

This chart allows us to explain what we have been doing with our name code for each shock. Since we did not build a standard shock that much we could get away with terms like RFHD-50 for a valve code. But as we have grown we need to advance it to a new level to better explain

RF Shock Old	RF Shock New	New Valve Tag	Bleed R/C	Gas
RF-TAC	RF-TAC	4.5-3	078 / 078	100
RF-STD	RF2 4.5-1	4.5-1	049 / 078	100
RF-MED	RF2 5.5-1	5.5-1	029 / 078	100
RFHD-50	RF1 50	7-1 BN	020 / 078	100
RFHD-60	RF1 60	7.5-1 BN	029 / 061	100
RFHD-75	RF1 75	8-1 BN	029 / 049	100
RFHD-100	RF1 100	9-1 BN	020 / 049	100
RF 12-3	RF2 12-3	12-3	020 / 061	100
RF 12-4	RF2 12-4	12-4	020 / 061	100
RFHD-75T	RF2 75	13-2	078 / 000	100
RFHD-100T	RF2 100	15-2	049 / 000	100
1030	RF 1030	1-3	078 / 078	100
RFGF-200	RFGF-200	12-2	000 / 000	100
RFGF-300	RFGF-300	12-2	000 / 000	100
RFGF-400	RFGF-400	14-2	000 / 000	100
RFGF-500	RFGF-500	15-2	000 / 000	100
RFGF-600	RFGF-600	15-2	000 / 000	100
RFGF-800	RFGF-800	17-2	000 / 000	100

"B" Stack is not shown on this chart and will not reflex in the over all out come of the shocks valving.

See how the GF Series shock are built and why we use them at

See the Low Gas article on our web site to understand the ill effects of running to low of gas pressures. And why we do what we do to over come it.

LF SHOCK

LF-BLACK	LF2	3-2	049 / 049	100
LF-180/225	LF2 180/225	3.5-4.5	078 / 078	100
LF-2	LF1 40	5-3	029 / 078	100
LF-3	LF1 50	7-3-BN	020 / 078	100

RR SHOCK

RR-NEW	RR N	5-1.5	049 / 078	100
RR-260/110	RR 260/110	6-1.5	078 / 078	100
RR-2	RR1 40	6-1.5 BN	035 / 078	100
RR-3	RR1 50	7-1.5 BN	020 / 078	100
RR-4	RR1 75	8-1.5 BN	020 / 078	100

LR SHOCK

LR BLACK		1-6 BN		150
LR1-40	LR1 40	1-6 BN	078 / 020	150
LR1-50	LR1 50	1-6.5 BN	078 / 020	150
LR1-60-250-400	LR1 60	1-8 BN	078 / 020	150
LR-FRY	LR1 1-7	1-7-BN	099 / 049	150
LR-COB-450	LR1 0-8	0-8 BN	099 / 049	175
LR-COB-500	LR1 0-9	0-9 BN	099 / 049	200
LR TAC	LR2 3-6	3-6	078 / 078	150

Big Nose	BN	More low speed than standard, adds a lot of zero to shock.
No Bleed	NB	Removed all bleed from shock, this can be good and bad.
Reduce Bleed	RB	Smaller than standard, allows for bigger nose on shock and still makes grip.
Standard Bleed	SB	Standard percentage between high speed and low speed.
Slick Rough Track	SRT	Allow the shock to absorb bumps on the track.
Low Gas	LG	Less gas than needed to make shock work.
High Gas	HG	More gas than shock needs to work properly.
Base Valve	BV	A device that heads off high pressure in the shock.