



Performance Products

**2015
MASTER CATALOG**

V15.1

"We make the components that make a difference!"



888-399-6074
www.DRPperformance.com

"...let us run with endurance the race that is set before us..." Hebrews 12:1

ORDERING INFO

Original DRP products are available at quality dealers throughout North America and directly from DRP Performance.
View our dealer list online at www.DRPperformance.com.

HOURS Monday – Friday 8:00 AM - 5:30 PM EST

Toll Free Order & Tech Support: 888-399-6074

International Order & Tech Line: 1-540-483-4442

Fax: 540-484-1756 E-mail: support@DRPperformance.com

www.DRPperformance.com

DRP Performance Products, Inc.

2089 Crooked Oak Rd. Rocky Mount, VA 24151

Satisfaction Guarantee

If you are not completely satisfied with the quality or functionality of any DRP product, contact us within 30 days of the purchase date and we will repair, replace or refund the product to you.

Returns

Returns are accepted on new, unused items in the original, undamaged packaging for refund within 30 days of the original purchase date. Returns are accepted for credit on items up to 90 days old. Items may be returned for repair or inspection at any time. Please include a copy of the original invoice and an explanation of action requested.

Confidentiality Policy

DRP is committed to keeping all customer information confidential. We respect the investment our customers make in education and research. We also appreciate their trust in DRP to maintain their privacy. No confidential customer information will be shared or sold. Confidential information includes purchase history and proprietary research. Please view our complete privacy statement at www.DRPperformance.com.

Warranty Disclaimer

DRP will repair or replace any products found upon inspection to be defective in workmanship or material within 12 months from the date of purchase for the original purchaser. DRP Performance Products will not be responsible for any loss, damage or injury resulting from direct or indirect use of any product from any manufacturer or inability by the purchaser to determine proper use or application of any product. Motor sports are dangerous. User accepts all risk. Purchase and/or use of any product implies recognition and acceptance of this disclaimer by the consumer.

Finish Strong!



In our eternal race, victory lane is heaven. This is not the race you want to be disqualified from! Every package that leaves our building includes a pocket testament containing the Book of John, part of the bible. This booklet lays out the path to ensure your eternity with God in heaven. Sharing Jesus through these books is our way of making an eternal difference in the world. At, DRP Performance, we recognize the true owner of this business and seek to honor Him in all we do. If you don't have a relationship with Jesus Christ, read the book and trust in Him.

Check our of web-site for more information.

Contact us for additional copies for your personal, business, church or group distribution.



"Like" our Facebook page if you like technical information. We post in depth Tech Tips regularly and answer your questions.



Our DRP University You Tube Channel hosts a growing collection of technical videos and product demonstrations.

Made in the U.S.A.



We design, develop, test and manufacture our products right here in Rocky Mount, Virginia. We use select imported components in our products only when no suitable U.S. made item can be found. We take quality seriously and believe in old fashioned hard work and ingenuity. Thank you for purchasing American Made products!

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The DRP Difference

When you purchase a product from any company, you are putting your trust in that company and supporting whatever they stand for. At DRP, we want to earn your trust and we make it clear why we're here. It is our desire to be the absolute best at what we do. Our success is based on your success with our products. Here's our plan:

1. Product Testing

At DRP, we go to great lengths to separate theory from fact. The best way to accomplish this is testing. We build custom test fixtures, use data acquisition, computer modeling and track testing to determine if a product is really better and by how much. Testing takes lots of time and requires substantial financial investment, but we believe our job is to bring you truth, not just our opinion.

2. Share Our Knowledge

In racing, knowledge equals speed. It is our desire to share what we learn through our research and development, continually educating our customers. We're developing better ways to do this, but currently you can read tech article on our website, watch tech videos on our You Tube channel, get tech tips from our Facebook page, receive personal training when you purchase our equipment and attend seminars we hold at our shop and at our dealers around the country.

3. Build the Best Products

Most every product we build originated right here in our shop. We're blessed with ideas and the ability to develop those original ideas into exceptional quality products. We're never satisfied and continually strive to improve everything. Sometimes we goof, but we always fix it. We are dedicated to delivering you the best products available.

4. Eternally Focused

While we put tremendous effort in designing and building great products, our true focus is on Jesus, our Savior. We recognize God's ownership of this company our our stewardship responsibility to Him. This recognition is not a proclamation of perfection, in fact, it's the opposite. We realize our imperfection and need for a Savior.



What's Inside:

Dynamic Scaling System Tech Info.....	4
DSS System Ordeing, Financing & Training.....	5
DSS System Info & Features.....	6
DSS System Updates for 2015.....	7
DSS System Overview & Options.....	8
DSS System & Options Price List.....	9
Pull Down System Kits.....	10
Dynamic Dual Axis Caster/Camber Gauges....	10
Slip Plates.....	11
Steering Lock Kits & Center Tool.....	11
"An Introduction to Race Car Engineering".....	11
RS400PRO Wheel Measurement Systems.....	12
RS5 Portable Wheel Alignment System.....	13
Wheel Fixtures, Frame Squares.....	13
Laser Stands.....	13
Data Acquisition Systems & Sensors.....	14
Rear End Fixtures.....	15
Spindle Fixtures.....	15

Catalog prices are for refernece and subject to change without notice.

Dynamic Scaling System Basics

What does it do?

A Dynamic Scaling System or "Pull Down Rig" is a machine used to motion a vehicle through it's range of travel under load. Most pull down rigs will measure wheel loads, like traditional wheel scales, but with the added challenge of higher loads and keeping the tire relaxed as the suspension travels.

Dynamic Wheel Loads allow the user to measure the amount of grip the vehicle generates when cornering. They also allow the user to accurately measure the change in suspension travel and balance chassis adjustments make. Coupled with accurate wheel location measurements, the user can test any range of chassis set-ups and determine how the set-up will affect the vehicle on track.

What's the benefit?

What you can't measure, your can't improve! Teams utilizing this technology properly drastically increase their knowledge of the vehicles suspension while reducing set-up R&D time. In depth testing can be performed without leaving the shop, saving time and money. When at the track for testing or on race day, decisions are made easier with the data gained at the shop and valuable track time is not wasted testing set-ups that won't work.

It's common to make adjustments at the track and not see benefit on the stopwatch. Often, this is due to the various changes the adjustment made dynamically. These changes can't be seen in static measurements. An example would be a spring change that should have helped the car turn better, but made no improvement via the stopwatch or driver feedback. If the team had used a DSS system at the shop, they would have realized this change while increasing the wheel travel, increased the dynamic camber outside of the optimum range and caused a suspension component to drag the track or bind. Any one of these effects could cause a loss of grip, offsetting the weight balance benefits of the spring change.

Why DRP Systems?

DRP DSS systems are designed to be accurate and rigid, yet portable and affordable. We build our systems for professional race teams, but sell them to teams at all levels. Their design allows for maximum flexibility in adjusting for varying wheel bases and tread widths, which is great for set-up shops and chassis builders. Their portability is ideal for smaller shops and for traveling teams wanting to do set-up work on site.

DRP DSS systems are engineered and manufactured in our facility, allowing us to hold extremely high standards for quality and performance. This control also allows us to modify components or build custom fixtures for most any application.

Don't let the low cost of DRP DSS systems mislead you. These machines are premium quality and provide the same measurements as machines costing 4-5+ times more. The primary differences are in the design of the structure and the control systems. DRP systems utilize high quality electric drives to motion the vehicle verses bulky hydraulics. Our control panels utilize electronic joystick controls, but do not require a computer or computer skills to use.

DRP DSS systems are built with a modular design, allowing teams to start at a lower cost and upgrade when they're ready. It's one thing to buy a nice machine, but another to know how to use it. All DRP DSS systems include complete training, at the end of which the user will be able to take all important chassis measurements including: *Wheel Loads, Camber, Caster, Bump Steer, Ackermann, Rear Steer, Rear Alignment, Contact Patch Alignment* and more.

How do I use a DRP DSS System?

DRP DSS Systems are extremely user friendly. No computer knowledge is required. Here's the basic process:

1. Zero Scales and place car on scale stands. Our stands are low enough to use standard floor jacks, but you can also use a lift if available.
2. Install chassis cylinders. Our chassis mounts clamp to the frame in most round tube and square tube applications. The chassis cylinders attach to the mounts using quick pins. The bottom of the cylinders slide over the pull down beams. Beams are on rollers and quickly slide in and out for ease of access.
3. Use the joysticks to motion the car to whatever position you desire. Read the wheel loads on the scale display and read the wheel positions from the wheel fixtures. That's it. If you want to graph the wheel loads and positions, input the measurements into our DSS calculator software and view or print a 20+ page report.

Measure Vehicle Kinematics

By motioning the chassis to achieve on track wheel travel, the user is able to accurately simulate suspension states and measure suspension characteristics such as Bump Steer, Ackerman, Rear Steer, Camber, Caster, Wheel Base, Wheel Alignment and more. These measurements can be taken throughout the travel range and graphed using the DSS Analysis Software. Measurements are far more accurate than traditional means (jacking one suspension side), due to the suspension being motioned the way it moves on the track (chassis compressing, wheel stays on track) and the suspension being under full load.

Measure Dynamic Wheel Loads

Measuring corner weights and percentages are a foundational basic for chassis set-up. With DSS technology, you can now accurately measure corner weights and percentages "on the track", allowing the user to identify problems and track vehicle balance throughout the suspension travel range. With basic data acquisition, you can simulate an entire lap, tracking all measurements simultaneously. Dynamic wheel load data is especially important for accurately testing and setting bump stops and coil bind. Graphing wheel loads allow the user to pick up suspension bind such as sway bars, springs or ball joints.

Test Set-Up Ideas

Once wheel load baselines are established for a given track, the user can accurately predict suspension travel with any set-up combination. This allows the user to eliminate wasted track time due to the chassis bottoming out or suspension binding. Suspension component changes can be tested in the shop, with accurate outcome predictions. Examples: Make a spindle change and see the camber change, caster change, bump change and wheel load variation throughout the travel range. Make a spring change and see what offsetting adjustments must also be made.



DSS System Frequently Asked Questions

Do I need data acquisition to use the DSS systems? *No. Basic wheel travels from shock travel indicators is all you need to get started. On track shock travels are beneficial for more advanced use. DRP offers low cost data acquisition system rentals to all DSS customers.*

Do I need dedicated shop space or a surface plate to use the system? *No. DRP DSS systems are completely portable and easily stored. Each scale box has heavy duty leveling feet and optional roll off pads creating a 10" elevated set-up platform. Most customers use the scale boxes for their weekly set-ups.*

Is it hard to use? *No. It's as simple as moving a joystick and watching the car move. The scale display reads dynamic loads just like static loads.*

Will my system be out of date next year? *At DRP, we're in a constant state of improvement with all of our products, so we tend to have new models regularly. However, our DSS systems are designed on a modular platform that is upgradable next year or in 5 years, if you decide you need the new features.*

How will I know how to use it? *We're going to show you! It's very simple to use. Our training will help you understand how to use it accurately.*

What are the advantages and limitations to the DRP DSS system design versus other Pull Down Systems? *The DRP DSS system was designed for professional short track race teams and has many advantages to traditional Pull Down Fixtures, such as cost, portability and ease of use. With this design, there are limitations as well, such as extreme down force simulations (ie: Indy car/F1).*

Why can't I just use a hydraulic cylinder in place of the shock? *Using a hydraulic cylinder in place of the shock will motion that corner of the chassis and is definitely better than nothing at all. However, it does not load the suspension or allow you to measure dynamic loads. It also does not accurately simulate what's happening on the track.*

Do I have to pull the rear down too? *Yes! The rear chassis motion has tremendous effect on the front suspension measurements. Rear suspension travel changes everything.*

Why do you only use 3 cylinders? *Your chassis is one piece. When you place 3 corners in the correct position, the fourth corner has to be where it's supposed to be. (If it's not, you have chassis flex, which we can measure!) By only using 3 cylinders, we also have a built in safety to prevent you from bending the chassis.*

What about side load? *Pull down rigs don't place a side load on the chassis. However, your shock travel measurements include side load forces and downforce, making shock travels an all-inclusive measurement for accurate wheel loads.*

What about dirt cars or other vehicles with chassis lift? *Chassis lift presents a unique challenge for measuring wheel loads. You can't measure wheel loads accurately by lifting the chassis with a cylinder. Our new DSS Dirt Car Systems induce lift through acceleration forces, thus allowing for accurate on track simulation and measurements.*

DRP Equipment Ordering Terms & Policies

Ordering Procedure:

The first step in our process is to learn your needs and application. After this, we will build a quote for your system along with options. You can then place the order directly from the quote, along with your deposit.

Payment Terms:

30% Deposit Required at time of order. Production/Assembly is not scheduled until deposit is received. Balance due at time of shipment. Your company or personal check is welcome. Master Card, Visa, American Express and Discover accepted. COD Shipments are not available for equipment purchases.

Delivery/Shipping:

It is our goal to have all system components in stock at all times. We assemble and test each system to order. When it's completed, we then spend a full day carefully packaging it for shipment. Some systems are unique and require custom machining. Your order will be quoted a shipment date based on the date your deposit is received. We will do everything in our power to meet this shipment date. Your sales representative will keep you informed during the manufacture/assembly process.

Equipment ships via the most economical and safe method unless the purchaser requests otherwise. Third party billing is available.

For truck shipments, UPS Freight is our most used carrier. For package shipments, UPS is our default carrier.

Freight is billed in addition to equipment price, unless other arrangements have been made.

Set-Up/Training:

Most DRP equipment purchases include training in our facility at no additional charge. On-site training is available at additional cost.

Equipment Financing Options

We have financing options available for qualified buyers. Contact us for current offers.

System Training

Having the right tool or equipment for the job can make the most time consuming and challenging jobs simple and quick. Having the right training makes the equipment even more efficient and productive. All of our DSS systems include a full day of training. This training not only teaches how to use the equipment, it educates the user on what causes suspension travel, what's adjustable and what's constant. We teach you how to utilize the equipment for on track simulations and individual component testing. We help you develop test procedures to quickly measure the areas you're interested in. And we show you the areas you need to be interested in! You will finish the day with an understanding of your equipment's capabilities and test procedures in addition to an introduction to the physics behind and causes/effects of suspension travel.

This training is available separately for \$1500.00 per day at our facility or plus travel expenses for on-site training.

Authorized DSS Service Centers

Want to see what a Dynamic Set-Up system can do? Contact one of our authorized service centers for a complete suspension analysis or dynamic set-up of your race car. Authorized service centers have received specialized training and have the latest dynamic set-up technology.



Our Dynamic Scaling Systems or "Pull Down Fixtures" are designed for short track teams needing accurate dynamic wheel measurements at an affordable price. These systems are simple to use, completely portable and easy to store. Universal for different chassis styles. No engineering degree or even computer experience required. These systems are rugged premium quality equipment, designed to last for years of continual use.

DRP Dynamic Scaling Systems (Pull Down Fixtures) allow the user to motion the racecar under full load and measure wheel weights, cross %, camber, caster, bump, rear steer and more, just like the car was on the track! Take advanced measurements and test set-up ideas without leaving the shop.

Do not be intimidated. We have simplified this technology for almost any level of race team. Simple joystick controls motion the vehicle with fully electric cylinders. Read wheel weights and percentages on the scale display. See exact wheel position simply by walking around the car reading the fixtures for toe, camber, caster, bump and rear steer. Input your measurements into our DSS graphing software for automatic grip calculations and color wheel weight and position graphs. Completely portable, use in your shop or at the track! Includes complete training.

Accurate Measurements in an Easy to Use, Portable System.



True portability. Team using DSS-3 System in hotel parking lot!



Car at Static Ride Height



Car at Corner Entry Height

Features:

- Integrated 4500# Capacity Dual Load Cells (DSS-3)
- Motion Front & Rear with Simple Joystick Controls
- 10" Tall Billet Aluminum Stands
- Heavy Duty 6000# Leveling Feet
- 12VDC Cylinders with Power Supply & Control Panel
- High Quality, Custom Made 8" Stroke Electric Cylinders
- Innovative Removable Roll Offs for Zeroing Scales
- Use as an Elevated Set-Up Platform for Weekly Set-Ups
- Full Slip Plates Eliminate Wheel Bind
- Test Set-Up Ideas before getting to the Track
- Test & Set Bump Stops & Coil Bind
- Check for Suspension Bind
- Set-up & Use in 30 minutes!
- Rate Sway Bars & Springs
- Works on Any Surface - Innovative Design does not apply additional load to floor!
- Adapts to any chassis style
- Includes DSS Analysis Software
- Includes User Training (Travel not Included)
- Ships Truck Freight

Optional Wheel Measurement Kit instantly measures: Bump Steer, Rear Steer, Camber Change, Caster Change, Tread Width Change & More as you motion your car.

DSS-3VSR displays live shock and steering position and incorporates removable data acquisition for use at the track.





What's New for 2015

Our new 2015 Series DSS systems have been upgraded in three major areas. First, the 2015 systems are more portable than ever. After seeing an increasing number of teams taking their systems to the track for test days and major race weekends, we put our DSS-2 & DSS-3 systems on a diet. While maintaining their rigidity, the new scale stands weigh 40% less! In addition to being lighter and easier to handle, the new scale stands are 10" tall versus the previous 12". This allows for easier car placement when using standard floor or pit jacks. We also used this opportunity to utilize the same scale stand design for both the DSS 2 & DSS-3 systems, making the DSS-2 systems instantly upgradable to the integrated scale DSS-3.

Second, the 2015 systems have an all new electronic joystick style controls. Our joysticks are completely variable speed and allow for precise chassis placement to .01". These new control panels also allow for easier future upgrades. Accompanying these design changes are more simplified pricing with standard options included in the base price.

The final upgrade is in our optional system attachments. We have lowered the price on some options and added new ones. The most exciting new option is our acceleration/deceleration attachment kit. This add-on option applies an acceleration torque load to the chassis through the rear end housing, replicating the acceleration or deceleration torque applied on the track. You can now measure forward drive in the shop and see how suspension adjustments affect dynamic bite and grip through acceleration. This attachment is a must for dirt systems.

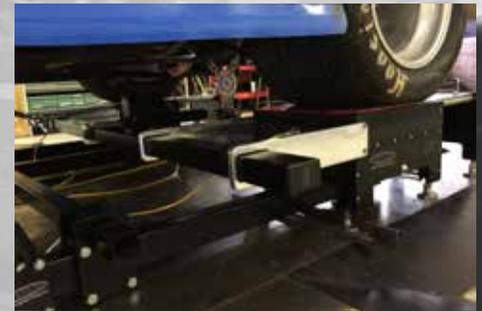
Several smaller upgrades have made our 2015 systems the easier to use and set-up. These upgrades include new chassis mounts for all chassis types, travel limit stops as standard equipment and larger 16" scale platforms for the DSS-3 systems.



DSS-2 System with RS400PRO & Ground Plane Laser Kit.



Note ground plane laser hitting slip plates on top of scale pads.



DSS-3 System with Accel/Decel Kit.



DSS-2 System on Perimeter Late Model. Note Ride Height Measurement Ruler.



DSS-2 System with Customer's 2.5" Scale Pads.



LR on Dirt Modified with Acceleration Load Applied. Note Buckle in Tire Side Wall.



DSS-2 System Front View. Scale Stand Handles Double as Roll Off Stops.



Left Side Pull Down Beam. Beams Slide in and Out on Rollers for Easy Access.



DSS-2 System with RS400PRO. Note Frame Squares on RS Frame Rail.

System Overview

DSS-2 Drop-In Scale Systems:

DSS-2 Drop-In Scale Systems are ideal for teams with race cars weighing under 2900 lbs and not using bump stops or coil bind type set-ups. Place your existing scales into our billet aluminum scale stands for weighing. Easily upgradable to our integrated high load scales used in the DSS-3 Systems. 10" tall when used with 2.5" tall scale pads. Completely portable with our innovative beam system. Precision variable speed joystick controls mounted in a rolling tool cart.

DSS-3 Integrated Scale Systems:

DSS-3 systems use the same billet aluminum scale stands and controls as our DSS-2 systems, but incorporate high load, dual load cell scales with a scale display in the control cart. These integrated billet aluminum scales will weigh up to 4500lbs per pad! This is the perfect system for cars weighing over 2900lbs or using aggressive bump stop and coil bind set-ups. The new, larger scale platforms measure 16" and maintain the super rigid design of our proven systems. DSS-3 systems can be upgraded to offer automatic wheel load graphing with our data acquisition system add-on.

System Options:

Chassis Mounting Kits: DSS system cylinders mount to the chassis on one end and to our beams on the other end. Kits are available for almost all chassis types.

Scale Roll Off Platforms: Add this option if you want a platform to roll the car off of your scales for zeroing or chassis adjustments. These billet aluminum platforms are quickly removable which is necessary for accessing front frame rails on many chassis styles.

Straight Rail Center Beam Kit:

2015 DSS systems include left and right side pull down beams standard. This center beam kit is necessary on chassis with inboard right side frame rails. It allows the right side cylinders to be placed at nearly any point on the chassis. Kit includes (2) cross beams, (1) center beams and all necessary mounts.

RS400PRO Wheel Measurement System: Wheel loads are great, but the wheel position has lots to do with generating those loads in the first place. Our RS400PRO system is a laser based, dynamic wheel measurement system consisting of (4) wheel fixtures, (2) frame reference fixtures and a chassis mounted laser stand. The fully adjustable lasers allow the user to read four wheel toe, bump steer, rear steer, ackermann and more. Measure dynamic caster and camber with a digital level or our dual axis caster camber gauge. This system will become a weekly tool in your set-up process.

Acceleration/Deceleration Kit: Add torque to your system! This kit adds a fourth cylinder that's attached to the rear end housing adding acceleration torque to the chassis, loading trailing arms, torque arms, etc. You can see how much rear wheel load is gained during acceleration (or lost during decel), how much bite is changed and how the front wheel loads are affected. On dirt cars this kit is a must have. See the left rear tire squish into the scale pads, just like on the track. See how acceleration affects chassis lift, bird cage position and more!

Removable Data Acquisition System with Travel Display: Supercharge your DSS system with our add-on data acquisition and travel display. This kit includes a fully functional EVO-4 data acquisition system with (4) shock sensors, steering sensor, GPS track mapping, G-Loads and more. After you get back from the track, this system mounts to your control cart and displays the current shock travel and steering position while you are testing in the shop.

Automatic Wheel Load Graphing: This is an add on option for the data acquisition system and can only be used with our DSS-3 integrated scale systems. Automatic wheel load graphing saves time and allows for far more data points to be taken giving you a more precise view of wheel rate change. Simply turn on the record button and pull the car down. The system will graph the loads and percentages for you.

Cylinder Load Cells: With this option we add load cells to measure the force required to motion the chassis, effectively giving the user a complete suspension system "rate". Use this rate to determine how fast the suspension will travel or discover suspension binds. Must be used with Data Acquisition system option.

Ground Plane Laser Kit: This kit projects a self leveling laser to create a virtual "ground plane" under the chassis, allowing the user to quickly measure chassis height and hook up points with the car elevated on scale stands. Kit includes a professional quality self leveling laser with both vertical and horizontal planes mounted to a granite base with billet aluminum and stainless steel height adjustment. Kit also includes (4) magnetic frame rulers with high visibility measurement scales for instantly viewing ride height, statically or dynamically.

Tech Tip:

For accurate Bump Steer, you must move the chassis, not the wheel. On the track, the wheel doesn't move (it's always on the ground - except some of you dirt guys), the chassis does. Bump steer is affected by the location of the inner and outer tie rod end. Moving the wheel does not move the inner tie rod end. Moving the chassis moves both the inner (dive and roll) and the outer (caster change).





Dynamic Scale System Pricing & Options

Item Number	BASE SYSTEMS	Price
PD20315EVS	<p>2015 Model DSS-2 DYNAMIC SCALING SYSTEM WITHOUT LOAD CELLS; 10" TALL* BILLET ALUMINUM SCALE STANDS WITH LEVELING FEET; TRIPLE ELECTRIC PULL DOWN CYLINDERS; VARIABLE SPEED JOYSTICK CONTROLS; ROLLING CONTROL CART AND SCALE DISPLAY WITH STORAGE; USE WITH YOUR SCALES; SPECIFY 2.5" or 4" SCALE PADS</p> <p>Applications: Asphalt & Dirt Late Models and Modifieds Weighing under 2900lbs (Vehicles over 2900lbs must use high load scales)</p> <p>System Includes:</p> <p>(4) Billet Aluminum Scale Stands *(10" height with 2.5" scale pads or 11.5" height with 4" Pads)</p> <p>(4) Teflon® Slip Plates (One for each wheel)</p> <p>(1) Control Cart with Variable Speed Joystick Controls and Power Supply</p> <p>(3) 12VDC Electric Pull/Push Cylinders; 8" Stroke with Adjustable Beam Mounts & Travel Stops</p> <p>(1) Portable Beam Kit DSS Analysis Software Instruction Manual (1) Day Training (Travel Not Included) Chassis Mounts Not Included. Select below.</p>	\$12,900
PD20215EVS	<p>2015 Model DSS-3 DYNAMIC SCALING SYSTEM WITH INTEGRATED LOAD CELLS; 10" TALL* BILLET ALUMINUM SCALE STANDS WITH LEVELING FEET; TRIPLE ELECTRIC PULL DOWN CYLINDERS; VARIABLE SPEED JOYSTICK CONTROLS; ROLLING CONTROL CART AND SCALE DISPLAY WITH STORAGE</p> <p>Applications: Asphalt & Dirt Late Models and Modifieds Weighing under 3000lbs (Vehicles over 3000lbs must use high load scales)</p> <p>System Includes:</p> <p>(4) Billet Aluminum Scale Stands, 10" Tall, with Dual Load Cell, 4500 lb Capacity High Load Scales</p> <p>(4) Teflon® Slip Plates (One for each wheel)</p> <p>(1) Control Cart with Variable Speed Joystick Controls and Power Supply</p> <p>(3) 12VDC Electric Pull/Push Cylinders; 8" Stroke with Adjustable Beam Mounts & Travel Stops</p> <p>(1) Portable Beam Kit</p> <p>DSS Analysis Software Instruction Manual (1) Day Training (Travel Not Included) Chassis Mounts Not Included. Select below.</p>	\$17,500
Choose Installation Kit		
PD20525	<p>Add NASCAR PERIMETER CHASSIS HOOK UP KIT</p> <p>Use this kit on NASCAR style chassis with 3"x4" vertical frame rails and 4 bolt NASCAR pattern. Fits most CUP, Nationwide, Truck, ARCA & K&N chassis.</p> <p>Includes: (3) Adjustable 4 Bolt Vertical Frame Mounts (3) 4 Bolt Frame Caps (3) Quick Pins & Hardware</p>	\$885
PD20530	<p>Add STRAIGHT RAIL ASPHALT CHASSIS HOOK UP KIT</p> <p>Add this kit for straight rail asphalt late models and modifieds.</p> <p>Includes: (1) Round Tube Chassis Clamp for Left Front (2) 2"x3" Clamp-on Adjustable Frame Mounts for Right Front & Right Rear (3) Cylinder Caps & Ends (2) Quick Pins & Hardware</p>	\$675
PD20535	<p>Add DIRT LATE MODEL/MODIFIED HOOK UP KIT</p> <p>Fits most Dirt Late Model chassis.</p> <p>Includes: (3) Round Tube Chassis Clamps with Hardware (3) Pull Cylinder Extensions/Caps & Ends</p>	\$450
	<p>Add CUSTOM CHASSIS HOOK UP KIT</p> <p>Chassis mounts designed specifically for your application.</p>	Call
SYSTEM OPTIONS		
PD20450	<p>Add Scale Roll Off Kit</p> <p>Includes: (4) Billet Aluminum & Stainless Steel Scale Roll Off Platforms with quick release mounts for easy detachment. Roll offs often need to be detached on some corners for pull down cylinder clearance.</p>	\$2400
PD20500	<p>Add CENTER BEAM KIT for all offset chassis</p> <p>Use this option for any chassis with an offset right side frame rail. (Asphalt & Dirt Late Models & Modifieds)</p> <p>Includes: (1) Center Pull Down Beam (2) Cross Beams (4) Cross Beam Mount Assemblies</p> <p>**If your right side frame rail is not in line with the right side tires, you will need this option.**</p>	\$1400
90400P	<p>Add RS400PRO DYNAMIC WHEEL MEASUREMENT KIT</p> <p>Add this kit to measure wheel locations throughout suspension travel. Measures individual wheel toe, bump, caster, camber, rear steer, tread width change, rear lateral movement, ackermann, wheel base and more.</p> <p>Specify chassis and hub style.</p>	\$3400
PD20900	<p>Acceleration/Deceleration Load Kit</p> <p>Add this kit to measure acceleration and deceleration loads. This is a necessary kit for most dirt applications. Attachment applies acceleration or deceleration torque to the rear end housing, loading trailing arms, top link (pull bar), lift arm, etc. User is able to measure increase or decrease in rear wheel load, effectively measuring forward bite. Kit includes: Set of (4) DSS scale stand mounts, (1) Acceleration Beam (1) Acceleration Cylinder (1) Cylinder Beam Mount (1) Quick Change Rear End Mount Kit (2) Acceleration Struts (2) Strut Beam Mounts (2) Strut Chassis Mounts</p>	\$2650
	<p>9" Ford Rear End Mount Assembly for Accel/Decel Kit - Clamps around center housing.</p>	\$275
PD22000	<p>Data Acquisition Kit with Travel Display</p> <p>This kit integrates a fully functional data acquisition system with shock travel display built into the control panel. Data system easily removes and mounts inside vehicle to record on track shock travel, steering position, GPS track mapping, RPM, G-Loads, Shock Velocity and more. Includes: (4) Shock Sensors and (1) Steering Sensor</p> <p>See Data Acquisition page for data acquisition sensor options</p>	\$5500
PD22100	<p>Data Acquisition Kit with travel Display and Automatic Wheel Load Graphing</p> <p>This kit integrates a fully functional data acquisition system with shock travel display built into the control panel. Data system easily removes and mounts inside vehicle to record on track shock travel, steering position, GPS track mapping, RPM, G-Loads, Shock Velocity and more. PLUS a recording feature to record wheel loads as you pull the vehicle down. After pull down, software automatically graphs wheel loads and shock positions.</p>	\$7200
PD20860	<p>Add CYLINDER LOAD CELL OPTION</p> <p>This option adds load cells to each cylinder allowing the user to measure the amount of force required to move chassis (suspension rate). Requires Data Acquisition Kit.</p>	\$1575
PD21800	<p>Ground Plane Laser Kit</p> <p>This is a high quality system with self leveling laser, adjustable height laser stand and high visibility magnetic frame rulers. Use this kit to quickly level your system and provide instant frame height measurements. Laser quickly identifies any portion of the chassis that falls below ground level. Laser will also project vertical beam.</p>	\$800

Do It Yourself Pull Down Components Kit & High Load Scales

Designed for the do-it-yourself team, our DSS kits include all the major components to build your own dynamic system. DSS Kits use your wheel scales and your scale boxes, built with the included plans. You supply the labor, steel and scales, we supply the electric pull cylinders, frame mounts, beam mounts, beam rollers, control panel, power supply, cables and construction plans.

Our High Load Wheel Scales utilize heavy duty dual load cells with 4500 lbs of capacity per pad. Super rigid billet aluminum scale pad plates with billet enclosure for strength and great looks. Scale pad top is engraved with center marks and tapped for bolt-on wheel stops. Pad bottoms incorporate machined pockets which serve as pad locators on your stands when used with included "buttons".

Our scales feature a Longacre Control Panel and heavy duty cables for long life and durability. Wireless versions available.

Item Number	Description	Price
PD20200K	DSS Components Kit for "Do it Yourself" Pull Down Fixtures Kit Includes: •(4) Teflon® Slip Plates (One for each wheel) •Control Panel & Power Supply •(3) Electric Pull/Push Cylinders; 8" Stroke • DSS Analysis Software •Instruction Manual •(3) Pull Cylinder Beam Mounts •(4) Aluminum Beam Rollers & Shafts •(3) Pull Cylinder Chassis Mounts; Choice of Adjustable Height or Clamp-on Mounts •(16) Heavy Duty Leveling Feet •Plans for Fabricated Scale Stands with Material List	\$5,995.
PD21400	DSS Scale System; 4500# Dual Load Cells with HD Billet Aluminum Pads • 4500lb capacity per pad • Built in Pad Locators • Bolt-on Wheel Stops • Longacre Control Panel with HD Cables	\$4495.

Dual Axis Digital Caster/Camber Gauge

Our new Dual Axis Caster/Camber gauges incorporates dual sensors allowing both caster and camber to be read simultaneously during dynamic wheel measurements. Will read static camber or both caster and camber dynamically. Display reads to .01 degrees and is backlit for easy viewing from a distance. Screen also displays a digital "bubble" making it easy to determine positive from negative. Includes charger for the built-in Lithium Ion battery.

How it works:

Thread the gauge onto your spindle or slide it onto your axle alignment fixture. At static ride height, rotate the gauge until it reads the correct caster measurement. As you motion the chassis through travel, the gauge will read the caster on the top line and camber on the bottom line, without sweeping the wheels.



Item Number	Description	Price
96500	Dual Axis Digital Caster/Camber Gauge - No Adapter Included	\$199.
96510	Smooth Caster/Camber Gauge Adapter for Real Square Axle Alignment Fixtures	\$44.
96512	Magnetic Caster/Camber Gauge Adapter	\$70.
96515	Wide Five/2" 5x5 Spindle Caster/Camber Gauge Adapter	\$47
96517	NASCAR Speedway Front Spindle Caster/Camber Gauge Adapter	\$47
96519	NASCAR Speedway Rear Spindle Caster/Camber Gauge Adapter	\$58
96521	2 7/8" Wide Five (Bert/Winter's) Spindle Adapter	\$58
96522	GM Mid Size Spindle Caster/Camber Gauge Adapter	\$47
96523	Mustang/Pinto Spindle Caster/Camber Gauge Adapter	\$47
96525	Go Kart Spindle Adapter	\$47
96527	NASCAR Mexico Spindle Caster/Camber Gauge Adapter	\$47
96530	Legends Spindle Caster/Camber Gauge Adapter	\$47

Slip Plates

Removing tire bind from the chassis is critical for accurate set-ups. These slip plates are designed to be affordable and clean. No grease used here! Load dissipating steel plates with a black powder coated finish. Use the standard axle sets for track side use or when the set-up surface is rough. Use the "scale topper" plates on top of your scale pads, set-up platforms or surface plate. Heavy duty for years of use.



*Removes tire bind for alignment & scaling.
Also use as turn plates.
A must use item during chassis set-up.
Now Lighter Weight!
.095" Thick Plate
.031" Thick Teflon® PTFE Sheet*



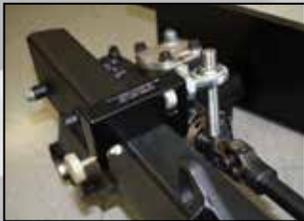
Item Number	Description	Price
007 90300	Slip Plates (1 Axle Set) Includes 4 steel plates & 2 PTFE Sheets	\$165.
007 90301	Slip Plates (4 Wheel Scale Topper Set) Includes 4 steel plates & 4 PTFE Sheets - Our Most Popular Set!	\$220.
007 90305	Slip Plate Top Plate Only	\$30.
007 90306	Slip Plate PTFE Sheet	\$28.



Tech Tip:

Always use slip plates on all four wheels during set-up. Standard scale roll-offs will not completely relax tire bind.

Steering Lock Kits



It took us several years and numerous attempts to get rid of the good ole vise grips to lock the steering shaft in place. Preventing the steering shaft from moving is critical for accurate wheel alignment and toe. This simple design clamps to the frame rail and slides over a stainless steel shaft which is threaded onto the steering box u-joint. Once initially set, this tool brings the box back to "X" and prevents any movement. Very quick and easy to use. Two versions are currently available. Use the standard version for chassis with the steering box mounted "square" or parallel with the front clip rail. Use the offset version for chassis with the steering box mounted to the clip on an angle.



Item Number	Description	Price
007 90125	Steering Box Lock Kit; Standard	\$150
007 90127	Steering Box Lock kit; -.500" Offset	\$150
007 90130	Steering Lock Kit for Sweet Power Racks	\$27.



Tech Tip:

Center and lock steering before wheel alignment and setting toe. Steering that is not centered can pull to one side. Toe discrepancies can be easily detected with a good measurement procedure.

Steering "X" Tool

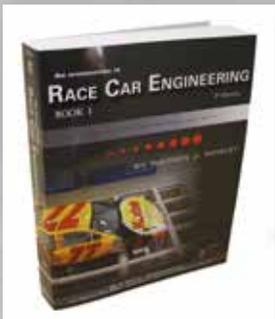


Use this tool to center or "X" your steering. Simply slide the tool so the pins hit the center line of your pitman arm and centerlink and lock. Now, flip the tool to measure from your idler arm to centerlink and adjust steering until both are the same distance. Fine machined points allow the user to read center of bolt heads accurately. This tool is much faster and far more accurate than reading a tape measure on your back! This tool also works great for measuring roll center points and more. Adjusts from 16"-31". Kit includes caliper, one set of 2" long pins and one set of 4" long pins.

Item Number	Description	Price
90110	Steering Box "X" Tool; 16"-31"	\$74

"An Introduction to Racecar Engineering" By Warren Rowley

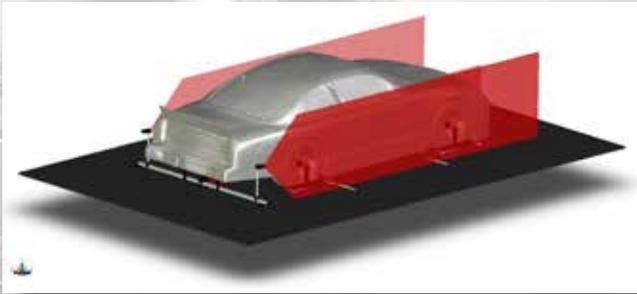
This book is must have resource for all serious race teams. "An Introduction to Race Car Engineering" BOOK 1, 3rd edition, by Warren J. Rowley is 600+ pages of valuable information to help you understand how suspensions work and how to tune them. All suspension aspects are covered from Tires to Front Suspension, Rear Suspension, Roll Centers, CG, Shocks, Springs and more. Titled "An introduction", this book is very thorough, yet written in a way to make comprehension easy. This is a modern book with tons of pictures, charts and drawings. The table of contents alone covers 15 pages! Includes a CD with Mitchell software's WinGeo3 Demo version and Wan31/32 Software. This book is easily worth 3 times the asking price. For beginners to advanced. Satisfaction guaranteed.



Item Number	Description	Price
SL15100	"An Introduction to Race Car Engineering" by Warren J. Rowley	\$129.

RS400PRO Four Wheel Alignment System

Save time and increase accuracy with precision DRP wheel fixtures and wheel measurement systems. Measure individual wheel locations, referenced to the chassis, in minutes without tape measures or strings. Instantly measure rear end location, front and rear toe, camber and more. Use for weekly static set-ups and dynamically with our DSS-3 systems. Make a change and see it immediately. Our customers love the time savings from using this system. As on all DRP products, your satisfaction is guaranteed!



- Save Time & Improve Accuracy
- 5 Year Warranty on Fixtures
- 2 Year Warranty on Electronics
- Single Person Operation
- Read All Four Wheel Locations Instantly
- Works on any shop floor, surface plate, set-up platform or suspension rig.
- Entire system mounts to the chassis
- Customise for almost any application



RS400PRO System Includes:

4	Adjustable Wheel Measurement Fixtures
4	Hub or Spindle Mount Axle Alignment Fixtures
2	Magnetic or Clamp-on Frame Squares
1	Dual Laser Stand with Chassis Mount Kit
4	Adjustable Shaft Locks for Axle Alignment Fixtures
2	96" Layout Rulers
1	Caster/Camber Gauge Adapter
2	Wall Mount Storage Racks
1	Tool Kit
1	Wheel Locator™ CD
1	Instruction Manual

The RS400PRO sets the Standard for all Motorsports Wheel Alignment Systems. Quickly and Accurately Measure:

- ✓ Four Wheel Toe
- ✓ Four Wheel Camber
- ✓ Caster
- ✓ Bump Steer
- ✓ Ackermann
- ✓ Wheel Base
- ✓ Rear End Location
- ✓ Axle Tube Camber/Toe
- ✓ Rear Steer
- ✓ Hook-Up Points
- ✓ Body Location
- ✓ Square Lower Control Arms

Item Number	Description	Price
90400P	Real Square RS400PRO Four Wheel/Dual Laser Professional Wheel Measurement System	\$3400
90200P	Real Square RS200PRO Dual Wheel/Dual Laser Professional Alignment System	\$2700
	RS200PRO Includes only (2) Wheel Measurement Fixtures & (2) Axle Alignment Fixtures Specify hub adapters and frame squares. See page 13 for options.	
98130A	Centerline Laser Option - Adjustable Beam	\$499
96375	Offset Late Model Installation Kit (Port City, Lefthander, Hamke, Others)	\$89
96380	Asphalt Modified Installation Kit (Troyer, Spafco, Chassis Dynamics, Others)	\$230
96390	Dirt Late Model or Modified Installation Kit (Barry Wright, GRT, Mastersbuilt, Rocket, Harris, Others)	\$230

New! RS5 Portable Laser Wheel Alignment System

Our new RS5 Chassis Mounted Laser Wheel Alignment System incorporates all the best features of our PRO series systems in an affordable, easily transportable package for race teams at all levels. System incorporates an adjustable chassis mounted, line generating laser that clamps to the front or rear of the chassis. Laser can be mounted to right side or left side of chassis. Wheel fixtures mount directly to the spindle or hub to eliminate wheel and tire run out. Fixtures measure toe at a 27" diameter, at the bottom of the tire, close to the contact patch level. Wheel fixtures fold flat for easy storage and transportation. System includes two clamp-on or magnetic frame squares, caster/camber gauge adapter, tools, instructions and travel case.



RS5 Systems are Ideal for: Asphalt Late Models and Modifieds

- Locate Rear End to Chassis Frame Rail or Center Line
- Eliminate Tire & Wheel Run-Out • Measure at Contact Patch Height
 - Measure Toe Front & Rear
- Measure Camber & Caster (with your gauge & included Adapter)
- Measure Ackermann • Measure Bump Steer • Measure Rear Roll Steer
 - Measure Camber & Caster Gain • Upgradable at Any Time
 - One Person Operation
- 5 Year Warranty on Fixtures, 2 Year Warranty on Electronics
 - Your choice of Magnetic or Clamp-on Frame Squares
 - Adapters Available for Most Hub & Chassis Styles

RS5 System Includes:

2	Non-Adjustable Wheel Measurement Fixtures
2	Hub or Spindle Mount Axle Alignment Fixtures
2	Magnetic or Clamp-on Frame Squares
1	Clamp-on Chassis Mount for Laser
1	Adjustable Beam Side Laser
1	Caster/Camber Gauge Adapter
1	Tools & Instructions
1	Foam Lined Storage Case

Item	Description	Price
90500	RS5 Two Wheel Portable Laser Alignment System (Perimeter Chassis)	\$1650
90501	RS5 Two Wheel Portable Laser Alignment System (Offset Chassis)	\$1700

Wheel Fixtures & Accessories

Wheel Fixtures:

Maximum Perpendicularity Tolerance: +/- .0005"
 Body: 6061T-6 Aluminum
 Measurement Scales: Inch x 1/16" Increments,
 Metric x 1mm, Custom Scales Available

Axle Alignment Fixtures:

Maximum Perpendicularity Tolerance: +/- .0005"
 Maximum Concentricity Tolerance: +/- .004"
 Body: 6061T-6 Aluminum
 Shaft: Stainless Steel



Item Number	Description	Price
97100	Axle Alignment Fixture; CUP Style; Fits CUP/Nationwide/Truck Series Style Front & Rear Hubs	\$190
97110	Axle Alignment Fixture; Wide Five Bolt-on; Fits 5 & 8 Lug Wide Five Hubs	\$190
97115	Axle Alignment Fixture; 2 7/8" Wide Five Hubs (Bert, Winter's)	\$220
97142	Axle Alignment Fixture; Wide Five Thread-on; Screws onto Wide Five & 2" 5x5 Front & Rear Spindle Pins	\$180
97147	Drive Flange Adapter; Adapts 97142 A.A.F. to Wide Five Drive Flange (Dual pattern. Wilwood & Winter's)	\$60
97149	Drive Flange Adapter; Adapts 97142 A.A.F. to 2" 5x5 Drive Flanges (Dual pattern: 3 Bolt & 4 Bolt)	\$60
97210	Wheel Measurement Fixture; Standard 2 PC "Wheel T" with 6" or 8" Measurement Scales	\$225



Item	Description	Price
97232	Bottom Mount Frame Square; Universal 2"-4" Frame Rails; 16"; Multi Magnet	\$160
97233	Clamp-on Frame Square; 16"; Fits 2" Wide Frame Rails	\$140
97234	Clamp-on Frame Square; 16"; Fits 3" Wide Frame Rails	\$140
97251	Frame Square Extension; 18"; For Offset Chassis	\$40

Frame Squares



Item	Description	Price
98201	RS2 Laser Stand Assembly with 2 Side Lasers & Leveling Feet (RS400PRO)	\$1450
98130A	Center line Laser for RS2 Laser Stand; Adjustable	\$499
98250	Chassis Hook Up Kit for RS2 Laser Stand; Round Tube Mount	\$180
98251	Chassis Hook Up Kit for RS2 Laser Stand; Square Tube Mount	\$180

Laser Stands



DRP Data Acquisition Kits

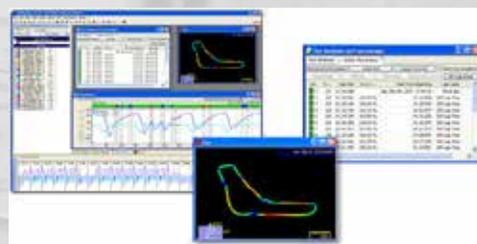
Accurate suspension analysis requires accurate wheel travel data. Our Aim EVO-4 systems are custom built by DRP for your application. These systems include everything you need to record suspension travel and steering data for use with dynamic scaling systems. Great for testing, systems record data automatically with no track side inputs required. Expandable to include almost any information you can imagine! Simple instructions and in house tech support. Affordable, accurate & easy to use.



- **5 Channels - Expandable up to 25+**
- **Simple Wiring System**
- **Lightweight and Compact**
- **1.75" Clamp-on Chassis Mount**
- **2 Speed Channels**
- **GPS Based - No Beacons**
- **9-15v Power**

DA21500 Kit Records:

- **RPM • G-Loads**
- **Track Map (Drivers Line)**
- **All Four Shock Travels with Velocity**
- **Steering Position**
- **Lap Times wit Segment Times**
- **Add Throttle Position, Brake Pressures, Tire Temps, Oil Temp, Oil Pressure, Water Temp & More!**



Item Number	Description	Price
DA21500	AIM EVO-4 Data Aq System; 4 Shock/1 Steering/RPM/G Meter/Track Map; with Installation Kit, Instructions & Case	\$3690.
DA21510	AIM EVO-4 Data Aq System; 4 Shock/1 Steering/RPM/G Meter/Track Map; with Installation Kit, Instructions & Case	\$4950.
DA21550	4 Channel Expansion for AIM Data Aq System with Cable (Required for Additional Sensors)	\$300
DA21560	Data Hub for DA21500 System (use with USB Memory Key)	\$60
DA21565	USB Memory Key for DA21500 System; Stores Data for Easy Downloading	\$125
DA21570	Dash Display for DA21500 System; Displays Lap Times & More	\$250
DA21575	Battery Pack for DA21500 System; Rechargeable; Eliminates need for Power Wire	\$90
DA21600	Replacement Linear Potentiometer (For Shocks/Steering) with Cable	\$319
DA21610	Potentiometer Mount; Screws on 1/2"-20 Shock Bolt; Hex Steel	\$12
DA21611	Potentiometer Mount; Screws on 1/2"-13 Shock Bolt; Hex Steel	\$12
DA21615	Potentiometer Extension Mount; 3" Billet Aluminum; Multi Hole	\$24
DA21650	Throttle Position String Potentiometer with Cables	\$300
DA21670	Brake Sensor Kit; 1 2000psi Sensor/Extension Cable/Whip Line, Bleeder and Fittings (One wheel kit)	\$220
DA21690	Tire Temp Sensor Kit; 8 IR Temp Sensors/Cables, 4 Mounting Brackets (will hold 3 sensors each), 2 Channel Expanders	\$3600
DA40000	Coil-Over Spring Load Cell; Hydraulic with Pressure Sensor	Call
DA40010	Coil Spring Load Cell; Hydraulic with Pressure Sensor	Call
DA40020	Panhard/Trailing Arm/Top Link Load Cell; Hydraulic with Pressure Sensor; 3/4"-16	Call
DA40025	Trailing Arm/Top Link Load Cell; Hydraulic with Pressure Sensor; 5/8"-18	Call
DA40030	Sway Bar Load Cell; Hydraulic with Pressure Sensor; 1/2"-20	Call

Rear End Fixture

Our rear end checking fixture measures individual wheel toe and camber quick and easy. No more rotating the rear and trying to keep up with the dial indicator. This fixture is machined from heavy duty billet aluminum plate, with integrated v-blocks to accurately center the rear and caps to allow the user to set the desired pinion angle and hold the rear in position. Once in place, take the included digital caliper, and place it on the fixture pegs located below the rear cover and on the hub plate. Press zero. Move the caliper to the front pegs and read the toe for that axle tube to .001". Repeat procedure for the other axle tube. For camber, simply use a digital caliper on the wheel plate or rotate the rear 90 degrees and repeat procedure. Anyone can use this fixture accurately and quickly. Straighten rear by jacking or heating/cooling, your choice. Included struts allow precise straightening when heat cool method is used. Wide Five hub plates are standard, 1" thick 5x5 plate adapters Works on any 3" OD axle tube rear.



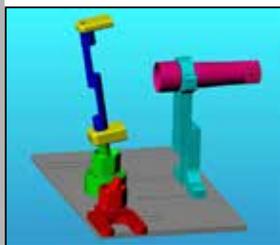
Item Number	Description	Price
007 92005	Rear End Measuring & Straightening Fixture	\$2450.00
007 92010	5x5 Adapter Plates (Set of 2)	\$240.00

Spindle Fixture

Top teams and chassis builders use our adjustable spindle fixture to check, repair and build new spindles. Teams utilize this fixture to check purchased spindles and develop new combinations "in house". Chassis builders utilize the fixture for custom spindles. Build and check both fabricated and forged spindles. This fixture is heavy duty, yet fully adjustable. Fixtures weighs over 60 lbs. Adjustable height, spindle pin drop, pin angle, steering arm length, steering arm angle & spindle pin offset. Easily jigs existing spindles, allowing for repairs and changes. Available for Standard Wide Five, 2 7/8" Wide Five, 5x5 GN, 2 1/2" 5x5 & 2" Bearing 5x5 style spindles. Custom configurations available.

Fixture for Measuring & Building Spindles:

- Adj. Spindle Height 6"-12+"
- Ball Joint Alignment
- King Pin Angle 0-15deg
- Steering Arm Location
- Spindle Pin Drop
- Spindle Pin Offset
- Spindle Pin Lead



Item Number	Description	Price
007 80200	Spindle Fixture Assembly; Wide Five & 2" 5x5	\$1350.00
007 80220	Spindle Fixture Assembly; CUP Style Speedway Engineering Spindles	\$1350.00
007 80215	Spindle Fixture Assembly; Nascar Mexico/Canadian Tire Series Spindles	\$1350.00
Fixtures Available for 2.5" Spindle Pins, 2 7/8" Spindle Pins & Custom Applications		
All fixture components available individually. Check out DRPerformance.com or call.		



Performance Products

**2015
LOW DRAG HUB
COMPONENTS & TOOLS**



**Championship Quality. Relentless Innovation.
Satisfaction Guaranteed!**

"We make the components that make a difference!"

REDUCE ROLLING RESISTANCE & INCREASE PERFORMANCE. GUARANTEED!



Patented DRP Wheel Bearing Spacers

DRP adjustable wheel bearing spacers are easy to install and make an immediate difference you can feel.

Bearing spacers set the bearing pre-load, preventing over tightening while reducing drag, simplifying maintenance and increasing performance.

US Patent No. 6,312,162

Available for all popular racing applications:

5x5, Wide Five, Mustang, 2 7/8" Wide Five, GN 5x5 Rear, Mod-Lite, Sprint Car, GM Metric, GM Impala, Camaro, Legends & More.

DRP REM® Super Finished Bearing Kits

We take quality USA made Timken® bearings and REM® Superfinish them for over 6 hours to produce a ultra-smooth bearing surface.

Bearing kits are available for most any application.

Pinion, Carrier and Axle Bearing Kits also available.



DRP Ultra Low Drag Hub Seals

DRP ULD hub seals are custom built racing seals that incorporate a full PTFE sealing element and lightweight aluminum housing.

The lowest drag hub seal we've tested period.

Reusable design lasts through multiple uses.

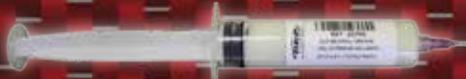
Available for 5x5, Wide Five, Mustang, GN 5x5 Rear, Bert/Winter's 2 7/8" Wide Five, GM Metric & Legends



Kluber Wheel Bearing Grease

This is the best wheel bearing grease we've tested, period. Over 70% increase in free spin verses most popular greases.

Available in 390 gram Cartridges and convenient 35 gram syringes. One syringe will pack approximately 12 bearings 50% full. Do not over-pack wheel bearings. Inject grease to fill cavity between every other roller. Repack bearings every 1000-1500 laps.



LATE MODEL • MODIFIED • STREET STOCK • DRAG • ROAD RACE • OFFROAD



Performance Products

888-399-6074

www.DRPperformance.com

Manufacturers of:

- Low Drag Hub Components
- Hub Set-Up Tools
- Precision Bearing Packers
- Pull Down Fixtures
- Rear End Fixtures
- Spindle Fixtures
- Scalloped Suspension Tubes
- Specialty Components



"...let us run with endurance the race that is set before us..." Hebrews 12:1

Hub Bearing Spacers

Of all the low drag components we offer, bearing spacers make the biggest difference. A substantial increase in hub free spin is common, so it's a difference you can feel just by pushing the car. However, the biggest difference is in the corners. Bearing spacers distribute the thrust load between both bearings, allowing the hub to roll more freely in the corners. Bearing spacers prevent the typical overtightening of wheel bearings, reducing drag and lowering bearing temperatures. We guarantee your satisfaction!
US Patent No. 6,312,162

- US Patent No. 6,312,162
- +/- .001" Parallelism
- Set-Screw Locks Adjustment in Place
- Makes Servicing Hubs Simple & Quick
- Reduces Drag, Bearing Run Cooler
- Applications for Most Racing Hubs
- Custom Spacers Available



See following pages for a complete applications list.

Ultra Low Drag Hub Seals

DRP Ultra Low Drag Hub seals are premium quality, USA made, full PTFE lip seals. Less than 1 in lb resistance per seal! Lightweight aluminum housing. Provides a true seal to prevent debris from getting to the hub bearings. Reusable when removed properly. These are the lightest weight, lowest friction seals we have tested, period. Satisfaction Guaranteed!



- Lightweight Aluminum Housing
- Full PTFE Lip (No Coatings)
- Reduces Drag & Rotating Weight
- Reusable
- Works on Aluminum or Steel Tubes
- Over 1100% Increase in Free Spin vs. Standard Seals!

Item Number	Description	Price
007 10559	Ultra Low Drag Hub Seal; Aluminum, Housing; Wide Five	\$30
007 10564	Ultra Low Drag Hub Seal; Aluminum Housing; 2" 5x5	\$30
007 10568	Ultra Low Drag Hub Seal; Aluminum Housing; 2.5" 5x5 GN Rear	\$30
007 10565L/R	Ultra Low Drag Hub Seal; Aluminum Housing; CUP Speedway Eng. Front; Directional	\$30
007 10566L/R	Ultra Low Drag Hub Seal; Aluminum Housing; CUP/Speedway Eng. Rear; Directional	\$30
007 10569	Ultra Low Drag Hub Seal; Aluminum Housing; 2 7/8" Wide Five (Bert/Bicknell/Winter's)	\$30
007 10570	Ultra Low Drag Hub Seal; Aluminum Housing; 2 7/8" Wide Five Large ID for Steel Ring	\$30
007 10572	Ultra Low Drag Hub Seal; Aluminum Housing; Mustang (Popular Modified Hubs)	\$21
007 10575	Ultra Low Drag Hub Seal; Aluminum Housing; Legends Car Front Hubs	\$21
007 10577	Ultra Low Drag Hub Seal; Aluminum Housing; GM Mid Size Front Hubs	\$21
007 10578	Ultra Low Drag Hub Seal; Aluminum Housing; NASCAR Canada & Mexico Front Hubs	\$35

Coast Down Revolution Testing:
Wide Five-OEM "Blue" Seal-Zero Bearing Load- 13.5 Revolutions Avg
Wide Five-10559 ULD Seal-Zero Bearing Load - 149 Revolutions Avg
An increase of over 1100%!

Low Drag Bearing Kits

Our testing shows a good quality tapered wheel bearing provides the lowest rolling resistance when a thrust (side) load is applied, compared to all the popular bearing options. We take quality USA made Timken® bearings and REM® Finish in house for the ultimate low drag race bearing set.



See following pages for a complete applications list.

Item Number	Description	Price
007 10550	Bearing Kit; Wide Five; Timken® REM® Finished; 1 Wheel Set	\$85
007 10553	Race Kit; Wide Five; Timken® REM® Finished; 1 Wheel Set	\$54
007 10555	Bearing Kit; 2" 5x5; Timken® REM® Finished; 1 Wheel Set	\$90
007 10557	Race Kit; 2" 5x5; Timken® REM® Finished; 1 Wheel Set	\$68
007 10587	Bearing Kit; Nascar Mexico/Canadian Tire Series Front; Timken® REM® Finished; 1 Wheel Set	\$94
007 10582	Bearing Kit; 2.5" GN 5x5 Rear; (L610549); Timken® REM® Finished; 1 Wheel Set	\$199
007 10583	Race Kit; 2.5" GN 5x5 Rear; (L610510); Timken® REM® Finished; 1 Wheel Set	\$92

Low Drag Hub Parts Kits

Save money and simplify ordering with our low drag hub parts kits. These kits include one each of our patented DRP bearing spacers, DRP Ultra Low Drag Seals and DRP REM® finished bearing kits.



Item Number	Description	Price
007 10500K	Wide Five Hub Parts Kits (Includes: (1) 10503 Spacer, (1) 10550 Bearing Kit & (1) 10559 Seal)	\$154
007 10505K	2" 5x5 Hub Parts Kits (Includes: (1) 10505 Spacer, (1) 10555 Bearing Kit & (1) 10564 Seal)	\$150
007 10518K	GN 5x5 Rear Hub Parts Kits (Includes: (1) 10518 Spacer, (1) 10582 Bearing Kit & (1) 10568 Seal)	\$270
007 10531K	Mustang Front Hub Parts Kits (Includes: (1) 10531 Spacer, (1) 10584 Bearing Kit & (1) 10572 Seal)	\$128

See following pages for a complete applications list.

Precision Bearing Packers

Save time, headache and mess with our Precision Bearing Packers. Accurately inject appropriate amount of grease between bearing rollers. Eliminates excessive temperature and hub pressure build-up due to over packing wheel bearings. Reduces grease contamination. Satisfaction Guaranteed!

Many other applications available!

- **Saves Time: Pack Entire Set of 8 Hub Bearings in under 10 Minutes**
- **No Mess! • No Wasted Grease! • Hubs Roll More Freely**
- **Bearings Run Cooler! • Pack Bearings Less Often! • Made in the U.S.A.**



Item Number	Description	Fits Bearings	Price
007 80520	Precision Bearing Packer - Wide Five Hubs	18690, 18790	\$219
007 80522	Precision Bearing Packer - 2" 5x5 Hubs	368A	\$199
007 80526	Precision Bearing Packer - Cup Style Front & Rear	HM803149,2691,28995,387S	\$270
007 80534	Precision Bearing Packer - Nascar MX/CTS Front & Rear	15120, 2796, L610549	\$245
007 80536	Precision Bearing Packer - Mustang Front/2.5" GN Rear	L68149,LM12749	\$245
007 80532	Precision Bearing Packer - 2 7/8" Bearing Wide Five	Bert/Winter's	\$199

Many more configurations available. Check out DRPperformance.com for a complete listing.



Tech Tip:

Race hub bearings are typically overpacked. Using our Precision Bearing Packer or syringe and a good quality grease, fill every other roller or approximately 50% full. Properly packed bearings will run cooler with less drag and lubricate the bearing better. Proper bearing packing reduces maintenance and increases bearing life.

Low Drag Wheel Bearing Grease

We've always recommended using a good quality grease in your wheel bearings, but no brand in particular. Recently, though, we tested a number of popular greases and some lesser known secrets. Our results were crystal clear. Kluber high speed roller bearing greases are the best we've found, period. Over 70% increase in free spin verses the next best grease. We worked with the Kluber engineers to determine the best grease for our short track applications and now offer it to you. You will be impressed. Available in cartridge form (for our bearing packers) and in convenient syringes. A 35g syringe will pack approximately 12 bearings.



Item Number	Description	Price
007 10750	Kluber Topaz NB52 Wheel Bearing Grease; 390g Cartridge	\$159
007 10755	Kluber Topaz NB52 Wheel Bearing Grease; 35g Syringe	\$38

Hub End Play Gauge

Our Hub End Play Gauges are the quickest way to accurately set-up bearing pre-load spacers. This tool screws onto your spindle and reads hub end play to .0005". Once an end play measurement is obtained, simply adjust the spacer to the desired end play or pre-load and set the spacer lock. This tool will also measure hub run-out. Arm, indicator and shaft are universal, simply swap spindle adapter for different applications.



Item Number	Description	Price
007 80850	Hub End Play Gauge; Wide Five & 2" 5x5 Hubs	\$159
007 80852	Hub End Play Gauge; 2 7/8" Wide Five (Bert/Bicknell/Winter's)	\$169
007 80857	Hub End Play Gauge; 2.5" GN Rear (Popular Modified Rear)	\$159
007 80865	Hub End Play Gauge; Mustang/Pinto Front Spindles	\$139

Other applications available online @ www.DRPperformance.com

Seal Drivers

Use our hub seal drivers to make installing seals easy. Drivers quickly pay for themselves by avoiding damage and wasting seals. A premium quality, lifetime tool. Other applications available.



Custom Seal Drivers Available.

Item Number	Description	Price
007 80500	Seal Driver; Wide Five & 2" 5x5 Hubs	\$44
007 80502	Seal Driver; CUP Style (Speedway) Front Hubs	\$44
007 80503	Seal Driver; Cup Style (Speedway) Rear Hubs	\$44
007 80504	Seal Driver; Nascar Canadian & Mexico Front Hubs	\$44
007 80506	Seal Driver; 2.5" 5x5 Rear Hubs (L610549)	\$49
007 80510	Seal Driver; Mustang Front Hubs	\$44

Many more configurations available. Check out DRPperformance.com for a complete listing.



HUB COMPONENTS



Item Number	GM #1 FRONT	Fits Bearing Numbers	Price
007 10520	Bearing Spacer; Big GM Front (Impala); Adjustable; Aluminum with Set Screw	LM48548/M12649	\$60
007 10580	Bearing Kit; Big GM Front (Impala); Timken® REM® Finished; 1 Wheel Set	LM48548/M12649	\$60
007 10580R	Race Kit; Big GM Front (Impala); Timken® REM® Finished; 1 Wheel Set	LM48548/M12649	\$
007 10577	Seal; Ultra Low Drag; Aluminum Housing; PTFE Element; Fits Most GM Hubs		\$21



Item Number	GM #2 FRONT	Fits Bearing Numbers	Price
007 10521	Bearing Spacer; GM #2 Front (Metric); Adjustable; Aluminum with Set Screw	LM67048/M12649	\$60
007 10521S	Bearing Spacer; GM #2 (Metric); Adjustable; Steel with Set Screw; Fits Small ID Rotors	LM67048/M12649	\$60
007 10581	Bearing Kit; GM #2 Front (Metric); Timken® REM® Finished; 1 Wheel Set	LM67048/M12649	\$69
007 10581R	Race Kit; GM #2 Front (Metric); Timken® REM® Finished; 1 Wheel Set	LM67048/M12649	\$49
007 10577	Seal; Ultra Low Drag; Aluminum Housing; PTFE Element; Fits Most GM Hubs		\$21



Item Number	Bicknell 5x5 Front NASCAR Canada/Mexico Series	Fits Bearing Numbers	Price
007 10522	Bearing Spacer; Bicknell 5x5 Front; Adjustable; Fits Howe Cast Spindles	15120/2796	\$60
007 10522-1	Bearing Spacer; Bicknell 5x5 Front; Adjustable; Fits Sweet Fabricated Spindles	15120/2796	\$60
007 10587	Bearing Kit; Bicknell 5x5 Front; Timken® REM® Finished; 1 Wheel Set	15120/2796	\$94
007 10587R	Race Kit; Bicknell 5x5 Front Hub; Timken® REM® Finished; 1 Wheel Set (15250/2735X)	15120/2796	\$57
007 10578	Seal; Ultra Low Drag; Billet Aluminum Housing; PTFE Element; Reusable		\$35



Item Number	Mustang/Pinto US Brake Hybrid/Wilwood/Allstar/Stock Popular IMCA Front	Fits Bearings	Price
007 10531	Bearing Spacer; Mustang/Pinto Front; Steel without Set Screw	L68149/LM12749	\$60
007 10584	Bearing Kit; Mustang/Pinto Front; Timken® REM® Finished; 1 Wheel Set	L68149/LM12749	\$49
007 10584R	Race Kit; Mustang/Pinto Front; Timken® REM® Finished; 1 Wheel Set	L68149/LM12749	\$38
007 10572	Seal; Ultra Low Drag; Aluminum Housing		\$30
007 10531K	Low Drag Hub Parts Kit; Includes 10531 Spacer, 10584 Bearing Kit & 10572 ULD Seal	L68149/LM12749	\$128



Item Number	2 1/2" GN 5x5 Rear Afco, Winter's, Speedway Eng., Popular IMCA Rear Hub	Fits Bearings	Price
007 10518	Bearing Spacer; 2.5" GN Short Track 5x5 Rear; Adjustable	L610549	\$60
007 10582	Bearing Kit; 2.5" GN 5x5 Rear; (L610549); Timken® REM® Finished; 1 Wheel Set	L610549	\$199
007 10583	Race Kit; 2.5" GN 5x5 Rear; (L610510); Timken® REM® Finished; 1 Wheel Set	L610549	\$92
007 10568	Seal; Ultra Low Drag; Aluminum, Housing; Fits 2.5" GN 5x5 Rear Hubs (Winter's, Afco, Others); Reusable		\$30
007 10518K	Low Drag Hub Parts Kit; Includes 10518 Bearing Spacer, 10582 Bearing Kit & 10568 ULD Seal	L610549	\$270



Item Number	MOD-LITE Rear	Fits Bearings	Price
007 10519	Bearing Spacer; Speedway Engineering MOD LITE Rear Hub; Steel; Adjustable with Set Screw	18690	\$46
007 10590	Bearing Kit; Speedway Eng. Mod-Lite; (18690) Timken® REM® Finished; 1 Wheel Set	18690	\$80
007 10590R	Race Kit; Speedway Eng. Mod-Lite; (18690) Timken® REM® Finished; 1 Wheel Set	18690	\$54



Item Number	CAMARO	Fits Bearing Numbers	Price
007 10532-1	Bearing Spacer; Popular Camaro Front; Steel without Set Screw	LM67048/M12649 or M12545	\$60
007 10529	Bearing Spacer; Camaro Front; Small Outer Bearing; Steel without Set Screw	LM67048/LM11949	\$60



Item Number	Coleman Pro-Lite Wide Five	Fits Bearing Numbers	Price
007 10516	Bearing Spacer; Coleman Series IV (Short Wide Five); Aluminum; Adjustable with Set Screw	18690/18790	\$46
	Bearing, Race & Seals are the same as standard Wide Five		



Tech Tip: Are you worried about adding weight to your rotating assembly? All of our bearing spacers are designed to be lightweight and many are available in aluminum. Bearing spacers do not rotate as they are locked between the inner and outer hub bearing.



Item Number	Wide Five All Popular Applications	Fits Bearings	Price
007 10503	Bearing Spacer; Wide Five; Lightweight Aluminum Adjustable with Set Screw	18690/18790	\$49
007 10550	Bearing Kit; Wide Five; Timken® REM® Finished; 1 Wheel Set	18690/18790	\$85
007 10553	Race Kit; Wide Five; Timken® REM® Finished; 1 Wheel Set	18690/18790	\$54
007 10559	Seal; Ultra Low Drag; Aluminum, Housing; Fits All Popular Wide Five Hubs; Reusable		\$30
007 10500K	Low Drag Hub Parts Kit; Includes 10503 Bearing Spacer, 10550 Bearing Kit & 10559 ULD Seal	18690/18790	\$154



Item Number	2" Bearing 5x5 AcroTec, Coleman, Howe, Joe's, Port City, Speedway Eng., Winter's	Fits Bearings	Price
007 10505	Bearing Spacer; 2" 5x5 (368A Bearings); Steel; Adjustable with Set Screw	368A	\$46
007 10506	Bearing Spacer; 2" 5x5 (368A Bearings); Aluminum; Adjustable with Set Screw	368A	\$46
007 10555	Bearing Kit; 2" 5x5; Timken® REM® Finished; 1 Wheel Set	368A	\$90
007 10557	Race Kit; 2" 5x5; Timken® REM® Finished; 1 Wheel Set	368A	\$68
007 10564	Seal; Ultra Low Drag; Aluminum, Housing; Fits All Popular 2" 5x5 Hubs; Reusable		\$30
007 10505K	Low Drag Hub Parts Kit; Includes 10505 Bearing Spacer, 10555 Bearing Kit & 10564 ULD Seal	368A	\$150
007 10506K	Low Drag Hub Parts Kit; Includes 10506 Bearing Spacer, 10555 Bearing Kit & 10564 ULD Seal	368A	\$150



Item Number	NASCAR CUP Style Front & Rear Hubs	Fits Bearings	Price
007 10524	NASCAR Style Front Bearing Spacer; Steel; Adjustable with Set-Screw	368A	\$46
007 10525	NASCAR Style Rear Bearing Spacer; Steel; Adjustable with Set-Screw	368A	\$46
007 10565L/R	Ultra Low Drag Hub Seal; Aluminum Housing; CUP Style/Speedway Eng. Front; Directional	368A	\$30
007 10566L/R	Ultra Low Drag Hub Seal; Aluminum Housing; CUP Style/Speedway Eng. Rear; Directional	368A	\$30

Item Number	2 7/8" Big Bearing Wide Five Winter's/Bert Smart Tube NE Dirt Modified	Fits Bearing Numbers	Price
007 10510	Bearing Spacer; 2 7/8" Big Bearing Wide Five (Bert/Winters; Rear; Adjustable with Set Screw	8658 or OD-BCD-021	\$60
007 10512	Bearing Spacer; 2 7/8" Big Bearing Wide Five (Bert/Winters); Front; Adjustable with Set Screw	8658 or OD-BCD-021	\$60
007 10598	Bearing & Race Kit; 2 7/8" Wide Five (Bert/Winters) *REM® Finished Chinese Bearing & Race*		\$80
007 10569	Seal; Ultra Low Drag; Aluminum; Fits Bert & Winter's 2 7/8" Wide Five Hubs; Standard Spindles		\$30
007 10570	Seal; Ultra Low Drag; Aluminum; Fits Bert & Winter's 2 7/8" Wide Five Hubs; Large ID for Spindles with Steel Ring		\$30



Item Number	6 Pin Style Front Hubs - NE Dirt Modifieds	Fits Bearing Numbers	Price
007 10530-1	Bearing Spacer; Bicknell 6 Pin Style Front Hubs; Aluminum; Adjustable with Set Screw	2793/15120	\$46
007 10540	Bearing Spacer; Winter's Wide Five Hub P/N 12292(L); Aluminum; Adjustable with Set Screw	2793/15120	\$46
007 10541	Bearing Spacer; Bicknell/Sway-a-way Wide Five Hub; Aluminum; Adjustable with Set Screw	2793/15120	\$55
007 10593	Bearing Kit; 6 Pin Style Spindles; Timken® REM® Finished; 1 Wheel Set	2793/15120	\$80
007 10593R	Race Kit; 6 Pin Style Spindles; Timken® REM® Finished; 1 Wheel Set	2793/15120	\$49

Item Number	Legends	Fits Bearing Numbers	Price
007 10529	Bearing Spacer; Legends Front; Adjustable; Steel with Set Screw	LM67048/LM11949	\$60
007 10585	Bearing Kit; Legends Front; Timken® REM® Finished; 1 Wheel Set	LM67048/LM11949	\$52
007 10585R	Race Kit; Legends Front; Timken® REM® Finished; 1 Wheel Set	LM67048/LM11949	\$40
007 10575	Seal; Ultra Low Drag; Aluminum Housing; PTFE Element; Fits Legends Car Style Hubs		\$21
007 10529K	Low Drag Hub Parts Kit for Legends; Includes: Spacer, Bearings & Seal	LM67048/LM11949	\$129



Item Number	SPRINT CAR	Fits Bearing Numbers	Price
007 10530	Bearing Spacer; Sprint Car Front; Aluminum with Set Screw	15120	\$46
007 10530-1	Bearing Spacer; 6 Pin Front; Aluminum with Set Screw	2793/15120	\$46



Tech Tip:
Excessive hub end play can result in additional rotational drag, as the bearings are no longer properly seated in the races. Excessive end play also results in tire drag through unintended toe. Correctly set bearing spacers eliminate these issues.

BEARING SPACER TECH INFO

Product Testing

At DRP, we go to great lengths to separate theory from fact. The best way to accomplish this is testing. We build custom test fixtures, use data acquisition, computer modeling and track testing to determine if a product is really better and by how much. Testing takes lots of time and requires substantial financial investment, but we believe our job is to bring you truth, not just our opinion.

Bearing Spacer/ULD Seal Spin Test Analysis July 23, 2012

Patented* DRP Adjustable Bearing Spacers increase wheel spin by over 1200% or .63 miles!
DRP Ultra Low Drag Hub Seals increase wheel spin by over 1100% or .18 miles!

Test #	Details	Spindle Nut Torque	Average Revolutions	Avg Miles
1A	No Bearing Spacer; No Seal	10 ft lbs	42.5	.057
2A	With 10503 Bearing Spacer Set to "0"; No Seal	10 ft lbs	513.5	.690
1B	With Bearing Spacer & Standard "Blue" Seal	10 ft lbs	13.5	.018
2B	With Bearing Spacer & DRP Ultra Low Drag Seal	10 ft lbs	149	.200

Coast Down Tests Performed on DRP Test Fixture (Typical average of 3+ Tests) Average Test Variance: +/- 2.5% Temperature: 78degF Mileage based off 85" Diameter Tire

Hub: Wilwood Starlite 55 Rear Hub with LW 1.25" Rotor, REM® Finished Timken® Bearings (P/N 007 10550), Cleaned & Wet Lubed (No grease)
*US Patent No. 6,312,162

Bearing Spacer Frequently Asked Questions

Should I use bearing spacers in all four hubs? Yes. Bearing spacers will reduce bearing temperature and maintenance on all hubs. If you're budgeting, though, the front hubs will show the most performance advantage.

I installed spacers in my new hubs and the hubs had excessive end play after running the first time. What happened? Bearing spacers cannot create end play when installed. The only way end play can develop is for the bearing races to move (or the spindle nut comes loose), which is common in new hubs. One thousandth of end play can feel substantial at the tire.

What do I torque the spindle nut to? When you use a bearing spacer, the bearing placement is pre-set, so spindle nut torque does not affect hub end play. We recommend torquing most spindle nuts to 40 ft lbs.

Do the aluminum spacers expand more than the steel spacers? Yes, but it doesn't matter. Once the spindle nut is tightened, the spacer is locked in place between the inner and outer bearings. The inner bearing is pressed against the bearing stop on the spindle. The outer bearing is pressed against the spindle nut. The only way the bearing spacer can expand is if the spindle pin gets longer or the spindle nut comes loose.

How do I preload the bearings? First adjust the bearing spacer to "zero". Do this by starting with end play and adjusting the spacer shorter until the end play is eliminated. Once zero is found, measure the spacer height with a dial caliper and then shorten to the desired preload.

What difference does REM® Super finishing make? The REM® Super Finishing process is a two step chemical procedure performed in a vibratory mill. The process removes the high peaks of machine tool and grind marks leaving a ultra smooth surface, with a pattern etched in for lubricant retention. This process reduces friction and lowers bearing temperature.

How do I pack bearings only 50% full? We use a needle injector on our precision bearing packer or in a syringe applicator. We only inject grease between every other bearing roller. No extra grease in the bearing cage or in the hub.

How often do I need to repack bearings? When using good bearings with a bearing spacer and proper grease, hub bearings can go 1000-1500 laps in a short track application. Dirt or dusty asphalt applications should inspect the hubs for contamination on a routine basis.

Do I have to have special tools to install the bearing spacers? No. Our set-up tools make the process faster and increase accuracy, but you can set up spacers effectively with a dial caliper.



"Like" our Facebook page if you like technical information. We post in depth Tech Tips regularly and answer your questions.



Our DRP University You Tube Channel hosts a growing collection of technical videos and product demonstrations.

Hub Set-Up Service

Hub servicing is available from our facility and through of our dealers. This service includes hub measuring, bearing spacer set-up, bearing inspection, bearing packing and seal installation. Hubs are returned in "race ready" condition. This service typically costs \$30 per hub, but the price may vary depending on the location. New bearing and race installation along with complete hub assemblies also available.

Prices are subject to change without notice.



Performance Products

**2015
SPECIALTY PRODUCTS**

V15.1



888-399-6074
www.DRPperformance.com

"...let us run with endurance the race that is set before us..." Hebrews 12:1

Rear End Fixture

Our rear end checking fixture measures individual wheel toe and camber quick and easy. No more rotating the rear and trying to keep up with the dial indicator. This fixture is machined from heavy duty billet aluminum plate, with integrated v-blocks to accurately center the rear and caps to allow the user to set the desired pinion angle and hold the rear in position. Once in place, take the included digital caliper, and place it on the fixture pegs located below the rear cover and on the hub plate. Press zero. Move the caliper to the front pegs and read the toe for that axle tube to .001". Repeat procedure for the other axle tube. For camber, simply use a digital caliper on the wheel plate or rotate the rear 90 degrees and repeat procedure. Anyone can use this fixture accurately and quickly. Straighten rear by jacking or heating/cooling, your choice. Included struts allow precise straightening when heat cool method is used. Wide Five hub plates are standard, 1" thick 5x5 plate adapters Works on any 3" OD axle tube rear.



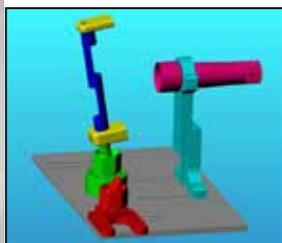
Item Number	Description	Price
007 92005	Rear End Measuring & Straightening Fixture	\$2450.00
007 92010	5x5 Adapter Plates (Set of 2)	\$240.00

Spindle Fixture

Top teams and chassis builders use our adjustable spindle fixture to check, repair and build new spindles. Teams utilize this fixture to check purchased spindles and develop new combinations "in house". Chassis builders utilize the fixture for custom spindles. Build and check both fabricated and forged spindles. This fixture is heavy duty, yet fully adjustable. Fixtures weighs over 60 lbs. Adjustable height, spindle pin drop, pin angle, steering arm length, steering arm angle & spindle pin offset. Easily jigs existing spindles, allowing for repairs and changes. Available for Standard Wide Five, 2 7/8" Wide Five, 5x5 GN, 2 1/2" 5x5 & 2" Bearing 5x5 style spindles. Custom configurations available.

Fixture for Measuring & Building Spindles:

- Adj. Spindle Height 6"-12+"
- Ball Joint Alignment
- King Pin Angle 0-15deg
- Steering Arm Location
- Spindle Pin Drop
- Spindle Pin Offset
- Spindle Pin Lead



Item Number	Description	Price
007 80200	Spindle Fixture Assembly; Wide Five & 2" 5x5	\$1350.00
007 80220	Spindle Fixture Assembly; CUP Style Speedway Engineering Spindles	\$1350.00
007 80215	Spindle Fixture Assembly; Nascar Mexico/Canadian Tire Series Spindles	\$1350.00
Fixtures Available for 2.5" Spindle Pins, 2 7/8" Spindle Pins & Custom Applications		
All fixture components available individually. Check out DRPperformance.com or call.		

Light Weight / Torque Absorbing Axles

Drop 2-6 lbs per axle and increase forward bite! Really. Our lightweight axles work like a torsion bar and absorb the initial torque to prevent the tire from losing grip. Works on corner entry and exit. Premium quality material and proprietary heat treating process make these axles twist and return lap after lap. A difference the driver can feel. Works great on asphalt or dirt. Typical applications see lifespan of 1-2 seasons.

Our axles are championship proven in all levels of dirt and asphalt racing.

Axle	Horsepower	Weight	Lengths Available
DRP LightWeight (LW)	Up to 750	31", 6.3 lbs	24"-41" in 1/2" Increments
DRP Xtralight (XLW)	Up to 550	31", 5.5 lbs	24"-41" in 1/2" Increments
DRP Ultra-Light (ULW)	Up to 450	31";	24"-41" in 1/2" Increments

*Custom Lengths Available. *Lifespan is estimated based on average real world life cycles



- Gundrilled Magnetic Steel
- 24-41" Stock Lengths, 1/2" Increments
- Absorbs Torque, Increases Forward Bite
- 2-6 lbs Lighter than Standard Gundrilled Axles
- Satisfaction Guaranteed!
- ULW & XLW Axles Great for Crate Engine Applications
- 33" LW Axle Weighs 6.6 lbs • 33" XLW Axle Weighs 5.95 lbs
- 33" ULW Axle Weighs 5.35 lbs

SPECIALTY PRODUCTS

LW Light Weight Axles 550-750+ HP

Item Number	Description	Price
007 10324-10341	LW - Lightweight Axle; Specify Length; Gundrilled Steel	\$269

XLW Extra-Light Weight Axles 300-550 HP

Item Number	Description	Price
007 10324X-10341X	XLW - Extra Light Axle; Specify Length; Gundrilled Steel	\$269

ULW Ultra-Light Weight Axles Up to 450 HP

Item Number	Description	Price
007 10324U-10341U	ULW - Ultra Light Axle; Specify Length; Gundrilled Steel	\$269



Tech Tip:

Using a straight edge and paint marker, mark a line across your new axle from spline to spline. This line will move slightly as the axles take an initial "set". After this the axles should always return to this point. If you find the line starting to move around the axle, it's time for it to be replaced.



Tech Tip:

When selecting axle weight, consider 1. Engine Horsepower/torque 2. Tire Grip and 3. Track Grip. A higher horsepower car on low grip tires or a low grip track can run a lighter axle without issue because the total torque is not able to be used. Some teams will have a lighter set of axles on hand for low grip situations.



Tech Tip:

DRP LW & XLW axles have a smaller outside diameter than standard axles. This can lead to grease leakage in open differential rears with standard axle tube seals. DRP recommends using Seals-it brand axle tube seals for a complete seal and no grease seepage.

5/8" Scalloped Tubes

Great For:

- Tie Rod Sleeves
- Trailing Arms
- Control Arms
- Chassis Struts

- Extra Deep Threads allow for trimming.
- Standard Tubes Tapped RH & LH

- Custom Tubes Available.



1 1/8" OD x 5/8"-18 ID Tubes			
Item #	Description	Silver	Black
50806	6" x 5/8" Scalloped Aluminum Tube	\$11.00	\$13.25
50807	7" x 5/8" Scalloped Aluminum Tube	\$11.50	\$14.00
50808	8" x 5/8" Scalloped Aluminum Tube	\$12.00	\$14.75
50809	9" x 5/8" Scalloped Aluminum Tube	\$12.50	\$15.50
50810	10" x 5/8" Scalloped Aluminum Tube	\$13.00	\$16.25
50811	11" x 5/8" Scalloped Aluminum Tube	\$13.50	\$17.00
50812	12" x 5/8" Scalloped Aluminum Tube	\$14.00	\$17.75
50813	13" x 5/8" Scalloped Aluminum Tube	\$14.50	\$18.50
50814	14" x 5/8" Scalloped Aluminum Tube	\$15.00	\$19.25
50815	15" x 5/8" Scalloped Aluminum Tube	\$15.50	\$20.00
50816	16" x 5/8" Scalloped Aluminum Tube	\$16.00	\$20.75
50817	17" x 5/8" Scalloped Aluminum Tube	\$16.50	\$21.50
50818	18" x 5/8" Scalloped Aluminum Tube	\$17.00	\$22.25
50819	19" x 5/8" Scalloped Aluminum Tube	\$17.50	\$23.00
50820	20" x 5/8" Scalloped Aluminum Tube	\$18.00	\$23.75
50821	21" x 5/8" Scalloped Aluminum Tube	\$18.50	\$24.50
50822	22" x 5/8" Scalloped Aluminum Tube	\$19.00	\$25.25
50823	23" x 5/8" Scalloped Aluminum Tube	\$19.50	\$26.00
50824	24" x 5/8" Scalloped Aluminum Tube	\$20.00	\$26.75
50825	25" x 5/8" Scalloped Aluminum Tube	\$21.50	\$27.50
50826	26" x 5/8" Scalloped Aluminum Tube	\$22.00	\$28.25
50827	27" x 5/8" Scalloped Aluminum Tube	\$22.50	\$29.00
50828	28" x 3/4" Scalloped Aluminum Tube	\$23.00	\$29.75
50829	29" x 5/8" Scalloped Aluminum Tube	\$23.50	\$30.50
50830	30" x 5/8" Scalloped Aluminum Tube	\$24.00	\$31.25
50831	31" x 5/8" Scalloped Aluminum Tube	\$24.50	\$32.00
50832	32" x 5/8" Scalloped Aluminum Tube	\$25.00	\$32.75
507325	32.5" x 5/8" Scalloped Aluminum Tube	\$25.50	\$33.50
50833	33" x 5/8" Scalloped Aluminum Tube	\$25.50	\$33.50
50834	34" x 5/8" Scalloped Aluminum Tube	\$26.00	\$34.25
50835	35" x 5/8" Scalloped Aluminum Tube	\$26.50	\$35.00
50836	36" x 5/8" Scalloped Aluminum Tube	\$27.00	\$35.75
50837	37" x 5/8" Scalloped Aluminum Tube	\$27.50	\$36.50
50838	38" x 5/8" Scalloped Aluminum Tube	\$28.00	\$37.25
50839	39" x 5/8" Scalloped Aluminum Tube	\$28.50	\$38.00
50840	40" x 5/8" Scalloped Aluminum Tube	\$29.00	\$38.75
50841	41" x 5/8" Scalloped Aluminum Tube	\$29.50	\$39.50
50842	42" x 5/8" Scalloped Aluminum Tube	\$30.00	\$40.25

5/8" Scalloped Tube Pricing Formula:

Silver: \$8.00 + .50 per inch
 Black Anodized: \$8.75 + .75 per inch
 Polished: \$8.00 + 1.00 per inch
 Powder Coated: \$8.00 + 1.00 per inch
 Tube Bending: \$7.00 per Bend
 Custom Lengths use next whole inch price. 96" Max Length.
 Example: 15.375" Polished Tube with 30deg Bend
 \$8.00 + \$16.00 + \$7.00 = \$31.00



1 1/8" OD x 5/8"-18 ID Tubes			
Item #	Description	Silver	Black
50843	43" x 5/8" Scalloped Aluminum Tube	\$30.50	\$41.00
50844	44" x 5/8" Scalloped Aluminum Tube	\$31.00	\$41.75
50845	45" x 5/8" Scalloped Aluminum Tube	\$31.50	\$42.50
50846	46" x 5/8" Scalloped Aluminum Tube	\$32.00	\$43.25
50847	47" x 5/8" Scalloped Aluminum Tube	\$32.50	\$44.00
50848	48" x 5/8" Scalloped Aluminum Tube	\$33.00	\$44.75
50849	49" x 5/8" Scalloped Aluminum Tube	\$33.50	\$45.50
50850	50" x 5/8" Scalloped Aluminum Tube	\$34.00	\$46.25
50851	51" x 5/8" Scalloped Aluminum Tube	\$34.50	\$47.00
50852	52" x 5/8" Scalloped Aluminum Tube	\$35.00	\$47.75
50853	53" x 5/8" Scalloped Aluminum Tube	\$35.50	\$48.50
50854	54" x 5/8" Scalloped Aluminum Tube	\$36.00	\$49.25
50855	55" x 5/8" Scalloped Aluminum Tube	\$36.50	\$50.00
50856	56" x 5/8" Scalloped Aluminum Tube	\$37.00	\$50.75
50857	57" x 5/8" Scalloped Aluminum Tube	\$37.50	\$51.50
50858	58" x 5/8" Scalloped Aluminum Tube	\$38.00	\$52.25
50859	59" x 5/8" Scalloped Aluminum Tube	\$38.50	\$53.00
50860	60" x 5/8" Scalloped Aluminum Tube	\$39.00	\$53.75
50800-5	1.125" OD Scalloped Aluminum Tube Per Foot (Ready to tap 5/8"-18) 5' Length	\$26.50	\$47.50
50802	Spanner Wrench for 1.125" OD Tubes	\$39.85	N/A



SPECIALTY PRODUCTS

3/4" Scalloped Tubes

The original and best Scalloped Suspension Tubes available! DRP Scalloped Aluminum Suspension Tubes offer exceptional rigidity in a light weight tube. Premium quality, extruded for DRP in the USA from 6061-T6 aluminum and machined in our facility. Satisfaction Guaranteed!

- Great for Trailing Arms, Strut Rods, Tie Rod Sleeves or Track Bars.
- Custom Lengths Available at No Additional Charge. Use the next available stock length for pricing.
 - Bent tubes available up to 60 degrees.
 - Bulk Tube Available
- Black Anodized & Powder Coated Tubes are machined after plating for a great look.
- Tubes Available in Silver (Mill Finished), Black Anodized, Polished & Custom Powder Coated
 - Adjusts easily by hand. Spanner wrench also available.

3/4" Scalloped Tube Pricing Formula:

Silver: \$8.00 + .60 per inch

Black Anodized: \$9.00 + .90 per inch

Polished: \$9.00 + 1.10 per inch Powder Coated: \$9.00 + 1.10 per inch

Tube Bending: \$7.00 per Bend

Custom Lengths use next whole inch price. 96" Max Length.

Example: 15.375" Silver Tube with 30deg Bend \$8.00 + \$9.60 + \$7.00 = \$24.60

1 1/4" OD x 3/4"-16 ID Tubes

Item #	Description	Silver	Black
50706	6" x 3/4" Scalloped Aluminum Tube	\$11.60	\$14.40
50707	7" x 3/4" Scalloped Aluminum Tube	\$12.20	\$15.30
50708	8" x 3/4" Scalloped Aluminum Tube	\$12.80	\$16.20
50709	9" x 3/4" Scalloped Aluminum Tube	\$13.40	\$17.10
50710	10" x 3/4" Scalloped Aluminum Tube	\$14.00	\$18.00
50711	11" x 3/4" Scalloped Aluminum Tube	\$14.60	\$18.90
50712	12" x 3/4" Scalloped Aluminum Tube	\$15.20	\$19.80
50713	13" x 3/4" Scalloped Aluminum Tube	\$15.80	\$20.70
50714	14" x 3/4" Scalloped Aluminum Tube	\$16.40	\$21.60
50715	15" x 3/4" Scalloped Aluminum Tube	\$17.00	\$22.50
50716	16" x 3/4" Scalloped Aluminum Tube	\$17.60	\$23.40
50717	17" x 3/4" Scalloped Aluminum Tube	\$18.20	\$24.30
50718	18" x 3/4" Scalloped Aluminum Tube	\$18.80	\$25.20
50719	19" x 3/4" Scalloped Aluminum Tube	\$19.40	\$26.10
50720	20" x 3/4" Scalloped Aluminum Tube	\$20.00	\$27.00
50721	21" x 3/4" Scalloped Aluminum Tube	\$20.60	\$27.90
50722	22" x 3/4" Scalloped Aluminum Tube	\$21.20	\$28.80
50723	23" x 3/4" Scalloped Aluminum Tube	\$21.80	\$29.70
50724	24" x 3/4" Scalloped Aluminum Tube	\$22.40	\$30.60
50725	25" x 3/4" Scalloped Aluminum Tube	\$23.00	\$31.50
50726	26" x 3/4" Scalloped Aluminum Tube	\$23.60	\$32.40
50727	27" x 3/4" Scalloped Aluminum Tube	\$24.20	\$33.30
50728	28" x 3/4" Scalloped Aluminum Tube	\$24.80	\$34.20
50729	29" x 3/4" Scalloped Aluminum Tube	\$25.40	\$35.10
50730	30" x 3/4" Scalloped Aluminum Tube	\$26.00	\$36.00
50731	31" x 3/4" Scalloped Aluminum Tube	\$26.60	\$36.90
50732	32" x 3/4" Scalloped Aluminum Tube	\$27.20	\$37.80
50733	33" x 3/4" Scalloped Aluminum Tube	\$27.80	\$38.70
50734	34" x 3/4" Scalloped Aluminum Tube	\$28.40	\$39.60
50735	35" x 3/4" Scalloped Aluminum Tube	\$29.00	\$40.50
50736	36" x 3/4" Scalloped Aluminum Tube	\$29.60	\$41.40
50737	37" x 3/4" Scalloped Aluminum Tube	\$30.20	\$42.30
50738	38" x 3/4" Scalloped Aluminum Tube	\$30.80	\$43.20
50739	39" x 3/4" Scalloped Aluminum Tube	\$31.40	\$44.10
50740	40" x 3/4" Scalloped Aluminum Tube	\$32.00	\$45.00
50741	41" x 3/4" Scalloped Aluminum Tube	\$32.60	\$45.90
50742	42" x 3/4" Scalloped Aluminum Tube	\$33.20	\$46.80



1 1/4" OD x 3/4"-16 ID Tubes

Item #	Description	Silver	Black
50743	43" x 3/4" Scalloped Aluminum Tube	\$33.80	\$47.70
50744	44" x 3/4" Scalloped Aluminum Tube	\$34.40	\$48.60
50745	45" x 3/4" Scalloped Aluminum Tube	\$35.00	\$49.50
50746	46" x 3/4" Scalloped Aluminum Tube	\$35.60	\$50.40
50747	47" x 3/4" Scalloped Aluminum Tube	\$36.20	\$51.30
50748	48" x 3/4" Scalloped Aluminum Tube	\$36.80	\$52.20
50749	49" x 3/4" Scalloped Aluminum Tube	\$37.40	\$53.10
50750	50" x 3/4" Scalloped Aluminum Tube	\$38.00	\$54.00
50751	51" x 3/4" Scalloped Aluminum Tube	\$38.60	\$54.90
50752	52" x 3/4" Scalloped Aluminum Tube	\$39.20	\$55.80
50753	53" x 3/4" Scalloped Aluminum Tube	\$39.80	\$56.70
50754	54" x 3/4" Scalloped Aluminum Tube	\$40.40	\$57.60
50755	55" x 3/4" Scalloped Aluminum Tube	\$41.00	\$58.50
50756	56" x 3/4" Scalloped Aluminum Tube	\$41.60	\$59.40
50757	57" x 3/4" Scalloped Aluminum Tube	\$42.20	\$60.30
50758	58" x 3/4" Scalloped Aluminum Tube	\$42.80	\$61.20
50759	59" x 3/4" Scalloped Aluminum Tube	\$43.40	\$62.10
50760	60" x 3/4" Scalloped Aluminum Tube	\$44.00	\$63.00
50700-5	1.250" OD Scalloped Aluminum Tube Per Foot (Ready to tap 3/4"-16) 5' Length	\$31.00	\$55.00
50702	Spanner Wrench for 1.25" OD Tubes	\$39.85	N/A



3/8" Scalloped Tubes

- Great for Body Mounts, Shift Linkage, Little Car Tie Rod Sleeves, Radiator Mounts & More
- HD 3/8" Tube has .650" OD & Weighs .23 lbs per Foot
- LW 3/8" Tube has .557" OD & Weighs .15 lbs per Foot
- Custom Lengths Available at No Additional Charge. Use the next available stock length for pricing.
- Bent tubes available up to 60 degrees.
- Bulk Tube Available
- Black Anodized & Powder Coated Tubes are machined after plating for a great look.
- Tubes Available in Silver (Mill Finished), Black Anodized, Polished & Custom Powder Coated
- Adjusts easily by hand.

3/8" LW Scalloped Tube Pricing:

Silver: \$8.75 + .25 per inch
 Black Anodized: \$9.00 + .50 per inch
 Polished: \$8.75 + .75 per inch
 Powder Coated: \$8.75 + .85 per inch
 Tube Bending: \$7.00 per Bend

3/8" HD Scalloped Tube Pricing:

Silver: \$8.75 + .30 per inch
 Black Anodized: \$9.00 + .60 per inch
 Polished: \$8.75 + .85 per inch
 Powder Coated: \$8.75 + 1.10 per inch
 Tube Bending: \$7.00 per Bend



LW 3/8" .557" OD x 3/8"-24 ID			
Item #	Description	Silver	Black
50603	3" x 3/8" Scalloped Aluminum Tube	\$9.50	\$10.50
50604	4" x 3/8" Scalloped Aluminum Tube	\$9.75	\$11.00
50605	5" x 3/8" Scalloped Aluminum Tube	\$10.00	\$11.50
50606	6" x 3/8" Scalloped Aluminum Tube	\$10.25	\$12.00
50607	7" x 3/8" Scalloped Aluminum Tube	\$10.50	\$12.50
50608	8" x 3/8" Scalloped Aluminum Tube	\$10.75	\$13.00
50609	9" x 3/8" Scalloped Aluminum Tube	\$11.00	\$13.50
50610	10" x 3/8" Scalloped Aluminum Tube	\$11.25	\$14.00
50611	11" x 3/8" Scalloped Aluminum Tube	\$11.50	\$14.50
50612	12" x 3/8" Scalloped Aluminum Tube	\$11.75	\$15.00
50613	13" x 3/8" Scalloped Aluminum Tube	\$12.00	\$15.50
50614	14" x 3/8" Scalloped Aluminum Tube	\$12.25	\$16.00
50615	15" x 3/8" Scalloped Aluminum Tube	\$12.50	\$16.50
50616	16" x 3/8" Scalloped Aluminum Tube	\$12.75	\$17.00
50617	17" x 3/8" Scalloped Aluminum Tube	\$13.00	\$17.50
50618	18" x 3/8" Scalloped Aluminum Tube	\$13.25	\$18.00
50619	19" x 3/8" Scalloped Aluminum Tube	\$13.50	\$18.50
50620	20" x 3/8" Scalloped Aluminum Tube	\$13.75	\$19.00
50721	21" x 3/8" Scalloped Aluminum Tube	\$14.00	\$19.50
50622	22" x 3/8" Scalloped Aluminum Tube	\$14.25	\$20.00
50623	23" x 3/8" Scalloped Aluminum Tube	\$14.50	\$20.50
50624	24" x 3/8" Scalloped Aluminum Tube	\$14.75	\$21.00
50625	25" x 3/8" Scalloped Aluminum Tube	\$15.00	\$21.50
50626	26" x 3/8" Scalloped Aluminum Tube	\$15.25	\$22.00
50627	27" x 3/8" Scalloped Aluminum Tube	\$15.50	\$22.50
50628	28" x 3/8" Scalloped Aluminum Tube	\$15.75	\$23.00
50629	29" x 3/8" Scalloped Aluminum Tube	\$16.00	\$23.50
50630	30" x 3/8" Scalloped Aluminum Tube	\$16.25	\$24.00
50631	31" x 3/8" Scalloped Aluminum Tube	\$16.50	\$24.50
50632	32" x 3/8" Scalloped Aluminum Tube	\$16.75	\$25.00
50633	33" x 3/8" Scalloped Aluminum Tube	\$17.00	\$25.50
50634	34" x 3/8" Scalloped Aluminum Tube	\$17.25	\$26.00
50635	35" x 3/8" Scalloped Aluminum Tube	\$17.50	\$26.50
50636	36" x 3/8" Scalloped Aluminum Tube	\$17.75	\$27.00
50600-5	3/8" x 5' Scalloped Tubing	\$19.00	\$39.00

HD 3/8" .650" OD x 3/8"-24 ID			
Item #	Description	Silver	Black
50603HD	3" x 3/8" Scalloped Aluminum Tube	\$9.65	\$10.80
50604HD	4" x 3/8" Scalloped Aluminum Tube	\$9.95	\$11.40
50605HD	5" x 3/8" Scalloped Aluminum Tube	\$10.25	\$12.00
50606HD	6" x 3/8" Scalloped Aluminum Tube	\$10.55	\$12.60
50607HD	7" x 3/8" Scalloped Aluminum Tube	\$10.85	\$13.20
50608HD	8" x 3/8" Scalloped Aluminum Tube	\$11.15	\$13.80
50609HD	9" x 3/8" Scalloped Aluminum Tube	\$11.45	\$14.40
50610HD	10" x 3/8" Scalloped Aluminum Tube	\$11.75	\$15.00
50611HD	11" x 3/8" Scalloped Aluminum Tube	\$12.05	\$15.60
50612HD	12" x 3/8" Scalloped Aluminum Tube	\$12.35	\$16.20
50613HD	13" x 3/8" Scalloped Aluminum Tube	\$12.65	\$16.80
50614HD	14" x 3/8" Scalloped Aluminum Tube	\$12.95	\$17.40
50615HD	15" x 3/8" Scalloped Aluminum Tube	\$13.25	\$18.00
50616HD	16" x 3/8" Scalloped Aluminum Tube	\$13.55	\$18.60
50617HD	17" x 3/8" Scalloped Aluminum Tube	\$13.85	\$19.20
50618HD	18" x 3/8" Scalloped Aluminum Tube	\$14.15	\$19.80
50619HD	19" x 3/8" Scalloped Aluminum Tube	\$14.45	\$20.40
50620HD	20" x 3/8" Scalloped Aluminum Tube	\$14.75	\$21.00
50621HD	21" x 3/8" Scalloped Aluminum Tube	\$15.05	\$21.60
50622HD	22" x 3/8" Scalloped Aluminum Tube	\$15.35	\$22.20
50623HD	23" x 3/8" Scalloped Aluminum Tube	\$15.65	\$22.80
50624HD	24" x 3/8" Scalloped Aluminum Tube	\$15.95	\$23.40
50625HD	25" x 3/8" Scalloped Aluminum Tube	\$16.25	\$24.00
50626HD	26" x 3/8" Scalloped Aluminum Tube	\$16.55	\$24.60
50627HD	27" x 3/8" Scalloped Aluminum Tube	\$16.85	\$25.20
50628HD	28" x 3/8" Scalloped Aluminum Tube	\$17.15	\$25.80
50629HD	29" x 3/8" Scalloped Aluminum Tube	\$17.45	\$26.40
50630HD	30" x 3/8" Scalloped Aluminum Tube	\$17.75	\$27.00
50631HD	31" x 3/8" Scalloped Aluminum Tube	\$18.05	\$27.60
50632HD	32" x 3/8" Scalloped Aluminum Tube	\$18.35	\$28.20
50633HD	33" x 3/8" Scalloped Aluminum Tube	\$18.65	\$28.80
50634HD	34" x 3/8" Scalloped Aluminum Tube	\$18.95	\$29.40
50635HD	35" x 3/8" Scalloped Aluminum Tube	\$19.25	\$30.00
50636HD	36" x 3/8" Scalloped Aluminum Tube	\$19.55	\$30.60
50600-5HD	3/8" HD x 5' Scalloped Tubing	\$25.00	\$45.00

Monster Sway Bar Slapper Assembly

Slapper pads are designed for use on sway bars when an adjustable and variable pre-load or disconnect is desired. Our newest slapper pad assembly eliminates the two most common problems. Snap ring and Bearing failure. This slapper incorporates a CNC machined stud with an integral ball. The ball is captured within the aluminum pad, no snap rings, no replacement parts. Adjuster studs are heat treated for extra strength. The sway bar arm pad is billet aluminum for maximum strength. A one piece weld-on mount is available separately for the lower control arm.

**No Snap Rings!
No Bearings!
Designed for Monster Sway Bars!
No more Broken or Lost Pads!
Satisfaction Guaranteed!**

007 50530	New Monster Sway Bar Slapper Kit; 5/8"-11; 3.25" Thread Length Includes: Adjuster Stud, Jam Nut, Swivel Pad, Bearing and Sway Bar Arm Pad.	\$140
007 50532	New Monster Sway Bar Slapper Kit; 5/8"-11; 1.875" Thread Length Includes: Adjuster Stud, Jam Nut, Swivel Pad, Bearing and Sway Bar Arm Pad.	\$140
007 50531	Monster Slapper Stud and Swivel Pad Assembly; 5/8"-11; 3.25" Thread Length	\$80
007 50533	Monster Slapper Stud and Swivel Pad Assembly; 5/8"-11; 1.875" Thread Length	\$80
007 50525	One Piece Mount for Adjuster Stud; Weld-On	\$19
007 50521	Sway Bar Arm Pad	\$35



Solid Sway Bar Adjuster & Links

Our new solid sway bar adjusters address the common clearance problem associated with using two male rod ends and a hex type adjuster tube. These adjusters are shorter overall and have the advantage of not using jam nuts. Available in aluminum or steel. A 3/4" wrench fits adjuster on both sides. We also sell shortened 1/2" rod ends to save you the time and trouble.

- Saves Time & Headache
- Easy to Adjust

Item Number	Description	Price
007 50540	Solid Sway Bar Adjuster Assembly; Steel; Standard	\$75
007 50540S	Solid Sway Bar Adjuster Assembly; Steel; Short	\$85
007 50541	Solid Sway Bar Adjuster Only	\$48
007 50542	Rod End; 1/2" RH Male; Short	\$17
007 50543	Rod End; 1/2" LH Male; Short	\$17
007 50544	Rod End; 1/2" RH Female; Short	\$17



Sway Bar Bearings

Our new sway bar bearings bring you the best of two bushing types. The bearing housings are machines from 6061 billet aluminum for durability and easy removal. The bearing inserts are machined from high tensile Acetal®. This tough material provides durability and nearly eliminates friction. Interchangeable design allows you to change bar spline diameters by only swapping inserts. Custom sizes available.

Item Number	Description	Price
007 50570	Sway Bar Bearing; Aluminum/Acetal®; 1.25" ID x 2.25" OD	\$48
007 50571	Sway Bar Bearing; Aluminum/Acetal®; 1.25" ID x 2.37" OD	\$48
007 50572	Sway Bar Bearing; Aluminum/Acetal®; 1.25" ID x 2.58" OD	\$48
007 50575	Sway Bar Bearing; Aluminum/Acetal®; 1.5" ID x 2.25" OD	\$48
007 50576	Sway Bar Bearing; Aluminum/Acetal®; 1.5" ID x 2.37" OD	\$48
007 50577	Sway Bar Bearing; Aluminum/Acetal®; 1.5" ID x 2.58" OD	\$48
007 50580	Sway Bar Bearing; Aluminum/Acetal®; 1.75" ID x 2.25" OD	\$48
007 50581	Sway Bar Bearing; Aluminum/Acetal®; 1.75" ID x 2.37" OD	\$48
007 50582	Sway Bar Bearing; Aluminum/Acetal®; 1.75" ID x 2.58" OD	\$48
007 50590	Sway Bar Bearing Housing; Aluminum; 2.25" OD	\$30
007 50591	Sway Bar Bearing Housing; Aluminum; 2.37" OD	\$30
007 50592	Sway Bar Bearing Housing; Aluminum; 2.58" OD	\$30
007 50595	Sway Bar Bearing Insert; Acetal®; 1.25" ID	\$20
007 50596	Sway Bar Bearing Insert; Acetal®; 1.5" ID	\$20
007 50597	Sway Bar Bearing Insert; Acetal®; 1.75" ID	\$20
007 50599	Sway Bar Bearing Snap Ring; Stainless	\$1.25



- Helps Eliminate Sway Bar Bind
- Very Light Weight
- Each Housing will accept any insert

Max-Torque Lightweight Brake Rotors



Our championship proven brake rotors reduce rotating weight without significantly reducing strength and durability. Standard HD rotors are curved vane and will hold up to the most severe applications. Light Weight rotors will hold up to most all applications, including heavy braking tracks, but with reduced durability. .810 rotors are straight vane and designed for rear applications or light braking front applications.

All rotors listed are 8 bolt x 7.00" bolt circle with 5/16" through hole. Custom sizes and patterns available.



- **Quality Castings Made in USA**
- **Save Up to 6 lbs per Rotor**
- **Slotted or Smooth**

Item Number	Description	Weight	Price
007 10170	Light Weight Rear Brake Rotor; .810" x 11.75" dia; 8 Bolt x 7" BC; Scalloped ID	6.6	\$95
007 10170-750	Light Weight Rear Brake Rotor; .750" x 11.75" dia; 8 Bolt x 7" BC; Scalloped ID	5.6	\$129
007 10171	Heavy Duty Front Brake Rotor; 36 Vane; 1.25" x 11.75" dia; 8 Bolt x 7" BC; RH	11.15	\$139
007 10172	HD Front Brake Rotor; 36 Vane; 1.25" x 11.75" dia; 8 Bolt x 7" BC; LH	11.15	\$139
007 10173	HD Front Brake Rotor; 36 Vane; 1.25" x 12.187" dia; 8 Bolt x 7" BC; RH	12.3	\$139
007 10174	HD Front Brake Rotor; 36 Vane; 1.25" x 12.187" dia; 8 Bolt x 7" BC; LH	12.3	\$139
007 10171L	Light Weight Front Brake Rotor; 36 Vane; 1.25" x 11.75" dia; 8 Bolt x 7" BC; RH; Scalloped ID	8.95	\$185
007 10172L	Light Weight Front Brake Rotor; 36 Vane; 1.25" x 11.75" dia; 8 Bolt x 7" BC; LH; Scalloped ID	8.95	\$185
007 10173L	Light Weight Front Brake Rotor; 36 Vane; 1.25" x 12.187" dia; 8 Bolt x 7" BC; RH; Scalloped ID	10.3	\$185
007 10174L	Light Weight Front Brake Rotor; 36 Vane; 1.25" x 12.187" dia; 8 Bolt x 7" BC; LH; Scalloped ID	10.3	\$185

"L" Front Rotors have Scalloped ID & Machined OD. Rear Rotors have Scalloped ID. Add "S" to part number for Slotted Rotors. (\$38. Additional)

Rotor Adapters & Bolt Kits

Our new rotor offset adapters allow you to change the rotor offset of your wide five hub without machining. Your rotor bolts to the adapter and the adapter to the hub. Custom offsets available. Our rotor bolt kits come pre-drilled for safety wire.



Item Number	Description	Price
007 10130	Rotor Offset Adapter; .320" OFFSET; Wide Five Hubs	\$85
007 10300	Rotor Adapter; Light Weight; Speedway Engineering Wide Five Hub	\$48
007 10101	Rotor Bolt Kit; Wide Five; Socket Head; Drilled for Safety Wire; 8 pcs	\$12
007 10102	Rotor Bolt Kit; Socket Head with Steel Lock Nuts; Drilled for Safety Wire; (For hubs with rotor adapters)	\$14

Max-Torque GM Brake Caliper Bolts



Precision Caliper Bolt for GM caliper applications. Manufactured from hardened chromoly steel, these caliper bolts are designed for the toughest braking conditions. 1/2" undercut hex head allows for easy installation and removal. Bolts come pre-drilled for safety wire. REM® finished caliper bolts reduce caliper and pad friction

- Hardened Chromoly Steel
- 1/2" Hex Head
- Drilled for Safety Wire
- Available REM® Finished
- Any GM Standard or Metric Caliper Application

Item Number	Description	Price
007 10110R	GM Caliper Bolt 4140 - REM® finished - Drilled for Safety Wire	\$15



Max-Torque GM Front Caliper Mounts

High Performance Front GM Caliper Mounts are designed for the professional race team in moderate to severe braking applications. Heavy duty design improves performance by eliminating the flex associated with most caliper mounts on the market. Alignment tabs keep the caliper straight and the pressure off of the caliper pins helping reduce pad taper and sticking pistons. With this design it is typical to see increased pad life and less caliper bind. Direct fit for Townsend style spindles or use the heavy duty mounting tabs for a bolt-on application.

Our Max Torque™ V Caliper Mounts have all of the advantages of our championship proven “L” style mounts in a centered “V” design. This design works well on shorter fabricated spindles such as Howe, Port City, etc. Heavy duty 3/8” thick billet steel, pocket milled for weight reduction. Removable alignment tabs keep the caliper square with the rotor.

Item Number	Description	Price
007 11600	GM Front Caliper Mount; RH or LH; 1.64 lbs	\$85
007 11601L	Replacement Alignment Tab for GM Caliper Mount; Upper	\$8
007 11601R	Replacement Alignment Tab for GM Caliper Mount; Lower	\$8
007 11645	Type S; 1 pc 3 Hole Mounting Plate; 3/4” Tall (3/8” Thick)	\$18
007 11646	Type T; 1 pc 3 Hole Mounting Plate; 1” Tall (3/8” Thick)	\$18
007 11680	GM MAX TORQUE V Caliper Mount	\$75
007 11682	Max Torque Mounting Plate; 3 Hole	\$16
007 11682F1	Max Torque Mounting Plate; 3 Hole	\$16
007 11682F2	Max Torque Mounting Plate; 3 Hole	\$16

- Increase Stopping Power
- Stiffer Pedal
- Better Caliper Release
- Reduces Pad Taper



Max-Torque GM Rear Caliper Mounts

High Performance Rear GM Caliper Mounts are designed to be very light weight, yet rigid to prevent flex in moderate to severe braking applications. Alignment tabs keep the caliper straight and the pressure off of the caliper pins helping eliminate pad taper and sticking pistons. With this design it is typical to see increased pad life, less pad taper and less caliper bind. Fits most standard 3” O.D. axle tubes. DRP rear caliper mounts incorporate a unique axle tube flange which can be welded (steel) or bolted (Aluminum) to the axle tube. The flanges are drilled to allow the bracket to bolt-on in any location. Heavy Duty 3/8” thick steel mount is incredibly light weight due to the window design.

Item Number	Description	Price
007 11650	GM Rear Caliper Mount Assembly; Weld-On; 1.98 lbs	\$85
007 11651	GM Rear Caliper Mount Assembly; Aluminum Clamp-On	\$95
007 11660	GM Metric Rear Caliper Mount Assembly; Weld-On	\$85
007 11661	GM Metric Rear Caliper Mount Assembly; Aluminum Clamp-On	\$95
007 11655	Weld-On 12 Bolt Scalloped Flange Only	\$28
007 11656	Aluminum Clamp-On Flange Only	\$56
007 11657	GM Rear Caliper Mount Only	\$60
007 11659	GM Metric Rear Caliper Mount Only	\$60



Tech Tip:

The secret to getting GM style calipers to release properly is keeping the caliper mounting bracket square with the rotor. Properly installing a good quality, rigid bracket will keep the caliper in line, help prevent the pads from tapering and keep the piston square with the caliper housing.

GM Caliper Mounting Jig

Our GM Caliper Mounting Jig finally gives you a quick method to accurately mount GM style caliper brackets at the correct height and parallel with the brake rotor. This innovative tool addresses the common problem of aligning the caliper mount to the brake disc. The jig eliminates the need to use a brake caliper and pads to locate the mounting bracket, saving considerable time while keeping the mounting bracket perfectly square with the disc.

The tool incorporates locating pins which sit on the outside diameter of the disc to establish the correct pad height. Simply attach the caliper mount to the jig with the provided hardware and then clamp the jig to the disc using vise grips or a “C” clamp. Designed to accommodate disc diameters from 11.75” - 12.312”.



Item Number	Description	Price
007 11700	GM Caliper Mounting Jig	\$129

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"...let us run with endurance the race that is set before us..." Hebrews 12:1