

2016 PRODUCT CATALOG



A PART OF WINNING



The Hyperco Performance Advantage

A history of unrivaled racing success that is built into every product for every application!

All of us at Hyperco are just like you – we are in motor racing to WIN! And just like you we are always looking for ways to improve performance. In your hands is our new 2015 catalog containing valuable information on our complete product line and our NEWEST products and performance enhancements.

New Hyperco OBD / Ultra High Performance Formula SAE and ¼ Midget Suspension Springs! Designed with input from championship winning chassis builders and race teams; this new range of Hypercoils features Hyperco's unique and highly successful Optimum Body Diameter (OBD) design concept. The OBD technique enables Hyperco to take full advantage of its extensive range of ultra-high tensile material by optimizing the applied stress through adjusting the spring's body diameter (these are not your father's old barrel springs!). The performance benefits include: more deflection, less weight, increased linearity, resistance to bowing and maintained free length/installed height.

Hyperco's Carbon Composite Bellows™ Springs (CCBS)... A new era in suspension spring technology has arrived! From Formula One and Sports Cars to Drag Racing and Dirt Late Models, Hyperco Carbon Composite Bellows Springs provide a significant performance advantage over steel and other traditional materials. Hyperco composite suspension products – Lighter, Stronger and Faster!

Hyperco Custom Designed and Manufactured Suspension Springs – One of our Specialties! Race Teams and Chassis Manufacturers in all forms of motor racing have come to rely on Hyperco for developing and producing custom designs that meet their specific requirements. Contact us if you have a spring requirement that cannot be met with a standard/catalog design. We will work with your team to develop an optimized solution and then produce it in whatever quantity you require.

Hyperco continues to evolve our unique and patented line of load centering Hydraulic Spring Perches. Advancements in design and assembly have led to increased performance and service life. Teams of all types are benefiting from a reduction in friction in the shock/spring assembly and the increase in mechanical grip (Oval & Road Racing – Dirt and Pavement).

Hyperco innovation, combined with our extensive product line and legendary customer service, results in a Winning Performance Advantage!

Join all of us at Hyperco... where the most important race is the one you're in!

Sincerely,

Kelly Falls

Kelly Falls

Vice President of Motorsports &
Performance Aftermarket

BUMP SPRINGS

NEW!



A "Bump Spring" is used in conjunction with a primary spring to allow the race car to have a relatively soft/compliant initial spring rate to get the down to the desired optimum ride height and then pick up the rate of the "Bump Spring" to achieve a constant/optimum "Dynamic Ride Height."

How to Select and Use Hyperco Bump Springs

The design load is solid load for all rates from 800#/in through 3500#/in. For rates 4000#/in to 5000#/in, the design load is the maximum load that can be applied before the spring takes a set.

You can find the total deflection available by taking the design load and dividing it by the rate. For instance on the 800#/in spring, the design load of 887# divided by the 800#/in spring rate yields 1.09" of deflection.
 $887 / 800 = 1.09$.

All of the springs through the 3500#/in rate are under stressed and can be compressed to solid thousands of times without affecting free length, rate or load. For any given rate, the springs do not need to be deflected to solid or design load. You can travel them any length you need within that constraint.

To start out, you need to know the approximate load that your vehicle puts on a spring at its maximum through the corner. Then take the initial rate spring you want to use and take it to the maximum deflection point that you see and determine the spring load at that deflection. Subtract that from the total load you are going to need through the corner and that will be the minimum design load from a bump spring that you will need.

For instance: let's say that you see a maximum of 2340# of load on the right front through a corner and you want to use a 12B0275UHT as your main spring on the right front. Let's also assume that you have 650# of sprung weight on the right front and that you want to travel the main spring 3.0" additional before the spring rate starts to rise. 650# of sprung load compresses a 275lb/in spring 2.364". The additional 3" of travel requires another 825lb (3.0" x 275#/in) of load on the spring. $650\# + 825\# = 1475\#$ of force contributed by your main spring. This is now the point where you want the rate to increase.

A bump spring is not a stacked spring. It is a nested spring and acts like the inner spring in a dual valve spring set. Therefore the bump spring rate adds to the main spring rate from this point on. Now let's say you will travel the suspension another 0.750". $0.750" \times 275\text{lb/in spring rate} = 206\#$ of load from the main spring. Add that to the 1475# and you have 1681#. Subtract the 1681# of load from the required 2340# maximum load that you see and you get 659# of load required in an additional 0.75" of travel. Divide 659lb by 0.75" and you get 878lb/in minimum spring rate needed to achieve this load.

You usually want to round up to the next highest rate and that would be 1000#/in. Divide the 659# load by 1000#/in of bump spring rate and you will find the bump spring deflects 0.659." That is not too far from the 0.750" of travel we are talking about. Additionally the bump springs can be shimmed to change the "pick-up point" where they come into action. Also, if you want a slightly higher rate feel, there is nothing wrong with trying a 1200#/in rate.

The key point to remember is that using a bump spring creates a "nested spring" configuration where the rates are additive. With stacked springs, the combined rate is always less than the lowest rate spring. With nested springs the combined rate is always greater than each of the single spring rates. The combined rate in our example above would be 1275#/in.: 275#/in from the main spring and 1000#/in from the bump spring.



Bump Springs Ordering Chart

Part Number	Free Length (inches)	O.D. (inches)	I.D. (inches)	Solid Height (inches)	Design Load (lbs.)	Weight (grams)	Racer \$
24BS0800	2.400	1.928	1.338	1.291	887	210	\$130
24BS1000	2.400	1.950	1.338	1.327	1073	213	\$130
24BS1200	2.400	1.940	1.300	1.345	1265	236	\$130
24BS1400	2.400	1.962	1.300	1.354	1464	248	\$130
24BS1600	2.400	1.940	1.260	1.422	1565	262	\$130
20BS1800	2.000	1.980	1.300	1.248	1354	237	\$130
20BS2000	2.000	1.960	1.260	1.342	1316	257	\$130
20BS2250	2.000	1.960	1.260	1.329	1510	239	\$130
20BS2500	2.000	1.940	1.220	1.331	1671	258	\$130
20BS3000	2.000	1.970	1.220	1.344	1967	275	\$130
20BS3500	2.000	1.944	1.180	1.354	2000	276	\$130
20BS4000	2.000	1.960	1.180	1.500	2000	278	\$130
20BS4500	2.000	1.960	1.180	1.550	2000	260	\$130
20BS5000	2.000	1.960	1.180	1.600	2000	245	\$130

3" I.D. Off-Road/Pavement Late Model Springs



NEW!

Primary intended use:
the "right rear pre-load cartridge"
for pavement Late Model
applications.

*See Catalog page 13
for complete line of
3" I.D. Springs*

Part Number	Racer \$
10 Inch Free Length	
10EO80	130.00
10EO125	130.00
10EO150	130.00
10EO162	130.00
10EO175	130.00
10EO225	130.00
18 Inch Free Length	
18EO200	130.00

1/4 MIDGET & FSAE SUSPENSION SPRINGS

Hyperco Optimum Body Diameter, High-Performance Design Concept

NEW!



Hyperco's optimum body diameter (OBD) design concept is a proven performance advantage and is relied upon by championship winning teams in all forms of racing including:

- » Indy Cars
 - » Sports Cars
 - » Dirt & Pavement Late Models
 - » 1/4 Midget & FSAE Competition
- NEW!**



With design input from the top 1/4 midget and FSAE chassis builders and the race teams, Hyperco has developed spring designs that meet the specific requirement for these applications.



OBD Hypercoils feature a unique design concept – Hyperco adjusts the body diameter of the spring relative to the end coils. The OBD design technique enables Hyperco to take full advantage of its extensive range of ultra-high tensile material by optimizing the applied stress through adjusting the springs body diameter.

the applied stress through adjusting the springs body diameter.

Available in spring rate increments without tolerance overlap. This ensures predictable suspension tuning for a wide range of track conditions. Contact us for more information.



The results are incredible and a proven winner!

- » More Deflection
- » Less Weight
- » Increased Rate Linearity
- » More Resistance to Bowing
- » Fits All Standard Hardware
- » Maintains Free Length and Install Height

CARBON COMPOSITE BELLOWS™ SPRINGS

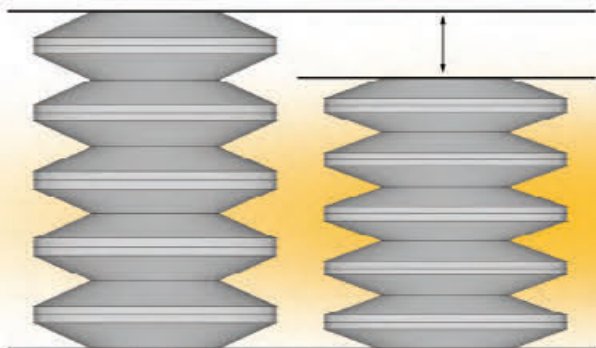
Transform Your Suspension with our Innovative New Spring Technology

Engineered and developed exclusively by Hyperco. It's the technology you've heard about – and it's only from the world's #1 source for high-performance suspension components.

- » Replacement for traditional springs
- » Dramatic weight savings
- » No sideforce = Reduced overall suspension friction
- » Easily tunable and configurable (rate and deflection)
- » Affordable, high-performance alternative to titanium
- » Tune your spring rate curve like never before

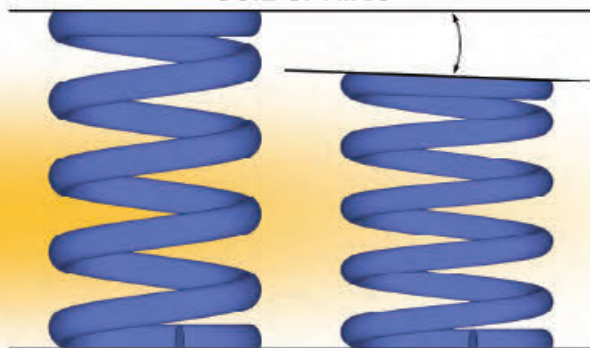


CARBON COMPOSITE BELLOWS SPRING



Parallel ends remain parallel under compression, resulting in no side-load.

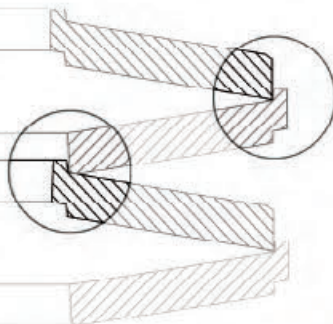
COIL SPRING



Parallel ends tilt under compression to create side-load on the carrier



The Hyperco Carbon Composite Bellows™ Spring (CCBS) works as a system to offer unparalleled control of your spring set-up.



OPTIMUM BODY DIAMETER (OBD) & ULTRA HIGH TRAVEL (UHT) HYPERCOILS

Optimum Body Diameter (OBD) Hypercoils feature a unique design concept that adjusts the body diameter of the spring relative to the end coils. The OBD design enables Hyperco to take full advantage of its ultra high tensile material by optimizing the applied stress through adjusting the springs body diameter.

The results are in and they are simply unbeatable...

- » More Deflection
- » Less Weight
- » Increased Rate Linearity
- » More Resistance to Bowing
- » Fits All Standard Hardware
- » Maintains Free Length/ Installed Height



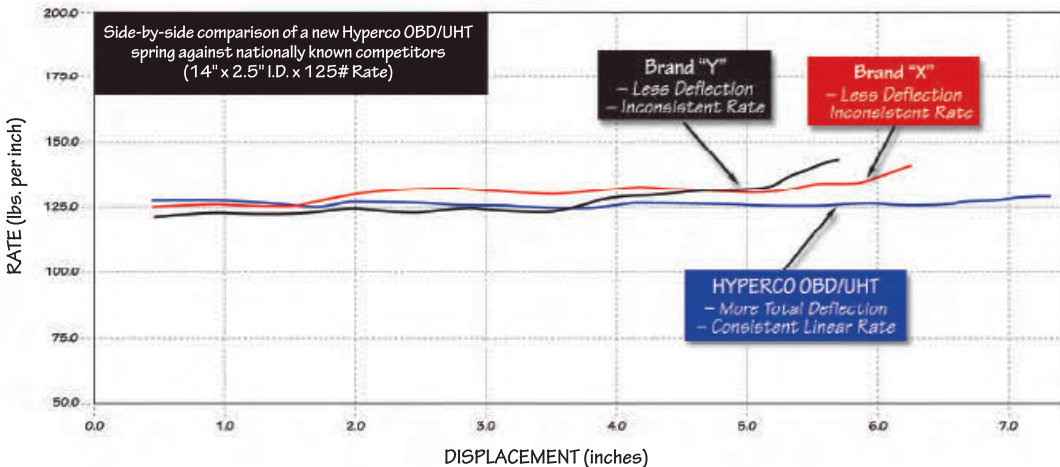
Ultra High Travel (UHT) Hypercoils are designed specifically for light rate/high travel coil over applications (dirt & pavement). UHT designs meet the requirements of soft spring/big bar set ups and remain consistent in free length and installed height. The new UHT design features a larger "body bulge" over standard OBD designs allowing for additional deflection, rate linearity and resistance to bowing (available in select rates in 12", 14", 15" and 16" free lengths x 2.5" ID).

Hyperco's addition of the UHT lines enables you to choose the best design for your application and packaging requirements!



Hyperco OBD/UHT Springs vs. The Competition

RATE vs. DISPLACEMENT



*Precision Engineered.
Track Tested.
Race Proven.*

CONVENTIONAL SUSPENSION SPRINGS

*Less Weight.
Max Performance.*

High Performance Springs for all Applications

Hyperco's never ending pursuit of performance has led to yet another breakthrough in conventional motorsports spring design – the Dynamic Travel Response (DTL) enhancement!

Hyperco engineers analyzed the dynamic characteristics essential in conventional spring performance and utilized this data to develop the Dynamic Travel Response design concept. Unlike coil over springs that are available in a multitude of free lengths, conventional springs are limited in their free length offerings (often as a result of sanctioning bodies/rules).

Working within that limitation, the Dynamic Travel Response concept allows all springs to exceed the performance requirements for travel and rate linearity, yet be designed with significantly less physical weight.

The Dynamic Travel Response concept allows Hyperco to produce a conventional spring that raises performance over the competition without compromising consistency and durability.



*Fewer Coils, Less Weight and More Performance
than the Competition!*



CONVENTIONAL REAR COIL SPRINGS

*More Choices. Maximum Travel.
Maximum Performance*

Hyperco has once again expanded its range of high-performance conventional rear springs for all applications... Late Models, Modifieds, Street Stocks (Dirt and Pavement). Hyperco conventional rear springs are developed and tested under the most rigorous conditions and are optimized for all setup and track conditions.

5" OD x 11", 13", 15", 16" and 20" – along with single and double pigtail designs are now available. All designed and manufactured for the lightest weight, maximum travel and linear rate.

*See page 16
for a complete
list of available
rates/lengths.*



HYDRAULIC SPRING PERCHES

More Grip. Less Friction.



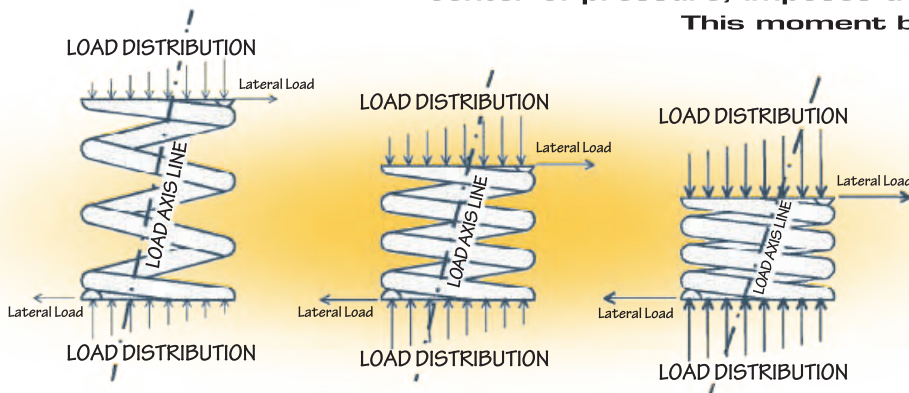
What Every Serious Racer Needs to Know ...

Hyperco/ICP has made an astounding breakthrough in tire grip enhancement with our load centering Hydraulic Perch. This unique patented device significantly reduces the side loads produced by suspension springs that load the shock body. These bending loads increase friction and wear in your coil-over dampers. Friction in racing suspensions reduces the performance of your race car by decreasing the grip available at the tire contact patch.

The forces in a compressed spring are NOT centered on the spring central axis. Instead, coil over spring designs lead to non-uniform load distributions around the face of the end coil. Typically, the center of that load is located near the tip of the spring. This offset center of pressure, imposes a bending moment on the damper.

This moment becomes a lateral force between the damper piston and body,

increasing friction within the damper. The more the spring is compressed, the higher the sildoad typically becomes. These sildoads are significant and their effect on suspension behavior has been widely measured and documented.



For the spring to center its forces, its endcoils must be allowed to flex as they apply load. It is ONLY through this flexing that the load can be evenly distributed about the face of the end coil.

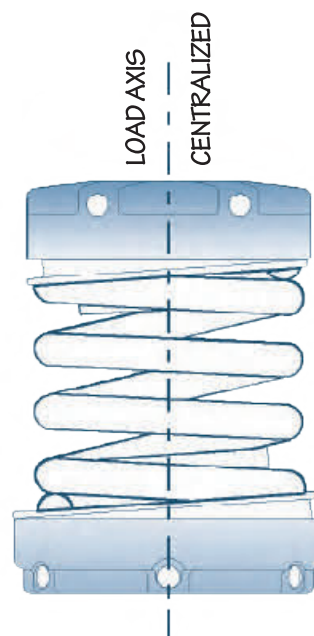
The Hyperco/ICP Hydraulic Perch consists of an annular piston mated to an annular cylinder, sealed by O-rings, and filled with hydraulic fluid. As a load is applied to the spring, the perch tilts in response to the uneven load distribution, until the load on the coil face has been balanced. The load on the tilted piston is transferred to oil in the cavity, and is automatically transferred to damper as near the centerline as possible.

Hyperco/ICP Hydraulic Perches are currently in use in all of the world's major racing categories including F1, World Rally, Formula V, Formula Ford, F3, Indy Car Series, Dirt Late Model, Modifieds, Silver Crown, GP Motorcycle, Motocross, even snowmobiles.

Hyperco/ICP Hydraulic Perches are currently manufactured to fit directly onto most of the world's major dampers as replacements for the OEM spring support. We also manufacture a complete line of "Add-On" perches that sit on the OEM spring support.

For maximum side load reduction, Hyperco/ICP Hydraulic Perches should be used on both ends of the spring as the same condition exists at both ends. The use of a single Perch will reduce transmitted sildoad on the order of 50-65%, while their use at both ends results in reductions of 94-98%. If a single perch is to be used, testing has shown it to be most effective at the shaft end.

Please note: When using springs with a free length of 10" or more, we recommend using a single perch.



Load equalized about endcoil face as it tilts (flexes) to accept load

HYPERCO... A PART OF WINNING

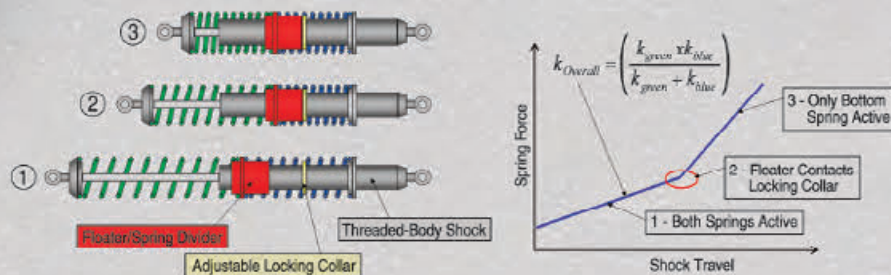
The Hyperco Advantage — Stacked Spring/Dual Rate System. It's Tunable!

This secret is definitely out! The Stacked Spring / Dual Rate system provides a winning advantage!

Championship winning teams in both Dirt and Pavement are benefiting from the vast tunability of the Stacked Spring/Dual Rate system. The stack spring system enables the suspension to be soft-light in the early travel and tuned with precision to transfer to a stiffer secondary rate for optimum performance.

Adjusting the locking collar on the threaded shock body enables the car to be tuned for loose or tight conditions (and can ensure the suspension does not travel to absolute solid). It lets you control the transition from a relatively soft combined/dual spring rate for desired weight transfer and wheel movement while also enabling you to tune the suspension to a higher secondary rate that provides for maximum compliance and wheel/tire loading.

VARIABLE (DUAL RATE) TECHNOLOGY



example

$$\frac{\text{Spring Rate "A" } \times \text{ Spring Rate "B" or } 600 \times 400}{\text{Spring Rate "A" } + \text{ Spring Rate "B" or } 600 + 400} = 240\#$$

The Stacked Spring / Dual Rate system is not limited to oval track racing. It is being utilized in a wide variety of high performance coil over applications - from Drag Racing and Road Racing to Off Road and Snowmobiles.

Any and all coil over applications can greatly benefit from the tunable Stacked Spring/Dual Rate system.



TECHNICAL INFORMATION

COIL SPRINGS

Solid Height = (Number of Coils - 0.25) x Wire Diameter

*Example: For a spring with 14 coils and a wire diameter of 0.5" the Solid Height is calculated as follows:
 $(14 - 0.25) \times 0.5 = 6.875$ Solid Height*

Rate = Load ÷ Deflection

*Example: If a spring deflects by 2.75" under a load of 300 lbs., the Rate would be calculated as follows:
 $300 \div 2.75 = 109\#$ Rate*

Deflection = Load ÷ Rate

*Example: A spring under a load of 300 lbs., with a 109 # rate, the Deflection would be calculated as follows:
 $300 \div 109 = 2.75"$ Deflection*

Load = Deflection x Rate

*Example: A spring with a 109# rate and a 2.75" deflection, the Load would be calculated as follows:
 $2.75 \times 109 = 300$ lb. Load*

Stacked Springs / Combined Spring Rate

*(Spring Rate "A" x Spring Rate "B") ÷
(Spring Rate "A" + Spring Rate "B")*

This is used when two springs are stacked on top of each other. Example: If the rate for a spring "A" is 200# and the rate for spring "B" is 500#, the combined rate is calculated as follows:

$(200 \times 500) \div (200 + 500) = 143\#$ combined rate

PORTABLE SPRING RATE CHECKERS

Portable rate checkers are adequate for general testing and for comparing springs of 1000# rate or less. When using portable checking equipment, follow these tips to help you achieve more favorable results.

- » *Use calibration springs and keep them for reference*
- » *Use a strong, sturdy frame for your equipment - one that will not bow or flex*
- » *Make certain the top and bottom plates are parallel*
- » *Inspect for hydraulic leaks on a regular basis*
- » *Use a consistent set of operating procedures:*
 1. *Orient the springs the same way each time*
 2. *Compress the springs to the pre load and do not "bleed" back to it*

IT'S NOT JUST A LIST. IT'S A LEGACY OF WINNING...

- » IMSA - TUDOR
- » NASCAR SPRINT CUP
- » FORMULA ONE
- » INDIANAPOLIS 500
- » INDY CAR SERIES
- » USAC MIDGETS
- » DAYTONA 500
- » SCCA PRO RACING
- » USMTS MODIFIED
- » USAC SPRINT
- » JAPAN GTCS
- » SCORE OFF-ROAD
- » NASCAR NATIONWIDE SERIES
- » EAST COAST DIRT MODIFIED
- » DAYTONA 24 HOURS
- » SEBRING 12 HOURS
- » LUCAS SERIES
- » CAMPING WORLD TRUCK SERIES
- » LEGEND CAR SERIES
- » STEEDA MUSTANGS
- » NHRA PRO STOCK
- » WORLD OF OUTLAWS
- » SHOW ME "100"
- » BRICKYARD 400
- » LE MANS 24 HOURS
- » MONACO GRAND PRIX
- » AMA ROAD RACING MOTORBIKES
- » AMRA
- » FIA RALLY
- » WORLD 100
- » ELDORA "DREAM"
- » IMCA MODIFIED
- » USAC SILVER CROWN
- » USAC ¼ MIDGETS

MORE MAJOR WINS. MORE MAJOR CHAMPIONSHIPS.

From Formula Ford to F1, late model to Sprint Cup — Hyperco provides a Performance Advantage. That's why Hyperco Suspension Coils are the recognized leader among top championship racing teams... worldwide. Join the winner's circle and be sure to insist on genuine Hypercoils!

HYDRAULIC LOAD CENTERING SPRING PERCH HARDWARE

ADD ON/SLIDE ON PERCH	THREAD ON (O.E. REPLACING) SHOCK BODY PERCH	THREAD ON (O.E. REPLACING) TOP PERCH	Racer \$
Part #	Part #	Part #	
HHPERCH-2.00	AST5200BOD-2.25 NEW!	HHTOPPENSKE-2.00	
HHPERCH-2.25L		HHTOPPENSKE-2.25	
HHPERCH-2.50	HHBODPENSKE-2.25	HHTOPOHLINS-2.00	
	HHBODOHLINS-2.25	HHTOPOHLINS-2.25	
	HHBODOHLINS-2.00 (TT40/TTX)		
	HHBODPENSKE8175-2.25	HCD-PERCH COVERS	
	HHBODPENSKE8175-2.50		
	HHBODOHLINS(LMJ)-2.50		

HYDRAULIC PERCH MAINTENANCE ITEMS

SEALS		GAP SETTING RINGS	
Part #		Part #	
02-028		.084"	
02-032		.096"	
02-034		.099"	
02-035		.101"	
02-036		.105"	
02-037		.109"	
02-038		.113"	
02-039		.117"	
02-040		.126"	
02-041		.126-5"	
02-042			
02-043			
ORN-0178-07900			
ASSEMBLYGREASE	Assembly Grease		
SCREWS	Sealing Screws		
SWAB	Cotton Swab		

2.5" I.D. & 2.5" I.D. Ultra High Travel

Free Length / 2.5" I.D. / Rate

Part # 8 B 0400

Part #	Part #	Part #	
4B0350	8B0175	10B0725	14B0200
4B0400	8B0200	10B0750	14B0225
4B0450	8B0225	10B0800	14B0250
4B0500	8B0250	10B0850	14B0275
4B0600	8B0275	10B0900	14B0300
4B0700	8B0300		14B0325
	8B0325	12B085	14B0350
6B0300	8B0350	12B095	14B0375
6B0350	8B0375	12B0110	14B0400
6B0400	8B0400	12B0125	14B0450
6B0450	8B0425	12B0150	14B0500
6B0500	8B0450	12B0162	14B0600
6B0550	8B0475	12B0175	
6B0600	8B0500	12B0185	ULTRA HIGH TRAVEL (UHT) 14" & 15"
6B0650	8B0525	12B0200	14B0125UHT
6B0700	8B0550	12B0225	14B0140UHT
6B0750	8B0575	12B0250	14B0150UHT
6B0800	8B0600	12B0275	14B0165UHT
6B0850	8B0650	12B0300	14B0175UHT
6B0900	8B0700	12B0325	14B0185UHT
6B1000	8B0750	12B0350	14B0200UHT
6B1100	8B0800	12B0375	14B0200/425UHT NEW!
6B1200	8B0850	12B0400	14B0225UHT
6B1300	8B0900	12B0425	14B0250UHT
	8B0950	12B0450	
7B0100	8B1000	12B0475	15B0110UHT
7B0125	8B1100	12B0500	
7B0150	8B1200	12B0550	16B0150
7B0175		12B0600	16B0250
7B0200	10B095	12B0650	16B0350
7B0225	10B0110	12B0700	16B0450
7B0250	10B0125	12B0750	16B0500
7B0275	10B0150	12B0800	16B0600
7B0300	10B0162	12B0850	
7B0325	10B0175		
7B0350	10B0175/500	ULTRA HIGH TRAVEL (UHT) 12"	ULTRA HIGH TRAVEL (UHT) 16"
7B0375	10B0200	12B0110UHT	16B0110UHT
7B0400	10B0225	12B0125UHT	16B0125UHT
7B0450	10B0250	12B0150UHT	16B0138UHT
7B0500	10B0275	12B0162UHT NEW!	16B0150UHT
7B0550	10B0300	12B0175UHT	16B0175UHT
7B0600	10B0325	12B0200UHT	16B0200UHT NEW!
7B0650	10B0350	12B0225UHT	16B0225UHT NEW!
7B0700	10B0375	12B0250UHT	16B0250UHT
7B0750	10B0400	12B0275UHT	
7B0800	10B0425	12B0300UHT NEW!	
7B0850	10B0450	12B0325UHT NEW!	
7B0900	10B0475		
7B0950	10B0500	14B085	
7B1000	10B0525	14B0100	
7B1100	10B0550	14B0110	
7B1200	10B0575	14B0125	
7B1300	10B0600	14B0138	
	10B0625	14B0150	
8B0100	10B0650	14B0160	
8B0125	10B0675	14B0175	
8B0150	10B0700	14B0185	

2.25" I.D.

Free Length / 2.25" I.D. / Rate

Part # 6 A 0400

Part #	Part #	Part #	Part #
4A0300	5A0900	6A0625	8A0150
4A0350	5A0950	6A0650	8A0165
4A0400	5A1000	6A0675	8A0175
4A0450	5A1050	6A0700	8A0200
4A0500	5A1100	6A0750	8A0225
4A0550	5A1150	6A0800	8A0250
4A0600	5A1200	6A0850	8A0275
4A0650	5A1250	6A0900	8A0300
4A0700	5A1300	6A0950	8A0325
4A0750	5A1350	6A1000	8A0350
4A0800	5A1400	6A1050	8A0375
4A0850	5A1450	6A1100	8A0400
4A0900	5A1500	6A1150	8A0425
4A0950	5A1550	6A1200	8A0450
4A1000	5A1600	6A1250	8A0475
4A1050	5A1650	6A1300	8A0500
4A1100	5A1700	6A1400	8A0525
4A1150	5A1750	6A1500	8A0550
4A1200	5A1800	6A1600	8A0575
4A1250	5A1850	6A1700	8A0600
4A1300	5A1900	6A1800	8A0650
4A1350	5A1950	6A1900	8A0700
4A1400	5A2000	6A2000	8A0750
4A1450	5A2050	6A2200	8A0800
4A1500	5A2100	6A2500	8A0900
4A1600	5A2150		8A1000
4A1700	5A2200	7A0250	8A1100
4A1800	5A2250	7A0275	8A1200
4A1900	5A2300	7A0300	
4A2000	5A2400	7A0325	9A0150
4A2100	5A2500	7A0350	9A0175
4A2200	5A2600	7A0375	9A0200
4A2300	5A2700	7A0400	9A0225
4A2400	5A2800	7A0425	9A0250
4A2500	5A2900	7A0450	9A0275
4A2600	5A3000	7A0475	9A0300
4A2700	5A3800	7A0500	9A0325
4A2800		7A0525	9A0350
4A2900	6A0200	7A0550	9A0375
4A3000	6A0225	7A0600	9A0400
4A3200	6A0250	7A0650	9A0425
4A3400	6A0275	7A0700	9A0450
	6A0300	7A0750	9A0475
5A0300	6A0325	7A0800	9A0500
5A0350	6A0350	7A0850	9A0525
5A0400	6A0375	7A0900	9A0550
5A0450	6A0400	7A0950	9A0575
5A0500	6A0425	7A1000	9A0600
5A0550	6A0450	7A1100	
5A0600	6A0475	7A1200	
5A0650	6A0500	7A1300	
5A0700	6A0525	7A1400	
5A0750	6A0550	7A1500	
5A0800	6A0575	7A1600	
5A0850	6A0600		

2.0" I.D.

Free Length / 2.0" I.D. / Rate

Part # 5 C 0400

Part #	Part #	Part #	Part #
4C0350	4C2200	5C0950	6C0350
4C0400	4C2300	5C1000	6C0400
4C0450	4C2400	5C1050	6C0450
4C0500	4C2500	5C1100	6C0500
4C0600	4C2600	5C1150	6C0550
4C0650	4C2700	5C1200	6C0600
4C0700	4C2800	5C1250	6C0650
4C0750	4C2900	5C1300	6C0700
4C0800	4C3000	5C1350	6C0750
4C0850	4C3200	5C1400	6C0800
4C0900	4C3400	5C1450	6C0850
4C0950	4C3600	5C1500	6C0900
4C1000		5C1550	6C0950
4C1050	5C0250	5C1600	6C1000
4C1100	5C0300	5C1700	6C1100
4C1150	5C0350	5C1800	6C1200
4C1200	5C0400	5C1900	6C1300
4C1250	5C0450	5C2000	6C1400
4C1300	5C0500	5C2100	6C1500
4C1350	5C0550	5C2200	6C1600
4C1400	5C0600	5C2300	6C1700
4C1500	5C0650	5C2400	6C1800
4C1600	5C0700	5C2500	6C1900
4C1700	5C0750	5C2600	6C2000
4C1800	5C0800	5C2700	
4C1900	5C0850	5C2800	
4C2000	5C0900		
4C2100			

1.875" I.D.

Free Length / 1.875" I.D. / Rate

Part # 10 D 0400

Part #	Part #	Part #
TRANSFER ASSIST SPRINGS	10D050	10D0375
CS-25 (4" x 25#)	10D062	10D0400
CS-50 (4" x 50#)	10D087	10D0425
	10D0100	10D0450
8D075	10D0112	10D0475
8D087	10D0125	10D0500
8D0100	10D0137	10D0525
8D0112	10D0150	10D0550
8D0125	10D0162	10D0600
8D0137	10D0175	12D0125
8D0150	10D0185	12D0150
8D0165	10D0200	12D0175
8D0175	10D0225	12D0200
8D0185	10D0250	12D0225
8D0200	10D0275	12D0250
8D0225	10D0300	12D0275
8D0240	10D0325	12D0300
8D0250	10D0350	

3" I.D.

Free Length / 3" I.D. / Rate

Part # 12 E 0400

OFF ROAD SPRINGS

This range of springs is designed for the new shocks now on the market for Off-Road Racing. Now the Off-Road racer has a range of high quality suspension coils to choose from. They are available as standard inventory items at reasonable prices. Available in 5 free lengths: 10", 12", 14", 16" & 18".

Part #	Part #	Part #	Part #
10E0100	12E0450	14E0350	16E0500
10E0200	12E0500	14E0400	16E0550
10E0250		14E0450	16E0600
10E0300	14E0150	14E0500	16E0700
10E0400	14E0160 UHT NEW!	14E0600	
10E0500	14E0180 UHT NEW!		18E0400
	14E0200 UHT NEW!	16E0100	18E0500
12E0200	14E0225	16E0150	18E0600
12E0225	14E0250	16E0250	18E0700
12E0250	14E0275	16E0350	18E0800
12E0350	14E0300	16E0450	18E0900

3.75" I.D.

Free Length / 3.75" I.D. / Rate

Part # 20 G 0700

Part #	Part #	Part #	Part #
20G0500	22G0500	24G0500	
20G0600	22G0600	24G0550	
20G0700		24G0600	

Specialty Springs & Products

Part #	Description	Racer \$
184.5H0600	Penske Tracking Damper (1.18" ID x 4.5" free length)	49.00
184.5H0900	Penske Tracking Damper (1.18" ID x 4.5" free length)	49.00
18-400	6th Coil (.909 ID x 3" free length)	25.00
18DS100	Stacked Spring Divider (2.5" ID)	49.00
LOCKERSPRG	Locker Springs	35.00
CS-25	Transfer Assist Springs (25# rate)	25.00
CS-50	Transfer Assist Springs (50# rate)	25.00
CS100	Helper Springs (4" FL x 2.5" ID)	39.00
CS600	Helper Springs (6" FL x 2.5" ID)	39.00
CS650	Helper Springs (6" FL x 2.5" ID x .650" Solid Height)	39.00
HELPERSPRG-1.875	Helper Springs (4" FL x 1.875" ID)	39.00
HELPERSPRG-2.25	Helper Springs (4" FL x 2.25" ID)	39.00
HELPERSPRG-3.00	Helper Springs (5" FL x 3" ID)	39.00
HELPERSPRG-60MM	Helper Springs (4" FL x 60MM ID)	39.00

Note: Helper Springs keep springs indexed in platforms when flying through holes and when car is on jacks

36 MM I.D.

1.417"

36mm I.D. / Rate / Material

Part # I 1000 HT

This line of springs was developed for the Dallara/IRL cars. There are other applications that use this specification, such as F-2000, F-3 series, etc.

Part #	Part #	Part #	Part #
I-0300-HT	I-1300-HT	I-2700-HT	I-4400-HT
I-0350-HT	I-1400-HT	I-2800-HT	I-4500-HT
I-0400-HT	I-1500-HT	I-2900-HT	36MM - 4" FREE LENGTH
I-0450-HT	I-1600-HT	I-3000-HT	I-0800-HT-4
I-0500-HT	I-1700-HT	I-3100-HT	I-0900-HT-4
I-0600-HT	I-1800-HT	I-3200-HT	I-1000-HT-4
I-0700-HT	I-1900-HT	I-3300-HT	I-1100-HT-4
I-0750-HT	I-2000-HT	I-3400-HT	I-1200-HT-4
I-0800-HT	I-2100-HT	I-3500-HT	I-1300-HT-4
I-0900-HT	I-2200-HT	I-3600-HT	I-1400-HT-4
I-0950-HT	I-2300-HT	I-3700-HT	I-1500-HT-4
I-1000-HT	I-2400-HT	I-3800-HT	I-1600-HT-4
I-1100-HT	I-2500-HT	I-3900-HT	I-1800-HT-4
I-1200-HT	I-2600-HT	I-4000-HT	I-2000-HT-4

60 MM I.D.

2.36"

Free Length / 60mm" I.D. / Rate

Part # 6 M 0600

Part #	Part #	Part #	Part #
5.5M0550	6M0900	7M0650	8M0800
5.5M0650	6M1000	7M0700	8M0900
5.5M0750	6M1100	7M0800	8M1000
	6M1200	7M0900	
6M0350	6M1300	7M1000	9M0600
6M0450	6M1400	7M1100	9M0650
6M0500			9M0700
6M0550	7M0350	8M0350	9M0750
6M0600	7M0450	8M0450	9M0800
6M0650	7M0500	8M0550	9M0850
6M0700	7M0550	8M0600	9M0900
6M0800	7M0600	8M0700	

70 MM I.D.

2.75"

Free Length / 70mm" I.D. / Rate

Part # 8 P 0450

Part #	Part #	Part #
8P0450	9P0400	10P0350
8P0500	9P0450	10P0400
8P0550	9P0500	10P0450
8P0600	9P0550	

Conventional Springs 7" F.L. x 5" O.D.

Progressive Pull Ball Springs, 6.625" F.L. x 5" O.D. & 7" F.L. X 5" OD Linear Pull Bar Springs 10", 11", 13", 15", 16", 20" Rears / 5" O.D., 5 1/2" O.D. Fronts

Part #	Length	Part #	O.D.
5" O.D. REAR CONVENTIONAL SPRINGS <i>(Both ends closed and ground)</i>		5" O.D. x 9 1/2" FRONT CONVENTIONAL SPRINGS <i>(One end open, one end closed and ground)</i>	
SN-175/500	10" Special (progressive)	Y0300	5" Front
SN-125	11" Rear	Y0350	5" Front
SN-150	11" Rear	Y0400	5" Front
SN-175	11" Rear	Y0450	5" Front
SN-200	11" Rear	Y0475	5" Front
SN-225	11" Rear	Y0500	5" Front
SN-250	11" Rear	Y0525	5" Front
SN-275	11" Rear	Y0550	5" Front
SN-300	11" Rear	Y0575	5" Front
SN-325	11" Rear	Y0600	5" Front
SN-350	11" Rear	Y0625	5" Front
SN-375	11" Rear	Y0650	5" Front
SN-400	11" Rear	Y0700	5" Front
SN-425	11" Rear	Y0750	5" Front
SN-450	11" Rear	Y0800	5" Front
SN-475	11" Rear	Y0850	5" Front
SN-500	11" Rear	Y0900	5" Front
S-100	13" Rear	Y0950	5" Front
S-125	13" Rear	Y1000	5" Front
S-150	13" Rear	Y1050	5" Front
S-165	13" Rear	Y1100	5" Front
S-175	13" Rear	Y1250	5" Front
S-185	13" Rear	Y1370	5" Front
S-200	13" Rear	Y1490	5" Front
		5 1/2" O.D. x 9 1/2" FRONT CONVENTIONAL SPRINGS	
S-225	13" Rear	Z0300	5 1/2" Front
S-250	13" Rear	Z0350	5 1/2" Front
S-275	13" Rear	Z0400	5 1/2" Front
S-300	13" Rear	Z0450	5 1/2" Front
S-325	13" Rear	Z0500	5 1/2" Front
S-350	13" Rear	Z0550	5 1/2" Front
S-375	13" Rear	Z0600	5 1/2" Front
SNS-125	15" Rear	Z0650	5 1/2" Front
SNS-150	15" Rear	Z0700	5 1/2" Front
SNS-175	15" Rear	Z0750	5 1/2" Front
SNS-200	15" Rear	Z0800	5 1/2" Front
SNS-225	15" Rear	Z0850	5 1/2" Front
SNS-250	15" Rear	Z0900	5 1/2" Front
SNU-125	16" Rear	Z0950	5 1/2" Front
SNU-150	16" Rear	Z1000	5 1/2" Front
SNU-175	16" Rear	Z1050	5 1/2" Front
SNU-200	16" Rear	Z1100	5 1/2" Front
SNU-225	16" Rear	Z1200	5 1/2" Front
SNU-250	16" Rear	Z1320	5 1/2" Front
SNT-100	20" Rear	Z1440	5 1/2" Front
SNT-125	20" Rear		
SNT-150	20" Rear		
7" F.L. x 5" O.D. PROGRESSIVE PULL BAR SPRINGS		6.625" F.L. x 5" O.D. LINEAR PULL BAR SPRINGS	
600#/1200#		1075PB	
800#/1600#	NEW!	1225PB	
900#/1300#		7" F.L. x 5" O.D. LINEAR PULL BAR SPRINGS	
		700PB	NEW!

Street Stocks & Stock Appearing

Hyperco offers various specifications of Conventional Rear Springs. (1) One end pigtail / One end closed. (2) Double pigtail. Designed for Stock Appearing classes (black powder coat finish). Available in the following rates:

11" x 5 1/2" O.D. REAR (ONE END PIGTAIL / ONE END CLOSED)

Part #	Part #	Part #
SNP11-175	SNP11-225	SNP11-275
SNP11-200	SNP11-250	

12" x 5 1/2" O.D. REAR (ONE END PIGTAIL / ONE END CLOSED)

Part #	Part #	Part #
SNP12-175	SNP12-225	SNP12-275
SNP12-200	SNP12-250	SNP12-300

7" O.D. REAR (DOUBLE PIGTAIL ENDS)

Part #	Part #	Part #
SDP-175	SDP-225	SDP-300
SDP-200	SDP-250	

You can count on Hypercoil quality for your street stock! 5 1/2" O.D. x 12" length and, 5 1/2" O.D. x 11" length. Hyperco stock appearing springs are powder coated black. Available in the following rates:

5 1/2" O.D. x 11" FRONT (ONE END OPEN / ONE END CLOSED & GROUND)

Part #	Part #	Part #
Z0800-11	Z1000-11	Z1200-11
Z0900-11	Z1100-11	Z1300-11

5 1/2" O.D. x 12" FRONT (ONE END OPEN / ONE END CLOSED & GROUND)

Part #	Part #	Part #
Z0800-12	Z1000-12	Z1200-12
Z0900-12	Z1100-12	Z1300-12

Formula SAE & 1/4 Midget **NEW!**

All Formula SAE and 1/4 Midget Springs feature the Hyperco OBD "Body Bulge" design to optimize end coil orientation and maximize rate linearity.

4.4" F.L. x 1.45" I.D. FORMULA SAE

Part #	Part #	Part #
FS150 NEW!	FS225 NEW!	FS350 NEW!
FS175 NEW!	FS250 NEW!	FS400 NEW!
FS200 NEW!	FS300 NEW!	FS450 NEW!

4.25" F.L. x 1.68" I.D. 1/4 MIDGET

Part #	Part #	Part #
425Q075 NEW!	425Q100 NEW!	425Q132 NEW!
425Q080 NEW!	425Q108 NEW!	425Q140 NEW!
425Q087 NEW!	425Q116 NEW!	425Q150 NEW!
425Q094 NEW!	425Q124 NEW!	

Corvette Composite Leaf Springs

Computer designed, track tested and race proven. Hyperco performance-tuned Corvette Composite Leaf Springs enable the serious owner to select the suspension performance level they desire for their car.

C3 CORVETTE - HIGH PERFORMANCE STREET SERIES

Part #	Part #
12400HPS Rear (Base)	12402HPS Rear (Performance)
12414C3S Ride Height Adjuster	12413HPS Rear (EZ Ride)

C4 CORVETTE - HIGH PERFORMANCE STREET SERIES

Part #	Part #
12404HPS Rear (Performance/Track)	
12411HPS Rear (EZ Ride)	

C5 CORVETTE - HIGH PERFORMANCE STREET SERIES

Part #	Part #
12406HPS Rear	12405HPS Front

C5 CORVETTE - HIGH PERFORMANCE TRACK SERIES

Part #	Part #
12408HPT Rear	12407HPT Front

C6 CORVETTE - HIGH PERFORMANCE TRACK SERIES

Part #	Part #
12409HPT Rear (Performance/Track)	12407HPT Front

Composite Leaf Springs

CHRYSLER STYLE

Part #	Front Bolt	Rear Bolt	True Arch	Rate
10220	5/8"	1/2"	4.5"	150
10230	5/8"	1/2"	4.5"	175
10231	5/8"	1/2"	4.5"	200
10240	5/8"	1/2"	4.5"	225

GENERAL MOTORS STYLE

Part #	Front Bolt	Rear Bolt	True Arch	Rate
11338	9/16"	1/2"	4.5"	150
11340	9/16"	1/2"	4.5"	175
11342	9/16"	1/2"	4.5"	200
11344	9/16"	1/2"	4.5"	225
11348	9/16"	1/2"	4.5"	250