



**2018**

**RACING  
CATALOG**



# NATIONAL CHAMPIONS

**JOSH TOMLIN**  
2017 NESMITH  
STREET STOCK



**NATIONAL CHAMPION**



**15  
SERIES  
SHOCK**

**MIKE HARRISON**  
2017 UMP  
MODIFIED



**NATIONAL CHAMPION**



**8025  
BEARING  
BIRDCAGE**



**6  
TIME  
NATIONAL  
CHAMPION**

**TIMMY HANCOCK**  
2017 UMP  
PRO-MOD



**NATIONAL CHAMPION**



**20  
SERIES  
SHOCK**

**JACOB OLMSTEAD**  
2017 ROOKIE OF  
THE YEAR



**IMCA NORTHERN  
SPORT MOD**



**20  
SERIES  
SHOCK**

**JUSTIN KINDERKNECHT**  
2017 NCRA  
MOD-LITE



**NATIONAL CHAMPION**



**13  
SERIES  
SHOCK**

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 24 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.

Again we have changed things and have added new parts, we also have heard the call for our customers and have changed some of the designs to help improve your racing experience, but I would like to 1st 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 product based on performance not profit, the first thing we ask, 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, 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 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.

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



6 Time UMP National Champion  
Mike Harrison

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## 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

## BSB TV

## 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  
#3015L with linkage



## ROD ENDS

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

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



## SHIFTER LINKAGE WITH ROD ENDS

#3004-16  
#3004-20  
#3004-24



## RIDE HEIGHT GAGE



**NEW DESIGN**

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  
#9021 9" gage

**NEW DESIGN**

## REAREND SQUARING TOOL

Allows you to check squareness and side location of the rear end in a 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, may be different from side to side .

#9031-1250  
#9031-1500  
#9031-1750  
#9031-2000

## ACCESSORIES CLAMP



Allows 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  
#9023 1.500 dia  
#9026 1.750 dia  
#9027 2.000 dia

**NEW DESIGN**

## PINION ANGLE CLAMP

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

#9024



Micky Burrell



## 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**

### Replacement Parts

- |          |          |
|----------|----------|
| #4026-4  | Seal     |
| #4045    | 3/4 Bolt |
| #4043-34 | Bushing  |

## THREADED STEEL STUD



Made for adj. pinion mounts

- |            |           |
|------------|-----------|
| #4045      | Alum Bkt  |
| #4046      | Steel Bkt |
| #4045-7053 |           |

## STUD KIT



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

- |             |              |
|-------------|--------------|
| #4047A      | Alum Bkt     |
| #4047S      | Steel Bkt    |
| #4047A-7053 | Use on #7053 |



## BUSHING

Pinion bushing for adj. brackets

- |          |           |
|----------|-----------|
| #4043-58 | Flat back |
| #4043-34 | Flat back |

## 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)

### Replacement Part

#4026-4 Seal

## 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 |
| #3027-20 |

## 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

### Replacement Parts

- |         |         |
|---------|---------|
| #4026-1 | Bushing |
| #4026-2 | Nut     |
| #4026-3 | Spacer  |
| #4026-4 | Seal    |



Derrick Hufford



## FRAME SLIDER

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

#3063-20





**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
#4070	4.0"	20-3/4 to 22"
#4072	4.0"	18-3/8 to 19-1/2"
#4073	4.0"	18-5/8 to 20"
#4081	4.5"	19 3/8 to 20 1/2"
#4070-2	N/A	Toe adjuster
#Com-12	N/A	Com ball
#ECML12	N/A	3/4 LH
3/4-16	N/A	3/4 JAM

**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"  
#7039-20 20" to 22 1/4"

**Replacement Parts**

#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



**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"  
#7045-20 19 1/4" to 21 1/2"

**Replacement Parts**

#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut

**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

**Replacement Parts**

#4026-1 Bushing  
#4026-2 Nut



Justin French

**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

**Replacement Parts**

#4026-1 Bushing  
#4026-2 Nut





## 5/8" AND 3/4" SCALLOPED ALUMINUM TUBES

Constructed from 6061-t6 aluminum tube.  
 5/8 tube is 1.125 od.  
 3/4 tube is 1.250 od.  
 Spanner wrench available.

Part #	Length
3007-58-06-10	6" thru 10"
3007-58-11-15	11" thru 15"
3007-58-16-20	16" thru 20"
3007-34-06-10	6" thru 10"
3007-34-11-15	11" thru 15"
3007-34-16-20	16" thru 20"



## 5/8" AND 3/4" CHROME MOLY SWEDGE TUBES

Constructed from 4130 Chrome Moly tube  
 .065 thick wall tubing

Part #	Length
3005-58-04-10	4" thru 10"
3005-58-11-15	11" thru 15"
3005-58-16-18	16" thru 18"
3005-34-08-18	8" thru 18"
3005-34-19-27	19" thru 27"
3005-34-28-34	28" thru 34"



## 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
#3530	Chevelle Right
#3530-1	Bushing Kit

**NEW DESIGN**





**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



**LOWER A-ARM BUSHING**

Removes unwanted movement and bind in lower control arm  
 Fits Chevelle



Desc.	Part # Front	Part # Rear
1967-72	3610-1LW	3610-2LW
Dia.	1.400"	1.650"



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  
 #3023-4 Left with anti dive  
 #3023-5 Right with anti dive



**BALL JOINT COLLAR**

Universal Collar  
 #3023-1



**BALL JOINT COLLAR CLEVIS**

5/8"-18 THREAD  
 #3023-2



**LITE WEIGHT JACK BOLT NUT**



1-1/4 dia. with 1-1/8 hex.  
 Zinc gold.  
 #7452

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



## 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 \_\_\_\_\_
- #3068 Superlite \_\_\_\_\_
- #3067 Metric GM \_\_\_\_\_



Shane Demay

## 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

## 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 \_\_\_\_\_
- #7073 Right \_\_\_\_\_

## METRIC CALIPER PAD SPACER



Use with metric calipers.

#7069



Jacob Miller



### LIGHT WEIGHT SPRING CUPS

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

- #7446-3 Cup
- #7446-1 8" jack bolt 1"-8 thread
- #7446-2 11" jack bolt 1"-8 thread



### BEARING SWIVEL SPRING CUPS

Allows quick disconnect of bolt and cup making spring change easier. Indicator allows you to count turn when unloading spring. 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

#### Replacement Parts

- #7448-1 Cup with bearing
- #7445-2 Bolt
- #Com 10T Bearing



### 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 more easy. 1"-8 threaded gun drilled bolt. Lock pin ensures cup stays in place.

- #7454 4 inch bolt
- #7453 6 inch bolt
- #7448-1 Cup w/bearing
- #7456 4" Bolt and cup combo
- #7457 6" Bolt and cup combo



### 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.

- #7449-6 Spring cup
- #7445-2b Jack bolt



## GO FAST

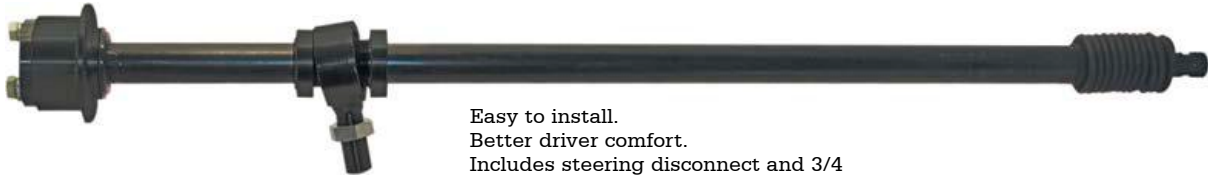
### 5" SPRING CUP

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

#7449



## TELESCOPING STEERING COLUMN



Easy to install.  
 Better driver comfort.  
 Includes steering disconnect and 3/4" mounting heim.  
 3/4"-20 spline end.  
 Length from 25" to 32" long.  
 Length from 32" to 42" long.

#3749 Short  
 #3750 Long



## STEERING U-JOINT



3/4"-20 spline / 3/4" smooth.  
 3/4"-36 spline / 3/4" smooth  
 3/4"-36 spline / 3/4"-20 spline

#3752 20-smooth  
 #3753 36-smooth  
 #3754 36-20 spline



## QUICK RELEASE STEERING WHEEL HUB

Splined aluminum quick release hub.  
 Weld on to a 3/4" steering shaft.  
 Weld on hubs are not interchangeable with quick release hubs.  
 19 spline ends.

#3751

## 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  
 #3550-4 Long



## BEARING PRELOAD SPACER



This is a patented preload spacer and the only one legal to sell in the US, we feel that this is such an important piece of the race car that we need to sell 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  
 #10531 Pinto steel  
 #10500 Wide 5



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 \_\_\_\_\_  
#4182 \_\_\_\_\_

**BRAKE BRACKET**



Brake bracket bolts to center birdcage.

#511 \_\_\_\_\_

**PULL BAR MOUNT AXLE**



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

#610 \_\_\_\_\_

**PULL BAR MOUNT HOUSING**

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

#600 \_\_\_\_\_



**RIGHT AND LEFT SIDE**

**TRAILING ARM**



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

#453 R or L \_\_\_\_\_  
#4173 Shock mount \_\_\_\_\_



**SHOCK MOUNT**

Longer for more shock to frame clearance.

#100-10 \_\_\_\_\_



**PINION PLATE**



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

#430 \_\_\_\_\_

## 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
- #4712 O-Ring
- #4713 #10 o-ring to 3/8 pipe

### Replacement Part

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



## BILLET ALUMINUM FAN SPACER



PART #	LENGTH
2012-100	1.0" LONG
2012-125	1.25
2012-150	1.500
2012-175	1.750

CNC machined for precision.  
 Comes with bolts and washers.  
 Bushing for 5/8" shaft included.  
 From 1/2" to 3-1/2" long in 1/4" increments.

#2012 add length to part

## MOTOR MOUNT RISER

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

#2025-1

GO FAST



## FG SERIES ROD ENDS BY FK



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



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**





Chad Hatwood

**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**

**MOTOR MOUNTS**

Light weight steel.  
Standard Chevy mounts.

**#3026**



**400 LBS BIG SPRING**

Fits 4066 6th coil.  
2.5" dia spring.

**#4069**



**400 & 600 LBS SPRING**

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

**#4068 600 LBS**

**#4068-1 400 LBS**



**CARB NUT AND SUPPORT**

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

**#2013**



**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**

**#4062 Round**



**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**



**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**

## 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 ever growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality.

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 a great design that just got better.

4350 Right

4351 Left

### Replacement Parts

#4350-1 4 link plate left

#4350-2 4 link plate right

#4350-5 Shock plate

#4350-3 1/4" top plate

#4350-4 1/4" bottom plate

#4350-7 4 link bushing

#4350-9 Shock bushing

#3038 Retainer ring

**NEW  
DESIGN**



## 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



# QUALITY AND PERFORMANCE ARE #1



Jeff Aikey



Dan Smith



**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
- #4150-L

**Replacement Parts**

- #4150-3 4-Link plate
- #3038 Retainer ring small
- #4153 Retainer ring large
- #4210-9 Swivel shock mounts
- #7320-4 Inner race locator 2 ea



**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")
- #4142 Fits dynalite (5.25")

**Replacemnt Parts**

- #4141-7 Hub
- #4142-1 Arm
- #4141-6 Bushings 2 ea
- #4141-5 Lock ring



**GO FAST**

**ROCKET BEARING BIRDCAGE**

Option to float or lock the brake  
 Lightest on market (Less unsprung weight)  
 TWM Replacement.

- #4220 Right side assy

**Replacement Parts**

- #4195-12 4-Link plate
- #4164 Shock plate
- #4165 Brake ring
- #4166 Brake bracket
- #3038 Retainer ring
- #4195-7 Shock mount

**ROCKET BEARING BIRDCAGE**

Front & Rear Clevis Shock Mount  
 Lightest on market (Less unsprung weight)  
 TWM Replacement.

- #4221 Left side assy

**Replacement Parts**

- #4122-1 4-Link plate
- #4164 Shock plate
- #4169 Brake bracket
- #3038 Retainer
- #4168 Retainer with slot



## 4-LINK PLATE

Fits Rocket and Mastersbilt Style Birdcage

#4195-12



## 4-LINK PLATE

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

#4150-3



## 4-LINK PLATE



Fits Barry Wright bearing birdcage.

#4321-1

## 4-LINK PLATE

Fits Bob Pierce Style Birdcage

#4701-1 Left side



## 4-LINK PLATE

Fits our Rocket bearing billet birdcage #4221

Upper slots are 1-1/4" apart

#4122-1 Right side

#4122-1



## 4-LINK PLATE

Fits Bob Pierce Style Birdcage

#4700-1 Right side



## SHOCK PLATE

Fits all BSB 4 Link Style Birdcage

#4164



## SHOCK PLATE



Fits Barry Wright bearing birdcage.

#4321-2

## SHOCK PLATE



Fits Barry Wright bearing birdcage.

#4320-2

## 4-LINK SPACERS

Fits our 4-Link bkt  
1/2" or 3/4" long

#4020 5/8 x 1/2"







**BEARING CHAIN HOLDER**

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

#4159

**Replacement Parts**

- #3038 Retainer ring
- #7320-5 Inner race



**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



**SHOCK MOUNT**

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

#3035



Matt Marrs

**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

**Replacement Parts**

- #7550-7 Clevis
- #7550-8 Bushing



**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

**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

**Replacement Parts**

- #7550-7 Clevis
- #7550-8 Bushing



Gary Kilbourn

## **LOCK RING**



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

#3038

## 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

## **CLAMP BRACKET**



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

#4012

## **CLAMP BRACKET**



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

#4013

## **CLAMP BRACKET**



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

#4180-1

## **BRAKE CLAMP**



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

#4165

**Replacement Part**  
#4182 Pin

## **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

**Replacement Part**  
#4182 Pin

## **BRAKE BRACKET**



Fits super light style calipers  
Bolts to part #4165

#4166

## **BRAKE BRACKET**



Fits dynalite style calipers  
Bolts to part #4165

#4166W



**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
- #6650-9

**5" COIL-OVER KIT**

For 5" spring.  
Fits BSB, Bilstein and QA1 shocks.  
Threaded tube has scale on both sides for easy and fast setting.  
8 threads per inch allow 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
- #6651 Fits new QA1



**BEARING COIL-OVER KIT 5" SPRING**

Swivel and rotates in two directions.  
Reduced spring load allows 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
- #6654-13 Spring cup top

**Replacement Parts**

- #7550-8 500 Bushing
- #6654-11 551 Bushing
- #6654-12 Bearing kit



**COIL-OVER KIT WRENCHES**



6650-12      6650-11      6657-7      6657-8

Wrench's to adjust preload on coil over kits .

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

**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.  
Wrenches available .

- #6657

**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
- #6655-5 Bushing
- #6655-4 Spring wire



## 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

## 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

### 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

Increases drive off corners

5" Front spring applications

1964-72 Chevelle

1967-69 Camaro

1968-74 Nova

5-1/2" Front spring applications

1973-up Chevelle

1970-up Camaro

1975-up Nova and most Fords

## GO FAST



## 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

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



Dan Wheeler

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



**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"

**PULL BAR SPRINGS**

PART NUMBER	RATE #
HYP 600/1200	600-1200
HYP 900/1300	900-1300
YJ 600/1200	600-1200
YJ 900/1300	900-1300



*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 \_\_\_\_\_
- #1000-4 \_\_\_\_\_
- #1100-4 \_\_\_\_\_
- #1200-4 \_\_\_\_\_



**400 LBS BIG SPRING**

Fits 4066 6th coil. 2.5" dia spring.

#4069



**400 & 600 LBS SPRING**

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

#4068 600 LBS \_\_\_\_\_  
 #4068-1 400 LBS \_\_\_\_\_





## 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—allow 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 it lacks being consistent. With our dual stack setup, we can take control of the low speed and tune on it, giving you just what you need.

### Low Drag Seals

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

## 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



Size	Valving R/C	Part #	Pressure
7"	10/30	60-1030-7	100/160
	20/20	60-2020-7	125/125
	30/30	60-3030-7	160/160
	30/50	60-3050-7	160/240
	30/60	60-3060-7	160/280
	40/40	60-4040-7	200/200
	50/30	60-5030-7	240/160
	50/50	60-5050-7	240/240
	60/20	60-6020-7	280/125
	60/40	60-6040-7	280/200
	60/60	60-6060-7	280/280
	70/20	60-7020-7	330/125
	70/30	60-7030-7	300/160
	RF-BLACK	60-RF-BLACK	N/A
	LF-BLACK	60-LF-BLACK	N/A
	RF-HEAVY DUTY	60-RFHD	N/A
RF-TACKY	60-RF-TAC-7	N/A	
RF-SUPER DUTY	60-RFSD-7	650/100	
SPECIFY VALVING	60-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	10/30	60-1030-9	100/160
	10/60	60-1060-9	100/280
	10/70	60-1070-9	100/330
	10/80	60-1080-9	100/430
	20/20	60-2020-9	125/125
	30/30	60-3030-9	160/160
	30/40	60-3040-9	160/200
	30/50	60-3050-9	160/240
	30/60	60-3060-9	160/280
	40/10	60-4010-9	200/100
	40/40	60-4040-9	200/200
	50/50	60-5050-9	240/240
	RR-BLACK	60-RR-BLACK	N/A
	LR-LSB	60-LR-BLACK	N/A
	LR-HEAVY DUTY	60-LRHD	N/A
	LR-TACKY	60-LR-TAC	N/A
LR-SUPER DUTY	60-LRSD	100/650	
SPECIFY VALVING	60-0000-9	000/000	

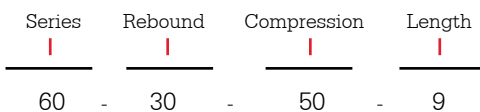
### Understanding our part numbers

Series	Rebound	Compression	Length
60	- 30	- 50	- 9

Size	Valving R/C	Part #	Pressure
7"	10/30	61-1030-7	100/160
	20/20	61-2020-7	125/125
	30/30	61-3030-7	160/160
	30/50	61-3050-7	160/240
	30/60	61-3060-7	160/280
	40/40	61-4040-7	200/200
	50/30	61-5030-7	240/160
	50/50	61-5050-7	240/240
	60/20	61-6020-7	280/125
	60/40	61-6040-7	280/200
	60/60	61-6060-7	280/280
	70/20	61-7020-7	330/125
	70/30	61-7030-7	300/160
	RF-MED	61-RF-MED	N/A
	LF-SLICK	61-LF-BLACK	N/A
	RF-HEAVY DUTY	61-RFHD	N/A
	RF-TACKY	61-RF-TAC-7	N/A
5TH COIL	61-6030-7	280/160	
SPECIFY VALVING	61-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	10/30	61-1030-9	100/160
	10/60	61-1060-9	100/280
	10/70	61-1070-9	100/330
	10/80	61-1080-9	100/430
	20/20	61-2020-9	125/125
	30/30	61-3030-9	160/160
	30/40	61-3040-9	160/200
	30/50	61-3050-9	160/240
	30/60	61-3060-9	160/280
	40/10	61-4010-9	200/100
	40/40	61-4040-9	200/200
	50/50	61-5050-9	240/240
	RR-SLICK	61-RR-SLICK	N/A
	RR-TACKY	61-RR-TAC	N/A
	LR-FRONT	61-LRFNT	N/A
	LR-BEHIND	61-LR-BAC	N/A
	LR-TRACTION	61-TRC	N/A
SPECIFY VALVING	61-0000-9	000/000	

**Understanding our part numbers**



**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 allowing 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.



## 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 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.

### COIL-OVER KIT



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

#60-9090-16

Size	Valving R/C	Part #	Pressure
7"	RIGHT FRONT	62-DA-7	N/A
	RF MEDIUM	62-DA-7	N/A
	RF HEAVY DUTY	62-DA-7	N/A
	RF TACKY	62-DA-7	N/A
	RF ROUGH TRACK	62-DA-7	N/A
	LEFT FRONT	62-DA-7	N/A
	LF SLICK	62-DA-7	N/A
	LF TACKY	62-DA-7	N/A
	LF ROUGH TRACK	62-DA-7	N/A
	30/30	62-3030-7	160/130
	40/10	62-4010-7	200/100
	40/40	62-4040-7	200/200
	40/50	62-4050-7	200/240
	50/30	62-5030-7	240/160
	50/50	62-5050-7	240/240
	60/30	62-6030-7	280/160
80/10	62-8010-7	430/100	
80/30	62-8030-7	430/160	
SPECIFY VALVING	62-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	RIGHT REAR SLICK	62-DA-9	N/A
	RR-TACKY	62-DA-9	N/A
	RR-ROUGH TRACK	62-DA-9	N/A
	LR-TRACTION	62-DA-9	N/A
	LR-RT	62-DA-9	N/A
	LR-BEHIND	62-DA-9	N/A
	10/40	62-1040-9	100/200
	10/60	62-1060-9	100/280
	30/50	62-3050-9	160/240
	40/20	62-4020-9	200/125
	40/40	62-4040-9	200/200
	SPECIFY VALVING	62-0000-9	000/000

### 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



Size	Valving R/C	Part #	Pressure
7"	RF1-75	71-7	N/A
	RF1-100	71-7	N/A
	RFGF-300	71-7	N/A
	RFGF-400	71-7	N/A
	RFGF-500	71-7	N/A
	LF1-40	71-7	N/A
	LF1-50	71-7	N/A
	RF ADJ	71-7	N/A
	LF ADJ	71-7	N/A
	30/30	71-3030-7	160/130
	40/10	71-4010-7	200/100
	40/40	71-4040-7	200/200
	40/50	71-4050-7	200/240
	50/30	71-5030-7	240/160
	50/50	71-5050-7	240/240
	60/30	71-6030-7	280/160
	80/10	71-8010-7	430/100
	80/30	71-8030-7	430/160
SPECIFY VALVING	71-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	RR1-40	71-9	N/A
	RR1-50	71-9	N/A
	RR-ADJ SET1	71-9	N/A
	LR1-75-550	71-9	N/A
	LR1-50-400	71-9	N/A
	LR1-40-350	71-9	N/A
	10/40	71-1040-9	100/200
	10/60	71-1060-9	100/280
	30/50	71-3050-9	160/240
	40/20	71-4020-9	200/125
	40/40	71-4040-9	200/200
	SPECIFY VALVING	71-0000-9	000/000



**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 pressure reducing rod force, giving the driver more feel.

**Low Drag Seals**

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

**Deflective Disc Valving**

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

**Ring Shim Technology**

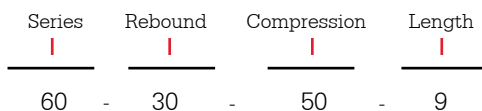
Allows the shock to be better tuned, giving more feel to the driver and more control to the car.

**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.



**Understanding our part numbers**



Mav Piller

## 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 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.

Size	Valving R/C	Part #	Pressure
5"	30/30	10-3030-5	160/160
	30/50	10-3050-5	160/240
	40/40	10-4040-5	200/200
	50/30	10-5030-5	240/160
	50/50	10-5050-5	240/240
	55/55	10-5555-5	260/260
	60/60	10-6060-5	280/280
	RF TAC	10-4530-5	N/A
	RF MED REB	10-6520-5	N/A
	RF HIGH REB	10-8020-5	N/A
7"	20/20	10-2020-7	125/125
	30/30	10-3030-7	160/160
	30/50	10-3050-7	160/240
	40/40	10-4040-7	200/200
	50/30	10-5030-7	240/160
	40/20	10-4020-7	200/125
	60/20	10-6020-7	280/125
	LR TAC	10-LRTAC-7	N/A
	LR SLICK	10-LRSLK-7	N/A
	LR 10/60 LSB	10-1060LSB-7	N/A
9"	30-30	10-3030-9	160/160
	30-50	10-3050-9	160/250
	40-40	10-4040-9	200/200
	50-30	10-5030-9	250/160
	40/20	10-4020-9	200/125
	RR 260/110	10-RR-9	260/110
	RR1-40	10-RR-9	N/A
	LR1-40-330	10-LR-9	
	LR 20-60	10-LR-9	125/300



Jessie Shearin

## 10 SERIES PACKAGE



Shock packages for both Hobby Stock cars and Southern Sport Mods. Package for dry slick RF tie down to allow the car to steer in the corner and to give overall control to the race car. We can do anything you want to do with the valving or we can fix it up for you.

#10 Series



Size	Valving R/C	Part #	Pressure
<b>6" &amp; 7"</b>	10/30	12-1030-length	80/160
	10/40	12-1040-length	80/200
	10/50	12-1050-length	80/240
	20/20	12-2020-length	125/125
	20/30	12-2030-length	125/160
	20/40	12-2040-length	125/200
	30/10	12-3010-length	160/80
	30/20	12-3020-length	160/125
	30/30	12-3030-length	160/160
	40/10	12-4010-length	200/80
	40/20	12-4020-length	200/125
	40/30	12-4030-length	200/160
	40/40	12-4040-length	200/200
	RF	CV	N/A
	LF	CV	N/A
	RR	CV	N/A
LR	CV	N/A	

**12 SERIES GAS SHOCK**

**Threaded Steel Body**

No more messing around with those coil over sleeves.

**High Flow Piston**

Allows for better oil flow through the piston, giving more car control and feel. In both leaner 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 more control.

**Private Labeling**

BSB will private label a shock package to fit your chassis brand. Completely confidential to ensure competitive edge on the rest of the field.



- #12-9090-6 \_\_\_\_\_
- #12-9090-7 \_\_\_\_\_
- #12-9090-6 CV \_\_\_\_\_
- #12-9090-7 CV \_\_\_\_\_
- #12-9090-17 Coilover kit \_\_\_\_\_

**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.

**CUSTOM VALVING**

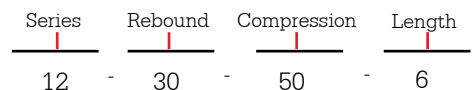
Custom valving is a shock that has a modified bleed system in it or is built to perform a certain task. Example is RF1-50—this is a custom valving, also any dry slick package would be too. We can build any valving you like if you have the information needed to do so.

Size	Valving	Part#	Pressure
<b>6" &amp; 7"</b>	RF	12-CV-length	N/A
	LF	12-CV-length	N/A
	RR	12-CV-length	N/A
	LR	12-CV-length	N/A

**COIL OVER KIT**



**Understanding our part numbers**





## I 3 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 process oil better.

**High Flow Piston**  
Allows for better oil flow through the piston giving more car control and feel. In both leaner 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 that it allows for better oil flow and processing in the rough. This 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.

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

**Private Labeling**  
BSB will private label a shock package to fit your chassis brand. Completely confidential to ensure competitive edge on the rest of the field.

- \_\_\_\_\_ #13-9090-6
- \_\_\_\_\_ #13-9090-7
- \_\_\_\_\_ #13-9090-6 BV
- \_\_\_\_\_ #13-9090-7 BV
- \_\_\_\_\_ #12-9090-17 Coilover kit

Size	Valving R/C	Part #	Pressure
6" & 7"	10/30	13-1030-length	80/160
	10/40	13-1040-length	80/200
	10/50	13-1050-length	80/240
	15/35	13-1535-length	100/180
	20/20	13-2020-length	125/125
	20/30	13-2030-length	125/160
	20/40	13-2040-length	125/200
	30/10	13-3010-length	160/80
	30/20	13-3020-length	160/125
	30/30	13-3030-length	160/160
	35/35	13-3535-length	180/180
	40/10	13-4010-length	200/80
	40/20	13-4020-length	200/125
	40/40	13-4040-length	200/200
	RF-CUSTOM	13-C-length	N/A
	LF-CUSTOM	13-C-length	N/A
RR-CUSTOM	13-C-length	N/A	
LR-CUSTOM	13-C-length	N/A	



## 5 TIME NCRA NATIONAL CHAMPION



Justin Kinderknecht

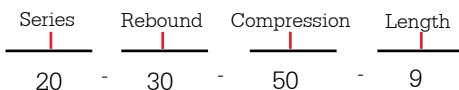
### Understanding our part numbers

Series	Rebound	Compression	Length
12	30	50	6

Size	Valving R/C	Part #	Pressure
7"	10/30	15-1030-7	100/160
	20/20	15-2020-7	125/125
	30/30	15-3030-7	160/160
	30/50	15-3050-7	160/240
	30/60	15-3060-7	160/280
	40/40	15-4040-7	200/200
	50/30	15-5030-7	240/160
	50/50	15-5050-7	240/240
	60/20	15-6020-7	280/125
	60/40	15-6040-7	280/200
	60/60	15-6060-7	280/280
	70/20	15-7020-7	330/125
	70/30	15-7030-7	300/160
	RF-BLACK	15-RF-BLACK	4.5-1
	LF-BLACK	15-LF-BLACK	3-2
	RF1-50	15-RF1-50	7-1.5 BN
	RF1-75	15-RF1-75	8-1.5 BN
	RF1-100	15-RF1-100	9-1.5 BN
SPECIFY VALVING	15-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	10/30	15-1030-9	100/160
	10/60	15-1060-9	100/280
	10/70	15-1070-9	100/330
	10/80	15-1080-9	100/430
	20/20	15-2020-9	125/125
	30/30	15-3030-9	160/160
	30/40	15-3040-9	160/200
	30/50	15-3050-9	160/240
	30/60	15-3060-9	160/280
	40/10	15-4010-9	200/100
	40/40	15-4040-9	200/200
	50/50	15-5050-9	240/240
	RR-NEW	15-RR-NEW	5-1.5
	LR1-40	15-LR1-40	2-6.5 BN
	LR1-50	15-LR1-50	2-7 BN
	LR-TACKY	15-LR-TAC	3-6
	LR-COB-40	15-LR-COB-40	5-6.5 BN
	SPECIFY VALVING	15-0000-9	000/000

**Understanding our part numbers**



**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 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**



**2017 NESMITH NATIONAL CHAMPION**



Josh Tomlin

## 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 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



## 2016 & 2017 UMP PRO-MOD NATIONAL CHAMPION

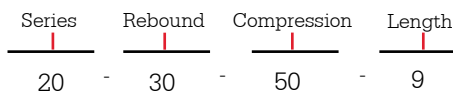


Timmy Hancock

Size	Valving R/C	Part #	Pressure
7"	10/30	20-1030-7	100/160
	20/20	20-2020-7	125/125
	30/30	20-3030-7	160/160
	30/50	20-3050-7	160/240
	30/60	20-3060-7	160/280
	40/40	20-4040-7	200/200
	50/30	20-5030-7	240/160
	50/50	20-5050-7	240/240
	60/20	20-6020-7	280/125
	60/40	20-6040-7	280/200
	60/60	20-6060-7	280/280
	70/20	20-7020-7	330/125
	70/30	20-7030-7	300/160
	RF-BLACK	20-RF-BLACK	4.5-1
	LF-BLACK	20-LF-BLACK	3-2
	RF1-50	20-RF1-50	7-1.5 BN
RF1-75	20-RF1-75	8-1.5 BN	
RF1-100	20-RF1-100	9-1.5 BN	
SPECIFY VALVING	20-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	10/30	20-1030-9	100/160
	10/60	20-1060-9	100/280
	10/70	20-1070-9	100/330
	10/80	20-1080-9	100/430
	20/20	20-2020-9	125/125
	30/30	20-3030-9	160/160
	30/40	20-3040-9	160/200
	30/50	20-3050-9	160/240
	30/60	20-3060-9	160/280
	40/10	20-4010-9	200/100
	40/40	20-4040-9	200/200
	50/50	20-5050-9	240/240
	RR-NEW	20-RR-NEW	5-1.5
	LR1-40	20-LR1-40	2-6.5 BN
	LR1-50	20-LR1-50	2-7 BN
	LR-TACKY	20-LR-TAC	3-6
LR-COB-40	20-LR-COB-40	5-6.5 BN	
SPECIFY VALVING	20-0000-9	000/000	

### Understanding our part numbers





Size	Valving R/C	Part #	Pressure
7"	10/30	25-1030-7	100/160
	20/20	25-2020-7	125/125
	30/30	25-3030-7	160/160
	30/50	25-3050-7	160/240
	30/60	25-3060-7	160/280
	40/40	25-4040-7	200/200
	50/30	25-5030-7	240/160
	50/50	25-5050-7	240/240
	60/20	25-6020-7	280/125
	60/40	25-6040-7	280/200
	60/60	25-6060-7	280/280
	70/20	25-7020-7	330/125
	70/30	25-7030-7	300/160
	RF-MEDIUM	25-RF-MED	5.5-1.5
	LF-BLACK	25-LF-BLACK	3-2
	RF1-50	25-RF1-50	7-1.5 BN
	RF1-75	25-RF1-75	8-1.5 BN
	RF1-100	25-RF1-100	9-1.5 BN
SPECIFY VALVING	25-0000-7	000/000	

Size	Valving R/C	Part #	Pressure
9"	10/30	25-1030-9	100/160
	10/60	25-1060-9	100/280
	10/70	25-1070-9	100/330
	10/80	25-1080-9	100/430
	20/20	25-2020-9	125/125
	30/30	25-3030-9	160/160
	30/40	25-3040-9	160/200
	30/50	25-3050-9	160/240
	30/60	25-3060-9	160/280
	40/10	25-4010-9	200/100
	40/40	25-4040-9	200/200
	50/50	25-5050-9	240/240
	RR-NEW	25-RR-N	5-1.5
	LR1-40	25-LR-BLACK	2-6.5 BN
	LR1-50	25-LR1-50	2-7 BN
	LR-TACKY	25-LR-TAC	3-6
	LR-COB-40	25-LR-COB-40	5-6.5 BN
	SPECIFY VALVING	25-0000-9	000/000

**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.

**Low Drag Seals**

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

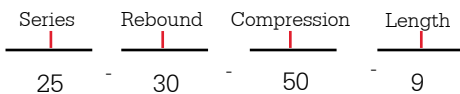
**Serialized and Dyno Tested**

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.

Schrader Valve option available



**Understanding our part numbers**



Tyler Frye

## WINNING, IS WHAT IT'S ALL ABOUT?

The three things needed to win—shocks, springs and birdcages. If you don't understand, you will. Here at BSB there are things we are not good at—like marketing and social media. But we are good at winning races. We understand what it takes to win and we understand what the car needs. We have built our product based on that knowledge and have developed a program to help you win races. So let's begin.



## SHOCKS

Shocks. Well, today they have become the most important part of the car, and you can buy them from anyone that has a mouth at about any place in the country. Now, if you want performance or a product that will work for you on your race car, then there are a handful of people around the country that do a great job. When you look at all the shocks on the market today one thing is for sure, they just keep on getting higher and higher in price. But, are you getting what you need to make the car work? The fact is that on a standard shock, the answer is no. You are over paying for what you get. Most shocks lack the needed process to be a good shock. In fact, you are paying more for the name than the shock. This is how they can afford to give away so many shocks to big name drivers. When we build a shock, our main desire is to build a piece that will produce feel for the driver and grip for the car and maintain this throughout the year. We hone all of our shocks to allow them to seal to the wear band. We also treat the inner surface to reduce friction and heat buildup. This produces a piece that holds its valving and continues to, so you are not fighting shock fade. We allow oil to flow through the main piston in a way that opens smooth and closes smooth, making a shock that responds to the track in a good way. It is our goal to build the best shock and improve our processes so we will continue to win more races in the future.

## BIRDCAGES

Today's cars have become very high tech in the setup and handling, and drivers are pushing them to the limits of what they can do. This is why we see the little things making the biggest gains in handling and performance. From the beginning, this is why we built birdcages in the fashion that we have. It allows for more mechanical grip at the tire and better forward drive. When birdcages went to the bearing design, it looked as if building them was simpler than it had ever been, but actually, it becomes more important than ever. With today's level of high performance, it is a must to ensure that bearing alignment is perfect in order for a car to maintain a higher level of traction at the tire. It has been difficult to do a double shear design that allows the bearing to be aligned correctly in the birdcage. Most companies have gone to a tube design in which the bearing is placed inside of a tube. This doesn't allow the bearing to be aligned correctly and causes a lack of side bite and forward drive. Our newest design birdcage allows for 100 percent alignment of the bearings as it is being assembled in our factory before shipping to you. This is what we do to make sure that when you receive a set of our birdcages they are ready to race in any condition and on any track in the country.

## SPRING



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 more of a marketing tool than a performance product. That is because, when you look at a spring you see an object that is unfixable. It is not broken until you see it in pieces. The truth is springs can add a ton of grip to a race car, improve the handling and still don't have to cost a bunch. When we set out to build a spring, we turned our efforts 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 offered and to build a spring that enhances 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 springs, shocks and tires. So, be careful not to overlook the springs.





**SHOCKS WE BUILD**

I would like to help our current and new customers understand what they have when they buy shocks. First, let's look at the serial number. This number allows us to track the life of the shock, how it was built and how it is working in the field. It also allows us to reproduce this shock at a later date if needed, and it uniquely identifies the shock in the dyno software. It's a record for life.

Now lets look at the shocks we build. Remember that valving is different for each shock company as far as what they call a 4 valve shock. We mostly build off of pressure numbers and not valve numbers such as 7-2. Each shock company or shock builder has his own set of numbers that they are trying to achieve, so you must also take into consideration low speed in the shock and how that effects the shock and the car. You will have a better understanding of this after reading the paperwork included with each set of shocks, where we explain low speed and nose and how it effects the shock.



RF		LF		RR		LR	
RF-STD	4.5-1	LF-STD	3-2	RR-NEW	5-1.5	LR1-40	2-6.5 BN
RF-MED	5.5-1	LF-TACKY	3.5-4.5	RR1-40	6-1.5	LR1-50	2-7 BN
RF1-50	7-1 BN	LF1-40	5-3 BN	RR1-50	7-1.5	LR1-60	2-8 BN
RF1-75	8-1 BN	LF1-50	7-3 BN			LR-COB-40	1-6.5 BN
RF2-75	8-1 BN					LR-COB-50	1-7 BN
RF1-100	9-1 BN	BN = Big Nose				LR-COB-60	.5-8 BN
RF-TAC	4.5-3	Add "B" for rough				LR1-40-SRT	2-6.5 BN
		(Exp RF1-50-B)				LR-TACKY	3-6

We have changed the way we mark our shocks to better help you better understand each shock you have and what it is used for. You will see shocks marked with RF1 or a RF2 plus a dash number. This indicates where the shock goes (RF), the type of bleed it has (1 small or 2 large) and the amount of nose each shock has (40). Example RF1-40. The biggest difference is in the bleed system and the amount of high speed that the shock has. RF1 holds more attitude and RF2 returns more to the rear tires with the same amount of nose.

**BSB BASE VALVE SHOCK**

BSB has built a new base valve shock to meet the ever growing demand for more feel and high performance. A Base Valve shock is designed to head off pressure between the piston and the divider piston which allows you to run lower gas pressure. Lower gas pressure allows for better grip and feel in the slick because it keeps the rod force from sheering the tire. The general rule for running a base valve shock is to run them in the slick, and this is true when it comes to most base valve shocks. BSB's base valve shock is designed to handle the rougher racing condition that dirt racing brings to us at the same time it allows the car to make more traction and drive even in the rough. BSB has solved the unbalanced forces created when using a base valve (high pressure vs. low pressure side of the valve). This allows for much better feel and grip to the car. BSB's base valve shocks have just turned a corner in our sport that will make racing better in years to come. See our web site for more about Pressure Balancing of a shock or call us at BSB.



**SRT PISTON TECH**



Slick Rough Track or (SRT) piston was designed to allow the left rear shock to make more traction in the rough, in both a slick and tacky condition. This piston was built based off our Base Valve shock and how well it worked in the rough. Using this piston in the left rear allowed us to develop two new stacks for the RF and the RR which makes it work even better. The SRT piston allows for more bleed when needed, giving the shock its ability to make grip and drive. It also has less of an ill effect to the components on your race car. We are unable to show you a picture of the piston due to the fact that we want you to get the benefits of our products and not your competitor. This piston is available in 20, 25's and 25 base valve shocks from BSB.



## SHOCK PISTONS 1.812 (46 MM) BORE



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



Dig-Dig COB Linear  
#110-9090-21 Dig.  
#110-9090-22 COB  
#110-9090-23 Linear

## SHOCK PISTONS FIT INTEGRA



3 Port Reduced flow  
#21-9090-25 3 Port  
#21-9090-27 Reduced Flow

## SHOCK SHAFT

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



## SEAL HEAD ASSY



#12-9090-2 12 Series  
#20-9090-2 BSB 20 & 25  
#60-9090-2 BSB 60,61,62 Series  
#310-9090-2 Integra

## SHOCK EYE ASSEMBLY



Fits Afco, Bilstein, BSB and Integra shocks.

#410-9090-5 Afco  
#26-9090-5 Integra  
#12-9090-5 12 Series BSB  
#20-9090-5 20 Series BSB

## DIVIDER PISTONS



Fits 20 and 25 series shock. Comes complete with O-ring and wearband.

#20-9090-13

## SHOCK EXTENSION



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



## ALUMINUM SHOCK EYE ASSEMBLY

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

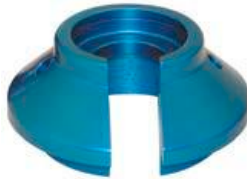
#60-9090-5  
#60-9090-51 1" EXT.

**REBOUND ADJUSTABLE SHOCK EYE**



Fits BSB, Ohlins, AFCO and Integra shocks by replacing lower cup seat. Even and smooth moves between clicks. Ohlins only comes with cup.

- #61-9090-5 BSB
- #61-9090-6 AFCO
- #61-9090-7 Ohlins + cup
- #61-9090-B5 Integra



**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
- #20-9090-60-2 Qt.

**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



**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
- #25-9090-70-5 1"



**JAM NUTS**

- #12-9090-6 12 Series BSB
- #20-9090-6 20 Series BSB
- #310-9090-6 Integra

**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
- #20-9090-73-1 1" bushing
- #20-9090-73-2 5/8 bushing
- #20-9090-73-3 .200 bushing

**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
- #25-9090-71-2 White med
- #25-9090-71-3 Blue hard
- #25-9090-71-4 Packers



## REBUILDERS KIT



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

#12-9090-99

#20-9090-99

## NEEDLE INFLATION TOOL

Allows you to fill shocks with rubber inserts and still use standard gauges.

#20-9090-50

#20-9090-50-1 needle



## INFLATION TOOL

**NEW DESIGN**

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

#20-9090-53



## 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



# GO FAST

# 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

#8006-R

#80051-L

#80061-R

#80052-L

#80062-R

### Replacement Parts

#8005-3 Upper left

#8005-4 Lower left

#8005-2 Shock plate

#7017 Retainer

#8005-5 Bushing

#7011 Shock mount







**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 \_\_\_\_\_
- #71101 \_\_\_\_\_
- #71102 \_\_\_\_\_



Mat Hollrich

**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" overall 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 \_\_\_\_\_
- #8370-R \_\_\_\_\_
- #83701-L \_\_\_\_\_
- #83701-R \_\_\_\_\_
- #83702-L \_\_\_\_\_
- #83702-R \_\_\_\_\_

**MORE FORWARD GRIP, MORE SIDE BITE GUARANTEED**



Brandon Thieme

## NEW BEARING BIRDCAGE

BSB has a continuous goal to develop top of the line racing products that meet the ever-changing conditions 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 and ever-growing demands that our sport throws at us, while allowing the great benefits of standard BSB quality. 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.

**NEW DESIGN**

### BENEFITS OF THE 8020 BIRDCAGE:

- Fully assembled, perfectly aligned, ready to race birdcage, with all bolts, bushing, shock mounts and retainer rings included.
- Allows for perfect bearing alignment from side to side.
- Straight edge on 4 link plate allows for perfect indexing of birdcage.
- 1/2" shoulder bolts and nuts included.
- Standard holes and part numbers are engraved in parts.
- 4 link bushing are cut to accept dust boots
- Bolts in 4 link plates are counter sunk to clear bearings.



#8020R  
#8021L

#### Replacement Parts

- #8020-2 4 link plate right
- #8021-1 4 link plate left
- #8020-2 Shock plate
- #8020-3 1/4" top plate
- #8020-4 1/4" bottom plate
- #8020-6 4 link bushing
- #8020-7 Shock bushing



## 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  
#73021  
#73022

#### Replacement Parts

- #7302-1 4-link plate
- #7017 Retainer
- #4043-58 Bushing
- #7011 Shock mount



**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 feature needed in a birdcage to get you around the track, even in the slickest of condiction, from perfect bearing aglignment to 6 inch swivel shock mounts.

#8025R \_\_\_\_\_  
#8026L \_\_\_\_\_

**Replacement Parts**

#8020-2 4 link plate right  
#8021-1 4 link plate left  
#8020-2 Shock plate  
#8020-3 1/4" top plate  
#8020-4 1/4" bottom plate  
#8020-6 4 link bushing  
#8020-7 Shock bushing



**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. It has performed 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 \_\_\_\_\_  
#8023 Left \_\_\_\_\_

**Replacement Parts**

#8023-1 4-link plate  
#8023-2 Shock plate  
#8020-3 1/4" top plate  
#8023-4 1/4" bottom plate



## CHAIN LIMITER IMCA STYLE

**NEW DESIGN**

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

#3170	
#7516	Lynch pin
#3161	Chain



## BEARING CHAIN HOLDER



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

#7106	
<b>Replacement Parts</b>	
#7017	Retainer
#7320-5	Step locator

## 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	
-------	--

**NEW DESIGN**

## 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
#3149	1.750 dia
#3150	2.000 dia

## CHAIN LIMITER WITH BUSHING

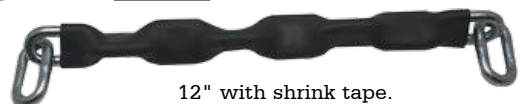


Allows you to adjust chain on LR.  
Has about 1" of adjustment.  
Cushions chain at full hike.  
Adds traction to left rear.

#3160	
#7640	Bushing
#3161	Chain

**GO FAST**

## CHAIN



12" with shrink tape.

#3161	
-------	--

**BEARING 4 LINK PLATES**



Fits #7102  
1/2" thick high alloy steel plate.  
Fits 5/8" rod end.

#7102-1



Fits #7301  
1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.  
5" and 6" on front and 6" and 7" on back.

#7301-1



Fits #7300  
1/2" thick high alloy steel plate.  
Fits 5/8" rod ends.

#7300-1



Fits #7100  
1/2" thick high alloy steel plate.  
Fits 5/8" rod end.

#7100-1



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

#8370-4L

#7550-1R



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



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

#7550-12



Fits #8310  
1/2" thick high alloy steel plate.  
Fits 5/8" rod end

#8310-3R

#8310-3L



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

7110-1



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

#7110-6

**BEARING SHOCK PLATE**



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

#8370-2



Fits #8310  
1/2" thick high alloy steel plate.

#8310-4R

#8310-6L





## 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
- #7070-2 Arm
- #7070-1 Caliper plate
- #7320-5 Step locator
- #8310-7 Smooth locator
- #7017 Retainer ring



## METRIC BRAKE BRACKET

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

- #7061
- #4182 Pin



## BRAKE RING AXLE MOUNT



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

- #7008



## XD SERIES BRAKE RING

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

- #7078

**GO FAST**

## METRIC BRAKE BRACKET



Fits GM metric caliper.  
 Fits part #7008

- #7006

## 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



## XD SERIES METRIC BRAKE BRACKET

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

- #7076



**8" SHOCK DROP SHOCK MOUNT**



**NEW DESIGN**

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.

#7550-7 Clevis

#7550-8 Bushing

**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.

#7550-7 Clevis

#7550-8 Bushing

**TRACTION SHOCK MOUNT**



**SHOCK MOUNT**

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

#7011



**NEW DESIGN**

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

#7550-17 Clevis Shock Mt.

#7550-7 Clevis

#7550-8 Bushing

**RETAINER RING**



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

#7017

**DROP SHOCK**

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

#7207 1" Drop

#7206 2" Drop

**SHOCK MOUNT STUD KIT**



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

#7011-5



**STEEL BUSHING**

5/8 bushing for birdcage.  
Flat back.

#4043-58

#4043-34



**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



## 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 separately.

#8010 Right  
#8011 Left

## 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

## SPRING CUP



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

#7448-1  
#7448-2  
#7446-3  
#7350-7  
#COM10T Bearing

**NEW DESIGN**



## SPRING BUCKETS



Clamp to axle tube for mounting of spring.  
Left side in front.  
Right side on top can swivel or be fixed to tube.  
Com ball design allows for proper alignment of bucket with rear end movement.  
Uses set bolts to secure it to tube or you can weld it.  
3.5" tall cups.  
6.0" shock drop.

#7450 Left  
#7451 Right

**Replacement Parts**  
#7450-1 Center ring  
#7450-2 Side Plates  
#7448-1 Swival Cup



## CLAMP BRACKET



## 5" SPRING CUP

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

#7449



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

#7326

**Replacement Parts**  
#7330-2 Plate  
#7327 Ring

**2 LINK NORTHERN SPORT MOD**



**NEW DESIGN**

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 damaged 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

**Replacement Parts**

- #7350-1 Plate
- #7350-2 Plate with inner stiffener
- #7350-7 Spring cup
- #7350-6 2 pc. Ring assy

**DUAL PANHARD BAR REAR END 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

**Replacement Parts**

- #4026-1 Bushing
- #4026-2 Nut

**2 LINK MOUNT**



Ideal for IMCA, spring on top can be moved side to side and welded in place. Allows you to run different shock drops. Has money hole for shorter rod. 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

**Replacement Parts**

- #7330-2 Plate
- #7350-7 Spring cup
- #7327 2 pc. Ring assy
- #4043-58 Bushing

**PANHARD BAR REAR END CLIMBER**



Allows you to adjust your panhard bar without removing it from the car. Gear climbs to any position by rolling up and down the rack. Designed to be mounted around the 3rd member area. Some fabrication will need to be done to complete mounting. Welds to position.

#7064

**AXLE MOUNT  
PANHARD BAR MOUNT**



Clamps to axle for rear mounted panhard bar. Allows you to adjust panhard bar more accurately. Includes lock nut and bushing.

#7053

**Replacement Part**

#4043-34





## 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"  
#7039-20 20" to 22 1/4"

### Replacement Parts

#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



## 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  
#7055-20

### Replacement Part

#4043-34 Bushing

## 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  
#7577-20

### Replacement Parts

#4026-1 Bushing  
#4026-2 Nut



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"  
#7045-20 19 1/4" to 21 1/2"

### Replacement Parts

#7039-1 Threaded adjuster  
#com-12 Com ball  
#ECML12 Rod end  
#3/4-16 Jam nut



## 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  
#7057-20

### Replacement Parts

#4026-1 Bushing  
#4026-2 Nut



Brian Roark

## 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  
#7051-20



## 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  
#7052-20

**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

**Replacement Parts**

#4026-1 Bushing

#4026-2 Nut

**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

**Replacement Parts**

#4026-1 Bushing

#4026-2 Nut

**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

**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

**STUD KIT**

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

#4047S Steel Bkt

#4047A 7053



**QC PINION PLATE**

Fits quick change rear ends (Winters, Frankland).

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



#7080

## BIG BODY DUAL BEARING SLIDER IMCA STYLE



### OUTLAW BEARING

The BSB Outlaw Bearing is made for us by a major bearing manufacturer and is not a bushing. It is a Class III bearing that was designed 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



Aaron Brannhan

### QUICK RELEASE SLOT CUP

Fits both XD and Outlaw sliders.

5/8" hole in bushing.

Ask for when ordering.

#7532

#7532-2 Bushing

#7532-4 Cup

#7516 Lynch pin

PART #	DESCRIPTION
7540	Standard Slider
7540-2	2" Longer Slider
7540-B	Slider with Quick Cup
7540-2B	2" Longer with Quick Cup

### REPLACEMENT PARTS LIST

7508	Bearing Upper
7521	1/2" Rod End
7522	1/2" Rod End
7526	1-7/8 Snap Ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-9	1-1/2 Nut
7540-10	Slotted Cup
7540-11	2" Snap Ring
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer

### 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



# GO FAST



**BIG BODY DUAL BEARING SLIDER UMP STYLE**

PART #	DESCRIPTION
7541	Standard Slider
7541-2	2" Longer Slider
7541-B	Slider with Quick Cup
7541-2B	2" Longer with Quick Cup
7541-C	Slider with perload bearing
7541-2C	2" longer w/bearing
REPLACEMENT PARTS LIST	
7508	Bearing Upper
7521	1/2" Rod End Female
7522	1/2" Rod End Male
7526	1-7/8 Snap Ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-9	1-1/2 Nut
7540-10	Slotted Cup
7540-11	2" Snap Ring
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer

The outlaw slider is great, but the XD slider may be the last one you ever buy. We designed 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 designed 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, (Ex. 7540-2B)

Add "C" to part number for perload bearing, (Ex/ 7540-C)

Add "BC" to part number for both cup and bearing (Ex. 7540-2BC).



**STACK SPRING CUP**



Comes with cup and lock nut.

#7531

**BEARING NUT ASSY**



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

#7540-20

**SLIDER WRENCH**



#7540-19

## BIG BODY DUAL BEARING SLIDER 2.5"



Why not, these boys that run asphalt need good parts too. So we took the best spring eliminator and made it for a 2.5 inch spring. It uses a two bearing design to ensure stable loads as it moves up and down. The bigger bore helps 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
7542	Standard Slider
7542-2	2" Longer Slider
REPLACEMENT PARTS LIST	
7508	Bearing Upper
7542-4	1/2 shock eye
20-9090-5-2	Com ball 1/2
10-9090-22	End cap only
12-9090-2-9	End cap o-ring
7540-5	5/8 Shaft
7540-6	5/8 Shaft 2" Longer
7540-7	Plunger Bearing
7540-12	Double Lip Seal
7540-13	AN Wiper
7540-15	Rebuild Kit
7540-16	Rebuild Kit 2" Longer

### 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



Kyle Herring

**GO FAST**



**OUTLAW SLIDER**

NEW state of the art bearing slider. The 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**

**#7500-2 Longer Shaft**

**REPLACEMENT PARTS LIST**

- #7504 5/8 Shaft
- #7504-2 5/8 Shaft 2" Longer
- #7506 1 1/2 Nut
- #7508 Bearing
- #7509 Double Lip Seal
- #7512 Plunger
- #7513 1-1/8" Snap Ring
- #7514 5/8" Snap Ring
- #7516 Lynch Pin
- #7518 Rebuild Kit
- #7518-2 Rebuild Kit 2" Longer

**SPRING CUPS**

- #7502 Slotted
- #7503 Shaft Plate
- #7540-10 Slotted

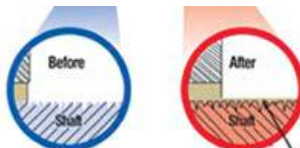


**SLIDER WRENCH**



#7510

**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

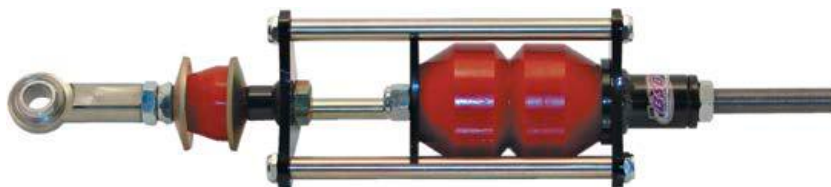
Spring not included

**REPLACEMENT PARTS**

#7600-8	3/4 Main shaft
#7600-9	5/8 Gold rods ea
#7600-10	Indicator rod
#7600-13	Bearing
#7600-14	Seal
#7600-16	Cup washer gold
#7600-23	Rebuild kit
#7640	Red bushing

**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 newly designed 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. It also improves entry without 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 PULL BAR**

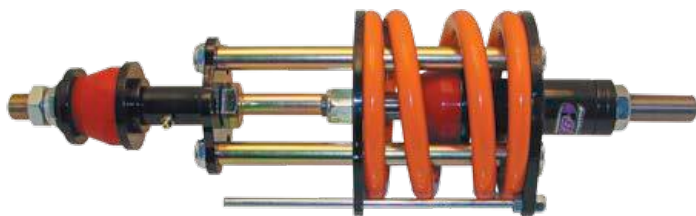
- 21 3/4" Length.
- Outlaw Bearing.
- Harden Shaft.
- Rod End Included.
- Sold without Poly Bushing

#7650

**Replacement Parts**

#7650-8	5/8 Gold rods
#7600-8	3/4 Main pull rod

**SHORT SPRING PULL BAR**



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

#7625

**Replacement Parts**

#7650-8	5/8 Gold rods
#7625-8	3/4 Main rod
#7600-16	Cup washer
#7640	Red bushing



Brett Page

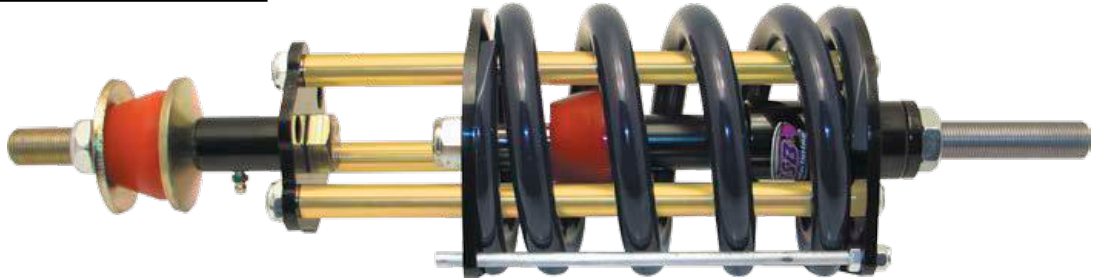
**PULL BAR LENGTH**

#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 bar may not look like the hottest thing out there, but what looks leave off, performance makes up. People have been looking for magic in a pull bar, but it's 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 issue 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. 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

### Replacement Parts

#SPRING	1075 lbs
#7640	Ploy Bushing
#7615-3	Upgrade Kit
#7600-8	3/4 Main shaft
#7600-9	5/8 Gold rods ea

## 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
#7650-12BR	Blue-Red
#7650-12BB	Blue-Blue
#7650-12RR	Red-Red



## PULL BAR SPRINGS

#BSB 1075
#HYP 900/1300
#YJ600/1200
#YJ900/1300
#YJ1000/1600



## POLY-BUSHING

Small brake bushing used on pull bars.

#7640 - Color



## PULL BAR SPRINGS

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

#900-4
#1000-4
#1100-4
#1200-4



Nic Firari



## DMI BULLDOG BLOOD GEAR OIL

Best Gear Oil on the Market.

- #BULLDOGQT 1 Quart
- #BULLDOG5QT 5 Quart
- #BULLDOG1 1 Gallon
- #BULLDOG5 5 Gallon



## 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.
- #BSB-MOD-4.86 Steel Tubes w/ Hubs, Rotors, & Axles



## 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
- #OCATW5 Aluminum tube
- #QCKSTGN5-MAX
- #OCATW5-MAX

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

## 1" LONGER QUICK CHANGE REAR YOKE

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

#QCY-XL



## U-JOINT GIRDLE



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

#FST-BBSK-10

## SPORTSMAN QUICK CHANGE GEAR

Standard quick change gears  
All gear ratio available.

#SMOC







### AXLE PULLER

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

#9030

### ROD END CAGE

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



### TOE PLATES



Used for checking toe of car.  
Easy and fast.

Includes 2 plates and 2 tapes.

#9020

### JACK PAD



Gives the jack an even spot to jack the  
car from.

#6016

### 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

#10568 Rear GN

#10559 Wide 5



### 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



BSB-FIRESUIT

## BSB T SHIRTS



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

#1510 Tee Shirt



Timmy Hancock Jr.

## 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'

## BSB HAT



Flex fit hat band  
Large and x-large.  
Bold 3d stitching.

#1602





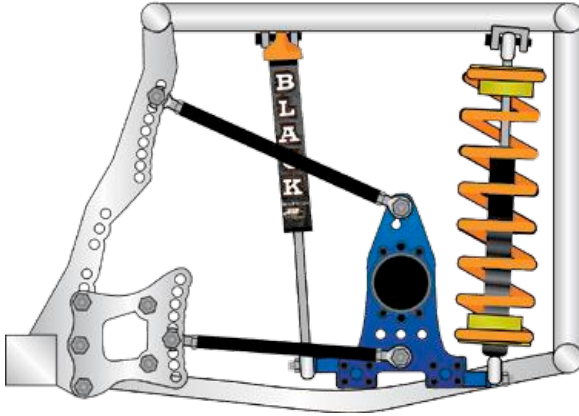
## GO FAST



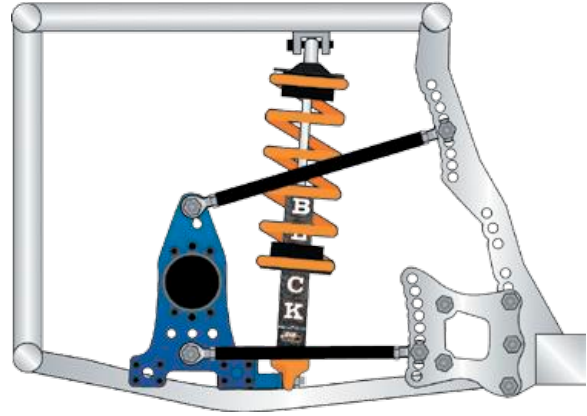


## 4 LINK ADJUSTMENTS

### 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 dependent 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.

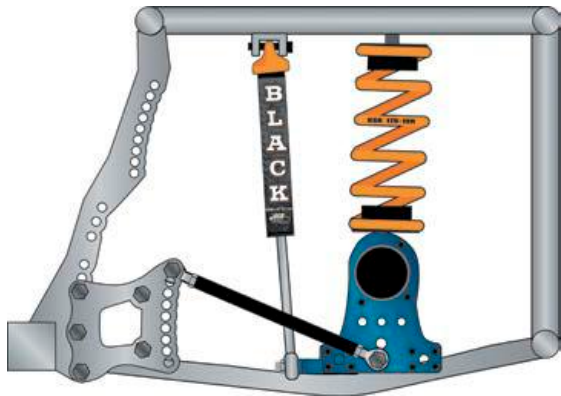
Lowering left bottom 4 link rod on chassis will hold more spring load on chassis "hike" and promote less roll steer, therefore tightening car on throttle.

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

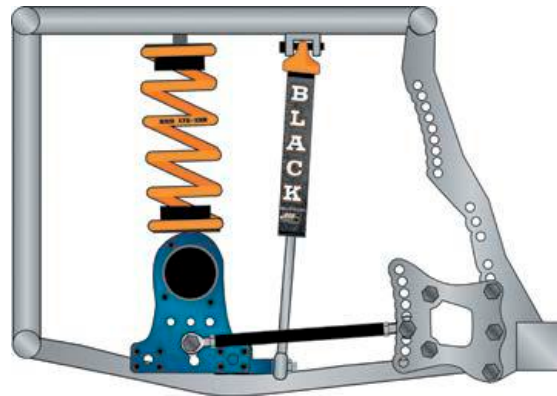
Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis "hike". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

**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**

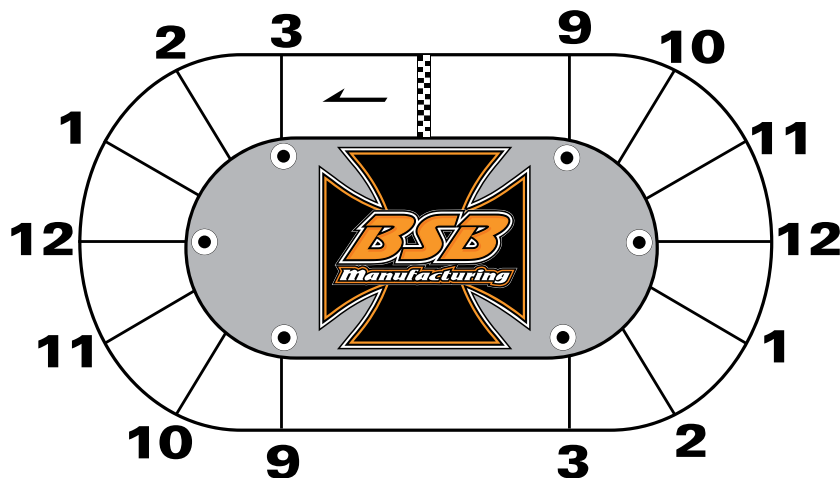
- Add rebound to right front shock
- Raise right bar on chassis
- Decrease wedge

**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 driving the corner.