to spend more time flowing oil through the bleed shim allowing the tire to make grip. Adjusting the HSR knob allows more pressure on the stack and increases the time oil flows through the bleed shim increasing the grip at the tire. We can do this in either a 15 This shaft assembly will fit in a 15, 20, 23, 25, 60, and 70 Series shock, in both under the eye or with a sweep adjuster. Shock is USRA B-Mod legal as under the eye adjuster, (Note cannot be adjusted on car).

7" SHAFT ASSY (HIGH SPEED REBOUND)

15 Series Shock	$600.00
20 Series Shock	$600.00
23 Series Shock	$600.00
25 Series Shock	$695.00
60 Series Shock	$745.00

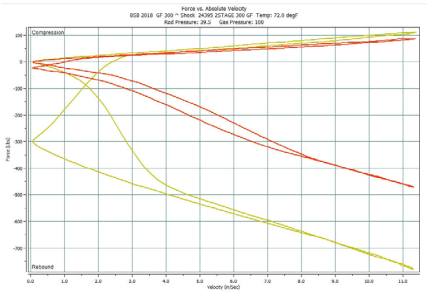
USRA B-MOD LEGAL

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"	$480.00
1512 Series Gas Shock 7"or 9"	$380.00
2512 Series Gas Shock 7"or 9" srt	$530.00
1512 Series Gas Shock 7"or 9" srt	$430.00

YouTube

TWIN TUBE TECHNOLOGY

SCAN ME



Lucus Dobbs

Understanding our part numbers

Series	Rebound	Compression	Length
20 -	30 -	50 -	9

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

3 Port Reduced flow



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

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 Integar 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 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



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

BSB BLUE SHOCK OIL





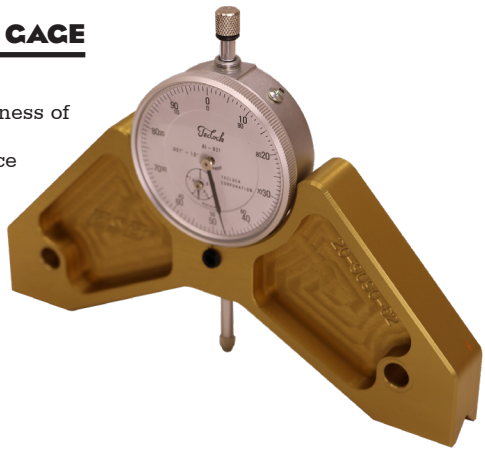
BSB Blue is a high quality, low viscosity anti wear oil specially developed for use in shocks. Race proven to deliver superior performance in all suspension systems. A high viscosity index provides consistent damping through the longest and most extreme of race conditions. A semi-synthetic mineral oil 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

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



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

SHOCK TRAVEL INDICTOR



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

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

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

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

BUMP STOP RATES

Scan me

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



BUSHINKG 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

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 Sereis shock, upper tube extension.

#25-9090-2A	$18.29

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

BEARING BIRDCAGE



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	$34.50

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



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

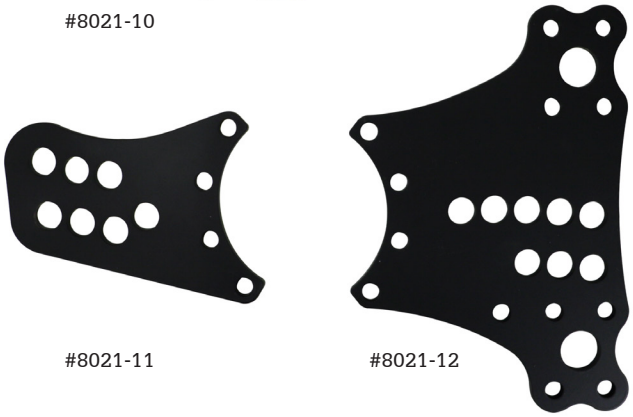


NEW DESIGN

ZERO INDEXING PLATES



#8021-10



#8021-11 #8021-12

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.

#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

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

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 features 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

YouTube

HEAVY METAL BIRDCAGE



This is not a fly by night product and we now have a full 6 years of testing in on it and it has work very well on both a Modified and a Late Model. The weight adds drive to the tire in a good way and is 10 times better than bolting lead to the axle tube.
Birdcage comes in right or left.
Comes complete with shock mounts, 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

NEW DESIGN



Allows you to adjust chain on LR in ¼ inch increments.
Quick pin design.
Chain is 12" long.

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

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



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

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.

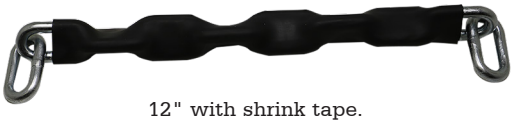
#3160	$155.00

Replacement Parts

#7640 Bushing	$19.00
#3161 Chain	$14.00

GO FAST

CHAIN WITH TAPE



12" with shrink tape.

#3161	$14.00

DUAL BEAR BRAKE FLOATER

NEW DESIGN

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.
Indexable 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 Smooth locator	$10.00
#7017 Retainer ring	$21.00

Length = Arm+hub+caliper mount
R to R = Outside of ring to ring

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 Smooth locator	$10.00
#7017 Retainer ring	$21.00

YouTube

NEW DESIGN

XD SERIES METRIC BRAKE BRACKET



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

#7076	$34.00



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

METRIC BRAKE BRACKET

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

#7061	$98.00

Replacement Parts

#4182 Pin	$17.00

GO FAST

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.

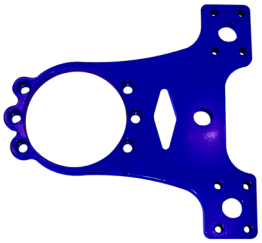
#7302-1	$72.00



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

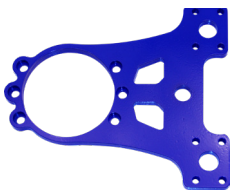
7110-1	$46.35

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.	$75.00
#7550-7 Clevis	$45.00
#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.	$74.00
#7550-7 Clevis	$45.00
#7550-8 Bushing	$4.00

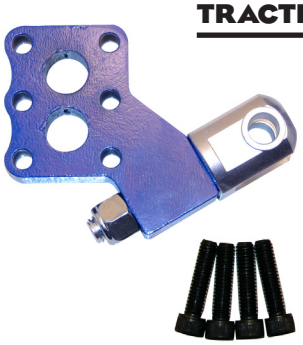
SHOCK MOUNT



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

#7011	$34.50

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.	$75.00
#7550-7 Clevis	$41.00
#7550-8 Bushing	$4.00

SHOCK MOUNT STUD KIT



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

#7011-5	$8.52

DROP SHOCK



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

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



STEEL BUSHING



5/8 bushing for birdcage.
Flat back.

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

RETAINER RING



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

#7017	$21.00

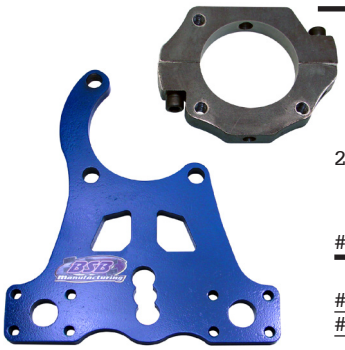
LOCATOR KIT



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

CLAMP BRACTION



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

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

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	$245.00
#8011 Left	$245.00

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

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

UPPER AND LOWER CUP COMBO



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

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

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	$43.00
#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	$67.00
#7448-2	$61.00
#7446-3	$39.00
#7350-7	$43.00
#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



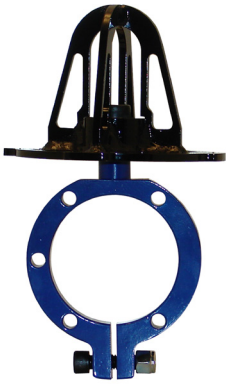
Gear climbs to any position by rolling up and down the rack.
Plate is 1/2 thk, 3/4 thk total.
Some fabrication will needed to be done to complete mounting.
Welds on into position.

#7071	$170.00

Replacement Parts

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

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

YouTube

3 LINK MOUNT



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



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



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

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



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	$77.00
#7051-20	$77.00

FRAME SLIDE



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

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

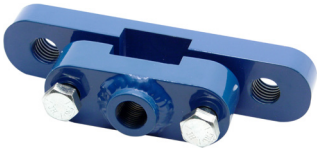
STUD KIT



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.
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

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

9" FORD 2" OFFSET PINION PLATE



2" Offset to the right

#7022	$155.00

QC CLIMBING PINION PLATE WITH SEAL

NEW DESIGN





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 reinforced outer edge.

#7048	$179.00

Replacement Parts

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

QC CLIMBING PINION PLATE

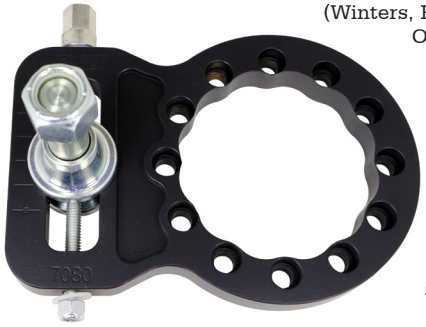




Fits quick change rear ends, one wrench adjustment, marked for center of pinion.
1/2 thk plate 3/4 thick over gear rack.

#7044	$155.00

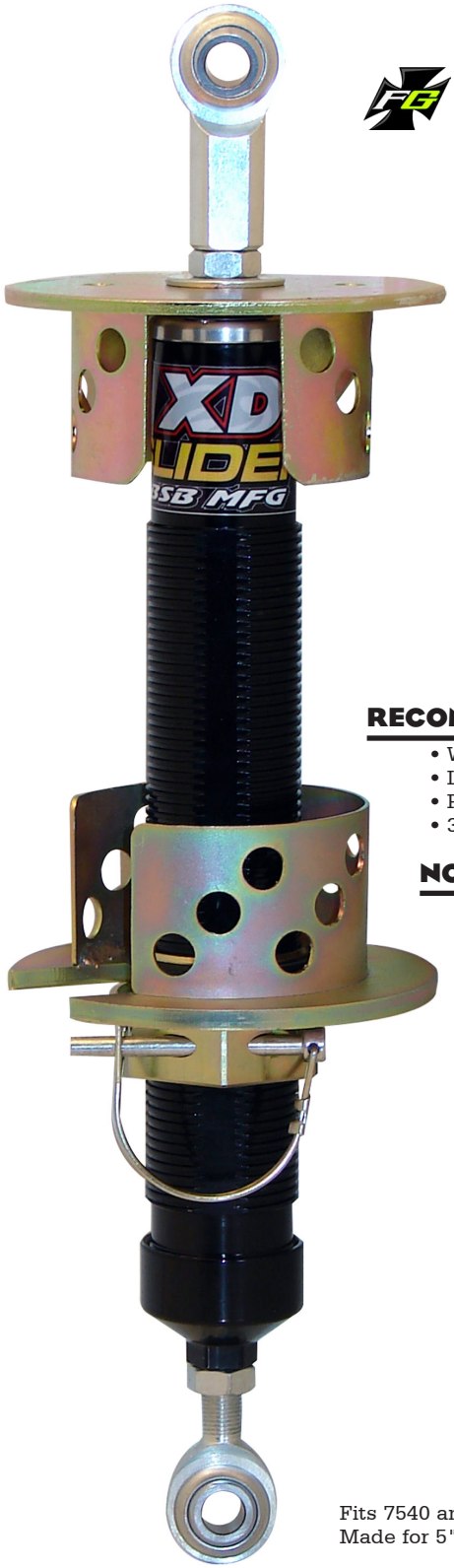
QC PINION PLATE



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



XD SERIES

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

GOFAST

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

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

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	$95.00
7540-16	Rebuild Kit 2" Longer	$95.00

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 in-vert 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.



YouTube



Jake O'Neil

BIG BODY DUAL BEARING SLIDER 2.5"



XD SERIES

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	$95.00
7540-16	Rebuild Kit 2" Longer	$95.00

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

GOFAST

GO FAST

OUTLAW SLIDER

The (Outlaw) bearing slider 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

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



Jake Maynard

YouTube



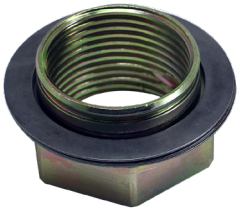
Scotty Oliver

SLIDER WRENCH



#7510 $19.00

BEARING NUT ASSY



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

#7540-20 $48.00

2" SHAFT EXTENSION



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

#7529 $16.00

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.

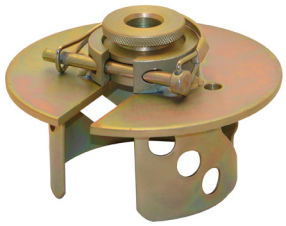
#7545-3 5" OD bearing	$41.00
#7545 Cup	$52.00

SPRING CUPS

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



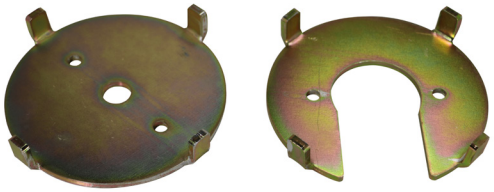
QUICK RELEASE SLOT CUP



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

OD SPRING CUP



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

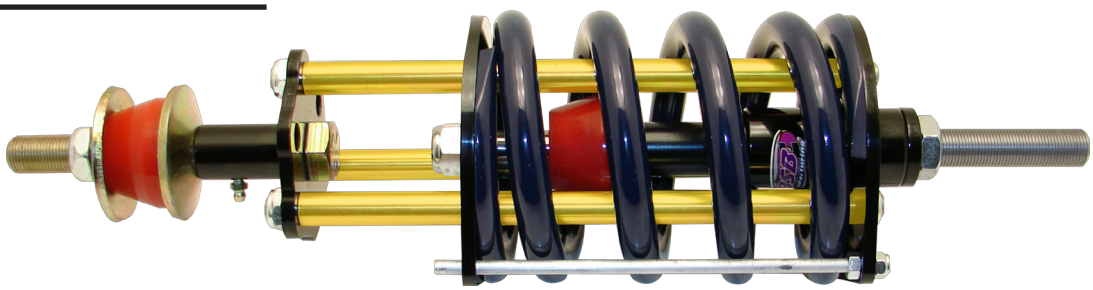
#7540-22	Shaft	$29.46
#7540-23	Slotted	$29.46

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



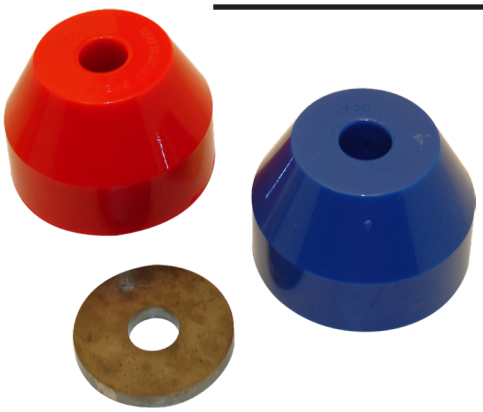
Small brake bushing used on pull bars.

#7640 - Red	$26.00

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

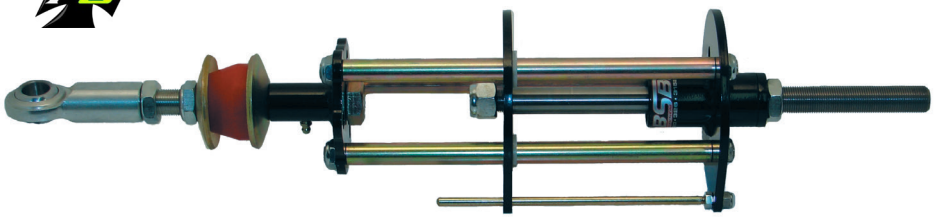
Short pull bar spring.
Used in 7625 Pull Bar.
5" x 4" tall spring.
Rates from 900 to 1200.

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





David Murray



OUTLAW TWO WAY PULL BAR

BSB 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.

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

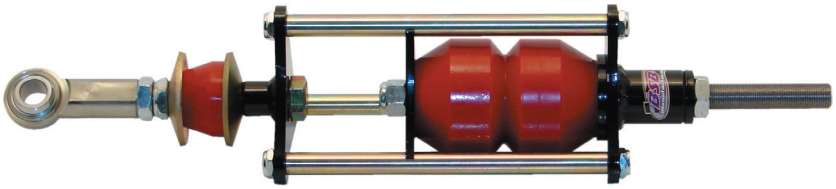
Spring not included

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



YouTube



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



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.

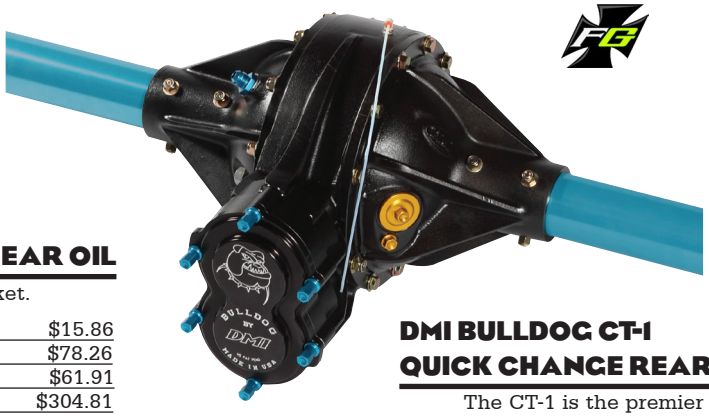
#7600	with 10" tube	c to c	31-1/8"
#7615	with 10" tube	c to c	31-1/8"
#7625	with 10" tube	c to c	29-7/8"
#7650	with 10" tube	c to c	28-3/4"
#7610	with 10" tube	c to c	28-1/4"

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

QUICK ADJUSTER ASSY



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

#3091	$100.00



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

JACK PAD



Allows a spot to jack the car from.

#6016 $21.42

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



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

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





Greg Scheffler



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



YouTube

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

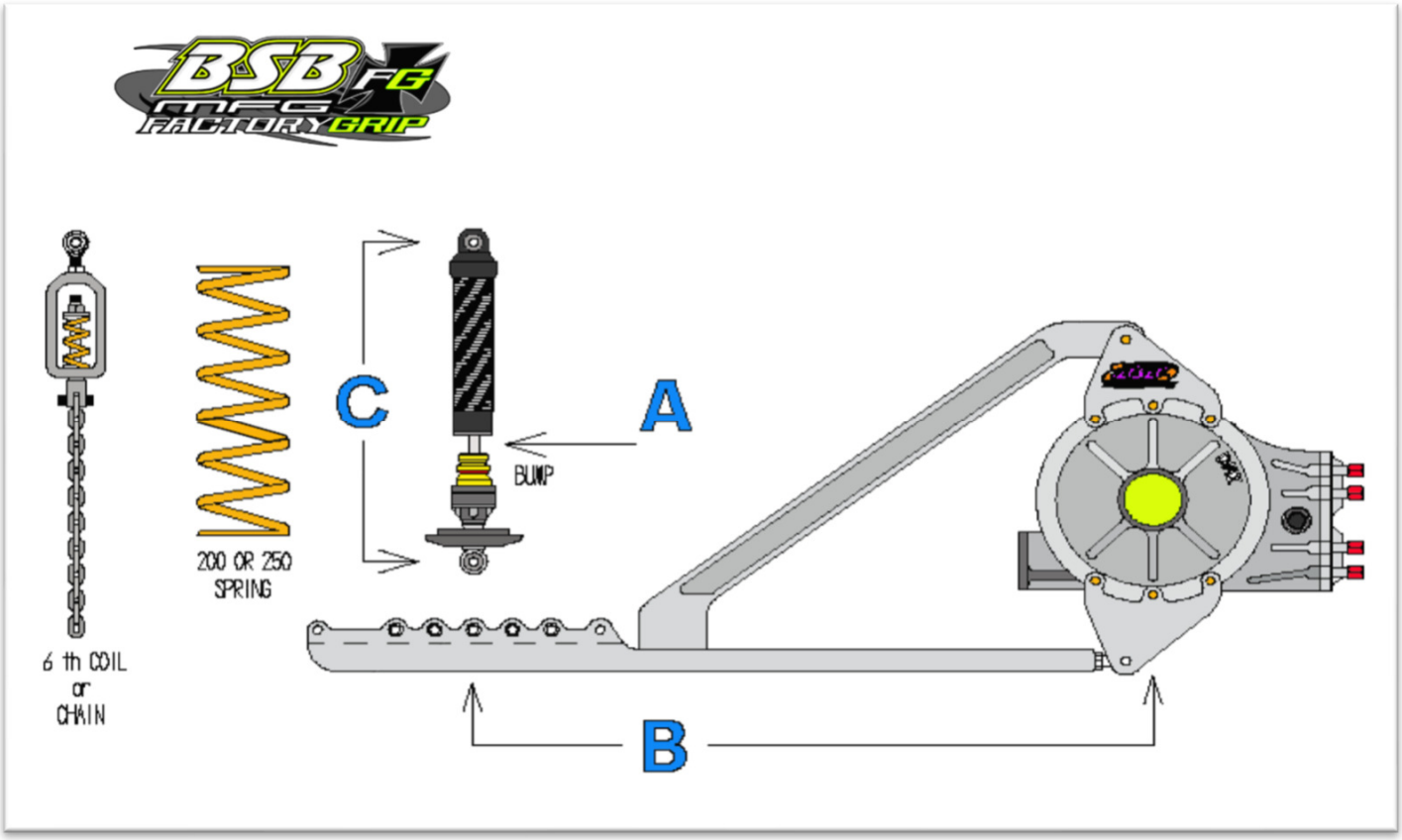


Adjustable back hat band
Bold 3D stitching.

#1608 Black $20.00

Car Basic

Lift Arm



The 1st thing you need to understand about a lift arm is that it will not make the traction that a pull bar will. The reason for this is where the load is coming from and how much load is being made. We know that on a pull bar, it can pull a 1000-pound spring 2 to 2.5" pretty easily. We also know on a lift arm that we are running a 200 or 250 spring, so there is no way we will see the same loads. The hidden fact is that one is lifting the CG up and the other is pulling it up. As I have always said, we should have had a pull bar in a Late Model and a lift arm in a Modified, oh well.

Here is a way to get more load in a lift arm and maybe have more forward with it.
The goal here is to reach around 2250 pounds of load in 2.5" of travel. Starting with a 250 spring. Preload, it a ½", using a bump stop with a cup, gap it .850 on the shock. This should give us a 2250 load at 2.5 inches of travel. If you have to run a spring, this will work very well; if you don't have to run a spring, we can sell you the bump to do it.

Car Basic

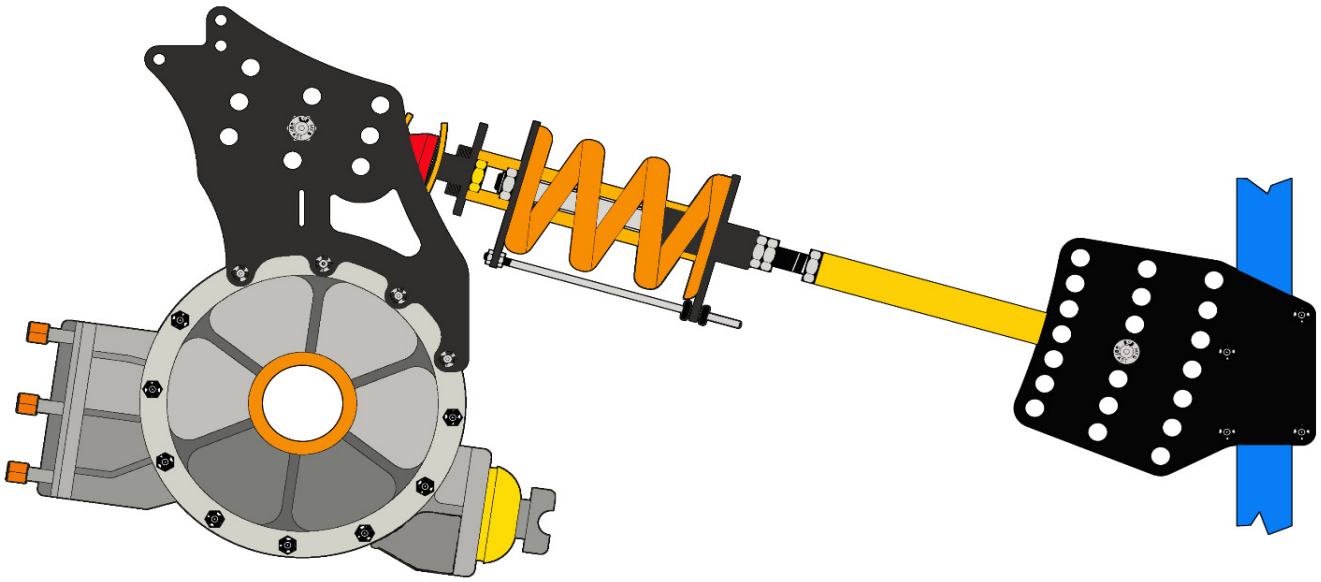
Pull Bar

Here again, we have made this into more than it needs to be. A pull bar is a delay device that separates torque from traction or delays it. A solid bar will give you all the traction you can make, while a biscuit bar will give you the biggest delay.

Things to Consider When Choosing a Traction Device.

1: How much load can the tire handle?
2: How much delay will the tire need?
3: What is allowed by the rules?
4: Understanding the function of the pull bar vs a lift arm.
5: Can I adjust the device to make more traction?
6: What length do I want?
7: What angle do I run?
8: Which one makes more traction?
9: Do I buy into the hype of a magic pull bar?

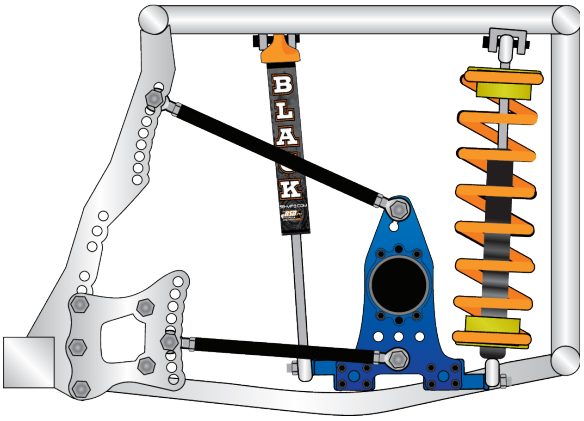
Bar location on the rear end, from forward to aft, will give you different amounts of load; the length and angle will determine when that amount of drive will be applied.



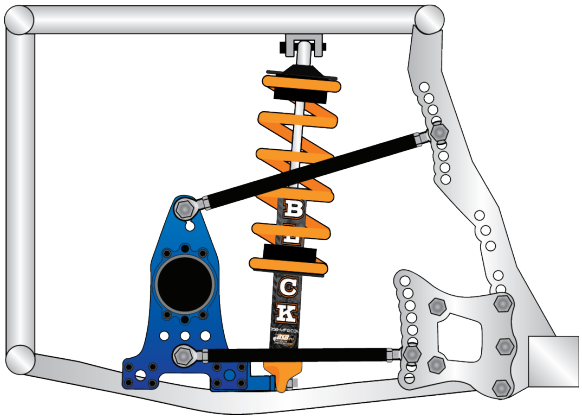
Pull bar angle, more angle increases instant drive, less angle gives you more drive later.

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.

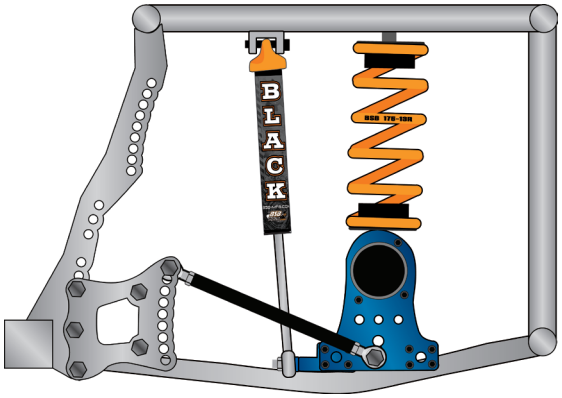
Lowering left bottom 4 link rod on chassis will hold more spring load on chassis “hike” and promote less roll steer, therefore tightening car on throttle.

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

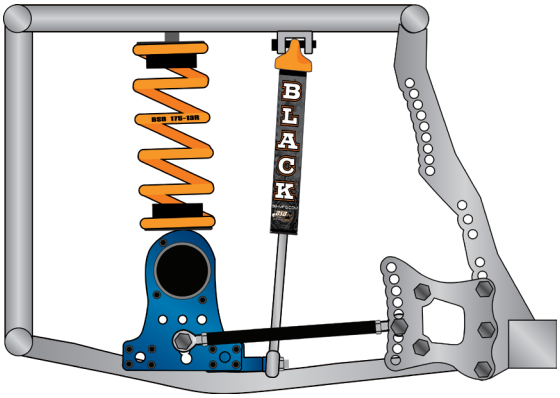
Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis “hike”. Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

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

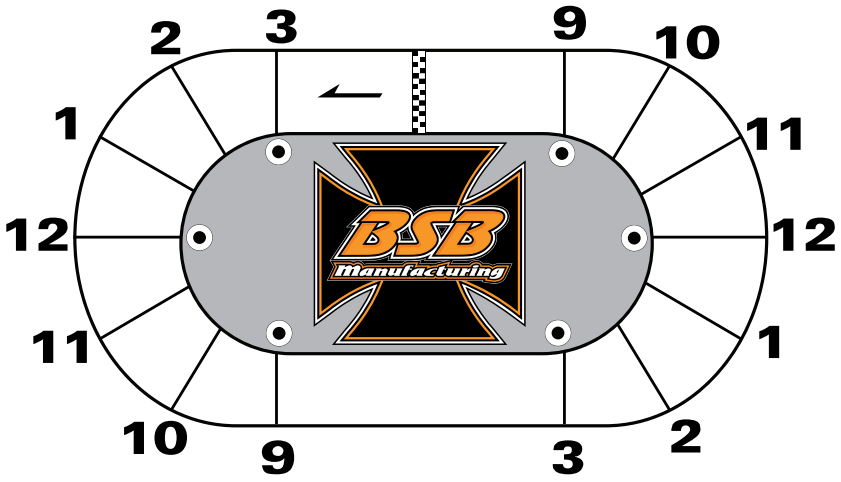
Add rebound to right front shock
Raise right bar on chassis
Decrease wedge

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.

bsbgofast.com





BSB Manufacturing

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