

VariShock Coil-Overs

The search for the perfect coil-over shock for your custom suspension system is now over. Our extremely versatile modular design allows you to use VariShock coil-overs in projects requiring shock ride-height lengths ranging from 9.67" to 17.24", with travel lengths from 2.8" to 7.15" respectively. Our standard 1/2"-bore mounting eyes are available with street-performance urethane bushings or COM-8 spherical bearings for more positive suspension control. The various configurations, 36 in all, permit use with the majority of aftermarket suspensions offered by other manufacturers. VariShock coil-overs accept 2-1/2"-ID cylindrical shaped springs, with a large selection of spring rates available through our VariSpring line of coil-springs.

■ Mounting Eyes

We built two separate eyes to maximize the benefits of each mounting-eye style. The spherical-bearing eyes use a COM-8 1/2" bore x 1" wide high-misalignment bearing with a Teflon liner as standard. The eye has more clearance around the mounting brackets than any other design. The urethane end has up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity for improved life than the poly bushings from other manufacturers. Urethane ends are 1-1/4" wide and accept 1/2" bolts.



Spherical Bearing Eye (COM-8, 1" wide)



Urethane Bushing Eye (1/2" Bore, 1-1/4" wide)

■ Billet Spring Seat Hardware

VariShock billet aluminum upper and lower spring seats utilize inset shoulders and counterbores to perfectly align the top mount, spring, and shock body. Upper seats feature an open slot that allows the spring to be easily installed or replaced without removing the upper mounting eye. One-piece lower spring seats ride on the shock-body ACME threads and are used to adjust spring preload. Each lower seat features two spring-loaded, ball-lock mechanisms to securely hold the adjusted setting. When rotated, the ball-locks and shock-body grooves provide positive-click stops to audibly and physically notify you of every half-turn. The lock mechanism is easily operated using a common 5/32" allen wrench to tighten (lock) or loosen (unlock) the spring seat's two set screws. The lower spring seat also features six individual notches that enable the VariShock four-tang spanner wrench to interlock with the spring seat for slip-free adjustment. Upper and lower spring seats are anodized for surface hardening and improved appearance.



Optional slip-free spanner wrench

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VariShock Coil-Overs are Available in Three Adjustment Styles:

■ SensiSet

SensiSet uses ride-sensitive valving that is factory-set.

■ Packages available to save you up to \$80!



■ QuickSet 1

A single-adjustable shock with a 16-step knob that adjusts bump and rebound simultaneously.



■ QuickSet 2

A double-adjustable shock with a 16-step adjustment on both bump (compression) and rebound (extension), allowing 256 combinations of control.



SENSISET \$204 EACH*	QUICKSET 1 \$229 EACH*	QUICKSET 2 \$329 EACH*	MOUNTING EYES	TOTAL TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM	SPRING LENGTH
VAS 11011-280	VAS 11111-280	VAS 11211-280	COM-8	2.80"	8.55"	11.35"	9.67"	10.23"	7"
VAS 11011-350	VAS 11111-350	VAS 11211-350	COM-8	3.50"	9.30"	12.80"	10.70"	11.40"	7"
VAS 11011-425	VAS 11111-425	VAS 11211-425	COM-8	4.25"	10.05"	14.30"	11.75"	12.60"	9"
VAS 11011-515	VAS 11111-515	VAS 11211-515	COM-8	5.15"	10.95"	16.10"	13.01"	14.04"	12"
VAS 11011-615	VAS 11111-615	VAS 11211-615	COM-8	6.15"	11.95"	18.10"	14.41"	15.64"	12"
VAS 11011-715	VAS 11111-715	VAS 11211-715	COM-8	7.15"	12.95"	20.10"	15.81"	17.24"	14"
VAS 11022-280	VAS 11122-280	VAS 11222-280	POLY	2.80"	8.55"	11.35"	9.67"	10.23"	7"
VAS 11022-350	VAS 11122-350	VAS 11222-350	POLY	3.50"	9.30"	12.80"	10.70"	11.40"	7"
VAS 11022-425	VAS 11122-425	VAS 11222-425	POLY	4.25"	10.05"	14.30"	11.75"	12.60"	9"
VAS 11022-515	VAS 11122-515	VAS 11222-515	POLY	5.15"	10.95"	16.10"	13.01"	14.04"	12"
VAS 11022-615	VAS 11122-615	VAS 11222-615	POLY	6.15"	11.95"	18.10"	14.41"	15.64"	12"
VAS 11022-715	VAS 11122-715	VAS 11222-715	POLY	7.15"	12.95"	20.10"	15.81"	17.24"	14"

PACKAGE PRICING	PKG VSS	SENSISET RIDE-SENSITIVE COIL-OVERS WITH SPRINGS		\$498.00	SAVE \$30
	PKG VQ1	QUICKSET 1 SINGLE-ADJUSTABLE COIL-OVERS WITH SPRINGS		539.00	SAVE \$39
	PKG VQ2	QUICKSET 2 DOUBLE-ADJUSTABLE COIL-OVERS WITH SPRINGS		698.00	SAVE \$80
	OPTION	SPANNER WRENCH		31.00	
NOTES	VARISHOCKS SOLD ONLY IN PAIRS INCLUDES SHOCKS, MOUNTING-EYE HARDWARE, AND SPRING-SEAT SET; SPRINGS SOLD SEPARATELY UNLESS OTHERWISE NOTED				

■ Choosing the Correct Length Shock

When a shock is at ride height a certain amount of travel is available in either direction. Depending upon performance application, shock travel will be reserved in different percentages for compression or extension.

Street Baseline: 60-percent Bump, 40-percent Rebound

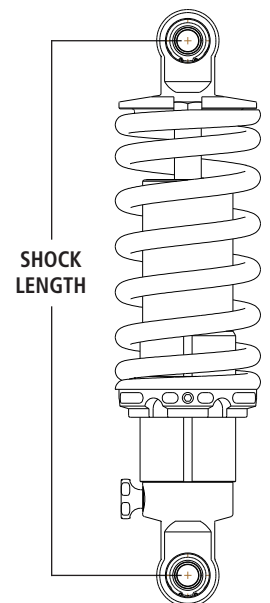
Street vehicles require more available compression (bump) travel for improved ride quality and unexpected road hazards. At baseline ride height, the shock and spring should collapse 40-percent from their installed heights. This results in 40-percent of travel available for extension and 60-percent for compression travel.

Handling Baseline: 50-percent Bump, 50-percent Rebound

Handling performance applications are usually limited to smooth prepared road-course- or autocross-tracks, therefore less compression travel is required. Suspension geometry or track conditions may require the travel percentages to be shifted to prevent topping- or bottoming-out the shock.

Drag Race Baseline: 40-percent Bump, 60-percent Rebound

Drag race vehicles generally require more extension (rebound) travel to help weight transfer, and because the drag strip is very flat, less compression travel is needed. The amount of extension travel available in the shock will drastically affect how the car works. At baseline ride height, the shock and spring should collapse 60- percent from their installed heights. This results in 60-percent of travel available for extension and 40-percent of compression travel.



Shock length is measured from the center of each mounting eye.