

SHOCKS

TECH TIP: Rear shock mounts were not designed to hold the weight of the car up and will eventually crack and break if used for that purpose. Our NOS-7053 rear coil over kits provide additional strengthening brackets to help prevent this from happening, moves the bottom of the shock out so a coil over spring can be added, and can be mounted in the stock shock location. These kits can be 100% bolted on for classes that require bolt on only suspension parts or they may be welded in place. These kits can allow for a + or - of 1" in ride height but we also have many spring and shock combinations available for different weight cars and different ride height applications.

NOS-7053-KDL This kit includes longer shocks and springs for applications that require more ride height. Included are two double adjustable shocks with 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions, two springs, new upper and lower shock mount strengthening brackets, spring rotator bearings, and a spanner wrench. Approximately 1"-2" raise in ride height.

NOS-7053-KDR Same as NOS-7053-KDL except standard length shocks and springs are included for a normal ride height.

NOS-7053-KDS Same as NOS-7053-KDR except shorter shocks and springs are included for a lower ride height. Approximately 1"-2" drop in ride height.

NOS-7053-KSL Same as NOS-7053-KDL except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

NOS-7053-KSR Same as NOS-7053-KDR except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

NOS-7053-KSS Same as NOS-7053-KDS except the shocks are single adjustable. One knob with 12 settings will adjust the compression and extension simultaneously.

TECH TIP: The following single adjustable front shocks are also available in the "R" (race) series with firm compression and a wide range of extension settings for drag racing. Change the TC to a RC. Due to the larger body enlarging the hole in the lower "A" arm, it will be necessary to install QA1 shocks.

QA1-TC-1958-P 12 position single adjustable Stocker Star drag racing shocks. Fit's the front 64-67 GM Intermediate including Chevelle and Cutlass. 5/8" piston rod diameter. One knob will adjust the compression and extension simultaneously. Comes in pairs. Can be rebuilt or revalved.

QA1-TC-1914-P Same as QA1-TC-1958-P except fits the front 68-88 GM Intermediate including Chevelle and Cutlass.

QA1-TC-1661-P Same as QA1-TC-1958-P except the fits rear 64-88 GM Intermediate including Chevelle and Cutlass.

QA1-TC-2501-P Same as QA1-TC-1958-P except fits the rear 82-02 GM including Camaro and Firebird.

QA1-TC-1539-P Same as QA1-TC-1958-P except fits the rear 82-03 S-10 and Sonoma.

QA1-MU-7855-P Same as QA1-TC-1958-P except fits the rear of Mustang 79-95 5.0L & 96 to 04 4.6L.

TECH TIP: The following double adjustable shocks are not available in the "R" (race) series but are a better shock because of the separate extension and compression settings.



NOS-7053-K



QA1-TC-1914-P



QA1-DTC-1661-P

SHOCKS

QA1-DTC-1958-P Stocker Star 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions. Fits the front of 64-67 GM Intermediate including Chevelle and Cutlass. 5/8" piston rod diameter.

QA1-DTC-1914-P Same as QA1-DTC-1958-P except fits the front of 68-88 GM Intermediate including Chevelle and Cutlass.

QA1-DTC-1661-P Same as QA1-DTC-1958-P except fits the rear 64-88 GM Intermediate including Chevelle and Cutlass.

QA1-DTC-2501-P Same as QA1-DTC-1958-P except fits the rear 82-02 GM including Camaro and Firebird.

QA1-DTC-1539-P Same as QA1-DTC-1958-P except fits the rear 82-03 S-10 and Sonoma.

QA1-DMU-7855-P Same as QA1-DTC-1958-P except fits the rear of Mustang 79-95 5.0L & 96 to 04 4.6L.

TECH TIP: I suggest purchasing the **DMR-7888-110** spanner wrench and rotator bearing with the following front coil over kits. They can be very difficult to turn when adjusting the ride height of the spring even with the car jacked up and the weight off the tires.

DMR-7888-108 Rear end lower shock mounting bolt. Sold each.

DMR-7888-109 Bottom spring rotator bearing allows the spring on coil over shocks to rotate much easier when making adjustments. Sold in pairs.

DMR-7888-110 Spanner wrench for adjusting coil over shock springs. Includes DMR-7888-109. Included with our 7053 rear coil over kits.

TECH TIP: The following single adjustable coil over front shocks are also available in the "R" (race) series with firm compression and a wide range of extension settings for drag racing. Add a R in front of the GMP.



DMR-7888-110

QA1-GMP-3250-1 Front bolt-on coil over single adjustable shocks for 64-67 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight. One knob with 24 settings will adjust the compression and extension simultaneously. Remove the existing shocks and springs and they will bolt right back in. The lower spring end sets on the coil-over shock and the upper spring end sets in the original frame spring bucket.

QA1-GMP-3350-1 Same as QA1-GMP-3250-1 except for (1701#-1900#) front end weight.

QA1-GMP-3450-1 Same as QA1-GMP-3250-1 except for (1901#-2100#) front end weight.

QA1-GMP-3550-1 Same as QA1-GMP-3250-1 except for (2101#-2300#) front end weight.

QA1-GMP-1250-2 Same as QA1-GMP-3250-1 except for 68-72 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight.

QA1-GMP-1350-2 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-GMP-1450-2 Same as QA1-GMP-1250-1 except for (1901#-2100#) front end weight.

QA1-GMP-1550-2 Same as QA1-GMP-1250-1 except for (2101#-2300#) front end weight.

QA1-GMP-1250-3 Same as QA1-GMP-3250-1 except for 73-88 GM intermediates including Chevelle and Cutlass and 75-79 Nova and Omega with (1500#-1700#) front end weight.



QA1-GMP-1350-2

QA1-GMP-1350-3 Same as QA1-GMP-1250-3 except for (1701#-1900#) front end weight.

SHOCKS

QA1-GMP-1450-3 Same as QA1-GMP-1250-3 except for (1901#-2100#) front end weight.

QA1-GMP-1550-3 Same as QA1-GMP-1250-3 except for (2101#-2300#) front end weight.

QA1-GMP-1250-1 Same as QA1-GMP-3250-1 except for 73-74 Nova and Omega with (1500#-1700#) front end weight.

QA1-GMP-1350-1 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-GMP-1450-1 Same as QA1-GMP-1250-1 except for (1901#-2100#) front end weight.

QA1-GMP-1550-1 Same as QA1-GMP-1250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-3250-1 Front bolt-on coil over double adjustable shocks for 64-67 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight. 24 position adjustable compression settings on one knob and 24 position adjustable extension settings on another knob for 576 possible valving positions. Remove the existing shocks and springs and they will bolt right back in. The lower spring end sets on the coil-over shock and the upper spring end sets in the original fame spring bucket.

QA1-DGMP-3350-1 Same as QA1-DGMP-3250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-3450-1 Same as QA1-DGMP-3250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-3550-1 Same as QA1-DGMP-3250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-2 Same as QA1-DGMP-3250-1 except for 68-72 GM intermediates including Chevelle and Cutlass with (1500#-1700#) front end weight.

QA1-DGMP-1350-2 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-2 Same as QA1-DGMP-1250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-2 Same as QA1-DGMP-1250-1 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-3 Same as QA1-DGMP-3250-1 except for 73-88 GM intermediates including Chevelle and Cutlass and 75-79 Nova and Omega with (1500#-1700#) front end weight.

QA1-DGMP-1350-3 Same as QA1-DGMP-1250-3 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-3 Same as QA1-DGMP-1250-3 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-3 Same as QA1-DGMP-1250-3 except for (2101#-2300#) front end weight.

QA1-DGMP-1250-1 Same as QA1-DGMP-3250-1 except for 73-74 Nova and Omega with (1500#-1700#) front end weight.

QA1-DGMP-1350-1 Same as QA1-GMP-1250-1 except for (1701#-1900#) front end weight.

QA1-DGMP-1450-1 Same as QA1-DGMP-1250-1 except for (1901#-2100#) front end weight.

QA1-DGMP-1550-1 Same as QA1-DGMP-1250-1 except for (2101#-2300#) front end weight.

NOS-1870 Double adjustable rear drag racing shocks built exclusively for DMR by AFCO. Fits 64-88 GM Intermediate including Chevelle and Cutlass. For the true race car requiring maximum traction. Completely independent adjustment of rebound and compression. The compression is adjusted with a knob at the base of the shock from 1 (softest) to 8 (stiffest). Due to the precision of the adjuster, only a 1/2 number change is necessary to make a noticeable change. The rebound adjuster is extremely sensitive to change. 1/4 turn will make a significant change in tuning the chassis and has 12 settings to choose from. Includes mounting hardware and Tie-Bar upper mount.

SHOCKS

NOS-1871 Same as NOS-1870 except includes NOS-1873 shock controller.

NOS-1871-T Same as NOS-1870 except NOS-1873 shock controller and a NOS-1873-T digi-set timer.

NOS-1870-S Same as NOS-1870 except includes coil over springs.

NOS-1872 Same as NOS-1871 except also includes coil over springs.

NOS-1872-T Same as NOS-1871-T except also includes coil over springs.

NOS-1873 Shock controller by Advanced Chassis. Air operated cylinders which allow shocks to be set to hard for best control at the starting line and then soft for better down track control. Air operated in both directions. Includes: solenoid, slave cylinders and hardware, all necessary air lines and connectors, and 1/4" hose in to solenoid but less CO2 bottle and timer. Can be triggered off toggle switch for non electronics classes or micro switch mounted on the shifter. To be used on NOS-1870 shocks.

NOS-1874 Same as NOS-1873 except to be used on NOS-1870-S coil over shocks.

NOS-1873-T Same as NOS-1873 except also includes a digi-set timer control which includes the timer, relay, and fuse protection all mounted on an aluminum panel and wired. This setup allows the system to be triggered with the application of a trans break and then released in a pre-set amount of time. Not for use in non-electronics classes. To be used on NOS-1870 shocks.

NOS-1874-T Same as NOS-1873-T except to be used on NOS-1870-S coil over shocks.

COM-2610 3 way adjustable drag racing shocks by Competition Engineering. Fits front of 64-67 GM intermediate including Cutlass and Chevelle. Can be adjusted to 10/90, 20/80, and 40/60.

COM-2600 3 way adjustable drag racing shocks by Competition Engineering. Fits front of 68-88 GM intermediate including Cutlass and Chevelle. Can be adjusted to 10/90, 20/80, and 40/60.

COM-2750 3 way adjustable drag racing shocks by Competition Engineering. Fits rear 5.0L Mustang. Can be adjusted to 70/30, 60/40, and 50/50.

COM-2720 3 way adjustable drag racing shocks by Competition Engineering. Fits rear 64-88 GM intermediate including Cutlass & Chevelle. Can be adjusted to 70/30, 60/40, and 50/50.

STR-S-5064 Strange 10 way double adjustable rear drag racing shocks. Fits 64-88 GM Intermediate including Chevelle and Cutlass. Adjust extension with one knob and rebound with the other. Comes in pairs.

STR-S-5264 Same as STR-S-5064 except single adjustable rear. Adjust extension only with the turn of a knob.

STR-S-5263 Same as STR-S-5264 except fits the front of 68-88 GM Intermediate including Chevelle and Cutlass.

STR-S-5267 Same as STR-S-5264 except fit's the front of 64-67 GM Intermediate including Chevelle and Cutlass.

DMR-7130 Front springs for GM intermediates including Cutlass & Chevelle. Lighter and taller spring. If the chassis sets at the desired ride height with taller and lighter spring the springs will have stored energy and help the front end lift faster and further. Sold in pairs. Fits 78-88. 212# light weight springs for SB. Front end weight 1600-1660.

DMR-7135 Same as DMR-7130 except fits 78-88. 250# heavy weight springs for BB. Front end weight 1720-1820.

DMR-7140 Same as DMR-7130 except fits 64-67. 240# med weight springs for SB. Front end weight 1690-1750.

DMR-7150 Same as DMR-7130 except fits 64-67. 213# light weight springs for SB. Front end weight 1600-1690.

SPRINGS

DMR-7160 Same as DMR-7130 except fits 68-72. 242# light weight springs for SB. Front end weight 1610-1680.

DMR-7165 Same as DMR-7130 except fits 64-67. 241# medium weight springs for BB. Front end weight 1700-1750.

DMR-7190 Same as DMR-7130 except fits 68-72. 250# medium weight springs for BB or SM. Front end weight 1680-1750.

DMR-7195 Same as DMR-7130 except fits 64-67. 250# heavy weight springs for BB. Front end weight 1750-1810.

DMR-7200 Same as DMR-7130 except fits 68-72. 260# heavy weight springs for BB. Front end weight 1750-1810.

DMR-7205 Same as DMR-7130 except fits 78-88. 242# light weight springs for BB or SB. Front end weight 1660-1720.

DMR-7220 Same as DMR-7130 except fits 79-93 Mustang. 250# heavy weight springs for SB. Front end weight 1630-1700.

DMR-7500 Rear springs for 64-72. GM intermediate including Cutlass & Chevelle. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload. To use in 64-66 cars DMR-5412 adaptor is required. Sold in pairs.

DMR-7500-110 Same as DMR-7500 except the springs are lighter and taller. Both springs are the same for use with no-hop bars. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. To use in 64-66 cars DMR-5412 adaptor is required. Sold in pairs.



NOS-500-110

NOS-500-110 Same as DMR-7500-110 except designed to use with our NOS rear suspension kits.

DMR-5412 Adaptor to mount DMR-7500-110 or NOS-500-110 springs in a 1964-1966 GM Intermediate. Can be drilled and bolted in or welded to the frame. Comes in pairs.

DMR-7520 Rear springs for 78-87 GM intermediate including Cutlass & Chevelle. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload.

DMR-7520-110 Same as DMR-7520 except the springs are lighter and taller. Both springs are the same for use with no-hop bars. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. Sold in pairs.



DMR-7520-110

NOS-520-110 Same as DMR-7520-110 except designed to use with our NOS rear suspension kits.

DMR-7510 Rear spring for 79-93 Mustang. The passenger side spring is taller and stiffer than the drivers side spring for chassis preload.

DMR-7510-110 Same as DMR-7510 except the springs are lighter and taller. Both springs are the same for use with no-hop bar. If the chassis sets at desired ride height with taller and lighter springs the springs will have stored energy and help plant the tire harder and faster. Sold in pairs.

DMR-5411 Coil spring lift kit. Mounts between the frame and the top of the spring to lift the rear of the car when more tire clearance is needed to use a specific rate spring or to just level the car. Must specify the amount of lift needed. Custom made for each application.

AIR-60733 Air lift bags for 67-72 Cutlass and Vista Cruiser station wagon, 73-84 Cutlass, Cutlass Supreme and all models Vista Cruiser, 1982 to 1987 Cutlass Supreme, Calais and Cutlass Cruiser rear wheel drive only. Use on cars with a suspension system that is designed to squat in the rear for preload adjustment. Suggested starting pressure is approximately 25# for the passenger side and 5#-10" for the drivers side.

AIR-60744 Same as AIR-60733 except for 67-72 Cutlass, F-85, and 442 except station wagon and Vista Cruiser.

AIR-60750 Same as AIR-60733 except for 64-66 Cutlass and 442 including station wagon and Vista Cruiser.

SPRINGS

AIR-60755 Same as AIR-60733 except for 65-84 Oldsmobile 88 and 98 except station wagon, 77-93 Custom Cruiser station wagon, 71-78 Toronado, 85 Delta 88 rear wheel drive.

AIR-60797 Same as AIR-60733 except for 84-95 Cutlass Cruiser station wagon and 82 to 96 Cutlass Cierra.

AIR-60798 Air lift bags by Air Lift for 85-96 Delta 88,98 (FWD) and 96 LSS.

DMR-5028-BUSH-P 1 pair polyurethane bushing for 1 end of DMR-5028 or NOS-6028 or NOS-7028 lower or upper bars.

ENE-3-3132-G 1 pair polyurethane bushing for the rear end housing upper control arm mounts. To be used when not using No-Hop bars.

DMR-3002-H Heim joints to replace DMR Heim joints used in DMR suspension systems. Sold each.

DMR3002-A Adjusters to replace DMR adjusters used in DMR suspension systems. Sold each.

LOG BOOK

Dick Miller Racing Inc. log book for recording important information about each run you make. Record information such as carburetor changes, 60 foot times, runs on your tires, ETs, weather, track conditions, and much more. Don't try to guess how many runs on your tires. What was the best tire pressure based on your best 60 foot? What was the distributor timing for your fastest run? All these items can help you for future tuning and faster runs. Starting a new season with a fresh engine, look up how you had everything set before. Free with a purchase of \$50.00 or more.