

Quarter Midget on Dirt Tracks

Left Front

#3 valving (baseline recommendation)

Right Front

3 valving

Options

#4 (4 rebound / 4 compression)

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

Great for lighter drivers to create side-bite.

#4/3 (4 rebound / 3 compression)

Turns better in middle and exit of corner (frees up on exit) than a #3 valving.

#4 (4 rebound / 4 compression)

Tightens chassis more throughout the corner than #3 valving.

Left Rear

#4/3 valving (baseline recommendation)

Right Rear

4/3 valving

Options

#3 (3 rebound / 3 compression)

Tightens chassis up on corner entry to create more side-bite than #4/3 valving.

#3 (3 rebound / 3 compression)

Frees the chassis up throughout the corner over a #4/3 valving.

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

Tightens chassis up on corner entry, but will turn better on corner exit than #4/3 valving.

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

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

All of these rear shock options will not create as much forward bite as the #4/3 valving.