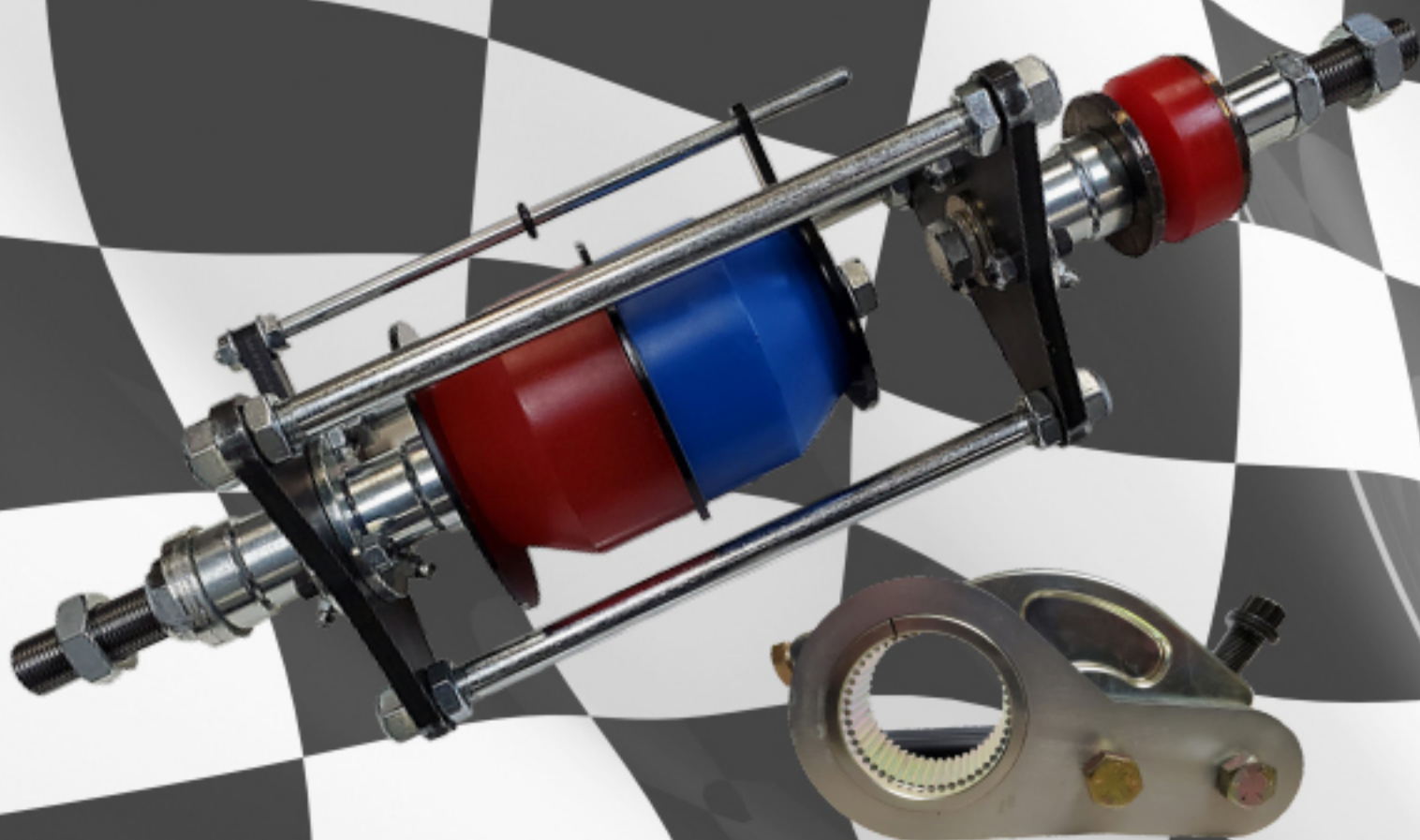




PERFORMANCE PRODUCTS INC



**INNOVATIVE RACE WINNING
COMPONENTS**

2025 CATALOG

2000 FREEWHEELER

The Freewheeler saves horsepower by reducing the drag created by the fan. With a Freewheeler the racer can disconnect the fan for qualifying or for races when the fan is not needed. To disconnect the fan simply remove the cross bolt. Two precision bearings allow the fan to rotate freely on the mandrel assembly. To re-engage the fan the cross bolt must be re-installed and the locknut tightened. The Freewheeler features a CNC machined aluminum mandrel and billet housing. The housing is black anodized for a long lasting durable appearance.



2006 - Bearing



2007 - Lock Bolt



2008 - Lock Nut

SPINDLE NUTS

Right Foot Performance Products is the originator of the slotted washer type spindle lock nut. Our spindle nuts have become the industry standard for Wide 5 and GN hubs. Unlike other spindle nuts, with our locking system you don't have to compromise optimum wheel bearing adjustment by loosening or tightening the lock nut to align with the nearest washer tang. Due to the unique design of our slotted lock washer, the nut can be locked in any position providing infinite adjustment. Wheel bearing torque can be precisely adjusted. This is especially important if you are running pre-set bearings. Additionally, all parts are designed and built to provide a long service life. None of the parts are consumable like the tab-style tanged washer used with many wheel bearing nuts.



TECH TIP

The width of the slot in spindle snouts varies from manufacturer to manufacturer. The retainer tab on our #12 lock ring should be a tight fit into the spindle slot. Because of this we make the retainer tab oversize. Some filing of the tab may be required to fit various manufacturers spindle snouts.



P/N	Description
2400	#12 Spindle Nut Lock Washer
2401	#12 Spindle Nut Thrust Washer
2402	#12 RH Spindle Nut, Bare
2403	#12 LH Spindle Nut, Bare
2405	#12 RH Spindle Nut, Complete
2406	#12 LH Spindle Nut, Complete

P/N	Description
2427	Wide 5 Aluminum Nut, Bare
2428	Wide 5 Thrust Washer
2429	Wide 5 Lock Washer
2430	Wide 5 Spindle Nut. Complete

BALL JOINT COMPONENTS



**2302
SLEEVE**



**2301
NUT**

2300 SPINDLE SAVER – Allows the use of longer upper ball joint studs by providing additional support for the stud. Longer ball joint studs provide more flexibility in attaining upper control arm angles and roll center locations. The Spindle Saver also helps prevent elongation of the tapered spindle bore. Sleeve is tapered 1.5"/ft to fit standard ball joints. Spindle Saver kit includes nut, sleeve & instructions. Spindle Saver is not IMCA Legal!

2300	SPINDLE SAVER KIT
2301	SPINDLE SAVER NUT
2302	SPINDLE SAVER SLEEVE

**2300
SPINDLE SAVER
MOUNTED ON
PINTO SPINDLE**



Balls fit
Howe & Coleman Housings



A



STUDS

ADJUSTABLE LOWER BALL JOINTS

ADJUSTABLE HEIGHT BALL JOINT COMPONENTS

Adjustable height upper and lower ball joint balls and studs make adjustment of roll center heights easier and more cost effective. Balls are internally threaded and the pins externally threaded providing .50" of incremental adjustment. This provides two advantages over conventional ball/studs: 1) Because the studs are infinitely adjustable within a .5" range, the racer doesn't have to purchase a large inventory of ball/studs to perfectly adjust the roll center of his car. 2) If damaged in a wreck the stud can be replaced and the ball re-used.

All upper and lower balls and studs will fit Howe and Coleman ball joint housings. The upper ball joint balls and studs also fit Right Foot integral housings. When using longer upper ball joint studs, we recommend the use of our P/N 2300 Spindle Saver.

The table on the next page lists the part numbers, dimensions and applications for the upper and lower balls and studs.



BALL

BALL JOINT COMPONENTS

When using the chart below the thread pitch of the ball, such as .765-32, must match the external thread of the stud. The + dimension shows the increased length when compared to a standard ball joint. The A dimension is the overall length of the ball/stud with the stud screwed all the way up into the ball. The A dimension can be increased up to .5" by screwing the stud down into the ball.

P/N	DESCRIPTION	A DIM.
UPPER BALL JOINT – K772, Howe 22320		
2303	1.436 OD Ball for .765-32 Stud. Fits P/Ns 2304, 05, 06, 07 & 08	
2304	Stud 0" to +.5", .765-32 X 1.5"/Ft. Use 2303 Ball	3.50"
2305	Stud + .5" to 1.0", .765-32 X 1.5"/Ft. Use 2303 Ball	4.00"
2306	Stud + 1.0" to 1.5", .765-32 X 1.5"/Ft. Use 2303 Ball	4.50"
2307	Stud + 1.5" to 2.0", .765-32 X 1.5"/Ft. Use 2303 Ball	5.00"
2308	Stud + 2.0" to 2.5", .765-32 X 1.5"/Ft. Use 2303 Ball	5.50"
Use as Upper Ball Joint With Long Studs & P/N 2300 Spindle Saver		
UPPER & LOWER BALL JOINT- K6145 – 77-89 GM Big Metric & 73-88 Small Metric		
2331	1.436" OD Ball for .828-32 Stud. Fits P/N's 2332, 33, 34, 39 & 40	
2332	Stud 0" to +.5", .828-32 x 2.0"/Ft. Use 2331 Ball	3.50"
2333	Stud +.5" to 1.0", .828-32 x 2.0"/Ft. Use 2331 Ball	4.00"
2334	Stud +1.0" to 1.5", .832-32 x 2.0"/Ft. Use 2331 Ball	4.50"
2339	Stud +1.5" to 2.0", .832-32 x 2.0"/Ft. Use 2331 Ball	5.00"
2340	Stud +2.0" to 2.5", .832-32 x 2.0"/Ft. Use 2331 Ball	5.50"
LOWER BALL JOINT - K8209/ K5103 – 64 – 72 Chevelle & 67 – 69 Camaro		
2337	1.624" OD Ball for .875-32 Stud. Fits P/N's 2324, 25, 26, 27, 28, 29, 30 & 36	
2324	Stud 0" to +.5", .875-32 x 1.5"/Ft. Use 2337 Ball	3.50"
2325	Stud +.5" to 1.0", .875-32 x 1.5"/Ft. Use 2337 Ball	4.00"
2326	Stud +1.0" to 1.5", .875-32 x 1.5"/Ft. Use 2337 Ball	4.50"
2327	Stud +1.5" to 2.0", .875-32 x 1.5"/Ft. Use 2337 Ball	5.00"
LOWER BALL JOINT - Hybrid K6141/ K727, Howe 22410		
Used on Most Asphalt Late Models		
2337	1.624" OD Ball for .875-32 Stud. Fits P/N's 2324,25,26,27,28,29,30 & 36	
2328	Stud 0 to +.5", .875-32 x 2"/Ft. Use 2337 Ball	3.75"
2336	Stud +.5" to 1.0", .875-32 x 2"/Ft. Use 2337 Ball	4.25"
2329	Stud +1.0" to 1.5", .875-32 x 2"/Ft. Use 2337 Ball	4.75"
2330	Stud +1.5" to 2.0", .875-32 x 2"/Ft. Use 2337 Ball	5.25"
LOWER BALL JOINT - K727, Howe 22412 – Large Chrysler		
Used on Most Dirt Late Models		
2338	1.624" OD Ball for .938-32 Stud. Fits P/N's 2321,22, 23 & 35	
2321	Stud 0" to +.5", .938-32 x 1.5"/Ft. Use 2338 Ball	4.00"
2335	Stud +.5" to 1.0", .938-32 x 1.5"/Ft. Use 2338 Ball	4.50"
2322	Stud +1.0" to 1.5", .938-32 x 1.5"/Ft. Use 2338 Ball	5.00"
2323	Stud 1.5" to 2.0", .938-32 x 1.5"/Ft. Use 2338 Ball	5.50"

TECH TIP: When ordering ball joint studs, it is important to know the taper of the stud. The taper is measured in one of two ways: degrees or inches/foot. 1.5 inches/foot = 7 degrees.
2.0 inches/foot = 10 degrees.

MODULAR BIRD CAGES



Right Foot Bird Cages were designed to provide knowledgeable racers with options so shock absorber mounting angles, link angles and link lengths can be fine-tuned for optimum performance.

- Available with 3-5/8", 5-1/8" & 6.0" wide bearing tubes. **Custom tube lengths available.**
- Proprietary machining process of bearing tube bores insures perfect alignment of bearings for bind free rotation.
- Link plates and clevis mounting plates in double shear for strength and rigidity.
- Straight edge on clevis mounting plates provides reference point to measure bird cage indexing.
- .5" link mounting holes on .375" centers for "fine-tuning."
- Links can be adjusted from 3.5" to 5.35" (approx) above and below rear end centerline.
- Multiple shock mounting options are available. Straight clevis mounting blocks or a 45 degree clevis block can be interchanged. Standard clevis blocks can be angled up or down 10 degrees.
- Adjustable shock mounting from 4.5" to 6.0" on .5 centers.
- Each bird cage includes 3.0008" sealed roller bearings for bind-free performance, link bushing and clamp ring.
- Completely racer rebuild-able if wrecked or damaged. All parts bolt on for easy repair.
- **When ordering Bird Cages specify the directions in which the link plates should be oriented.**

PART NUMBER	LINK PLATE	SHOCK MOUNT	CLEVIS MOUNT
1961-1	STRAIGHT LINK HOLES	SINGLE	CLEVIS BLOCK
1961-1T	STRAIGHT LINK HOLES W/TAB	SINGLE	CLEVIS BLOCK
1961-A	ANGLED LINK HOLES	SINGLE	CLEVIS BLOCK
1962-1	STRAIGHT LINK HOLES	DOUBLE	CLEVIS BLOCK
1962-A	ANGLED LINK HOLES	DOUBLE	CLEVIS BLOCK
1962-2/3	STRAIGHT LINK HOLES IN 2 & 3 ROWS	DOUBLE	CLEVIS BLOCK

CUSTOM BIRD CAGES

Our modular bird cage design makes it easy to custom build bird cages to a customer's request. We can build bird cages with custom bearing tube widths, alternate link and shock mounting plates and custom link plate spacing. Give us a call if you need custom built, high performance bird cages.



Custom Bird Cages Available



Tyler Loughmiller - Diamond Chassis

CLAMP-ON BRAKE CALIPER BRACKET

- Clamp-On HD Caliper Bracket fits 3.0" Axle Tube.
- Fits small GM metric caliper.
- 7 GA caliper bracket plate with formed gussets resists bending.
- Includes machined inserts for caliper bolts for improved thread engagement.



2190HD

2175 & 2175/2 MODULAR BRAKE FLOATERS

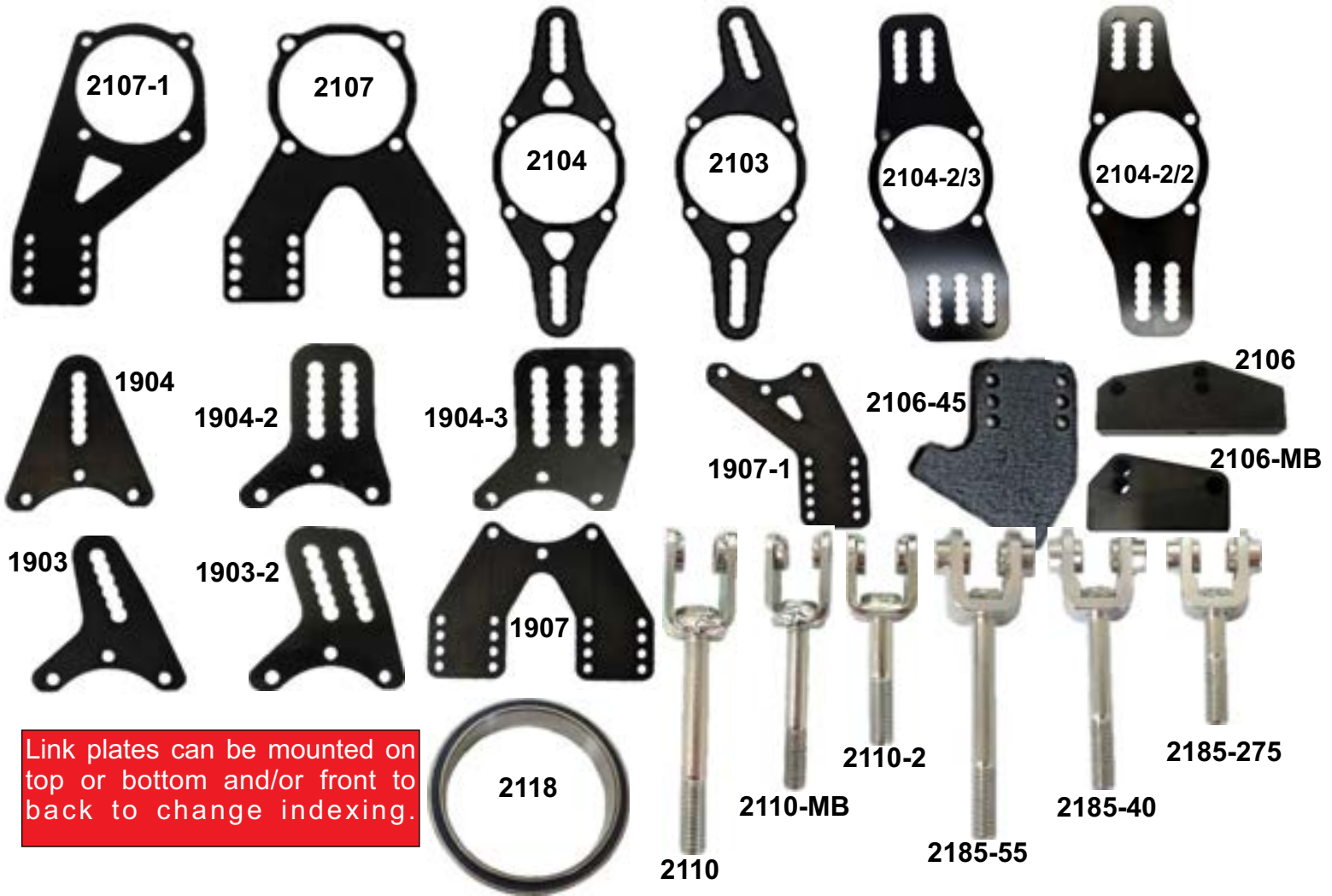
Now Available With Single or Double Bearings



- Modular Brake Floaters are available in a single or double bearing configuration. Order P/N 2175 for the single bearing & P/N 2175/2 for the double bearing.
- Rugged 1/4" thick caliper bracket plate fits small GM metric caliper.
- Sealed ball bearing(s) for smooth, bind-free operation.
- Floater mounts rod end in single shear for improved tire clearance.
- Brake floater has multiple link mounting holes for fine tuning of brake reaction force.
- Caliper bracket bolts can be clocked in 22.5 degree increments.
- Modular construction and completely rebuildable in the event of damage.

TECH TIP: Drivers can use brake floaters to "trail brake" into the corners to help hold the LR up on the bars.

BIRD CAGE PARTS



2103	LINK PLATE, SINGLE ROW, ANGLED HOLES	2185-40	BILLET SHOCK CLEVIS, 4.00" STUD
2104	LINK PLATE, SINGLE ROW, STRAIGHT HOLES	2185-55	BILLET SHOCK CLEVIS, 5.50" STUD
2106	ADJUSTABLE CLEVIS MOUNTING BLOCK	2111	DOUBLE SHOCK MOUNT CROSSBAR
2106-MB	CLEVIS BLOCK, 2-5/8" L	2118	BEARING, 3.008 ID
2107	SHOCK MOUNT PLATE, DOUBLE	1903	LINK PLATE, ANGLED HOLES
2107-1	SHOCK MOUNT PLATE, SINGLE	1903-2	LINK PLATE W/2 ANGLED HOLES
2110	SHOCK MOUNTING CLEVIS	1904	LINK PLATE, STRAIGHT HOLES
2110-2	SHOCK MOUNTING CLEVIS, SHORT	1904-2	LINK PLATE W/2 STRAIGHT HOLES
2110-MB	CLEVIS, FIT 2106-MB CLEVIS BLOCK	1904-3	LINK PLATE W/3 STRAIGHT HOLES
2185-275	BILLET SHOCK CLEVIS, 2.75" STUD	1907	DOUBLE SHOCK MOUNT PLATE
2104-2/3	2 ROW / 3 ROW MULTI HOLE LINK PLATE	1907-1	SINGLE SHOCK MOUNT PLATE
		2104-2/2	2 ROW / 2 ROW MULTI HOLE LINK PLATE

TWO LINK SUSPENSION BRACKETS

3200 Single Shock Mount Bracket

These clamp-on two link suspension brackets are designed for use on B Mods. The brackets are available with single shock mounts for IMCA cars and double shock mounts for WISSOTA, USRA and UMP cars. Brackets are double shear for strength and are modular so if damaged the mounting plates can be easily removed and replaced. Standard clamp brackets are 3.25" wide however the modular design makes it easy to provide clamp brackets in other widths. Two link brackets have these product features:

- Trailing link holes centered on 16.0" radius
- Six intersecting .50" trailing link holes on .375" centers for "fine tuning" link angles
- Links can be adjusted from 3.75" to 5.625" below the rear end centerline
- Pinion angle can be set by using straight edges of clevis mounting plates
- Two misalignment spacers for .625" rod ends included
- Shock clevis mounting blocks can be adjusted from 4.56" to 6.06" below the rear end centerline
- Shock clevis mounting blocks can also be angled upward or downward 10 degrees
- Clevis designed to provide full articulation of shock rod end
- Optional clevis mounting blocks available (see Page 5)
- All parts are powder coated or zinc plated
- Completely racer rebuildable if damaged in a wreck



3205 Single Shock Mount Bracket



3207 Replacement

TECH TIP

Note: IMCA requires the shock clevis block to be welded in place. After installing the trailing arm bracket on the axle tube, locate the clevis block so the shock absorber is not bottoming out or topping out. Then stitch weld the block in place.

MODULAR TRAILING ARM MOUNT



2265



- Bracket P/N 2265 has 4 link holes from 4-7/8" to 6-3/4" below the axle centerline
- Bolt in shock bracket adjustable from 6.5" to 8.5" below axle CL
- Clamp rings on trailing arm brackets are made from 5/16" DOM tube to eliminate cracking of clamp ring
- Modular construction, completely rebuildable in the event of damage
- Clamp ring can be left in place if changing link plate assembly, reducing set-up hassles
- Clamp ring should be tack welded to axle tube

TECH TIP

Trailing arm brackets can be unbolted from clamp ring to make removal or installation of the quick change much easier.

B MOD SUSPENSION BRACKETS



3230-L/ST



3230-45/ST



3235

2119 Link Spacers
(included)



- Right Foot Suspension Brackets were designed to provide knowledgeable racers with options so shock absorber mounting angles, link angles and link lengths can be fine-tuned for optimum performance. Available with a standard length clamp bracket 4-3/8" wide. **Custom clamp bracket lengths available.**
- Link plates and clevis mounting plates in double shear for strength and rigidity.
- .5" link mounting holes on .375" centers for "fine-tuning. Links can be adjusted from 3.5" to 5.35" (approx) below rear end centerline.
- Multiple shock mounting options are available: straight clevis mounting blocks or a 45 degree clevis block can be interchanged. Standard clevis blocks can be angled up or down 10 degrees.
- Adjustable shock mounting from 4.5" to 6.0" on .5 centers.
- Spacers for Link Rod Ends are included.
- These suspension brackets use our 1900 Series Bird Cage link plate, shock mounting plates and clevis. See Page 6 for individual P/N's. Link plates, shock mounting plates and clevis blocks can be mixed and matched for custom configurations.
- Completely racer rebuild-able if wrecked or damaged. All parts bolt on for easy repair.
- **When ordering Suspension Brackets specify the directions in which the link plates should be oriented.**



Deece Schwartz
MBR by DSR Chassis

PART NUMBER	DESCRIPTION	SHOCK MOUNT	CLEVIS MOUNT
3230-L/ST	Double Row Straight Link Holes	Double	Long & Short
3230-45/ST	Double Row Straight Link Holes	Double	45 Deg & Long
3235	Double Row Straight Link Holes	Single	1 Long

SPORT MOD & STOCK CAR REAR SUSPENSION COMPONENTS



3110-XL – Clamp on Extended Spring Seat – Meets IMCA spring height rule. Spring guide is 4.0" tall to help retain LR spring when "hiked up."



3120-6 – Extended Spring Seat with 6.0" Jack Screw.
3120-8 – Extended Spring Seat with 8.0" Jack Screw.
3120-11 – Extended Spring Seat with 11.0" Jack Screw.
 4.0" tall spring guide to retain spring during "hike up".
 Includes 6, 8 or 11" Jack Screw Specify Length



3125 – Offset Extended Spring Cup – Clamp is offset 1.0" from centerline.



3130 – Light Weight Spring Seat
 – Can be bolted on or welded on to position spring seat as needed.
 Has .5" ID center hole.



3140 - Extended Length Spring Cup
 Helps to maintain spring engagement



3110 - Clamp on Spring Cup



3115 - Upper Spring Cup



3135 - Heavy duty offset clamp on spring cup. Offsets spring cup 2" to the front or rear. Meets ICMA offset and height specs. Powder coated black.



3130-HD - Heavy duty clamp on spring cup. Centers spring over axle tube. IMCA legal. Powder coated black.

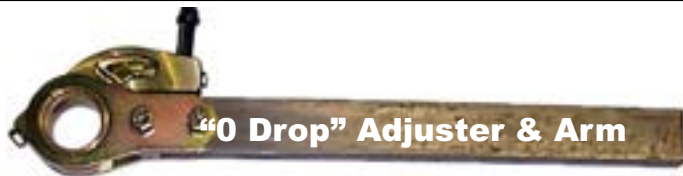
AXEL TUBE SPACERS & LOCK RINGS



PW0003

2197	5/16" W, AXEL TUBE SPACER
2171	5/8" W, AXLE TUBE SPACER
2172	3/4" W, AXLE TUBE SPACER
2149	AXLE TUBE SPACER, 1-7/8" W, 3.008" ID UN-PLATED
2167	SPACER/CLAMP RING W/TAPPED HOLES, 1-7/8" w
2135	OFFSET CLAMP RING, 1.0" W
2119	TAPERED ROD END SPACER, 1/2" TO 5/8"
2133	TAPERED ROD END SPACER, 1/2" TO 3/4"
PW0003	BRAKE FLOATER LINK SPACER, 1.77" L

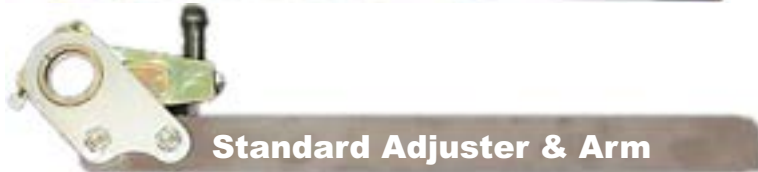
SWAY BAR ADJUSTERS



"0 Drop" Adjuster & Arm



".56 Drop" Adjuster w/Milled Arm



Standard Adjuster & Arm



".56 Drop" Aluminum Adjuster w/Milled Arm



**P/N 2790-A - 2" x 48
Spine Adjuster**



**P/N 3827-A Aluminum
Adjuster w/o Arm**

Sway bar adjusters were developed for oval track cars which use a double splined bar and provide a quick and easy way to preload the sway bar. The adjusters are available with 1-1/4", 1-1/2", 1-3/4" and 2.0" splines. Steel adjusters are CNC machined from 1018 billet and have a detented adjustment screw which locks at each half round. Side plates are laser cut from 5/16" Gr 50 steel. Our 2.0" Adjuster has been re-designed and is now lighter and more compact.

Weight saving aluminum adjusters are available in standard and .56 drop configurations. The adjusters are approximately 2 lbs. lighter than our steel adjusters. 1-1/4" x 49, 1-1/2" x 48 and 1-3/4" x 48 spline sizes are available. Adjusters are CNC machined from 7075 aluminum hard coated for durability and include aluminum side plates. The adjusters have a detented adjustment screw which locks at each 1/2 round. Additional weight savings is available by using an optional P/N 2718 milled arm.

"0 Drop" adjusters were developed for bump stop/ bump spring cars on which ground clearance is critical. The "0 Drop" adjusters position the arm at the centerline of the adjuster providing additional ground clearance. "0 Drop" adjusters also give the chassis builder the opportunity to position the sway bar lower in the chassis, lowering the car's center of gravity. The .56" drop adjusters provide increased tie rod clearance when compared to "0 Drop" adjusters.

Sway bar adjusters provide some significant advantages when compared to a typical arm/ linkage setup. These are:

- "During race" chassis tuning by allowing the pit crew to perform quick, precise sway bar preload adjustments during pit stops. Adjustments can be made without removing a front tire.
- Indexing of the splines on the sway bar and arms is no longer critical because the adjuster compensates for spline alignment.
- Adjusters use a spring loaded detent screw to stop the adjuster screw from rotating.
- All adjusters use a 1/2-20 adjuster screw.
- Racers can use existing splined sway bars and arms.

All adjusters can be purchased with or without arms. To delete the arm add -A to the end of the adjuster part number.

To add the milled arm add -M to the end of the adjuster part number.

P/N	DESCRIPTION	P/N	DESCRIPTION	TECH TIP Right Foot Sway Bar Adjusters should only be adjusted with the car on the ground. Do not adjust the sway bar preload with the car on jack stands. It is very easy to strip the threads of the adjuster if the sway bar is adjusted with the car on stands. Periodically clean the adjuster bolt and apply a small amount of "anti-seize" to the bolt. <u>Failure to apply anti-seize will cause galling of the adjuster screw threads.</u>
2700	1-1/2" 49 Spline Adjuster & Arm	2727	1-1/2" 48 Spline Adjuster & Arm	
2735	"0 Drop" 1-1/2" 48 Spline Adjuster & Arm	2735-HR	".56 Drop" 1-1/2" 48 Spline Adjuster & Arm	
2750	"0 Drop" 1-1/4" 49 Spline Adjuster & Arm	2750-HR	".56 Drop" 1-1/4" 49 Spline Adjuster & Arm	
2760	1-3/4" 48 Spline Adjuster & Arm	2790	".56 Drop" 2.0" 48 Spline Adjuster & Arm	
2765-HR	".56 Drop" 1-3/4" 48 Spline Adjuster & Arm	3827	Aluminum 1-1/2" 48 Spline Adjuster & Arm	
3835-HR	Aluminum .56 Drop" 1-1/2" 48 Spline Adjuster & Arm	3850-HR	Aluminum ".56 Drop" 1-1/4" 49 Spline Adjuster & Arm	
3865-HR	Aluminum .56 Drop" 1-3/4" 48 Spline Adjuster & Arm	3800	Aluminum 1-1/4" 49 Spline Adjuster & Arm	

SWAY BAR ADJUSTER LOCK UP KITS

Lock Up Kits fit 1-1/2" P/N 2727 Adjusters and 1-3/4" P/N 2760 Adjusters. These kits consist of a pair of custom side plates, a spacer and fasteners. Installation of a kit will limit sway bar wrap up and will change sway bar timing of the left front under braking. The left front will load sooner. If a car is tight on entry loading the left front sooner will help the car turn better.

1-1/2" KIT - P/N 3824-LU



**Adjuster not included*



1-3/4" KIT - P/N 2762-LU

SPLINED ADAPTERS

2652



2656



2661



2662



P/N	DESCRIPTION
2652	1 1/4 X 49 spl
2656	1 1/2 x 48 spl
2661	1 3/4 x 48 spl
2662	2.0 x 48 spl



Splined Adapters are available to fit 1 1/4", 1 1/2", 1 3/4" and 2" sway bars and are used to make fabricated arms, similar to the arm shown to the right.

Parker Eatmon
Hedgecock Racing



SWAY BAR ARMS

Angled Pinch Bolt



1.25"/15 Degree Drop



2.50"/30 Degree Drop



2701	Bend Arm to Customer Spec	2782	1.50" x 48 Spline 1.25"/15 Degree
2718	1.50" x .75" W x 17.5" L, Milled Sway Bar Arm	2783	1.50" x 48 Spline 2.50"/30 Degree
2719	1.50" T x .75" W x 17.5" L Right Sway Bar Arm	2787	1.75" x 48 Spline Angled Pinch Bolt
2723	1.75" T x .75" W x 17.5" L Right Sway Bar Arm	2789	1.75" x 48 1.25"/15 Degree
2776	1.25" x 49 Spline Angled Pinch Bolt	2791	1.75" x 48 Spline 2.50"/30 Degree
2778	1.25" x 49 Spline 1.25"/15 Degree	2795	2.00" x 48 Spline Angled Pinch Bolt
2779	1.25" x 49 Spline 2.50"/30 Degree	2798	2.00" x 48 Spline 1.25"/15 Degree
2781	1.50" x 48 Spline Angled Pinch Bolt		

2718 Right Side Arm 1 1/2" T



2719 Right Side Arm 1 1/2" T



2723 Right Side Arm 1 3/4" T



- Steel Sway Bar Arms made from .75" 1018 steel, laser cut for accuracy.
- Angled Pinch Bolt Arms are 15.75" long from CL of splines to end of arm.
- Drop Arms are 15.25" long.
- Arms sold individually.
- Angled Pinch Bolt (APB) Arms provide additional ground clearance for use with Right Foot "0 Drop" adjusters.
- Right Foot can pre-bend arms. Send drawing or wire form.



Noah Gragson
Port City Race Cars

SWAY BAR COMPONENTS



Shims are made from Stainless Steel & are used between the side plates & sway bar arm to prevent binding.

All Sway Bar Bushings are made from bearing grade material with high tensile strength. Bushings 9978, 79 & 80 have a 2.055" OD & fit a 2.25" x .095" Tube. Bushings 9982, 86, 87 & 88 have a 2.310" OD & fit a 2.50" x .095" Tube. Bushing 9997 has a 1.87" OD & fits Rander Car 2.00" x .065" Tube.

2709-1	1.75" Side Plate .56 Drop	2796-1	2.00" Side Plate	2709-S	1.75" T Shim, SS
2717	1.25" Steel Side Plate	3809	1.75" Aluminum Side Plate .56 Drop	2777-S	1.50" T Shim, SS
2724	1.50" Steel Side Plate	2703	Sway Bar Arm Tab	9978	Bushing 1.25" x 2.05"
2724-AL	1.50" Aluminum Side Plate	2703-TR1	Troyer Sway Bar Arm Tab, Outer	9979	Bushing 1.50" x 2.05"
2734	1.25" Steel Side Plate	27003-TR2	Troyer Sway Bar Tab, Inner	9980	Bushing 1.75" x 2.05"
2762	1.75" Steel Side Plate	2742	Detent Lock Nut	9982	Bushing 1.25" x 2.31"
2762-AL	1.75" Aluminum Side Plate	2743	Adjuster Detent	9986	Bushing 1.50" x 2.31"
2777-1	1.25"/1.50" Side Plate .56 Drop	2744	Adjuster Bolt, 2 slot	9987	Bushing 1.75" x 2.31"
2777-AL	1.25"/1.50" Aluminum Side Plate	2797	2.00" Adjuster Bolt	9988	Bushing 2.00" x 2.31"
		2747	Adjuster Bolt for Aluminum Adjusters, 2 Slot	9997	Bushing 1.25" x 1.87"

P/N 2792, 2793 & 2794 Shims are used to limit lateral movement of the splined sway bar.



2792	1.25" ID Spacer	2643	1.43" Sway Bar Clamp
2793	1.50" ID Spacer	2644	1.50" Sway Bar Clamp
2794	1.75" ID Spacer	2645	1.56" Sway Bar Clamp
2640	1.25" Sway Bar Clamp	2646	1.62" Sway Bar Clamp
2641	1.31" Sway Bar Clamp	2647	1.69" Sway Bar Clamp
2642	1.375" Sway Bar Clamp	2648	1.75" Sway Bar Clamp

FABRICATED SPLINED SWAY BARS



Patrick Staropoll - Jim McCoy Racing



1.50" X 48 SPLINE

These fabricated splined sway bars are designed and built for short track late models. The bar design has been confirmed by finite element analysis (FEA) and prototype bars underwent two years of rigorous on-track testing. The bars are fabricated to provide consistent performance while also saving weight. When compared to standard splined bars our fabricated bars may be as much as 8 pounds lighter. The bars have CNC machined chrome moly splined ends welded into aircraft grade tubing. The bars are heat treated for durability and are mag-phosphate coated to prevent corrosion. All bars are 37.5" long. Bars with a P/N starting with 2663 are 1-1/4" x 49 spline and bars with a P/N starting with 2664 or 2665 are 1-1/2" x 48 spline.

Arating chart is provided below. Note: all rates are actual, measured with a 12.0" long arm at 1.0" of rotation. Note: When using our P/N's the second set of digits in the P/N lists the tubing wall thickness and the third set the tubing OD.

P/N	DESCRIPTION	RATE	SPLINE & END OD	OD TUBE	TUBE WALL	WEIGHT
2663-049-125	1.25" x 49 SPL, 1.25" OD x .049	155#	1.25" x 49	1.25"	0.049	3.900
2663-058-125	1.25" x 49 SPL, 1.25" OD x .058	185#	1.25" x 49	1.25"	0.058	3.950
2663-065-125	1.25" x 49 SPL, 1.25" OD x .065	200#	1.25" x 49	1.25"	0.065	4.400
2663-083-125	1.25" x 49 SPL, 1.25" OD x .083	230#	1.25" x 49	1.25"	0.083	4.600
2663-095-125	1.25" x 49 SPL, 1.25" OD x 0.95	250#	1.25" x 49	1.25"	0.095	4.950
2663-049-138	1.25" x 49 SPL, 1.38" OD x .049	215#	1.25" x 49	1.38"	0.049	3.900
2663-058-138	1.25" x 49 SPL, 1.38" OD x .058	240#	1.25" x 49	1.38"	0.058	4.150
2663-065-138	1.25" x 49 SPL, 1.38" OD x .065	265#	1.25" x 49	1.38"	0.065	4.400
2663-083-138	1.25" x 49 SPL, 1.38" OD x .083	300#	1.25" x 49	1.38"	0.083	4.800
2664-049-15	1.5" x 48 SPL, 1.5" OD x .049	255#	1.50 x 48	1.50"	0.049	5.000
2664-058-15	1.5" x 48 SPL, 1.5" OD x .058	295#	1.50 x 48	1.50"	0.058	5.300
2664-065-15	1.5" x 48 SPL, 1.5" OD x .065	320#	1.50 x 48	1.50"	0.065	5.900
2664-083-15	1.5" x 48 SPL, 1.5" OD x .083	360#	1.50 x 48	1.50"	0.083	6.100
2664-095-15	1.5" x 48 SPL, 1.5" OD x .095	430#	1.50 x 48	1.50"	0.095	7.100
2664-120-15	1.5" x 48 SPL, 1.5" OD x .120	495#	1.50 x 48	1.50"	0.120	7.700
2664-049-175	1.5" x 48 SPL, 1.75" OD x .049	400#	1.50 x 48	1.75"	0.049	5.950
2664-065-175	1.5" x 48 SPL, 1.75" OD x .065	525#	1.50 x 48	1.75"	0.065	6.650
2664-083-175	1.5" x 48 SPL, 1.75" OD x .083	590#	1.50 x 48	1.75"	0.083	7.450
2664-095-175	1.5" x 48 SPL, 1.75" OD x .095	650#	1.50 x 48	1.75"	0.095	7.990
2664-120-175	1.5" x 48 SPL, 1.75" OD x .120	740#	1.50 x 48	1.75"	0.120	8.600
2665-049-20	1.5" x 48 SPL, 2.0" OD x .049	625#	1.50 x 48	2.0"	0.049	6.750
2665-065-20	1.5" x 48 SPL, 2.0" OD x .065	755#	1.50 x 48	2.0"	0.065	7.500
2665-083-20	1.5" x 48 SPL, 2.0" OD x .095	875#	1.50 x 48	2.0"	0.083	8.500
2665-095-20	1.5" x 48 SPL, 2.0" OD x .095	1010#	1.50 x 48	2.0"	0.095	9.000
2665-120-20	1.5" x 48 SPL, 2.0" OD x .120	1135#	1.50 x 48	2.0"	0.120	10.000

COIL OVER HEIGHT ADJUSTERS



9800-A	Shock Ht Adj W/ Mtg Tabs & Alum Side Plates
9800-S	Shock Ht Adj w/ Mtg Tabs & Steel Side Plates
9801	1-3/4" Radius Tab
9821	1-3/4" Radius Raised Tab



- Allows wedge and height adjustments without jacking up car.
- Bump stop engagement can be fine tuned.
- Provides a full 1-1/2" of height adjustment.
- Adjuster bolt locks at each 1/2 round of rotation.
- Adjusts .050" per round of rotation. Ex: 5 rounds = 1/4".
- No wrenches needed to change coil over. Just remove lynch pin and pull T pin.
- Adjuster slot design keeps shock/spring side loads from being fed to the adjuster bolt.
- Shock clevis is securely retained and will not come off jack bolt when car is jacked up.
- Simple installation by welding on 2 mounting tabs per assembly to roll cage tube.
- Available with aluminum or steel side plates.
- Mount tabs available to fit 1-3/4" diameter tubes. Raised tab is typically used on LF to optimize coil over mounting.

PANHARD BARS

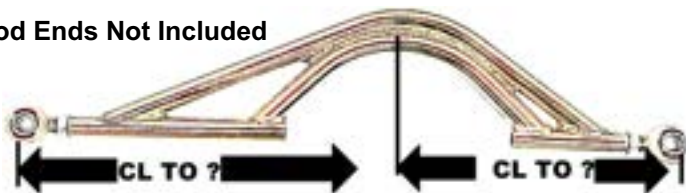


2965-21	J Type Panhand Bar, 21" L
2965-24	J Type Panhand Bar, 24" L
2965-255	J Type Panhand Bar, 25.5" L

J TYPE PANHARD BAR

- Fabricated with DOM steel tubing.
- 3.5" Drop Provides Good Pinion Clearance.
- Available in 3 lengths. Call for custom lengths.
- Includes replaceable Mono Ball & Aurora High Strength Rod End.

Rod Ends Not Included



2935	HD Pavement LM Panhard Bar
------	----------------------------

HD PAVEMENT LM PANHARD BAR

- Provides the Ultimate in Strength & Durability.
- Fabricated with DOM steel tubing.
- 3.5" Drop Provides Good Pinion Clearance.
- Available in Custom Lengths & Drops.
- Aurora Rod Ends sold separately.



2931	Panhard Bar Axle Mount, Clamp On
------	----------------------------------

CLAMP-ON AXLE TUBE BRACKET

- Allows changes of roll center by rotating Bracket up or down.
- Fabricated with DOM steel tubing.
- Fits 3.0" Axle Tubes
- Powder Coated black
- Available in Custom Lengths & Drops.

POLY BUSHING PANHARD BAR

- Poly Bushing Panhard Bar cushions side loading of tires & improves handling.
- Poly Bushings can be stacked together to increase side steer or rear end.
- Softer & Harder Durometer Poly Bushings are available to control side movement.
- Panhard Bars use a high strength chrome plated steel shaft running on two moly-infused bushings to prevent binding.
- Panhard Bar Shaft can be greased to insure bind-free operation.
- Panhard Bars are made with DOM steel tubing and are gusseted for strength.
- Bars are available with a replaceable mono ball or a welded on rod end.



2975-19	Poly Bushing Panhard Bar, 19"	2975-19W	Poly Bushing Welded Bearing Panhard Bar, 19"
2975-20	Poly Bushing Panhard Bar, 20"	2975-20W	Poly Bushing Welded Bearing Panhard Bar, 20"
2975-21	Poly Bushing Panhard Bar, 21"	2975-21W	Poly Bushing Welded Bearing Panhard Bar, 21"

TECH TIP: Panhard Bar should be sized so a minimum number of threads on the shaft or turn buckle are showing with the bar adjusted to the correct length.

ADJUSTABLE PANHARD BAR

- Tube Type Panhard Bar provides Drive Shaft & Torque Link clearance.
- Chrome Moly Turn Buckle provides approximately 1-1/4" of adjustment.
- Fabricated from DOM steel tube & gusseted for extra strength.
- P/N's 2970-19, 20 & 21 have replaceable 3/4" mono ball.
- P/N's 2970-19W, 20W & 21W have a welded rod end.
- Rod Ends and Mono Balls included.

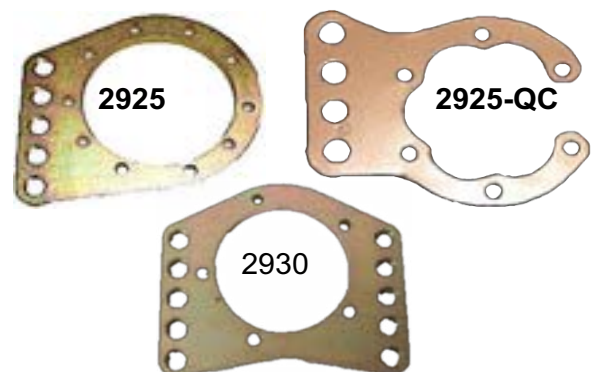


2970-19	Adjustable Panhard Bar, 19"	2970-19W	Adjustable Welded Bearing Panhard Bar, 19"
2970-20	Adjustable Panhard Bar, 20"	2970-20W	Adjustable Welded Bearing Panhard Bar, 20"
2970-21	Adjustable Panhard Bar, 21"	2970-21W	Adjustable Welded Bearing Panhard Bar, 21"

PINION MOUNTS

- Mounts are laser cut from 1/2" steel & zinc plated.
- 2925-QC Mount can be positioned so panhard bar mounting holes are high or low.
- Panhard bar mounting holes are 1.125" on center for 3/4" Rod Ends.

2925-QC	Q.C. Single Sided Mount
2925	Ford Single Sided Pinion Mount
2930	Ford Double Sided Pinion Mount



SWIVLERS

All weight jacks are not created equal! Many weight jacks act on the spring far below the horizontal centerline of the spring plate. Most weight jacks only allow one or two degrees of relative movement between the spring plate and jack bolt. These design flaws cause the weight jack to impose a bending load on the spring which binds the suspension as it arcs thru its travel. This is contrary to basic chassis design principles. The Swivler was designed to eliminate typical weight jack design flaws. Swivlers pivot at the horizontal centerline of the spring plate and allow the spring cup to pivot as the spring moves thru suspension travel. A Swivler frees up the suspension because the spring cup pivots on our custom-made jack bolt ball & socket system. This makes the suspension more consistent and repeatable. Swivlers can be used on front and rear suspension. ***DON'T BE FOOLED BY CHEAP IMITATIONS!***



- All Swivlers use a custom-made pivot ball & socket with a 7/16"- 20 rolled & ground chrome moly stud.
- 3030 Welded Swivlers use a 3-1/4" spring pilot welded to spring plate.
- 3056 Light Weight Swivlers use a 3-1/4" laser cut spring plate and spring pilot tube & are approximately 1/4# lighter than standard swivlers.
- Pro swivlers use a spring plate with a series of interchangeable bolt-on spring pilot tubes. The use of smaller or large tubes lets the racer match the size of the tube to the inside diameter of the spring. Spring Pilot Tubes are available in 1/4" increments & can be purchased separately.
- One spring pilot tube is provided with each Pro Swivler.
- 3045 Light Weight Swivler captures the outside diameter of the spring. This Swivler fits Eibach & Hyperco springs and some AFco. May not fit some springs with inconsistent OD's.

3010	Swivler XL w/4" L Spring Guide	3035	3-1/4" Spring Pilot Tube
3010-LW	Lite Weight Swivler XL	3036	3-1/2" Spring Pilot Tube
3019-A	Pro Swivler 5.00" Spring Plate	3037	3-3/4" Spring Pilot Tube
3025	Pro Swivler w/3-1/4" Spring Pilot	3038	4.00" Spring Pilot Tube
3026	Pro Swivler w/3-1/2" Spring Pilot	3045	5.0" ID Lite Weight Swivler
3027	Pro Swivler w/3-3/4" Spring Pilot	3048-A	Pro Swivler 5.50" Spring Plate (w/o Spring Tube)
3028	Pro Swivler w/4" Spring Pilot	3056	Lite Weight Swivler w/3-1/4" Pilot
3030	Welded Swivler w/3-1/4" Spring Pilot		

JACK SCREWS



- All Jack Screws are CNC machined & are zinc plated for a durable finish.
- Light Weight Jack Screws weigh about 1/3 # less than a standard jack screw, are gun drilled & end milled to fit 1/2" drive ratchet.
- Standard Jack Screws are machined with a hex head to fit a 3/4" wrench.

3012	11" x 1"- 8 Hex Head, 7/16"- 20 Thread	3024	8" x 1"- 8 Hex Head, 7/16"- 20 Thread
3021	4" x 1"- 8 Lite Weight, 7/16"- 20 Thread	3043	6" x 1"- 8 Lite Weight, 7/16"- 20 Thread
3022	4" x 1"- 8 Hex Head, 7/16"- 20 Thread	3116	8" x 1"- 8 Hex Head, Rounded End
3023	6" x 1"- 8 Hex Head, 7/16"- 20 Thread	3117	11" x 1"- 8 Hex Head, Rounded End

3300 & 3310 PRO SLIDERS

Mark Bush helped design the Pro Slider to meet the demanding requirements of today's high performance modified racer. These sliders have the following product features:

- 3/4" OD chrome plated high strength steel shaft for durability.
- Shaft is piston stabilized for bind-free operation, even when side loaded.
- Pro Sliders available with 2" longer shaft allowing for more left rear "hike-up."
- Custom shaft lengths available so Sliders can be custom fit to any chassis.
- Self-lubricating high load capacity bearing with low drag seal to eliminate binding.
- Spring seats capture the OD and most consistent diameter of the spring.
- Easy to use lock bar retains the spring seat for hassle-free spring changes.
- Spring pre-load nut can be locked every 1/2 turn.
- ACME threads on body provide 1" adjustment for every 4 rounds.
- Racer rebuildable with common hand tools if damaged in a crash.
- Light weight @ 6.15#.
- P/N 3300 approx. 16.5" closed/25.5" extended
- P/N 3310 approx. 18.5" closed/27.5" extended



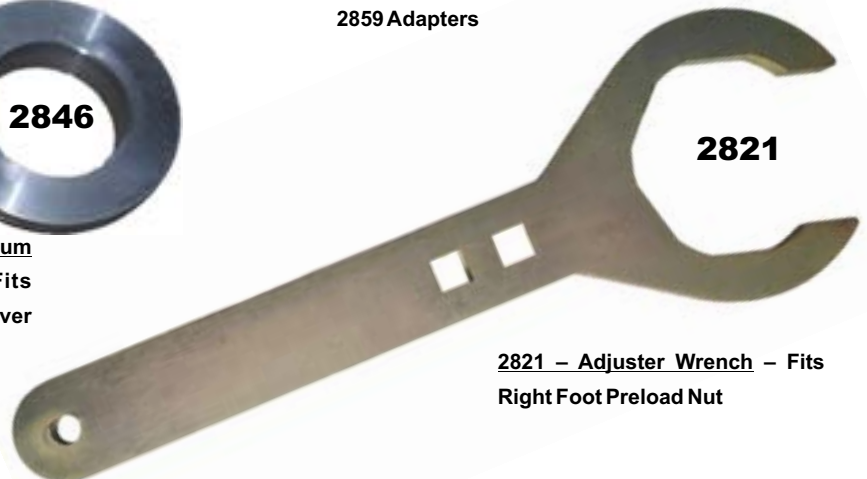
2859 – 2.5" Slotted Aluminum Spring Plate
Fits Right Foot Coil Over Eliminators



3193 – 5.0" Custom Aluminum Spring Plate
Fits P/N 2845 & 2859 Adapters



2846 – 2.5" Aluminum Spring Plate
Fits Right Foot Coil Over Eliminators



2821 – Adjuster Wrench – Fits Right Foot Preload Nut

Tech Tip: If disassembled the Pro Slider should be refilled with 1" of Mobil One 0-20W Oil.

2821	Adjuster Wrench	3300	9" Stroke Pro Slider
2846	2.5" Aluminum Spring Plate	3310	9" Stroke Pro Slider
2859	2.5" Slotted Aluminum Spring Plate	3315	Pro Slider Rebuild Kit
3193	5.0" Custom Aluminum Spring Plate		

QUICK STICKS

Quik Sticks make it easy to use bump stops. The compact design lets the racer mount the Quik Stick inside the control arm next to the coil over. The bump stop adjuster nut has a detent so the Quik Stick can be adjusted by hand without tools. Other advantages of the Quik Stick are:

- Depending on the mounting points in the car the Quik Stick can be mounted so it is operating at the same motion ratio as the coil over.
- A travel indicator is provided making it easy to calculate the loaded spring rate of the bump stops.
- The adjuster nut is threaded so each turn equals 1/16". This eliminates the need for packer shims. The adjuster nut is hard coated for durability.
- 6055 Quik Sticks are sold with two 75 durometer RSW type bump stops. However any bump stop with a 5/8" ID can be used. Quik Sticks can also be purchased without bump stops for use with bump springs.
- Light weight, at approximately 2.35lbs. The standard tubes are 9" long and the XL tubes are 12" long.



Detented Adjuster Nut can be turned on Rod End to adjust engagement



6042-A Anti Wear Shim
(Fits between Adjuster Nut & Washer)

TECH TIP: It's easy to determine the load number for a corner of the car. Measure Bump Stick travel. Then find the bump stop combination in our website tech pages for the spring rate at the measured amount of travel. Then add that number to the spring load number from your coil over rater.



6016

6016 Coil Over Mount & 9948 Fixed Rod End are recommended for use when mounting a bump stick to the lower control arm strut rod.



9948

BUMP STOP KITS

6090 Standard Puck Style Kit

Includes 1 ea. 1/2", 2 ea. 3/4" & 2 ea. 1" pucks in 50, 55, 60 & 75 durometer. All pucks have a 2" OD & 5/8" ID. Also includes 8 ea Spacer washer, 1/16" & 1/8" Packer Shims & case.



If you're new to bump stops P/N 6090 is a good starter kit at a reasonable price.

All of the pieces included in P/N 6190 are designed to use on shocks with a 1/2" rod. The kit includes a wide selection of puck type bump stops useable for asphalt and dirt cars.



Puck Type Bump Stops

6090-D Dirt Car Bump Stop Kit

Includes 1 ea 1/2", 2 ea 3/4" & 2 ea 1" pucks in 40, 50, 55 & 60 durometer. All pucks have a 2" OD & 5/8" ID. Also includes 8 ea Spacer washers, 1/8" Packer Shims & Case.



P/N 6090-D includes our softest durometer pucks ideal for Dirt Lm's & Mods.

P/N 6290 features our RSW bump stops. RSW's can be used on asphalt & dirt cars & can be mixed with pucks to change the "feel" of the bump stop stack.

6091 Deluxe Puck Style Kit
Includes 1 ea 1/2", 2 ea 3/4" & 2 ea 1" pucks in 40, 50, 55, 60, 65, & 75 durometer. All pucks have a 2" OD & 5/8" ID. Also includes 8 ea Spacer washers, 1/8" Packer Shims & Case.



6190 Puck Style Kit, 1/2" ID

Includes 1 ea 1/2", 2 ea 3/4" & 2 ea 1" pucks in 40, 50, 55, 60 & 75 durometer. All pucks have a 2" OD & 1/2" ID. Also includes 8 ea Spacer washers, 1/16" & 1/8" Packer Shims & Case.



RSW Type Bump Stops

6290 RSW Style Kit

Includes 1 ea 1/2" & 2 ea 1" RSW style in 50, 60, 70 & 80 durometer. Also includes 8 ea Spacer washer, 1/16" & 1/8" Packer Shims & Case.



Different drivers and different tracks require different bump stop set-ups. Testing is required to determine the best bump stop, spring, sway bar and roll center combinations. These kits make it easy to start bump stopping and go testing and racing. All of the kits include a selection of high quality polyurethane bump stops, packer shims and backing washers and are packaged in a handy carrying case.

The bump stop pucks provide a fast rising linear spring rate while RSW bump stops provide a more progressive spring rate. All of the parts in the kits are available separately.

POLY BUMP STOP PUCKS



Bump Stop Pucks are made from high quality polyurethane and are available in a variety of durometers from 40A to 87A. Pucks are available with a .50" ID or a .625" ID to provide a good fit on shock absorber rods. Three heights are available at .50", .75" and 1.0" tall. The combination of different durometers and heights gives the racer a wide range of bump stop tuning options. These pucks are designed to work with Right Foot Performance bump stop packer shims and washers.

2.0" OD X 5/8" ID

P/N	COLOR	HEIGHT	DUROMETER
6057BR	Brown	.50	40 - Soft
6075G	Green	.50	50
6075O	Orange	.50	55
6075P	Purple	.50	60
6075BK	Black	.50	65
6075Y	Yellow	.50	75
6075B	Blue	.50	80
6075R	Red	.50	87 - Hard
6076BR	Brown	.75	40 - Soft
6076G	Green	.75	50
6076O	Orange	.75	55
6076P	Purple	.75	60
6076BK	Black	.75	65
6076Y	Yellow	.75	75
6076B	Blue	.75	80
6076R	Red	.75	87 - Hard
6077BR	Brown	1.0	40 - Soft
6077G	Green	1.0	50
6077O	Orange	1.0	55
6077P	Purple	1.0	60
6077BK	Black	1.0	65
6077Y	Yellow	1.0	75
6077B	Blue	1.0	80
6077R	Red	1.0	87 - Hard

2.0" OD X 1/2" ID

P/N	COLOR	HEIGHT	DUROMETER
6175BR	Brown	.50	40 - Soft
6175G	Green	.50	50
6175O	Orange	.50	55
6175P	Purple	.50	60
6175BK	Black	.50	65
6175Y	Yellow	.50	75
6176BR	Brown	.75	40 - Soft
6176G	Green	.75	50
6176O	Orange	.75	55
6176P	Purple	.75	60
6176BK	Black	.75	65
6176Y	Yellow	.75	75
6177BR	Brown	1.0	40 - Soft
6177G	Green	1.0	50
6177O	Orange	1.0	55
6177P	Purple	1.0	60
6177BK	Black	1.0	65
6177Y	Yellow	1.0	75

TECH TIP

To obtain consistent results bump stop pucks should be backed up by hard washers. If you need to soften your bump stop package and don't have softer pucks available, removing the washers from between the pucks will have the effect of reducing the spring rate of the pucks.

ROLLER SKATE WHEEL (RSW) BUMP STOPS

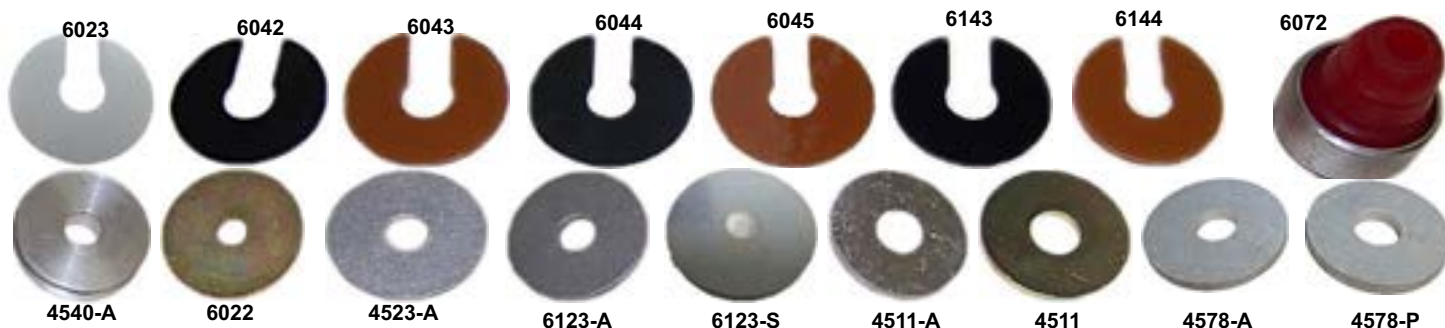
RSW Bump Stops are made from high quality polyurethane and are available in a variety of durometers from 50A to 87A. Bump stops are available with a .625" ID to provide a good fit on shock absorber rods. The combination of different durometers gives the racer a wide range of bump stop tuning options. These bump stops are designed to work with Right Foot Performance bump stop packer shims and washers.



2.0" OD X 5/8" ID

P/N	COLOR	HT	DURO METER	P/N	COLOR	HT	DURO METER
6275G	Green	.50"	50-Soft	6277G	Green	1.0"	50-Soft
6275O	Orange	.50"	55	6277O	Orange	1.0"	55
6275P	Purple	.50"	60	6277P	Purple	1.0"	60
6275BK	Black	.50"	65	6277BK	Black	1.0"	65
6275Y	Yellow	.50"	70	6277Y	Yellow	1.0"	70
6275B	Blue	.50"	80	6277B	Blue	1.0"	80
6275R	Red	.50"	87-Hard	6277R	Red	1.0"	87-Hard

BUMP PACKER SHIMS & WASHERS



P/N	DESCRIPTION	P/N	DESCRIPTION
6023	Bump Stop Shim, White, 2.0" OD, .031" T	4540-A	Milled Alum. Spacker, 2.25" OD, .625" ID, .50" T
6042	Bump Stop Shim, Black, 2.0" OD, .062" T	6022	Steel Washer, 2.25" OD, .125" T, .50" ID
6043	Bump Stop Shim, Tan, 2.0" OD, .125" T	4523-A	Alum. Washer, 2.25" OD, .625" ID, .188" T
6044	Bump Stop Shim, Black, 2.25" OD, .062" T	6123-A	Alum. Washer 2.25" OD, .50" ID, .188" T
6045	Bump Stop Shim, Tan, 2.25" OD, .125" T	6123-S	Steel Washer, 2.25" OD, .50" ID
6143	Bump Stop Shim, Black, 2.0" OD, .50" ID, .06" T	4511-A	Alum. Washer, 2.25" OD, .75" ID, .188" T
6144	Bump Stop Shim, Tan, 2.0" OD, .50" ID, .125" T	4511	Steel Washer, 2.25" OD, .75" ID
6072	Bump Stop Cup (shown w/optional bump stop)	4578-A	AFCO Bump Washer - fits inside AFCCO Cup
		4578-P	Penske Bump Washer - fits inside Penske Cup

PROGRESSIVE BUMP STOPS



Josh Harris - MBR Chassis

Tech Tip: A section of a bump stop can be cut off to change the effective spring rate.



6070-35



6070-45



6070-55



6170-45



6170-55



6170-35



6071-35



6071-45



6071-55



6071-60

Foam bump stops have a softer spring rate than our other polyurethane bump stops and are designed for use on sprint cars, dirt late models and dirt modifieds. Bump stops are made from very high quality urethanes so the spring rate will remain consistent on long runs. The bump stops have a solid core for durability and will fit most oval track shock absorbers. 6070 and 6071 bump stops have a 5/8" ID and 6170 and 6171 bump stops have a 1/2" ID. All of the bump stops have a 2" OD. Use of a bump stop cup, such as P/N 6072, is recommended to stabilize the bump stop.

P/N	DESCRIPTION	COLOR/DUROMETER	DIMENSIONS
6070-35	3 Section Bump Stop	Blue 35 Gr Foam Soft	2.25"T x .62"ID
6070-45	3 Section Bump Stop	Tan 45 Gr Foam Medium	2.25"T x .625"ID
6070-55	3 Section Bump Stop	Black 55 Gr Foam Hard	2.25"T x .625"ID
6170-35	3 Section Bump Stop	Blue 35 Gr Foam Soft	2.25"T x .50"ID
6170-45	3 Section Bump Stop	Tan 45 Gr Foam Medium	2.25"T x .50"ID
6170-55	3 Section Bump Stop	Black 55 Gr Foam Hard	2.25"T x .50"ID
6071-35	4 Section Bump Stop	Blue 35 Gr Foam Soft	3.0"T x .625"ID
6071-45	4 Section Bump Stop	Tan 45 Gr Foam Medium	3.0"T x .625"ID
6071-55	4 Section Bump Stop	Black 55 Gr Foam Hard	3.0"T x .625"ID
6071-60	4 Section Bump Stop	Yellow 60 Gr Foam Hard	3.0"T x .625"ID

POLYURETHANE BUSHINGS



Our poly bushings are designed for racing and work great in torque links, tracking controllers and as bump stops. The bushings have a very progressive spring rate, starting soft and quickly "ramping up." Right Foot bushings provide excellent performance when dynamically loaded plus offer good abrasion and solvent resistance. Poly bushings are sold separately and are available in a variety of durometers and sizes listed below.

The P/N 4563X spring bushings are intended for use in our small bushing torque links when used in high HP Whelen Modifieds and road race cars. The bushings are made with a new hi-tech polyurethane designed for more bushing compression. The 4563X bushings should be used if our standard 4563R bushings are not meeting your durability requirements. The poly material has an extended cure time so bushing availability may be limited at times.

To achieve an effective spring rate poly bushings should always be used with a washer on both ends. Right Foot has a variety of washers available to fit different shock rods and component shafts. Check the Bump Stop Components page for washer part numbers.

The dye used in our blue bushings may vary in color from blue to blue-green to almost black. Bushings have a shelf life of one year and should be replaced yearly or when the driver feels a loss of traction or action.

P/N	COLOR	DURO	O.D."	I.D."	HT."
5508O	ORANGE	55	3.375	.75	2.50
5508P	PURPLE	60	3.375	.75	2.50
5508Y	YELLOW	65	3.375	.75	2.50
5508B	BLUE	75	3.375	.75	2.50
5508R	RED	87 HARD	3.375	.75	2.50

P/N	COLOR	DURO	O.D."	I.D."	HT."
4563BR	BROWN	40 SOFT	2.25	.75	1.06
4563G	GREEN	50	2.25	.75	1.06
4563O	ORANGE	55	2.25	.75	1.06
4563P	PURPLE	60	2.25	.75	1.06
4563BK	BLACK	65	2.25	.75	1.06
4563N	NATURAL	75	2.25	.75	1.06
4563Y	YELLOW	75	2.28	.75	1.06
4563B	BLUE	80	2.25	.75	1.06
4563R	RED	87	2.25	.75	1.06
4563X	AMBER	93	2.25	.75	1.06
4563-95	BLACK	95 HARD	2.25	.75	1.06



Justin Bonsignore - Fury Chassis

STACKABLE POLY TRACTION BUSHINGS



Stackable Traction Bushings are made from high quality polyurethane and are porosity free to insure consistent spring rates. The bushings are available in 3 sizes and 6 durometers. The bushings will fit any of our 5500 and 5600 torque links and many of our competitors'. Traction bushings can be stacked in any combination of durometers and sizes to fine tune the spring rate of the bushing stack to track conditions and driver preference.

- A combination of soft & hard bushings can be stacked to provide good initial traction with a stiffer spring rate for corner exit.
- Single & double bushings can be replaced individually when they wear out.
- Spring rates for many bushing combinations can be found in the Tech Pages section of our website.

P/N	DUROMETER	COLOR	OD"	HT"	P/N	DUROMETER	COLOR	OD"	HT"
5546O	55	ORANGE	3.38"	.81"	5547Y	75	YELLOW	3.38"	1.62"
5546P	60	PURPLE	3.38"	.81"	5547B	80	BLUE	3.38"	1.62"
5546BK	65	BLACK	3.38"	.81"	5547R	87	RED	3.38"	1.62"
5546Y	75	YELLOW	3.38"	.81"	5548O	55	ORANGE	3.38"	2.43"
5546B	80	BLUE	3.38"	.81"	5548P	60	PURPLE	3.38"	2.43"
5546R	87	RED	3.38"	.81"	5548BK	65	BLACK	3.38"	2.43"
5547O	55	ORANGE	3.38"	1.62"	5548Y	75	YELLOW	3.38"	2.43"
5547P	60	PURPLE	3.38"	1.62"	5548B	80	BLUE	3.38"	2.43"
5547BK	65	BLACK	3.38"	1.62"	5548R	87	RED	3.38"	2.43"

TECH TIP: Bushing pre-load has a big effect on the initial spring rate. When rating spring bushings, be careful to set the pre-load consistently. Stackable Bushings should always be raced with a large diameter washer, such as a 5509 at each end and between bushings.

WIRE SPRING TORQUE LINKS

4715 TWIN SHAFT

- Isolated Torque Link Spring controls corner exit traction
- Isolated Brake Bushing for improved corner entry control
- Softer Durometer Brake Bushings available to fine tune corner entry
- Brake Bushings can be stacked for additional tuning options



4500 SINGLE SHAFT

- Spring controls engine torque
- Uses 6-5/8" spring
- Brake bushing controls brake torque
- Softer durometer brake bushings available to fine tune corner entry

	4500	4715
WEIGHT	6.9#	18.5#
LENGTH	13.5"	18.5"

Both Torque Links Feature:

- Sealed bushing housings and chrome plated 3/4" diameter solid shaft for bind-free consistent performance and maximum durability.
- Use 6-5/8" x 5" OD springs (sold separately).
- Spring can be easily changed so the pit crew can tune the car to meet track conditions.
- Built-in travel indicator shows torque link travel.
- Maintenance is simple. Periodic lubrication of either bearing housing grease fitting is the only service required.

MBR TORQUE LINK SPRINGS

MBR Torque Link Springs are designed to provide dirt modified drivers with a winning advantage. The springs are manufactured using ultra high tensile wire and are guaranteed not to lose more than 2% of free height. The springs have a lifetime warranty.

101-0045 – Use in slick & moderate track conditions, especially when hard tires are used. Recommended base spring for IMCA race cars. Use in extreme slick track conditions when UMP, WISSOTA, USMTS & USRA type tires are used.

101-062 – Use in slick & moderate track conditions when UMP, WISSOTA, AMRA, USMTS & USRA type tires are used. Recommended base spring when the listed tires are used. Use in fast, heavy traction conditions when IMCA tires are used.

101-0077 – Use in moderate & fast track conditions when UMP, WISSOTA, AMRA, USMTS & USRA type tires are used. Works best with "A" straight – type drivers.

P/N	DIAMETER	HEIGHT	SPRING RATE
MBR101-0045	5.0" OD	6-5/8"	450#
MBR101-062	5.0" OD	6-5/8"	620# Dual Rate
MBR101-0077	5.0" OD	6-5/8"	750# Dual Rate



SECONDARY SPRING TORQUE LINKS



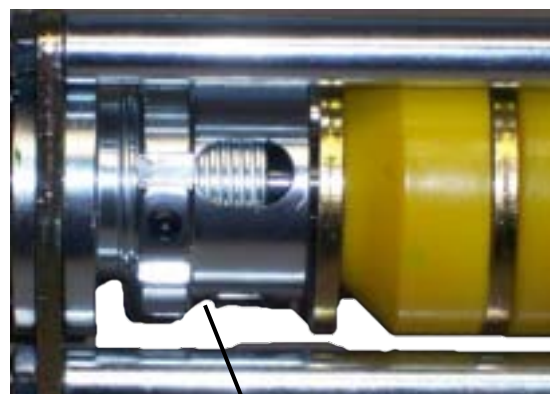
4590 Torque Link



4590XL Torque Link



4750 Torque Link



Internal Adjuster Nut allows quick adjustment of bushing engagement.



4716 Travel Indicator Rod Kit

	4750	4590	4590XL
WEIGHT	9.6	8.0	8.3
LENGTH	20.0	13.25	16.0

- Secondary Spring Torque Links provide the ultimate in tuneability. Torque links can be adjusted for changing track conditions by adjusting the engagement of the poly bushings.
- The engagement of the poly spring bushings is adjusted using the internal adjuster nut (as shown in the photo).
- Floating front spring plate allows simple preload adjustment of main spring and permits quick and easy spring changes.
- The 4590 is approximately 13.25" long and works great on cars where space is a consideration.
- The 4590XL is approximately 16.0" long and allows more main (wire) spring travel than our standard 4590 torque link. The additional travel has proven to provide superior traction.
- The 4750 is a 3 stage torque link and is very similar to the 4590XL; however, the torque link has separate traction and brake shafts. This allows the action of the brake bushing to be adjusted without affecting acceleration tuning. The 4750 is 17.50" long.
- Sealed bearing housings and chrome plated 3/4" diameter solid shaft assure bind-free consistent performance and maximum durability.
- Polyurethane brake bushing aid corner entry handling.
- Comes standard with 2 traction bushings and 1 red brake bushing.
- Two piece poly bushing design allows you to mix various hardness combinations providing additional spring rate selection and tuneability. Seven hardnesses of poly bushings are available.
- Periodic lubrication of either bearing housing grease fitting is the only service required.

TECH TIP

1050# and 1200# linear springs and 600# to 2000# progressive springs have proven to work very well in these torque links. The use of two yellow spring bushings, two purple spring bushings or a yellow/ purple combination are good starting points for spring bushing selection. Typically the adjuster nut for the spring bushings should be backed off as the track slicks up.

36 MM WIRE SPRING TORQUE LINKS

These torque links are built for use on asphalt late models, asphalt modifieds and USMTS/USRA modifieds. The torque links are designed to use 36mm ID (1.417") x 5.0" long springs. Use of the 36mm x 5.0" spring makes for a light weight, very compact, easy to package torque link. The springs have a wide range of available rates from 300# to 3,900#. Both torque links feature our high strength, chrome plated shafts and sealed bushing housings for durability.

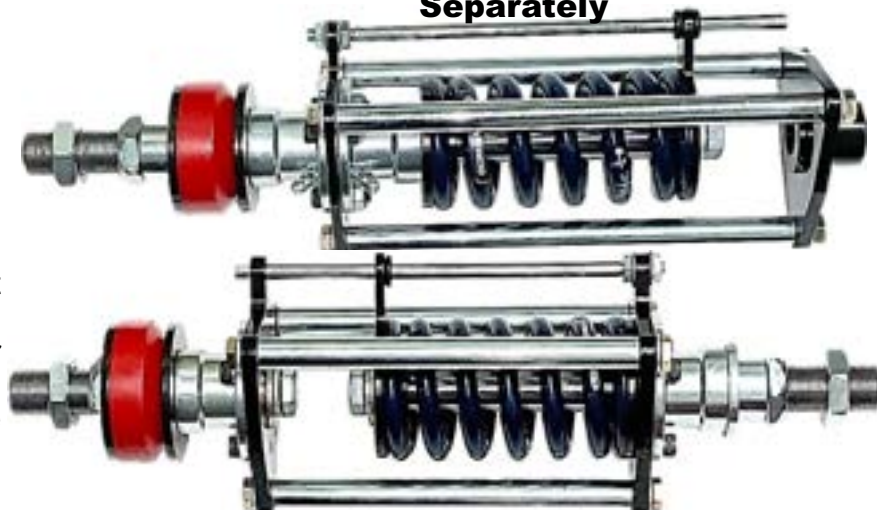
4800 Single Shaft 36mm Torque Link

- Spring controls engine torque
- Poly spring bushing controls brake torque
- Softer durometer brake bushings available to fine tune corner entry

4825 Twin Shaft 36mm Torque Link

- Isolated traction spring controls corner exit traction
- Isolated poly spring bushing for improved corner entry
- Softer durometer brake bushings available to fine tune corner entry

Springs Sold Separately



SMALL BUSHING TORQUE LINK

4780-DM



The 4780DM Small Spring Bushing Twin Shaft Torque link is designed for use in IMCA/UMP type dirt modifieds. Its compact size makes it easy to package in any chassis. The torque link has been improved by increasing the end plate bolt circle from 3.0" to 3.5" which lessens the chance of the poly spring bushings contacting the standoff rods and reduces hysteresis in the spring bushings, improving consistency. To further reduce hysteresis of the accel spring bushings the 4780-DM also features larger washers for the accel spring bushings. The larger washers reduce the possibility of the spring bushings "hanging up" on the edge of the washers.

These are the features and benefits the 4780DM offers:

- Traction bushings and brake bushing can be preloaded separately so corner entry and exit can be tuned separately
- Because of its twin shaft design, the transition from accel to decel is immediate
- Due to the 3.5" end plate bolt circle a 36MM spring and/or a combination of spring and bushings can also be installed in the torque link
- Polyurethane bushings provide a progressive consistent spring rate
- Bushings can be purchased separately and are listed separately in the catalog
- Poly bushings can be mixed and stacked to change the spring rate
- All torque links include a travel indicator to measure bushing compression
- Sealed bronze bushings and chrome plated 3/4" diameter solid shafts assure bind-free consistent performance and maximum durability.
- Periodic lubrication of either grease fitting is the only service required.

	4780-DM	4800 w/o Spring	4825 w/o Spring
Weight	8.75#	5.25	6.75
Length	18.875	15.25	17.75

PAVEMENT CAR TORQUE LINKS



4580-A Torque Link



4580 Torque Link



4780-A Twin Shaft Torque Link



7025 Torque Link



**Bobby Labonte
PSR Chassis**

These torque links are designed for use on asphalt late models and modifieds to cushion the tire contact patch under acceleration and under braking. They also allow some roll steer. Their compact size and light weight are perfect for asphalt late models and modifieds. The Small Poly Spring Torque Links use the same race winning design as our 5500 and 5600 Series Torque Links. The torque links are a great replacement for a solid 3rd link.

The 7025 Torque Link is designed to use coil springs with an ID of 1.5." Its short length makes it ideal for use in LFR and TFR cars. The 4580 uses steel components and is legal for pavement and dirt modifieds. The 4580-A and 4780-A use many weight saving aluminum components and are typically not legal for dirt modifieds. The 4780-A is a twin shaft torque link. The twin shaft design offers some important advantages: 1) Traction bushings and brake bushing can be preloaded individually so corner entry and exit can be tuned separately. 2) The transition from accel to decel is immediate.

Other features of these torque links are:

- Polyurethane bushings provide a progressive consistent spring rate.
- Bushings can be purchased separately and are listed separately in the catalog.
- Poly bushings can be mixed and stacked to change the spring rate.
- All torque links include a travel indicator to measure bushing compression.
- Sealed bronze bushings and chrome plated 3/4" diameter solid shafts assure bind-free consistent performance and maximum durability.
- Periodic lubrication of either grease fitting is the only service required.

	4580	4580-A	4780-A	7025
WEIGHT	5.85#	4.40#	5.50#	3.55#
LENGTH	14.75"	14.75"	17.25"	11.0"

LARGE DIAMETER POLY SPRING TORQUE LINK

5600 Twin Shaft Torque Link – The 5600 has been updated and now features end plates with a larger bolt circle. This reduces the chance of the poly spring bushings contacting the standoff rods, reducing hysteresis and improving consistency. To further reduce hysteresis, the diameter of the traction bushing washers has been increased. Additionally, the 5600 now includes an improved, easier to use travel indicator.



5600



5500

5500 Torque Link – This is a great torque link for any A mod; compact and easy to adjust. Comes with choice of poly spring bushings.



Travis Hansen
VanderBuilt Race Cars

P/N	DESCRIPTION	WEIGHT	HEIGHT
5500	Single Shaft Torque Link w/2 Blue Traction Bushings	9.7#	15.5"
5500-B	Single Shaft Torque Link w/out Traction Bushings	8.2#	15.5"
5500-BY	Single Shaft Torque Link w/Blue & Yellow Bushings	9.7#	15.5"
5500-YY	Single Shaft Torque Link w/2 Yellow Traction Bushings	9.7#	15.5"
5600	Twin Shaft Torque Link w/Blue & Orange Traction Bushings	11.6#	19.5"
5600-B	Twin Shaft Torque Link w/out Traction Bushings	10.0#	19.5"

- Large Diameter polyurethane bushings provide smooth spring rate progression and superior torque control. The spring bushings provide excellent forward bite under all track conditions.
- Small polyurethane brake bushing aids corner entry handling.
- All torque links come standard with 1 red (hard) brake bushing.
- Two piece poly spring design allows you to mix various hardness combinations providing the ultimate in spring rate selection and tuneability.
- All poly spring torque links have heavy duty standoff rods for durability.
- 5600 Twin Shaft design provides several advantages. Corner exit and entry can be tuned separately. Brake bushing can be stacked and works sooner because it's not preloaded from engine bushing preload. Car turns better and comes off the bars smoother because there is less wrap-up.
- Sealed bearing housings and chrome plated 3/4" diameter solid shaft assure bind-free consistent performance and maximum durability.
- Built-in travel indicator shows axle movement in both directions.
- Periodic lubrication of either bearing housing grease fitting is the only service required.

TECH TIP

As a general rule poly spring bushings should only be compressed about 1/3 of their static height. Compressing poly bushings more than this may improve your car's traction but will decrease bushing life. For a 2-bushing pull rod 1-1/2" of bushing compression normally provides good traction and good bushing life.

STACKABLE BUSHING TORQUE LINK

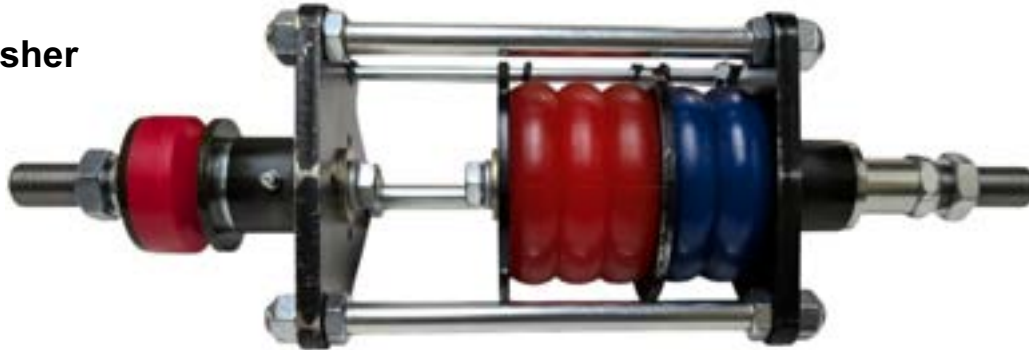


5709
Tabbed Washer

Available
Early 2025



5550
Single Shaft
Torque Link



5575
Twin Shaft
Torque Link

We have redesigned and improved our 5550 and 5575 pull bars for 2025. The bull bars now have a larger diameter bolt circle and larger diameter washers to reduce hysteresis of the poly bushings. The pull bars also now use Right Foot's propriety low friction shaft bushing(s) to improve pull bar action. The low friction shaft bushings combined with chrome plated high strength steel shafts make for a very free moving pull bar.

The individual stackable bushing design of these pull bars provides a number of very important advantages:

- Poly bushings are available in single bushing, double bushing and triple bushing configurations and in multiple durometers. Spring bushings can be stacked in various combinations which lets the racer fine tune the spring rate and spring rate progression of the bushing stack to maximize forward friction.
- A travel indicator washer is provided for each spring bushing. This makes it easy to calculate the dynamic spring rate of each bushing.
- Because the bushings are available individually the purchase cost of the bushings is lower than bushings in which a hard and soft bushing are molded together.
- A soft bushing will typically wear out before a hard bushing. When this happens the racer only has to change out the soft bushing without replacing the hard bushing, again saving money. A wide range of bushings is available and can be found on page 24.

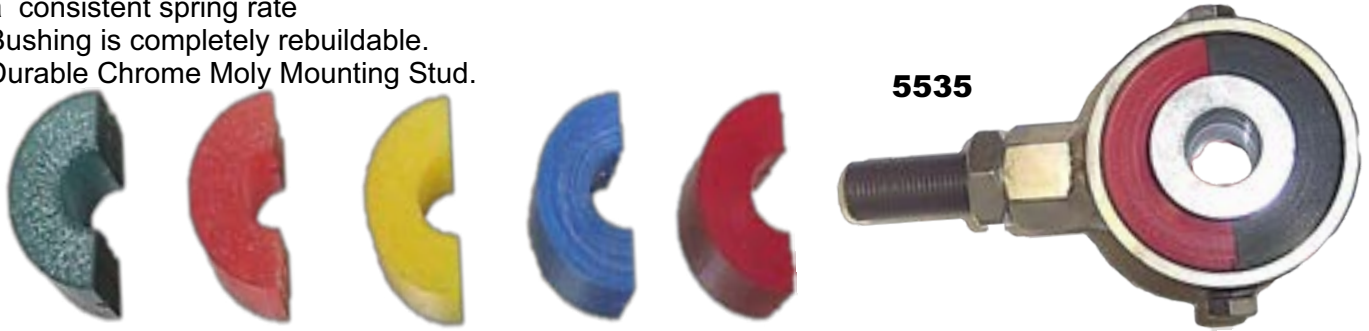
The 5575 Twin Shaft Pull Bar has several advantages when compared to single shaft pull bars. Corner entry and exit can be tuned separately by preloading the bushings. The brake bushing works sooner because it's not preloaded from engine bushing preload. The car turns better and gets on the bars sooner because there is less wrap-up.

Both the 5550 and 5575 pull bars come standard with orange 55 durometer (soft) triple bushing and a blue 80 durometer (hard) double bushing. Other bushings can be substituted at the time of order. With the addition of a longer accel shaft a single bushing can be added to either pull bar to soften the overall spring rate. Additionally Right Foot's 5508 Series tapered bushings can be used in either pull bar. The pull bars can also be ordered without poly spring bushings.

PART #	DESCRIPTION	LENGTH	WEIGHT
5550	Torque Link Loaded w/Traction Bushings	13.0"	9.5#
5550-B	Torque Link w/out Traction Bushings	13.0"	8.25#
5575	Twin Shaft Torque Link w/Traction Bushings	16.75"	10.85#
5575-B	Twin Shaft Torque Link w/out Traction Bushings	16.75"	9.65#

5535 THIRD LINK BUSHING

- Third Link Bushing meets WISSOTA dimension requirements.
- Unit comes with a 70 durometer traction poly and a 90 durometer brake poly.
- Poly Bushing Halves are made from highest quality polyurethane material to eliminate porosity and maintain a consistent spring rate
- Bushing is completely rebuildable.
- Durable Chrome Moly Mounting Stud.



5525G	50 Durometer Green Bushing Half	5525B	80 Durometer Blue Bushing Half
5525O	60 Durometer Orange Bushing Half	5525R	90 Durometer Red Bushing Half
5525Y	70 Durometer Yellow Bushing Half	5532	3/4-16 Chrome Moly Stud

9100 & 9110 TRAILING ARM & TRAILING ARM BUSHINGS



- 9110 Trailing Arm is built to fit a 1978-1988 GM metric chassis and is the stock center to center dimension.
- The Trailing Arm fits Right Foot 9102 Series Poly Bushings which allows you to adjust the bushing durometer to track conditions.
- Trailing Arms and Bushings are sold separately. Two 9101 Spacers included with each trailing arm.
- Trailing Arm is fabricated from 1018 steel and is strong but lightweight.
- Standard GM or aftermarket bushings will not fit.



- Trailing Arm Bushings are designed to allow rear steer under acceleration and braking.
- Availability of softer and harder poly bushing inserts let the racer adjust rear steer to meet track conditions.
- Rear steer can also be adjusted by using one or two bushings in a trailing arm.
- Bushings fit popular GM "small metric" chassis trailing arm links.
- Poly Bushing Inserts are made from highest quality polyurethane material to eliminate porosity and maintain a consistent spring rate.

9100-40	Housing w/40 Durometer Bushing	9102-40	40 Durometer Soft Bushing Insert
9100-50	Housing w/50 Durometer Bushing	9102-50	50 Durometer Green Bushing Insert
9100-60	Housing w/60 Durometer Bushing	9102-60	60 Durometer Medium Natural Bushing Insert
9100-70	Housing w/70 Durometer Bushing	9102-70	70 Durometer Yellow Bushing Insert
9100-80	Housing w/80 Durometer Bushing	9102-80	80 Durometer Hard Red Bushing Insert
9101	Spacer	9110	GM Metric Trailing Arm

TRACKING CONTROLLERS

Tracking Controllers are used to control rear axle movement. All of our controllers use rugged sealed bearing housings and a chrome plated shaft to assure bind-free consistent performance. Eight durometers of specially developed poly bushings are available to allow axle movement and tune car to track conditions.



**4685 &
4685L**

Now Available with 3/4-16 Female
Left Hand Threads



**4685-3R &
4685L-3R**

One-Way Trackers

- Installs in right rear radius rod to steer axle forward under acceleration for increased traction and tighter corner exit.
- Can also be used on dirt car 4 link suspension.
- Poly bushings are compressed under acceleration as pushing force is applied to tracker.
- Anodized aluminum housing is rigid yet light weight.
- Comes equipped with red (hard) bushings.
- Features built-in travel limiters providing more consistency on long runs.
- Easy to read travel indicator for precise tuning.
- Travel can be fine-tuned without changing wheelbase by changing bushing preload and bushing/spacer combinations.

4599/4599L Two-Way Rear Axle Tracking Controller

- Steers right rear ahead under acceleration for increased forward traction and tighter corner exit.
- Steers right rear back on deceleration to help steer car through the corner. Reduces steering angle required.
- Accel and decel travel are individually tunable.
- Travel indicators show axle movement in both directions.
- 4599 and 4599L come standard with bushings as shown in photos to the right.
- Poly bushing rates can be mixed to maximize tuneability.
- 4599L includes travel limiter to improve consistency on long runs.
- A detailed tuning sheet is available on our website.



4599



4599L

4548/4548-HR Tracking Controller Tuning Kit



4548



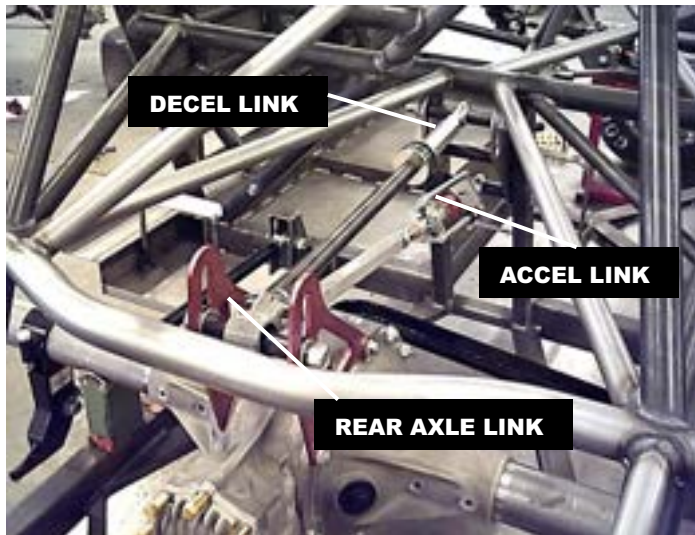
**Matt Hirschman
Troyer/TFR Chassis**

The Two-Way Tracking Controller Tuning Kit lets the racer use a softer accel bushing to improve corner exit but limit accel bushing compression. This makes the car more consistent on long runs. The tuning kit includes everything a racer needs to get the most out of the tracker. The kit includes:

- Travel limiter to adjust accel bushing compression.
- Soft (yellow) and medium (blue) durometer poly bushings to change bushing spring rate.
- Spacer to limit travel (used to remove and replace a poly bushing).

	4685	4685-3R	4599	4599L
WEIGHT	2.45#	2.80#	5.65#	6.0#
LENGTH	9.50"	10.75"	14.50"	14.5"

4600 ACCEL/DECEL SYSTEM



The Accel/Decel System (AC/DC System) isolates deceleration and acceleration forces through the use of two separate link rods. The Accel (lower) Link is loaded (pulling force applied) while the car is accelerating. The Decel (upper) Link is loaded (pushing force applied) while the car is braking and decelerating. The operating angles of the link rods are individually adjustable. This permits the racer to tune the forward traction and corner exit characteristics separately from the deceleration characteristics. Additional adjustment is available by adjusting the system preload or by changing the durometer of the poly bushings. The System can be mounted above the rear end by using a Swivel Link or the Links can be separated by mounting the Accel Link on the left axle tube. This system has provided a winning advantage to racers across the country.



7020/3 Coil Spring Accel Link



7050 Poly Spring Accel Link



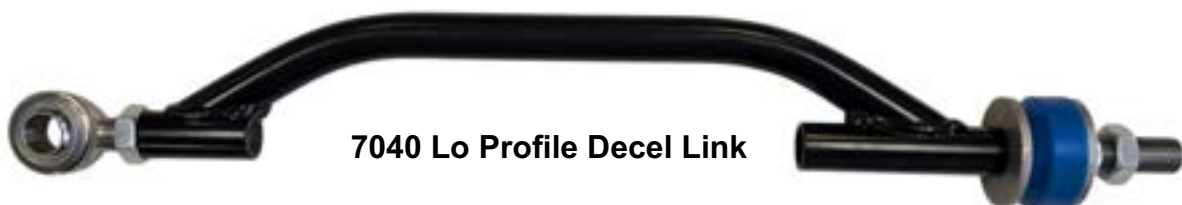
4611 Accel/Decel Torque Link



4640 Axel Tube
Clamp On Bracket

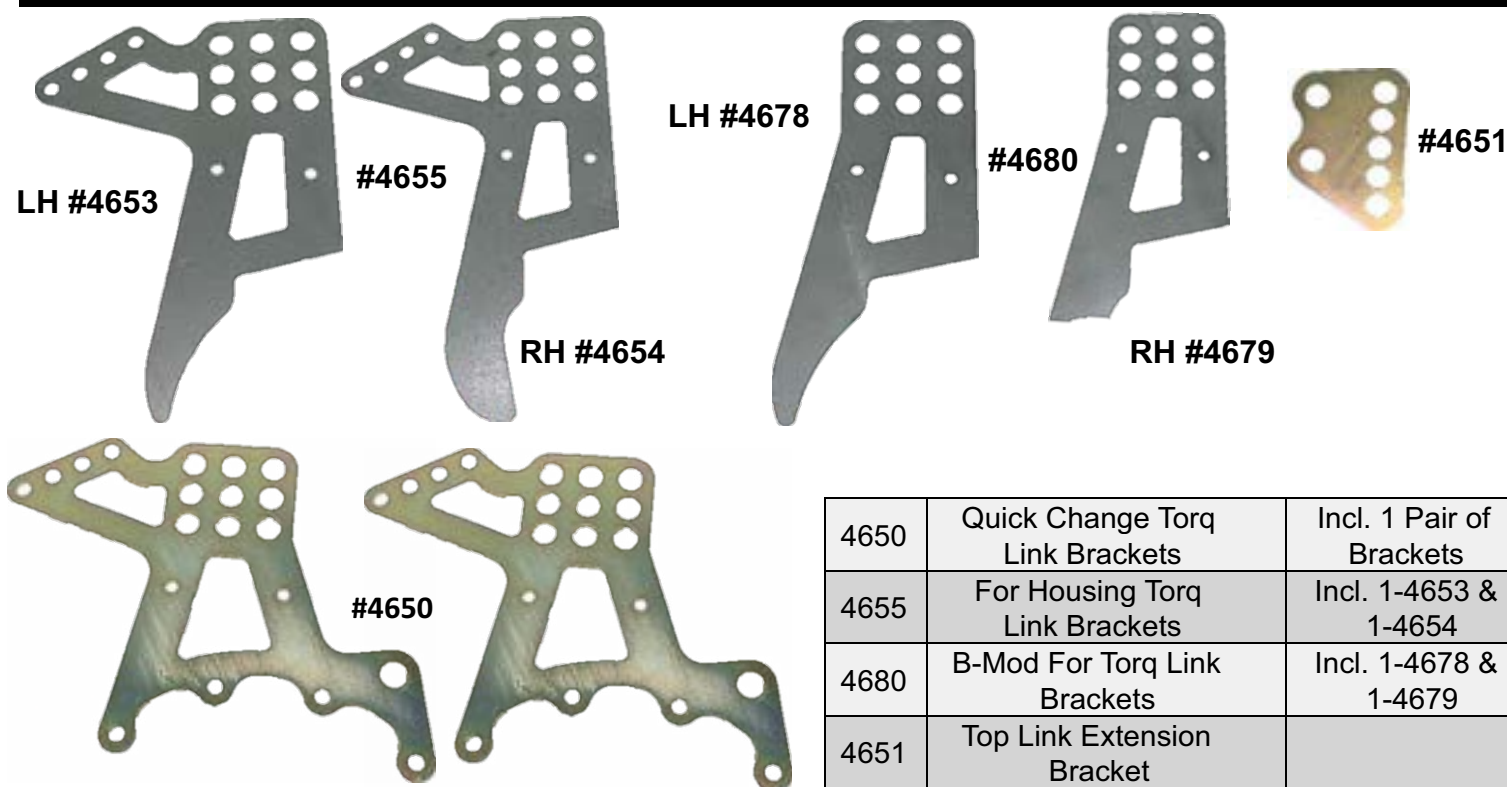


4606A Swivel Link



7040 Lo Profile Decel Link

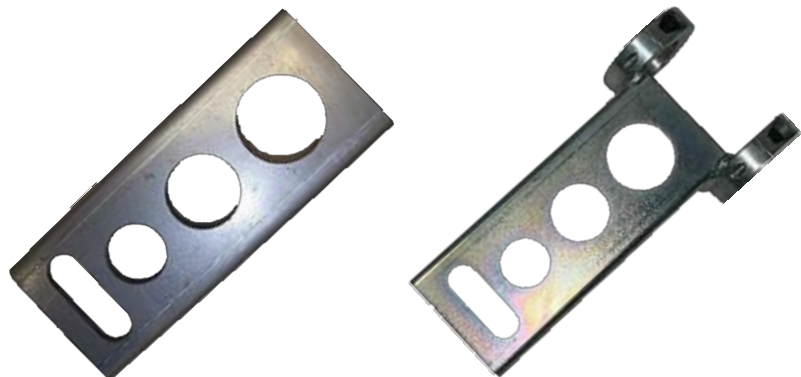
TORQUE LINK MOUNTING BRACKETS



These brackets are the "Hot Set Up". At -7 degrees of pinion angle, the forward hole on the bracket mounts the torque link 4" in front of and 12" above the rear end centerline. As the pinion moves up the torque link angle is maintained, improving forward bite. Some of the design features are:

- 4650 Bracket sets are designed to fit quick change rear ends.
- 4655 and 4680 Bracket sets are designed to weld to 9" Ford type housings.
- Due to variations in Ford type housings some trimming of brackets may be needed.
- All brackets have multiple holes for torque link mounting and two 3/8" holes for stiffener tubes.
- Bracket sets 4650 and 4655 have multiple mounting holes for a 9010 shock.
- 4680 Bracket sets are designed for Sport and B Mods with the 9010 mounting holes deleted.
- All Brackets are laser-cut from 7 gage steel for strength.
- 4650 Brackets are zinc plated to provide a durable finish. 4655 and 4680 Brackets are mill finish.

STEERING COLUMN MOUNTS



7006	Weld-On, 7-1/2" L	7005-150	1-1/2" Clamp-On, 7-1/2" L
7005-125	1-1/4" Clamp-On, 7-1/2" L	7005-175	1-3/4" Clamp-On, 7-1/2" L

- Right Foot is now offering clamp on and weld on steering column mounts.
- Clamp On Mounts are great for dirt cars because they can easily be positioned on the dash bar, even if the left bay bar connects to the dash bar in the column mount area.
- Column Mounts are designed to prevent flex in the rod end mounting slot.
- Clamp-On Mounts are zinc plated. Weld-On Mounts are mill finish.

SUSPENSION LIMITERS & WEIGHT JACKS



6027 – Limiter w/
3/8" Clevis,
2 Bushings and 6"
Jack Screw



6027-S – Limiter
w/ 3/8" Clevis,
2 Bushings and
1/2" hole



6027-P – Limiter
w/ 3/8" Clevis
and 2 Purple
(soft) Bushings



6047 – Limiter
w/ 3/8" Clevis,
1" Puck and 1/2"
hole



3118 – Swivel
Weight Jack w/
6" Jack Screw



3061 - Rear
Jack Screw Nut



3090 – Weight
Jack 4.0"



3089 – Weight
Jack 6.0"



3091 – Weight
Jack 8.0"



6089 – Chain
Hanger w/
Rotating Clevis
& 6" Jack Screw



2140 –
Bearing
Chain Mount



2140-D –
Double Bearing
Chain Mount



6089-S – Clevis
w/ out Jack
Screw



6085 –
Clevis, 1/2"
Fabricated

- Suspension Limiters are used on the LR and RR to limit "hike up" and control roll steer. They are also used on lift bars to control the lift bar on decel.
- Limiters with poly bushings will reduce tire unloading when suspension tops out.
- Clevis are provided for simple attachment to a chain or cable.
- Weight Jacks have a wider clevis and can be used to mount shock absorbers or coil over eliminators.
- Limiters with poly bushings are NOT IMCA Legal. Use 6089 Clevis with Jack Screw.

MODULAR UPPER CONTROL ARMS

- One piece U-tube with outboard mounted ball joint provides maximum spring and shock clearance
- Cross shafts fit 6" on center mounts, can also be straddle mounted
- Smooth "bind free" operation
- Lengths from 8.0" to 12.5"
- Centered .625" or 1.25" ball joint offsets available
- Straight 10, 20, 25 or 35 degree ball joint angles
- Accepts Howe, QA1 and Coleman screw-in ball joints
- Built with 11 GA DOM tubing to resist deflection
- Racer rebuildable, all parts available separately



DJ Shaw - Dale Shaw Race Cars

Custom Lengths, Offsets and Ball Joint Angles Available - Specify Angle and Offset Required



9701-S Slotted Alum Cross Shaft



9935 Steel Cross Shaft



9936 Key Set

Dirt Modified Upper Control Arm

- Solid Aluminum Cross Shaft
- Optional Slotted Aluminum I-Beam
- Cross Shaft
- Uses Economy Rod End Bearings for bind-free operation and approximately .75" adjustment
- 8.75" between legs

P/N	DESCRIPTION
9700-80	8.0" A-Frame
9700-85	8.5" A-Frame
9700-90	9.0" A-Frame
9700-95	9.5" A-Frame
9700-100	10.0" A-Frame
9700-105	10.5" A-Frame
9700-110	11.0" A-Frame
9700-115	11.5" A-Frame
9700-120	12.0" A-Frame

Late Model Upper Control Arm

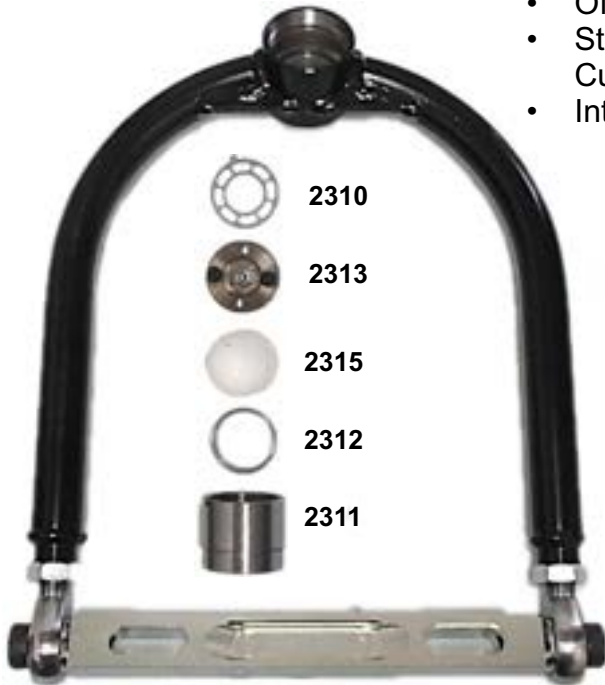
- Slotted Steel Cross Shaft for caster adjustment
- Optional 9-Piece Key Set for locking caster adjustment
- Rod End Bearings provide bind-free operation & approx. .75" adjustment
- 8.75" between legs

P/N	DESCRIPTION
9900-85	8.5" A-Frame
9900-90	9.0" A-Frame
9900-95	9.5" A-Frame
9900-100	10.0" A-Frame
9900-105	10.5" A-Frame
9900-110	11.0" A-Frame
9900-115	11.5" A-Frame
9900-120	12.0" A-Frame
9900-125	12.5" A-Frame

INTEGRAL UPPER CONTROL ARM

These upper control arms feature integral ball joint housings. This results in a lighter control arm with more coil over clearance and increased ball/stud articulation. The control arms have all of our standard features as described on Page 38.

- Available in lengths of 8.0" to 12.5".
- Offsets available from centered to 1.25".
- Standard ball joint angles of 0, 10, 20 and 25 degrees. Custom angles available to 35 degrees.
- Integral housing fits Right Foot and Howe Ball Studs.



9725-80	8.0" Upper Control Arm
9725-85	8.5" Upper Control Arm
9725-90	9.0" Upper Control Arm
9725-95	9.5" Upper Control Arm
9725-100	10.0" Upper Control Arm
9725-105	10.5" Upper Control Arm
9725-110	11.0" Upper Control Arm
9725-115	11.5" Upper Control Arm
9725-120	12.0" Upper Control Arm
9725-125	12.5" Upper Control Arm

BUMP STICK LOWER CONTROL ARMS



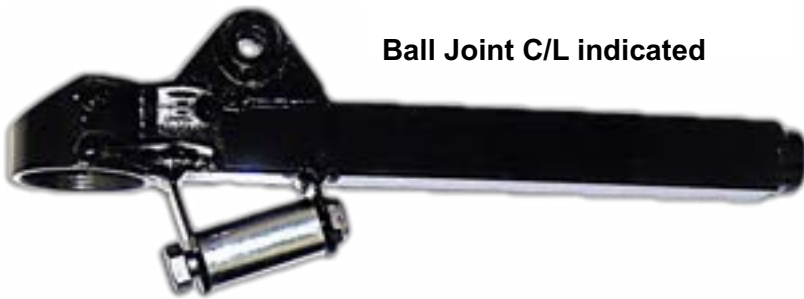
- Bump Stick Lower Control Arms are designed for use with our P/N 6055 Bump Sticks.
- Bump Stick and Coil Over are mounted in line. This provides the same motion ratio which simplifies load number calculations.
- Bump Stick and Coil Over are mounted at the vertical center line of the tube which simplifies motion ratio calculations.
- Lower Control Arms have the same features as our Single Drop Lower Control Arms found on Page 40.
- Control Arms include a steel strut with a 3/4"-16 RH male thread. Aluminum hex tube & rod ends required.

13.5"	9998-135-BS	15.5"	9999-155-BS
14.0"	9998-140-BS	16.0"	9999-160-BS
14.5"	9998-145-BS	16.5"	9999-165-BS
15.0"	9998-150-BS	17.0"	9999-170-BS
15.5"	9998-155-BS	17.5"	9999-175-BS
16.0"	9998-160-BS	18.0"	9999-180-BS
16.5"	9998-165-BS	18.5"	9999-185-BS

LOWER CONTROL ARMS

- Control arms fabricated with 1.25" sq. tube and weld in 3/4-16 rod end spud to eliminate stress risers and cracking.
- Spot drilled ball joint boss defines ball joint centerline. Ball joint centerline is in line with control arm tube centerline. Makes verifying front end geometry accuracy much easier.
- Ball joint boss is threaded for Howe #22410 ball joint.
- Rugged double shear strut rod attaching brackets will withstand bump stop "spike loads". Dropped Shock Mount provides some unique competitive advantages.
- Dropped design provides more room for shock travel when running bump stops.
- Coil over is mounted in line with ball joint centerline so the coil over moves at the same angle as the ball joint providing a more linear spring rate.
- Double shock mount lets racer move shock and change its motion ratio and the spring rate the car feels.

All lower control arm lengths are based on the measurement taken from the centerline of the ball joint to the centerline of the 3/4" rod end.



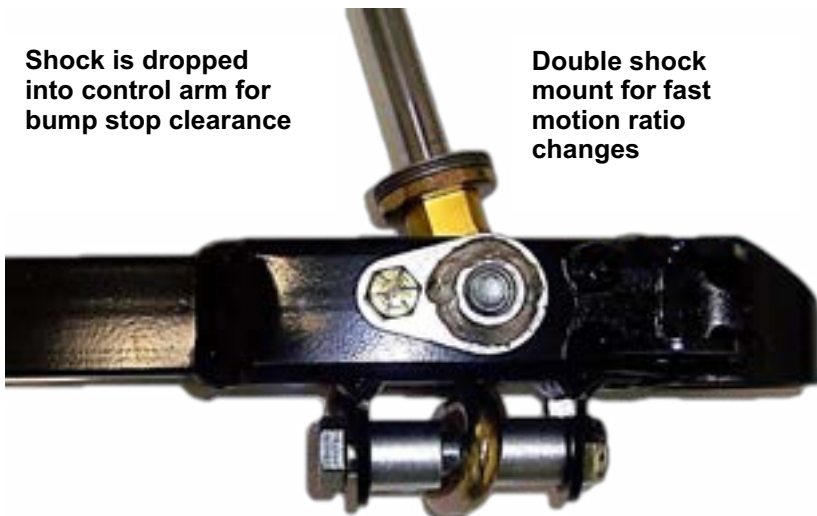
Ball Joint C/L indicated



Roller is angled so sway bar rides squarely on arm when front end drops



Aurora & Economy rod ends sold separately



Shock is dropped into control arm for bump stop clearance

Double shock mount for fast motion ratio changes

Single Shock Mount

LEFT	PART #	RIGHT	PART #
13.5"	9945-135	15.5"	9947-155
14.0"	9945-140	16.0"	9947-160
14.5"	9945-145	16.5"	9947-165
15.0"	9945-150	17.0"	9947-170
15.5"	9945-155	17.5"	9947-175
16.0"	9945-160	18.0"	9947-180
16.5"	9945-165	18.5"	9947-185

Double Drop Shock Mount

13.5"	9990-135	15.5"	9995-155
14.0"	9990-140	16.0"	9995-160
14.5"	9990-145	16.5"	9995-165
15.0"	9990-150	17.0"	9995-170
15.5"	9990-155	17.5"	9995-175
16.0"	9990-160	18.0"	9995-180
16.5"	9990-165	18.5"	9995-185

Single Drop Shock Mount

13.5"	9998-135	15.5"	9999-155
14.0"	9998-140	16.0"	9999-160
14.5"	9998-145	16.5"	9999-165
15.0"	9998-150	17.0"	9999-170
15.5"	9998-155	17.5"	9999-175
16.0"	9998-160	18.0"	9999-180
16.5"	9998-165	18.5"	9999-185

CHASSIS & FAB PARTS



**3058 - Screw
Jack Weld Nut**



**3092 - Spring
Bucket Plate**



**9726 - Large
Ball Joint Plate**



**9727 - Small
Ball Joint Plate**



**9943 - Strut Tube
Mounting Tab, .5" ID**



**RCR18 - Halo
Mount 1**



**9922 - Upper Control
Arm Howe Screw-In
Ball Joint Socket**



**9939 - Lower Control
Arm Howe Screw-In
Ball Joint Socket**



**9933 - Weld Spud,
.76 OD, .625-18
Thread, Fits 11 GA
Round**



**9940 - Weld Spud,
1.01 OD, .75-16
Thread, Fits 1.25
SQ 13 GA**



**9839 - .5"-13
Weld Nut**



**RCR0953 - 1.625"
Tube Cap w/ Hole**



**RCR0954 - 1.640"
Rd Tube Cap**



**RCR0956 - Tube
Cap, 1.350" OD**



**RCR0957 - Tube Cap,
1.375" w/ .5" Hole**



**9972 - Tabbed Tube
Cap, 1.75" Diameter**



**RCR0950 - 1.875"
Square Tube Cap**



**RCR0951 - 2.875"
x 1.875" Tube Cap**



**RCR0955 - 1.65"
Square Tube Cap**



**3064 - Coil over
Shock Mount**



**9837 - Radius Rod
Plate, 27" C/L**



**RCR13 -
Rack Plate**



**AC0020 - Jack Screw
Weld Socket, 1.0" - 8
Int Thread, 2.0"**



**AC0021 - Jack Screw
Weld Socket, 1-1/8" -12
Int Thread, 2.0"**



**RCR0952 -
Gusset, Control
Arm Mount**



**RCR5 - Upper
Control Arm
Mount**



**7006 - Steering
Column Mount**

SHOCK ABSORBER SERVICES

- **Digital Spring Rating**
- **Dyno Testing of All Brands of Shocks on Our CTW Dyno**
- **Rebuild & Custom Revalving of AFCO, Advanced, Genesis, Integra, MBR, Penske, PRO & QA1 Shocks**
- **Large Inventory of Repair Parts, Shocks & Springs in Stock**
- **Quality Confidential Service**



QA1

PENSKE
RACING SHOCKS



Reagan May - Mad Man Chassis

Phone: (920) 832-2322

Web: rightfootperformance.com

Email: rightfootpp@gmail.com

TABLE OF CONTENTS

PAGE	COMPONENT	PAGE	COMPONENT
1	Free Wheeler and Spindle Nuts	21	Poly Bump Stop Pucks
2	Ball Joint Components	22	RSW Bump Stops & Packer Shims
3	Ball Joint Components cont.	23	Progressive Bump Stops
4	Modular Bird Cages	24	Polyurethane Bushings
5	Bird Cages, Brake Floaters, & Brake Caliper Bracket	25	Stackable Poly Traction Bushings
6	Bird Cage Parts	26	Wire Spring Torque Links
7	Two Link Suspension Brackets & Trailing Arm Mounts	27	Secondary Spring Torque Links
8	B Mod Suspension Brackets	28	36MM Wire Spring Torque Links
9	Rear Suspension Components & Axle Spacers	29	Pavement Car Torque Links
10	Sway Bar Adjusters	30	Large Diameter Poly Spring Torque Links
11	Lock Up Kits & Splined Adapters	31	Stackable Bushing Torque Link
12	Sway Bar Arms	32	5535 Third Link Bushing & 9100/9110 Trailing Arms
13	Sway Bar Components	33	Tracking Controllers
14	Fabricated Splined Sway Bars	34	AC/DC System
15	Coil Over Height Adjusters & Panhard Bars	35	Torque Link Mounting Brackets & Steering Column Mounts
16	Panhard Bars & Pinion Mounts	36	Suspension Limiters & Weight Jacks
17	Swivlers & Jack Screws	37	Modular Upper Control Arms
18	Sliders	38	Integral Upper Control Arms & Bump Stick Lower Control Arms
19	Quick Sticks	39	Lower Control Arms
20	Bump Stop Kits	40	Chassis & Fab Parts





ORDERING TERMS & CONDITIONS

ORDER PLACEMENT

Our staff is available from 8:00 AM to 5:00 PM (CST) Monday thru Thursday and from 8:00 AM to 4:00 PM on Friday. Orders can be emailed to rightfootpp@gmail.com twenty four hours a day, seven days a week. We strive to ship small quantity orders on the same day or next day basis. Larger quantity orders may take longer to ship. When ordering please provide complete part numbers and descriptions of the parts needed. Also provide your name, address and phone number for shipping purposes. Note: we cannot ship to a Post Office Box.

SPECIAL ORDERS

Please consult our staff if you have a requirement for specialized parts. When requesting special parts please have dimensions or a sketch available. Special orders may not be cancelled once the order is placed.

BACKORDERS

We try to avoid backorders however they occasionally occur. We will inform you of any delays or backorders and the expected shipping date.

TERMS

All accounts are C.O.D, Certified Check, or Credit Card (Master Card, Visa or Discover) until proper credit information has been provided, verified and approved to accept personal checks or be open account. Any check returned for insufficient funds will be charged a \$25.00 service fee and the account will be returned to C.O.D., Certified Check, or Credit Card. If an "Open Account" customer is consistently late with payment the account will be returned to C.O.D. status.

SHIPPING

Orders are typically shipped by UPS ground or Spee-Dee with shipping costs charged to the parts invoice. Expedited shipment by UPS is available upon request.

RETURNS

Please call ahead for a Returned Goods Authorization (RGA) Number before returning any part for credit, exchange or refund. All returns must be accompanied by a copy of the original invoice. Returns must be shipped pre-paid and may be subject to a 15% restocking charge. No returns after 30 days. Special orders are not returnable. No credits, exchanges or refunds will be provided for parts that have been altered, painted or changed in any way.

WARRANTY

There is no warranty, guarantee, or liability either expressed or implied, written or oral, applicable to Right Foot Performance Products, Inc. The User assumes all responsibility and liability arising from malfunction, damage or misuse. ***Right Foot Performance Products are for racing purposes only!***

1005 S. Lynndale Drive, Appleton, WI 54914

Phone: (920) 832-2322

Web: rightfootperformance.com

Email: rightfootpp@gmail.com

