

Advanced

RACING SUSPENSIONS

1698 Midwest Blvd.
Indianapolis, IN 46214
317.271.7100



dirt late model catalog

SHOCKS

2200 SERIES

Large Steel Body Twin-Tube

The 2200 Series Shock is the steel version of the 2000 series shock. This shock was designed to fit the rule of "steel body shock" that saves the racer money. The smooth body will accept a coil-over kit to slide over the body. This shock is a great choice for series that do not allow the steel body mono-tube shocks. This shock will accept 2 1/2" ID or 5" OD springs and is available in 6", 7", 8" and 9" stroke shafts.



3200 SERIES

Small Body Mono-Tube With or Without Canister



The 3200 Series shock is the ideal shock to provide the forward bite needed with the current late model setups. This small body shock will accept any coil-over spring and perform with the lowest gas pressure of any rear shock. It is built with a special piston for the rear of asphalt late models that is configured to handle the irregularity of the race track without losing forward bite. The 5 degree adjustment needle allows the tuner to adjust the rebound to generate maximum traction. This shock also utilizes a base valve that is installed between the floating piston and the valving piston. This minimizes the gas pressure required and reduces the rod pressure.

The canister option allows for more oil capacity and less pressure build up which creates maximum grip. The floating piston is located in the remote canister. This allows for substantial reduction of rod pressure.

The banjo swivel hose connected to the remote canister allows for easy mounting of the canister. Quick release canister clamps are available in many sizes located on our hardware page.

****All Shocks are available in adjustable or non-adjustable, and standard straight valvings or split valvings.****

4000 SERIES

Large Body Mono-Tube Non-Base Valve Double Adjustable

The 4000 Series Double Adjustable shock dramatically reduces your shock inventory. The double adjustable shock allows you to create many different valving combinations in one shock.

The compression adjustable canister utilizes a tapered needle to control the low speed compression dampening. The high speed compression is controlled through the two stage by-pass in the remote canister. The 8 position compression adjuster is located in the remote reservoir with the schrader valve for fine tuning of the gas pressure.



4200 SERIES

Large Body Mono-Tube

The 4200 Series shock is very similar to our 3200 series shock. The biggest difference is that the 4200 series shock is a large body. This creates more room for the oil capacity creating maximum cooling efficiency. The base valve is installed between the floating piston and the valving piston to isolate the pressure which minimizes the pressure required and also reduces rod pressure.



7200 SERIES

Steel Body Mono-Tube

The 7200 Series Steel Body Mono-Tube shock is designed for the racers that are required to use a steel body. This shock contains the latest base valve technology to provide the lowest rod pressure of any large body mono-tube shocks.

Maximum traction is developed with the use of low rod pressure. The base valve installed between the floating piston and the valving piston isolates the pressure, therefore allowing for substantial reduction in rod pressure.

This shock comes standard with a schrader valve to fine tune the gas pressure in the shock. If the series you race with does not allow schrader valves, the shock is available with the pressure pre-set and a cap installed in the port hole to make it legal in certain series.

The smooth shock body will accept a coil-over kit to slide over the body. They are designed to use 2 1/2" ID or 5" OD Springs. It comes in 6", 7", 8", 9" or 10" stroke shafts.



SHOCKS

COIL-OVER KITS



ARS #20100
(2 1/2" ID)
Cone Spring
Seat W/ Pinch
Clamp
Adjusting Nut



ARS #20101
(2 1/2" ID)
Flat Spring
Seat W/ Pinch
Clamp
Adjusting Nut



ARS #22101
(5" OD)
Cone Spring
Seat W/ Pinch
Clamp Adjusting
Nut for 6" & 7"
stroke shocks



ARS #22103
(5" OD)
Cone Spring Seat
W/ Pinch Clamp
Adjusting Nut for
8" & 9" stroke
shocks



ARS #301045
(2 1/2" ID)
Cone Spring Seat
W/ Pinch Clamp
Adjusting Nut



ARS #30105
(2 1/2" ID)
Flat Spring Seat W/
Pinch Clamp
Adjusting Nut

NEW REDESIGNED ADJUSTING NUTS

with more clamping
strength for small
body rear shocks



ARS #40100
(2 1/2" ID)
Cone Spring
Seat W/ Pinch
Clamp Adjusting
Nut



ARS #40100T
(2 1/2" ID)
Cone Spring
Seat W/
Tapered Pinch
Clamp
Adjusting Nut



ARS #40104
(2 1/2" ID)
Special Spring Seat Designed for Bump
Springs W/ Pinch Clamp Adjusting Nut
(Sinks bump spring down
in cup 5/16")



ARS #40101T
(2 1/2" ID)
Flat Spring
Seat W/
Tapered
Pinch Clamp
Adjusting Nut



ARS #72101
(5" OD)
Cone Spring Seat W/ Pinch
Clamp Adjusting Nut and
Threaded Sleeve for 6" & 7"
stroke shocks

ARS #72103
(5" OD)
Cone Spring Seat W/ Pinch
Clamp Adjusting Nut and
Threaded Sleeve for 8" & 9"
stroke shocks



BUMP SPRINGS Complete Inventory 500 lbs to 5,000 lbs Spring Rate



ARS # 600560
End Caps for
Hyperco and Swift
Bump Springs



ARS # 600563
End Caps for Bump Springs
that Sink Down in Spring Seat
(5/16" more travel)

BUMP RUBBERS Square Edged Urethane Bump Rubbers 3/4" Tall x 2" OD



ARS #600541
Durometer: 20



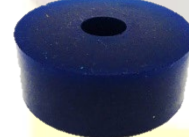
ARS #600542
30



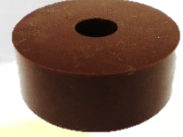
ARS #600544
40



ARS #600546
50



ARS #600547
60



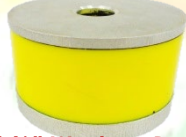
ARS #600548
70

BUMP RUBBERS W/ BONDED WASHERS

Square Edged Urethane Bump Rubbers W/ Bonded Washers 2 1/2" OD (must be used in UHT or Barrel Spring)



ARS # 600531
Durometer: 30
ARS #600532



(2) 1/8" Washers Bonded to Bump Rubber

ARS #600533
40
ARS #600534



ARS #600537
50
ARS #600538



ARS #600539
60
ARS #600540



ARS#60048
1/8" Split Spacer
ARS#60049
1/8" Split Spacer
(10 Pack)

ARS#60047
1/16" Split Spacer
ARS#600471
1/16" Split Spacer
(10 Pack)

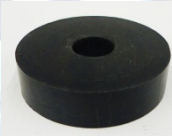
1/8" and 1/4" Washer Bonded to Bump Rubber



ARS # 600564
1/2" Acetal
Spacer



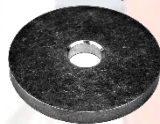
ARS # 600566
1" Acetal
Spacer



ARS # 60057
1/2" Aluminum
Spacer



ARS # 60050
1.625" OD x .125"
Thick Steel Washer



ARS #600504
2.45" OD x .125"
Thick Aluminum Washer

ARS # 600417
2.125" OD x .125" Thick
Aluminum Washer

ARS #600503
2.45" OD x .25"
Thick Aluminum Washer



ARS # 600421/ 200-219 @1"
ARS # 600423/ 220-239 @1"
ARS # 600425/ 240-259 @1"
Red Ribbed
Bump Rubber



ARS # 600441/ 300-319 @1"
ARS # 600443/ 320-339 @1"
ARS # 600445/ 340-359 @1"
Black Ribbed
Bump Rubber



ARS # 600420
1 5/8" Red Ribbed
Bump Rubber



ARS # 600429
1 1/8" Red Ribbed
Bump Rubber

BUMP RUBBERS AND BUMP SPRINGS

HARDWARE

ARS #40195 Schrader Valve

ARS #60012 High Angularity Steel Spacers (1/2" ID)

ARS #60002 Bearings (1/2" Bearing w/ injected Liner)

ARS #40887 Gas Gauge (100 PSI)
ARS #40882 (200 PSI)

ARS #20040 1" Spacer for 2 1/2" Spring

1" Shaft Extension ARS #20057

2" Shaft Extension ARS #20058

ARS #600571 Movement Indicator

ARS #20050 Large Body Spanner Wrench (for 2 1/2" or 3" ID Springs)

ARS #72050 (for 5" OD Springs)

ARS #20120 Diaper Pin (2 1/4", 2 1/2", 3" Springs)

ARS #72120 (5" Springs)

ARS #6X000 Take Up Spring

ARS #20044 Large Body
ARS #10047 Small Body Floating Washer for Take Up Spring

ARS #40120 Shock Oil (1 Gal.)

ARS #20130 Travel Indicator Kit

ARS #61041 E-Model Eye Adjustable

ARS #61045 E-Model 1" Extended
ARS #610415 E-Model 1/2" Extended
ARS #61047 E-Model 2" Extended

Non Adjustable Eye 1/2" Shaft ARS #10052
9/16" Shaft ARS #20052
Steel Eye ARS #20072

Non-Adjustable 1" Extended Eye 1/2" Shaft ARS #10053
9/16" Shaft ARS #20054

ARS #20118 Thrust Bearing for 2 1/2" Spring

ARS #610429 Adjusting Tool

ARS #610426 17 Positions

ARS #610425 9 Positions

ARS #20046 3.10" Tall Lined Spring Floater

ARS #200461 2.10" Tall Lined Spring Floater

ARS #40044 Lock Out Nut With Set Screw

The Stainless Adjusting Wheel allows you to remove and install the shock eye without changing the adjustment. This uses the same shock eye without set screws and detent balls. This makes it easier to change bump stops without changing your shock adjustment.

Replacement Parts for Original E-Model Eyes:

Set Screw for Pin Wheel	ARS# 61190
Set Screw for Detent Ball	ARS# 61192
Spring for Detent Ball	ARS# 61194
Detent Ball	ARS# 61196
Pin Wheel (9 Position)	ARS# 61042
Pin Wheel (17 Position)	ARS# 61043
O-Shit Kit	ARS# 61198

**NOW AVAILABLE WITH REBOUND
ADJUSTABLE GAS SHOCK**

5th Coil Shock Assembly



The compromise of choosing the correct spring for off the corner traction or straight-away traction is over. With the Progressively/Digressive fifth coil assembly you can create the best of both worlds. The P/D unit mounts in the same positions as the conventional fifth coil assembly.

The Problem:

A stiff fifth coil springs provides instant traction when the driver starts to pick-up the throttle off the turn but loses traction halfway down the straight-away because the rear tires break loose from too much spring rate. A soft fifth coil spring does not hook the rear tires to the ground instantly off the turn, but does provide good traction down the straight-away.

The Cure:

The P/D was designed to provide better forward traction off the turn and all the way down the straight-away. The P/D assembly has maximum spring rate the 1st inch of travel, and from 1 inch to 4 inches of travel the spring rate decrease to provide a softer total spring rate. For example, a standard 400lb. fifth coil with 3 inches of travel would have a total rate of 1200lbs. The P/D assembly using a 400/300 spring combination with 3 inches of travel would have a total rate of 926lbs.

The P/D assembly is a combination of two springs with a slider assembly held together with a small diameter shock in the center. For the first inch of travel, the fifth coil assembly primarily uses the long spring. After that the additional travel uses the combination of both springs providing the desired spring rate. A small diameter shock in the center of this assembly dampens the spring to control any undesired oscillation.

The Disclaimer:

The P/D fifth coil assembly is not a cure for all ill-handling race cars. It will increase forward bite over a standard fifth coil assembly, but it will not take a race car that has poor forward bite because of a bad rear suspension combination and make a winner out of that car.

**New Graphite lined spring floater and
shaft guide provides
smoother travel!**

**PROGRESSIVE/DIGRESSIVE
ASSEMBLY**



Advanced
RACING SUSPENSIONS

*1698 midwest blvd.
indianapolis, in 46214
317. 271.7100*

LEFT REAR SHOCK AND SPRING ASSEMBLY

ELIMINATES THE NEED FOR LEFT REAR FRONT OR TOP SHOCK

The triple spring combination provides enough extended load to keep the left rear corner up throughout the corner.

The three spring rates let the left rear corner to drop at ride height to allow for maximum spoiler height.

Now the only need for a left rear front shock is an extremely rough track. For these circumstances, install your left rear front shock in full soft position to navigate through the rough conditions.

The left rear shock is available in single or double adjustable. The compression is fine-tuned to help keep the left rear up throughout the corner.

When ordering this combination, know what your extended and ride height shock bolt to shock bolt is on your current left rear back shock.



WWW.ADVANCEDRACINGSUSPENSIONS.COM