

Load In Car					
Spring Rate	450	500	550	600	650
RF Load / 600	600	600	600	600	600
1"	808	820	876	863	890
2"	1022	1024	1133	1110	1176
3"	1250	1239	1366	1368	1482
4"					
Travel @ Spring					
Load Height	6.5	6.5	6.5	6.5	6.5
1"	7.185	7.185	7.185	7.185	7.185
2"	7.85	7.85	7.85	7.85	7.85
3"	8.54	8.54	8.54	8.54	8.54
4"					
Load Change					
1"	208	220	276	263	290
2"	214	204	257	247	286
3"	228	215	233	258	306
Total Gain	650	639	766	768	882
Travel Change	In Lower Arm				
1"	0.685	0.685	0.685	0.685	0.685
2"	0.665	0.665	0.665	0.665	0.665
3"	0.69	0.69	0.69	0.69	0.69
4"	0	0	0	0	0
Spring Rate	In Spring Rater (same travel)				
Staic Load	600	600	600	600	600
1	906	940	975	1018	1066
2	1215	1282	1376	1425	1524
3	1562	1648	1802	1848	1999

AT ride height, the center of jack bolt to center of spring pocket was offset to the back .080. In 3" of travel it moved the bottom of the spring out 1" and remained the .080 offset towards the back.

The 4th inch of travel shows more movement in the spring than the other 3" of travel did. (.750) Also gets into a bind.