CIRCLE TRACK | TECHNICAL INFORMATION

COMMON VALVINGS

VALVINGS LISTED AS COMPRESSION/REBOUND

Application	LF	RF	LR	RR	Notes
27/5Q SE	RIES				
Street Stock - Dry dirt track	7	7-3**	3-5	4	* 27 Series recommended ** 5Q93x features shorter compressed length for more travel
Street Stock - Tacky dirt track	7	8**	4	5	
Street Stock - Weight Transfer	6-4	4-8**	12-2*	4	
Street Stock - Conventional Asphalt	7	7-3	3-5	4	
Street Stock - Tie-down Asphalt	5-13**	6-12**	4-6	5	
Southern Sport Mod - Average	5-3	3-6**	8-2	4	
Southern Sport Mod - Heavy	5	5**	7-4	5	
26/5Q SE	RIES				
Modified - Dry dirt track	5	3-8	9-1	3-5	* 5-10 valving for smooth/fast tracks. If the track is rough, don't go stiffer than a 9 valve on rebound
Modified - Tacky dirt track	5	5-10*	7-4	4	
3 Link Modified - Dry dirt track	6-4	3-8	12-2	3-5	
3 Link Modified - Tacky dirt track	5	5-10	7-4	5	
Modified - Conventional Asphalt	5	6	3-5	5	
Modified - Tie-down Asphalt	5-13	5-11	4-6	5	
6Q SER	IES				
Dirt Sprint Car - Dry dirt track*	4-6	5-3	3-10	5	* Call for latest recommendation as sprint car valvings change regularly
Dirt Sprint Car - Tacky dirt track*	5	5	4-6	5	
Asphalt Sprint*	4-8	4-7	3-13	5	
Asphalt Sprint - High Bank*	4-7	5-6	4-10	5	
16/6Q SE	RIES				
Dirt Late Model - Dry	5-7	4-13	9-1*	3-5	* 1699-1B recommended for dirt late model LR shocks ** 16 Series with linear/digressive valving recommended
Dirt Late Model - Heavy/Rough	5-7	5-13	6-4	4	
Asphalt Late Model	4-13**	5-12**	4-6	6-4	
Asphalt Tour Modified	5-7	5	4-6	4	
8Q SER	IES				
Mini Sprint Dirt - Heavy	2	3	3	4	
Mini Sprint Dirt - Dry	2	2	2-5	4	
Midget Dirt - Heavy	3-5	4-2	4-2	4	
Midget Dirt - Dry	3	4-1	3	3	
Asphalt Mini Sprint	2-4	4	2-3	3	
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NOTE: Other valvings not listed on this page are available for the same price. If you are not sure which shock you need, please call your local tuner or rebuilder for guidance. See the inside cover of this catalog to find a rebuilder near you. Shock valving trends change often and these numbers should only be used as a reference guide.



