

Quarter Midget on Asphalt (250 lbs. - 275 lbs. Classes)

Left Front

#3 valving (baseline recommendation)

Right Front

3 valving

Options

#4/3 (4 rebound / 3 compression)

Frees the chassis up throughout the corner for tracks with a lot of grip.

#4 (4 rebound / 4 compression)

Tightens chassis up on corner entry, but will turn better on corner exit than #3 valving.

#3R (same as 1 rebound / 3 compression)

Tightens chassis up throughout the corner to create more side-bite than #3 valving.

#4/3 (4 rebound / 3 compression)

Frees the chassis up on corner entry and turns better on corner exit than #3 valving.

#3/4 (3 rebound / 4 compression)

Tightens the chassis slightly more throughout the corner than #3 valving.

#4R (same as 1 rebound / 4 compression)

Tightens the chassis more throughout the corner than #3 valving.

Left Rear

#3 valving (baseline recommendation)

Right Rear

3 valving

Options

#4/3 (4 rebound / 3 compression)

Frees chassis up on corner entry and tightens chassis up on corner exit over the #3 valving.

#4 (4 rebound / 4 compression)

Frees chassis up on corner entry, and tightens chassis on corner exit over the #3 valving.

#3R (same as 1 rebound / 3 compression)

Tightens chassis up on corner entry, and frees up chassis on corner exit over the #3 valving.

#4/3 (4 rebound / 3 compression)

Tighten chassis throughout corner. Recommended for a track that is rough or has poor grip.

#3R (same as 1 rebound / 3 compression)

Frees the chassis up throughout the corner over a #3 valving.

#4R (same as 1 rebound / 4 compression)

Frees the chassis up substantially throughout the corner. Great for tight (locked down) race tracks.