

75 Years of Speed



GO FAST
WELLINGTON, KANSAS

2019
EDITION

NATIONAL CHAMPIONS 2018

**2018 UMP MODIFIED
NATIONAL CHAMPION
MIKE HARRISON**



**8020
BEARING
BIRDCAGE**

**7 TIME
CHAMPION**

**2018 DURRANCE
LAYNE
STREET STOCK
NATIONAL CHAMPION
RICKY IDOM**



**15 SEIRES
SHOCK**

**2018 UMP PRO-MOD
NATIONAL CHAMPION
TIM HANCOCK**



**20 SEIRES
SHOCK**

**2018 NCRA
MOD-LITE
NATIONAL CHAMPION
JUSTIN KINDERKNECHT**



**13 SEIRES
SHOCK**

**2018
WEEKEND WARRIORS
NATIONAL CHAMPION
DAN WHEELER**



**20 SEIRES
SHOCK**

GO FAST

GO FAST

GO FAST

GO FAST

GO FAST

GO FAST

Hello,

I would like to introduce to you BSB MFG. We are a manufacturing company of the finest suspension parts on the market. We have been producing parts for major chassis builders and distributors for the past 25 years. We are a manufacturer, not a warehouse, so there is lead time required for us to build your parts. We do maintain a large part inventory, but, due to demand, there may be a waiting period.

For 2019, we have again improved and added new parts. We also have heard the call from our customers and have changed some of the designs to help improve your racing experience. But I would like to first take some time to explain what our goals are and how we want to improve your racing program. First, we are a performance based company. We build parts based on performance, not profit. The first thing we ask is, "Is this going to make the car faster and how is this going to improve the handling?" Winning is the only reason we build product. I want to win and I want you to win. That is why for over 20 years we have worked towards building some of the best racing products on the market. And, by the way, you need to buy original BSB product if you want to guarantee that it is right. BSB is very passionate about what we do and I feel that our customers deserve the very best that we can give them and not some cheap knock off that offers high profit and no performance. When I say Team BSB I really mean it. We are in this together and I stand behind my team, and I stand behind you too. That is why when you receive a BSB birdcage it is fully assembled and perfectly aligned and race ready, not just a bunch of parts thrown in a box. We are looking at each part and making sure that it is as complete as it can be so you can spend more time on the important things and less time running down bolts. We do truly care about our customers long after the sale and that is why I want to work with you and that is why I want you to win. So together let's make this one of the best years for both of us, let's Go Fast and win.

I would also like to take some time to thank all of our customers and friends for being so great and helping to make this a wonderful year. Please feel free to call us at any time regarding our products and how they work, our tech line can be reached at (620) 326-3152 from 8:00 am to Noon and 1:00 PM to 5:00 PM CST Monday through Friday. You can also find us on Face Book or our web site, and don't forget if you need Saturday tech help my cell number is 620-399-0323.

And most of all I would like to thank God for dying for our sins so we can do the things we love and for watching over us and this great country we live in. God bless you all and thanks so much.

Jay Neal

Jay Neal
Owner

For all the parts you need to build a winning race teams check us out at www.bsbgoofast.com and visit our face book page BSB MFG. to stay up to date on all the new things we will be doing this year.



7 Time UMP National Champion
Mike Harrison

Table of Contents

Bearing Gas Pedal, Team BSB	Pg 4
Ride Height Gage	Pg 5
Lower Control Arm, Upper A-Arm.....	Pg 6
Ball Joint, Cross Shafts	Pg 7
Brake Pads, Brake Parts	Pg 8
Spring Cups, Jack Bolts	Pg 9
Ride Height Gage, Bearing Spacer	Pg 10
Mod-Lite Parts	Pg 11
Fuel Log, FK Rod Ends	Pg 12
5th and 6th Coil Parts	Pg 13
Aluminum Pinion Plates	Pg 14
J-Bars, Frame Sliders	Pg 15
Aluminum Birdcages	Pg 16
4-Link Plates, Brake Floater	Pg 17
Late Model Parts	Pg 18
Bearing Chain Holder, Shock Mounts	Pg 19
5" Coil Springs Modified	Pg 20
1-7/8 Coil Springs Mod-Lite	Pg 21
5" Coil over Kits	Pg 22
60 Series Non Adjustable Gas Shock	Pg 23
60 Series Rebound Adjustable Gas Shock	Pg 24
62 Series Double Adjustable Gas Shock	Pg 25
70 and 71 Series Gas Shock	Pg 26
44 Series Gas Shock	Pg 27
12 Series Gas Shock	Pg 28
13 Series Gas Shock	Pg 29
10 Series Gas Shock	Pg 30
15 Series Gas Shock	Pg 31
20 Series Gas Shock	Pg 32
23 Series Gas Shock	Pg 33
25 Series Gas Shock	Pg 34
Shock and Spring Tech	Pg 34
Shock Parts.....	Pg 35
Shock Parts	Pg 36
Shock Parts	Pg 37
Bearing Steel Birdcage	Pg 38
Bearing Steel Birdcages	Pg 39
Bearing Birdcages Double Shear	Pg 40
Bearing Birdcage Heavy	Pg 41
Chain Limiter, Clamp Ring	Pg 42
Brake Floater, Brake Bracket	Pg 43
4-Link Plates, Brakes Mounts.....	Pg 44
Shock Mounts	Pg 45
3-Link Mounts	Pg 46
3-Link Mounts	Pg 47
Frame Slider	Pg 48
Pinion Plates	Pg 49
7540 Spring Slider 5" IMCA.....	Pg 50
7541 Spring Slider 5" UMP	Pg 51
7542 Spring Slider 2.5"	Pg 52
7500 Outlaw Spring Slider	Pg 53
Pull Bar	Pg 54
3 Way Pull Bar	Pg 55
Rear End	Pg 56
Tools	Pg 57
Fire Suit	Pg 58

BSB FACTORY GRIP



When you join TEAM Go Fast you are becoming a part of something bigger. We are not in this to sell you parts but to help you get better. This is a team effort to help improve both of us as a team and to be stronger in the future. When you join you will receive a setup book, shirt, hat, and banner.

Team Go Fast \$200.00

BSB TV



BSB TV is a Youtube channel where we have downloaded video of how to's and information about our product and how it works. Where ever you see this in the catalog, there will be a video for that item.



BEARING GAS PEDAL

Bearing gas pedal allows for smooth movement.
Adjustable on both ends for greater comfort.
Can be fitted for grease zerks.
Needle bearings are sealed in center tube.
Will work great on dirt or asphalt.
Use as straight and 8, degrees.

#3015 \$117.90
#3015L with linkage \$146.00



ROD ENDS

SIZE :	MALE/FEMALE	PART # :	STANDARD :	PRICE :
5/16	MALE	ECM5/ECML5	LC	\$5.50
1/2	MALE	ECM8	LC	\$ 5.90
1/2	FEMALE	ECF8	LC	\$5.90
5/8	MALE	ECM10/ECML10	LC	\$9.00
5/8 HM	MALE	PCYML10	CM	\$16.25
3/4	MALE	ECM12/ECML12	LC	\$12.00
3/4	FEMALE	ECF12/ECFL12	LC	\$12.00
COM 10T	COM	COM10T	LC	\$9.00
COM 12	COM	COM12	LC	\$12.00

LC = Low Carbon
CM = Chrome Moly
Change the M to F for female. Exp(ECM8 is ECF8)

SHIFTER ARMS

Fits GM tranny
Sold in sets
One long and one short
#3030 \$15.25



SHIFTER LINKAGE WITH ROD ENDS

#3004-16 \$22.24
#3004-20 \$23.59
#3004-24 \$25.95



RIDE HEIGHT GAUGE

Set ride height one time and in a matter of one minute each week you know just how much your car is changing. This is the best thing to happen to racing setup in a long time, by simply using this tool you can check several things all at one time.

- Ride height
- Spring height or change in spring height
- Shock condition by stroking the shock fully while off

When buying a set of these you will always have your ride height for both right and left at the push of a button.

#9022	7" gage	\$200.00
#9021	9" gage	\$200.00



ACCESSORIES CLAMP

Allow you to clamp this to a round tube. Use for body mounts, mirrors, radio holders, and more. Has 5/16-18 thread mounting hole. Comes in 4 sizes, 1.250, 1.500, 1.750 and 2.00"

#9028	1.250 dia	\$23.00
#9023	1.500 dia	\$23.00
#9026	1.750 dia	\$23.00
#9027	2.000 dia	\$23.00



PINION ANGLE CLAMP

Allows you to check your pinion angle in a flash. Lite weight anodized finish. Fits 3" axle tube.

#9024	\$35.00
-------	---------



SPINDLE CHECKER



Check Ball Joint alinement of spindle. Comes with 2 taper pins and a centering rod, 1.5 taper and 2.0 taper. The most important tool in the box and you need to understand why.

#9041		\$65.00
#9041-1	1.5" Taper Upper	\$22.00
#9041-2	1.5" Taper Lower	\$22.00
#9041-3	2.0" Taper Lower GM	\$22.00



Austin Zdrok

REAREND SQUARING TOOL

Allows you to check squareness and side location of the rear end in the matter of minutes. Axle clamp allows you to check pinion angle. Bolt on and leave, quickly attach magnetic button to clamp ring to check location. Also, can be used to check drop of left rear. Choice of clamp ring size from 1.250 to 2.00, maybe different from side to side .

#9031-1250	\$69.00
#9031-1500	\$69.00
#9031-1750	\$69.00
#9031-2000	\$69.00



**NEW
DESIGN**

UPPER CONTROL ARM STEEL



Part #	Degree	Length					
#3450	0	7	8	9	10	11	
#3451	10	7	8	9	10	11	
Part # + Length = \$125.00 Exp (3450-10)							

Steel upper control arm.
Rod end bearing for bind free movement.
Screw in upper ball joint on zero or 10 degree angle.
1 x 1 cross shaft on 6" centers with 1/2 hole and slot.

LOWER CONTROL CLAMP

Allows you to add a chain or cable to lower to set sag of front control arms. 1.250 dia. fits lower tube of control arm.

#3529 \$35.00



LOWER CONTROL ARM CHEVELLE

BSB Manufacturing tubular lower control arms are UMP dirt car racing approved and the superior choice for your race car! Here's why:

- a lowered shock mounting POINT,
- extra drop,
- and a 90-degree spring perch.
- a no-bind ball joint angle
- Increased spring load to tire ratio by indexing spring load.
- Chrysler thread-in (1210-215 QA1 screw in)

These BSB Mfg. lowers offer maximum travel on the right front during compression, maximum frame clearance, maximum drop on the left, and a proper pigtail mount for the perfect fit--every time! These lower control arms are black powder coated with quality rod ends welded in place and include four aluminum spacers. When it comes to performance BSB has been there every time, we weren't the first to come out with a lower but we will be the best, this is a stock Chevelle lower arm with options to make it better.

#3531	Chevelle Left	\$230.00
#3530	Chevelle Right	\$230.00
#3530-1	Bushing Kit	\$30.00



QA 1 LOW FRICTION BALL JOINT

Ultimate low-friction operation
Uppers, lowers, screw in or 4 hole bolt in
1-1/2 or 2" tapers
Steel-reinforced, self-lubricating race
Infinite preload adjustment
Various ball studs are available for easy geometry changes.



Part #	Type	Moog #	Location
QA1 1210-105	Screw In	K772	Upper Pinto
QA1 1210-102	Screw In	K6141T	Lower GM
QA1 1210-106	Screw In	K727	Lower Mopar
QA1 1210-103	4 Hole	K6024	Upper GM
QA1 1210-110	Press In	K5103	Lower GM
QA1 1210-108	Press In	N/A	Lower GM
Price			\$59.95

BALL JOINT WRENCH

Double ended Ball Joint wrench,
allows easy operation.
Works for both uppers and lowers.

#9032 \$29.00



Trevor Baker

ALUMINUM CROSS SHAFT

Used for making adjustable A-Arm
6" center to center holes
Can use on the outside and inside of
upright.

#3023 Standard \$53.56
#3023-4 Left with anti dive \$58.92
#3023-5 Right with anti dive \$58.92



BALL JOINT COLLAR

Universal Collar

#3023-1 \$30.90

BALL JOINT COLLAR CLEVIS

5/8"-18 THREAD

#3023-2 \$8.56



LIGHT WEIGHT JACK BOLT NUT



1-1/4 dia. with 1-1/8 hex.
Zinc gold.

#7452 \$10.00

Used for making adjustable A-Arm
6" center to center holes.
Can use on the outside and inside of
upright.
IMCA Legal.
Can be used on both sides of car.

#3400-1 \$48.20





BEST PAD ON THE MARKET

Sold as axle sets, enough to do the front or the rear. Recommend to do whole car.
Embedded in at the factory for better performance.
Allows driver to have a better pedal and more pedal, the pedal feels more one to one.
Improves corner speed and gives car more exit speed.
Both for Late Model and Modified pads available.

#3066 Dyno Lite	\$242.05
#3068 Superlite	\$288.40
#3067 Metric GM	Call for details

BRAKE PADS



GO FAST



Adam Scherer

Everett Bradham

GM MAX TORQUE CALIPER BOLT



Hardened steel bolt to reduce flex and increase braking force.
This is a must have piece for your braking system.
Drilled for safety wire.
Fits GM standard or metric caliper.

#10110	\$19.23
--------	---------



PINTO SPINDLE CALIPER BRACKET



Machined locating surfaces allow for correct fit.
5/16 thick for more strength.
Guides help caliper to move straight.
Use with metric calipers and hybrid rotors.

#7072 Left	\$48.20
#7073 Right	\$48.20

METRIC CALIPER PAD SPACER



Use with metric calipers.

#7069	\$12.00
-------	---------



Doug Keller



BEARING SWIVEL SPRING CUPS

Bearing is flush with plate allowing spring cup to swivel in any direction, about 18 degrees. Gives proper alignment to spring throughout a-arm movement.

3.5" tall cup	
Replaceable bearing	
#7448-1	\$53.56
#Com 10T Bearing	\$9.27



BEARING SWIVEL DROP SPRING CUPS

Bearing is dropped 2.0" to give more clearance to spring cup. Gives proper alignment to spring throughout a-arm movement. 4.0" tall cup Replaceable bearing

#7448-2	\$53.56
#Com 10T Bearing	\$9.27



LIGHT WEIGHT SPRING CUPS

Light weight spring cup design. Allows cup to swivel in all direction.

#7446-3 Cup	\$37.49
-------------	---------



LIGHT WEIGHT SPRING CUP

Light weight spring cup with 1/2" hole in base.

#7350-7	\$37.49
---------	---------



5" TALL SPRING CUP AND BOLT

Tall cup can be run on the back of a Sport Mod to retain spring. Threaded 1"-8, screws to jack bolt. Use bolt 7462

#7449-6 Spring cup	\$37.49
--------------------	---------



5" SPRING CUP

5" tall spring cup Bottom plate has 1/2" hole to tighten to bolt. Use bolt 7462

#7449	\$37.49
-------	---------

LIGHT WEIGHT JACK BOLTS WITH LOCK PIN



Allows quick disconnect between spring cup and bolt for faster spring change. Indicators allow you to count turns easier. 1"-8 threaded gun drilled bolt. Lock pin ensures cup stays in place.

#7454	4 inch bolt	\$50.00
#7453	6 inch bolt	\$55.00
#7448-1	Cup w/bearing	\$53.56
#7456	4" Bolt and cup combo	\$107.00
#7457	6" Bolt and cup combo	\$107.00

LIGHT WEIGHT JACK BOLTS

Light weight jack bolt is gun drilled with solid ends. 3/4 hex with full and half turn indicators to allow you to count turns.

8" and 11" length.

(7446-1 is not pictured)

#7446-1	8" Heavy length	\$17.00
#7458	8" length	\$35.00
#7461	11" length	\$35.00



Light weight jack bolt for 5" tall cups, has 5/8 pin and 1-8 threads.

Fits both spring cups 7449-6 and 7449

#7462	\$35.00
-------	---------



RIDE HEIGHT GAUGE



NEW DESIGN



Designed to set ride height from ground to center of bolt of lower control arm.
Range from 7" to 9".
2 magnets help hold it in place
Fits 1/2 bolt with 3/4" hex.

#9038 \$40.00



NEW DESIGN

JACK BOLT AND CUP



3/4-16 thread with a 7/8 hex and 5/8 pin with snap ring on the other end.
6" of thread length.
Fits our spring bucket with a bearing #7448-1.

#7460 Bolt \$25.00
#7448-1 Cup with bearing \$53.56



A.N. WRENCHS

Most popular A.N. size of wrench you need. 6, 8 and 10 A.N.

Zinc coated 1/4 steel with engraved numbers for easy reading.

#9017-6 \$15.00
#9017-8 \$15.00
#9017-10 \$15.00



Ryan Deshaw

BEARING PRELOAD SPACER



This is a patented preload spacer and the only one legal to sale in the US, we feel that this is such an important piece of the race car that we need to sale the correct part. Preload spacers are not hard to set when using the right tool, and we will help you in doing that.

200 to 300% more free than non spacer bearings

Allows tire to make more grip on a slick track

Transfer side load thru both bearings

Setting tools available.

Can't over tighten nut after setting

#10518 Rear GN \$70.70
#10531 Pinto steel \$64.81
#10500 Wide 5 \$70.70



Chase Hansen

BIRDCAGE 3 LINK MOUNT



New light weight design.
Locates brakes and trailing arm brackets.
Gibbs locate and keep birdcage from rotating on axle tube.
Drill fixture available.

#450	\$92.00
#4182	\$16.07

BRAKE BRACKET



Brake bracket bolts to center birdcage.

#511	\$30.00
------	---------

PULL BAR MOUNT AXLE



Clamps to axle tube allows you to mount pull bar.
Gibb design keeps bracket from rotating.

#610	\$82.00
------	---------

PULL BAR MOUNT HOUSING

Bolts to side bell.
3/8" thick aluminum.

#600	\$51.50
------	---------



RIGHT AND LEFT SIDE

TRAILING ARM



Made to mount 3 link and shock to.
Allows shock drop.

#453 R or L	\$55.00
#4173 Shock mount	\$25.00

SHOCK MOUNT

Longer for more shock to frame clearance.

#100-10	\$43.00
---------	---------



Luke Layton

PINION PLATE



Made to fit a quick change rearend.
Mounts on seal plate on front of rear end.
3/4" thick plate.

#430	\$69.00
------	---------

TELESCOPIC FUEL LOG

Three O-Ring Design to eliminate leakage.
Allows length to be adjusted to match Fuel Bowls.
AN -8 fitting on one end and 3/8 pipe on the other end of fuel log.
AN 10 O-Ring to 3/8 pipe fitting for Aeromotive pumps.
Aluminum Fuel Bowl Gaskets included.
#4711 fits Holley,4150 style carburetors.
#4712 fits Braswell & Holley Ultra HP carburetors.

#4711	Crush washer	\$105.00
#4712	O-Ring	\$115.00
#4713	#10 o-ring to 3/8 pipe	\$33.00

Replacement Parts

#4711-2	-8 AN to 3/4-16 thread post only	\$26.78
---------	----------------------------------	---------



BUMP STEER BUSHING



Used for setting bump steer.
Short bushing 1-5/8 tall, 5/8 hole.
Long bushing 2-1/8 tall, 5/8 hole.

#3550-3	Short	\$15.00
#3550-4	Long	\$15.00

MOTOR MOUNT RISER

1" riser block to move motor up.
Made from aluminum.

#2025-1	\$10.71
---------	---------



FG SERIES ROD ENDS BY FK



PART # Right Hand	PART # Left Hand	BORE/THR Male/Female	PRICE
FK-CMX8T	FK-CMXL8T	1/2 male	\$14.25
FK-CMX10-8T	FKCMXL10-8T	1/2 X 5/8 Male	\$17.03
FK-CMX10T	FK-CMXL10T	5/8 X Male	\$16.63
FK-CMX12T	FK-CMXL12T	3/4 X Male	\$18.48
FK-CFX8T	FK-CFXL8T	1/2 X Female	\$14.25
FK-CFX12T	FK-CFXL12T	3/4 X Female	\$18.48

FK made us special fitted rod ends that reduce bind and improve traction.
2 pc rod end with a heat treated body and a PTFE liner .
Super high strength bind free ball holds loads over 2000 lbs.
Removes bind from 4 link bars, j-bars, spring sliders and pull bars so car can maintain traction on corner entry.
Best when ran with boots to reduce dirt intake.



RUN DRY, USE NO LUBRICANTS


Jason Power

WEIGHT CLAMP



Aluminum mounting bracket.
1/2-13 threaded holes.
Sizes 1.0", 1-1/4", 1.5", and 2.0"
#3016 plus hole size \$16.50

MOTOR MOUNTS

Light weight steel.
Standard Chevy mounts.

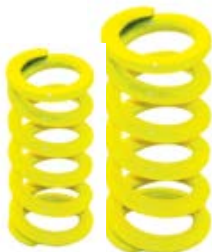
#3026 \$20.00 per set



400 LBS BIG SPRING

Fits 4066 6th coil.
2.5" dia spring.

#4069 \$35.35



400 & 600 LBS SPRING

Replacement spring for 4065.
400 lbs spring
600 lbs spring
1.3" dia spring

#4068	600 LBS	\$29.99
#4068-1	400 LBS	\$29.99

5TH & 6TH COIL MOUNTS

Holds 5th and 6th coil assy.
Mounts on 1-1/2" square tube or
1-1/2" round tube.
Complete with quick pin for shock.
Made from aluminum.

#4061	Square	\$43.00
#4062	Round	\$43.00



6TH COIL ASSY

Design allows it to swivel in all
four directions.
Keeps even pressure on chain.
Smoother suspension travel.
Comes with a 400 lbs spring.
2-1/2" ID spring.

#4066 \$138.00



6TH COIL ASSY

Design allows it to swivel in all
four directions.
Keeps even pressure on chain.
Smoother suspension travel.
Comes with 600 lbs spring.
Includes 1/2" rod end.

#4065 \$130.00



CARB NUT AND SUPPORT

Allows you to tighten air cleaner
without deforming.
O-ring seals both sides.
Cut to fit height.

#2013 \$37.49

PINION BRACKET



Double sided adjustable pinion mount
Angled to allow movement of J-Bar without changing length.
Built in seal and adjustment lines on both sides.
Complete with one adjuster, bushing and bolts

#4036		\$144.61
#4026-4	Seal	\$11.25
#4045	3/4 Bolt	\$29.99
#4043-34	Bushing	\$10.30



DOUBLE SIDED ADJUSTABLE PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.
1.0" thk with oil seal.
With steel spacer bushing and lock nut
Marked for easy adjusting

#4039s (with seal)	\$144.61
#4026-4 Seal	\$11.25

DOUBLE SIDED CLIMBING PINION BRACKET



Allows you to adjust panhard bar up and down without removing it.
1.0" thk with oil seal.
With steel spacer bushing and nut
Marked for easy adjusting

#4026	\$155.00
-------	----------

Replacement Parts

#4026-1	Bushing	\$43.72
#4026-2	Nut	\$14.86
#4026-3	Spacer	\$2.58
#4026-4	Seal	\$11.25

THREADED STEEL STUD

Made for adj. pinion mounts

#4045	Alum Bkt	\$29.99
#4046	Steel Bkt	\$29.99
#4045-7053		\$29.99



STUD KIT

Fits aluminum and steel pinion plates
Comes with stud, bushing nut long bolt and nuts.

#4047A	Alum Bkt	\$52.00
#4047S	Steel Bkt	\$52.00
#4047A-7053	Use on #7053	\$52.00



BUSHING

Pinion bushing for adj. brackets

#4043-58	Flat back	\$10.30
#4043-34	Flat back	\$10.30

FRAME SLIDER



Fits 1.5" or 2.0" square tubing
5" C to C on 3/4-10 holes
Standard for most cars

#3027-15	\$58.92
#3027-20	\$58.92



Billy Griffin

FRAME SLIDER

Single Hole in Center of Tube
2" inch tube.
Lightweight design.



#3063-20	\$53.56
----------	---------



ALUMINUM J-BAR



Strong 1" thick aluminum.
Comes with toe adjuster, com bearing and rod end.
J-Bar is threaded right hand thread
4081 pictured

Part #	Drop "	Length	Cost
#4070	4.0"	20-3/4 to 22"	\$170.00
#4072	4.0"	18-3/8 to 19-1/2"	\$170.00
#4073	4.0"	18-5/8 to 20"	\$170.00
#4081	4.5"	19 3/8 to 20 1/2"	\$170.00
#4070-2	N/A	Toe adjuster	\$17.09
#Com-12	N/A	Com ball	\$12.00
#ECML12	N/A	3/4 LH	\$12.00
3/4-16	N/A	3/4 JAM	\$.75



CLIMBING FRAME SLIDER



Built for Rocket style race cars
Allows you to adjust J-Bar without removing bolt from car
One wrench operation
Made for 2" tube
Middle of tube and outside of tube

#3048-20 \$171.39

Replacement Parts

#4026-1 Bushing \$43.72
#4026-2 Nut \$14.86



Justin French

STEEL J-BAR



ADJUSTABLE J-BAR

New adjustable J-Bar.
No need to remove from car to adjust.
Has 5" drop.

#7039-19 18 1/4" to 20 1/2" \$126.00
#7039-20 20" to 22 1/4" \$126.00

Replacement Parts

#7039-1 Threaded adjuster \$40.00
#com-12 Com ball \$12.00
#ECML12 Rod end \$12.00
#3/4-16 Jam nut \$0.75



XD ADJUSTABLE J-BAR

Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.
Has 6" drop

#7045-19 17 1/4" to 19 1/2" \$195.00
#7045-20 19 1/4" to 21 1/2" \$195.00

Replacement Part

#7039-1 Threaded adjuster \$40.00
#com-12 Com ball \$12.00
#ECML12 Rod end \$12.00
#3/4-16 Jam nut \$0.75

CLIMBING FRAME SLIDER

Built for Mastersbilt style race cars.
Allows you to adjust J-Bar without removing bolt from car
One wrench operation
Made for 2" tube
Middle of tube and inside of tube

#3049-20 \$171.39

Replacement Parts

#4026-1 Bushing \$43.72
#4026-2 Nut \$14.86



DOUBLE SHEAR BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benafits of standard BSB quility.

Strength: to be strong enough to not flex under load.

Load rating: control load across the bearings.

Alignment: maintain bearing alignment to be zero

Compact: covering a wide array of applications in one piece.

I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

4350 Right	\$535.00
4351 Left	\$535.00

Replacement Parts

#4350-1 4 link plate left	\$70.00
#4350-2 4 link plate right	\$70.00
#4350-5 Shock plate	\$70.00
#4350-3 1/4" top plate	\$25.00
#4350-4 1/4" bottom plate	\$30.00
#4350-7 4 link bushing	\$5.75
#4350-9 Shock bushing	\$5.00
#3038 Retainer ring	\$21.42



CHASSIS BUSHING



Made to fit a 5/8 rod end
and a 1/2 bolt.

Each bushing is 2.5 long
and you cut to length to
fit your chassis.

Stepped to fit dust boot.

#4350-8 \$10.00 ea



QUALITY AND PERFORMANCE ARE # 1



JC Wilson



Dan Smith

DOUBLE SHEAR PARTS



Fits 4350 birdcage, outer plate.
#4350-1 \$70.00



Fits 4350 birdcage, inside double shear plate. 1/4" thk
4350-3 \$25.00

Fits 4350 birdcage, inside double shear plate. 1/4" thk.
#4350-4 \$30.00



Fits 4350 birdcage, shock plate.
#4350-5 \$70.00



Delbert Smith

4-LINK PLATE

Fits old style GRT birdcage 5", 6" and 7" shock drop

#4150-3 \$74.98



BEARING BIRDCAGE

Dual bearing design to spread load over more area.

Stronger design than others because both bearings are receiving force from the 4-link plate when under load.

Comes with swivel clevis shock mount.

#4150-R \$340.00
#4150-L \$425.00

Replacement Parts

#4150-3 4-Link plate \$74.98
#3038 Retainer ring small \$21.42
#4153 Retainer ring large \$52.49
#4210-9 Swivel shock mounts \$81.00
#7320-4 Inner race locator 2 ea \$26.78



BEARING BRAKE FLOATER

Double bearing design
Locates on inner race
New design can lock and unlock
Best way to float brakes
Super light brakes shown
Allows you to float the brakes without affecting the suspension

#4141 Fits super lite (3.5") \$171.39
#4142 Fits dynalite (5.25") \$171.39

Replacement Parts

#4141-7 Hub \$57.63
#4142-1 Arm \$57.63
#4141-6 Bushings 2 ea \$4.12
#4141-5 Lock ring \$62.13



LOCK RING



Fits 3" axle tube
3/4" thk
Made from aluminum
Includes bolt.

#3038 \$21.42

GO FAST

CLAMP BRACKET



Fits 3" axle tube
Split design
4", 5" and 6" drop
Used for running on the clamp
Uses shock mount #3035

#4011 \$69.63

CLAMP BRACKET



Fits 3" axle tube
Split design
6", 7" and 8" drop
Used for running on the clamp
Uses shock mount #3035

#4012 \$69.63

CLAMP BRACKET



Fits 3" axle tube
Split design
4", 5" and 6" drop
Used for running on the clamp
Uses shock mount #3035

#4013 \$69.63

CLAMP BRACKET



Fits to retainer ring sold with
birdcage #4121, #4196.
Comes with bolts add your shock
mount to it.

#4180-1 \$37.49



BRAKE CLAMP



Fits 3" axle tube.
Fits both style brake bkts.
Fits 11" rotors.
Bolts included.

#4165 \$44.00

Replacement Parts

#4182 Pin \$16.07

CLAMP ON BRAKE BRACKET



Fits 3.0" axle tube.
Fits super light style calipers.
Used for clamping to tube.
Pin allows you to fine tune location.

#4169 \$44.00

Replacement Parts

#4182 Pin \$16.07

BRAKE BRACKET



Fits super light style calipers
Bolts to part #4165
#4166 \$33.00

BRAKE BRACKET



Fits dynalite style calipers
Bolts to part #4165

#4166W \$33.00





BEARING CHAIN HOLDER

Allows chain to rotate freely
No bind in chain under braking
Keeps from lifting the rear end

#4159 \$139.26

Replacement Parts

#3038 Retainer ring	\$21.42
#7320-5 Inner race	\$13.39



REAR END TRUNNION

Stiffens right rear axle tube
reducing flex

Improves traction and side bite
Reduce birdcage bind on entry
Prolong life of rearend.

#6015 \$197.60



SHOCK MOUNT

Used on our 4-Link bkts
1/2"-13 tapped hole

#3035 \$30.00



Colton Sullivan

90 DEGREE SHOCK MOUNT

5,6 or 7" drop
Clevis is wider to clear shock body.
Built in spacer stays in place.
Fits BSB and GRT Birdcages

#4210-9 \$81.00

Replacement Parts

#7550-7 Clevis	\$37.85
#7550-8 Bushing	\$2.68



ROLLER BEARING

Double row ball bearing
Dirt seals

3 sizes to chose from
3.001, 3.004, or 3.008

#4001 -3.001	
#4004 -3.004	
#4008 -3.008	\$37.00



90 DEGREE SHOCK MOUNT

Dual 7/16" bolt design
Clevis is wider to clear shock body.
Built in spacer stays in place.
TWM, PPM Replacement

#4195-7 \$80.34

Replacement Parts

#7550-7 Clevis	\$37.85
#7550-8 Bushing	\$2.68



Timmy Boldrey

MODIFIED FRONT SPRINGS

5" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-500-5F	500	6.00
BSB-550-5F	550	5.91
BSB-600-5F	600	5.86
BSB-650-5F	650	5.68
BSB-700-5F	700	5.60
BSB-750-5F	750	5.39
PRICE		\$75.00

STOCK CAR FRONT SPRINGS

5-1/2" OD X 9" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-950-09F	950	5.00
BSB-1000-09F	1000	4.91
BSB-1050-09F	1050	4.86
BSB-1100-09F	1100	4.68
BSB-1150-09F	1150	4.60
BSB-1200-09F	1200	4.39
PRICE		\$75.00

MODIFIED REAR SPRINGS

5" OD X 13" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-150-13R	150	10.47
BSB-175-13R	175	10.10
BSB-200-13R	200	9.95
BSB-225-13R	225	9.81
BSB-250-13R	250	9.69
PRICE		\$75.00

5" OD X 16" FREE LENGTH

PART NUMBER	RATE #	TRAVEL
BSB-150-16R	150	12.95
BSB-175-16R	175	12.95
BSB-200-16R	200	12.95
BSB-225-16R	225	12.81
BSB-250-16R	250	12.69
PRICE		\$75.00



Springs are often overlooked because of how we have been trained to understand and rate them, this is a byproduct of their growth over the years. In today's market springs are a marketing tool more than a performance product and that is because, when you look at a spring you see an object that is unfixable, which means it is not broke until you see it in pieces. The truth about a spring is they can add a ton of grip to a race car and improve the handling and still don't have to cost a bunch. When we set out to build a spring we turned our effort to a company that builds springs for performance with an engineering staff that was backed by racing technology. This allowed us to improve on what the current market had and to build a spring that could enhance the performance of your car. With a higher grade of material than a standard race spring and a better design we have produced a spring that will increase the grip level and handling of your car. As I have said the three things that produce the most feel are the spring, shocks and tires, so why are you overlooking the springs?



PART NUMBER	RATE #	OD X H
BSB-110-10	110	1 7/8 X 10
BSB-120-10	120	1 7/8 X 10
BSB-130-10	130	1 7/8 X 10
BSB-140-10	140	1 7/8 X 10
BSB-150-10	150	1 7/8 X 10
BSB-160-10	160	1 7/8 X 10
BSB-180-10	180	1 7/8 X 10
BSB-200-10	200	1 7/8 X 10
BSB-220-10	220	1 7/8 X 10
BSB-260-10	260	1 7/8 X 10
BSB-280-10	280	1 7/8 X 10
BSB-300-10	300	1 7/8 X 10
PRICE		\$75.00

BEST SPRING EVER

35% LIGHTER THAN STANDARD SPRINGS

Free height and rate checked and serialized.

More travel than standard springs.

Less spring bind

Helps on corner entry by not binding spring
and leaves more rebound in spring for corner
exit.

Helps improve lap times

Increase drive off corners



MOD LITE COIL-OVER SPRINGS

Less active coil produces
a better spring with
more performance.

No spring fade during
race season.

Heat treated material
adds life to the spring.

Linear rates thru full
travel.

Each spring is free height
measured and rated
before getting a unique
sn #.

Rate x 10" \$75.00

PULL BAR SPRINGS

PART NUMBER	RATE #	PRICE
HYP 600/1200	600-1200	\$75.00
HYP 900/1300	900-1300	\$75.00
YJ 600/1200	600-1200	\$50.00
YJ 900/1300	900-1300	\$50.00



Ed Griggs

PULL BAR SPRINGS

Short pull bar spring.

Used in 7625 Pull Bar.

5" x 4" tall spring.

Rates from 900 to 1200.

#900-4	\$75.00
#1000-4	\$75.00
#1100-4	\$75.00
#1200-4	\$75.00



GO FAST



400 LBS BIG SPRING

Fits 4066 6th coil.
2.5" dia spring.

#4069 \$35.35

400 & 600 LBS SPRING

Replacement spring for 4065.
400 lbs spring.
600 lbs spring.
1.3" dia spring.

#4068 600 LBS \$29.99
#4068-1 400 LBS \$29.99



COIL-OVER RISER

Used to raise spring up 1".
Bolts in place of cover ring.
Shock eye fits down in top hole.
Fits BSB, Bilstein and QA1 shocks.

#6650-9QA1	\$20.00
#6650-9	\$20.00



5" COIL-OVER KIT

For 5" spring.
Fits BSB, Bilstein and QA1 shocks.
Threaded tube has scale on both side for easy and fast setting.
8 threads per inch allows easy spring changes.
Slotted top cup with quick lever ring for fast spring changes.
Cross pin allows for easy changing of height.

#6650-B Fit BSB and Bilstein	\$116.00
#6651 Fits new QA1	\$116.00



BEARING COIL-OVER KIT 5" SPRING

Swivel and rotates in two directions.
Reduce spring load allow shock to move easier.
8 threads per inch for easy spring changes.
Increase feel and tire load
Sealed to reduce dirt and debris from clogging bearing.

#6654	Fits BSB Shocks	\$165.00
#6654-13	Spring cup top	\$75.00

Replacement Parts

#7550-8	.500 Bushing	\$3.00
#6654-11	.551 Bushing	\$3.00
#6654-12	Bearing kit	\$12.00



COIL-OVER KIT WRENCH'S



6650-12

6650-11

6657-8

6657-7

FINE TUNING ADJUSTER KIT



Fits BSB shocks, slips over jam nut and runs on shoulder.
Allows you to fine tune your ride height.
Thrust bearing allows for easy adjustment.
Allows you to trim bolt to desired length.
Wrench's available .

#6657	\$85.00
-------	---------

Wrench's to adjust preload on coil over kits .

#6650-11	Fits tube of coilover	\$24.50
#6650-12	Fits coilover nut	\$24.50
#6657-7	Fits adj. top nut 1"	\$16.50
#6657-8	Fits adj. combo wrench	\$16.50

COIL-OVER KIT 2.5" SPRING

Fits standard size shocks like Bilstein and BSB.
Great to use in NeSmith Crate Late Model division.
Quick release top cup for fast spring change.

#6655	\$85.00
#6655-5 Bushing	\$7.50
#6655-4 Spring wire	\$10.00



60 SERIES GAS SHOCK



46 mm High Flow Linear Pressurized Wearband Piston

High flow linear piston or (HFLPB) allows for both good low speed control and high speed control. The (HFLPB) is a patent pending piston that allows oil from the shock to pressurize the wearband to create a zero leakage of oil around the piston. This increases the low speed in the shock and allows us to control it better giving you more feel and control of the car while still allowing you to go through the rough.

Dual Piston Shim Stack

Dual shim stacks one to control low speed and one to control high speed allows us to better control the pressure in the shock. Most shocks have a bleed circuit drilled in the piston, this is what gives you the low speed in the shock, but lacks in being consistent. With our dual stack setup we are allowed to take control of the low speed and tune it to giving you just what you need.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build which is the highest in the industries.



Crate Late Shock Package



BSB Shock Oil



COIL-OVER KIT

Easy and fast spring removal.

Tall threaded cup to protect threads on shock.

Jam nut to hold in place.

#60-9090-16 \$57.20



Understanding our part numbers

Series	Rebound	Compression	Length
60	- 30	- 50	- 9

61 SERIES GAS SHOCK



Rebound Adjustable

A larger range of adjustment with 40 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

46 mm High Flow Linear Piston

High flow linear piston or (HFLPB) allows for both good low speed control and high speed control. The (HFLPB) is a patent pending piston that allows oil from the shock to pressurize the wearband to create a zero leakage of oil around the piston. This increase the low speed in the shock and allows us to control it better giving you more feel and control of the car while still allow you to go thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.



7" AND 9" GAS SHOCKS

61 SERIES ADJ. SHOCK	\$450.00
60-9090-16 Coil-over Kit	\$57.20



COIL OVER KIT



Understanding our part numbers

Series	Rebound	Compression	Length
60	- 30	- 50	- 9

Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16	\$57.20
-------------	---------



62 SERIES GAS SHOCK



Double Adjustable

40 clicks rebound and 8 clicks compression.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.



7" AND 9" GAS SHOCKS

62 SERIES ADJ. SHOCK	\$570.00
60-9090-16 Coil-over Kit	\$57.20

COIL OVER KIT



Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16 \$57.20

INFLATION TOOL WITH CASE

Gauge range: 0-300 PSI
Gauge face rotates 360°.
Schrader fill valve swivels 360°.
Precision bleeder valve.
Anti-Air loss connector.



#60-9090-52 \$85.00



70 & 71 SERIES GAS SHOCK\$BASE VALVE

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Rebound Adjustable

A larger range of adjustment with 20 clicks of rebound. Standard 60 degree needle for smooth curves. Our rebound covers about 4 valving codes or about 200 lbs.

Base Valve

The base valve is designed to head off head perssure reducing rod force giving the driver more feel.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

6" AND 7" GAS SHOCKS

70 SERIES SHOCK	\$325.00
70 SERIES BASE VALVE	\$400.00
71 SERIES ADJ. SHOCK	\$450.00

Crate Late Shock Package



COIL-OVER KIT



Coil-over kit for 60,61 and 62 series shocks.

#60-9090-16 \$57.20

Understanding our part numbers

Series	Rebound	Compression	Length
60	-	30	-
		50	-
			9



Mav Piller

Size	Valving R/C	Part #	Pressure
6"	10/30	44-1030-length	80/160
	10/40	44-1040-length	80/200
	10/50	44-1050-length	80/240
	15/35	44-1535-length	100/180
	20/20	44-2020-length	125/125
	20/30	44-2030-length	125/160
	20/40	44-2040-length	125/200
	30/10	44-3010-length	160/80
	30/20	44-3020-length	160/125
	30/30	44-3030-length	160/160
	35/35	44-3535-length	180/180
	40/10	44-4010-length	200/80
	40/20	44-4020-length	200/125
	40/40	44-4040-length	200/200
	RF-CUSTOM	44-CV-6	N/A
	LF-CUSTOM	44-CV-6	N/A
	RR-CUSTOM	44-CV-6	N/A
	LR-CUSTOM	44-CV-6	N/A
Price	44 Series Gas Shock		\$175.00
Price	44 Series Base Valve		\$210.00

COIL-OVER KIT



EXTENDED SHOCKEYE



44 SERIES GAS SHOCK

Threaded Aluminum Body
 No more messing around with those coil over sleeve.

Expanded Gas Volume
 Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

High Flow Piston
 Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving
 Provides consistency in oil resistance and allows for good stack open and stack close time.

Base Valve
 BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Low Drag Seals
 Low drag seals reduce hysteresis which allows for better feel and are more control.

Serialized and Dyno Tested
 Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

#44-9090-6	\$175.00
#44-9090-6 BV	\$210.00
#44-9090-16 Coilover kit	\$40.00



Kole Weir

1 2 SERIES GAS SHOCK



Threaded Steel Body
No more messing around with those coil over sleeve.

High Flow Piston
Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving
Provides consistency in oil resistance and allows for good stack open and stack close time.

Serialized and Dyno Tested
Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Low Drag Seals
Low drag seals reduce hysteresis which allows for better feel and are more control.

Private Labeling
BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.

#12-9090-6	\$130.00
#12-9090-7	\$130.00
#12-9090-6 CV	\$150.00
#12-9090-7 CV	\$150.00
#12-9090-17 Coilover kit	\$40.00

COIL-OVER KIT



CUSTOM VALVING

Custom valving is a shock that has a modified bleed system or is built to perform a certain task. Example is RF1-50 this is a custom valving, also any dry slick package would be a custom valve shock too. We can build any valving you like if you have the information needed to do so. For more information see shock valving for a mod-lite at bsbshocks.com

Size	Valving R/C	Part #	Pressure
6" & 7"	10/10	12-1010-length	100/100
	10/20	12-1020-length	100/125
	10/30	12-1030-length	100/160
	10/40	12-1040-length	100/200
	10/50	12-1050-length	100/240
	20/10	12-2010-length	125/100
	20/20	12-2020-length	125/125
	20/30	12-2030-length	125/160
	20/40	12-2040-length	125/200
	20/50	12-2050-length	125/250
	30/10	12-3010-length	160/80
	30/20	12-3020-length	160/125
	30/30	12-3030-length	160/160
	30/40	12-3040-length	160/200
	30/50	12-3050-length	160/250
	40/10	12-4010-length	200/100
	40/20	12-4020-length	200/125
	40/30	12-4030-length	200/160
	40/40	12-4040-length	200/200
	50/10	12-5010-length	250/100
	50/20	12-5020-length	250/125
	50/30	12-5030-length	250/160
Price Standard Valving			\$130.00

STANDARD VALVING

Standard valving is a shock that has no modified low speed or is a common valving such as a 1030. Shocks listed above are standard valving and use a standard bleed system.

Size	Valving	Part#	Pressure
6" & 7"	RF	RF1-50	N/A
	LF	LF 140/160	N/A
	RR	RR 150/160	N/A
	LR	LR125/225	N/A
Price Custom Valving			\$150.00

13 SERIES GAS SHOCK

Threaded Steel Body

No more messing around with those coil over sleeve.

Expanded Gas Volume

Bigger gas volume controls oil under more stable conditions causing piston to processes oil better.

High Flow Piston

Allows for better oil flow through the piston giving more car control and feel. In both linear or digressive piston.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Base Valve

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Private Labeling

BSB will private label a shock package to fit your chassis brand. Completely confidently to ensure competitive edge on the competition.



6" AND 7" GAS SHOCKS

13 SERIES SHOCK \$175.00

13 SERIES BASE VALVE \$210.00

Mod Lite Shock Package



COIL OVER KIT



New design pinch clamp with wider base.

#12-9090-17 \$40.00



EXTENDED SHOCKEYE

1.0" longer than standard shockeye.

#12-9090-5-3 Assy \$15.00

#12-9090-5-1 Reducer \$12.00

5 TIME NCRA NATIONAL CHAMPION



Justin Kinderknecht

10 SERIES GAS SHOCK



46 mm Front and Rear High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

The 38 mm bore front shock is bigger than most on the market giving the front of the car more stability.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

5", 7" AND 9" GAS SHOCKS

10 SERIES 5" Front	\$180.00
10 SERIES 7" Rear	\$180.00
10 SERIES 9" Rear	\$180.00



Shock Package



10 Series Shocks



Understanding our part numbers

Series	Rebound	Compression	Length
10	-	30	-
		50	-
			7



Jess Shearin

15 SERIES GAS SHOCK

For classes that want no cap on shock or want a seamless shock. All the same qualities and all the same valvings, just a different look.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed. Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

NeSmith Approved

7" AND 9" GAS SHOCKS

15 SERIES SHOCK	\$200.00
15 SERIES BASE VALVE	\$270.00

Base Valve Shocks



SRT Piston



2018 NESMITH NATIONAL CHAMPION



Ricky Idom



Understanding our part numbers

Series	Rebound	Compression	Length
20	-	30	-
		50	-
			9

20 SERIES GAS SHOCK



46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are more control.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

7" AND 9" GAS SHOCKS

20 SERIES SHOCK	\$200.00
-----------------	----------

Ring Shim Tech



Elite Shocks



3 TIME UMP PRO-MOD NATIONAL CHAMPION



Tim Hancock

Understanding our part numbers

Series	Rebound	Compression	Length
20	-	30	-
		50	-
			9

23 SERIES GAS SHOCK

Threaded Steel Body

No more messing around with those coil over sleeve.

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response.

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Coilover Kits

Comes in 5.0" and 2.5" depending on what you need.

Serialized and Dyno Tested

Each shock receives a serial number that allows us to track that shock over its life span. We also dyno each shock and hold it to a 5% plus or minus for that build.

Schrader Valve option available

7" AND 9" GAS SHOCKS

23 SERIES SHOCK	\$225.00
23-9090-16	\$48.20

Behind the Sticker



Low Speed VS. High Speed





25 SERIES GAS SHOCK

46 mm High Flow Linear Piston

High flow linear piston allows for both good low speed control and high speed . Low speed helps control the car and high speed gets you thru the rough.

Large Gas Chamber

A larger gas volume and a smaller shaft help to reduce rod force build up and dramatically reduce the amount of rod force.

Base Valve

BSB Base Valve technology is unlike others in it allows for better oil flow and processing in the rough. Results in more traction.

Low Drag Seals

Low drag seals reduce hysteresis and allow for better feel and are better response

Deflective Disc Valving

Provides consistency in oil resistance and allows for good stack open and stack close time.

Ring Shim Technology

Allows the shock to be better tuned giving more feel to the driver and more control to the car.

Schrader Valve option available

7" AND 9" GAS SHOCKS

25 SERIES SHOCK	\$300.00
25 SERIES BASE VALVE	\$360.00

UNDERSTANDING VALVE CODE



SHOCKS WE BUILD



Tyler Frye

Understanding our part numbers

Series	Rebound	Compression	Length
20	-	30	-
		50	-
			9

REBUILDERS KIT



Each kit includes,
shims, pistons, dividers and seal
heads. The 20's and 25's are the
same.

#12-9090-99	\$250.00
#20-9090-99	\$295.00



BODY CLAMP 1.970 DIA.

Allows body to be clamped
in vise without damage.
Fits BSB, Bilstein, and
other 46 mm shocks.

#20-9090-49	\$50.00
-------------	---------

INFLATION TOOL

Allows you to fill all BSB
shocks from one tool.
Made for the serious shock
builder.
Options like digital gage,
power screw driver and
foot control.

#20-9090-52	\$400.00
-------------	----------



SHOCK TRAVEL INDICATOR



Fit over a 2.5" spring
1/4 rod is 24" long

#25-9090-72	\$60.00
-------------	---------

SHOCK TOPS



Fits Gen: 2 bodies.
Comes complete with hyper screw or
Schrader valve and shock eye.

#25-9090-15 Hyper screw	\$60.00
#25-9090-15SV Schrader Valve	\$71.43



Fits 20 and 23 Series shocks.
Comes complete with hyper screw or
Schrader valve and shock eye.

#20-9090-14 Hyper screw	\$45.71
#20-9090-14SV Schrader Valve	\$57.00



Fits 25 Series shock, upper tube
extension.

#25-9090-2A	\$14.29
-------------	---------

SHOCK BODIES



25 Series pressure tube is honed
ID. Comes in 6", 7" and 9"
lengths.

#25-9090-1-6A	\$50.00
#25-9090-1-7A	\$50.00
#25-9090-1-9A	\$50.00



20 Series pressure tube is honed ID.
Comes in 7" and 9" lengths.

#20-9090-1-7A	\$50.00
#20-9090-1-9A	\$50.00

SHOCK PISTONS 1.812 (46 MM) BORE



#20-9090-26 #20-9090-22 #20-9090-21
8mm Post (.315) \$50.00



Dig-Dig COB Linear
#110-9090-21 Dig. \$30.00
#110-9090-22 COB \$30.00
#110-9090-23 Linear \$30.00

SHOCK PISTONS FIT INTEGAR



#21-9090-25 3 Port \$50.00
#21-9090-27 Reduced Flow \$50.00

SHOCK SHAFT

Brand	Length		Series	Part#	Retail
Afco	7	9	19	310-9090-4-length	\$25.00
BSB	7	9	20,25	20-9090-4-length	\$25.00
BSB	7	9	61,62	61-9090-4-length	\$75.00
BSB	6	7	12	12-9090-4-length	\$23.00
Bilstein	7	9	SZ,SN	20-9090-4-length	\$25.00
Integra	7	9	401	310-9090-4-length	\$30.00
Pro Gas	7	9	Pro Gas	20-9090-4-length	\$25.00



SEAL HEAD ASSY



#12-9090-2 12 Series \$21.43
#20-9090-2 BSB 20 & 25 \$25.00
#60-9090-2 BSB 60,61,62 Series \$35.00
#310-9090-2 Integra \$30.00

SHOCK EYE ASSEMBLY

Fits Afco, Bilstein, BSB and Integra shocks.



#410-9090-5 Afco \$30.00
#26-9090-5 Integra \$30.00
#12-9090-5 12 Series BSB \$14.29
#20-9090-5 20 Series BSB \$30.00



INLINE EXTENSION



Fits 15, 20 and 25 series shock.
Allows swedge tube to be add to end of shock.
Good for running 9010 shock in line with pull bar.

#20-9090-19-3 \$25.00

SHOCK EXTENSION



#20-9090-19-1 1" Fits BSB and Bilstein \$16.85
#20-9090-19-2 2" Fits BSB and Bilstein \$16.85
#210-9090-19-1 1" Fits QA1 50 & 26 Series \$12.00
#210-9090-19-2 2" Fits QA1 50 \$26 Series \$12.00
#310-9090-19-1 1" Fits Integra \$16.00



ALUMINUM SHOCK EYE ASSEMBLY

Fits BSB 60 Series gas shock, 14 mm shock shafts.

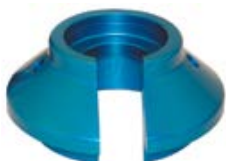
#60-9090-5 \$45.00
#60-9090-51 1" EXT. \$50.00

REBOUND ADJUSTABLE SHOCK EYE



Fits BSB, Olhins, AFco and Integra shocks by replacing lower cup seat. Even and smooth moves between clicks.

#61-9090-5	BSB	\$98.80
#61-9090-6	AFco	\$98.80
#61-9090-B5	Integra	\$98.80



BSB BLUE SHOCK OIL



BSB Blue is a high quality, low viscosity antiwear oil specially developed for use in shocks. Race proven to deliver superior performance in all suspension systems. A high viscosity index provides consistent damping through the longest and most extreme of race conditions. A semi-synthetic mineral oil formulation that will not thicken or thin due to changes in temperature. Low foam technology delivers consistent and predictable damping in all racing conditions.

#20-9090-60	Gallon	\$59.43
#20-9090-60-2	Qt.	\$19.31

SHAFT STRAIGHTNESS GAGE

Allow you to check straightness of shaft while still in shock. Improve weekly maintenance program. Made for 7" and 9" shafts. Comes with indicator.

#20-9090-62	\$75.00
-------------	---------



BUMP CUP



This Bump Rubber cup creates a constant environment for the bump stop to crush. Use this cup with COT style bump rubbers or with micro cell to create the bump curves you need. Cups come in .700" and 1" lengths and fit Bilstein, BSB.

#25-9090-70-7	.700	\$35.00
#25-9090-70-5	1"	\$45.00

BUSHING KIT

Comes in 3 lengths, 1.0", .625" and .220 with .550 dia center hole. Used for making short shaft shocks. Packaged with 3 ea 1", 2ea .625" and 2ea .200"

#20-9090-73	Bushing kit	\$23.50
#20-9090-73-1	1" bushing	\$5.45
#20-9090-73-2	5/8 bushing	\$2.50
#20-9090-73-3	.200 bushing	\$1.25



MICRO CELL BUMP STOPS



Micro-cell foam construction. Ribbed wall thickness for progressive rate. Length can be cut-to-length for specific needs. Three densities available and distinguishable by color.

#25-9090-71-1	Red soft	\$26.80
#25-9090-71-2	White med	\$26.80
#25-9090-71-3	Blue hard	\$26.80
#25-9090-71-4	Packers	\$37.49

BUMP STOP RATES



XD SERIES



LIGHT WEIGHT BEARING BIRDCAGE

Designed to be a double shear bolt together birdcage to replace standard 7100 style birdcages.

Locates on inner race to reduce side load.

5" and 6" shock drop on front and 6" and 7" on back.

Comes with 3.008 size bearing unless otherwise specified.

80051 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.

80052 Comes with 2 ea. 7550-4 clevis shock mounts.

Comes as a left and right side assy.

#8005-L	\$294.58
#8006-R	\$294.58
#80051-L	\$342.78
#80061-R	\$342.78
#80052-L	\$390.99
#80062-R	\$390.99

Replacement Parts

#8005-3 Upper left	\$37.49
#8005-4 Lower left	\$37.49
#8005-2 Shock plate	\$53.56
#7017 Retainer	\$17.00
#8005-5 Bushing	\$4.53
#7011 Shock mount	\$17.70

BEARING BIRDCAGE



New hub design allows mounting to the inner race of the bearing for higher side loads.

More bolts in hub design give strength to plate that stops plate from flexing.

1/2" thick high alloy steel plate.

Standard shock drops.

5/8" holes for rod ends.

Works on both sides of car.

Comes complete with all hardware and 3.008 bearing unless specified.

Has 5" and 6" on the front side and 6" and 7" on the backside of plate.

73021 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.

73022 Comes with 2 ea. 7550-4 clevis shock mounts.

#7302	\$265.00
#73021	\$320.00
#73022	\$370.00

Replacement Parts

#7302-1 4-link plate	\$60.00
#7017 Retainer	\$17.00
#4043-58 Bushing	\$10.00
#7011 Shock mount	\$17.70





**XD
SERIES**



XD BEARING BIRDCAGE

New design allows you to mount retainer rings against inner race of the bearing.
Better load spread on bearings.
2 piece design for fast and easy repairs.
1/2" thick high alloy steel plate.
Fits 5/8" rod ends.
Comes complete with shock mount, retainer rings and bushings.
71101 Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.
71102 Comes with 2 ea. 7550-4 clevis shock mounts.

#7110	\$271.00
#71101	\$334.00
#71102	\$377.00



Kash Wilson

XD BEARING BIRDCAGE

New design allows for mounting against inner races of bearing.
Lighter weight with tube design
High alloy 1/2" steel plates
Fits 5/8" rod ends.
No bind between bearings, birdcage parts or axle tube.
3.0" over all width of birdcage, 4.0" with retainer rings.
4 link plate options for right and left side.
8370-4 left side plate and 7550-1 right side plate.
Comes complete with shock mount, retainer rings and bushings.
83701L Comes with 1 ea. 7011 and 1 ea. 7550-4 shock mount.
83702R Comes with 2 ea. 7550-4 clevis shock mounts.

#8370-L	\$324.00
#8370-R	\$324.00
#83701-L	\$378.00
#83701-R	\$378.00
#83702-L	\$415.00
#83702-R	\$415.00



Brody Robe

MORE FORWARD GRIP, MORE SIDE BITE GUARANTEED



NEW BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever changing condition that we race in. The load that our rear suspension is producing is growing greater every day and we need to stay in front of that load in order to control maximum grip to the tires. So BSB has designed a new birdcage that meets the requirements of a ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quility.

I think you will find everything you are looking for in this birdcage from outstanding side bite, to a bushing that allows the bolt to fit easier, this is the a great design, that just got better.

#8020R	\$465.00
#8021L	\$465.00

Replacement Parts

#8020-1	4 link plate right	\$70.00
#8021-1	4 link plate left	\$70.00
#8020-2	Shock plate	\$65.00
#8020-3	1/4" top plate	\$15.00
#8020-4	1/4" bottom plate	\$20.00
#8020-6	4 link bushing	\$8.00
#8020-7	Shock bushing	\$8.00



ZERO INDEXING PLATES



#8021-10	4 Link plate 1/2"	\$70.00
#8021-11	Top plate 1/4"	\$15.00
#8021-12	Bottom plate 1/4"	\$20.00
#8021-9	3pc. Kit (8020) drilled	\$97.00
#8023-9	3pc. Kit (8023) tapped	\$97.00

Offset holes allow for less indexing of the birdcage during drop of the left rear, allowing you to run a taller or preloaded left rear spring setup. Plates fit 8021 ,8023 and 8025 birdcage. By indexing the holes and slowing down the drive in the car it allows you to run the tall soft left rear spring and keeps the car from being over tight on entry. Plates are 1/2" thick and may require different bushings depending on what you have. These plates also have two holes that allow you to lock up the new style brake floater making the brakes being floated on the birdcage or on the brake floater.



#8021-11



#8021-12



Johnny Wyman Jr

NEW BEARING BIRDCAGE

BSB has added another great piece to its line of birdcages, this 8025 will take the place of any narrow birdcage that we have sold in the past, such as 7320 or 7110. If you are looking for a double shear birdcage in a smaller package this is it. The 8025 has all the features needed in a birdcage to get you around the track even in the slickest of conditions, from perfect bearing alignment to 6 inch swivel shock mounts.

#8025R	\$465.00
#8026L	\$465.00

Replacement Parts

#8020-1	4 link plate right	\$70.00
#8021-1	4 link plate left	\$70.00
#8020-2	Shock plate	\$70.00
#8020-3	1/4" top plate	\$15.00
#8020-4	1/4" bottom plate	\$20.00
#8020-6	4 link bushing	\$8.00
#8020-7	Shock bushing	\$8.00



GO FAST

HEAVY METAL BIRDCAGE



This is not a fly by night product and we now have a full year of testing in on it and it has work very well on both a Modified and a Late Model. We didn't put it in the catalog last year because we felt like it was a phase and would be gone fast. The weight adds drive to the tire in a good way and is 10 times better than bolting lead to the axle.

Birdcage comes in right or left.
Comes complete with shock mounts and retainer rings.
Cross bolts and reducers bushing included.
Total weight 28 lbs.

#8022	Right	\$465.00
#8023	Left	\$465.00

Replacement Parts

#8023-1	4-link plate	\$70.00
#8023-2	Shock plate	\$70.00
#8022-3	1/4" top plate	\$15.00
#8022-4	1/4" bottom plate	\$20.00

CHAIN LIMITER IMCA STYLE



Allow you to adjust chain on LR in
¼ inch increments.
Quick pin design.
Chain is 12" long

#3170		\$80.00
#7516	Lynch pin	\$2.14
#3161	Chain	\$12.25



BEARING CHAIN HOLDER



New design is lighter and cleaner.
No snap ring to break.
Allows chain to rotate freely.
Chain pulls straight on rearend
housing.
Keeps from lifting the rearend.
New lighter design.

#7106	\$118.00
-------	----------

Replacement Parts

#7017	Retainer	\$17.00
#7320-5	Step locator	\$14.00

2PC CHAIN HOLDER



New 2 pc. design is lighter and
cleaner and can be used for
many things.
Allows you to bolt on to axle
tube later.
Chain or 1/2 rod end will fit in
open end.

#7018	\$39.00
-------	---------

ACCESSORIES CLAMPS



These are used on chain limiters and
other things that need clamped to
tubes.
Comes in 1.500, 1.750 and 2.00 inches.

#3148	1.500 dia	\$26.25
#3149	1.750 dia	\$26.25
#3150	2.000 dia	\$26.25

CHAIN LIMITER WITH BUSHING

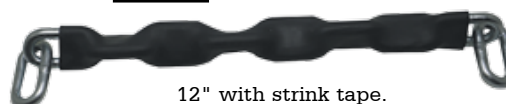


Allows you to adjust chain on
LR.
Has about 1" of adjustment.
Cushions chain at full hike.
Add tractions to left rear.

#3160		\$125.00
#7640	Bushing	\$17.67
#3161	Chain	\$12.25

GO FAST

CHAIN



12" with shrink tape.

#3161	\$12.25
-------	---------

DUAL BEAR BRAKE FLOATER

Bearing brake floater attached to the birdcage in 2 different lengths 2.5 (7090) and 1.5 (7088) are now available to attach to the 8021, 8023 and 8026 birdcage. Indexable caliper mount allows rotating the bracket to your desired position. Tighter fit on caliper bracket moves load to bracket instead of bolts. Comes complete with bushing, inner race locator and retainer ring.

Part #	Length	R to R
7070	1.500"	3.000"
7088	2.250"	3.500"
7090	3.250"	4.500"

#7088	\$200.00
#7090	\$225.00
#7070-2 Arm	\$42.85
#7070-1 Caliper plate	\$37.49
#8310-7 Smooth locator	\$9.00
#7017 Retainer ring	\$17.00
Length = Arm+hub+caliper mount	
R to R = Outside of ring to ring	



Lucas Dobbs

NEW DESIGN



GO FAST

BEARING BRAKE FLOATER

New design caliper plate allows better movement of caliper. Allows you to float the brakes without affecting the suspension. Allows the car to get on the right front tire. Bottom Hole Lines up with top 4 link hole on Birdcage allowing you to attach the brakes to the B/C and remove the floater bar. Brake caliper at 90 deg back or 45 deg. Inner race to locate. Comes with two 7017 clamp rings.

#7070	\$175.00
#7070-2 Arm	\$42.85
#7070-1 Caliper plate	\$37.49
#7320-5 Step locator	\$14.00
#8310-7 Smooth locator	\$9.00
#7017 Retainer ring	\$17.00



METRIC BRAKE BRACKET

Welded brake bracket and ring. Tee gibb allows bracket to be move side to side for perfect alignment.

#7061	\$69.50
#4182 Pin	\$16.07

ROLLER BEARING

Double row ball bearing. Dirt seals. 3 sizes to chose from. 3.001, 3.004, or 3.008.

#4001 3.001	
#4004 3.004	
#4008 3.008	\$37.00



**NEW
DESIGN**

XD SERIES METRIC BRAKE BRACKET

.312 thick plate.
Machine fit to guide caliper
straight.
Fits GM metric caliper.
Fits part #7078

#7076 \$29.00



XD SERIES BRAKE RING

Better load spread across bolts
Design for less flex.
Fits 3" axle tube.
Caliper bracket bolts to it.
Accepts metric and big brake caliper.

#7078 \$36.00



GO FAST

BRAKE RING AXLE MOUNT

Fits 3" axle tube.
Caliper bracket bolts to it.
Accepts metric and big
brake caliper.

#7008 \$36.00



METRIC BRAKE BRACKET

Fits GM metric caliper.
Fits part #7008

#7006 \$18.00



BEARING 4 LINK PLATES

1/2" thick high alloy steel plate.
Fits 5/8" rod ends.

#8370-4L \$60.00
#7550-1R \$60.00



Fits #7302
1/2" thick high alloy steel plate.
Fits 5/8" rod ends.
5" and 6" on front and 6" and 7"
on back.

#7302-1 \$60.00

1/2" thick high alloy steel plate.
Fits 5/8" rod ends.

7110-1 \$46.35



BEARING SHOCK PLATE

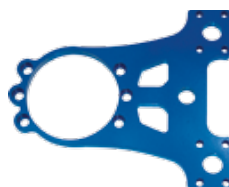
Fits 7550 and 8370
birdcage.
Works great on race track
with more traction.

#7550-12 \$60.00



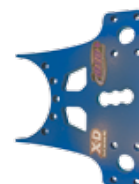
Fits 8370
1/2" thick high alloy steel plate.

#8370-2 \$60.00



Fits 7110
1/2" thick high alloy steel plate.

#7110-6 \$46.35



8" SHOCK DROP SHOCK MOUNT



6", 7" and 8" shock drop mount.
Fits steel birdcages.
New wider clevis design keeps
from digging into shock body.

#7550-15 Clevis Shock Mt.	\$67.00
#7550-7 Clevis	\$37.85
#7550-8 Bushing	\$3.00

6" SHOCK DROP SHOCK MOUNT



Turns shock to eliminate bind.
6" and 7" shock drop.
Fits steel birdcages.
New wider clevis design keeps
from digging into shock body.

#7550-4 Clevis Shock Mt.	\$67.00
#7550-7 Clevis	\$37.85
#7550-8 Bushing	\$3.00



SHOCK MOUNT

Steel bolt on shock mount.
Can be flipped for shock drop.
5" and 6" drops.

#7011	\$17.70
-------	---------



TRACTION SHOCK MOUNT

Move shock mount out to improve
drive on a heavy track.
6" and 7" drops.
Fits steel birdcages.

#7550-17 Clevis Shock Mt.	\$67.00
#7550-7 Clevis	\$37.85
#7550-8 Bushing	\$3.00



SHOCK MOUNT STUD KIT

Stud for standard, 1", & 2"
shock mounts.

#7011-5	\$8.52
---------	--------



STEEL BUSHING

5/8 bushing for birdcage.
Flat back.

#4043-58	\$10.30
#4043-34	\$10.30

DROP SHOCK

1" and 2" drop shock.
Fit steel birdcages.

#7207 1" Drop	\$20.00
#7206 2" Drop	\$20.00



LOCATOR KIT



Allows side load to transmit to
bearing.
A must have for making side bite
and drive in the slick.
Reduces friction on birdcage.
Sold as a set.

#7320-4	\$27.00
---------	---------

RETAINER RING



1/2" steel lock ring.
Includes 1/4-20 bolt.

#7017	\$17.00
-------	---------

AXLE MOUNT PANHARD BAR MOUNT



Clamps to axle for rear mounted
panhard bar
Includes lock nut and bushing

#7053	\$145.00
Replacement Parts	
#4043-34	\$10.30



CLAMP BRACKET

2 pc. ring design allow for
easy installation. Double
side plate.

#7326	\$85.00
-------	---------

Replacement Parts	
#7330-2 Plate	\$52.00
#7327 Ring	\$53.56

2 LINK NORTHERN SPORT MOD



Welded construction for added strength.
Used for IMCA Northern Sport Mods and others that require 2 link mounts.
Spring cup can be added and placed where needed to fit your application.
Double shear plate design for more strength.
1/2" holes and bushing to fit 5/8 rod ends.
Allows you to run 6" and 7" shock drops.
Spring cup sold separate.

#8010 Right	\$170.00
#8011 Left	\$170.00



SPRING MOUNT AND CUP



When adding spring cup to axle tube.
Can weld cup on 2.5 forward, center or 2.5 behind.
Two rings allow for desired spacing and welding.

#8012	\$57.50
-------	---------

2 LINK B-MOD MOUNT



Split rings design allows for different spacing side to side and gives you the option to fully customize your mounts.
Custom plate can be made to allow you and unlimited options, we will need to quote pricing.
Comes complete with shock mount and lower bushing and bolt.

#7360 Right	\$200.00
#7361 Left	\$200.00
#7360-1 Link plate	\$25.00
#7360-2 Shock plate	\$45.00
#7364 Shock mount	\$67.00



2 LINK NORTHERN SPORT MOD



New design allows for different location of 2 link rod changing drive angle of bars.
Mounting straight in front and 2" x 2" down along with standard locations.
New ring design allows for stronger bolting of plates, also allows different spacing of bushing.
Custom plates can be added if wanting to try something different.
New narrow shock plate allows for more shock drop from 4" to 7" while maintaining the same split front to rear as normal.

#7362 Right	\$225.00
#7363 Left	\$225.00

Replacement Parts

#7362-1 Link plate 1/4"	\$30.00
#7362-2 Shock plate 1/2"	\$50.00

2 LINK NORTHERN SPORT MOD



GO FAST



Used for IMCA Northern Sport Mods and others that require 2 link mounts.
Great design for spring on top or when using spring slider.
Double shear plate design for more strength, with inner support beam.
Comes with 4043-58 bushing.
Allows you to replace damage parts.
Allows you to run 5", 6" and 7" shock drops.
2 pc ring design.
5 ea, 3/8 bolts to hold plate to ring.

#7350 \$176.00

Replacement Part

#7350-1 Plate	\$26.78
#7350-2 Plate with inner stiffener	\$48.20
#7350-7 Spring cup	\$32.14
#7350-6 2 pc. Ring assy	\$53.56



SPRING CUP

3.5" tall cup.
7448-1 with bearing flush mount.(pictured)
7448-2 with bearing 2" drop cup.
7446-3 with 1.250 center hole.
7350-7 with .500 center hole.
7449 5" tall cup

#7448-1	\$53.56
#7448-2	\$53.56
#7446-3	\$28.92
#7350-7	\$32.14
#7449	\$37.49
#COM10T Bearing	\$9.27

DUAL PANHARD BAR REAREND CLIMBER



Gear climbs to any position by rolling up and down the rack.
Plate is 1/2 thk, 3/4 thk total.
Some fabrication will need to be done to complete mounting.
Welds on into position.

#7071 \$98.80

Replacement Parts

#4026-1 Bushing	\$41.72
#4026-2 Nut	\$14.60

2 LINK MOUNT



SPRING BUCKETS

Clamp to axle tube for mounting of spring.
Spring on top can swivel or be fixed to ring.
Com ball design allows for proper alignment of bucket with rear end movement.
3.5" or 5" tall cups.

#7451 Right \$69.99

Replacement Parts

#7450-1 Center ring	\$30.00
#7448-1 Swival Cup	\$56.25

Ideal for IMCA, spring on top can be moved side to side and welded in place.
Allows you to run different shock drops.
Comes with 4043-58 bushing.
2 pc ring design.
3 ea 7/16 bolts to hold plate to ring.
Recommend tack welding for added strength.

#7330 \$155.00

Replacement Part

#7330-2 Plate	\$52.00
#7350-7 Spring cup	\$32.14
#7330-4 2 pc. Ring assy	\$53.56
#4043-58 Bushing	\$10.30





ADJUSTABLE J-BAR

New adjustable J-Bar.
No need to remove from car to adjust.
Has 5" drop

#7039-19	18 1/2" to 20 1/2"	\$126.00
#7039-20	20" to 22 1/4"	\$126.00

Replacement Parts

#7039-1	Threaded adjuster	\$40.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75



FRAME SLIDER

Allows you to move panhard bar up and down without changing the length of it.
Double side for short or long bar.

#7055-15	\$95.40
#7055-20	\$95.40

Replacement Parts

#4043-34	Bushing	\$10.30
----------	---------	---------



Designed to be the strongest steel J-Bar on the market, and weighs just a 1/2 pound more than 7039 J-bar.

No need to remove from car to adjust.
Has 6" drop.

#7045-19	17 1/4" to 19 1/2"	\$195.00
#7045-20	19 1/4" to 21 1/2"	\$195.00

Replacement Parts

#7039-1	Threaded adjuster	\$40.00
#com-12	Com ball	\$12.00
#ECML12	Rod end	\$12.00
#3/4-16	Jam nut	\$0.75



GRT CLIMBING FRAME SLIDER

Ideal for a GRT.
Fits 1 1/2" and 2" tube.
Allows J-Bar to be moved without adjusting length.

#7577-15	\$130.00
#7577-20	\$130.00

Replacement Parts

#4026-1	Bushing	\$43.72
#4026-2	Nut	\$14.86



XD CLIMBING FRAME SLIDER

Allows you to adjust J-Bar up and down without removing it.
3/4" thick steel plate 1" thick at gear.
Adjuster climbs up and down with one wrench.

#7057-15	\$130.59
#7057-20	\$130.59

Replacement Parts

#4026-1	Bushing	\$43.72
#4026-2	Nut	\$14.86



STUD KIT

Fits aluminum and steel pinion plates
Comes with stud, bushing
nut long bolt and nuts

#4047S	Steel Bkt	\$52.00
#4047A	7053	\$52.00



FRAME SLIDE

Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.
Used when running J-Bar.
3/4" thick steel.

#7051-15	\$45.50
#7051-20	\$45.50



FRAME SLIDE

Frame slider for 2" x 2" tube and 1 1/2" x 1 1/2" tube.
Flip around to use with a j Bar
length that fits to center of tube
1" thick steel.

#7052-15	\$65.00
#7052-20	\$65.00



9" FORD CLIMBING PINION PLATE



Allows you to adjust J-Bar up and down without removing it.
1/2" thick steel plate 3/4" thick at gear
Adjuster climbs up and down with one wrench.

#7027 \$127.00

Replacement Parts

#4026-1 Bushing \$43.72
#4026-2 Nut \$14.86



QC CLIMBING PINION PLATE WITH SEAL



Light weight pinion plate with seal.
Fast and easy adjustment, with one tool.
IMCA legal.
1/2 thick steel plate with reinforced outer edge.

#7048 \$132.00

Replacement Parts

#4026-1 Bushing \$43.72
#4026-2 Nut \$14.86

9" FORD PINION PLATE



Fits 9" Ford rear end.
One wrench adjustment.
Longer adjustment than a standard plate.
With lower hole.
Comes complete with hardware.

#7040 \$125.00

#4047S Threaded stud kit \$52.00



QC CLIMBING PINION PLATE



Fits quick change rear ends, one wrench adjustment, marked for center of pinion.
1/2 thk plate 3/4 thick over gear rack.

#7044 \$125.00



9" FORD 2" OFFSET PINION PLATE



2" Offset to the right
#7022 \$125.00

QC PINION PLATE

Fits quick change rear ends (Winters, Frankland).

One wrench adjustment.
Longer adjustment than a standard plate.
Comes complete with hardware

#7080 \$125.00

#4047S Threaded stud kit \$52.00



BIG BODY DUAL BEARING SLIDER IMCA STYLE



OUTLAW BEARING

The BSB Outlaw Bearing is made for us by a major bearing manufacture, and is not a bushing. It is a Class III bearing that was design to replace a linear ball bearing setup. This bearing is designed to run in a dirty environment and carry 20 times the load of a linear ball bearing, and can do it with or without lubrication. If your slider has a ball bearing system in it your slider will bind over time causing poor performance and a loss in drive and side bite.

RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

NOT RECOMMENDED

- WD-40
- PTFE Sprays
- Fluorocarbons
- Silicon Oils, Grease or Spray

WD40® is a registered trademark of the WD40 company



Larry Tounzen

QUICK RELEASE SLOT CUP

Fits both XD and Outlaw sliders.

5/8" hole in bushing.
Ask for when ordering.

#7532	\$55.00
#7532-2 Bushing	\$10.40
#7532-4 Cup	\$41.60
#7516 Lynch pin	\$2.08



PART #	DESCRIPTION	PRICE
7540	Standard Slider	\$220.00
7540-2	2" Longer Slider	\$220.00
7540-B	Slider with Quick Cup	\$239.00
7540-2B	2" Longer with Quick Cup	\$239.00

REPLACEMENT PARTS LIST

7508	Bearing Upper	\$19.52
7521	1/2" Rod End	\$5.90
7522	1/2" Rod End	\$5.90
7526	1-7/8 Snap Ring	\$1.61
7540-5	5/8 Shaft	\$27.32
7540-6	5/8 Shaft 2" Longer	\$31.6
7540-7	Plunger Bearing	\$17.67
7540-9	1-1/2 Nut	\$43.73
7540-10	Slotted Cup	\$26.78
7540-11	2" Snap Ring	\$1.34
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$77.00
7540-16	Rebuild Kit 2" Longer	\$77.00



REPLACING A SHAFT

Shaft Length in Body

To determine length of shaft, fully extend the shaft from body and measure chrome part of shaft.

#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long

Shaft removed from body

Measure length of chrome

#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

BIG BODY DUAL BEARING SLIDER UMP STYLE

PART #	DESCRIPTION	PRICE
7541	Standard Slider	\$220.00
7541-2	2" Longer Slider	\$220.00
7541-B	Slider with Quick Cup	\$239.00
7541-2B	2" Longer with Quick Cup	\$239.00
7541-C	Slider with perload bearing	\$239.00
7541-2C	2" longer w/bearing	\$239.00
REPLACEMENT PARTS LIST		
7508	Bearing Upper	\$19.52
7521	1/2" Rod End Female	\$5.90
7522	1/2" Rod End Male	\$5.90
7526	1-7/8 Snap Ring	\$1.61
7540-5	5/8 Shaft	\$27.32
7540-6	5/8 Shaft 2" Longer	\$31.60
7540-7	Plunger Bearing	\$17.67
7540-9	1-1/2 Nut	\$43.73
7540-10	Slotted Cup	\$26.78
7540-11	2" Snap Ring	\$1.34
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$77.00
7540-16	Rebuild Kit 2" Longer	\$77.00

The outlaw slider is great but the XD slider may be the last one you ever buy. We design the XD series for the racer that wants to spend less time on his race car parts and more time on his race setup. We added an invert bearing surface to the face of the plunger to give it super stability at full extension.

Dual Bearing surface both on shaft and ID of bore.

Bigger bore reduces side load Improved internal parts design for extended life All steel construction

STANDARD FEATURES

Outlaw bearing

AN wiper

Double lip seal

5/8 shaft harden and chrome

Quick release pin

2" high spring retainers

Totally sealed tube for less maintenance

Add "B" to part number for new style cup, (exp 7540-2B)

Add "C" to part number for perload bearing, (exp 7540-C) or (7540-2BC) for both cup and bearing.



STACK SPRING CUP



Comes with cup and lock nut.

#7531 \$75.00



BEARING NUT ASSY



Allows easy preload of long springs. Comes with longer nut and bearing. Fits all 7540 sliders made.

#7540-20 \$46.00

SLIDER WRENCH



#7540-19 \$24.50

BIG BODY DUAL BEARING SLIDER 2.5"



Why not, these boys that run asphalt need good parts too. So we took the best spring eliator and made it for a 2.5 inch spring. It uses two bearing design to ensure stable loads as it moves up and down and the bigger bore will help carry the load better that is produced by the bigger tire. It comes with a quick release upper cup and a threaded lower cup, (8 turns per inch). Preload bearings and quick release cup options are available for this slider too.



PART #	DESCRIPTION	PRICE
7542	Standard Slider	\$235.00
7542-2	2" Longer Slider	\$235.00

REPLACEMENT PARTS LIST

7508	Bearing Upper	\$19.52
7542-4	1/2 shock eye	\$45.00
20-9090-5-2	Com ball 1/2	\$10.71
10-9090-22	End cap only	\$30.00
12-9090-2-9	End cap o-ring	\$1.43
7540-5	5/8 Shaft	\$30.00
7540-6	5/8 Shaft 2" Longer	\$30.00
7540-7	Plunger Bearing	\$17.67
7540-12	Double Lip Seal	\$4.25
7540-13	AN Wiper	\$1.61
7540-15	Rebuild Kit	\$77.00
7540-16	Rebuild Kit 2" Longer	\$77.00

RECOMMENDED LUBRICATION

- Waylube Oil
- Light Weight Oils
- Petroleum Based Grease
- 3-in-1 oils RECOMMENDED

NOT RECOMMENDED

- WD-40
- PTFE Sprays
- Fluorocarbons
- Silicon Oils, Grease or Spray

WD40® is a registered trademark of the WD40 company

SPRING CUP KIT



#7542-16 \$57.20



Rodney Standerfer

GO FAST



OUTLAW SLIDER

NEW state of the art bearing slider.
New (Outlaw) bearing allows for less maintenance and higher load rating. The (Outlaw) bearing uses aircraft technologies to produce the smoothest bearing on the market. The Outlaw bearing can run 20x more side load than the standard liner bearing and has 5 times the life of a standard bearing.

STANDARD FEATURES

- Outlaw bearing
- Double lip dirt seal
- 5/8 harden shaft and chrome
- Pin release lock nut
- Slotted top plate
- Floating lower plate
- 2" high spring retainers
- Totally sealed tube for less maintenance

#7500	\$195.00
#7500-2 Longer Shaft	\$195.00

REPLACEMENT PARTS LIST

#7504	5/8 Shaft	\$30.00
#7504-2	5/8 Shaft 2" Longer	\$30.00
#7506	1 1/2 Nut	\$31.32
#7508	Bearing	\$19.52
#7509	Double Lip Seal	\$2.14
#7512	Plunger	\$17.30
#7513	1-1/8" Snap Ring	\$1.34
#7514	5/8" Snap Ring	\$1.07
#7516	Lynch Pin	\$2.14
#7518	Rebuild Kit	\$68.00
#7518-2	Rebuild Kit 2" Longer	\$68.00

SPRING CUPS

#7502	Slotted	\$29.46
#7503	Shaft Plate	\$29.46
#7540-10	Slotted	\$29.46



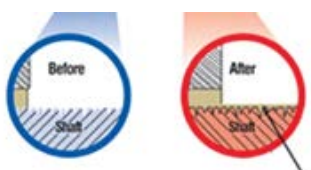
SLIDER WRENCH



#7510 \$16.07



OUTLAW BEARING



Note: At break-in the bearing deposits a microscopic film on the shaft and fill the small valleys in the shaft surface causing a bearing to bearing running condition that is a true self lubrication.

Shaft Length in Body	
To determine length of shaft,fully extend the shaft from body and measure chrome part of shaft.	
#7500	9.50 long
#7500-2	10.75 long
#7540	9.250 long
#7540-2	10.50 long
Shaft removed from body	
Measure length of chrome	
#7500	11.300
#7500-2	12.600
#7540	10.300
#7540-2	11.800

BSB will rebuild your Outlaw or XD slider labor free for life.

SLIDER LENGTH		
Part#	Closed	Open
#7500	16.2"	24.4"
#7500-2	17.6"	25.8"
#7540	15.7"	24.7"
#7540-2	17.1"	26.1"





Standard Features:

Outlaw Bearing.
Travel Indicator.
Poly bushing on brake side.
Fits progressive spring or standard.
Harden Shaft .
Double Lip Dirt Seals.
Rod end included.
3/4 Shaft, seal and bearing kit fits all 3 bars, sold separate.

#7600 \$255.00

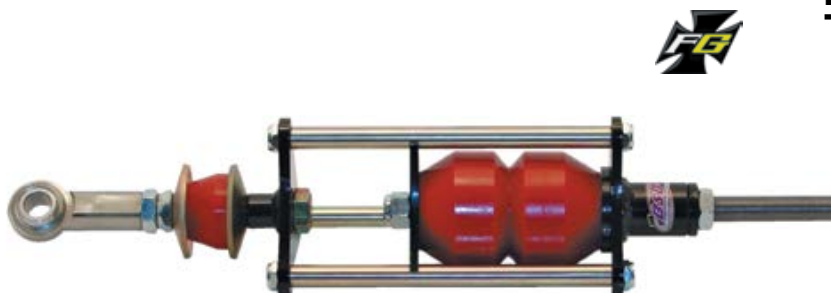
Spring not included

REPLACEMENT PART

#7600-8	3/4 Main shaft	\$25.00
#7600-9	5/8 Gold rods ea	\$20.00
#7600-10	Indicator rod	\$10.00
#7600-13	Bearing	\$30.00
#7600-14	Seal	\$2.50
#7600-16	Cup washer gold	\$4.43
#7600-23	Rebuild kit	\$53.56
#7640	Red bushing	\$17.16

OUTLAW TWO WAY PULL BAR

BSB New Bearing Pull Bar uses the (Outlaw) bearing to offer the smoothest motion in a standard pull bar. This new design pull bar has relocated the brake biscuit to the head end of the bar. This allows for better control over the car in the braking zone. Also improves entry with out shocking the tires. Dirt seals on the end of the bearing help keep this a maintenance free pull bar.



Poly bushing
sold separately

POLY-BUSHING PULLBAR

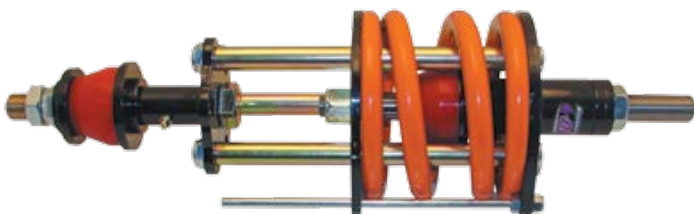
21 3/4" Length.
Outlaw Bearing.
Hardened Shaft.
Rod End Included.
Sold without Poly Bushing

#7650 \$255.00

Replacement Parts

#7650-8	5/8 Gold rods	\$20.00
#7600-8	3/4 Main pull rod	\$25.00

SHORT SPRING PULL BAR



Shorter length @ 21 3/4"
Lighter weight 3 way pull bar.
Fits cars like GRT.
5" tall spring.
Outlaw Bearing.
Hardened Shaft.
Rod End Included.

#7625 \$390.00

Replacement Parts

#7650-8	5/8 Gold rods	\$20.00
#7625-8	3/4 Main rod	\$25.00
#7600-16	Cup washer	\$4.43
#7640	Red bushing	\$17.16



Kirby Robe

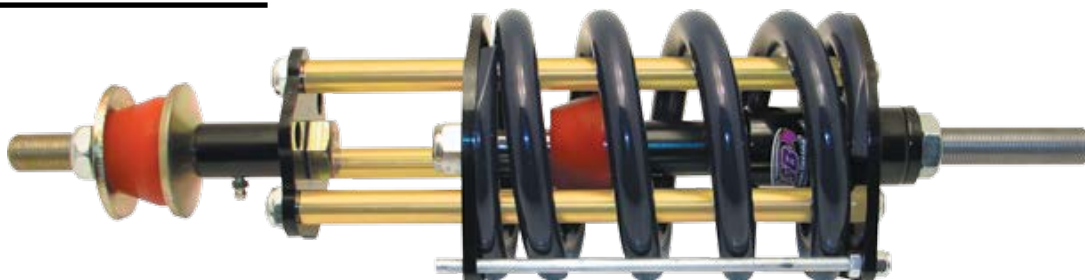
PULL BAR LENGTH

#7600	23 1/2"	center to center
#7615	23 1/2"	center to center
#7625	22 1/4"	center to center
#7650	21 3/4"	center to center
#7610	19"	center to center

By just adding female rod end to threaded end.

#7600	with 10" tube	c to c	31-1/8"
#7615	with 10" tube	c to c	31-1/8"
#7625	with 10" tube	c to c	29-7/8"
#7650	with 10" tube	c to c	28-3/4"
#7610	with 10" tube	c to c	28-1/4"

OUTLAW THREE WAY PULL BAR



BSB 3 way pull may not look like the hottest thing out, but what looks leave off performance makes up. People have been looking for magic in a pull bar but it is just not there, understanding what you need is how you determine what to do. We have fixed some of the issues like plate flex and rod sticking but the main issues is how it makes load to the tire. This is one of the best all-around pull bars on the market for making forward drive there is, it has a great traction curve in a range of 2200 to 2800 pounds which allows just about every tire there is to make grip. If you are looking for magic look somewhere else, but if you are looking for drive here you go.



#7615	Complete Unit	\$390.00
Replacement Parts		
#SPRING	1075 lbs	\$75.00
#7640	Ploy Bushing	\$17.67
#7615-3	Upgrade Kit	\$74.98
#7600-8	3/4 Main shaft	\$25.00
#7600-9	5/8 Gold rods ea	\$20.00

REPLACEMENT POLY-BUSHING

2 3/8" X 3.345 O.D. Small
5.0" X 3.345" O.D. Large
Singles need washer between them.
You pick color combo.

#7650-11 single	\$29.99
#7650-12BR Blue-Red	\$61.06
#7650-12BB Blue-Blue	\$61.06
#7650-12RR Red-Red	\$61.06



PULL BAR SPRINGS

#BSB 1075	\$75.00
#HYP 900/1300	\$75.00
#YJ600/1200	\$50.00
#YJ900/1300	\$50.00
#YJ1000/1600	\$50.00



POLY-BUSHING

Small brake bushing used on pull bars.

#7640 - Color	\$17.16
---------------	---------



PULL BAR SPRINGS

Short pull bar spring.
Used in 7625 Pull Bar.
5" x 4" tall spring.
Rates from 900 to 1200.

#900-4	\$75.00
#1000-4	\$75.00
#1100-4	\$75.00
#1200-4	\$75.00



Danny Dinneen



DMI BULLDOG BLOOD GEAR OIL

Best Gear Oil on the Market.

#BULLDOGQT 1 Quart	\$15.86
#BULLDOG5QT 5 Quart	\$78.26
#BULLDOG1 1 Gallon	\$61.91
#BULLDOG5 5 Gallon	\$304.81



DMI BULLDOG CT-1 QUICK CHANGE REAR END

The CT-1 is the premier closed tube rear end on the market. All CT-1 comes with 5 quarts of Bulldog. Blood Gear oil. (BULLDOG5QT)

Aluminum rear end housing comes with HD lower shaft, front seal plate and thermal coating.

#BSB-CT1-4.86 Alum.	\$2425.00
#BSB-MOD-4.86 Steel Tubes w/ Hubs, Rotors, & Axles	\$2185.00



PEM QUICK CHANGE REAR END



STANDARD FEATURES

- Lightweight Magnesium/ Aluminum Construction
- Heat treated lower shaft.
- Roller pinion nose bearing.
- Aluminum posi nut.
- Heavy duty rear cover

OPTIONS

- 4.11 or 4.86 ratio
- Black Thermal Coating, Inside and Outside
- REM® Finish Ring & Pinion
- REM® Finish all Bearings & Races
- Drilled Aluminum Spool
- Gun Drilled Axle option on Complete GN Kit
- .125" Chrome Moly Tubes
- Lightened Ring Gear
- Billet Rear Cover

#QCKSTGN5 Steel tube, Rotors, Hubs	\$1815.00
#QCATW5 Aluminum tube	\$1567.00
#QCKSTGN5-MAX	\$2406.00
#QCATW5-MAX	\$2041.00

MAX-Option quick change rears have black thermal coat, billet rear cover, all REM internals for low drag, drilled spool, drilled lower shaft, gun drilled axles and breather kit.

8" SLIP YOKE



8" Long from center of u-joint to end of yoke.
6" Long slip surface.
3-1/4" x 1-1/16" u-joint cup size.

#FST-XLT 8WA	\$95.00
--------------	---------

1" LONGER QUICK CHANGE REAR YOKE

Steel quick change yoke.
1" longer for more J-Bar clearance.
No spacer required.

#QCY-XL	\$109.20
---------	----------



U JOINT CIRDLE



Provides more bearing surface for u joint.
Increase load capacity.
Can't over tighten.

#FST-BBSK-10	\$50.95
--------------	---------

SPORTSMAN QUICK CHANGE GEAR

Standard quick change gears
All gear ratio available.

#SMOC	\$72.79
-------	---------





AXLE PULLER

All in one tool.
Allen wrench is for a 10-32 bolt.
Threaded for 3/4", 7/16", and 3/8".

#9030 \$32.00

ROD END GAUGE

For measuring C to C distance.
Accurately sets the length of rods
and coil over shocks.
Keeps rod ends parallel.
Fits 1/2", 5/8", and 3/4" rod ends.
New scale has been added for
easy measuring.

#9015 \$50.00



SPEED SOCKET

Allows you to use one
impact in hot lane
during a flat.

Use on wheel cover
that require bolts to
hold them on, Slips
out of speed socket
an allows you to
remove lug nuts.

#9037 \$30.00



JACK PAD



Gives ther jack a even spot to jack the
car from.

#6016 \$21.42

ULTRA LOW DRAG TEFLON SEAL

Light weight aluminum
housing and Teflon seal
surface.

Rubber seal create a ton
of drag between seal
and spindle.

Works on steel or
aluminum.

Extremely durable and
reusable.

#10572 Pinto \$31.20

#10568 Rear GN \$31.20

#10559 Wide 5 \$31.20



ONE SHOT GREASE GUN



Small compact grease gun.
One hit is equal to two pumps of a grease
gun.

Reloadable with your own grease.

#9019 \$32.45



BSB-FIRESUIT \$725.00 (shipping included)



BSB T SHIRTS



Shirts come in all sizes
Small, medium, large, x-large, xx-large
and xxx-large.

#1510 Tee Shirt \$20.00



Tom Berry

BSB BANNERS



BSB banners for showing team pride, can
use in the shop, the back of your car or to
hang from your trailer door.

#1801 3' x 6' \$45.00

BSB HAT



Snap back hat band
2 colors to choose from.
Bold 3d stitching.
#1603 Orange \$20.00
#1604 Green \$20.00



Shane Hiatt

Cory Lagroon

Simpson Vendor Uniform Order Form

Vendor's Name: BSB Manufacturing

All uniforms will be constructed of Gabardine Nomex Fabric and will feature the following comfort options:

- Full 360 shoulder gussets
- Inset front pockets
- Straight leg cuffs (boot cuff)
- Driver's name embroidered on belt in script

Options:

Arm restraints \$50.00 additional cost _____

2 piece uniform \$35.00 additional cost _____

Back gusset \$50.00 additional cost _____

NO OTHER OPTIONS ARE AVAILABLE

Instructions:

1. Measure driver with a cloth measuring tape and record measurements on chart.
2. Complete the name and shipping address portions on chart. Shipping address must have street address. UPS will not deliver to post office boxes.
3. Select uniform color choices.

Sleeve Color Choices:

- ☐ Black ☐ Red ☐ Purple
☐ Blue ☐ Yellow ☐ Orange ☐ White

Pant Color Choices:

- ☐ Black ☐ Red ☐ Purple
☐ Blue ☐ Yellow ☐ Orange ☐ White

Chest Color Choices:

- ☐ Black ☐ Red ☐ Purple
☐ Blue ☐ Yellow ☐ Orange ☐ White

Name for embroidery:

(please print exactly as name is to appear on uniform)

Name (please print) _____

Address _____

City _____

State _____ **Zip Code** _____

Phone (____) _____ - _____

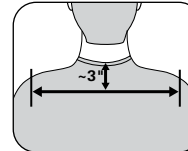
BUILD TYPE

☐ MALE ☐ FEMALE ☐ YOUTH

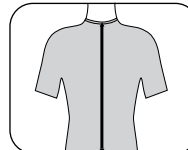
Please measure accurately with cloth measuring tape. Do not adjust measurements or make allowances. Use Special Instructions for any sizing comments.



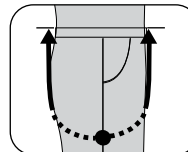
A. Sleeve
Measure from center back where collar hits spine, behind elbow, to wrist, with elbow bent & arms forward.



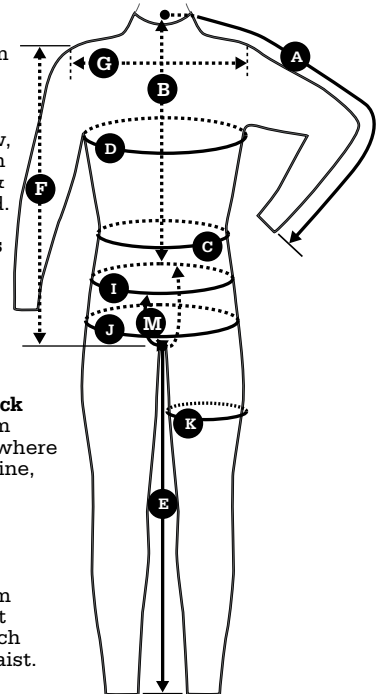
G. Shoulders
Measure across back of shoulders from sleeve.



B. Center Back
Measure from center back where collar hits spine, to waist.



M. Rise
Measure from front of waist through crotch to back of waist.



KEY	DESCRIPTION (USE CLOTH MEASURING TAPE)	MEASUREMENT (INCHES)
A	Neck to wrist. Measure from center of neck (bone) to wrist.	
B	Center back length. Measure neck (bone) to waist (C).	
C	Natural waist circumference. Measure across naval & level across back.	
D	Chest circumference. Measure widest circumference.	
E	Inseam. Measure bottom of rise to ankle (bone).	
F	Collar bone to where crotch seams meet.	
G	Shoulder width. End of shoulder to end of shoulder.	
I	Measure circumference of waist at beltline where pants are worn.	
J	Hip. Measure largest circumference around hips.	
K	Thigh. Measure 2" below crotch.	
M	Rise. Measure front to back waist. Same measurement points as C.	
N	Neck size	
O	Height	
P	Weight	

WARRANTY:

ALL PRODUCTS SOLD FROM BSB MFG. ARE WARRANTED TO DO WHAT THEY ARE DESIGNED FOR.
ALL PRODUCTS THAT ARE ANODIZED HAVE NO GUARANTEE ON COLOR.
BSB MFG. WILL REPLACE ANY OF OUR PRODUCTS FOUND, UPON OUR INSPECTION, TO BE DEFECTIVE IN WORKMANSHIP, OR MATERIAL WITHIN 90 DAYS, FROM DATE OF SHIPMENT.
THE PURCHASER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF ANY AND ALL PRODUCTS, PARTS, SUPPLIES AND MATERIALS PURCHASED FROM BSB MFG., INC. RACING IS A HAZARDOUS SPORT.
NO WARRANTY IS MADE OR IMPLIED REGARDING ANY RACING PRODUCT SOLD BY BSB MFG., INC. TO PROTECT USERS FROM DAMAGE, INJURY OR DEATH. USER ASSUMES ALL RISKS.
ANY MODIFIED PART WILL VOID WARRANTY.

BACKORDERS:

ITEMS THAT ARE BACKORDERED WILL REMAIN ON ORDER FOR 30 DAYS UNLESS CANCELED BY YOUR COMPANY.
BACKORDERED ITEMS THAT ARE CANCELED MAY AFFECT THE P.O. PRICING.

RETURNS:

NO RETURNS WILL BE ACCEPTED WITHOUT PRIOR AUTHORIZATION, PLEASE CALL FOR AUTHORIZATION CONDITIONS AND SHIPPING METHODS.
ALL RETURNS MUST BE ACCOMPANIED BY A COPY OF THE INVOICE WHICH YOU RECEIVED WITH YOUR SHIPMENT.
ALL ITEMS RETURNED MUST BE IN ORIGINAL PACKAGE AND IN SELLABLE CONDITION.
ALL ITEMS THAT ARE RETURNED MUST BE DONE WITHIN 30 DAYS OF SHIPMENT. FREIGHT CHARGES WILL NOT BE ACCEPTED. FREIGHT CHARGES ON ITEMS THAT ARE RETURNED DUE TO MANUFACTURING DEFECTS WILL BE CREDITED TO YOUR ACCOUNT.

CLAIMS:

CLAIMS FOR PRODUCTS DAMAGED OR LOST IN SHIPMENT MUST BE MADE WITH THE CARRIER.
ANY CLAIMS FOR SHORTAGE OR ERROR IN SHIPMENT MUST BE MADE TO US WITHIN 5 DAYS OF RECEIPT OF ORDER.

ORDER INFORMATION:

ALL NON-ACCOUNT ORDERS MUST BE ACCOMPANIED BY A C.O.D. MONEY ORDER OR CREDIT CARD.
ALL INSTATE SALES MUST FILL OUT A SALE TAX EXEMPT FORM ON FIRST ORDER, OR YOU WILL BE CHARGED SALES TAX.
ALL PRICES ARE F.O.B. FROM WELLINGTON, KS.
PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

DEALER REQUIREMENT:

ANYONE THAT WOULD LIKE TO BECOME A DEALER FOR BSB MFG. INC. MUST 1ST CONTACT US TO SEE IF YOUR LOCATION IS AVAILABLE.
NEXT WE WILL NEED YOUR TAX ID NUMBER AND YOUR RESALE NUMBER. WE WILL THEN SEND YOU A DEALER PRICE SHEET WHEN YOU ARE APPROVED.

NOTE:

SOME PRODUCTS HAVE BEEN PICTURED ANODIZED OR POWDER COATED FOR CLARITY. IF COLOR IS AN ISSUE, PLEASE CALL US TO SEE IF PARTS COME ANODIZED OR POWDER COATED.



JC Wilson



Josh Vogt



Brandon Conkwright



David Hendrix



Danny Morrison



Dewayne Estes



bsbgofast.com



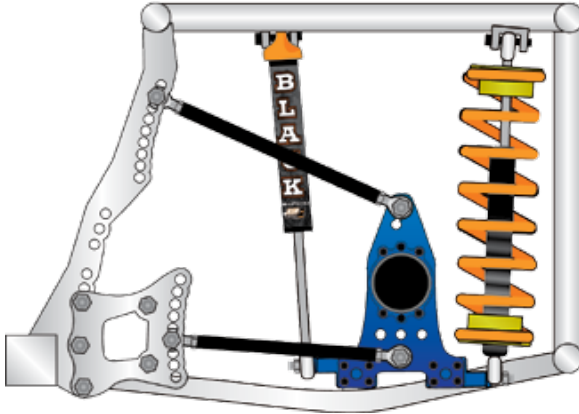
TJ Herndon



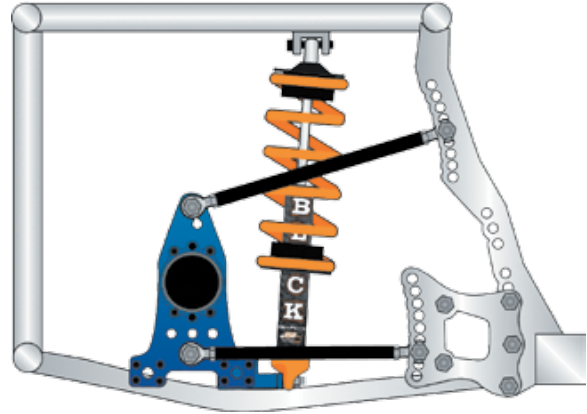
TJ Mulvaney

4 LINK ADJUSTMENTS

LEFT SIDE



RIGHT SIDE



Picture is shown with bars in standard holes.

TO TIGHTEN CORNER ENTRY

Lower right rear bottom 4 link bar on chassis
Raise right rear top 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis

TO LOOSEN CORNER ENTRY

Raise right rear lower 4 link bar on chassis
Lower right rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

TO TIGHTEN MIDDLE OF CORNER

Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis (on gas)
Lower right rear top 4 link bar on chassis

TO LOOSEN MIDDLE OF CORNER

Raise right bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis

TO TIGHTEN CORNER EXIT

Lower right rear top 4 link bar on chassis
Lower right rear bottom 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis

TO LOOSEN CORNER EXIT

Raise right rear top 4 link bar on chassis
Raise right rear bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

IN GENERAL

Raising right bottom 4 link rod on chassis will loosen the car up on entry and tighten the car on exit. Lowering right upper 4 link rod on chassis will tighten corner exit, but don't become depended on it because getting it too low will extend exit drive out on the straight away and will reduce corner speed.

Raising left bottom 4 link rod on chassis will create more "hike" and more roll steer, therefore loosening car on throttle. It will also give the car a little drive, but don't mistake this for a drive adjustment, it is for steer.

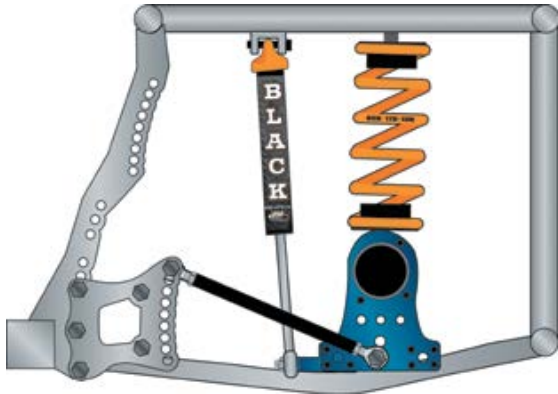
Lowering left bottom 4 link rod on chassis will hold more spring load on chassis "hike" and promote less roll steer, therefore tightening car on throttle.

The top left bar is for drive adjustment and the bottom is for steer adjustment.

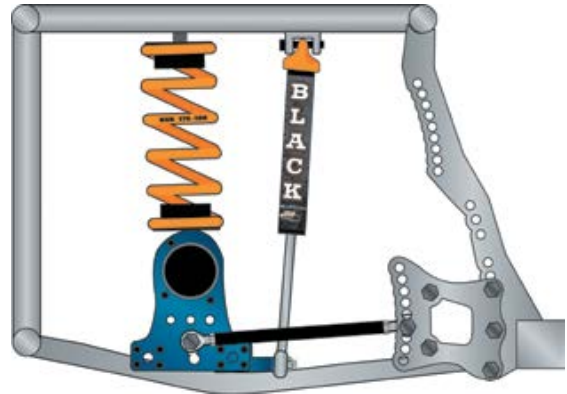
Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis "hike". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

3 LINK ADJUSTMENTS

LEFT SIDE



RIGHT SIDE



Based on a chassis that hikes the left rear

TO TIGHTEN CORNER ENTRY

Lower right bar on chassis
Lower left on chassis
Increase right rear spring rate (off gas)

TO LOOSEN CORNER ENTRY

Raise right bar on chassis
Lengthen right rear bar
Soften right rear spring

TO TIGHTEN MIDDLE OF CORNER

Lower right bar on chassis
Soften left rear spring
Remove rebound from right front shock

TO LOOSEN MIDDLE OF CORNER

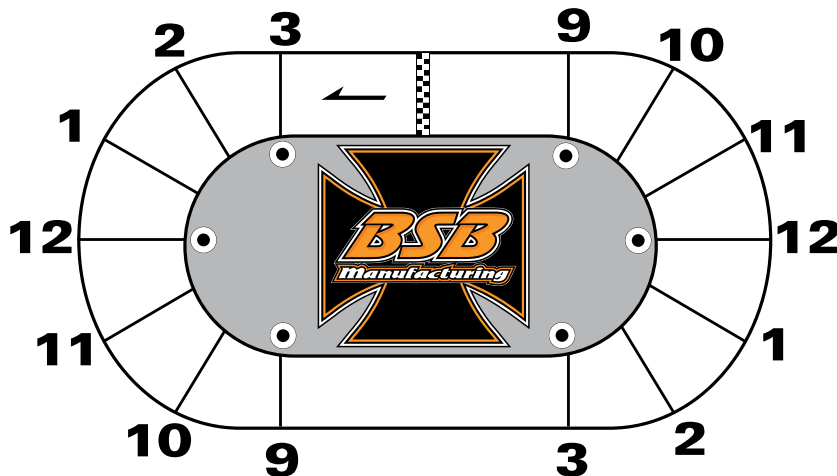
Add rebound to right front shock
Raise right bar on chassis
Decrease wedge

TO TIGHTEN CORNER EXIT

Lower right bar on chassis
Lower left bar on chassis

TO LOOSEN CORNER EXIT

Raise left bar on chassis
Raise right bar on chassis
Add rebound to right front shock



TRACK TIMING

We will use this chart to communicate between us in order to determine how you drive. Basically there are two ways to enter the corner, on gas or off gas and that is the 1st step in determining what is going to happen to the car going thru the corner. We will use the other zones like 3 and 12 to figure where you get back to the gas and when you turn the car. If you are having handling problems thru the corner you need to first determine how you are drive the corner.



20 INDUSTRIAL AVE
WELLINGTON, KS 67152

PH: 620-326-3152

FAX: 620-326-5789

EMAIL: BSBMFG@YAHOO.COM

BSBGOFAST.COM

BSBSHOCKS.COM