

Quarter Midget on Asphalt (325 lbs. - 340 lbs. Classes)

Left Front

#4 valving (baseline recommendation)

Right Front

4 valving

Options

#5/4 (5 rebound / 4 compression)

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

#5 (5 rebound / 5 compression)

Tightens chassis up on corner entry, but will turn better on corner exit than #4 valving.

#3 (3 rebound / 3 compression)

Tightens chassis up throughout the corner to create more side-bite than #4 valving.

#5/4 (5 rebound / 4 compression)

Frees the chassis up on corner entry and turns better on corner exit than #4 valving.

#5R (same as 1 rebound / 5 compression)

Tightens the chassis more throughout the corner than #4 valving.

Left Rear

#4 valving (baseline recommendation)

Right Rear

4 valving

Options

#5/4 (5 rebound / 4 compression)

Frees chassis up on corner entry and tightens chassis up on corner exit over the #4 valving

#5 (5 rebound / 5 compression)

Frees the chassis up throughout the corner over a #4 valving.

#5R (same as 1 rebound / 5 compression)

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

#5/4 (5 rebound / 4 compression)

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