BALL JOINT COMPONENTS

Fits Howe & Coleman Housings

2302 SLEEVE

2301 NUT

<u>2300 SPINDLE SAVER</u> – 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

NEW FOR 2022 – ADJUSTABLE LOWER BALL JOINTS

STUDS

BALL

<u>ADJUSTABLE HEIGHT BALL JOINT COMPONENTS</u> – 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 and 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 (Page 36). 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 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/N's 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"
	UPPER & LOWER BALL JOINT- K6145 – 77-89 GM Big Metric & 73-88 Small Metric	
	Use as Upper Ball Joint With Long Studs & P/N 2300 Spindle Saver is not legal	
2331	1.436" OD Ball for .828-32 Stud. Fits P/N's 2332, 33 & 34	
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"

INTEGRAL BALL JOINT HOUSING

Our new Integral Ball Joint Housings are available in kit form, built into complete upper control arms (see Page 36) and as individual repair parts. The Integral housing replaces the ball joint ring and separate ball joint housing found in conventional upper control arms. This design saves weight, provides more spring clearance and reduces cost. Right Foot adjustable ball/ studs and standard Howe ball/studs can be used in the Integral housing. Our unique design provides a number of advantages when compared to other Integral ball joint housings.

- The ball race is separate from the housing and the dimensions of the race are not affected when the housing is welded into the control arm.
- The housing provides more articulation of the ball/stud than conventional housings.
- The design of the adjustment lock ring provides infinite adjustment of the ball/stud preload.
- Preload of the ball/stud is not affected when the lock ring screws are tightened.
- The ball/stud preload can be adjusted without removing the grease zerk.

2320	Housing Kit	2312	Ball Race
2310	Adj. Nut Washer	2313	Adjuster Nut
2311	Housing	2315	Ball Socket

TECH TIP - Welding on the housing will distort the threads of the housing. It is advisable to have a 1.75"-20 tap available to clean up the housing threads after welding.


2310


2313


2315


2312


2311

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.

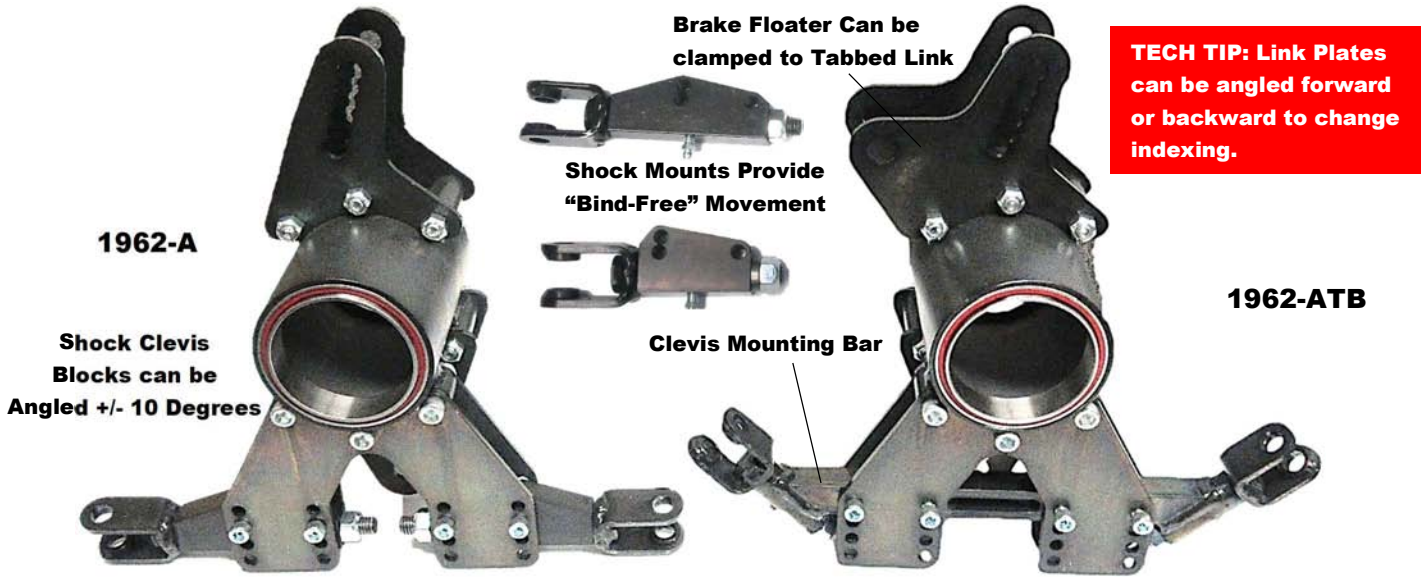
TECH TIP

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

MODULAR BIRD CAGES



TECH TIP: Link Plates can be angled forward or backward to change indexing.

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.

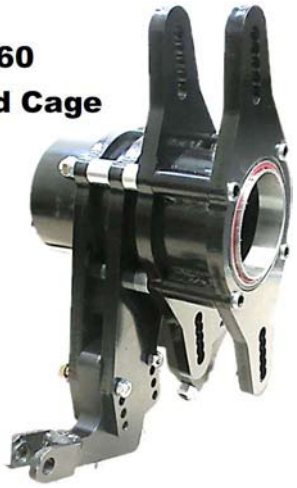
- **Available with 3-5/8", 5-1/8" & 6.0" Wide Bearing Tubes. Custom Tube Lengths Available.**
- **Proprietary Machining Process of Bearing Tube Bores insures Perfect Alignment of Bearings for Bind Free Rotation.**
- **Link Plates & Clevis Mounting Plates in Double Shear for Strength & Rigidity.**
- **Straight 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 5.25" (approx.) above & below Rear End Centerline.**
- **Multiple Shock Mounting Options Are Available: Clevis Mounting Blocks or a Clevis Mounting Bar with a Pair of Clevis'. 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 3.008" Sealed Roller Bearings for Bind-Free Performance, Link Bushings & Clamp Rings.**
- **Completely Racer Rebuild able if wrecked or damaged. All parts bolt on for easy repair.**

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
1961-AT	ANGLED LINK HOLED W/TAB	SINGLE	CLEVIS BLOCK
1962-1	STRAIGHT LINK HOLES	DOUBLE	CLEVIS BLOCKS
1962-1T	STRAIGHT LINK HOLES W/TAB	DOUBLE	CLEVIS BLOCKS
1962-1TB	STRAIGHT LINK HOLES W/TAB	DOUBLE	CROSSBAR
1962-A	ANGLED LINK HOLES	DOUBLE	CLEVIS BLOCKS
1962-AT	ANGLED LINK HOLES W/TAB	DOUBLE	CLEVIS BLOCKS
1962-ATB	ANGLED LINK HOLES W/TAB & CROSSBAR	DOUBLE	CROSSBAR

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.

2160
HD Bird Cage



Josh Harris – MBR Chassis

HEAVY LR BIRD CAGES

Do you need more left rear bite? We can help. Our modular "stock appearing" heavy bird cages are as much as 3 times heavier than standard bird cages. The bird cage in the photo weighs 30 lbs. The bird cages are available in a variety of tube lengths with straight and angled link plates and a variety of shock clevis mounting blocks. Our modular design makes it easy to custom build bird cages to a customer's request. Heavy weight bird cages have also been successfully used to add bite to the right rear. Give us a call if your car needs more bite.

Custom Bird Cages Available

MODULAR BRAKE FLOATERS

2175

- Rugged1/4" thick caliper bracket plate fits small GM metric caliper.
- Sealed ball bearing 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 on & can be clocked in 22.5 degree Increments.
- Modular construction, completely rebuild able 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.

CLAMP-ON BRAKE CALIPER BRACKETS

2190

- Caliper bracket plate fits small GM metric caliper.
- Clamp-On Caliper Bracket fits 3.0" Axle Tube.
- Caliper plate is 1/4" thick to resist bending.

2190HD

- 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.

BIRD CAGE PARTS

Link plates can be mounted on top or bottom and/or front to back to change indexing.

2103	LINK PLATE, SINGLE ROW, ANGLED HOLES	2185-55	BILLET SHOCK CLEVIS, 5.50” STUD
2104	LINK PLATE, SINGLE ROW, STRAIGHT HOLES	2111	DOUBLE SHOCK MOUNT CROSSBAR
2106	ADJUSTABLE CLEVIS MOUNTING BLOCK	2118	BEARING, 3.008 ID
2106-90	EXTRA DROP CLEVIS BLOCK, 2.0” DROP	1903	LINK PLATE, ANGLED HOLES
2106-MB	CLEVIS BLOCK, 2-5/8” L	1903-T	LINK PLATE W/ TAB, ANGLED HOLES
2107	SHOCK MOUNT PLATE, DOUBLE	1903-2 NEW	LINK PLATE W/ 2 ANGLED HOLES
2107-1	SHOCK MOUNT PLATE, SINGLE	1904	LINK PLATE, STRAIGHT HOLES
2110	SHOCK MOUNTING CLEVIS	1904-T	LINK PLATE W/ TAB, STRAIGHT HOLES
2110-2	SHOCK MOUNTING CLEVIS, SHORT	1904-2 NEW	LINK PLATE W/ 2 STRAIGHT HOLES
2110-MB	CLEVIS, FIT 2106-MB CLEVIS BLOCK	1904-3 NEW	LINK PLATE W/ 3 STRAIGHT HOLES
2185-275	BILLET SHOCK CLEVIS, 2.75” STUD	1907	DOUBLE SHOCK MOUNT PLATE
2185-40	BILLET SHOCK CLEVIS, 4.00” STUD	1907-1	SINGLE SHOCK MOUNT PLATE

SPORT MOD & STOCK CAR REAR SUSPENSION COMPONENTS

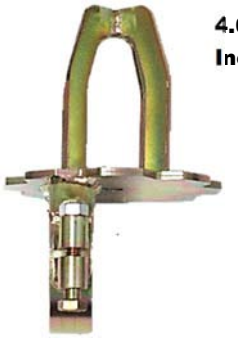
3110-XL – Clamp on Extended Spring Seat – Meets IMCA spring height rule. Spring guide is 4.0" tall to help retain LR spring when "hiked up".

Reagan May – Mad Man Chassis

3110 – Clamp on Spring Cup

3115 – Upper Spring Cup

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.

3130-HD – Heavy Duty Clamp on spring cup. Clamp ring matches 3135 so rear spring can be mounted centered or 2" to the front or rear. Powder coated black

3135 – Clamp on Offset Spring Cup - Can be offset to front or rear. Offset meets IMCA spec. Powder coated black.

AXLE TUBE SPACERS & LOCK RINGS

2197	5/16" W, AXLE 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

TWO LINK SUSPENSION BRACKETS

3200 Single Shock Mount Bracket

3205 Double Shock Mount Bracket

3207 Replacement

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 rebuild able if damaged in a wreck.

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 MOUNTS

2240

2265

- Bracket P/N 2240 has 5 link adjustment holes at 1/2" increments and a front center pull hole to improve forward bite. Link holes range from 3-5/8" to 5-5/8" below the axle centerline.
- Bracket P/N 2265 has 4 link holes from 4-7/8" to 6-3/4" below the axle centerline.
- Clamp rings on both trailing arm brackets are made from 5/16" DOM tube to eliminate cracking of clamp ring.
- Modular construction, completely rebuild- able in the event of damage.
- Clamp ring can be left in place if changing link plate assembly, reducing set-up hassles.
- Bracket P/N 2265 has additional mounting holes so a bump stop "mount" can be easily attached.
- 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.

SWAY BAR ADJUSTERS

Bubba Pollard – Port City Race Cars

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 either 5/16" or 3/8" Gr 50 steel.

Weight saving aluminum adjusters are new for 2020 and 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 detended adjustment screw which locks at each ¼ 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 cars' 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, except the 2.0" adjuster use a 1/2-20 adjuster screw. The 2.0" adjuster uses a 3/4-16 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
2700	1-1/4" 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	2765	"0 Drop" 1-3/4" 48 Spline Adjuster & Arm
2765-HR	".56 Drop" 1-3/4" 48 Spline Adjuster & Arm	2790	".56 Drop" 2.0" 48 Spline Adjuster & Arm
3800	Aluminum 1-1/4" 49 Spline Adjuster & Arm	3827	Aluminum 1-1/2" 48 Spline Adjuster & Arm
3835-HR	Aluminum .56 Drop" 1-1/2" 48 Spline Adjuster & Arm	3845-HR	Aluminum ".56 Drop" 1-1/4" 49 Spline Adjuster & Arm
3865-HR	Aluminum .56 Drop" 1-3/4" 48 Spline Adjuster & Arm		

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. Failure to apply anti-seize will cause galling of the adjuster screw threads.

SWAY BAR ARMS

Splined Adapters

Angled Pinch Bolt

Aluminum Angled Pinch Bolt

1.25”/15 Degree Drop

Aluminum 1.25”/15 Degree

2.50”/ 30 Degree Drop

2652	1.25”, 49 Spline Adaptor	2782	1.50” x 48 Spline 1.25”/15 Degree
2656	1.50”, 48 Spline Adaptor	2783	1.50” x 48 Spline 2.50”/30 Degree
2661	1.75”, 48 Spline Adaptor	2787	1.75” x 48 Spline Angled Pinch Bolt
2662	2.0”, 48 Spline Adaptor	2789	1.75” x 48 Spline 1.25”/15 Degree
2701	Bend Arm to Customer Spec	2791	1.75” x 48 Spline 2.50”/30 Degree
2718	1.50” x .75” W x 17.5” L, Milled Sway Bar Arm	2795	2.00” x 48 Spline Angled Pinch Bolt
2719	1.50” T x .75” W x 17.5” L Right Sway Bar Arm	2798	2.00” x 48 Spline 1.25”/15 Degree
2723	1.75” T x .75” W x 17.5” L Right Sway Bar Arm	3819	1.5” T Aluminum Right Side Sway Bar Arm
2776	1.25” x 49 Spline Angled Pinch Bolt	3876	1.25” x 49 Spline Aluminum Angled Pinch Bolt
2778	1.25” x 49 Spline 1.25”/15 Degree	3878	1.25” x 49 Spline Aluminum 1.25”/15 Degree
2779	1.25” x 49 Spline 2.50”/30 Degree	3881	1.50” x 48 Spline Aluminum Angled Pinch Bolt
2781	1.50” x 48 Spline Angled Pinch Bolt	3882	1.50” x 48 Spline Aluminum 1.25”/15 Degree

Johnny VanDoorn – VanDoorn Chassis

- Steel Sway Bar Arms made from .75” 1018 Steel, HD Plasma Cut for Accuracy.
- Aluminum Sway Bar Arms are water jetted from .75” 6061 Aluminum.
- 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.

SWAY BAR COMPONENTS

2709-SHIM

2777-SHIM

2743 2742

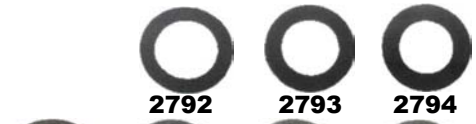
9978 9979 9980 9982

9986 9987 9988 9997

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	2777-AL NEW	1.25"/1.50" Aluminum Side Plate	2777-S	1.50" T Shim, SS
2717	1.25" Steel Side Plate	2796-1	2.00" Side Plate	2797	2.00" Adjuster Bolt
2724	1.50" Steel Side Plate	3809 NEW	1.75" Aluminum Side Plate .56 Drop	9978	Bushing 1.25" x 2.05"
2724-AL NEW	1.50" Aluminum Side Plate	2703	Sway Bar Arm Tab	9979	Bushing 1.50" x 2.05"
2732	1.5" Steel Side Plate	2703-TR1	Troyer Sway Bar Arm Tab, Outer	9980	Bushing 1.75" x 2.05"
2734	1.25" Steel Side Plate	27003-TR2	Troyer Sway Bar Tab, Inner	9982	Bushing 1.25" x 2.31"
2762	1.75" Steel Side Plate	2742	Detent Lock Nut	9986	Bushing 1.50" x 2.31"
2762-AL NEW	1.75" Aluminum Side Plate	2744	Adjuster Bolt, 2 slot	9987	Bushing 1.75" x 2.31"
2767	1.75" Steel Side Plate	2743	Adjuster Detent	9988	Bushing 2.00" x 2.31"
2777-1	1.25"/1.50" Side Plate .56 Drop	2709-S	1.75"T Shim, SS	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

Jim Duchow – Right Foot Chassis

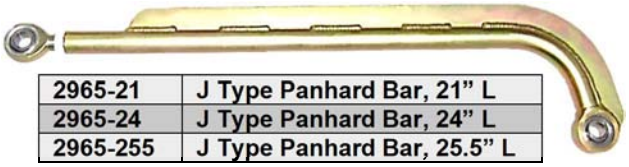
1.50” X 48 SPLINE

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.

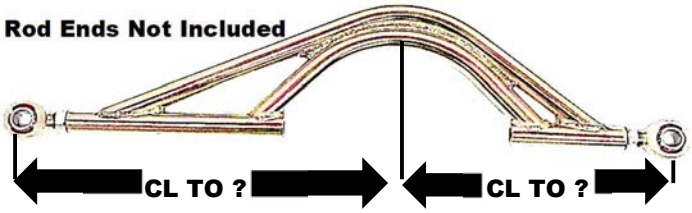
A rating chart is provided below. Note: all rates are actual, measured with a 12.0” long arm at 1.0” of rotation. Note: When using our P/N’s the second set of digits in the P/N lists the tubing wall thickness and the third set the tubing OD.

P/N	BAR RATE #	WEIGHT	P/N	BAR RATE #	WEIGHT
2663-049-125 NEW	155	3.90	2664-120-15	495	7.70
2663-058-125 NEW	185	3.95	2664-049-175	400	5.95
2663-065-125 NEW	200	4.40	2664-065-175	525	6.65
2663-083-125 NEW	230	4.60	2664-083-175	590	7.45
2663-049-15 NEW	275	4.30	2665-049-20	625	6.75
2663-049-138 NEW	215	3.90	2665-065-20	755	7.50
2663-058-138 NEW	240	4.15	2665-083-20	875	8.50
2663-065-138 NEW	265	4.40	2665-095-20	1010	9.00
2663-083-138 NEW	300	4.80	2665-120-20	1135	10.00
2663-049-150 NEW	275	5.20	2665-156-20	1160	11.85
2664-049-15	255	5.30	2665-188-20	1300	13.30
2664-065-15	325	5.90	2665-219-20	1420	14.80
2664-083-15	360	6.50	2665-250-20	1500	16.10
2664-095-15	430	7.10			

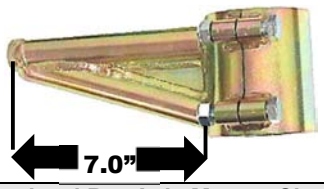
PANHARD BARS



2965-21	J Type Panhard Bar, 21” L
2965-24	J Type Panhard Bar, 24” L
2965-255	J Type Panhard Bar, 25.5” L



2935	HD Pavement LM Panhard Bar



2931	Panhard Bar Axle Mount, Clamp-On

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.

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.

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
- 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 of 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.

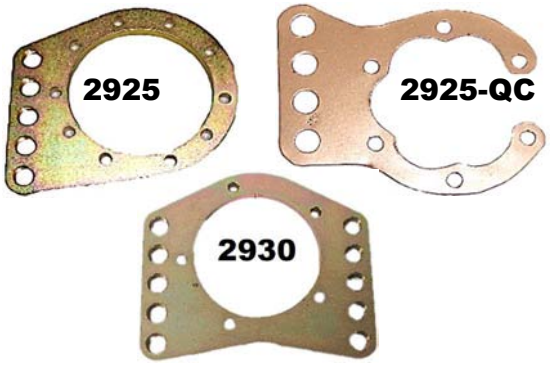
ADJUSTABLE PANHARD BAR

- 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

SLIDERS

2898 – GEN II SLIDER

- Sliders use a steel body and adjuster nut.
- 3/4" OD chrome plated shaft supported by twin Teflon impregnated bearings provides free movement.
- High quality seals & built-in grease cavity keeps dirt out & grease in, providing durability and reduced maintenance.
- Sliders available with 2" longer shaft. Allows for more left rear "hike-up".
- ACME threads on body provide 1" of adjustment for every 4 rounds.
- All steel parts are zinc plated.
- Racer rebuild-able if damaged in a crash.
- Apprx. 16.0" closed/ 25.0" extended.

Tech Tip: P/N 2897 & 2898 Sliders should be lubed whenever you lube the chassis. Usually only 1 or 2 pumps of grease are needed.

3300 – PRO SLIDER

Mark Bush helped design the Pro Slider to meet the demanding requirements of todays' 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. Allows 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 rebuild-able with common hand tools if damaged in a crash.
- Light weight @ 6.15#.
- Apprx. 16.5" closed/ 25.5" extended.

Tech Tip: If disassembled the Pro Slider should be refilled with 1" to 2" of Mobil One 0-20W Oil.

2821	Adjuster Wrench
2846	2.5" Aluminum Spring Plate
2859	2.5" Slotted Aluminum Spring Plate
2897	9" Stroke Gen II Slider w/ + 2" Shaft
2898	9" Stroke Gen II Slider
3193	5.0" Custom Aluminum Spring Plate
3300	9" Stroke Pro Slider
3310	9" Stroke Pro Slider w/ + 2" Shaft
3315	Pro Slider Rebuild Kit

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.

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 larger pilot tubes lets the racer precisely match the size of the tube to the inside diameter of the spring.
- One spring pilot tube is provided with each Pro Swivler.
- Spring Pilot Tubes are available in 1/4" increments & can be purchased separately.

3010	Swivler XL w/4" L Spring Guide	3030	Welded Swivler w/3-1/4" Spring Pilot
3010-LW	Lite Weight Swivler XL	3035	3-1/4" Spring Pilot Tube
3016	4.25" Spring Center Tube	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	3048-A	Pro Swivler 5.50" Spring Plate (w/o Spring Tube)
3027	Pro Swivler w/3-3/4" Spring Pilot	3050	Pro Swivler 4.25" Spring Tube
3028	Pro Swivler w/4" Spring Pilot	3056	Lite Weight Swivler w/3-1/4" 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

QUIK 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 half 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 puck type bump stops. 6255 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, only weighs approx. 2.35#. 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

6255

6255-XL

6055

6055-XL

6055-B/ 6255-B

6055-XL-B/ 6255-XL-B

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 washers, 1/16" & 1/8" Packer Shims & Case.

NEW

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 & 40 durometer.
All pucks have a 2" OD & 5/8" ID.
Also includes 8 ea. Spacer washers, 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 ½" rod. The kit includes a wide selection of puck type bump stops useable for asphalt and dirt cars.

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, 1/16" & 1/8" Packer Shims & Case.

P/N 6091 is a "Pro Level" kit and includes the widest selections of bump stops.

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.

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 washers, 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
6075BR	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 .50 & .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								2.0" OD X 1/2" ID			
P/N	COLOR	HT	DURO METER	P/N	COLOR	HT	DURO METER	P/N	COLOR	HT	DURO METER
6275G	Green	.50"	50-Soft	6277G	Green	1.0"	50-Soft	6377G	Green	1.0"	50-Soft
6275O	Orange	.50"	55	6277O	Orange	1.0"	55	6377O	Orange	1.0"	55
6275P	Purple	.50"	60	6277P	Purple	1.0"	60	6377P	Purple	1.0"	60
6275BK	Black	.50"	65	6277BK	Black	1.0"	65	6377BK	Black	1.0"	65
6275Y	Yellow	.50"	70	6277Y	Yellow	1.0"	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. Spacer, 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 AFCO Cup
		4578-P	Penske Bump Washer – Fits inside Penske Cup

PROGRESSIVE BUMP STOPS

6070-35

6070-45

6070-55

Hudson Andrews – Competition Suspension

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 .625"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."
5508GR	GRAY	35 SOFT	3.375	.75	2.50
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	2.25	.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

Zack VanderBeek – VanderBuilt Race Cars

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 7 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.**

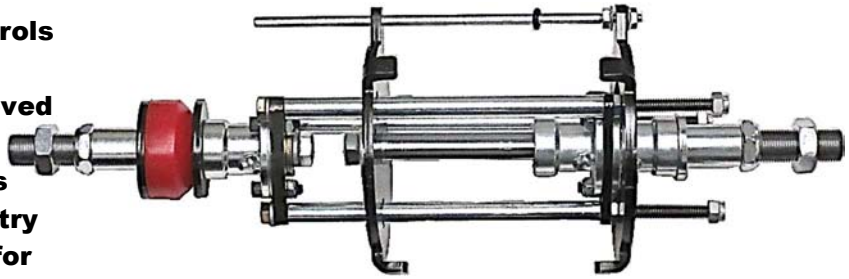
P/N	DUROMETER	COLOR	O.D."	HT."	P/N	DUROMETER	COLOR	O.D."	HT."
5546G	50	GRAY	3.38"	.81"	5547Y	75	YELLOW	3.38"	1.62"
5546O	55	ORANGE	3.38"	.81"	5547B	80	BLUE	3.38"	1.62"
5546P	60	PURPLE	3.38"	.81"	5547R	87	RED	3.38"	1.62"
5546BK	65	BLACK	3.38"	.81"	5548G	50	GRAY	3.38"	2.43"
5546Y	75	YELLOW	3.38"	.81"	5548O	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"
5547G	50	GRAY	3.38"	1.62"	5548Y	75	YELLOW	3.38"	2.43"
5547O	55	ORANGE	3.38"	1.62"	5548B	80	BLUE	3.38"	2.43"
5547P	60	PURPLE	3.38"	1.62"	5548R	87	RED	3.38"	2.43"
5547BK	65	BLACK	3.38"	1.62"					

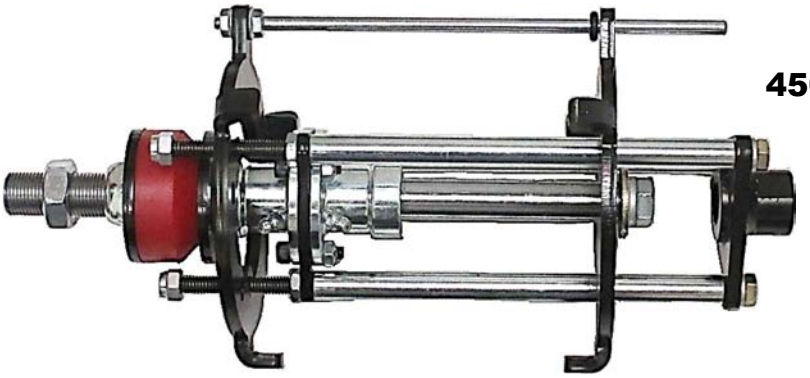
TECH TIP: Bushing pre-load has a big effect on the initial spring rate. When rating spring bushings be careful to set the pre-load consistently. Stackable Bushings should always be raced with a large diameter washer, such as a 5509 at each end and between bushings.

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
- 18.5” Long End to End





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
- 13.5” Long End to End

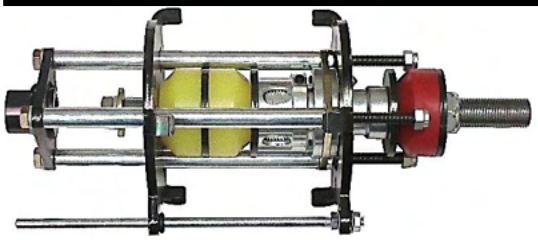
Both Torque Links Feature:

- 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.

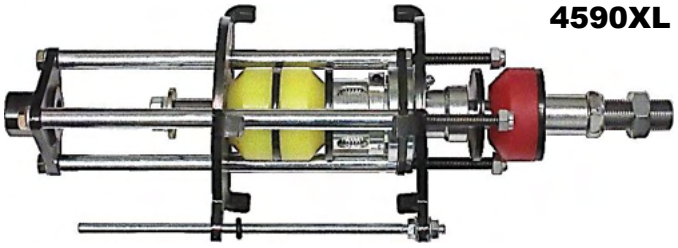
TECH TIPS

- We recommend starting with 1/4" of spring preload. Preload is set with the 3 locking nuts.
- Preload can also be adjusted with the locking nut on shaft, however this will also preload the brake bushing.
- Most racers prefer a 1050# or 1200# spring. A lot of races have also been won with 600-2000# progressive springs.
- Torque link springs should have the rate checked during the season. Cars are hooked up so hard these days it’s not unusual for springs to loose rate.

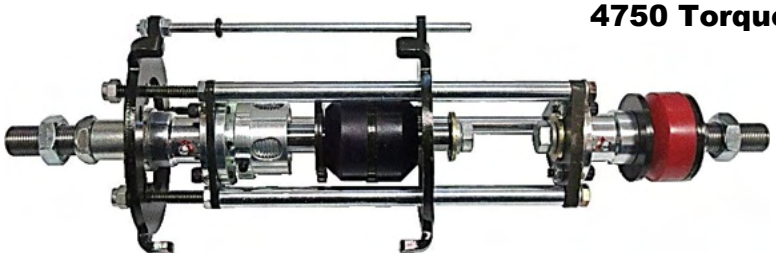
SECONDARY SPRING TORQUE LINKS



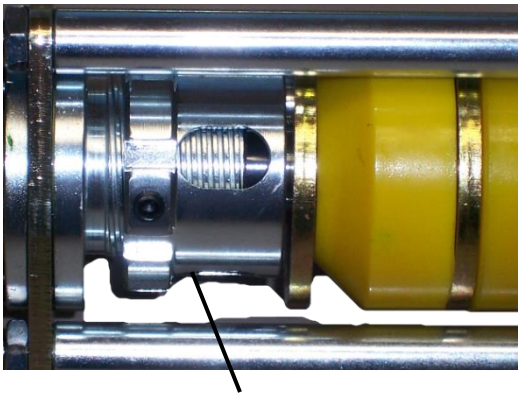
4590 Torque Link



4590XL Torque Link



4750 Torque Link



Internal Adjuster Nut allows quick adjustment of bushing engagement.

4716 Travel Indicator Rod Kit

- **Secondary Spring Torque Links provide the ultimate in tune ability. 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 & permits quick & 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 then 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 aids corner entry handling.**
- **Comes standard with 2 traction bushings & 1 red brake bushing.**
- **Two piece poly bushing design allows you to mix various hardness combinations providing additional spring rate selection & tune ability. Seven hardness’s of poly bushings are available.**
- **Maintenance is simple. Periodic lubrication of either bearing housing grease fitting is the only service**

TECH TIP

1050# & 1200# linear springs & 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.

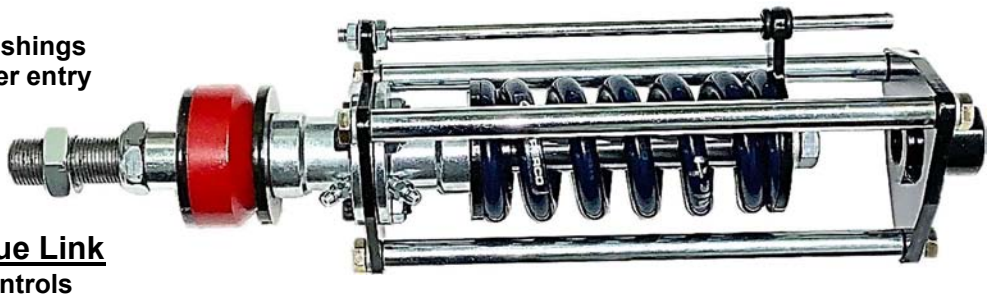
36 MM WIRE SPRING TORQUE LINKS

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

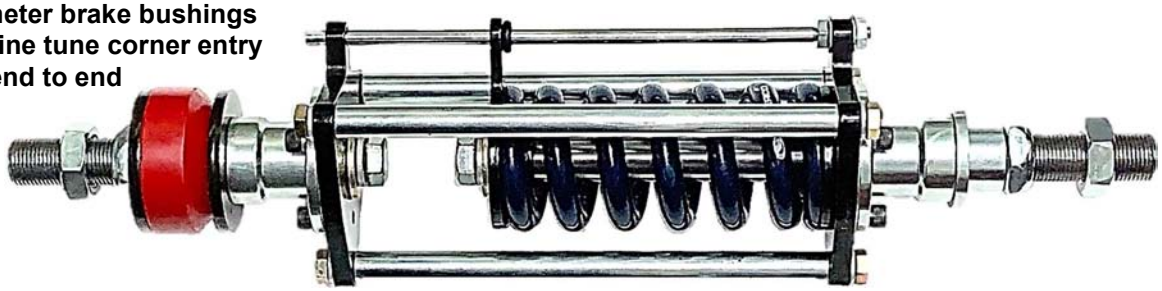
- Spring controls engine torque
- Poly spring bushing controls brake torque
- Softer durometer brake bushings available to fine tune corner entry
- 15.25" long end to end

Springs Sold Separately



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
- 17.75" long end to end



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 to not 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.

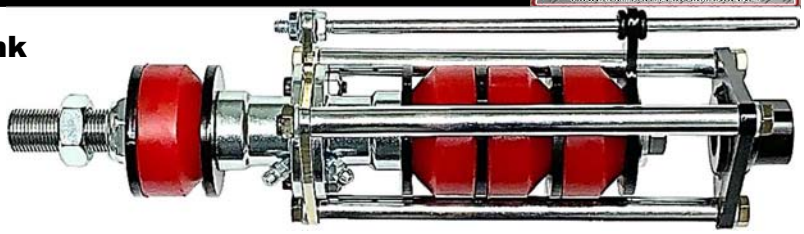
101-062 – Use in slick & moderate track conditions when UMP, WISSOTA, AMRA, USMTS & USRA type tires are used. Recommended base spring when the listed tires are used. Use in fast, heavy traction conditions when IMCA tires are used.

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.

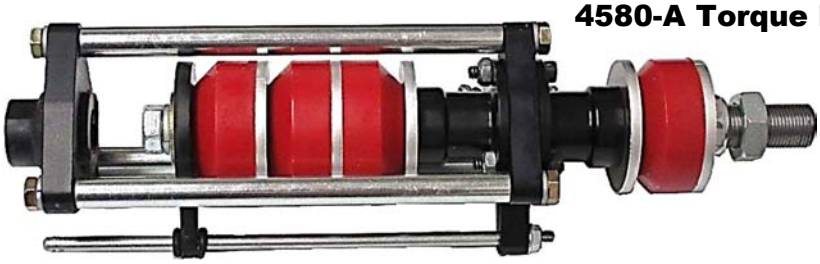
P/N	DIAMETER	HEIGHT	SPRING RATE
MBR101-0045	5.0" OD	6-5/8"	450#
MBR101-062	5.0" OD	6-5/8"	620# Dual Rate
MBR101-0077	5.0" OD	6-5/8"	750# Dual Rate

SMALL POLY SPRING TORQUE LINKS

4580 Torque Link



4580-A Torque Link



Matt Hirschman – TFR Chassis

4780-A Twin Shaft Torque Link

4780-DM Torque Link

Small Poly Spring Torque Links use the same race winning design as our 5500 & 5600 Series Torque Links. These torque links are designed 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 dirt and asphalt modifieds. The torque links are great replacements for solid 3rd links.

The 4580 and 4780-DM use steel components and are legal for 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 and 4780-DM are twin shaft torque links. 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.**
- **Maintenance is simple. Periodic lubrication of either grease fitting is the only service required.**

	4580	4580-A	4780-A	4780-DM
Weight	5.85#	4.40#	5.50#	7.85#
Length	14.75”	14.75”	17.25”	18.625”

LARGE DIAMETER POLY SPRING TORQUE LINKS

Jason VandeKamp – Lou Fegers Racing

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. Approximately 15.5" long.

5600 Twin Shaft Torque Link – Twin Shafts let engine and brake bushings work independently. Corner entry and exit can be tuned separately. Approximately 19.5" long.

5600

P/N	DESCRIPTION
5500	Single Shaft Torque Link w/ 2 Blue Traction Bushings
5500-B	Single Shaft Torque Link w/ out Traction Bushings
5500-BY	Single Shaft Torque Link w/ Blue & Yellow Traction Bushings
5500-YY	Single Shaft Torque Link w/ 2 Yellow Traction Bushings
5600	Twin Shaft Torque Link w/ Blue & Yellow Traction Bushings
5600-B	Twin Shaft Torque Link w/ out Traction Bushings

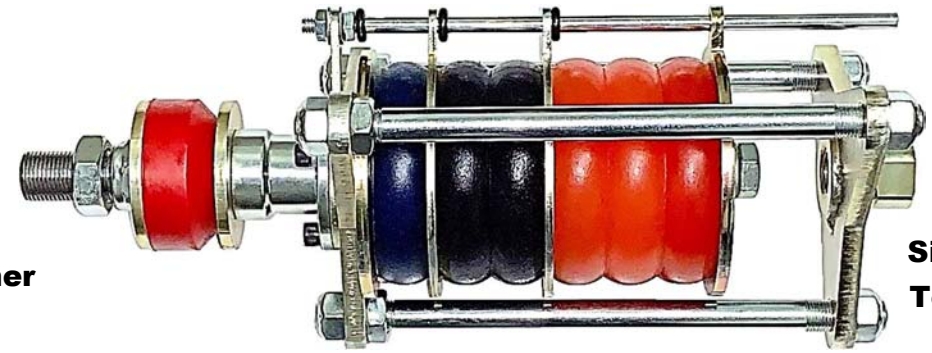
- Large Diameter polyurethane bushings provide smooth spring rate progression & superior torque control. The spring bushings provide excellent forward bite under all track conditions.
- Small polyurethane brake bushing aids corner entry handling.
- All torque links come standard with 1 red (hard) brake bushing.
- Two piece poly spring design allows you to mix various hardness combinations providing the ultimate in spring rate selection & tune ability.
- All poly spring torque links have heavy duty standoff rods and rod end plates to handle the power of today's open class motors.
- 5600 Twin Shaft design provides several advantages. Corner exit & 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.
- Maintenance is simple. Periodic lubrication of either bearing housing grease fitting is the only service required.

TECH TIP

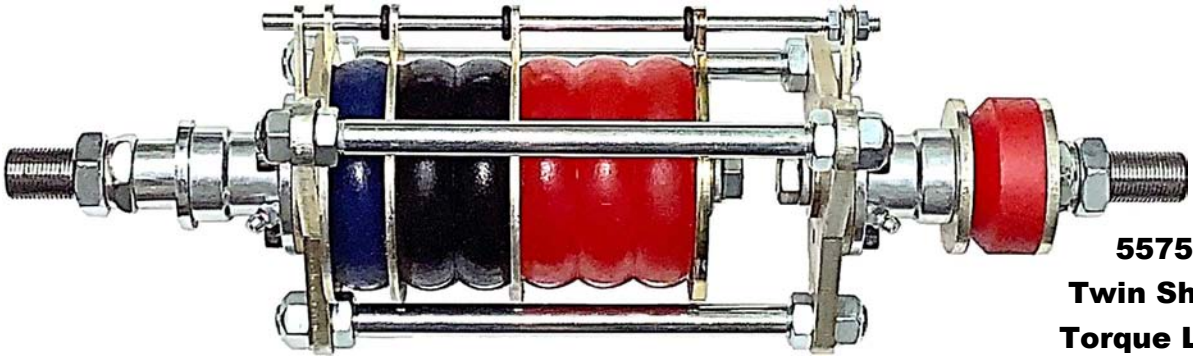
As a general rule poly spring bushings should only be compressed about 1/3 of their static height. Compressing poly bushings more than this may improve your cars' traction but will decrease bushing life. For a 2-bushing pull rod 1-1/2" of bushing compression normally provides good traction and good bushing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

STACKABLE BUSHING TORQUE LINK

5528
Tabbed Washer



5550
Single Shaft
Torque Link



5575
Twin Shaft
Torque Link

These torque links let the racer MAXIMIZE forward bite. Stackable poly spring bushings give the racer the advantage of interchanging traction bushings to adjust for track conditions. Bushings can be installed in 2, 3, 4, 5 or 6 bushing combinations to achieve the optimum spring rate. A wide range of poly traction bushings is available (see page 21).

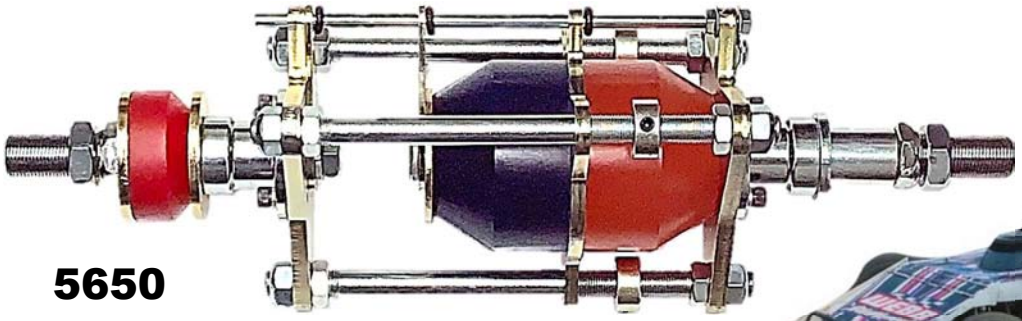
5575 Twin Shaft design provides several advantages. Corner entry & exit can be tuned separately. Brake bushing works sooner because it's not preloaded from engine bushing preload. Car turns better and comes off the bars sooner because there is less wrap-up.

- **Loaded torque links have 5546B, 5547P & 5548O traction bushings.**
- **Torque links can be ordered without bushings & racer can mix & match bushings.**
- **Right Foot 5508 Series bushings can also be used in these torque links.**
- **Large 3-3/8" OD traction bushings are much more durable then small poly bushings. All bushings use the highest quality polyurethane for consistent spring rate & durability.**
- **Spring rate charts for many bushing combinations can be found on the Right Foot website.**
- **A travel indicator is provided for each bushing for tuning purposes.**
- **Shafts are chrome plated, high strength steel running on grease able bronze oilite bushings to eliminate binding.**
- **3 tabbed thrust washers are provided with each torque link. Additional washers P/N 5528 can be purchased separately. There should be a washer between each traction bushing.**
- **All parts are zinc plated to provide a long lasting durable finish.**
- **5550 torque link weighs 9.5# & is 13" long. 5575 torque link weighs 10.85# & is 16.75" long.**

5550	**Torque Link Loaded w/ Traction Bushings**
5550-B	**Torque Link w/ out Traction Bushings**
5528	**Tabbed Thrust Washer**
5575	**Twin Shaft Torque Link w/ Traction Bushings**
5575-B	**Twin Shaft Torque Link w/ out Traction Bushings**

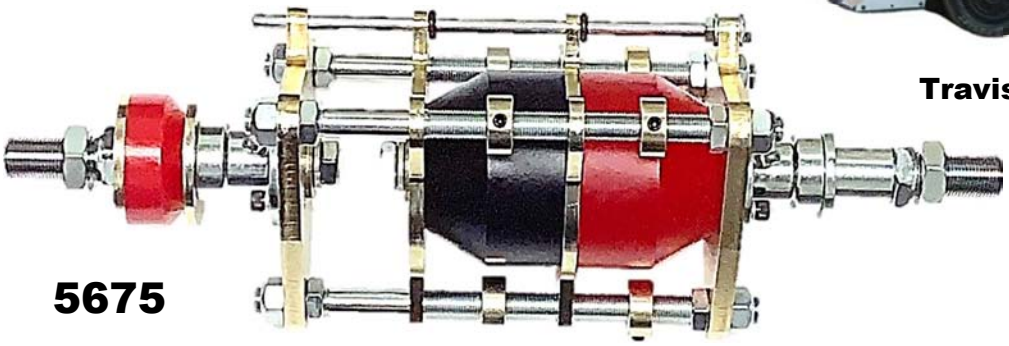
Bob Bills – Bill's Built Chassis

POSITIVE STOP
POLY SPRING TORQUE LINK



5650

Travis Dickson – PCD Race Cars



5675

PART #	DESCRIPTION	LENGTH
5650	Single Stage Positive Stop Poly Torque Link	17.0” L
5675	Two Stage Positive Stop Poly Torque Link	17.0” L

Positive Stop Rate Progression Torque Links with Adjustable Spring Bushing Travel Stops are the latest leap forward in torque link technology. Both of these torque links offer the racer a number of advantages.

- **Ability to run a very soft spring bushing for good initial traction & better restarts, combined with a harder spring bushing to maintain traction out of the corner.**
- **A Positive Travel Stop prevents the soft spring bushing from being over compressed greatly improving spring bushing life.**
- **The Two Stage Torque Link has an additional adjustable travel stop which “Locks Up” the torque link after a preset amount of spring bushing compression so engine torque is not wasted in compressing the bushings. In certain track conditions this gives superior performance.**
- **The progression of the spring rate can be quickly tailored to track conditions without removing the torque link from the car. Decreasing the compression of the soft bushing has the effect of increasing spring rate while increasing the travel has the effect of decreasing the spring rate.**
- **Both model of Rate Progression Torque Links have isolated traction and brake shafts so engine and brake spring bushings operate independently. Corner entry & exit can be tuned separately. The brake bushing works sooner because it’s not preloaded with traction bushing preload. The car turns better in the middle of the corner and comes off the bars smoother because there is less wrap-up.**
- **Built-in travel indicator to measure compression travel.**
- **Like other Right Foot torque links these also feature heavy duty standoff rods, sealed bushings and a 3/4" chrome plated shaft.**

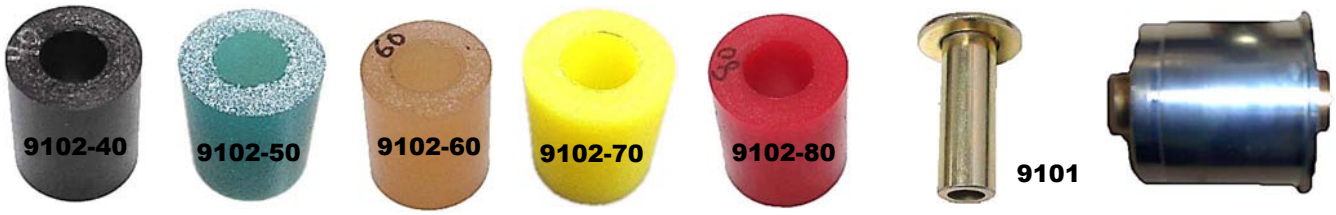
5535 THIRD LINK BUSHING

- 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 rebuild-able.
- 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 <u>will not fit</u>.



- Trailing Arm Bushings are designed to allow rear steer under acceleration and braking.
- Availability of softer and harder Poly Bushing Inserts lets 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 Rd Bushing Insert
9101	Spacer	9110	GM Metric Trailing Arm

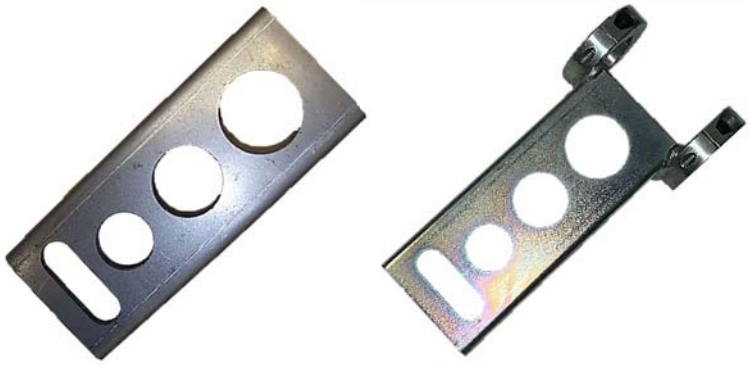
TORQUE LINK MOUNTING BRACKETS

4650	Quick Change Torq Link Brackets	Incl. 1 Pair of Brackets
4655	For Housing Torq Link Brackets	Incl. 1-4653 & 1-4654
4680	B-Mod For Torq Link Brackets	Incl. 1-4678 & 1-4679
4651	Top Link Extension Bracket	

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 & 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 & 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 & two 3/8" holes for stiffener tubes.**
- **Bracket sets 4650 & 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 & 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 & 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 & RR to limit "hike-up" & 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 w/ Jack Screw.**

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 & tune car to track conditions.

Justin Bonsignore
Fury Chassis

4685/4685-3R One-Way Tracker

4685

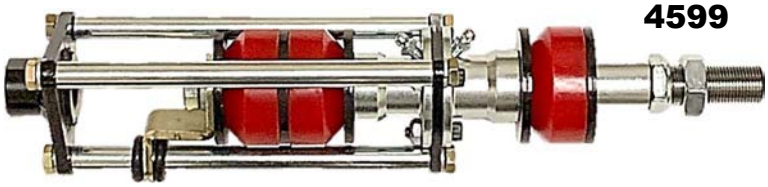
4685-3R

- 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.

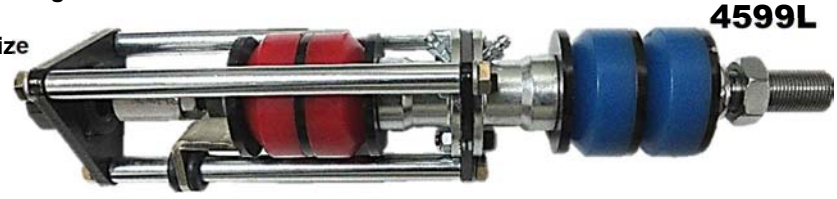
4599/4599L Two-Way Rear Axle Tracking Controller

- 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.
- Comes standard with 1 red acceleration bushing and two red deceleration bushings.
- Poly bushing rates can be mixed to maximize tune-ability.
- 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

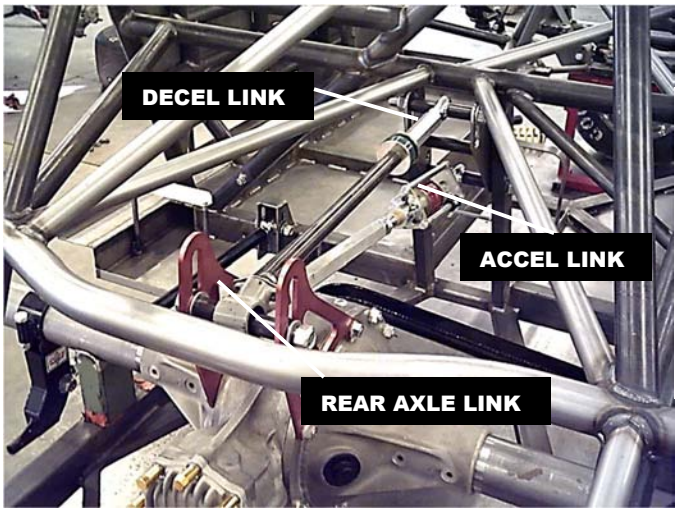
4548

4548-HR

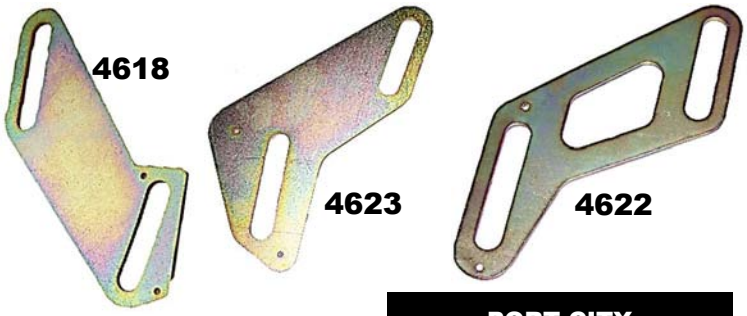
The Two-Way Tracking Controller Tuning Kit lets the racer use a softer accel bushing to improve corner exit but limit accel bushing compression. <u>This makes the car more consistent on long runs.</u> The tuning kit includes everything a racer needs to get the most out of his Tracker. The kit includes:

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

4600 ACCEL/DECEL SYSTEM



MOUNTING BRACKETS



LEFTHANDER
4618 – Fits 06 & Up

PORT CITY
4622 – Fits 07 & Down
4623 – Fits 08 & Up

Right Foot's Accel/Decel System (AC/DC System) utilizes a unique design that 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 because of our unique Rear Axle Link. 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. This System has provided a winning advantage to racers across the country.

Accel/Decel Mounting Brackets are custom designed to fit specific chassis. Brackets are available to fit Lefthander & Port City cars. Brackets are laser cut and zinc plated steel. Some drilling may be required for installation.

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 & 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.**

MODULAR UPPER CONTROL ARMS

- One piece U-tube with outboard mounted ball joint provides maximum spring & 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 & Coleman screw-in ball joints
- Built with 11 GA DOM tubing to resist deflection
- Racer rebuild-able, all parts available separately

DJ Shaw – Dale Shaw Race Cars

Custom Lengths, Offsets & Ball Joint Angles Available – Specify Angle & 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 & approx. .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 new upper control arms feature integral ball joint housings as described on Page 3. 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 35.

- **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 & 6060 Bump Sticks.**
- **Bump Stick & Coil Over are mounted in line. This provides the same motion ratio which simplifies load number calculations.**
- **Bump Stick & 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 36.**
- **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 & weld in 3/4-16 rod end spud to eliminate stress risers & 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 & change its motion ratio & 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.

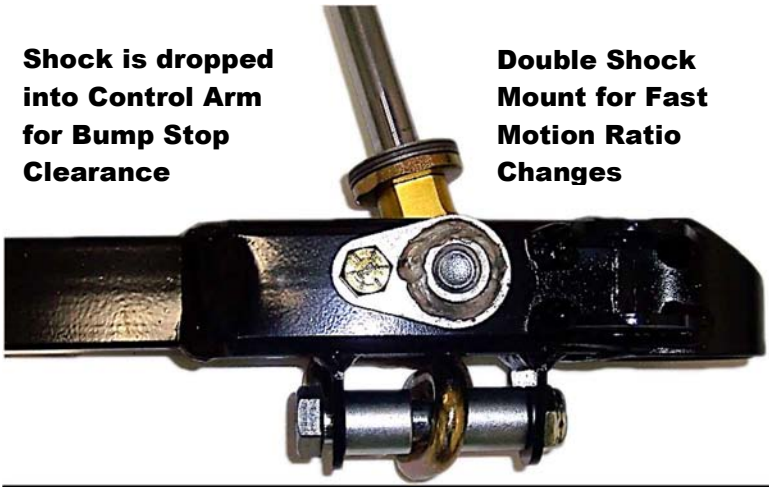
Ball Joint C/L Indicated

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

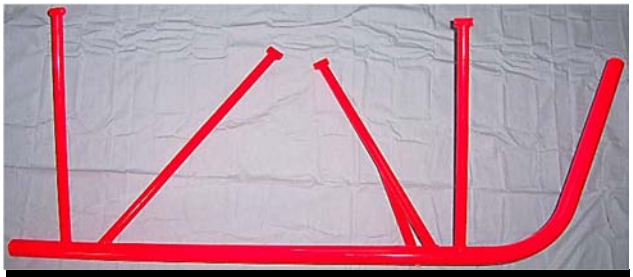
Single Drop Shock Mount

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

CAGE & BODY MOUNTING

FRONT FENDER SUPPORT

RCR1030-L – Formed Aluminum Front Fender Support, Left Side
RCR1030-R – Formed Aluminum Front Fender Support, Right Side



RIGHT SIDE DOOR BAR

RCR1018 – Right Side Door Bar Bolts on, Includes Jack Post
Specify – Welded or Kit
Recommend kit if UPS Shipping Required

RCR1019

Door bar Plating Kit, Compact Cage, 6 Pieces

RCR1021

Compact Cage Kit Floor Reinforcement Plate 6” x 6” x 1/8”

COMPACT ROLL CAGE KIT

COMPACT ROLL CAGE KIT
RCR1015

- **Fits typical compact cars**
- **Main hoop, halo & left door bars made from 1-3/4” x .095 EW tube**
- **Right door bar X made from 1-3/4” x .065 EW tube**
- **All parts notched for easy fit up**
- **Uses NASCAR – type halo mounts**
- **Cage is 52” W x 44” L x 38-3/4” T**

COMPACT ROLL CAGE KIT

COMPACT ROLL CAGE KIT, IMCA
RCR1020

- **Fits typical compact cars**
- **Main hoop, halo & left door bars made from 1-1/2” x .095 EW tube**
- **Right door bar X made from 1-1/2” x .095 EW tube**
- **All parts notched for easy fit up**
- **Uses NASCAR – type halo mounts**
- **Cage is 52” W x 44” L x 38-3/4” T**

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"

9960 – Lower Control Arm Adjusting Screw

9957 – Lower Control Arm Adjusting Block

RCR0952 – Gusset, Control Arm Mount

RCR5 – Upper Control Arm Mount

7006 – Steering Column Mount

7006-1 – Steering Column Mount, Short

9971 – Offset Upper Control Arm Mount

9926 – Standard RF Upper Control Arm Mount

9975 – Strut Adjuster Nut

9976 – Strut Rod Adjuster Screw

9984 – Lower Control Arm Bolt - Left

9985 – Lower Control Arm Bolt - Right

9842 – Lower Control Arm Hi Load Spacer

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 faxed to (920) 832-2324 or 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 U.P.S. ground or Spee-Dee with shipping costs charged to the parts invoice. Expedited shipment by U.P.S. 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 Fax: (920) 832-2324
Web: rightfootperformance.com
Email: rightfootpp@gmail.com

CHASSIS SERVICES

- **Chassis Set-Up & Scaling**
- **Laser Alignment**
- **Chassis Repair & Clip Installation**
- **Interior & Body Installation**
- **Quick Change & Locker Rebuilding**
- **Digital Spring Rating & Computerized Dynamic Spring Rating**
- **Dyno Testing of All Brands of Shocks on Our Roehrig Dyno**
- **Rebuild & Custom Revalving of AFCO, Advanced, Genesis, Integra, MBR, Ohlins, Penske, PRO & QA1 Shocks**
- **Large Inventory of Repair Parts, Shocks & Springs in Stock**
- **Quality Confidential Service**

PRO SHOCKS

QA1

PENSKE RACING SHOCKS

MBR MARK BUSH RACING

AUTHORIZED AFCO RACING SHOCKS SERVICE CENTERS

ÖHLINS

INTEGRA RACING SHOCKS

Jesse Krahn – Krahn Performance

Phone: (920) 832-2322 Fax: (920) 832-2324

Web: rightfootperformance.com

Email: rightfootpp@gmail.com

Hello,

2022 marks Right Foot's 27th year in business. During that time, it's been an honor and a privilege to help our customers win races and championships. We're especially proud of the fact that many of the customers who started buying from Mike Randerson back in 1995 are still valued customers today. Many thanks to the racers, chassis builders, friends, family and employees who have worked with us to develop and build new products. Their ideas, feedback, hard work, assistance and testing have been invaluable. Without them we could not be successful. We remain committed to designing, building and distributing high quality, innovative, race-winning components. We hope our efforts will continue to earn your business.

Thank you for taking the time to look at our product catalog.

Dave & Rhonda Schneider

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