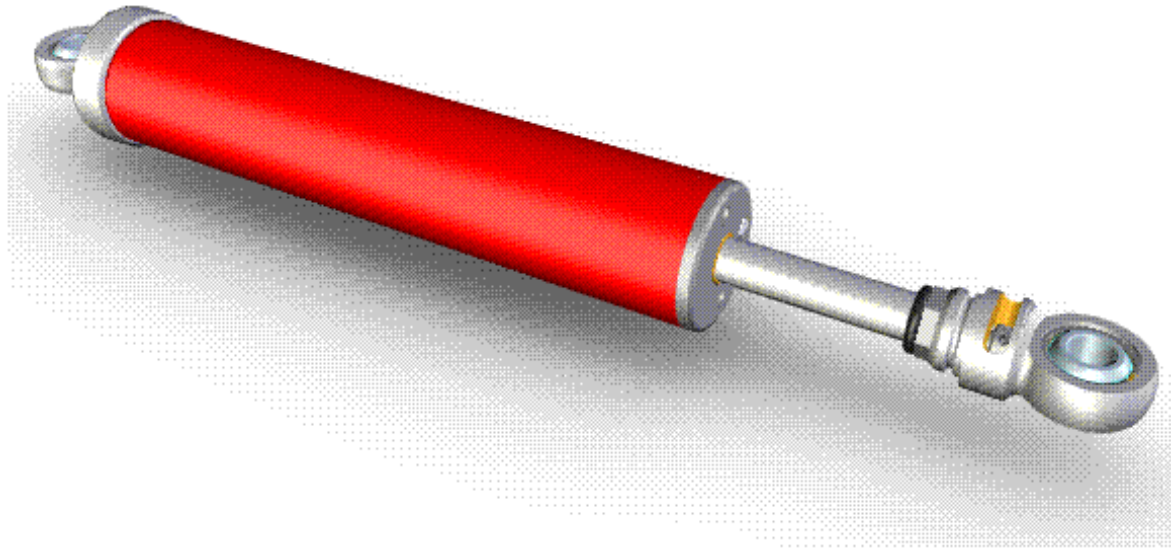


Tech Line: (952) 985-5675 Fax (952) 985-5679



21730 Hanover Ave. Lakeville, MN 55044  
www.QA1.net



## TK05 TUNING KIT TECHNICAL MANUAL

FOR 21 & 24 SERIES SHOCKS

Revised 3/11/06

**▲ WARNING** CONTENTS UNDER PRESSURE! USE EXTREME CAUTION WHEN DEPRESSURIZING OR PRESSURIZING SHOCK! FAILURE TO DO SO COULD CAUSE SERIOUS INJURY OR DEATH. READ THIS MANUAL COMPLETELY PRIOR TO HANDLING SHOCK.

**TK05 TUNING KIT TECHNICAL MANUAL**  
**FOR 21 & 24 SERIES SHOCKS**

Revised 3/11/06

**Parts included in the TK05 Tuning Kit:**

<b>Item</b>	<b>Description</b>	<b>Qty</b>
7855-152	Disc Valve 1.50" x .006" (6A), 10 Pcs. / Kit	1 Kit
7855-140	Disc Valve 1.35" x .006" (6B), 10 Pcs. / Kit	1 Kit
7855-120	Disc Valve .90" x .006" (6E), 10 Pcs. / Kit	½ Kit
7855-153	Disc Valve 1.50" x .008" (8A), 10 Pcs. / Kit	½ Kit
7855-121	Disc Valve .90" x .008" (8E), 10 Pcs. / Kit	½ Kit
7855-154	Disc Valve 1.50" x .010" (10A), 10 Pcs. / Kit	½ Kit
7855-122	Disc Valve .90" x .010" (10E), 10 Pcs. / Kit	½ Kit
7855-155	Disc Valve 1.50" x .012" (12A), 10 Pcs. / Kit	½ Kit
7855-123	Disc Valve .90" x .012" (12E), 10 Pcs. / Kit	½ Kit
7855-156	Disc Valve 1.50" x .015" (15A), 10 Pcs. / Kit	½ Kit
7855-124	Disc Valve .90" x .015" (15E), 10 Pcs. / Kit	½ Kit
7855-157	Disc Valve 1.50" x .020" (20A), 10 Pcs. / Kit	½ Kit
7855-125	Disc Valve .90" x .020" (20E), 10 Pcs. / Kit	½ Kit
9055-193	Washer, .75" x .50" x .060" (60F)	10
9055-292	Disc, Ring	10
9014-309	Nut, Lock - 1/2-20 UNF Jam	10
9044-141	O-ring, Cap/Body Steel 2-134	10
9044-136	O-ring, Gland/Body 2-223	10
9013-108	Screw, Hyper	10
9055-191	Shim, .75" x .50" x .001" (1F)	10
9050-101	Jet, No Hole	5

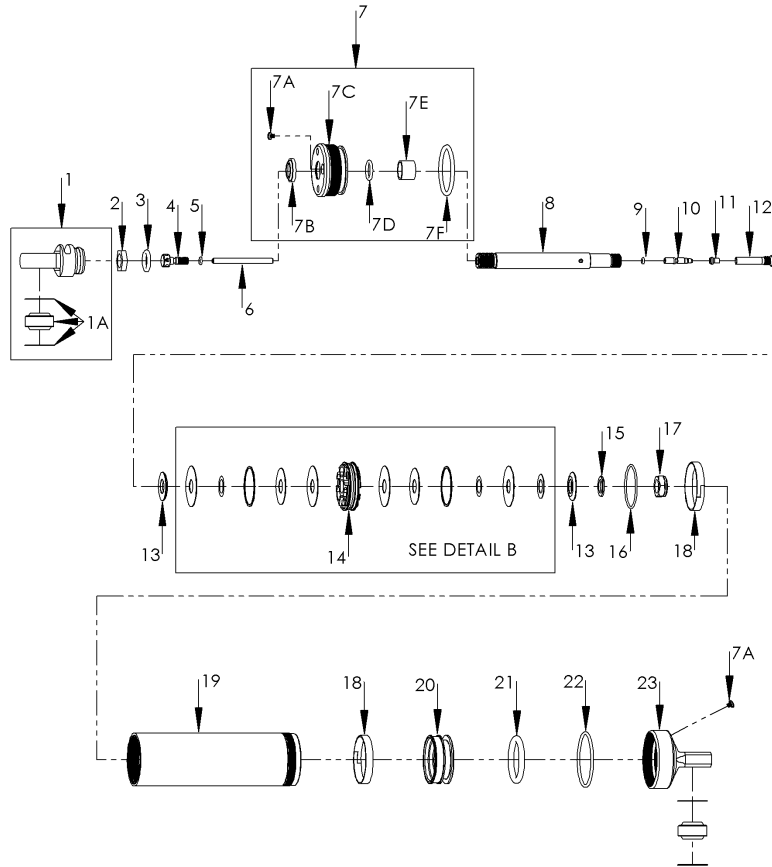
# TK05 TUNING KIT TECHNICAL MANUAL

## FOR 21 & 24 SERIES SHOCKS

Revised 7/2/06

### 24 Series Parts List

#### Steel Body Monotube Rebound Adjustable



Item	Part No.	Description
1	9036-154	Loop, Aluminum Adjustable
1A	EMB8-101PK	Kit, Bearing (2 Bearings, 4 Snap Rings)
2	9014-113	Nut, Jam - 9/16"-18
3	9044-107	O-ring, Rod (OR-207)
4	9004-140	Screw, Adjuster
5	9044-173	O-ring, Screw, Adjuster
6	9028-222	7" Stroke Pushrod Open Jet
6	9028-223	9" Stroke Pushrod Open Jet
7	9054-321	Nut, Closure/Gland Assembly
7A	9013-108	Hyper-Screw
7B	9046-101	Wiper D-625
7C	9054-118	Nut, Closure/Gland Bare
7D	9044-168	O-Ring
7E	9032-107	Bushing, Piston Rod Guide
7F	9044-136	O-ring (2-223) 1.609"ID
8	9028-220	7" Stroke Piston Rod, Adjustable
8	9028-221	9" Stroke Piston Rod, Adjustable

Item	Part No.	Description
9	9044-118	O-Ring, Needle
10	9058-102	Needle, Adjustable, 151 Degree
11	9055-176	Shuttle, Rebound Adjust 0.236"
12	9019-141	Seat, Needle, Adjust
13	9027-122	Plate, Valve Stack
14	9057-217	Piston, Digressive, No Bleed
14	9057-220	Piston, Digressive, .059 Bleed
14	9057-219	Piston, Linear
15	9042-125	Seal Piston
16	9044-170	O-ring Piston Seal
17	9014-309	Nut, Lock 1/2"-20UNF Jam
18	9042-125	Seal Piston
19	9721-102	7" Body Cylinder Monotube Steel
19	9721-104	9" Body Cylinder Monotube Steel
20	9057-216	Floating Piston
21	9044-171	O-Ring Floating Piston(2-324)
22	9044-141	O-ring Cap Body Steel
23	9036-151	Loop Cap Steel

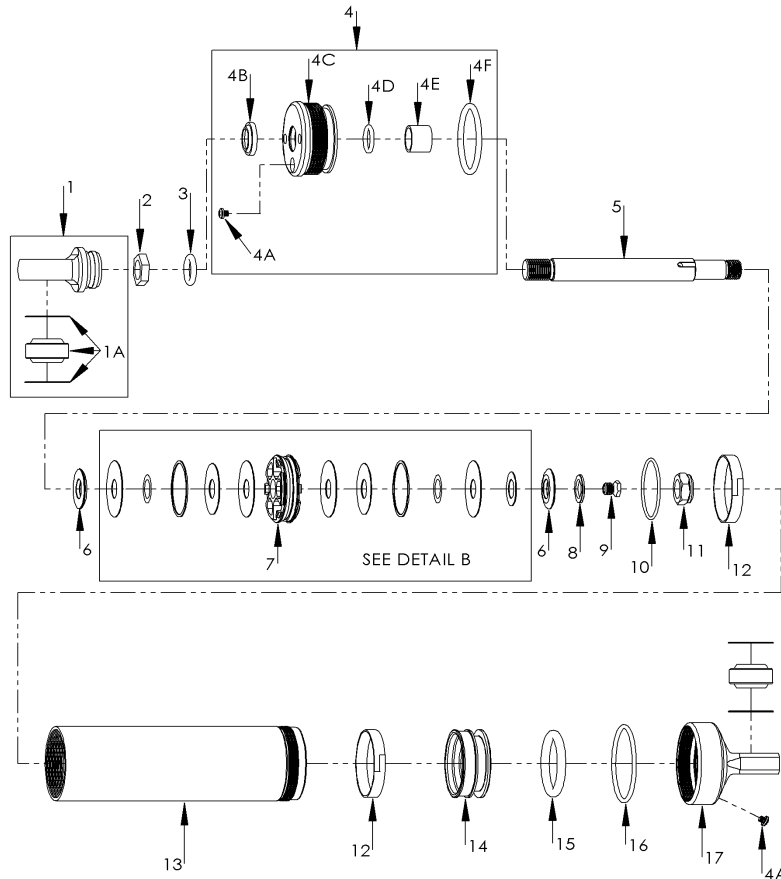
# TK05 TUNING KIT TECHNICAL MANUAL

## FOR 21 & 24 SERIES SHOCKS

Revised 7/2/06

### 21 Series Parts List

#### Steel Body Monotube



Item	Part No.	DESCRIPTION
1	9036-103	Loop, Steel-Assy
1A	EMB8-101PK	Kit, Bearing (2 Bearings, 4 Snap Rings)
2	9014-113	Nut, Jam - 9/16"-18
3	9044-107	O-ring, Rod (OR-207)
4	9054-321	Nut, Closure/Gland Assembly
4A	9013-108	Hyper-Screw
4B	9046-101	Wiper D-625
4C	9054-118	Nut, Closure/Gland Bare
4D	9044-168	O-Ring
4E	9032-107	Bushing, Piston Rod Guide
4F	9044-136	O-ring (2-223) 1.609"ID
5	9028-218	7" Stroke Piston Rod, Non-Adj
5	9028-219	9" Stroke Piston Rod, Non-Adj
6	9027-122	Plate, Valve Stack
7	9057-217	Piston, Digressive

Item	Part No.	DESCRIPTION
7	9057-219	Piston, Linear
8	9055-193	Washer 60F
9	9050-101	Jet, No Hole
9	9050-114	Jet .075"
9	9050-118	Jet .105"
9	9050-120	Jet .125"
10	9044-170	O-ring Piston Seal
11	9014-309	Nut, Lock 1/2"-20UNF Jam
12	9042-125	Seal, Piston
13	9721-102	7" Body Cylinder Monotube Steel
13	9721-104	9" Body Cylinder Monotube Steel
14	9057-216	Floating Piston
15	9044-171	O-Ring Floating Piston (2-324)
16	9044-141	O-ring Cap Body Steel
17	9036-151	Loop Cap Steel

# **TK05 TUNING KIT TECHNICAL MANUAL**

## **FOR 21 & 24 SERIES SHOCKS**

Revised 3/11/06

**IMPORTANT:** Before rebuilding or revalving your QA1 21 or 24 series shock absorbers, your work area must be clean. Shock absorber performance is greatly affected by any contamination (i.e. dirt, dust, rag lint, etc.).

### ***TOOLS NEEDED FOR REBUILDING AND TUNING (REVALVING):***

- Vise with soft jaws (aluminum or plastic)
- Aluminum body clamp (part #7791-143)
- Closure nut wrench (part #7791-104)
- Torque wrench with 3/4" & 3/8" socket
- QA1 shock oil (part #SF01)
- QA1 rebuild kit and/or tuning kit (21/24 series rebuild kit part #RK07; revalving/tuning kit part #TK05)
- QA1 inflation tool (part #7791-140)
- Soft faced mallet
- Clean rags

### ***DISASSEMBLY:***

**▲ WARNING** CONTENTS UNDER PRESSURE! USE EXTREME CAUTION WHEN DEPRESSURIZING OR PRESSURIZING SHOCK! FAILURE TO DO SO COULD CAUSE SERIOUS INJURY OR DEATH. READ THIS ENTIRE MANUAL COMPLETELY BEFORE HANDLING SHOCK!

1. Check shock mount bearings for excessive play and replace as needed.
2. Depressurize shock by **SLOWLY** loosening the hyper-screw located on the cap. When all pressure is relieved, completely remove the screw. See Figure 1.
3. With the screw removed, make certain that the shock is depressurized by fully collapsing the piston rod. If the rod remains collapsed, then the shock is relieved of all gas pressure and you may proceed to the next step. If the shaft extends at all, you have failed to remove the screw located in the cap and need to refer back to step 1.
4. Insert shock into body clamp fixture with the shaft fully extended and pointing up. Do not attempt to do this in a vise without the body clamp fixture, as it will damage the body. See Figure 2.
5. **▲ WARNING** Make certain that gas pressure is relieved before completing this step. Failure to do so could cause serious injury or death! Remove the hyper-screw from the bottom of the closure nut. Unscrew the closure nut and carefully wiggle the rod while using an upward force to remove the piston rod assembly. See Figure 3.

# TK05 TUNING KIT TECHNICAL MANUAL

## FOR 21 & 24 SERIES SHOCKS

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**WARNING!**  
Loosen hyper-screw located in cap very slowly to relieve all gas pressure before disassembling.

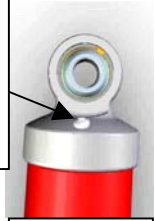


Figure 1

Shock enclosed in body clamp fixture can be secured into bench vise.



Figure 2

Remove screw before removing closure nut.

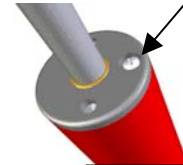


Figure 3

6. Place the piston rod assembly into a shock vise.
7. Pour oil into a clean container for re-use or properly dispose of oil. Watch for any debris in the used oil and properly dispose of the oil if debris is present.
8. Measure the floating piston depth by placing a straight edge across the end of the body and measure straight down to the deepest part (center) of the floating piston. Refer to Figures 4, 5 & 6 for proper depth. If the distance is correct, then no adjustment of the floating piston is necessary and you may skip steps 9 & 10.

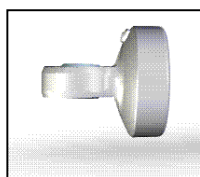
### SETTING FLOATING PISTON HEIGHT:

9. If the floating piston distance is incorrect, place the shock in the body clamp with the cap facing up. Using the proper wrench, remove the cap from the body. This allows easy access to move the floating piston up or down. Take the shock out of body clamp and set the floating piston height. See Figure 4 for proper floating piston heights.

When measuring from cap end, measure to the flat part of the floating piston. When measuring from closure nut end, measure to the deepest part of the recess in the floating piston. See also Figures 5 & 6.

7" Stroke = 1.76"  
9" Stroke = 1.87"

7" Stroke = 8.28"  
9" Stroke = 10.19"



Cap end

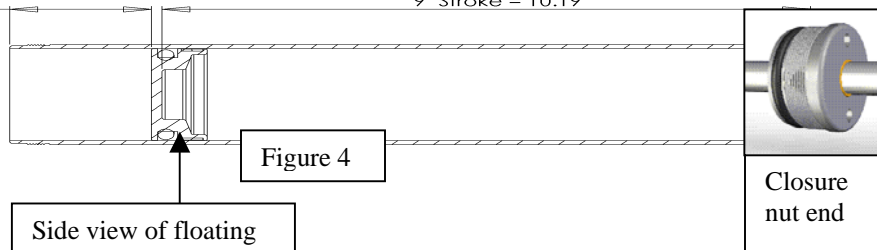


Figure 4

Closure nut end

Side view of floating piston inside body

When measuring floating piston depth from the closure nut end, make sure to measure to the deepest part of the recess (center) of floating piston.

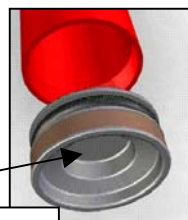


Figure 5

When setting floating piston height from the cap end, measure distance to flat part of floating piston.

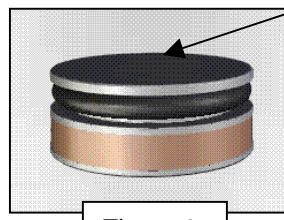


Figure 6

# TK05 TUNING KIT TECHNICAL MANUAL

## FOR 21 & 24 SERIES SHOCKS

Revised 3/11/06

10. Inspect the o-ring in the cap and replace it if it is worn or damaged. Lubricate the o-ring to prevent damage upon installation. Place the body into the body clamp and tighten the cap on the body.

### **REVALVING:**

Shock absorbers create dampening by flowing oil through restrictive paths - the more restricted the flow, the higher the dampening force. Nearly all shocks use a combination of “bleed passages” and “blow-off valves” to control the oil flow in both compression and rebound separately.

Bleed is typically controlled by the size of a small hole(s) or slit(s). The oil can flow easily at low shaft velocities, but as velocity increases, the resistance rises progressively. QA1 21/24 series monotube shocks use a jet bleed hole in the piston rod. Smaller or larger bleed holes may be used to raise or lower low-speed dampening. Unless you have access to a shock dyno, it is best to stay with the standard bleed.

Blow-off is typically controlled by either a spring pushing on a valve, or a set of disc valves covering a set of larger holes. Once the shaft reaches a certain velocity, the valves will open – allowing a linear or digressive dampening curve. QA1 shocks utilize two sets of disc valves, one for compression and one for rebound. The following information will help you tune your QA1 21/24 series monotube body shocks:

**LOW SPEED (0~1 in/sec):** The jet bleed hole size has the main effect. Larger bleed holes will lower the low-speed dampening and will delay the blow-off to occur at a higher velocity. Smaller bleed holes will raise the low-speed dampening – blow-off will tend to occur at lower velocities.

**MEDIUM SPEED (1~10 in/sec):** Valve stack begins to open. Valve stack thicknesses and preload determine the blow-off velocity and the slope of the dampening curve. Bleed can affect the blow-off velocity, but the slope of the graph remains the same. The blow-off can be more or less distinct depending on the amount of bleed.

**HIGH SPEED (>10 in/sec):** The shape of the valve stack has main effect. Thickness, outside diameters, preload and number of discs determine the shape of the dampening curve.

Once you have decided which valve code you would like to revalve to, use the table on page 12 to determine the components needed for the revalving. Use the following guidelines:

- A. Determine the discs needed for your desired compression valve code.
- B. Install the compression discs stack onto the piston rod starting with the main stack, then preload shims (if used), centering shim, ring shim, and finally the sealing shim.
- C. Determine the discs needed for your desired rebound valve code.
- D. Install the rebound discs onto the piston rod starting with the sealing shim, centering shim, ring shim, pre-load stack (if used) and finally the main stack.

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## FOR 21 & 24 SERIES SHOCKS

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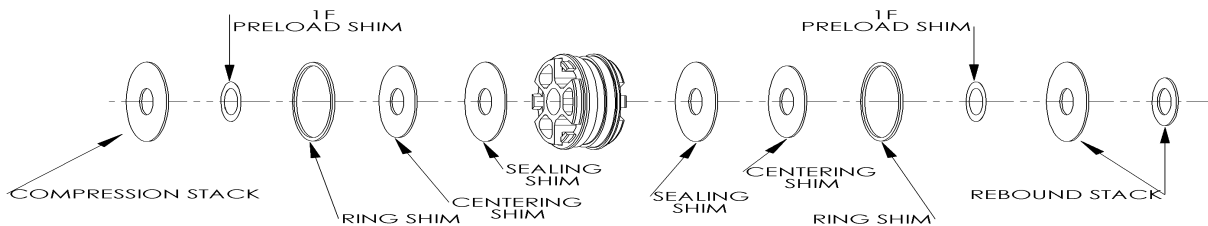
**Note:** If you are building a split valve shock, the jet bleed required is determined by whichever valve code is numerically **higher** in your application (compression or rebound). Use the table on page 12 to find the jet bleed size needed. You may have to drill your current jet to a larger size if you are changing to a lower valve code. If you are going higher you may need to use an undrilled jet from the tuning kit.

*Example:*

You want to build a 21 series 3-5 (3 compression / 5 rebound) valved shock. Using the table on page 12, you would use the following discs in the order they would appear on the piston rod (see Detail B for the proper placement of shims):

.90" x .012" (12E)	} 5 rebound main stack
1.50" x (12A)	
0	
.025" Ring Shim	
1.35" x .006" (6B)	
1.50" x .006" (6A)	} Pre-load spacers
Piston	
1.50" x .006" (6A)	
1.35" x .006" (6B)	
.025" Ring Shim	
0	} Ring shim
1.50" x .006" (6A)	
1.50" x .006" (6A)	
1.50" x .006" (6A)	} Centering shim
1.35" x .006" (6B)	
.025" Ring Shim	
0	} Sealing shim
1.50" x .006" (6A)	
1.50" x .006" (6A)	
1.50" x .006" (6A)	} 3 compression main stack
1.35" x .006" (6B)	
.025" Ring Shim	
0	} Pre-load spacers
1.50" x .006" (6A)	
1.50" x .006" (6A)	
Bleed Jet .125" hole	} Bleed jet in piston rod

### DETAIL B



# **TK05 TUNING KIT TECHNICAL MANUAL**

## **FOR 21 & 24 SERIES SHOCKS**

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### **ASSEMBLY:**

12. With the floating piston height set, place the shock body in the body clamp fixture so that the body clamp captures the floating piston located inside the body. Snug the body clamp in the vise. This will eliminate the floating piston moving during assembly. See Figure 7.

By clamping the body near the end of the cap, the floating piston will actually be held into place. This allows the piston rod assembly to be stroked up and down to bleed out unwanted air without moving the floating piston.

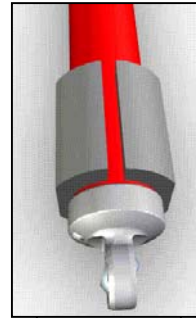


Figure 7

13. Inspect and replace all worn or damaged o-rings and seals on the piston rod assembly. Properly lubricate dry o-rings before assembly where applicable.
14. Fill the body with oil up to the bottom of the threads (approximately ¼" below the top of the body).
15. Insert the piston rod assembly into the body and stroke the shock up and down about an inch, being careful not to re-introduce air into the system by allowing the feed hole in the side of the piston rod to rise above the oil level. Stroke the shock several times until no air bubbles are present (24 series: open the rebound adjuster before this step).
16. Holding the rod straight and centered, strike the top of the shaft with a plastic tipped hammer 2-3 times. This will "flip" the valves open enough to release any air trapped inside the piston. Make sure the body clamp is secure enough to hold the floating piston in place during this step. Allowing the floating piston to move will alter the nitrogen volume in the shock and could cause damage during operation.
17. Pull the piston rod up until the feed slot in the piston rod is just below the surface of the oil.
18. While holding the rod in position, slide the closure nut down and start the threads by hand.
19. Maintaining the piston rod position, use the closure nut wrench and tighten the closure nut. The excess oil will flow out of the hyper-screw port in the closure nut.
20. With the closure nut tight, the rod should be fully extended with the shock full of oil. Insert the hyper-screw into the closure nut.
21. Fully compress the shock.

# TK05 TUNING KIT TECHNICAL MANUAL

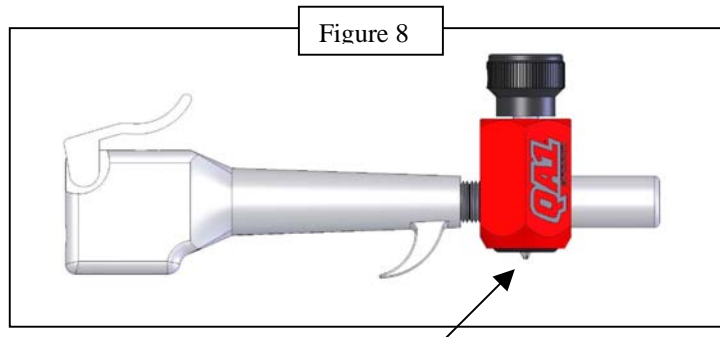
## FOR 21 & 24 SERIES SHOCKS

Revised 3/11/06

### CHARGING SHOCK / ADJUSTING GAS PRESSURE:

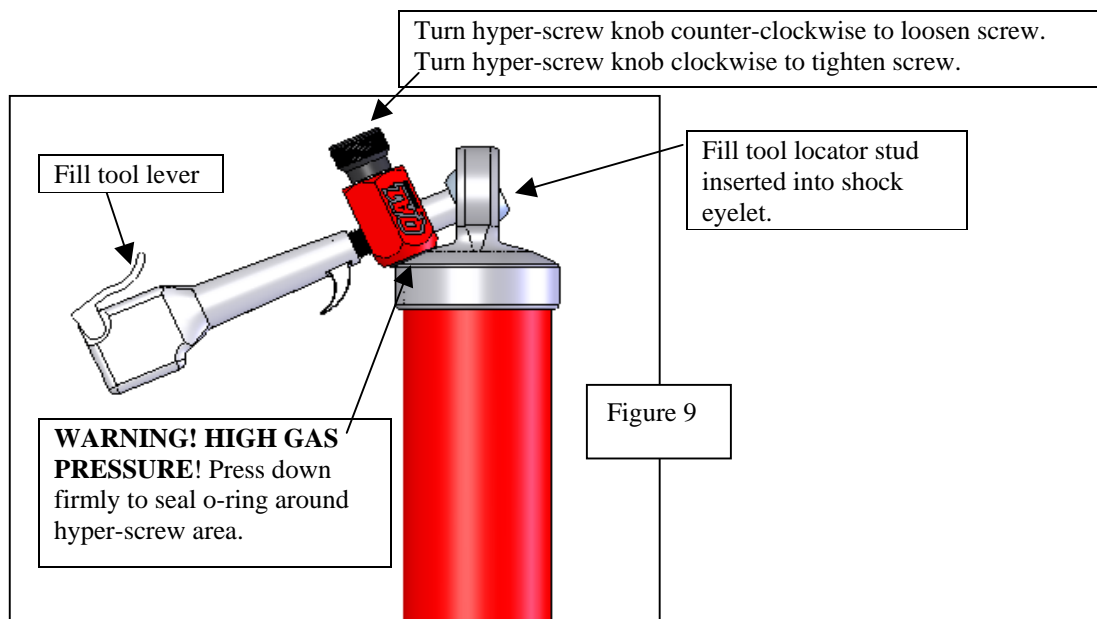
**▲ WARNING** CONTENTS UNDER PRESSURE! USE EXTREME CAUTION WHEN PRESSURIZING/CHARGING OR DEPRESSURIZING SHOCK! FAILURE TO DO SO COULD CAUSE SERIOUS INJURY OR DEATH.

**▲ WARNING** CAREFULLY EXAMINE FIGURE 8 WARNING BEFORE PROCEEDING.  
*QA1 CHARGING TOOL (PART #7791-140)*



**▲ WARNING** USE EXTREME CAUTION WHEN CHARGING SHOCK! DO NOT PUT SKIN OR ANY BODY PART UNDER THE FILL TOOL PORT AT ANY TIME. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH!

22. If you are only **adjusting** gas pressure, refer to steps 2 & 3 only under DISASSEMBLY section before continuing.
23. Insert hyper-screw into the cap all the way but do not tighten.
24. Using the QA1 inflation tool, insert the locator stud into the eyelet. See Figure 9.



# **TK05 TUNING KIT TECHNICAL MANUAL**

## **FOR 21 & 24 SERIES SHOCKS**

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25. Set your regulator gauge to the desired pressure.
26. Press down firmly to seal the o-ring onto the cap surface around the hyper-screw.
27. Squeeze the fill tool lever to pressurize the system. **▲ WARNING USE EXTREME CAUTION WHEN CHARGING SHOCK! DO NOT PUT SKIN OR ANY BODY PART UNDER THE FILL TOOL PORT AT ANY TIME. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH!**
28. Push down the hyper-screw knob while turning it counterclockwise to loosen the hyper-screw and allow the rod to extend.
29. When the rod is fully extended, filling is complete. Tighten the hyper-screw by turning the knob clockwise.
30. When the screw is tight, release the fill tool lever and remove the tool from the shock.
31. The gas pressure is now set.

### **WARRANTY / DISCLAIMER**

QA1 warrants that the products will be free from defects in material and workmanship for one year from date of sale to the original purchaser. QA1 makes no other warranty of any kind, express or implied. QA1 shall have no obligation under the foregoing warranty where the defect is the result of improper or abnormal use, your negligence, vehicle accident, improper or incorrect installation or maintenance, nor when the product has been repaired or altered in any way. QA1's liability in the case of defective products subject to the foregoing warranty shall be limited to the repair or replacement, at QA1's option, of the defective products. Consequential or incidental damages are not recoverable under this warranty. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. In order to be eligible for service under this warranty, you must return the defective part to QA1 together with a R.G.A. number issued from QA1. Tag each item with the part number and the specific explanation of defect. We will inspect the part and determine: a) if it is eligible for repair or replacement; and, b) if so, whether to repair or replace it. All returns must be shipped prepaid to:

QA1 Precision Products, Inc.  
RGA # \_\_\_\_\_  
21730 Hanover Avenue  
Lakeville, MN 55044

**THE BUYER UNDERSTANDS AND RECOGNIZES that racing parts, specialized street rod equipment, and all parts and services sold by QA1 are exposed to many and varied conditions due to the manner in which they are installed and used. QA1 shall bear no liability for any loss, damage or injury, either to a person or to property, resulting from the direct or indirect use of any QA1 products or inability by the buyer to determine proper use or application of QA1 products. With the exception of the limited liability warranty set forth above, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK.**

**TK05 TUNING KIT TECHNICAL MANUAL**  
**FOR 21 & 24 SERIES SHOCKS**

Revised 3/11/06

**REVALVING TABLE**

*Valve Code*

		<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Jet</b>		<b>No Jet</b>	<b>0.125"</b>	<b>0.125"</b>	<b>0.125"</b>	<b>0.125"</b>
<b>Gas Pressure</b>		<b>150psi</b>	<b>150psi</b>	<b>150psi</b>	<b>150psi</b>	<b>150psi</b>
<b>Compression</b>	Main stack	--	--	--	--	--
	Preload Spacers	--	--	1.5" x .006"	1.5" x .006"	1.5" x .010"
	Ring Shim	--	--	.012"	0	0
	Centering Shim	--	--	.025 "	.025 "	.025 "
	Sealing Shim	1.5" x .006"	1.5" x .010"	1.35" x .006"	1.35" x .006"	1.35" x .006"
<b>21 Series Piston D/D</b>		<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>
<b>24 Series Piston D/D</b>		<b>.059" Bleed</b>	<b>.059" Bleed</b>	<b>.059" Bleed</b>	<b>.059" Bleed</b>	<b>.059" Bleed</b>
<b>Rebound</b>	Sealing Shim	1.5" x .006"	1.5" x .006"	1.5" x .006"	1.5" x .006"	1.5" x .006"
	Centering Shim	--	1.35" x .006"	1.35" x .006"	1.35" x .006"	1.35" x .006"
	Ring Shim	--	.025 "	.025 "	.025 "	.025 "
	Preload Spacers	--	.003"	0	0	0
	Main stack	--	1.5" x .006"	1.5" x .006"	1.5" x .008"	1.5" x .010"
		--	--	.90" x .006"	.90" x .008"	.90" x .010"
		--	--	--	--	--

*Valve Code*

		<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>*9-1B</b>
<b>Jet</b>		<b>0.125"</b>	<b>0.125"</b>	<b>0.125"</b>	<b>0.105"</b>	<b>0.075</b>
<b>Gas Pressure</b>		<b>150psi</b>	<b>175psi</b>	<b>275psi</b>	<b>300psi</b>	<b>150psi</b>
<b>Compression</b>	Main stack	--	--	--	.90" x .012"	--
	Preload Spacers	1.5" x .012"	1.5" x .015"	1.5" x .020"	1.5" x .020"	1.5" x .012"
	Ring Shim	0	0	0	0	0
	Centering Shim	.025 "	.025 "	.025 "	.025 "	.025 "
	Sealing Shim	1.35" x .006"	1.35" x .006"	1.35" x .006"	1.35" x .006"	1.35" x .006"
<b>21 Series Piston D/D</b>		<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>	<b>No Bleed</b>
<b>24 Series Piston D/D</b>		<b>.059" Bleed</b>	<b>.059" Bleed</b>	<b>.059" Bleed</b>	<b>No Bleed</b>	<b>N/A</b>
<b>Rebound</b>	Sealing Shim	1.5" x .006"	1.5" x .006"	1.5" x .006"	1.5" x .006"	1.5" x .006"
	Centering Shim	1.35" x .006"	1.35" x .006"	1.35" x .006"	1.35" x .006"	
	Ring Shim	.025 "	.025 "	.025 "	.025 "	
	Preload Spacers	0	0	0	0	
	Main stack	1.5" x .012"	1.5" x .015"	1.5" x .020"	1.5" x .020"	
		.90" x .012"	.90" x .015"	.90" x .020"	1.5" x .020"	
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\*9-1B is roughly equivalent to a 1090 Bilstein axle damper