



Dynatech[™]



2014 MASTER CATALOG

BUILDING SPEED, POWER & PERFORMANCE FOR 30 YEARS



WHO WE ARE

AFCO is an engineering based manufacturing company staffed by experienced professionals who are passionate about the racing industry. AFCO started with a simple need for a better suspension component. Now, after 30 years, we have grown into a full service manufacturing and distribution company that builds industry leading suspension, cooling and brake components. Our products are distributed by the finest automotive aftermarket chassis builders, warehouses, and retailers throughout North America, Europe, Australia and New Zealand. Three decades of working closely with racers and tuners has yielded a team focused on delivering superior performance, quality, and value in every product we make.



WORLD CLASS DESIGN & ENGINEERING

Our great products start with the best design and engineering people. Our engineering team is one of the most experienced in the industry. AFCO products are known for reliability, performance, value and innovation. Before we ever release the first iteration of a new product, we use a combination of: vehicle data collection tools, 3-D design software, extensive CAD modeling, finite element analysis testing, laboratory testing and extensive field trials to make sure you are getting the best product for your money. We believe in the "prove it to me" method. That's why we spend countless hours on the road testing and refining our products at the tracks with our customers. With AFCO, you can be sure our products will work as advertised every time!



MANUFACTURING EXCELLENCE

Our experienced, dedicated manufacturing personnel use automated production machines such as CNC benders, CNC lathes and mills, and laser cutting equipment to give us the ability to produce the highest quality, most consistent products in our industry. All of our products undergo extensive quality control checks before making it to your door.



A-FAB, LLC *Over 30 Years of Performance*

AFCO

Dynatech

PRO
BIDCIN

Marketing Partners



Contact Info

AFCORACING.com

800-632-2320

Hours

Sales and Technical Support
Open Daily Mon.-Fri.
8 a.m. - 5:30 p.m. CST

UNMATCHED CUSTOMER SERVICE/ CUSTOMER TRAINING

Our team members are more than welders, machinists, and sales people. We are racers and enthusiasts just like you. We understand the needs of our customers and we respond with outstanding technical support and customer service. Shock schools, chassis seminars, product training, fast and friendly service are all part of what you get when you purchase AFco products.



DISTRIBUTION YOU CAN COUNT ON

You don't have days or weeks to wait for your product, so we go to extra lengths to make sure that what you need is in stock and ready to ship the day you order. We have a 97% same day order fill rate for standard product orders received before 3PM CST. Even custom orders are filled quickly and efficiently. Special order shocks are usually shipped one to two days after receipt of order. When you need it, you want it, and we've got it!



WINNING PRODUCTS

The AFco advantage is available in thousands of products for a wide range of applications. The common thread that ties all AFco products together is performance. AFco products are built to perform because we love it when our customers win! Manufacturing a second place product just doesn't interest us. Our unrelenting passion to be the best is the reason professional racers have relied on AFco products for over 30 years!



Physical Address

**977 Hyrock Blvd.
Boonville, IN 47601**

Mailing Address

**P.O. Box 548
Boonville, IN 47601**

Limited Warranty

A-FAB, LLC will repair or replace any products found upon our inspection to be defective in workmanship or material within 12 months from date of purchase for the original purchaser. Except for the limited warranty set forth herein, A-FAB, LLC makes no warranties either expressed or implied, written or oral, with regard to the products including, without limitation, any warranty of merchantability or fitness for a particular purpose. In no event shall A-FAB, LLC be liable for any special, incidental or consequential damages, or any other damages whatsoever arising out of or connected with the use or misuse of the products. Purchasers acknowledge and agree that no person, entity or agent of A-FAB, LLC has any authority to make any statement contrary to this disclaimer and that any warranty statements or representations allegedly made on behalf of A-FAB, LLC by any such person, entity or agent are void. A-FAB, LLC products are not D.O.T. approved or intended for street use. Purchasers are relying solely on their own skill and judgment to select, purchase and use suitable products and assume all responsibility and risk with regard thereto.

Order or Download a FREE Catalog



To order a FREE catalog by mail, please call 800-632-2320. You can also download all of our catalogs on-line at AFCORacing.com

MODIFIED SHOCKS

SILVER

s e r i e s

AFCO SILVER Series Steel Bulb GAS SHOCKS

- Bulb design for reduced gas pressure gain & increased feel
- Ultra strong DURox chrome shaft - worry free racing
- Owner serviceable - take control of your race program
- Available with or without a base valve - get the feel you need!
- Available with schrader valve... Or without for IMCA legal applications
- Worldwide service centers - convenience & fast turnaround
- World class technical support - get the answers you need!
- New and improved rod guide design

Basevalve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.25"	19.44"
9"	15.25"	23.44"

Non Basevalve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.25"	20.20"
9"	15.25"	24.20"

The Smartest Choice in Shocks!

SILVER

s e r i e s

**Exclusive
Shock School
With Purchase**

Receive a full day of Shock School with any four shock Silver Series purchase! Get smarter... Call for details.

Unbelievably Smart Price

You get 4 Silver Series gas bulb shocks and everything mentioned above for one low price!

**4 SHOCKS STARTING AT:
\$1199.96**



MODIFIED SHOCKS


Bulb Gas Shocks (Swing Arm & 4-Link)

DIRT

HOW TO READ AND ORDER YOUR SILVER SERIES BULB GAS SHOCKS:

SHOCK SERIES	STROKE LENGTH	COMP	REBOUND
55	- 9 -	- 2 -	12
Base Valve Version w/ Schrader Valve	Choose either 7" or 9"	Choose Any Valve between 0 - 14	Choose Any Valve between 0 - 14

SHOCK SERIES	STROKE LENGTH	COMP	REBOUND
57	- 7 -	- 5 -	5
Non-Base Valve Version w/ Schrader Valve	Choose either 7" or 9"	Choose Any Valve between 0 - 14	Choose Any Valve between 0 - 14

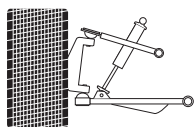
SHOCK SERIES	STROKE LENGTH	COMP	REBOUND
56	- 7 -	- 4 -	6
Base Valve Version 	Choose either 7" or 9"	Choose Any Valve between 0 - 14	Choose Any Valve between 0 - 14

SHOCK SERIES	STROKE LENGTH	COMP	REBOUND
58	- 9 -	- 10 -	3
Non-Base Valve Version 	Choose either 7" or 9"	Choose Any Valve between 0 - 14	Choose Any Valve between 0 - 14

ORDER YOUR SHOCKS THE WAY YOU WANT THEM... NO EXTRA CHARGE FOR SPECIAL BUILDS!
WHY WAIT? 2 DAY TURNAROUND ON ALL SPECIAL BUILDS!

Recommended 4-Link Gas Shocks

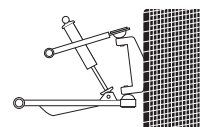
Left Front Shocks



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-5-5	55-7-5-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

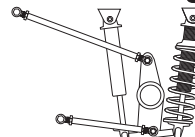
BASE VALVE

Right Front Shocks



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-5	55-7-3-7
	SLICK	56-7-3-5	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6

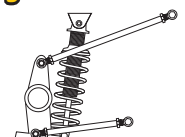
Left Rear Shocks (w/Spring Behind)



NO BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-7-2	57-9-7-2
	SLICK	58-9-9-2	57-9-9-2
	ROUGH	55-9-6-3	57-9-6-3

BASE VALVE

Right Rear Spring Ahead Shocks

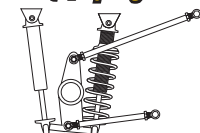


BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-3-3
	SLICK	56-9-3-5	55-9-3-5
	ROUGH	56-9-4-4RT	55-9-4-4

THE ULTIMATE IN SERVICE! Two Day Turnaround on most custom shocks.

BASE VALVE

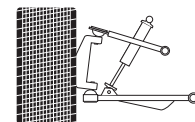
Right Rear Shocks Ahead (w/Spring Ahead)



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-6	55-9-4-6
	SLICK	56-9-3-7	55-9-3-7
	ROUGH	56-9-5-5	55-9-5-5

Recommended Swing Arm Gas Shocks

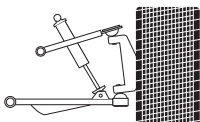
Left Front Shocks



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-4-6	55-7-4-5
	SLICK	56-7-5-3	55-7-5-3
	ROUGH	56-7-5-5	55-7-5-5

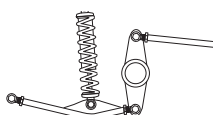
BASE VALVE

Right Front Shocks



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-7-3-5	55-7-4-6
	SLICK	56-7-4-6	55-7-3-5
	ROUGH	56-7-4-6	55-7-4-6

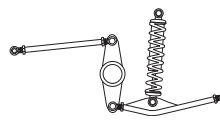
Left Rear Shocks



NO BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	58-9-4-4	57-9-4-4
	SLICK	58-9-6-3	57-9-6-3
	ROUGH	58-9-4-5	57-9-4-6

BASE VALVE

Right Rear Shocks



BASE VALVE			
GAS	TRACK CONDITION	IMCA LEGAL	SCHRADER VALVE
	BASE	56-9-4-4	55-9-4-4
	SLICK	56-9-2-4	55-9-2-4
	ROUGH	56-9-4-5	55-9-4-6

MODIFIED SHOCKS

Gas Shocks

Steel Non Adj. - w/ Schrader Valve

- Schrader valve allows tuning with gas pressure
- Performance at its best on fast or rough tracks
- 9" bodies grooved for coilover applications

All 23 Series:
\$119⁹⁹

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.95"	18.85"
7"D LEFT REAR	12.95"	19.85"
9"	14.95"	22.85"
9"D LEFT REAR	14.95"	23.85"

DESCRIPTION	7" STROKE	9" STROKE
2-3 VALVE	2372-3	2392-3
3 VALVE	2373	2393
3-5 VALVE	2373-5	2393-5
3-6 VALVE	2373-6	2393-6
3-8 VALVE	2373-8	2393-8
4 VALVE	2374	2394
4-0 VALVE	2374-0	2394-0
4-6 VALVE	2374-6	2394-6
5 VALVE	2375	2395
5-3 VALVE	2375-3	2395-3
6-0 VALVE	2376-0	2396-0
6-3 VALVE	2376-3	2396-3
7-2 VALVE	2377-2	2397-2
8-2 VALVE	2378-2	2398-2
9-1 VALVE	2379-1	2399-1
9-2 VALVE	2379-2	2399-2

DESCRIPTION	LEFT SIDE 7" STROKE	DESCRIPTION	LEFT SIDE 9" STROKE
4 VALVE	2374D	2-3 VALVE	2392-3D
4-5 VALVE	2374-5D	3 VALVE	2393D
5 VALVE	2375D	3-5 VALVE	2393-5D
5-3 VALVE	2375-3D	4-0 VALVE	2394-0D
6 VALVE	2376D	4-6 VALVE	2394-6D
6-0 VALVE	2396-0D	6-0 VALVE	2396-0D
		6-3 VALVE	2396-3D
		7-2 VALVE	2397-2D
		8-2 VALVE	2398-2D
		9-1 VALVE	2399-1D
		9-2 VALVE	2399-2D

Steel Non Adj. - IMCA Legal

- IMCA legal gas pressure shock
- Performance at its best on fast or rough tracks
- 9" bodies grooved for coilover applications
- Custom valving available
- Non schrader valve

All 24 Series:
\$119⁹⁹

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.95"	18.85"
7"D LEFT REAR	12.95"	19.85"
9"	14.95"	22.85"
9"D LEFT REAR	14.95"	23.85"

DESCRIPTION	7" STROKE	9" STROKE
2-3 VALVE	2472-3	
3 VALVE	2473	2493
3-5 VALVE	2473-5	2493-5
3-6 VALVE	2473-6	2493-6
3-8 VALVE	2473-8	2493-8
4 VALVE	2474	2494
4-0 VALVE	2474-0	2494-0
4-6 VALVE	2474-6	2494-6
5 VALVE	2475	2495
5-3 VALVE	2475-3	2495-3
6-0 VALVE	2476-0	2496-0
6-3 VALVE	2476-3	2496-3
7-2 VALVE	2477-2	2497-2
8-2 VALVE	2478-2	2498-2
9-1 VALVE	2479-1	2499-1
9-2 VALVE	2479-2	2499-2

DESCRIPTION	LEFT SIDE 7" STROKE	DESCRIPTION	LEFT SIDE 9" STROKE
4 VALVE	2474D	3 VALVE	2493D
4-5 VALVE	2474-5D	4-0 VALVE	2494-0D
5 VALVE	2475D	4-6 VALVE	2494-6D
5-3 VALVE	2475-3D	6-0 VALVE	2496-0D
6 VALVE	2476D	6-3 VALVE	2496-3D
6-0 VALVE	2496-0D	7-2 VALVE	2497-2D
		8-2 VALVE	2498-2D
		9-1 VALVE	2499-1D
		9-2 VALVE	2499-2D

DIRT

Steel Rebound Adj. - w/ Schrader Valve

- Gas pressure rebound adjustable for easy valve changes
- Schrader valve allows tuning with gas pressure
- Grooved for coilover applications on 9" bodies standard

All 25 Series:
\$249⁹⁹

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.30"	19.21"
7"D LEFT REAR	13.30"	20.21"
9"	15.30"	23.21"
9"D LEFT REAR	15.30"	24.21"

DESCRIPTION	7" STROKE	9" STROKE
2 COMP / 2-4 REBOUND	2572-24Z	2595-24Z
3 COMP / 3-6 REBOUND	2573-36Z	2593-36Z
3 COMP / 4-6 REBOUND	2573-46Z	2593-46Z
3 COMP / 5-9 REBOUND	2573-59Z	2593-59Z
4 COMP / 3-6 REBOUND	2574-36Z	2594-36Z
4 COMP / 4-6 REBOUND	2574-46Z	2594-46Z
4 COMP / 5-9 REBOUND	2574-59Z	2594-59Z
5 COMP / 3-6 REBOUND	2575-36Z	2595-36Z
5 COMP / 5-9 REBOUND	2575-59Z	2595-59Z

DESCRIPTION	LEFT SIDE 7" STROKE	LEFT SIDE 9" STROKE
2 COMP / 2-4 REBOUND	2572-24DZ	2592-24DZ
3 COMP / 3-6 REBOUND	2573-36DZ	2593-36DZ
3 COMP / 4-6 REBOUND	2573-46DZ	2593-46DZ
4 COMP / 3-6 REBOUND	2574-36DZ	2594-36DZ
4 COMP / 4-6 REBOUND	2574-46DZ	2594-46DZ
5 COMP / 3-6 REBOUND	2575-36DZ	2595-36DZ
6 COMP / 2-4 REBOUND	2576-24DZ	2596-24DZ
7 COMP / 2-4 REBOUND	2577-24DZ	2597-24DZ
8 COMP / 2-4 REBOUND	2578-24DZ	2598-24DZ
9 COMP / 2-4 REBOUND	2579-24DZ	2599-24DZ

SILVER

Basevalve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.25"	19.44"
9"	15.25"	23.44"

Non Basevalve

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.25"	20.20"
9"	15.25"	24.20"

AFCO SILVER Series Steel Bulb GAS SHOCKS

- Bulb design for Reduced Gas Pressure Gain & Increased Feel
- Ultra strong DURox Chrome Shaft - Worry Free Racing
- Owner Serviceable - Take Control of Your Race Program
- Available with or without a Base Valve - Get the feel you need!
- Available with Schrader Valve... or without for IMCA Legal applications
- Worldwide Service Centers - Convenience & Fast Turnaround
- World Class Technical Support - Get the Answers YOU NEED!
- New and Improved Rod Guide Design
- More info on pages 4 & 5.



MODIFIED SHOCKS

TWIN TUBE Shocks

DIRT

Steel Big Body - 19 Series Rebuildable 2.02" OD

- Twin Tube design for those "hard-to-get-a-hold-of" tracks
- Owner Rebuildable and Serviceable
- Shim stack technology provides consistent results
- Coil-over groove

All 19 Series: **\$149⁹⁹**
All 22 Series: **\$149⁹⁹**

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.85"	19.76"
9"	14.85"	23.76"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1973	1993
3-5 VALVE	1973-5	1993-5
4 VALVE	1974	1994
4-6 VALVE	1974-6	1994-6
5 VALVE	1975	1995
5-3 VALVE	1975-3	1995-3
6 VALVE	1976	1996
6-2 VALVE	1976-2	1996-2
6-4 VALVE	1976-4	1996-4
7 VALVE	1977	1997
7-2 VALVE	1977-2	1997-2
8-2 VALVE	1978-2	1998-2
9-0 VALVE	1979-0	1999-0
9-2 VALVE	1979-2	1999-2
AXLE DAMPENER	1971-9	•
AXLE DAMPENER	1979-1	•
ROUGH TRACK 3RT	1973RT	1993RT
ROUGH TRACK 4RT	1974RT	1994RT
ROUGH TRACK 5RT	1975RT	1995RT

All shocks come with removable rod end.

Steel Small Body - 22 Series Rebuildable 1.64" OD

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.3"	19.3"

DESCRIPTION	7" STROKE
3 VALVE	2273
3-5 VALVE	2273-5
4 VALVE	2274
4-6 VALVE	2274-6
5 VALVE	2275
5-3 VALVE	2275-3
6 VALVE	2276
6-2 VALVE	2276-2
6-4 VALVE	2276-4

Steel Big Body - 10 Series Non Adj. 2.02" OD

- Precision 3 piece replaceable bearing ends
- 5/8" shaft for added strength
- 360° weld on eye ring for superior strength
- Coil-over groove

All 10 Series: **\$109⁹⁹**
All 15 Series: **\$89⁹⁹**

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.50"	19.5"
9"	14.50"	23.5"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1073	1093
3-5 VALVE	•	1093-5
4 VALVE	1074	1094
4-6 VALVE	1074-6	•
4-8 VALVE	1074-8	1094-8
4-9 VALVE	1074-9	•
4-10 VALVE	1074-10	•
4-12 VALVE	1074-12	•
5 VALVE	1075	1095
5-3 VALVE	1075-3	•
5-9 VALVE	1075-9	•
6 VALVE	1076	•
6-2 VALVE	1076-2	•
AXLE DAMPENER	1079-1	•

Steel - 15 Series Non Adj.

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
5"	10.25"	15.25"
6"	11.50"	17.5"
7"	12.50"	19.5"

DESCRIPTION	5" STROKE	6" STROKE	7" STROKE
1 VALVE	1551	1561	•
2 VALVE	1552	1562	•
2-4 VALVE	•	1562-4	•
3 VALVE	1553	1563	•
3-1 VALVE	1553-1	1563-1	•
3-5 VALVE	•	•	1573-5
4 VALVE	1554	1564	1574
5 VALVE	•	•	1575
5-3 VALVE	•	•	1575-3
6 VALVE	•	•	1576
6-2 VALVE	•	•	1576-2
6-4 VALVE	•	•	1576-4

Fixed Bearing 14 Series Sealed Body Coil-Over Shocks 2.03" OD

- Economical sealed body
- Grooved for use in coil-over applications
- Best twin tube value on the market

All 14 Series: **\$74⁹⁹**
All 12 Series: **\$79⁹⁹**

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.50"	19.5"
9"	14.50"	23.5"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1473	1493
3-5 VALVE	1473-5	1493-5
4 VALVE	1474	1494
4-6 VALVE	1474-6	•
5 VALVE	1475	1495
5-3 VALVE	1475-3	1495-3
6 VALVE	1476	1496
6-2 VALVE	1476-2	•
7 VALVE	1477	•
7-2 VALVE	•	1497-2
9-1 VALVE	1479-1	•

Steel Fixed Bearing 12 Series Sealed Body

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.50"	19.5"
9"	14.50"	23.5"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1273FB	1293FB
3-5 VALVE	•	1293-5FB
4 VALVE	1274FB	1294FB
5 VALVE	1275FB	1295FB
5-3 VALVE	1275-3FB	•
6 VALVE	1276FB	•
6-2 VALVE	1276-2FB	•
AXLE DAMPENER	1279-1FB	•



STREET STOCK & SUPER STOCK SHOCKS

GAS Shocks

DIRT

HOW TO READ AND ORDER YOUR AFCO REBOUND ADJUSTABLE SHOCKS:

SHOCK SERIES (FIRST 2 DIGITS)	STROKE LENGTH (3RD DIGIT)	COMP. RANGE (4TH DIGIT)	REB. RANGE (5TH & 6TH DIGIT)	SHAFT LENGTH (D=LONG, BLANK=STD)	ROD END STYLE (Z=SHORT, BLANK=STD)
25	9	3	- 36	D	Z
STEEL BODY SINGLE ADJ. GAS W/SCHRADER	9" STROKE	3 COMPRESSION	3 thru 6 REB. RANGE	LONGER EXT. LENGTH	SHORT ROD END



Steel Non Adj. - w/ Schrader Valve

- Schrader valve allows tuning with gas pressure
- Performance at its best on fast or rough tracks
- Grooved for coilover

All 23 Series:
\$119⁹⁹



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.95"	18.85"
7"D LEFT REAR	12.95"	19.85"
9"	14.95"	22.85"
9"D LEFT REAR	14.95"	23.85"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	2373	2393
3-5 VALVE	2373-5	2393-5
3-6 VALVE	2373-6	2393-6
3-8 VALVE	2373-8	2393-8
4 VALVE	2374	2394
4-0 VALVE	2374-0	2394-0
4-6 VALVE	2374-6	2394-6
5 VALVE	2375	2395
5-3 VALVE	2375-3	2395-3
5-7 VALVE	2375-7	2395-7
6-0 VALVE	2376-0	2396-0
6-3 VALVE	2376-3	2396-3
7-2 VALVE	2377-2	2397-2
8-2 VALVE	2378-2	2398-2
9-1 VALVE	2379-1	2399-1
9-2 VALVE	2379-2	2399-2

DESCRIPTION	LEFT SIDE 7" STROKE	DESCRIPTION	LEFT SIDE 9" STROKE
4 VALVE	2374D	2-3 VALVE	2392-3D
4-5 VALVE	2374-5D	3 VALVE	2393D
5 VALVE	2375D	3-5 VALVE	2393-5D
5-3 VALVE	2375-3D	4-0 VALVE	2394-0D
6 VALVE	2376D	4-6 VALVE	2394-6D
6-0 VALVE	2396-0D	6-0 VALVE	2396-0D
		6-3 VALVE	2396-3D
		7-2 VALVE	2397-2D
		8-2 VALVE	2398-2D
		9-1 VALVE	2399-1D
		9-2 VALVE	2399-2D

Steel Non Adj. - IMCA Legal

- IMCA legal gas pressure shock
- Performance at its best on fast or rough tracks
- Grooved for coilover applications on 7" & 9" only
- Custom valving available



All 24 Series:
\$119⁹⁹



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.95"	18.85"
7"D LEFT REAR	12.95"	19.85"
9"	14.95"	22.85"
9"D LEFT REAR	14.95"	23.85"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	2473	2493
3-5 VALVE	2473-5	2493-5
3-6 VALVE	2473-6	2493-6
3-8 VALVE	2473-8	2493-8
4 VALVE	2474	2494
4-0 VALVE	2474-0	2494-0
4-6 VALVE	2474-6	2494-6
5 VALVE	2475	2495
5-3 VALVE	2475-3	2495-3
5-7 VALVE	2475-7	2495-7
6-0 VALVE	2476-0	2496-0
6-3 VALVE	2476-3	2496-3
7-2 VALVE	2477-2	2497-2
8-2 VALVE	2478-2	2498-2
9-1 VALVE	2479-1	2499-1
9-2 VALVE	2479-2	2499-2

DESCRIPTION	LEFT SIDE 7" STROKE	DESCRIPTION	LEFT SIDE 9" STROKE
4 VALVE	2474D	3 VALVE	2493D
4-5 VALVE	2474-5D	4-0 VALVE	2494-0D
5 VALVE	2475D	4-6 VALVE	2494-6D
5-3 VALVE	2475-3D	6-0 VALVE	2496-0D
6 VALVE	2476D	6-3 VALVE	2496-3D
6-0 VALVE	2496-0D	7-2 VALVE	2497-2D
		8-2 VALVE	2498-2D
		9-1 VALVE	2499-1D
		9-2 VALVE	2499-2D

Steel Rebound Adj. - w/ Schrader Valve

- Gas pressure rebound adjustable for easy valve changes
- Schrader valve allows tuning with gas pressure
- Grooved for coilover applications on 9" bodies standard

All 25 Series:
\$249⁹⁹



STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.30"	19.21"
7"D LEFT REAR	13.30"	20.21"
9"	15.30"	23.21"
9"D LEFT REAR	15.30"	24.21"

DESCRIPTION	7" STROKE	9" STROKE
2 COMP / 2-4 REBOUND	2572-24Z	2595-24Z
3 COMP / 3-6 REBOUND	2573-36Z	2593-36Z
3 COMP / 4-6 REBOUND	2573-46Z	2593-46Z
3 COMP / 5-9 REBOUND	2573-59Z	2593-59Z
4 COMP / 3-6 REBOUND	2574-36Z	2594-36Z
4 COMP / 4-6 REBOUND	2574-46Z	2594-46Z
4 COMP / 5-9 REBOUND	2574-59Z	2594-59Z
5 COMP / 3-6 REBOUND	2575-36Z	2595-36Z
5 COMP / 5-9 REBOUND	2575-59Z	2575-59Z

DESCRIPTION	LEFT SIDE 7" STROKE	LEFT SIDE 9" STROKE
2 COMP / 2-4 REBOUND	2572-24DZ	2592-24DZ
3 COMP / 3-6 REBOUND	2573-36DZ	2593-36DZ
3 COMP / 4-6 REBOUND	2573-46DZ	2593-46DZ
4 COMP / 3-6 REBOUND	2574-36DZ	2594-36DZ
4 COMP / 4-6 REBOUND	2574-46DZ	2594-46DZ
5 COMP / 3-6 REBOUND	2575-36DZ	2595-36DZ
6 COMP / 2-4 REBOUND	2576-24DZ	2596-24DZ
7 COMP / 2-4 REBOUND	2577-24DZ	2597-24DZ
8 COMP / 2-4 REBOUND	2578-24DZ	2598-24DZ
9 COMP / 2-4 REBOUND	2579-24DZ	2599-24DZ

Multiple Locations = QUICKER SERVICE!

Call 800-632-2320 to find an Authorized Rebuild Center in your area.



Rod Ends



DESCRIPTION	PART #	PRICE
NON ADJ. STEEL ROD END	20176S	\$31.99
NON ADJ. STEEL ROD END 1" EXT.	20176-1S	\$37.99
NON ADJ. STEEL ROD END 2" EXT.	20176-2S	\$37.99
ADJ. SHORT ROD END STEEL	20172S	\$86.99

STREET STOCK & SUPER STOCK SHOCKS

TWIN TUBE Shocks

DIRT

Steel Big Body 10 Series Non Adj. 2.02" OD

- Precision 3 piece replaceable bearing ends
- 5/8" shaft for added strength
- 360° weld on eye ring for superior strength
- Grooved for use in coil-over applications



All 10 Series:
\$109.99

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.50"	19.5"
9"	14.50"	23.5"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1073	1093
3-5 VALVE	•	1093-5
4 VALVE	1074	1094
4-6 VALVE	1074-6	•
4-8 VALVE	1074-8	1094-8
4-9 VALVE	1074-9	•
4-10 VALVE	1074-10	•
4-12 VALVE	1074-12	•
5 VALVE	1075	1095
5-3 VALVE	1075-3	•
5-9 VALVE	1075-9	•
6 VALVE	1076	•
6-2 VALVE	1076-2	•
AXLE DAMPER	1079-1	•



Steel Big Body 19 Series Rebuildable 2.02" OD

- Twin Tube design for maximum grip in the slick
- Shim stack technology for consistent results
- Owner Rebuildable and Serviceable
- Can be used with coil-over applications



All 19 Series:
\$149.99

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.85"	19.76"
9"	14.85"	23.76"

DESCRIPTION	4" STROKE	5" STROKE	7" STROKE	9" STROKE
3 VALVE	1953	1973	1993	•
3-5 VALVE	1953-5	1973-5	1993-5	•
4 VALVE	1954	1974	1994	•
4-6 VALVE	•	1974-6	1994-6	•
5 VALVE	1955	1975	1995	•
5-3 VALVE	•	1975-3	1995-3	•
5-7 VALVE	•	1975-7	1995-7	•
6 VALVE	•	1976	1996	•
6-2 VALVE	•	1976-2	1996-2	•
6-4 VALVE	•	1976-4	1996-4	•
7 VALVE	•	1977	1997	•
7-2 VALVE	•	1977-2	1997-2	•
8-2 VALVE	•	1978-2	1998-2	•
9-0 VALVE	•	1979-0	1999-0	•
9-2 VALVE	•	1979-2	1999-2	•
AXLE DAMPER	•	1971-9	•	•
AXLE DAMPER	•	1979-1	•	•
ROUGH TRACK 3RT	•	•	1993RT	•
ROUGH TRACK 4RT	•	•	1994RT	•
ROUGH TRACK 5RT	•	•	1995RT	•



Fixed Bearing 14 Series Sealed Body Coil-Over Shocks

- Economical sealed body
- Grooved for use in coil-over applications
- Best twin tube value on the market



All 14 Series:
\$74.99

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.50"	19.5"
9"	14.50"	23.5"

DESCRIPTION	7" STROKE	9" STROKE
3 VALVE	1473	1493
3-5 VALVE	1473-5	1493-5
4 VALVE	1474	1494
4-6 VALVE	1474-6	•
5 VALVE	1475	1495
5-3 VALVE	1475-3	1495-3
6 VALVE	1476	1496
6-2 VALVE	1476-2	•
7 VALVE	1477	•
7-2 VALVE	•	1497-2
9-1 VALVE	1479-1	•



Street Stock Springs

See Pages 10 for all the details...



Don't Forget...

Cast Iron and Aluminum Metric Calipers

See Page 20-21 for all the details...



Low Friction Ball Joints and Suspension Kits

See Page 12-15 for all the details...



Shock Rebuild Kits NOW AVAILABLE!

Everything you need to properly rebuild your AFCO Shocks! Call 800-632-2320 for details.



SPRINGS

Ultra Lightweight Springs

AFCO's conventional springs are designed to deliver consistent on-track performance. For 3 decades, racers have won thousands of races riding on AFCOILS. From street stock to super late model, racers who know quality bolt on AFCOILS.

- Tightest tolerances - delivers superior on-track performance
- Best fit, best value - Get more laps from your springs
- Highest quality on the market



5" x 9-1/2" Front

Starting at:
\$54⁹⁹

	RATE
'64-'72 Chevelle	400 20400
'67-'69 Camaro	450 20450
'68-'74 Nova	475 20475
	500 20500
	525 20525
	550 20550
	575 20575
	600 20600
	625 20625
	650 20650
	700 20700
	750 20750
	800 20800
	850 20850
	900 20900
	950 20950
	1000 21000
	1350 21350



5-1/2" x 9-1/2" Front

Starting at:
\$54⁹⁹

	RATE
'73-'88 Monte Carlo, Cutlass, Regal, Grand Prix	500 20500-1
'73-'83 Chevelle, Malibu	550 20550-1
'70-'92 Camaro	600 20600-1
'75-'79 Nova & Others	650 20650-1
	700 20700-1
	750 20750-1
	800 20800-1
	850 20850-1
	900 20900-1
	950 20950-1
	1000 21000-1
	1050 21050-1
	1100 21100-1
	1150 21150-1
	1200 21200-1
	1300 21300-1
	1400 21400-1



5-1/2" X 11" Front

- "Street Stock" - Black finish gives stock appearance
- 11" tall - spacers not necessary
- Fits most street stocks that require 5-1/2" springs
- Rates specifically for racing

'73-'83 Chevelle, Malibu
'73-'88 Monte Carlo, Cutlass, Regal, Grand Prix & Others
'70-'92 Camaro & Others



	RATE
	1000 21000-6
	1100 21100-6
	1200 21200-6
	1300 21300-6
	1400 21400-6

5-1/2" X 12" Pigtail Rear

- "Street Stock" - Black finish gives stock appearance
- Designed for use with intermediate rear suspensions
- One pigtail end — one flat ground end
- Use 20190, 20191 or 20192 to set ride height



	RATE
	150 25150S5
	175 25175S5
	200 25200S5
	225 25225S5
	250 25250S5
	275 25275S5

5" x 11" Rear

Starting at:
\$54⁹⁹

	RATE
	100 25100
	125 25125
	150 25150
	175 25175
	200 25200
	225 25225
	250 25250
	275 25275
	300 25300
	325 25325
	350 25350
	400 25400



5" x 13" Rear

Starting at:
\$54⁹⁹

	RATE
	125 25125-1
	150 25150-1
	175 25175-1
	200 25200-1
	225 25225-1
	250 25250-1
	275 25275-1
	300 25300-1
	325 25325-1
	350 25350-1
	375 25375-1
	400 25400-1



5" x 16" Rear

Starting at:
\$59⁹⁹

	RATE
	125 25125-2
	150 25150-2
	175 25175-2
	200 25200-2
	225 25225-2
	250 25250-2



5" Progressive Lift Bar Spring 5" x 10.5"



- Soft initial rate to promote initial traction
- Stiff secondary rate to promote quick acceleration and control

280001 **\$69⁹⁹**

AFCOIL LIFETIME WARRANTY

AFCOIL springs are manufactured using the finest spring material available. They are designed for extended life and consistent performance. They are guaranteed to do the job for which they are designed for as long as they are owned by the original purchaser.

COIL-OVER SPRINGS: AFCO will replace any AFCOIL spring that ever exceeds the maximum allowable 1% loss of free height from original nominal specification. One way freight is included.

CONVENTIONAL SPRINGS: AFCO will replace any AFCOIL spring that ever exceeds the maximum allowable 2% loss of free height from original nominal specification. One way freight is included.

1. Guarantee applies to original retail purchaser only.
2. Damaged springs not covered by warranty.
3. Spring must be returned to AFCO freight prepaid along with a copy of the original invoice.
4. No other warranty, either expressed or implied, applies to AFCOIL springs. (Warranty not valid without invoice.)

SPRINGS

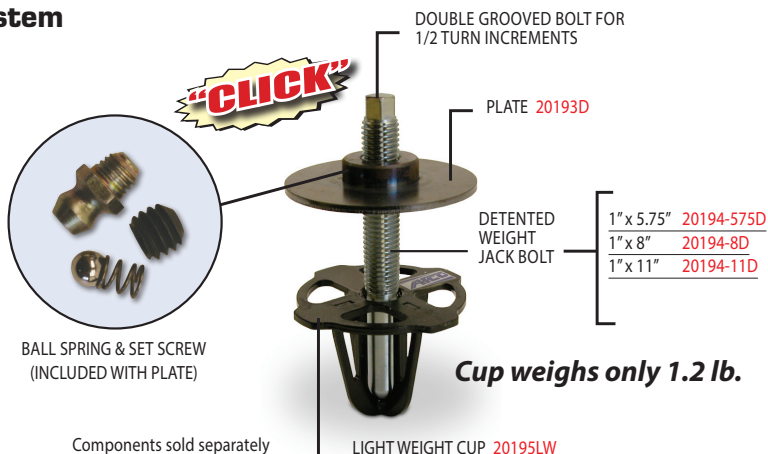
Spring Accessories

Detented Lightweight Weight Jack System

AFCO's new Detented Weight Jack System eliminates the need for a jam nut, which allows for fast wedge adjustments on a pit stop or during chassis set up. The stainless steel ball and spring lock the plate from turning under race conditions to prevent unwanted chassis changes on the track. Ideal for cars that have little or no room around the weight jack bolt. The special ball-ended jack bolt and its accomodating cupped spring plate seat help eliminate spring to jack bolt misalignment and spring binding during normal suspension travel.

- Black powdercoat finish
- Integral Pivot for improved spring alignment during suspension travel.

DESCRIPTION	WEIGHT	PART #	PRICE
LIGHT WEIGHT SPRING CUP	1.2	20195LW	\$32.99
LIGHT WEIGHT JACK BOLT 5.75" LENGTH	1.1	20194-575D	\$15.99
LIGHT WEIGHT JACK BOLT 8" LENGTH	1.5	20194-8D	\$15.99
LIGHT WEIGHT JACK BOLT 11" LENGTH	2	20194-11D	\$15.99
DETENTED PLATE		20193D	\$30.99



Coil Spring Bucket

Installs in frame so racing springs and weight jacks can be used.

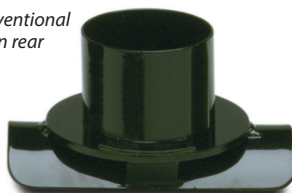
- Uses standard weight jacks shown in next column
- Works with any 1-1/8" SAE jack bolt
- See bolt below



DESCRIPTION	PART #	PRICE
BUCKET	20190	\$57.99

Spring Seat

Mounts conventional coil spring on rear axle tube.



DESCRIPTION	PART #	PRICE
SPRING SEAT	20156	\$29.99

Adjustable Coil Spring Spacer

Allows 2" range of height adjustment when fitting 5" or 5-1/2" springs into stock stub cars.

- ACME threads for high strength
- Trim sleeve for initial fit then weld
- Use collar to adjust ride height and wedge



DESCRIPTION	PART #	PRICE
ADJUSTABLE SPACER TALL	20191	\$40.99
ADJUSTABLE SPACER SHORT	20187	\$35.99

Standard Weight Jack

- Available with aluminum or steel bolt
- For 5" or 5-1/2" springs
- Choice of 3 bolt lengths
- 1-1/8" SAE (Fine thread)



ASSEMBLY (5")	ALUMINUM	PRICE	STEEL	PRICE
5" SPRING	•	20199-5S	\$50.99	
5-1/2" SPRING	•	20198-5S	\$54.99	

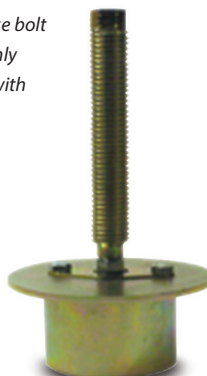
ASSEMBLY (8")	ALUMINUM	PRICE	STEEL	PRICE
5" SPRING	20199-8	\$38.99	20199-8S	\$50.99
5-1/2" SPRING	20198-8	\$41.99	20198-8S	\$54.99

COMPONENTS	ALUMINUM	PRICE	STEEL	PRICE
5" BOLT	•	20201-5S	\$20.99	
6" BOLT	20201-6	\$18.99	20201-6S	\$18.99
8" BOLT	20201-8	\$18.99	20201-8S	\$19.99
NUT	•	20202	\$11.99	
5" STEEL PLATE	•	20199R	\$20.99	
5-1/2" STEEL PLATE	•	20198R	\$24.99	

"Swivler" Weight Jack

The "Swivler" allows cup in top of spring to pivot on bolt eliminating bind during travel.

- Standard with 1" coarse bolt
- Use on front springs only
- Bolt interchangeable with fine thread bolts
- Reducing bind
- Improves lap times



DESCRIPTION	PART #	PRICE
"SWIVLER" WEIGHT JACK WITH BOLT	20189	\$68.99
"SWIVLER" WEIGHT JACK WITHOUT BOLT	20189-1	\$56.99
BOLT ONLY	20188	\$18.99

Coil Spring Spacer

Just trim to set wedge and ride height in car.

- For 5" or 5-1/2" springs
- Welds into spring pocket
- I. D. open for stock mount racing shock installation



DESCRIPTION	PART #	PRICE
SPACER	20192	\$26.99

Weight Jack

Made for use in conventional spring type cars using 1" coarse weight jacks.



DESCRIPTION	PART #	PRICE
PLATE	20193	\$14.99
CUP	20195	\$30.99
8" BOLT	20194-8D	\$15.99
11" BOLT	20194-11D	\$15.99
PLATE WELDS INTO STOCK FRAME		

FRONT SUSPENSION

Ball Joints

Low Friction Ball Joints

Less Bind = Lower Lap Times



AFCO's new low friction ball joints are designed with 2 ft. lbs. of resistance, the force required to move the stud of the ball joint. Compare this with standard replacement joints, with as high as 50 ft. lbs. of resistance.

- Precision-machined to tight tolerances, providing consistent resistance throughout the travel of the ball joint to deliver consistent performance
- Frees up suspension for more consistent, repeatable chassis tuning
- Removes suspension bind & allows shock & spring to have more precise wheel control
- Meets or exceeds standard ball joint strength
- Road inputs are controlled more effectively by the shock and spring instead of the tire which improves traction
- Improves weight transfer
- Provides more accurate set-ups during vehicle scaling
- Stock appearing
- Lower input steering efforts and faster steering wheel return

We've Expanded Our Selection of Extended Length Low Friction Ball Joints...

The extended lengths of these ball joints dramatically improve the camber curves of the left and right front tires, which improves the ability of a race car to turn. These ball joints also improve a suspension's roll center location for enhanced high-speed handling and drivability, and they provide a simple means to change front suspension geometry to fine-tune handling.

All Applications:

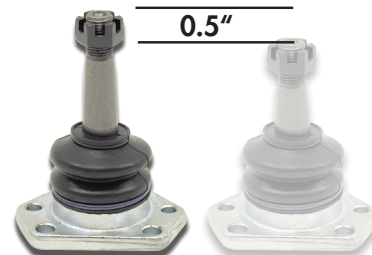
\$47.99

PART #	STYLE	BODY	PIN
20031LF	4-BOLT UPPER	FITS MOST FABRICATED UPPER ARMS	POPULAR FOR FABRICATED SPINDLE
20031-2LF	4-BOLT UPPER	SAME AS 20031	SAME AS 20031, BUT +1/2" LONGER
20032LF	4-BOLT UPPER	'73-'88 CHEVELLE AND OTHERS(SEE APPLICATION NEXT PAGE)	COMMON STOCK REPLACEMENT (SEE APPLICATION NEXT PAGE)
20032-2LF	4-BOLT UPPER	SAME AS 20032	SAME AS 20032, BUT +1/2" LONGER
20032-1LF	4-BOLT UPPER	FITS MOST FABRICATED UPPER ARMS	POPULAR EXTENDED FOR STOCK SPINDLE (SPINDLE MAY NEED REAMED)
20037LF	4-BOLT UPPER	'64-'72 CHEVELLE AND OTHERS (SEE APPLICATION NEXT PAGE)	'64-'72 CHEVELLE AND OTHERS (SEE APPLICATION NEXT PAGE)
20034LF	SCREW IN UPPER/LOWER	SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPIERS	FITS MOST FABRICATED SPINDLES
20034-2LF	SCREW IN UPPER/LOWER	SMALL CHRYSLER STYLE (1.83" AT THREAD) FITS MOST TUBULAR UPPIERS	SAME AS 20034LF, BUT +1/2" LONGER
20036LF	SCREW IN LOWER	BIG CHRYSLER-STYLE (2" DIAMETER AT THREADS)	BIG CHRYSLER STYLE FOR FABRICATED SPINDLES
20033LF	PRESS IN LOWER	'64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS (SEE APPLICATION NEXT PAGE)	'64-'72 CHEVELLE, '67-'69 CAMARO
20038-3LF	PRESS IN LOWER	'64-'72 CHEVELLE, '67-'69 CAMARO AND OTHERS (SEE APPLICATION NEXT PAGE)	SAME EXTRA LONG PIN AS 20038-1
20038LF	PRESS IN LOWER	POPULAR RACING DESIGN, 2.180" DIAMETER	TUBULAR SPINDLE
20039LF	PRESS IN LOWER	'73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS (SEE APPLICATION NEXT PAGE)	'73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS (SEE APPLICATION NEXT PAGE)
20038-4LF	PRESS IN LOWER	'73-'88 CHEVELLE, '70-'02 CAMARO AND OTHERS (SEE APPLICATION NEXT PAGE)	SAME EXTRA LONG PIN AS 20038-1
20038-1LF	PRESS IN LOWER	WELDS INTO MOST STOCK LOWERS 1.98 PRESS IN DIMENSION	POPULAR LONG STUD DESIGN FOR RAISED ROLL CENTER WITH STOCK SPINDLE(SPINDLE MUST BE REAMED)

Street Stock Secret Weapon...

Direct Bolt In for the following:

- '73 -'84 Chevelle, Malibu, Monte Carlo, Cutlass, F-85, Grand Prix
- '75 -'79 Nova, Skylark, Omega, Ventura (through '77)
- '73 -'84 Regal
- '71 -'81 Camaro & Firebird
- '71 -'84 Oldsmobile 88 and 98, Pontiac & Chevy full size
- '73 -'81 Lemans, T-37
- '83 -'84 Parisienne
- '78 -'79 Phoenix



EXTENDED LENGTH BALL JOINT
20032-2LF (shown)

FRONT SUSPENSION

Ball Joints

Standard Ball Joints



Not all ball joints are created equal. That's why we choose the best components from the top U.S. manufacturers. There are many different design characteristics and manufacturing processes that account for the quality and performance of ball joints. We choose the best to give you the AFco Advantage.

General Application Guide

APPLICATION	Std. \$23⁹⁹ Low Friction: \$47⁹⁹			Std. \$23⁹⁹ Low Friction: \$47⁹⁹		
	UPPER			LOWER		
	INT#*	STANDARD	LOW FRICTION	INT#*	STANDARD	LOW FRICTION
'79-'93 MUSTANG	N/A	N/A	N/A	K8259	20040	N/A
'82-'02 S-10 -2WD, BLAZER -2WD	K5208	20032	20032LF	K6145	20039	20039LF
'93-'02 CAMARO, FIREBIRD, TRANS AM	N/A	N/A	N/A	K6145	20039	20039LF
'82-'92 CAMARO, FIREBIRD, TRANS AM	N/A	N/A	N/A	K6145	20039	20039LF
'70-'81 CAMARO FIREBIRD, TRANS AM	K5208	20032	20032LF	K6145	20039	20039LF
'67-'69 CAMARO FIREBIRD, TRANS AM	K5108	20037	20037LF	K5103	20033	20033LF
'70-'72 MONTE CARLO	K5108	20037	20037LF	K5103	20033	20033LF
'73-'88 MONTE CARLO	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 CHEVELLE EL CAMINO	K5108	20037	20037LF	K5103	20033	20033LF
'73-'88 CHEVELLE EL CAMINO	K5208	20032	20032LF	K6145	20039	20039LF
'78-'83 MALIBU	K5208	20032	20032LF	K6145	20039	20039LF
'73-'88 CUTLASS	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 CUTLASS	K5108	20037	20037LF	K5103	20033	20033LF
'73-'87 REGAL	K5208	20032	20032LF	K6145	20039	20039LF
'73-'88 GRAND PRIX	K5208	20032	20032LF	K6145	20039	20039LF
'73-'82 LEMANS GTO	K5208	20032	20032LF	K6145	20039	20039LF
'64-'72 LEMANS GTO	K5108	20037	20037LF	K5103	20033	20033LF
'71-'76 CAPRICE**	K5208	20032	20032LF	K6141	20038	20038LF
'77-'94 CAPRICE**	K5208	20032	20032LF	K6145	20039	20039LF
'94-'96 IMPALA SS	K5208	20032	20032LF	K6145	20039	20039LF
'75-'79 NOVA	K5208	20032	20032LF	K6145	20039	20039LF
'68-'74 NOVA	K5108	20037	20037LF	K5103	20033	20033LF

*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS **ALSO FITS IMPALA, BELAIR, BISCAYNE EXC WAGON

Racing & Hybrids Application Guide

UPPER BALL JOINTS APPLICATION	INT#*	STANDARD	PRICE	LOW FRICT.	PRICE
FITS AFco CONTROL ARM	K6024	20031	\$23.99	20031LF	\$47.99
SAME BOLT PATTERN AS 20031; LONGER STUD USED TO RAISE THE ROLL CENTER	K3136	20032-1	\$26.99	20032-1LF	\$47.99
SAME BOLT PATTERN AS 20032; LONGER STUD USED TO RAISE THE ROLL CENTER	.	.	.	20032-2LF	\$47.99
SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER	K772	20034	\$23.99	20034LF	\$47.99
SAME AS 20034; LONGER STUD .200" STUD USED TO RAISE THE ROLL CENTER	N/A	20034-1	\$23.99	.	.
LOWER BALL JOINTS APPLICATION	INT#*	STANDARD	PRICE	LOW FRICT.	PRICE
SMALL SCREW IN; 1.83" BODY AT THREAD; USED IN UPPER & LOWER AFTERMARKET CONTROL ARMS; FITS PINTO TAPER	K772	20034	\$23.99	20034LF	\$47.99
SAME BODY AS 20034; LARGER STUD	K719	20035	\$29.99	.	.
LARGE SCREW IN; 2.00" BODY AT THREAD	K727	20036	\$34.99	20036LF	\$47.99
POPULAR RACING DESIGN; PRESS-IN DIMENSION: 2.180"	K6141	20038	\$24.99	20038LF	\$47.99
POPULAR RACING DESIGN WITH LONGER STUD TO RAISE ROLL CENTER; PRESS-IN DIMENSION: 1.980"	K6117	20038-1	\$23.99	20038-1LF	\$47.99

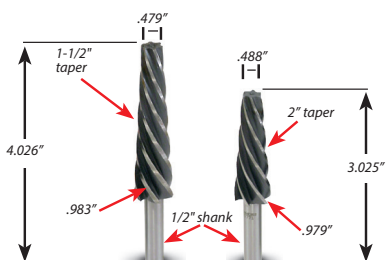
*INTERCHANGE NUMBER USED BY OTHER MANUFACTURERS

Cross Reference Guide

AFco PART NUMBER	INTERCHANGE NUMBER	TYPE	AFco PART NUMBER	INTERCHANGE NUMBER	TYPE
20035	K719	SCREW-IN	20036	K727	SCREW-IN
20031	K6024	BOLT-IN	20037	K5108	BOLT-IN
20032	K5208	BOLT-IN	20038	K6141	PRESS-IN
20032-1	K3136	BOLT-IN	20038-1	K6117	PRESS-IN
20033	K5103	PRESS-IN	20039	K6145	PRESS-IN
20034	K772	SCREW-IN	20040	K8259	PRESS-IN
20034-1	N/A	SCREW-IN			

Taper Reamers

- Manufactured from superior-quality high-speed tool steel
- Six flute spiral design allows smooth boring operation & minimizes tool wear
- Two designs to cover most popular racing applications



DESCRIPTION	APPLICATION	PART #	PRICE
1-1/2" TAPER (PER FOOT)	MOST TIE ROD, SHOCK EYES & 20031, 33, 34, 35, 36 BALL JOINTS	80770	\$148.99
2" TAPER (PER FOOT)	20032, 32-1, 32-2, 38, 38-1, 39 BALL JOINTS	80771	\$148.99

Ball Joint Sleeves



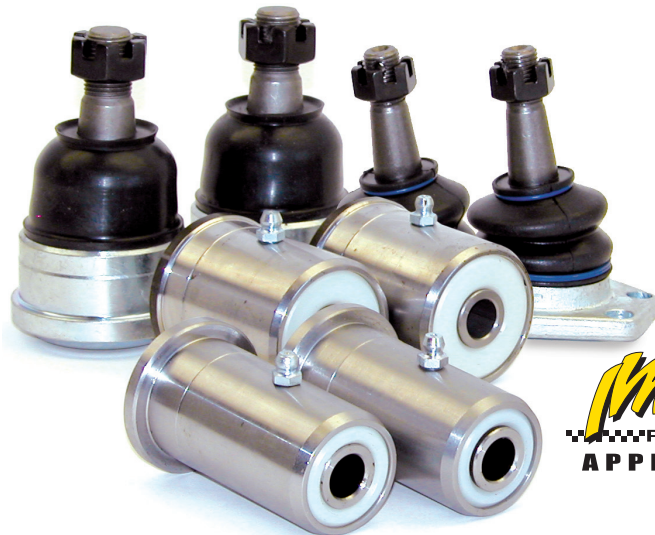
DESCRIPTION	I.D.	O.D.	HEIGHT	WEIGHT	PART #	PRICE
LARGE THREADED FOR 20036 WITH FLANGE	2.000"	2.30"/2.840"	1.00"	.45LB	20041	\$16.99
LARGE THREADED FOR 20036	2.005"	2.375"	1.00"	.35LB	20042	\$16.99
SMALL THREADED FOR 20034, 20035	1.830"	2.250"	1.00"	.35LB	20043	\$16.99
SMOOTH FOR 20039	2.090"	2.375"	1.00"	.25LB	20044	\$16.99
SMOOTH FOR 20038	2.180"	2.5"	1.00"	.30LB	20045	\$16.99
SMOOTH FOR 20038-1	1.980"	2.185"	1.00"	.20LB	20046	\$16.99

FRONT SUSPENSION

Low Friction Ball Joint & Bushing Kits For Modifieds

Each kit contains: 4 hi-performance low friction ball joints and 4 lightweight, friction-reducing control arm bushings.

- Assembled kits for easy ordering
- Reduced suspension "stiction"
- Increases ability to transfer weight
- Precision machining promotes front end alignment during usage (unlike O.E. rubber bushings)
- Kits contain lightweight lower bushings (nylon inserts for reduced weight and less friction)



**Less Bind =
Lower Lap Times**

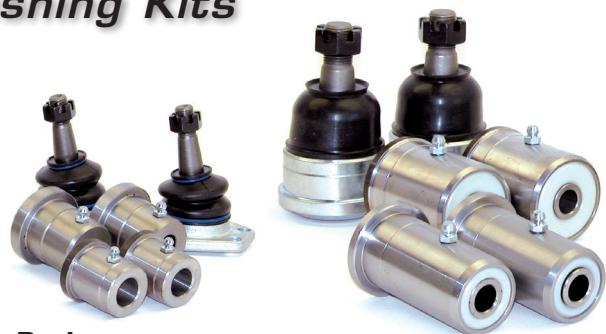
Modified Package

APPLICATION	PART #	PRICE
'67-'72 CHEVELLE LOWER ARM WITH SCREW-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT	200-1007	\$319.99
'67-'72 CHEVELLE LOWER ARM WITH BOLT-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT	200-1009	\$299.99
'78-'88 MID-SIZE GM METRIC LOWER ARM WITH SCREW-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT	200-1008	\$319.99
'78-'88 MID-SIZE GM METRIC LOWER ARM WITH BOLT-IN UPPER BALL JOINT & EXTENDED LOWER BALL JOINT	200-1010	\$299.99

Low Friction Ball Joint & Bushing Kits For Street Stocks

Each kit contains:
4 high performance low friction ball joints and 8 lightweight, friction-reducing control arm bushings.

- Assembled kits for easy ordering
- No modifications necessary - simply choose your application and go
- Reduced suspension "stiction"
- Increases ability to transfer weight
- Precision machining promotes front end alignment during usage (unlike O.E. rubber bushings)
- Kits contain lightweight lower bushings (nylon inserts for reduced weight and less friction)



Street Stock Package

APPLICATION	PART #	PRICE
'66-'72 CHEVELLE / MONTE CARLO, CUTLASS / 442, SPECIAL / SKYLARK/GS, LEMANS / GTO / '67-'69 CAMARO, FIREBIRD / '68-'74 CHEVY II / NOVA / '68-'74 APOLLO, OMEGA & VENTURA	200-1001	\$369.99
'78-'88 CHEVELLE / MALIBU / MONTE CARLO / '78-'87 CUTLASS, LEMANS / GRAN PRIX, REGAL / SPECIAL, CUTLASS	200-1002	\$369.99
'70-'72 CAMARO, FIREBIRD / '73 CHEVELLE / MONTE CARLO WITH 1.4" OD FRONT LOWER BUSHING	200-1003	\$369.99
'75-'79 CAMARO / NOVA, APOLLO, OMEGA / PHOENIX, VENTURA / '74-'79 FIREBIRD / '75-'77 CHEVELLE / MONTE CARLO, REGAL / SPECIAL, CUTLASS / 442, LEMANS / GTO	200-1004	\$369.99
'82-'92 CAMARO, FIREBIRD	200-1006	\$219.99

FRONT SUSPENSION

Near Zero-Drag Bushings

AFCO's precision-machined steel replacement bushings offer dramatic reductions in friction when compared to rubber or urethane-style bushings. By nearly eliminating drag on suspension movement, your shock and springs will work more effectively to keep your tires stuck to the track.



LIGHTWEIGHT CONTROL ARM BUSHINGS

- Utilize nylon inserts
- Precision-machined to prevent galling
- Nylon reduces shock to chassis

Steel Lower Arm Bushings

- Dramatically frees up front suspension
- Dimensions allow direct replacement of the standard bushing
- Inner sleeve allows bolt to be tightened without crushing or binding



PART #	DIAMETER	LENGTH	LBS.
20069LW	1.40"	2.94"	0.625
20075LW	1.40"	2.39"	0.625
20076LW	1.65"	2.39"	0.625
20076LW-1 (9/16 I.D.)	1.65"	2.39"	0.625
20077LW	1.90"	2.39"	0.750
20077LW-1 (9/16 I.D.)	1.90"	2.39"	0.750

PART #	DIAMETER	LENGTH	LBS.
20069	1.40"	2.94"	1.250
20075	1.40"	2.39"	1.250
20076	1.65"	2.39"	1.250
20077	1.90"	2.39"	1.750

Service parts: For nylon sleeve, add -B to part number, (20075LW-B). For inner sleeve, add -C to part number, (20075LW-C).

Standard:	Low Friction:
\$25⁹⁹	\$44⁹⁹

DESCRIPTION	STANDARD		LIGHTWEIGHT	
	FRONT	REAR	FRONT	REAR
'78-'88 MONTE CARLO/MALIBU/CHEVELLE/REGAL	20069	20076	20069LW*	20076LW*
'75-'77 MONTE CARLO/MALIBU/CHEVELLE/REGAL	20076	20077	20076LW-1	20077LW-1
'73-'74 MONTE CARLO/MALIBU/CHEVELLE/REGAL	20075	20077	20075LW	20077LW-1
'67-'72 RB MONTE CARLO/MALIBU/CHEVELLE/REGAL	20075	20076	20075LW	20076LW
'78-'87 CUTLASS/GRAND PRIX	20069	20076	20069LW*	20076LW*
'73-'77 CUTLASS/GRAND PRIX	20076	20077	20076LW-1	20077LW-1
'69-'72 CUTLASS/GRAND PRIX	20075	20075	20075LW	20075LW**
'71-'96 CAPRICE/IMPALA	20076	20077	20076LW-1	20077LW-1
'73-'79 CAMARO, FIREBIRD-T/A	20076	20077	20076LW-1	20077LW-1
'67-'72 CAMARO, FIREBIRD-T/A	20075	20076	20075LW	20076LW
'75-'79 NOVA	20076	20077	20076LW-1	20077LW-1
'68-'74 NOVA	20075	20076	20075LW	20076LW

* Lower A-arm Mounts must be drilled 1/2". Use 1/2" mounting bolt.

** Some modification may be necessary.

Steel Upper Arm Bushings

- Dramatically frees up front suspension
- Dimensions allow direct replacement of the standard bushing
- Inner sleeve allows bolt to be tightened without crushing or binding



PART #	DIAMETER	LENGTH
20078	1.27"	1.50"
20079	1.53"	1.84"
20098	1.39"	1.88"
20099	1.31"	1.79"

Note: Due to production tolerance variance in original equipment parts, steel bushings need to be tack-welded into the control arm.

DESCRIPTION	FRONT	PRICE	REAR	PRICE
'78-'88 MONTE CARLO	20079	\$25.99	20079	\$25.99
'74-'77 MONTE CARLO*	20098	\$25.99	20099	\$25.99
1973 MONTE CARLO*	20099	\$25.99	20099	\$25.99
'67-'72 MONTE CARLO*	20078	\$25.99	20078	\$25.99
'80-'96 CAPRICE/IMPALA	20098	\$25.99	20098	\$25.99
'74-'79 CAPRICE/IMPALA	20098	\$25.99	20099	\$25.99
'71-'73 CAPRICE/IMPALA	20099	\$25.99	20099	\$25.99
'71-'79 CAMARO	20098	\$25.99	20099	\$25.99
1970 CAMARO	N/A	.	N/A	.
'67-'69 CAMARO	20078	\$25.99	20078	\$25.99
'75-'79 FIREBIRD-T/A	20098	\$25.99	20099	\$25.99
'70-'74 FIREBIRD-T/A	20099	\$25.99	20099	\$25.99
'67-'69 FIREBIRD-T/A	20078	\$25.99	20078	\$25.99
'75-'79 NOVA	20098	\$25.99	20099	\$25.99
'68-'74 NOVA	20078	\$25.99	20078	\$25.99

* Also fits Malibu, Chevelle, Regal, Cutlass, & Grand Prix.

Rear Control Arm Bushing with Spherical Bushing



These steel rear control arm bushings have spherical bearings in them just like a rod end, which frees up suspension movements and eliminates binding. Fits '73-'88 GM midsize rear control arms. Sold individually.

DESCRIPTION	PART #	PRICE
REAR CONTROL ARM BUSHINGS	20095	\$31.99

Offset Rear Control Arm Bushings



These polyurethane bushings have the center hole offset 1/4" to allow you to compensate for wheel or pinion angle issues. Fits '65-'88 GM midsize rear control arms. Sold per pair.

DESCRIPTION	PART #	PRICE
OFFSET REAR CONTROL ARM BUSHINGS	20090	\$46.99

STEERING

Precision Pinto Spindles

AFCO's precision pinto spindle program has been engineered to provide precise, dimension perfect spindles to chassis builders and racers alike. When replacing a crashed precision spindle from AFCO, you can be assured that your front end geometry will not change.

- CNC Blue Printed to stock dimensions to be the same every time
- Ball Joint tapers CNC machined to align with each other
- Ball Joint axis CNC machined to align with the spindle axis
- Promotes precise front end geometry
- Custom ball joint taper locations available to fine tune your geometry
- Consistent "special builds", spindle after spindle
- Ball Joint tapers CNC machined to stock depth
- CNC machined stock steering arm height
- CNC machined steering arm location
- Chassis builder programs available
- Custom taper available, call for details



PRECISION PINTO SPINDLES	PART #	PRICE
PRECISION PINTO SPINDLE - LEFT - 10° PIN	100129	\$119.99
PRECISION PINTO SPINDLE - RIGHT - 10° PIN	100130	\$119.99
PRECISION PINTO SPINDLE PAIR - 10° PIN	100128	\$229.99
PRECISION PINTO SPINDLE PAIR - 7.5° PIN	100151	\$229.99
PRECISION PINTO SPINDLE PAIR - LEFT - 7.5° PIN	100152	\$119.99
PRECISION PINTO SPINDLE PAIR - RIGHT - 7.5° PIN	100153	\$119.99

Pinto/Mustang II Spindles

For use on modifieds, sportsman cars, drag cars, and street cars.

- NEW forged spindles — not reworked O.E.M.
- Brake brackets sold separately



30435L & 30435R
(Sold Individually)



AD30436
(Sold in Pairs)

IMCA APPROVED PINTO/MUSTANG II SPINDLES	*IMCA FORGED ON SPINDLE	PART #	PRICE
IMCA APPROVED PINTO/MUSTANG II SPINDLE - LEFT		30435L	\$119.99
IMCA APPROVED PINTO/MUSTANG II SPINDLE - RIGHT		30435R	\$119.99

PINTO/MUSTANG II SPINDLES	*NOT STAMPED WITH FORD PART NUMBER	PART #	PRICE
PINTO/MUSTANG II SPINDLE - PAIR		AD30436	\$209.99

Caliper Brackets

BRACKETS DESCRIPTION	THREAD	THICKNESS	PART #	PRICE
GM METRIC LH-PINTO SPINDLE, GRANADA ROTOR	7/16" FINE	1/4"	40121PL	\$46.99
GM METRIC RH-PINTO SPINDLE, GRANADA ROTOR	7/16" FINE	1/4"	40121PR	\$46.99
GM METRIC LH-PINTO SPINDLE, HYBRID ROTOR	7/16" FINE	1/4"	40122PL	\$29.99
GM METRIC RH-PINTO SPINDLE, HYBRID ROTOR	7/16" FINE	1/4"	40122PR	\$29.99



GM Metric LH
40121PL



GM Metric RH
40121PR

Caliper Bracket

Adapts stock '74-'80 Pinto / Mustang II spindle to small GM caliper with '75-'80 Ford Granada-type rotor



GM Metric LH
40122PL



GM Metric RH
40122PR

Hybrid Caliper Bracket

Adapts stock '74-'80 Pinto / Mustang II spindle to small GM caliper w/ AFCO Brake Hybrid Rotor

Clevis

- Used with strut rods
- High quality steel - long life



HOLE	THREAD	PART #	PRICE
3/8"	5/8" - 18RH	10490	\$18.99
1/2"	5/8" - 18RH	10491	\$18.99

Upper Control Arm Kits

Aluminum

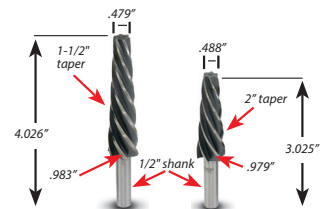
- 6" bolt centers w/ 1/2" holes
- Offset to give approximately 1° of camber change
- Used with AFCO control arms



DESCRIPTION	PART #	PRICE
ALUMINUM CROSS SHAFT	20072-2	\$30.99
BUSHING (1 PC): FOR USE WITH 20072-2	20073	\$10.79
BALL JOINT RING	20043	\$17.99

Taper Reamers

- Manufactured from superior-quality high-speed tool steel
- Six flute spiral design allows smooth boring operation & minimizes tool wear
- Two designs to cover most popular racing applications



DESCRIPTION	APPLICATION	PART #	PRICE
1-1/2" TAPER (PER FOOT)	MOST TIE ROD, SHOCK EYES & 20031, 33, 34, 35, 36 BALL JOINTS	80770	\$148.99
2" TAPER (PER FOOT)	20032, 32-1, 32-2, 38, 38-1, 39 BALL JOINTS	80771	\$148.99

STEERING

Swaged Steel Tubes



AFCO swaged steel tubes are formed using .095" wall DOM material. This tubing is placed in a swaging machine that forms the reduced end size using a series of hammer to die blows. The finished product has reduced ends and the wall thickness stays within +/- .001". NO stretching or crimping is used to produce an AFCO swaged tube. You can't buy a better-built tube for strength and weight savings.

- Consistent wall thickness allows better thread engagement
- Yellow zinc-plated for increased part life
- 3/4" and 5/8" threaded tubes for all popular applications
- Deep knurl for easy length adjustments

1" O.D. (3/4") LENGTH	PART #	PRICE
9"	19509	\$13.99
10"	19510	\$12.99
11"	19511	\$12.99
12"	19512	\$13.99
13"	19513	\$14.99
14"	19514	\$14.99
15"	19515	\$13.99
16"	19516	\$14.99
17"	19517	\$15.99
18"	19518	\$15.99
19"	19519	\$16.99
20"	19520	\$17.99
22"	19522	\$17.99
23"	19523	\$17.99
37"	19537	\$26.99

7/8" O.D. (5/8") LENGTH	PART #	PRICE
4"	36174	\$9.99
5"	36175	\$10.99
6"	36176	\$10.99
7"	36177	\$11.99
8"	36178	\$11.99
9"	36179	\$12.99
10"	36180	\$12.99
11"	36181	\$11.99
12"	36182	\$12.99
13"	36183	\$12.99
14"	36184	\$14.99
15"	36185	\$14.99
16"	36186	\$14.99
17"	36187	\$14.99

3/4" O.D. (1/2") LENGTH	PART #	PRICE
16"	19316	\$14.99

5/8" LH-3/4" RH LENGTH	PART #	PRICE
22"	19540	\$14.99
23"	19541	\$16.99

Inner Tie Rod Ends

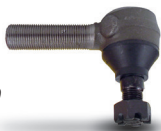
- 5/8" threaded
- Used in AFCO tie rod assembly
- Most popular tie rod end; fits most rack & pinion cars
- Same taper as 30201; fits most rack and pinion cars



APPLICATION	PART#	PRICE
7-1/4" LENGTH 5/8" RH THREADED	30201	\$18.99
4" LENGTH 5/8" RH THREADED	30238	\$22.99
4" LENGTH 5/8" LH THREADED	30239	\$22.99

GM Tie Rod Ends

- High-quality
- Replaces ES150
- 3/4" threaded



APPLICATION	PART#	PRICE
LH THREADS	30211	\$21.99
RH THREADS	30212	\$19.99

Aluminum Tubes



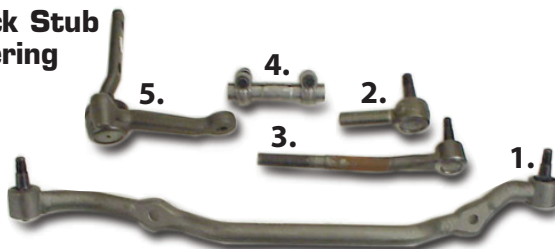
Insist on 6061-T6 drawn tubing for strength, durability, and precise fit. Extruded tubing looks similar but is not as strong or as durable. Extruded parts are prone to failure, while drawn parts keep performing. Drawn material offers the same strength as hex without the additional weight.

- 6061-T6 aluminum drawn tubing
- 7/8" O.D. has 5/8" -18 RH and LH threads
- 1" O.D. has 3/4" -16 RH and LH threads

1" O.D. (3/4") LENGTH	PART #	PRICE
11"	20050	\$12.99
12"	20053	\$12.99
13"	20049	\$13.99
14"	20054	\$13.99
15"	20055	\$13.99
16"	20057	\$15.99
17"	20056	\$15.99
18"	20064	\$16.99
19"	20063	\$16.99
22"	20048	\$18.99
24-3/4"	20059	\$18.99
27"	20062	\$22.99

7/8" O.D. (5/8") LENGTH	PART #	PRICE
7"	36077	\$10.99
8"	36078	\$11.99
9"	36079	\$11.99
10"	36080	\$11.99
11"	36081	\$12.99
12"	36082	\$12.99
13"	36083	\$13.99
14"	36084	\$13.99
15"	36085	\$13.99
16"	36086	\$14.99
17"	36086	\$14.99
18"	36087-2	\$16.99

Stock Stub Steering



Improve your GM Metric Suspension Geometry with the new AFCO Center Link!

Relocates the inner tie rod end to shorten both tie rod assemblies, which improves steering geometry by reducing the excessive toe out that is common to GM metric chassis during normal suspension travel (bump steer).

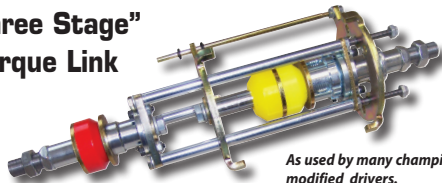
	CHEVELLE '68-'72	PRICE	CAMARO '70-'81	PRICE	GM MID SIZE '78-'83 MONTE CARLO '78-'88	PRICE
DESCRIPTION						
1 CENTER LINK PS	30274	\$59.99	30272	\$64.99	30270	\$59.99
2 TIE ROD - OUTER	.		30210**	\$19.99	30220	\$18.99
3 TIE ROD - INNER LH	.		30208**	\$28.99	30221	\$18.99
3 TIE ROD - INNER RH	.		30209	\$28.99	30221	\$18.99
4 ADJUSTER SLEEVE	.		30233	\$11.99	30230	\$14.99
5 IDLER ARM	30260	\$29.99	30262	\$34.99	30261	\$34.99
6 CENTER LINK IMPROVED GEOMETRY	.		.		30271*	\$89.99

*FITS '78-'88 METRIC CARS ONLY.

**LISTED TIE ROD ENDS WILL WORK ON '70-'74 MODELS WHEN USED AS AN INNER/OUTER ASSEMBLY.

REAR SUSPENSION

"Three Stage" Torque Link



Spring sold separately

As used by many champion modified drivers.

The "Three Stage" torque link provides adjustable progressive action for ultimate torque control and traction. Torque is absorbed by the coil spring to provide initial forward bite. As engine torque increases, the poly bushings engage to increase torque to the rear tires. Engagement point of the poly bushings can be adjusted independently from the coil spring to allow for changing track conditions. Due to its unique twin shaft design, the engine side and brake side operate independently. This allows corner entry & exit to be tuned separately. Bushing/spring pre-load is always maintained. Also the brake bushing works more effectively because it's not loaded with engine spring pre-load. The car turns better during deceleration as a result.

DESCRIPTION	PART #	PRICE
THREE STAGE TORQUE LINK (COMES WITH ALL NECESSARY BUSHINGS)	21207X	\$369.99
MAIN SHAFT KIT	21207-1	\$48.99
INNER THREAD BSG HOUSING	21207-10X	\$38.99
SEAL - INNER THREAD BSG HOUSING	21207-11X	\$4.99
BUSHING - INNER BSG HOUSING	21207-12X	\$2.99

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY (SEE NEXT PAGE)

"Two Stage" Urethane Bushing Torque Link



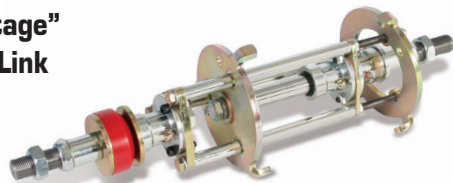
Torque Bushings sold separately (2 required)

- Isolated brake bushing for more effective control on corner entry
- Bind-free design with sealed housing and grease fittings for easy maintenance
- Built-in travel indicator to monitor acceleration travel and deceleration travel
- Heavy duty design to handle open class modified motors
- Add a second brake bushing for even wider brake tuning options

DESCRIPTION	PART #	PRICE
TORQUE LINK, URETHANE BUSHING STYLE (TORQUE BUSHINGS SOLD SEPARATELY)	21206X	\$269.99

NOTE: 2 TORQUE BUSHINGS REQUIRED, SOLD INDIVIDUALLY (SEE NEXT PAGE)

"Two Stage" Torque Link



See chart below

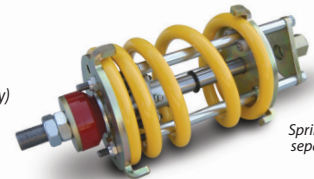
- Isolated brake bushing for more effective control at corner entry
- Isolated engine spring for more effective control at corner exit
- Bind-free design with sealed housing and grease fittings for easy maintenance
- Built-in travel indicator to monitor acceleration and deceleration travel
- Brake bushing & engine spring preload is maintained separately, which keeps both components constantly loaded, improving the control & response of the torque link
- Optional second brake bushing provision for even wider brake tuning options

DESCRIPTION	PART #	PRICE
DUAL SHAFT TORQUE LINK (SPRING SOLD SEPARATELY)	21205X	\$359.99

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY (SEE NEXT PAGE)

One-Way Torque Link

- Sealed bushing slide assembly provides bind-free performance under all conditions
- Uses 6-5/8" x 5" O.D. springs (sold separately)



Spring sold separately

COMPONENTS	PART #	PRICE
MOUNTING STUD KIT	21209-2	\$49.99
REAR ROD END ATTACH PLATE	21209-2P	\$26.99

NOTE: REQUIRES 5" O.D. X 6-5/8" SPRING, SOLD SEPARATELY (SEE NEXT PAGE)

Progressive Rate Torque Link Spring

- Widest range of progression on the market!
- Longest life - more bite than others



DIAMETER	LENGTH	RATE	PART #	PRICE
5" O D	6-5/8"	600-2000	270001	\$69.99
5" O D	6-5/8"	600-1300	270000PR	\$69.99
5" O D	10-1/2"	200-2000	280001	\$69.99

Suggested Tube Lengths: Torque Links / Spring Rods

DESIRED LENGTH				RECOMMENDED TUBE		
SPRING RODS	21205X	21206X	21207X	TUBE LENGTH	SWAGED STEEL TUBE	ALUM.
22"	30.25"	31"	31"	9"	19509	.
23"	31.25"	32"	32"	10"	19510	.
24"	32.25"	33"	33"	11"	19511	20050
25"	33.25"	34"	34"	12"	19512	20053
26"	34.25"	35"	35"	13"	19513	20049
26.5"	34.75"	35.5"	35.5"	13.5"	19513-1	.
27"	35.25"	36"	36"	14"	19514	20054
28"	36.25"	37"	37"	15"	19515	20055
29"	37.25"	38"	38"	16"	19516	20057
30"	38.25"	39"	39"	17"	19517	20056
31"	39.24"	40"	40"	18"	19518	20064
32"	40.25"	41"	41"	19"	19519	20063
33"	41.25"	42"	42"	20"	19520	.
35"	43.25"	44"	44"	22"	19522	20048
36"	44.25"	45"	45"	23"	19523	.
37.75"	46"	46.75"	46.75"	24.75"	.	20059
39.25"	47.5"	46.25"	48.25"	26.25"	.	20061
40"	48.25"	49"	49"	27"	19527	20062
50"	58.25"	59"	59"	37"	19537	.

SEE PAGE 17 FOR A FULL LIST OF TUBES

REAR SUSPENSION

Torque Link Brackets



\$59.99

Quick Change

- "Forward Mount" design provides increased pull bar angle and forward bite during axle wrap-up and chassis lift than conventional mounting positions centered on axle
- -8° pinion angle allows torque link to be mounted 4" ahead and 12" above axle centerline
- Forward mounting reduces axle wrap-up from 25 - 33%, which provides consistent corner entry handling during axle wrap-down and improves U-Joint Life
- Multiple holes for mounting torque link and dampener shock
- 3/8" holes allow stiffener braces to be added on high horsepower applications
- Laser cut design fits most rear ends. (Some grinding of the side bell reinforcing ribs may be required to mount brackets.)

DESCRIPTION	PART #
QUICK CHANGE TORQUE LINK BRACKETS (PAIR)	20406



\$59.99

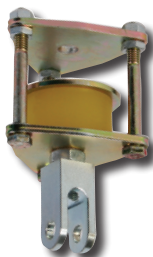
Ford 9"

- "Forward Mount" design provides increased pull bar angle and forward bite during axle wrap-up and chassis lift than conventional mounting positions centered on axle
- -8° pinion angle allows torque link to be mounted 4" ahead and 12" above axle centerline
- Forward mounting reduces axle wrap-up from 25 - 33%, which provides consistent corner entry handling during axle wrap-down and improves U-Joint Life
- Multiple holes for mounting torque link and dampener shock
- 3/8" holes allow stiffener braces to be added on high horsepower applications
- Laser cut design fits most rear ends. (Some trimming of brackets may be needed depending on housing configuration.)

DESCRIPTION	PART #
FORD 9" TORQUE LINK BRACKETS (PAIR)	20407

Suspension Limiter

- Reduces tire unloadings when suspensions top out
- Provides the right amount of cushioning without causing an excessive amount of trailing arm angle to develop when the limiter becomes loaded
- Easily mounted to a chassis by using a 1/2" rod end
- Clevis provided for simple attachment to a chain or cable



DESCRIPTION	PART #	PRICE
SUSPENSION LIMITER	20478	\$76.99

5" O.D. Torque Link Springs

- For use with the AFco steel torque links
- Highest quality on the market
- 5" O. D. X 6-5/8"
- Made in the U.S.A.



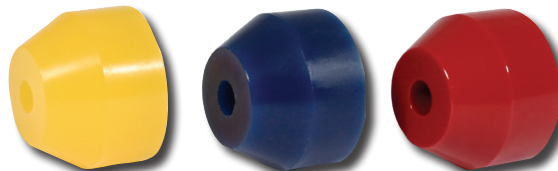
DIAMETER	LENGTH	RATE	PART #	PRICE
5" O D	6-5/8"	600	270600	\$54.99
5" O D	6-5/8"	800	270800	\$54.99
5" O D	6-5/8"	900	270900	\$54.99
5" O D	6-5/8"	1050	271050	\$54.99
5" O D	6-5/8"	1200	271200	\$54.99
5" O D	6-5/8"	1450	271450	\$54.99
5" O D	6-5/8"	600-1300	270000PR	\$69.99
5" O D	6-5/8"	600-2000	270001	\$69.99

Replacement Bushing Kits

2-1/4" Three Stage Bushings



3-3/8" Two Stage Bushings



DESCRIPTION	PART #	PRICE
RED BRAKE BUSHING KIT - (1 BUSHING AND 2 WASHERS PER KIT)	21209UK	\$22.99

DESCRIPTION	2-1/4" OD	PRICE	3-3/8" OD	PRICE
GREEN - 50 SOFT	21209-3G	\$27.99	-	-
PURPLE - 60	21209-3P	\$27.99	-	-
YELLOW - 75	21209-3Y	\$27.99	21208Y	\$53.99
BLUE - 80	21209-3B	\$27.99	21208B	\$53.99
RED - 87 HARD	21209-3R	\$27.99	21208R	\$53.99

BRAKES

Aluminum Metric Calipers

**USMTS/UMP
Approved**

NEW



**15lbs lighter
per car than stock!**

Aluminum Metric Calipers

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition
- 2" and 2-3/8" bore configurations available
- Comes with standard bleeder
- Quality control checked and pressure tested
- 1/8" NPT inlet fluid port
- Fits left or right side of chassis

DESCRIPTION	PART #	PRICE
2-3/8" BORE - ALUMINUM METRIC CALIPER	6630311	\$99.99
2" BORE - ALUMINUM METRIC CALIPER	6630310	\$99.99
2-3/8" BORE - REPAIR KIT	6690311	\$14.99
2" BORE - REPAIR KIT	6690310	\$14.99



Steel Pad Spacers for AFCO Aluminum Metric Calipers

DESCRIPTION	PART #	PRICE
2-3/8" BORE - STEEL PAD SPACER (EA)	6691311	\$5.99
2" BORE - STEEL PAD SPACER (EA)	6691310	\$5.99

* FITS AFCO ALUMINUM METRIC CALIPER ONLY

Lightweight Cast Iron Metric Calipers

**8lbs lighter
per car than stock!**

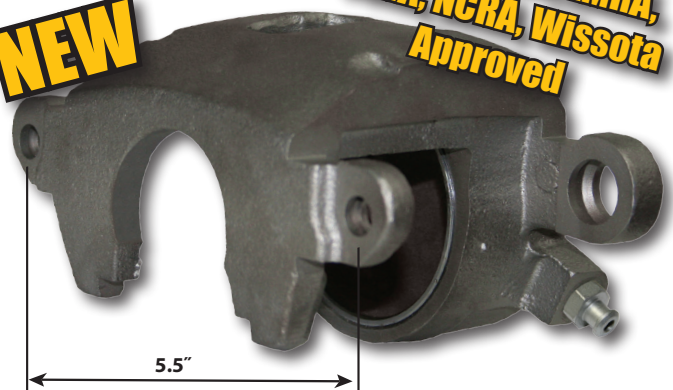
AFCO took the stock caliper and removed material where it was not needed while maintaining stiffness.

- Track tested and proven to have less flex, better pedal feel, less brake fade, and less pad taper than the competition
- 2-3/4" bore for maximum force
- Quality control checked and pressure tested
- Speed bleeder included
- Fits left or right side of chassis
- M10 X 1.0 inlet port

DESCRIPTION	PART #	PRICE
2-3/4" BORE - LIGHTWEIGHT CAST IRON CALIPER	6630312	\$82.99
REPAIR KIT	6690312	\$14.99

NEW

**USMTS/UMP, AMRA,
USRA, NCRA, Wisconsin
Approved**



Recommended Brake Rotors and Pads

Dirt

RECOMMENDED ROTOR	PART #	PRICE
11.75 X .810 PILLAR VANE ROTOR - IMCA	6640100	\$49.99
11.75 X .810 RH SLOTTED PILLAR VANE - OUTLAW	6640104	\$79.99
11.75 X .810 LH SLOTTED PILLAR VANE - OUTLAW	6640105	\$79.99

RECOMMENDED BRAKE PADS	PART #	PRICE
C1 COMPOUND LIGHT BRAKING	1251-1154	\$75.99
C2 COMPOUND HEAVY BRAKING	1251-2154	\$104.99

Asphalt

RECOMMENDED ROTOR	PART #	PRICE
11.75 X .810 RH SLOTTED PILLAR VANE	6640104	\$79.99
11.75 X .810 LH SLOTTED PILLAR VANE	6640105	\$79.99

RECOMMENDED BRAKE PADS	PART #	PRICE
C1 COMPOUND LIGHT BRAKING	1251-1154	\$75.99
C2 COMPOUND HEAVY BRAKING	1251-2154	\$104.99

BRAKES

Metric Calipers

Oversized 2-3/4" GM Metric Calipers

- Increases range of brake bias adjustment for better brake performance
- Allows for more brake system tunability
- Stock appearing
- Quality control checked and pressure-tested

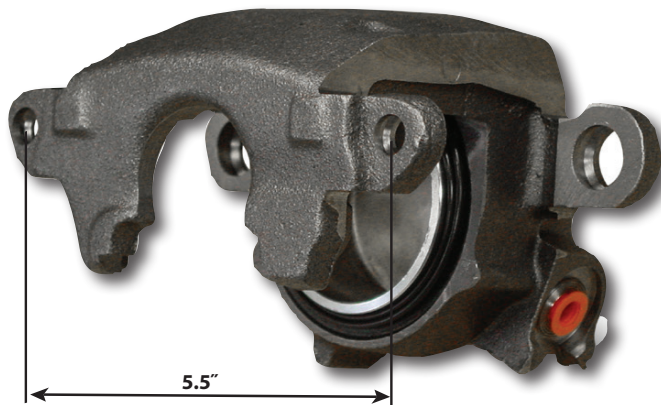
**USMTS/UMP
Approved**

DESCRIPTION	PART #	PRICE
OVERSIZE GM METRIC CALIPER-RIGHT SIDE	7241-9001	\$74.99
OVERSIZE GM METRIC CALIPER-LEFT SIDE	7241-9002	\$74.99

Undersized 2-1/4" GM Metric Calipers

- Use on right front to loosen car on corner entry
- Allows for more brake system tuning
- Stock appearing
- Quality control checked and pressure-tested

DESCRIPTION	PART #	PRICE
UNDERSIZED GM METRIC CALIPER-RIGHT SIDE	7241-9005	\$74.99



Stock 2-1/2" GM Metric Calipers

- IMCA Approved
- Legal replacement for stock classes
- Quality control checked and pressure-tested

**IMCA
Approved**

DESCRIPTION	PART #	PRICE
STOCK GM METRIC CALIPER-RIGHT SIDE	7241-9003	\$39.99
STOCK GM METRIC CALIPER-LEFT SIDE	7241-9004	\$39.99

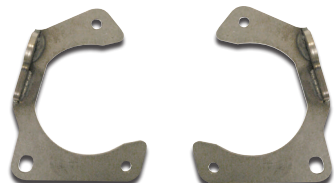
Caliper Brackets

DESCRIPTION	THREAD	THICKNESS	PART #	PRICE
BIG GM REAR - 3" TUBE WELD ON	7/16" FINE	3/16"	40120	\$17.99
SMALL GM REAR - 3" TUBE WELD ON	7/16" FINE	1/4"	40121	\$13.99
SMALL GM LH-PINTO SPINDLE	7/16" FINE	1/4"	40121PL	\$46.99
SMALL GM RH-PINTO SPINDLE	7/16" FINE	1/4"	40121PR	\$46.99
SMALL GM LH-PINTO HYBRID SPINDLE	7/16" FINE	1/4"	40122PL	\$29.99
SMALL GM RH-PINTO HYBRID SPINDLE	7/16" FINE	1/4"	40122PR	\$29.99



Small GM LH
40121PL

Small GM RH
40121PR



Small GM LH
40122PL

Small GM RH
40122PR

Caliper Bracket

Adapts stock '74-'80 Pinto / Mustang II spindle to small GM caliper with '75-'80 Ford Granada-type rotor

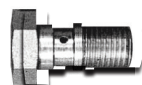
Hybrid Caliper Bracket

Adapts stock '74-'80 Pinto / Mustang II spindle to small GM caliper w/ AFco Brake Hybrid Rotor

Metric Caliper Service Parts

DESCRIPTION	PART #	PRICE
COPPER WASHER METRIC CALIPER (6 QTY)	7010-0036	\$5.99
STRAIGHT FITTING, METRIC CALIPER	7010-0007	\$8.99
BANJO FITTING, METRIC CALIPER	7010-0014	\$17.99
BANJO BOLT, METRIC CALIPER	7010-0015	\$10.44
CALIPER BOLT, METRIC CALIPER	10160	\$6.99
CALIPER PRESSURE GAUGE	85161	\$49.99
ADAPTER KIT, METRIC CALIPER	7010-0050	\$13.99
REBUILD KIT, 2" GM METRIC ALUMINUM	6690310	\$14.99
REBUILD KIT, 2-3/8" GM METRIC ALUMINUM	6690311	\$14.99
REBUILD KIT, 2-3/4" GM METRIC LIGHTWEIGHT	6690312	\$14.99

Use these fittings to help ease metric caliper installation:



Part # 7010-0015



Part # 7010-0014



Part # 7010-0007



Caliper Bolt
Part # 10160

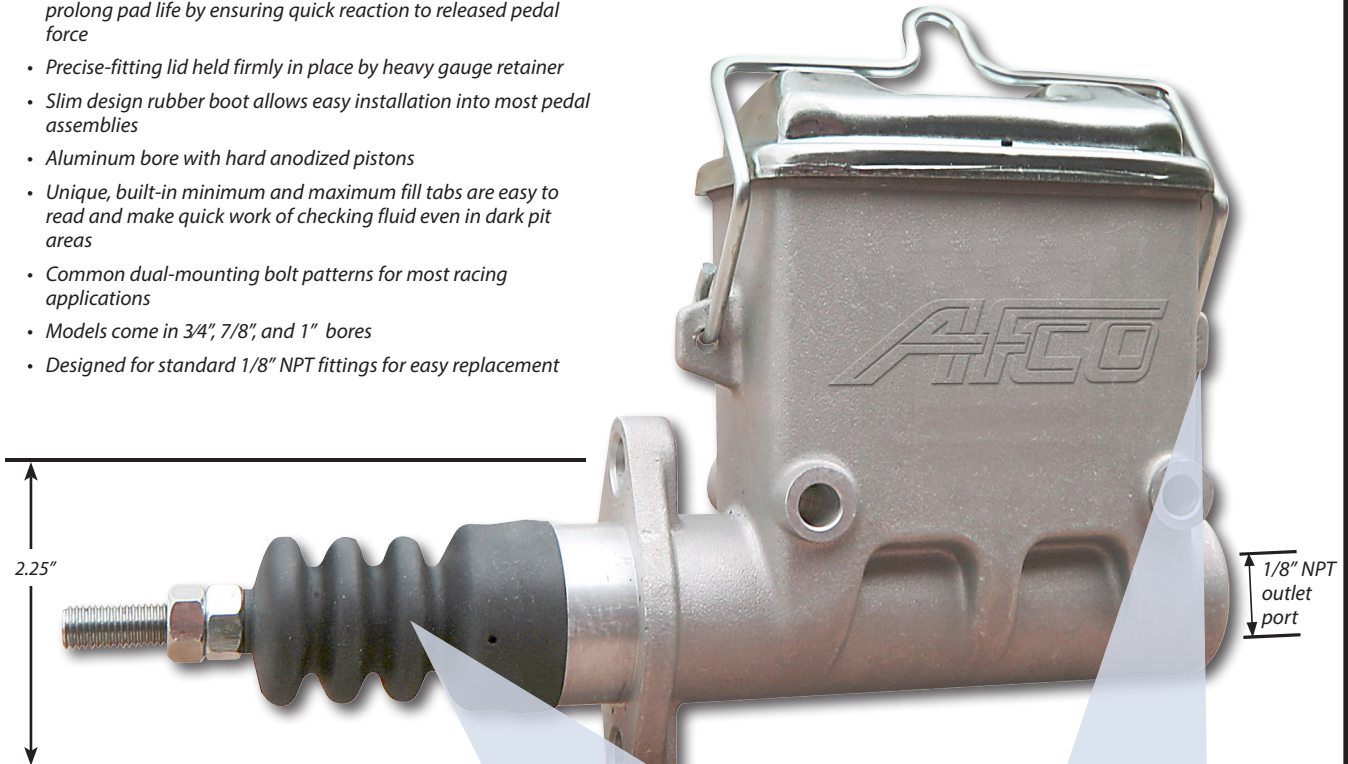
BRAKES

Integral Reservoir Master Cylinder

AFCO engineers started with a clean sheet when we designed our new line of master cylinders. Utilizing experience from their market-leading master cylinders, AFCO's new model offers the great performance that you would expect from an AFCO product.

With a one-piece design that incorporates a high-capacity reservoir and precisely machined / polished cylinder bore, the new piece makes efficient use of space and materials.

- External return spring maintains positive pedal feel and helps prolong pad life by ensuring quick reaction to released pedal force
- Precise-fitting lid held firmly in place by heavy gauge retainer
- Slim design rubber boot allows easy installation into most pedal assemblies
- Aluminum bore with hard anodized pistons
- Unique, built-in minimum and maximum fill tabs are easy to read and make quick work of checking fluid even in dark pit areas
- Common dual-mounting bolt patterns for most racing applications
- Models come in 3/4", 7/8", and 1" bores
- Designed for standard 1/8" NPT fittings for easy replacement

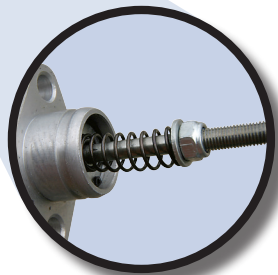


DESCRIPTION	PART #	PRICE
3/4" BORE INTEGRAL MASTER CYLINDER	6620010	\$54.99
7/8" BORE INTEGRAL MASTER CYLINDER	6620011	\$54.99
1" BORE INTEGRAL MASTER CYLINDER	6620012	\$54.99

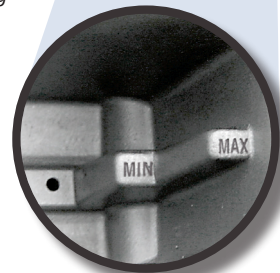
Integral Master Cylinder Service Parts & Rebuild Kits

MASTER CYLINDER PARTS	PART #	PRICE
STRAIGHT FITTING (1/8"NP X 3/16"IF)	7010-0026	\$2.99
90° FITTING (1/8"NP X 3/16"IF)	7010-0027	\$2.99
MASTER CYL. KIT (INCLUDES: LID, GASKET, WIRE)	6690048	\$15.99
MASTER CYL. KIT (INCLUDES: PUSH ROD, SPRING, BOOT)	6690049	\$10.99
REBUILD KIT - 3/4" NEW AFCO M/C	6690110*	\$24.99
REBUILD KIT - 7/8" NEW AFCO M/C	6690111*	\$24.99
REBUILD KIT - 1" NEW AFCO M/C	6690112*	\$24.99
REBUILD KIT - 3/4" US BRAKE M/C	2011-1512K	\$28.99
REBUILD KIT - 7/8" US BRAKE M/C	2011-1514K	\$28.99
REBUILD KIT - 1" US BRAKE M/C	2011-1516K	\$29.99

* KITS FOR AFCO MASTER CYLINDER MANUFACTURED AFTER JAN 2013



External return spring

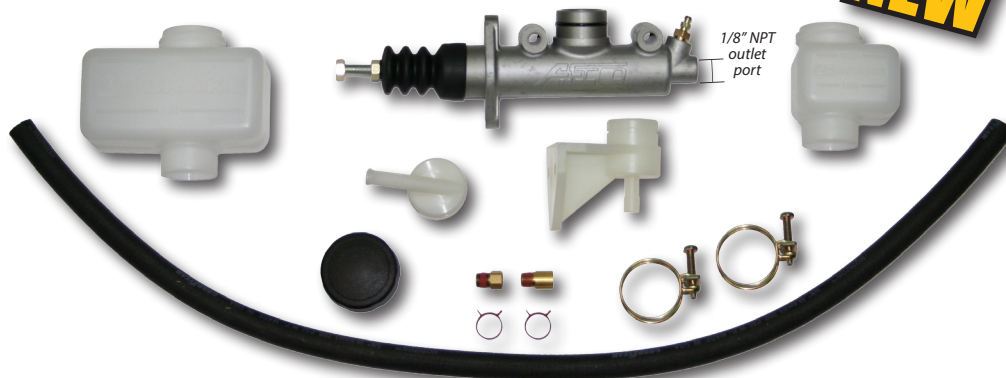


Fluid level indicator marks

BRAKES

Remote Reservoir Master Cylinder

NEW



- External return spring maintains positive pedal feel and helps prolong pad life by ensuring quick reaction to released pedal force
- Slim design rubber boot allows easy installation into most pedal assemblies
- Common dual-mounting bolt patterns for most racing applications
- Models come in 3/4", 7/8", and 1" bores
- Designed for standard 1/8" fittings for easy replacement
- Aluminum bore with hard anodized pistons

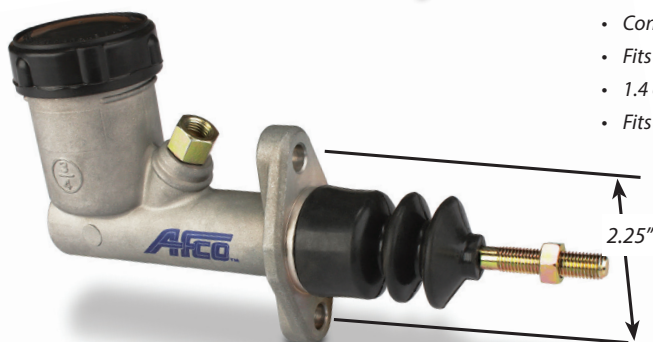
Remote Reservoir Master Cylinders

DESCRIPTION	PART #	PRICE
3/4" BORE REMOTE RESERVOIR MASTER CYLINDER	6620110	\$69.99
7/8" BORE REMOTE RESERVOIR MASTER CYLINDER	6620111	\$69.99
1" BORE REMOTE RESERVOIR MASTER CYLINDER	6620112	\$69.99

Master Cylinder Rebuild Kits

MASTER CYLINDER REBUILD KITS	PART #	PRICE
REBUILD KIT - 3/4" AFCO M/C	6690110	\$24.99
REBUILD KIT - 7/8" AFCO M/C	6690111	\$24.99
REBUILD KIT - 1" AFCO M/C	6690112	\$24.99

Clutch Master Cylinder



- Compact design
- Fits Popular Clutch and Small Brake Applications
- 1.4 oz. Reservoir
- Fits most pedal assemblies

Compact Design

DESCRIPTION	PART #	PRICE
CLUTCH MASTER CYLINDER 3/4"	2011-1912	\$58.99

Brake Bias Panel

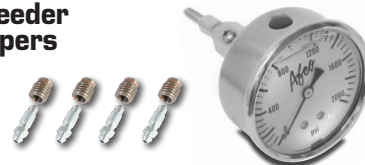
- Liquid-filled, 2-1/2" gauges for accurate readings
- Includes all necessary fittings for installation



DESCRIPTION	PART #	PRICE
BLACK PANEL	85160B	\$99.99
REPLACEMENT GAUGE	85160G	\$43.99

Caliper Pressure Gauge & Bleeder Adapters for GM Metric Calipers

- Kit allows for use of the 85161 Brake Pressure Gauge w/ GM Metric Calipers
- Easily determine brake pressure at the calipers
- Accurately determine optimal settings for balance bars and proportioning valves
- Needed to troubleshoot your brake system



DESCRIPTION	PART #	PRICE
CALIPER PRESSURE GAUGE	85161	\$49.99
ADAPTER KIT (FOR METRIC CALIPERS)	7010-0050	\$13.99

BRAKES

Hybrid Rotors



This rotor combines the strength of a '75-'81 Ford-style hub (Granada) with the lighter design of the metric brake rotor for an unbeatable lightweight and durable package. AFCO engineers designed this rotor with the latest CAD software and testing methods. Manufactured to withstand rigorous racing environments, the AFCO Hybrid Rotor uses castings designed and built specifically for racing. It will remove up to 13 lbs. of unsprung weight on the front of your car to improve front to rear weight bias and wheel control.

- Uses GM metric caliper
- Ford '74-'80 Pinto spindle
- Strong and lightweight
- Safely remove up to 13 lbs. from the front of your car vs. stock rotor
- 14.8 lbs. total rotor weight with 5/8" studs
- Also drilled for 4-3/4" bolt pattern
- 10.13" diameter
- .813" thickness (pad spacer recommended)
- Uses 9851-8551 Master Install Kit
- Races pre-installed
- For '74-'80 Pinto / Mustang II spindles (see pg. 74)
- UMP, IMCA, USMTS, WISSOTA

Designed for use with '74-'80 Pinto / Mustang II spindle (Page 16) and AFCO brackets **40122PL** & **40122PR** (Page 21)

DESCRIPTION	PART #	PRICE
5/8" COARSE STUDS ON 5" X 5" PATTERN	9850-6505	\$54.99
MASTER INSTALL KIT*	9851-8551	\$29.99
BEARING KIT (INNER AND OUTER BEARINGS)	9851-8510	\$19.99
SEAL	9851-8521	\$8.99
DUST CAP	9851-8501	\$10.99

* Master install kit includes: bearings, seal, washer, nut, pin & dust cap

Ford Style Rotor '75 - '81



- Reduces rotating weight
- Fits Pinto pin
- 5/8" coarse studs installed on 5 x 5 pattern
- Pre-drilled with 4-1/2" stock pattern
- 11" diameter x .875" thickness
- Races pre-installed
- Stock-appearing
- Uses stock 9851-8552 Master Install Kit
- Meets OEM sanctioning requirements for modifieds, street stocks, and hobby stocks
- UMP, IMCA, USMTS, WISSOTA

IMCA, USMTS,
UMP, WISSOTA
Approved

DESCRIPTION	PART #	PRICE
5/8" COARSE STUDS ON 5" X 5" PATTERN	9850-6510	\$54.99
1/2" FINE STUDS ON STOCK 4-1/2" PATTERN	9850-6511	\$64.99

Ford Rotor Accessories

DESCRIPTION	PART #	PRICE
MASTER INSTALL KIT*	9851-8552	\$39.99
BEARINGS ONLY	9851-8510	\$19.99
SEAL	9851-8521	\$8.99
DUST CAP	9851-8502	\$11.99

* Master install kit includes: bearings, seal, washer, nut, pin & dust cap

GM Style Rotor '79 & Up



- 5/8" coarse studs installed on 5" pattern
- Stock-appearing
- 10.5" diameter x 1" thickness
- Races pre-installed
- Uses 9851-8550 Master Install Kit
- Meets OEM sanctioning requirements for modifieds, street stocks, and hobby stocks
- New for 2013, fully machined 4-3/4" pattern for 5/8" studs
- Fully machined for 5/8" stud
- UMP, IMCA, USMTS, WISSOTA

DESCRIPTION	PART #	PRICE
5/8" COARSE STUDS ON 5" X 5" PATTERN	9850-6500	\$54.99

NOTE: GM Metric Rotor needs larger bearing than stock bearing size.

GM Rotor Accessories

DESCRIPTION	PART #	PRICE
MASTER INSTALL KIT*	9851-8550	\$29.99
BEARING KIT	9851-8500	\$19.99
SEAL	9851-8520	\$7.99
DUST CAP	9851-8501	\$10.99
WHEEL STUD 5/8 COARSE (.812)	10152	\$3.49
WHEEL STUD 5/8 FINE (.812)	10153	\$3.29
WHEEL STUD 5/8 COARSE (.350)	10159	\$4.49
WHEEL STUD 5/8 FINE (.350)	10163	\$4.49
WHEEL STUD EXTRA LONG 5/8" COARSE (.350)	10164	\$4.59

* Master install kit includes: bearings, seal, washer, nut, pin & dust cap

BRAKES

Pillar Vane Flat Hybrid Rotors

NEW



Pillar Vane
Cut-a-Way

AFCO continues the commitment to bring new and innovative brake components to the Dirt Modified and Stock Car racing community. The latest innovation from AFCO combines our pillar vane technology with our industry leading hybrid rotors. The new hybrid pillar vane rotor combines the strength of a '75-'81 Ford style hub and the lighter design of a metric broke rotor with AFCO's pillar vane technology that provides you with the lightest, best cooling, and balanced package available for open wheel modifieds and stock cars. This new rotor is designed to improve strength and cooling while reducing unsprung weight and vibrations which improves traction, braking, and handling for your race car.

- 1 lb. lighter then current AFCO hybrid rotor
- Designed using premium grade alloys for superb thermal shock stability
- Machined balanced to reduce vibration and improving traction
- Double disc ground to assure precise flatness
- More brake pad surface support (pillar) to prevent rotor cupping
- Proven by top racers and chassis builders to improve brake system performance
- 10.13" diameter

**IMCA, USMTS,
UMP, WISSOTA
Approved**

DESCRIPTION	PART #	PRICE
5/8" COARSE STUDS ON 5" X 5" PATTERN	6640124	\$74.99
MASTER INSTALL KIT*	9851-8551	\$29.99
BEARING KIT (INNER AND OUTER BEARINGS)	9851-8510	\$19.99
SEAL	9851-8521	\$8.99
DUST CAP	9851-8501	\$10.99

* Master install kit includes: bearings, seal, washer, nut, pin & dust cap

Pillar Vane Slotted Hybrid Rotors

NEW



Pillar Vane
Cut-a-Way

AFCO continues the commitment to bring new and innovative brake components to the Dirt Modified and Stock Car racing community. The latest innovation from AFCO combines our pillar vane technology with our industry leading hybrid rotors. The new hybrid pillar vane rotor combines the strength of a '75-'81 Ford style hub and the lighter design of a metric broke rotor with AFCO's pillar vane technology that provides you with the lightest, best cooling, and balanced package available for open wheel modifieds and stock cars. This new rotor is designed to improve strength and cooling while reducing unsprung weight and vibrations which improves traction, braking, and handling for your race car.

- 1 lb. lighter then current AFCO hybrid rotor
- Slotted surface wipes brake pad and offers lower braking temperatures
- Designed using premium grade alloys for superb thermal shock stability
- Machined balanced to reduce vibration and improving traction
- Double disc ground to assure precise flatness
- More brake pad surface support (pillar) to prevent rotor cupping
- Proven by top racers and chassis builders to improve brake system performance
- 10.13" diameter

**USMTS, UMP,
WISSOTA
Approved**

DESCRIPTION	PART #	PRICE
LH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640125	\$89.99
RH 5/8" COARSE STUDS ON 5" X 5" PATTERN SLOTTED	6640126	\$89.99
MASTER INSTALL KIT*	9851-8551	\$29.99
BEARING KIT (INNER AND OUTER BEARINGS)	9851-8510	\$19.99
SEAL	9851-8521	\$8.99
DUST CAP	9851-8501	\$10.99

* Master install kit includes: bearings, seal, washer, nut, pin & dust cap

BRAKES

Pillar Vane Rotors

AFCO continues the commitment to bring new and innovative components to the racing community. Pillar vane rotors are engineered to provide superior strength, reduce rotor weight and run cooler. At the heart of the rotor, each pillar is diamond shaped providing brake pad surface stability as well as reducing rotating weight over rotors of similar strength. Racers will take note of reduced weight when compared to rotors of similar strength. Reduced rotating weight means reduced lap times. When brake performance is discussed, AFCO is the bottom line.

Features & Benefits

- Designed using premium grade alloys for superb thermal shock stability
- Machined and double disc ground to assure precise flatness
- Precise pillar placement for high volume cooling
- Premium center - split castings reduce stress risers
- Rotationally machined balanced - CNC



Pillar Vane Flat Rotors

- More brake pad surface support (pillars) to prevent rotor cupping
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor
- Machine balanced to reduce vibration- improves brake system performance
- Increased cooling capacity
- Proven by top racers to improve the brake system



**IMCA
Approved**

THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
.810"	7"	11.75"	8.1LBS	6640100	\$49.99
NEW 1"	7"	11.75"	9.2LBS	6640120	\$49.99
1.25"	7"	11.75"	9.6LBS	6640101	\$49.99
.810"	7"	12.19"	9.0LBS	6640102	\$49.99
1.25"	7"	12.19"	10.7LBS	6640103	\$49.99

Pillar Vane Slotted Rotors

- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor
- More brake pad surface support (pillars) to prevent rotor cupping
- Machine balanced to reduce vibration improves brake system performance
- Increased cooling capacity- allows for trail braking, lap after lap
- Gas slots to wipe brake pad and eliminate brake system fade



THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
RH .810"	7"	11.75"	8.1LBS	6640104	\$79.99
LH .810"	7"	11.75"	8.1LBS	6640105	\$79.99
NEW RH 1"	7"	11.75"	9.2LBS	6640121	\$79.99
NEW LH 1"	7"	11.75"	9.2LBS	6640122	\$79.99
RH 1.25"	7"	11.75"	9.6LBS	6640106	\$79.99
LH 1.25"	7"	11.75"	9.6LBS	6640107	\$79.99
RH .810"	7"	12.19"	9.0LBS	6640108	\$79.99
LH .810"	7"	12.19"	9.0LBS	6640109	\$79.99
RH 1.25"	7"	12.19"	10.8LBS	6640110	\$79.99
LH 1.25"	7"	12.19"	10.8LBS	6640111	\$79.99

Pillar Vane Drilled Rotors

- More brake pad surface support (pillars) to prevent rotor cupping
- Increased cooling capacity- allows for trail braking, lap after lap
- Strength of an 80 vane rotor with the weight savings of a 32 vane rotor
- Machine balanced to reduce vibration- improves brake system performance
- Drilled to allow gas to escape- improves rotor & pad efficiency



THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
.810"	7"	11.75"	7.6LBS	6640112	\$79.99
NEW 1"	7"	11.75"	8.2LBS	6640123	\$79.99
1.25"	7"	11.75"	9.4LBS	6640114	\$79.99
.810"	7"	12.19"	8.3LBS	6640116	\$79.99
1.25"	7"	12.19"	10.0LBS	6640118	\$79.99

BRAKES

Disc Brake Rotors

AFCO's disc brake rotors set the pace for design, quality, and performance. Special designed materials, enhanced computer imagery and design, as well as extensive lab and track testing have yielded a superior brake rotor. All AFCO rotors have been optimized for strength, weight, and heat dissipation ability to meet the demands of the serious racer.

Features & Benefits

- Designed using premium grade alloys for superb thermal shock stability
- Machined and blanchard ground to assure precise flatness
- Precise vane placement for high volume cooling

Straight 32 Vane Lightweight Rotors

- Designed using premium grade alloys for superb thermal shock stability
- Machined and blanchard ground to assure precise flatness
- Precise vane placement for high volume cooling



**IMCA
Approved**

THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
1.25"	7"	11.75"	8.91LBS	9850-6020	\$34.99
.810"	7"	11.75"	8.28LBS	9850-6021	\$34.99

Straight Drilled 32 Vane Lightweight Rotors

- Designed using premium grade alloys for superb thermal shock stability
- Machined and blanchard ground to assure precise flatness
- Precise vane placement for high volume cooling
- Drilled to vent gases
- 1 lbs. lighter than non-drilled rotor



THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
1.25"	7"	11.75"	7.9LBS	9850-6120	\$39.99
.810"	7"	11.75"	7.3LBS	9850-6121	\$43.99

Curved 32 Vane Lightweight Rotors

- Designed using premium grade alloys for superb thermal shock stability
- Machined and blanchard ground to assure precise flatness
- Precise vane placement for high volume cooling
- Curved vane design to promote better cooling



THICK	BOLT CIRCLE	DIA	WEIGHT	PART #	PRICE
LEFT 1.25"	7"	11.75"	9.3LBS	9850-8020	\$57.99
RIGHT 1.25"	7"	11.75"	9.3LBS	9850-8021	\$57.99

BRAKES

AFCO Brake Pedals

Reverse Brake Pedals

- H-beam forged aluminum pedal design
- Ultra-strong upper mount has 52% less flex than the competition
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel
- Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function
- Ultra high strength bias bar; same strength of 7/16" bias bar in the traditional 3/8" size
- Integral bias bearing stops prevent lock-up when adjusting bias
- Four 1/4-20 auxiliary mounting posts for added rigidity
- Extra coarse, industrial grade anti-skid foot pads
- Internal hex in bias bar eases bias set up
- 6.25:1 Pedal ratio
- 4.36 lbs.
- AFCO master cylinders sold separately

**No Hassle
Bias Bar
Set up!**



Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function

NEW



AFCO master cylinders sold separately

DESCRIPTION	PART #	PRICE
REAR FACING BRAKE PEDALS	6610000	\$209.99

Forward Brake Pedals

- H-beam forged aluminum pedal design
- Ultra-strong upper mount has 52% less flex than the competition
- Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function
- Ultra high strength bias bar; same strength of 7/16" bias bar in the traditional 3/8" size
- Rounded clevis design prevents bias-bar lock-up at extreme limits of travel
- Integral bias bearing stops prevent lock-up when adjusting bias
- Four 1/4-20 auxiliary mounting posts for added rigidity
- Extra coarse, industrial grade anti-skid foot pads
- Internal hex in bias bar eases bias set up
- 6.25:1 Pedal ratio
- 4.36 lbs
- AFCO master cylinders sold separately

**No Hassle
Bias Bar
Set up!**



Exclusive bias "tie-bar" adds strength and sets clevis spacing for proper master cylinder function

NEW



AFCO master cylinders sold separately

DESCRIPTION	PART #	PRICE
FORWARD FACING BRAKE PEDALS	6610001	\$209.99

BRAKES

High Performance Brake Fluid

AFCO Racing products continues to innovate with the launch of a new brake program. To complement the new Forged F88, F22 & F33 as well as the new metric aluminum and cast iron calipers, AFCO has engineered two brake fluid formulations specifically targeted for top tier racing and performance use. From drag racing to dirt and asphalt late model racing, AFCO HT & HTX brake fluids will outperform!

High Performance HTX Brake Fluid

The HTX fluid has been engineered to meet the demanding requirements of super late model (dirt and asphalt) as well as dirt modified and "outlaw" open wheel modified racing. HTX fluid offers superior performance where high brake system temperatures for an extended time period are experienced. AFCO High performance brake fluid will exceed your expectation!

- Dry boiling point of 600° +
- Meets or exceeds D.O.T. 4 requirements
- Exceeds SAE J1704, ISO 4925, and FMV116 specifications
- Non-silicone fluid
- Best value in brake fluid on the market

Best fluid on the market for:

- Dirt/Asphalt Late Model
- Sprint/ Midget
- Dirt Modifieds
- Outlaw Open Wheel Modifieds



DESCRIPTION	PART #	PRICE
HIGH PERFORMANCE BRAKE FLUID HTX SINGLE 16.9 OZ. CAN	6691903	\$17.99
HIGH PERFORMANCE BRAKE FLUID HTX CASE (12 16.9 OZ. CANS)	6691904	\$209.99

High Performance HT Brake Fluid

The HT fluid has been designed to provide enhanced performance for applications ranging from drag racing to street stocks to open wheel modifieds and is value priced. AFCO HT brake fluid will out-perform comparable fluids. Better performing brake systems start with superior brake fluid. Choose AFCO HT brake fluid.

- Dry boiling point 500° +
- Meets or exceeds D.O.T. 4 requirements
- Exceeds SAE J1704, ISO 4925, and FMV116 specifications
- Non-silicone fluid
- Eliminates brake fade due to fluid failure caused by heat

Best fluid on the market for:

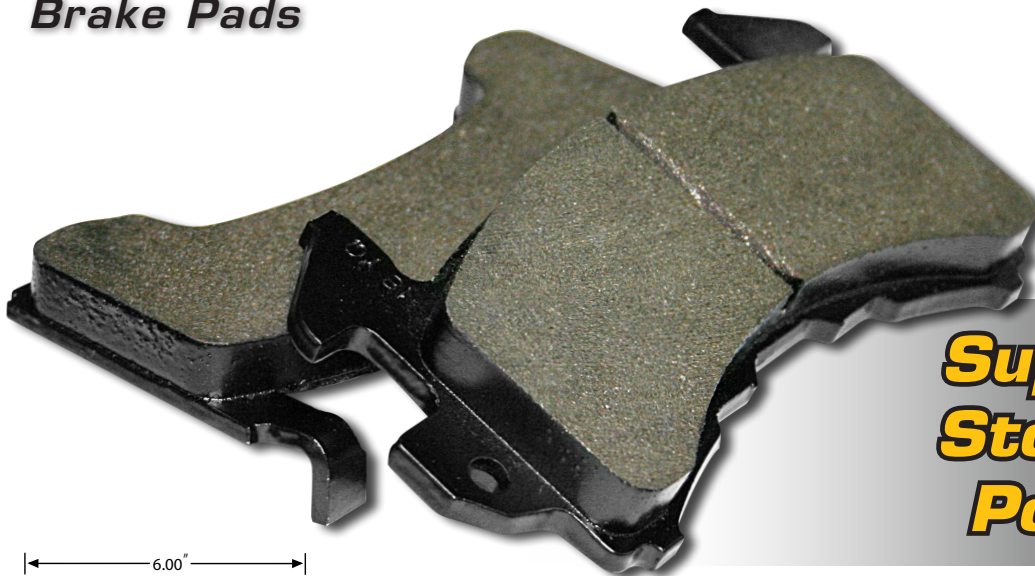
- Modifieds
- Street Stock
- Pro Stock
- Hobby Stock



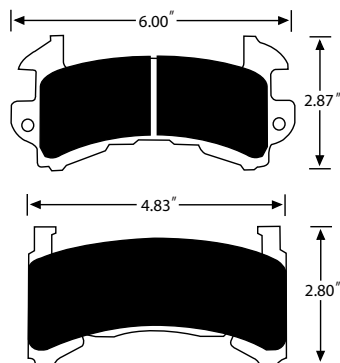
DESCRIPTION	PART #	PRICE
HIGH PERFORMANCE BRAKE FLUID HT SINGLE 12 OZ. BOTTLE	6691901	\$5.99
HIGH PERFORMANCE BRAKE FLUID HT CASE (12 12 OZ. BOTTLES)	6691902	\$69.99

BRAKES

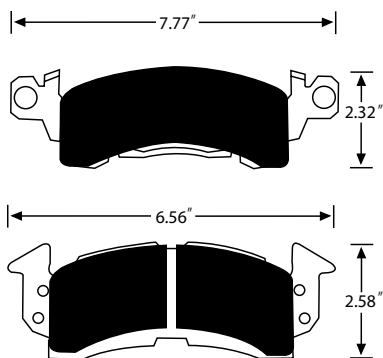
Brake Pads



**Superior
Stopping
Power!**



D-154 / Metric GM



D-52 Standard GM

AFCO proudly offers its line of C1 and C2 racing and high performance brake pads. These brake pads have gone through extensive development and testing in the toughest racing environments. The C1 and C2 racing brake pads are derived from the latest materials in friction products and utilize the latest technologies in brake pad manufacturing.

- High torque with excellent control qualities
- User friendly/easy break-in
- Exceptional pad and rotor wear
- Available in two compounds (C1 and C2) to fit popular caliper styles
- Made in the U.S.A.

C1

This compound was designed and developed to meet the braking needs of medium to high temperature racing applications. As brake system temperatures quickly increase and decrease, C1 provides consistent performance while remaining very fade resistant. C1 has proven to be extremely rotor friendly and provides exceptional pad life without requiring lengthy pad break-in (bedding) procedures. C1 is widely used in dirt track racing and is the ultimate pad choice for all medium temperature applications. Recommended temperature use: 400 to 900 degrees.

C2

This compound provides exceptional high temperature performance. C2 is designed to withstand wide-ranging temperature changes, giving the driver predictable pedal feel and excellent control qualities lap after lap. C2 is high in torque value yet has very long pad wear life while remaining rotor friendly. C2 the perfect choice for all higher temperature applications. Recommended temperature use: 500 to 1200 degrees.

Brake Pads

DESCRIPTION	ALSO FITS	C1 AXLE SET	PRICE	C2 AXLE SET	PRICE
STANDARD GM		1251-1052	\$87.99	1251-2052	\$104.99
METRIC GM		1251-1154	\$75.99	1251-2154	\$104.99

BRAKES

Bolt-On Brake Kits 9" Ford • 10 & 12 GM

These rear disc brake kits allow you to simply bolt disc brakes on 9" Ford, 10/12-bolt GM or 7.5" GM rear ends. Includes two bolt-on caliper brackets, two vented rotors, two new GM metric calipers and hardware. Ford kit has 5 on 4-1/2" bolt pattern while the 10/12-bolt GM kit has both 5 on 4-1/2" and 4-3/4". 7.5" GM has 5 on 4-3/4" bolt pattern. Minor fitting may be required.



COMPLETE KITS	PART #	PRICE
9" FORD BOLT-ON KIT	7250-0100	\$379.99

Brake Fitting Clip

Clips work with 7010-0004, 40277, 7010-0003 to secure fitting to chassis.



DESCRIPTION	PART #	PRICE
CLIP (4)	40260	\$5.99
CLIP (25)	40261	\$19.99

Brake Shut-Off Valve

• Stainless steel ball



DESCRIPTION	PART #	PRICE
BRAKE SHUT-OFF VALVE	40199	\$74.99

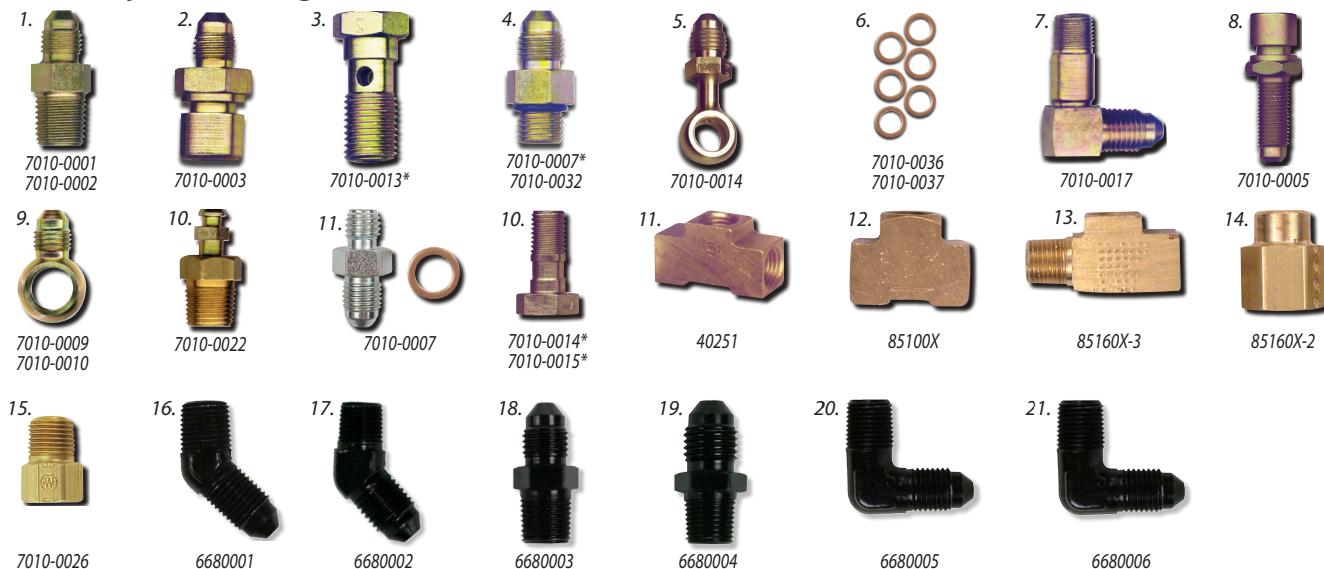
Crank-Type Bias Adjuster

Steel adjuster is supplied with loose weld-on mount tab, which will allow a custom fit for each application.

DESCRIPTION	PART #	PRICE
28"	40217	\$34.99
30-1/2"	40217G	\$34.99
35"	40218	\$34.99



Brake System Fittings



DESCRIPTION	APPLICATION	PART #	PRICE
1. 1/8 NP TO -4 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0001	\$3.49
1. 1/8 NP TO -3 AN	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0002	\$4.99
2. 3/16 LINE TO -3 AN	CHASSIS MOUNT	7010-0003	\$8.99
3. 7/16 SAE BANJO BOLT	GM STEEL CALIPERS	7010-0013*	\$7.99
4. 10MM - 1.50 X -4 AN	SMALL GM METRIC CALIPERS	7010-0007*	\$8.99
4. 7/16 SAE TO -4 AN	GM STEEL CALIPERS	7010-0032	\$2.99
6. 10MM SEALING WASHER (6 PK)	FITS 7/16 BANJO BOLT	7010-0036	\$5.99
7. 1/8 NP TO -4 AN TALL (90°)	AFCO F22, F33, F88 & ALUMINUM CALIPERS	7010-0017	\$10.99
8. 3/16 LINE TO -4 AN	LONG CHASSIS MOUNT	7010-0005	\$8.99
9. 7/16 BANJO TO -4 AN	GM STEEL CALIPERS	7010-0009	\$10.99
9. 7/16 BANJO TO -3 AN	GM STEEL CALIPERS	7010-0010	\$11.99
10. 1/8 NP BLEED VALVE	AFCO METRIC ALUMINUM CALIPERS	7010-0022	\$4.99

DESCRIPTION	APPLICATION	PART #	PRICE
11. 10MM-150 4AN	AFCO GM METRIC CALIPERS	7010-0007	\$8.99
10. 10MM - 1.50 BANJO BOLT	SMALL GM METRIC CALIPERS	7010-0015*	\$10.44
10. 3/8"-24 BANJO BOLT	GM CALIPERS	7010-0016*	\$7.99
11. 3/16" INV. FLARE TEE	3/16" BRAKE LINE	40251	\$4.59
12. 1/8" FP TEE	BRAKE LINE	85100X	\$7.99
13. 1/8" MP X (2) 3/16" INV FL	BRAKE BIAS PANEL	85160X-3	\$9.99
14. 1/8" FP X 1/4" FP	BRAKE GAUGES	85160X-2	\$4.99
15. 1/8" MP X 3/16" INV FL FP	STRAIGHT MASTER CYLINDER LINE FITTING	7010-0026	\$2.99
16. 1/8"-NPT MALE - 3 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680001	\$7.99
17. 1/8"-NPT MALE - 4 MALE (45°)	ALUMINUM BRAKE CALIPER FITTING	6680002	\$7.99
18. 1/8"-NPT MALE - 3 MALE	ALUMINUM BRAKE CALIPER FITTING	6680003	\$5.99
19. 1/8"-NPT MALE - 4 MALE	ALUMINUM BRAKE CALIPER FITTING	6680004	\$5.99
20. 1/8"-NPT MALE - 3 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680005	\$7.99
21. 1/8"-NPT MALE - 4 MALE (90°)	ALUMINUM BRAKE CALIPER FITTING	6680006	\$7.99

*THESE FITTINGS REQUIRE SEALING WASHERS AND ARE SHIPPED WITH WASHERS INCLUDED.

COOLING

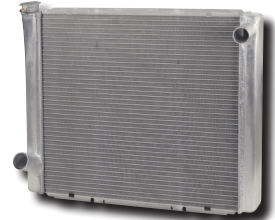
Universal Radiators

Universal Radiators are built with two 1" rows for a total core thickness of 2-1/4" and feature 3" tanks.

- 100% pressure tested
- Optimum fin per inch ratio for maximum cooling
- TIG welded - No epoxy



All AFCO Radiators are built with Billet Filler Necks.



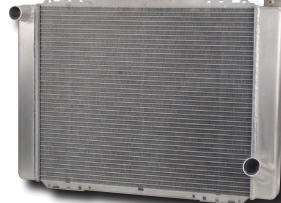
80127FN
ref - 24"(w) x 18-1/2"(h)



80100N
ref - 22"(w) x 19"(h)



80100FN
ref - 22"(w) x 19"(h)



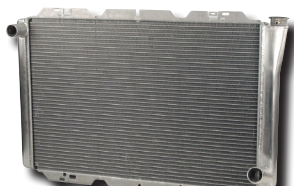
80101N
ref - 27-1/2"(w) x 19"(h)



80101FN
ref - 27-1/2"(w) x 19"(h)



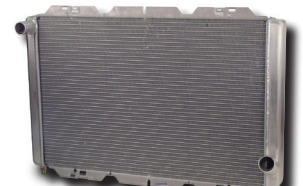
80101-1N
ref - 27-1/2"(w) x 19"(h)



80102N
ref - 31"(w) x 19"(h)



80102FN
ref - 31"(w) x 19"(h)



80102-2N
ref - 31"(w) x 19"(h)



80103N
ref - 26"(w) x 19"(h)



80103FN
ref - 26"(w) x 19"(h)



80116N
ref - 27-1/2"(w) x 16-1/2"(h)



80127N
ref - 24"(w) x 18-1/2"(h)


OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #	PRICE
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	11.2	80100N	\$199.99
20"	17-7/8"	18-1/2"	22-3/8"	21-1/2"	3"	L	1-1/2" R	1-3/4" L	30°/10°	11.2	80100FN	\$199.99
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	13.6	80101N	\$199.99
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	R	16AN MALE	1-3/4" R	30°/10°	13.6	80101N-16	\$249.99
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	L	1-1/2" R	1-3/4" L	0°	13.6	80101FN	\$199.99
20"	22-3/8"	18-1/2"	27-1/2"	27-1/2"	3"	NONE	1-1/2" L	1-3/4" R	30°/10°	13.7	80101-1N	\$199.99
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102N	\$199.99
21"	27-1/2"	18-1/2"	32"	31"	3"	L	1-1/2" R	1-3/4" L	30°/10°	15	80102FN	\$199.99
21"	27-1/2"	18-1/2"	30-7/8"	30-7/8"	3"	NONE	1-1/2" L	1-3/4" R	30° UP	15	80102-2N	\$219.99
21"	27-1/2"	18-1/2"	30-7/8"	30-7/8"	3"	NONE	1-1/2" R	1-3/4" L	30° UP	15	80102-2FN	\$369.99
20"	22-3/8"	18-1/2"	26-3/4"	26"	3"	R	1-1/2" L	1-3/4" R	30°/10°	13.2	80103N	\$199.99
20"	22-3/8"	18-1/2"	26-3/4"	26"	3"	L	1-1/2" R	1-3/4" L	30°/10°	13.2	80103FN	\$199.99
17-5/16"	22-3/8"	15-7/8"	27-1/2"	27-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	14.1	80116N	\$249.99
RADIATORS FOR IMCA STYLE CHASSIS												
20"	20"	18-1/2"	24-1/4"	23-1/2"	3"	R	1-1/2" L	1-3/4" R	30°UP	14.1	80127N	\$199.99
20"	20"	18-1/2"	24-1/4"	23-1/2"	3"	L	1-1/2" R	1-3/4" L	30°UP	14.1	80127FN	\$199.99
FOR EXTRA STEERING BOX CLEARANCE												
15-1/8"	17-7/8"	15-1/6"	22-7/8"	22-7/8"	3"	NONE	1-1/2" L	1-3/4" R	20°/ 25°	9.75	80128N*	\$249.99

* INLET IS ANGLED 15°UP 10°OUT

COOLING

28" Extra Capacity Pro & Standard Universal Radiators

The new AFco 28" radiator is built with a 24-3/8" core for optimal cooling in a confined space. This new radiator provides an additional 36 square inches of core area while increasing overall width by just 1/2 an inch.

- Ideal For:
- Crate series 
 - Cars with limited air flow
 - Available in Chevy or Ford configurations
 - Standard or double pass
 - Maximized efficiency

36 square inches of additional core area!

Great for 602 & 604 crate engines!



80130NDP
(ref - 28"x 19")

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	NOTES	PART #	PRICE
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" R	30°/10°	14.3 LBS		80130N	\$199.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	L	1-1/2" R	1-3/4" R	30°/10°	14.3 LBS		80130NDP	\$249.99
19-9/16"	24-3/8"	18-1/2"	29"	28"	3"	R	1-1/2" L	1-3/4" L	30°/0°	14.3 LBS	A	80130FNDP	\$249.99

NOTE A: DESIGN INCLUDES A 1/2" NPT FEMALE BUNG FOR TEMP PROBE

Lightweight Single Row Core

At almost 1/2 the weight of a 2-row radiator, single row radiators are ideal for alcohol fueled cars or cars with limited cooling requirements.

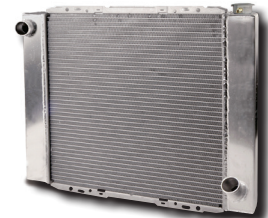
- 100% pressure tested
- Optimum fin per inch ratio for maximum cooling



80100LWN
(ref - 22" X 19")



80111N
(ref - 27-1/2" X 19")



80127LWN
(ref - 24" X 18-1/2")

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #	PRICE
18-5/8"	23-1/2"	18-1/2"	27-3/8"	27-3/8"	2-3/8"	R	1-1/2" L	1-3/4" R	30°/10°	11	80111N*	\$149.99
20"	18"	18-3/8"	22-7/8"	21-1/2"	1-3/4"	R	1-1/2" L	1-3/4" R	20°/10°	6.3	80100LWN**	\$199.99
20"	18"	18-1/2"	24"	24"	1-3/4"	R	1-1/2" L	1-3/4" R	30°/10°	6.9	80127LWN**	\$199.99

*1.25" CORES ** 1" CORES

Economy Radiators

Same great fit & performance for the budget-minded racer.

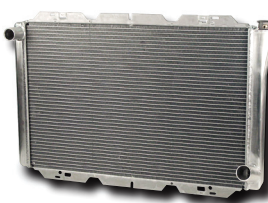
- 100% pressure tested
- Optimum fin per inch ratio for maximum cooling



80100A
(ref - 22"x 19")



80101A
(ref - 27-1/2"x 19")



80102A
(ref - 31" x 19")



80103A
(ref - 26" x 19")



80127A
(ref - 24" x 18-1/2")

OVERALL HEIGHT	CORE WIDTH	TANK HEIGHT	TANK WIDTH TOP	TANK WIDTH BOTTOM	TANK THICKNESS	FILLER LOC.	INLET SIZE & LOC	OUTLET SIZE & LOC	OUTLET ANGLE UP / IN	DRY WEIGHT	PART #	PRICE
20"	18"	18-1/2"	22-3/8"	21-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	11.2	80100A	\$149.99
20"	22-1/2"	18-1/2"	27-1/2"	27-1/2"	3"	R	1-1/2" L	1-3/4" R	30°/10°	13.6	80101A	\$149.99
21"	27-1/2"	18-1/2"	32"	31"	3"	R	1-1/2" L	1-3/4" R	30°/10°	15	80102A	\$149.99
20"	22-1/2"	18-1/2"	26-3/4"	26"	3"	R	1-1/2" L	1-3/4" R	30°/10°	13.2	80103A	\$149.99
20"	20"	18-1/2"	24-1/4"	23-1/2"	3"	R	1-1/2" L	1-3/4" R	30°UP	14.1	80127A	\$149.99

EXHAUST

Features and Benefits

- CNC Laser Cut Flanges
- All Flanges Machine Surfaced After Welding
- 17 Gauge Steel Construction
- Optimized Tube Length for H.P. and Torque
- Jig Assembled for an Excellent Fit
- Full 1 Year Warranty
- Crash Replacements (1/2 Sets) Available
- High Temp. Ceramic Coating (Inside and Out) Available Upon Request



Always check your sanctioning body's rule book for compliance before making a purchase

QUICK GUIDE

INTERCHANGE #	DYNATECH #	PAGE #
151 & 151CM	701-10010	35
F209V & F239V	721-83910	35
F205V & F245V	721-84010	35
155 & 155CM	701-19210	35
155V & 155VCM	701-29210	35
156 & 156CM	701-19310	35
156V & 156VCM	701-29310	35
161 & 161CM	701-16210	37
161-98H	701-10110	37
161-68	701-10210	37
162 & 162CM	701-16310	37
162-68	701-18810	38
165	701-20910	36
165V	701-30910	36
166	701-21010	36
166V	701-31010	36

INTERCHANGE #	DYNATECH #	PAGE #
172 & 172CM	701-19810	38
172V & 172VCM	701-29810	38
185 & 185CM	701-21910	36
185V & 185VCM	701-31910	36
186 & 186CM	701-22010	36
1106 & 1106CM	701-10410	39
11619H & 11619HCM	701-16410	NEW 38
1161V9H & 1161V9HCM	701-16110	NEW 39
11629H & 11629HCM	701-16510	38
1162V9H & 1162V9HCM	701-26510	38
1185V-3 & 1185VCM-3	701-10310	39
1186 & 1186CM	701-10510	39
1186V & 1186VCM	701-10610	39
1186VY	701-10810	37
1196VY	701-10710	37

Why Settle for Less?

All Dynatech header flanges are machine surfaced after final welding.



Dynatech™



others

EXHAUST

Chevy Stock Clip Headers



- Fits angle or straight plug heads
- For Std. Chevy or **602 Crate** engines
- Collectors exit over rails on stock front clip cars
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	350-400	155 & 155CM	701-19210	\$259.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	400-450	155V & 155VCM	701-29210	\$254.99
STD CHEVY	1.750"	3.5"	450-500	156 & 156CM	701-19310	\$238.99
STD CHEVY	1.750" - 1.875"	3.5"	500+	156V & 156VCM	701-29310	\$279.99

Mini Stock Headers

- Fits most 4 cylinder modifieds
- Promotes broad torque curve
- Gasket and bolts included
- High temp. ceramic coating (inside and out) available



2300 CC Ford Pinto headers

DESCRIPTION	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
CHASSIS EXIT	1.625" - 1.750"	3.0"	F239V & F209V	721-83910	\$174.99
FIREWALL EXIT	1.625" - 1.750"	3.0"	F245V & F205V	721-84010	\$174.99
OPTIONAL MERGE COLL.	1.750"	3.0"	N/A	780-01514	\$269.99

Chevy Chassis Headers

IMCA SOUTHERN SPORTMOD LEGAL

- Fits angle or straight plug heads
- Number 1 spark plug should be at least 1" behind ball joint
- Engineered for Std. Chevy or **602 Crate** engines
- Fits GRT, NASCAR LMS, Shaw, Sport Mods IMCA Sport Mods and most IMCA Modifieds
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	151 & 151CM	701-10010	\$202.99

Number 1 cylinder spark plug should be at least 1" behind upper ball joint

EXHAUST

Chevy Street Stock Headers

CAMARO ('70 -'81) • CHEVELLE ('64 -'77)
MONTE CARLO ('70 -'77) • NOVA ('75 -'79)

- *Designed for straight plug heads only*
- *For Std. Chevy or 602 Crate engines*
- *Fits in stock location or with additional engine setback*
- *Won't clear rear or side engine mounts*
- *Clears stock clutch linkage*
- *Gaskets and bolts included*
- *1/2 sets available*
- *High temp. ceramic coating (inside and out) available*



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	350-400	165	701-20910	\$204.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	400-450	165V	701-30910	\$269.99
STD CHEVY	1.750"	3.5"	450-500	166	701-21010	\$216.99
STD CHEVY	1.750" - 1.875"	3.5"	500+	166V	701-31010	\$299.99



CAMARO ('70 -'81) • MALIBU, MONTE CARLO,
GRAND PRIX, CUTLASS, BUICK REGAL ('72-'87)

- *Fits angle or straight plug heads*
- *For Std. Chevy or 602 Crate Engines*
- *Engine must be in stock location*
- *Won't clear rear or side engine mounts*
- *Must use short oil filter*
- *Will not clear stock manual clutch linkage ball or factory air conditioner box*
- *Gaskets and bolts included*
- *1/2 sets available*
- *High temp. ceramic coating (inside and out) available*



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	350-400	185 & 185CM	701-21910	\$204.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	400-450	185V & 185VCM	701-31910	\$269.99
STD CHEVY	1.750"	3.5"	450+	186 & 186CM	701-22010	\$216.99



CAMARO ('70 -'81)

- *Fits angle or straight plug heads*
- *For Std. Chevy or 602 Crate Engines*
- *Fits in stock location or with additional engine setback*
- *Clears AFCO style rear engine mounts*
- *Clears stock clutch linkage*
- *Gaskets and bolts included*
- *1/2 sets available*
- *High temp. ceramic coating (inside and out) available*



FLANGE	TUBE SIZE	COLL.	H.P.	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	350-400	701-20900	\$204.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	400-450	701-20901	\$269.99
STD CHEVY	1.750"	3.5"	450-500	701-21000	\$204.99
STD CHEVY	1.750" - 1.875"	3.5"	500+	701-21001	\$299.99



EXHAUST

'78 - '86 Monte Carlo Metric Frame



- Fits angle or straight plug heads
- For Std. Chevy or 602 Crate engines
- Fits in stock location or with additional engine setback
- Clears AFco style rear engine mounts
- Good ground clearance
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	H.P.	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	350-400	701-21900	\$216.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	400-450	701-21901	\$269.99
STD CHEVY	1.750"	3.5"	450+	701-22000	\$216.99

Modified Tri-Y Headers

- Tri-Y design promotes significant low-end & mid-range torque gains without sacrificing high-end horsepower
- Fits angle or straight plug heads
- For Std. Chevy Engine applications
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



PIERCE

FLANGE	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
STD CHEVY	1.750" - 1.875"	3.5"	1186VY	701-10810	\$768.99

SHAW & GRT

FLANGE	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
STD CHEVY	1.750" - 1.875"	3.5"	1196VY	701-10710	\$724.99

IMCA Modified Headers

- Fits angle or straight plug heads
- For Std. Chevy or 602 Crate engines
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



701-10110



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625" - 1.750"	3"	350-500	161-68	701-10110	\$204.99
STD CHEVY & 602 CRATE	1.625" - 1.750"	3"	350-500	161-98H	701-10210	\$216.99
* STD CHEVY & 602 CRATE	1.625"	3"	350-500	161 & 161CM	*701-16210	\$202.99
STD CHEVY	1.750"	3.0"	500+	162 & 162CM	701-16310	\$184.99

***IMCA SOUTHERN
SPORTMOD LEGAL**

*701-16210



ADJUSTABLE DESIGN



701-10210

EXHAUST

Modified Headers

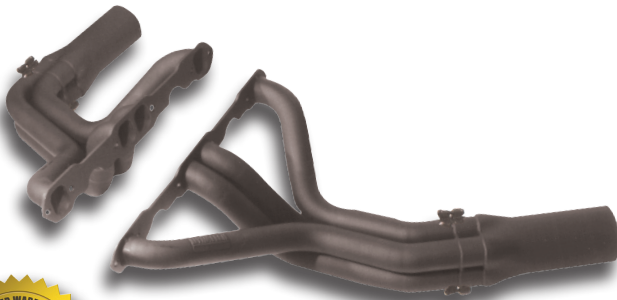
HARRIS • SKYROCKET • HUGHES • VICTORY • BMS • J CAR • JET • SARDESON



- For Std. Chevy or 602 Crate engines
- Fits angle or straight plug heads
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available

FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625"	3.0"	602 CRATE	11619H & 11619HCM	701-16410	\$248.99
STD CHEVY	1.750"	3.5"	300-450	11629H & 11629HCM	701-16510	\$248.99
STD CHEVY	1.750" - 1.875"	3.5"	450+	1162V9H & 1162V9HCM	701-26510	\$299.99
SPREAD PORT	1.750" - 1.875"	3.5"	450+	N/A	702-26510	\$299.99

DIRT WORKS • CHAMPION • HOT • PRO • IMPRESSIVE • LIGHTNING • D&M • HOFFMAN • SHAW



- For Std. Chevy applications
- Fits angle or straight plug head
- Gaskets and bolts included
- 1/2 sets available
- Slip on collectors
- High temp. ceramic coating (inside and out) available

FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY	1.750"	3.5"	300-450	172 & 172CM	701-19810	\$216.99
STD CHEVY	1.750" - 1.875"	3.5"	450+	172V & 172VCM	701-29810	\$264.99
SPREAD PORT	1.750" - 1.875"	3.5"	450+	N/A	702-29810	\$299.99

GRT • KOSISKI • SMILEYS • TRE



- For Std. Chevy applications
- Fits angle or straight plug heads
- Gaskets and bolts included
- 1/2 sets available
- Slip on collectors
- High temp. ceramic coating (inside and out) available

FLANGE	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
STD CHEVY	1.75"	3.5"	162-68	701-18810	\$234.99

EXHAUST

Modified Headers

HARRIS • SKYROCKET • HUGHES • VICTORY • BMS • J CAR • JET • SARDESON



**Port Matched
Flange**

- For **604 Crate** engines
- 9" long collector for maximum length to stay within IMCA rules
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
604 CRATE	1.625" - 1.750"	3"	604 CRATE	1161V9H & 1161V9HCM	701-16110	\$234.99

BMS • DIRT WORKS • GRT • HARRIS • HOFFMAN • JET • SHAW



- For Std. Chevy applications
- Fits angle or straight plug heads
- Mid-length design for smoother power band
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	INTERCHANGE #	PART #	PRICE
STD CHEVY	1.750"	3.5"	1106 & 1106CM	701-10410	\$248.99

DIRT WORKS • BMS • HOT • PRO • JET • KMOD • SMILEY'S • QUICK • PIERCE • HOFFMAN • SARDESON • VICTORY • LAZER



- For Std. Chevy or **602 Crate** engines
- Fits angle or straight plug head
- Longer primaries for maximum TQ & HP
- Gaskets and bolts included
- 1/2 sets available
- High temp. ceramic coating (inside and out) available



FLANGE	TUBE SIZE	COLL.	H.P.	INTERCHANGE #	PART #	PRICE
STD CHEVY & 602 CRATE	1.625" - 1.750"	3.0"	300-400	1185V-3 & 1185VCM-3	701-10310	\$299.99
STD CHEVY	1.750"	3.5"	400-450	1186 & 1186CM	701-10510	\$248.99
STD CHEVY	1.750" - 1.875"	3.5"	450+	1186V & 1186VCM	701-10610	\$299.99

EXHAUST

Flanges & Gaskets

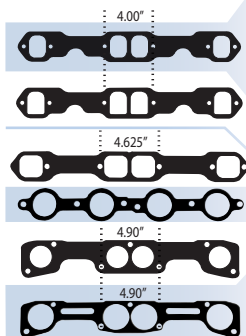
A great exhaust system starts at the beginning — the flange. One of Dynatech's biggest advantages is our wide selection of port matched flanges. All of our flanges are CNC laser cut for unparalleled quality and fit.



**Fiber
Gasket**



Mild Steel



Starting at:
\$47⁹⁹

**FLANGE
(SINGLE)**

DESCRIPTION

SMALL BLOCK CHEVY 23°

796-00613

PORT

X

Y

THICKNESS

**GASKET
(PAIR)**

\$15⁹⁹

SMALL BLOCK CHEVY 23°

796-00622

1.750"

1.485"

1.880"

3/8"

794-00001

SMALL BLOCK CHEVY 23°

796-00022

1.625"

1.485"

1.685"

3/8"

794-00001

SMALL BLOCK CHEVY 23° & 602 CRATE

796-00013

1.625"

1.485"

1.685"

1/4"

794-00001

SMALL BLOCK CHEVY 23°

796-00612

1.750"

1.485"

1.880"

1/4"

794-00001

604 CRATE ENGINE

796-00612

1.625"

1.485"

1.750"

5/16"

794-00003

SMALL BLOCK CHEVY 18°

796-00564

1.875"

1.839"

1.697"

5/16"

794-03001

LS1 GM

796-60514

1.875"

1.946"

1.946"

5/16"

794-20001

STAHL ROUND PATTERN

796-01514

1.875"

1.944"

1.944"

5/16"

N/A

SPREAD PORT CHEVY

796-00534

1.875"

1.950"

1.950"

5/16"

794-00000

SPREAD PORT CHEVY

796-00535

2.000"

2.070"

2.070"

5/16"

794-00000

SPREAD PORT CHEVY

796-00536

2.125"

2.196"

2.196"

5/16"

794-00000



MODIFIED - TUNING GUIDE

4-Link Tuning

To Tighten

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> • Increase wedge • Stiffen LF spring (banked track) • Increase compression LF shock • Soften RR spring • Drop left bottom 4-link on chassis 	<ul style="list-style-type: none"> • Soften RF spring³ (can also loosen exit) • Stiffen LF spring • Decrease compression RF shock • Drop right bottom 4-link rod on chassis • Increase compression LR shock • Decrease compression RR shock⁴ 	<ul style="list-style-type: none"> • Stiffen LF spring • Soften RF spring³ • Drop panhard on pinion / raise on LS frame • Decrease rebound LF shock • Increase compression LR shock • Stiffen RR spring³ (can also loosen exit) • Shorten RS wheelbase / lengthen LS 	<ul style="list-style-type: none"> • Increase wedge • Decrease rebound LF shock • Decrease rebound LR shock • Raise left top 4-link rod on chassis • Decrease rebound RR shock (can loosen entry) • Soften RR spring¹ (can loosen entry also) 	<ul style="list-style-type: none"> • Increase wedge (on throttle) • Decrease rebound front shocks • Decrease rebound LR shock • Raise left top 4-link rod on chassis • Soften RR spring¹ (can loosen entry also) • Drop right top 4-link rod on chassis

To Loosen

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> • Decrease wedge • Increase compression RF shock • Increase compression RR shock¹ • Stiffen RR spring² • Raise both right side 4-link rods on chassis 	<ul style="list-style-type: none"> • Soften LF spring • Raise right bottom 4-link rod on chassis • Increase compression RF shock • Increase rebound LF shock • Raise panhard on pinion / drop on LS frame • Stiffen LR spring • Stiffen RF spring⁴ 	<ul style="list-style-type: none"> • Soften LF spring • Raise panhard on pinion / drop on LS frame • Increase rebound LF shock • Drop left top 4-link rod on birdcage & chassis • Stiffen LR spring • Stiffen RF spring⁴ 	<ul style="list-style-type: none"> • Decrease wedge • Drop left top 4-link rod on chassis • Increase rebound front shocks • Increase rebound RR shock² • Raise right top 4-link rod on chassis • Raise left bottom 4-link rod on chassis • Stiffen RR spring² 	<ul style="list-style-type: none"> • Decrease wedge (on throttle) • Increase rebound RF shock • Increase rebound LF shock • Increase compression RR shock¹ • Stiffen RR spring (can also tighten entry)² • Raise right top 4-link rod on chassis • Raise left bottom 4-link rod on chassis

1. Can also loosen off-throttle handling 2. Can also tighten off-throttle handling 3. Can also loosen on-throttle handling 4. Can also tighten on-throttle handling

SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

LR Shock Location: A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle.

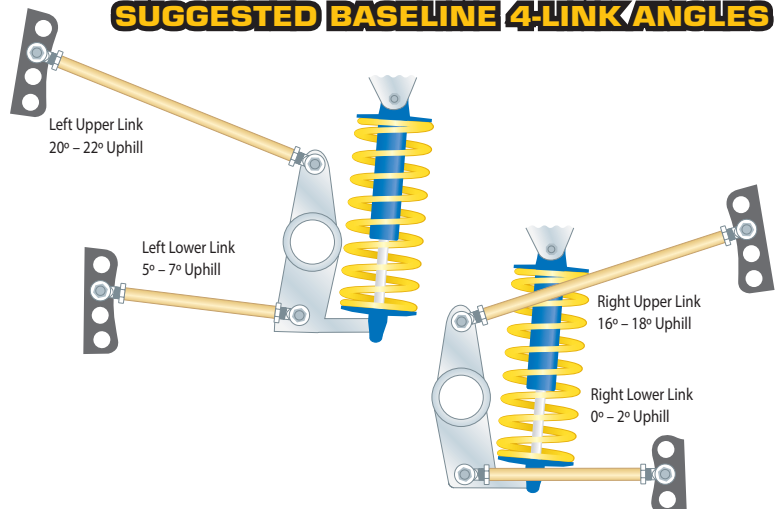
LR Spring Rate: Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

• Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling, but hike-up also promotes loose roll steer that tends to loosen handling.

• Use a stiff compression shock ahead of the axle on LR to improve corner entry stability. Reduce rebound to improve LR drive off the corner. (AFCO part #'s 1996-2 / 1997-2 / 1998-2)

• Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.

SUGGESTED BASELINE 4-LINK ANGLES



• A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

MODIFIED - TUNING GUIDE

Swing Arm/Z-Link Tuning

To Tighten

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> • Increase wedge • Raise right trailing arm on chassis • Increase compression LF shock • Stiffen LF spring (banked track) • Stiffen LR spring • Soften RR spring¹ 	<ul style="list-style-type: none"> • Soften LR spring • Stiffen LF spring • Raise right trailing arm on chassis • Stiffen RR spring³ • Decrease compression RF shock • Increase compression LF shock • Decrease compression RR shock 	<ul style="list-style-type: none"> • Stiffen LF spring • Soften RF spring³ • Decrease compression RF shock • Decrease rebound LF shock • Decrease compression RR shock • Shorten RS wheelbase / lengthen LS 	<ul style="list-style-type: none"> • Increase wedge • Drop left trailing arm on chassis • Decrease rebound LF shock • Decrease rebound LR shock • Decrease rebound RR shock • Soften RR spring¹ • Stiffen LR spring • More pull bar to left 	<ul style="list-style-type: none"> • Increase wedge (on throttle) • Drop left trailing arm on chassis • Decrease rebound front shocks • Decrease rebound LR shock • Decrease compression RR shock³ • Soften RR spring¹ • Stiffen LR spring • More pull bar to left

To Loosen

CORNER ENTRY	CORNER ENTRY	MIDDLE CORNER	MIDDLE CORNER	CORNER EXIT
(on throttle)	(off throttle)	(off throttle)	(on throttle)	(on throttle)
<ul style="list-style-type: none"> • Decrease wedge • Increase compression RF shock • Drop right trailing arm on chassis • Increase compression RR shock • Soften LR spring • Stiffen RR spring² 	<ul style="list-style-type: none"> • Stiffen RF spring⁴ • Soften LR spring • Stiffen LR spring • Increase compression RF shock • Increase wedge • Increase rebound LR shock 	<ul style="list-style-type: none"> • Increase wedge⁴ • Stiffen LR spring • Drop right trailing arm on chassis³ • Increase rebound LF shock • Soften LF spring • Increase compression RR shock 	<ul style="list-style-type: none"> • Decrease wedge • Increase rebound RF shock • Increase rebound LF shock • Soften RF spring • Raise left trailing arm on chassis 	<ul style="list-style-type: none"> • Decrease wedge • Increase rebound RF shock • Raise left trailing arm on chassis • Increase rebound LF shock • Increase compression RR shock¹ • Stiffen RR spring²

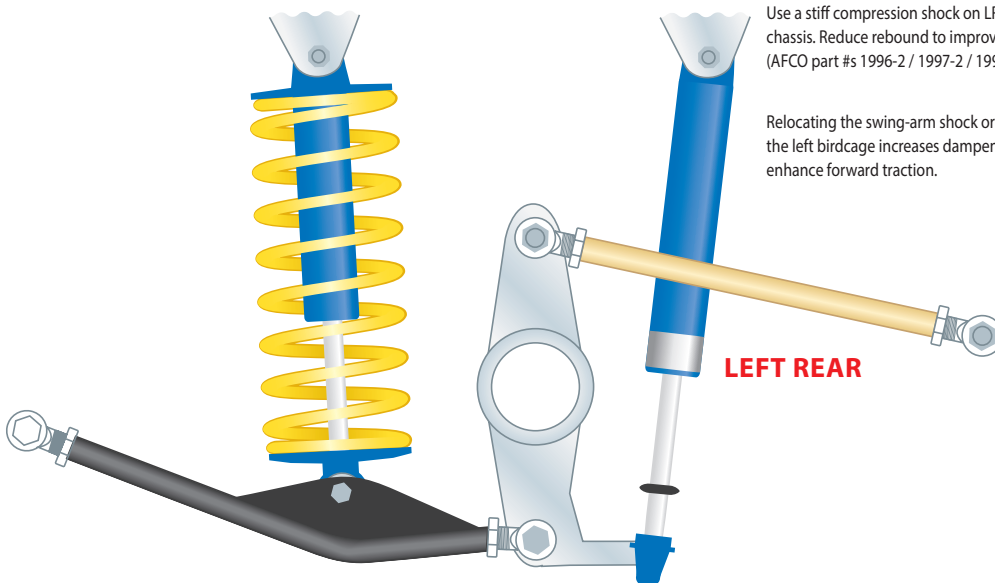
1. Can also loosen off-throttle handling

2. Can also tighten off-throttle handling

3. Can also loosen on-throttle handling

4. Can also tighten on-throttle handling

SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS



Use a stiff compression shock on LR to improve corner entry stability on hiked-up chassis. Reduce rebound to improve LR drive off the corner.
(AFCO part #s 1996-2 / 1997-2 / 1998-2)

Relocating the swing-arm shock or adding a shock (rules permitting) to the rear of the left birdcage increases dampening and can improve corner entry stability and enhance forward traction.

STREET STOCK - TUNING GUIDE

To Tighten

CORNER ENTRY

(off throttle)

- Stiffen LF spring
- Decrease compression RR shock
- Decrease rebound LR shock
- Soften RF spring¹
- Decrease compression RF shock
- Decrease LS weight %
- Shorten RS wheelbase / lengthen LS

CORNER EXIT

(on throttle)

- Stiffen LR spring
- Increase wedge¹
- Stiffen RF spring¹
- Decrease rebound LF shock
- Decrease rebound RF shock
- Decrease compression LR shock

To Loosen

CORNER ENTRY

(off throttle)

- Soften LF spring
- Increase rebound LR shock
- Increase rebound LF shock
- Stiffen RF spring⁴
- Increase LS weight %
- Lengthen RS wheelbase / lengthen LS

CORNER EXIT

(on throttle)

- Soften LR spring
- Decrease wedge²
- Soften RF spring²
- Increase rebound front shocks
- Stiffen RR spring²
- Increase compression RR shock¹
- Lengthen RS wheelbase / lengthen LS

1. Can also loosen off-throttle handling

2. Can also tighten off-throttle handling

3. Can also loosen on-throttle handling

4. Can also tighten on-throttle handling

OVERALL CHASSIS TUNING APPLIES TO ALL TYPES OF CHASSIS:

To Loosen:

- Increase stagger
- Lower ballast
- Decrease rear weight %

To Tighten:

- Reduce stagger
- Raise ballast
- Increase rear weight %



AFCO APPAREL & MORE



Stretch Fit:
\$21.99



Adjustable
Digital Camo Cap:
\$14.29



Stretch Fit Twill/Mesh:
\$14.29



Adjustable Cap:
\$9.89



AFco BANNER:
\$19.99

DESCRIPTION	PART #	PRICE
A. STRETCH FIT CAP - BLACK AFco M/L (FITS MOST)	89042	\$21.99
B. ADJUSTABLE CAP - DIGITAL CAMO AFco	89091	\$14.29
C. ADJUSTABLE CAP - BLUE AFco	89093	\$14.99
D. ADJUSTABLE CAP - BLACK AFco	89040	\$9.89
E. AFco MESH 8' X 3' BANNER	LIT-215	\$19.99
F. AFco KOOZIE	89098	\$2.99



AFco KOOZIE:
\$2.99



Blue Retro Tee:
\$14.25



Blue Tee:
\$14.25



Quarter Midget
Blue Tee:
\$14.25

DESCRIPTION	PART #
T-SHIRT - AFco BLUE (M)	89083-M
T-SHIRT - AFco BLUE (L)	89083-L
T-SHIRT - AFco BLUE (XL)	89083-XL
T-SHIRT - AFco BLUE (2X)	89083-XXL
T-SHIRT - AFco BLUE (3X)	89083-XXXL

DESCRIPTION	PART #
T-SHIRT - AFco BLUE (M)	89092-M
T-SHIRT - AFco BLUE (L)	89092-L
T-SHIRT - AFco BLUE (XL)	89092-XL
T-SHIRT - AFco BLUE (2X)	89092-XXL
T-SHIRT - AFco BLUE (3X)	89092-XXXL

DESCRIPTION	PART #
T-SHIRT - AFco BLUE (M)	89097-YS
T-SHIRT - AFco BLUE (M)	89097-YM
T-SHIRT - AFco BLUE (M)	89097-YL
T-SHIRT - AFco BLUE (M)	89097-S
T-SHIRT - AFco BLUE (M)	89097-M
T-SHIRT - AFco BLUE (L)	89097-L
T-SHIRT - AFco BLUE (XL)	89097-XL
T-SHIRT - AFco BLUE (2X)	89097-XXL



AFco Speed Equip.
Work Shirt:
\$32.99

DESCRIPTION	PART #
WORK SHIRT - AFco NAVY (L)	89086-L
WORK SHIRT - AFco NAVY (XL)	89086-XL
WORK SHIRT - AFco NAVY (2X)	89086-XXL
WORK SHIRT - AFco NAVY (3X)	89086-XXXL



AFco Speed Equip.
Work Jacket:
\$65.99



DESCRIPTION	PART #
WORK JACKET - AFco NAVY (L)	89085-L
WORK JACKET - AFco NAVY (XL)	89085-XL
WORK JACKET - AFco NAVY (2X)	89085-XXL
WORK JACKET - AFco NAVY (3X)	89085-XXXL

AFco Hoodie:
\$29.69



DESCRIPTION	PART #
HOODIE - AFco BLACK (M)	89087-M
HOODIE - AFco BLACK (L)	89087-L
HOODIE - AFco BLACK (XL)	89087-XL
HOODIE - AFco BLACK (2X)	89087-XXL
HOODIE - AFco BLACK (3X)	89087-XXXL



AFco Hoodie:
\$29.69

DESCRIPTION	PART #
HOODIE - AFco BLACK (M)	89094-M
HOODIE - AFco BLACK (L)	89094-L
HOODIE - AFco BLACK (XL)	89094-XL
HOODIE - AFco BLACK (2X)	89094-XXL
HOODIE - AFco BLACK (3X)	89094-XXXL

DYNATECH APPAREL & MORE



A

Stretch Fit:
\$21.99



B

Stretch Fit Pro Mesh:
\$21.99



DESCRIPTION

PART

A. STRETCH FIT CAP - BLACK DYNATECH M/L (FITS MOST)	89044
B. STRETCH FIT CAP - WHITE DYNATECH MESH M/L (FITS MOST)	89045

DYNATECH GEAR



Black Tee:
\$14.29

DESCRIPTION

PART

T-SHIRT - DYNATECH BLACK (M)	89089-M
T-SHIRT - DYNATECH BLACK (L)	89089-L
T-SHIRT - DYNATECH BLACK (XL)	89089-XL
T-SHIRT - DYNATECH BLACK (2X)	89089-XXL
T-SHIRT - DYNATECH BLACK (3X)	89089-XXXL



Red Tee:
\$14.29

DESCRIPTION

PART

T-SHIRT - DYNATECH RED (M)	89088-M
T-SHIRT - DYNATECH RED (L)	89088-L
T-SHIRT - DYNATECH RED (XL)	89088-XL
T-SHIRT - DYNATECH RED (2X)	89088-XXL
T-SHIRT - DYNATECH RED (3X)	89088-XXXL



Dynatech Hoodie:
\$29.99

DESCRIPTION

PART

HOODIE - DYNATECH RED (M)	89090-M
HOODIE - DYNATECH RED (L)	89090-L
HOODIE - DYNATECH RED (XL)	89090-XL
HOODIE - DYNATECH RED (2X)	89090-XXL
HOODIE - DYNATECH RED (3X)	89090-XXXL



8' x 3' Banner

DESCRIPTION

PART

DYNATECH BANNER	BANNER
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Dynatech Mesh Banner:

\$21.99



AFCO/Dynatech Can Cooler

DESCRIPTION

PART

AFCO/DYNATECH CAN COOLIE	89098
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AFCO/Dynatech Can Cooler:

\$2.99

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