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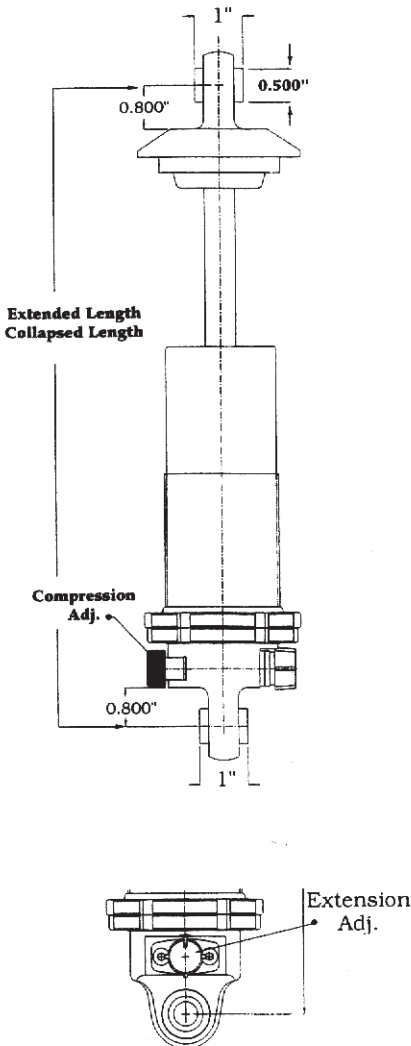
Strange Double Adjustable Aluminum Shocks Superior Suspension

Strange Engineering has been a leader in driveline and suspension components for nearly 40 years. Strange's lightweight aluminum shocks are designed to reduce weight, optimize suspension performance and allow for easy tunability for changing track conditions.

We strongly recommend that shock installation is performed by, or with consultation of, a qualified and experienced chassis builder.

Strange Double Adjustable Shocks

Shock	Ext. Length	Colap. Length w/out bumper	Recommended Ride Height	Stroke	Suggested Spring Length
S5007	19.52"	12.64"	15.25"-16"	6.88"	14"
S5006	17.52"	11.64"	13.875"-14.50"	5.88"	12"
S5005	15.76"	10.76"	12.625"-13.25"	5.00"	12"



ADJUSTMENT Extension (rebound) - There are ten rebound (extension) settings. Each Strange shock is assembled, inspected and remains at the softest setting. Adjust the knob gently by hand and never force the knob beyond the ten settings. Moving the knob clockwise will increase (stiffen) rebound forces. Moving the knob counter-clockwise will decrease (soften) rebound forces.

ADJUSTMENT Compression (bump) - The compression knob provides complete control of the downward force (compression/bump) of the shock. Adjust the knob gently by hand and never over tighten or over loosen the knob. Moving the knob clockwise will increase (stiffen) bump forces. Moving the knob counter-clockwise will decrease (soften) bump forces. The compression knob "clicks" every eighth turn for fine adjustments.

We strongly recommend that you consult with your chassis builder for initial shock setting, as the setting and future adjustments will depend upon how your vehicle's suspension system is designed to operate. We strongly recommend that a vehicle equipped with new shocks make an initial launch, not accelerating more than thirty feet. If the vehicle reacts properly, make a couple of 60 foot runs and adjust the shocks to achieve optimal 60 foot times.

Important Notes: (1) Never cut nor remove bump rubber- shock failure and breakage will occur. (2) Apply an anti-seize lubricant to the spring seat jamb nut threads (or to shock body threads). (3) Spring seat bearings are recommended to ease spring adjustment. (4) Jack up the car when adjusting ride height (i.e. turning spring seat). (5) After installation make sure the shock is moving smoothly and freely up and down and is NOT binding at any point during its travel. (6) Do not open shock assembly, each shock is assembled and calibrated by Strange designed fixtures and gauges. (7) Strange shocks are rebuildable and may be revalved to a different "range" of adjustments- this should only be done by Strange Engineering.

Warranty/Disclaimer - Shocks are warranted free from defects in material and workmanship. Liability is limited to repair or replacement. This warranty shall not apply to any product which has been repaired or altered in anyway so as in our judgement affects its performance; nor which has been subject to misuse, abuse, negligence or any other occurrence beyond the control of Strange Engineering. Strange shocks are designed for competition purposes. Accordingly, use of said product, or modification to or construction of a vehicle for those purposes may create dangerous conditions which could cause bodily injury, and the buyer hereby assumes all risks associated with any such modifications.

Illustration Note: Chassis builder may provide different bearings (i.e. .50" instead of Strange standard 1.00")

Optional Remote Kit- adds remote adjustability to shocks. The user can set the shocks stiffer at launch and remotely trigger the shocks to become softer thru the 1/4 mile- Call for more information.

OTHER Components
Axles, Brakes, Gears,
Posi-Units, Struts & More