

# DRAG SHOCKS AND STRUTS

## **Lakewood Street/Strip Drag Shocks and Struts** BOX PACKAGED INDIVIDUALLY



Lakewood Industries, the leader in traction and suspension products, has combined its experience with the latest technology in drag shock design to develop a shock absorber that has performance characteristics superior to any other drag shock available. Lakewood drag shocks are manufactured with only top quality components to ensure many years of consistent high performance. These drag shocks will provide excellent weight transfer on initial launch and bring the front end down quickly to avoid poor aerodynamics, resulting in lower ETs while keeping the rear suspension properly "loaded" for maximum traction. As vehicle speed increases, the precision speed-sensitive valving begins to operate, making your vehicle safer and easier to control at the end of the track. Even under hard braking, you will notice less nose dive and better over-all stability at high speed. Lakewood has also developed front street/strip struts for late model Mustangs and Camaros. These struts will give superior drag strip operation as well as excellent street performance.

**90/10 Series Front (Race Only)** Will let front end rise quickly to provide as much weight transfer as possible to the rear wheels on initial launch. Works best on vehicles where maximum rear wheel traction is required. Caution: 90/10 front shocks are not for street use.

**70/30 Series Front (Street/Strip)** Used for overall improved handling on the strip or when quick front end lift is not needed. Works best on medium to high horse power vehicles with wide tires, and low to medium horse power vehicles with slicks. This is the perfect shock for vehicles driven both on the street and on the strip.

**70/30 Series Rear (Street/Strip)** Used when rear body lift is desirable with minimum resistance and without causing excessive stiffness which can lead to wheel hop. This will transmit power to the wheels using the suspension only, for maximum traction without "front to rear" weight transfer.

**50/50 Series Rear (Street/Strip)** Used to properly load the rear wheels and prevent over-reaction and wheel hop. This shock is the best all-around choice for vehicles with leaf or coil springs.

**70/30 Series Struts (Street/Strip)** Designed to respond similar to the 70/30 series front shocks. These struts are superior to "OEM" struts for drag strip operation while still performing satisfactorily on street driven vehicles.

**90/10 Series Struts (Race Only)** Designed to respond similar to our 90/10 series front shocks. For use when quick front end lift is required off the starting line for maximum traction at the rear wheels.



*Caution: 90/10 front struts are not for street use.*

*NOTE: These struts were designed to operate best on the drag strip with front sway bar disconnected (if equipped).*

# DRAG SHOCKS AND STRUTS

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>AMERICAN MOTORS</b>				
<i>Ambassador, Rebel, Matador, Rambler</i>				
70-78	40103	40123	40301	
62-69			40301	
<i>Concord, Spirit, AMX</i>				
78-83	40103	40123		
<i>Hornet, Gremlin</i>				
70-78	40103	40123		
<i>Javelin, AMX</i>				
68-69	40105		40301	
70-74	40103	40123	40301	
<i>American</i>				
64-69	40105		40301	
<b>BUICK</b>				
<i>Full Size</i>				
71-85	40101	40121	40300	40310
<i>Apollo, Skylark</i>				
73-79	40100	40120	40300	40310
<i>Century, Regal, Special</i>				
73-87	40100	40120	40300	40310
<i>Skylark, Special</i>				
64-67	40101	40121	40300	40310
68-72	40100	40120	40300	40310
<i>Sportswagon</i>				
64-67	40101	40121	40301	
68-69	40100	40120	40301	
<i>Skyhawk</i>				
75-80	40100	40120	40300	40310
<b>CHEVROLET</b>				
<i>Full Size</i>				
49-54			40301	
55-57	40101	40121	40301	
58-64			40300	40310
65-90 (RWD)	40101	40121	40300	40310
<i>Camaro, Z28</i>				
67-69 (All)	40100	40120	40301	
70-81	40101	40121	40302	
**82-92 Street/Strip	40510	40500	40301	
<i>Chevelle, Malibu, El Camino</i>				
64-67	40101	40121	40300	40310
68-87	40100	40120	40300	40310
<i>Corvette</i>				
63-82	40101	40121		
<i>Monte Carlo</i>				
70-88	40100	40120	40300	40310
<i>Nova/Chevy II</i>				
62-67	40104		40301	
68-79	40100	40120	40300	40310
<i>Monza</i>				
75-80	40100	40120	40300	40310
<i>Vega</i>				
71	40100	40120		
72-77	40100	40120	40300	40310
<i>S-10 Pick Up (2WD)</i>				
82-89	40100	40120		
<i>S-10 Blazer (2WD)</i>				
83-89	40100	40120		

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>DODGE</b>				
<i>Challenger</i>				
70-74	40101	40121		
<i>Coronet, Charger</i>				
65-72	40101	40121		
73-76	40106			
77-78	40106			
<i>Dart, Demon, Swinger</i>				
62-76	40101	40121		
<i>Magnum</i>				
78-79	40106			
<i>Monaco, Polaris</i>				
62-64	40101	40121		
77-78 (Small)	40106			
<i>St. Regis</i>				
79-81	40106			
<b>FORD</b>				
<i>Full Size</i>				
57-58	40101	40121	40303	
59-64	40101	40121		
65-89	40101	40121	40301	
<i>Falcon</i>				
60-65 (All)	40103	40123	40303	
66-70 (Pass.)	40103	40123	40303	
66-70 (Wagon)	40103	40123	40301	
<i>Fairlane (All)</i>				
62-65 (All)			40303	
66-70 (Pass.)	40103	40123	40303	
66-70 (Wagon)	40103	40123	40301	
<i>Granada</i>				
75-80	40103	40123		
<i>LTD II</i>				
77-79	40101	40121	40301	
<i>Maverick</i>				
69-77	40102			
<i>Mustang</i>				
65-70	40102		40303	
71-73	40103	40123	40303	
**79-93 Street/Strip	40511	40501	40301	
94-02	40516	40506		

\*\*Front Struts

## INSTALLATION/OPERATION TIPS

For street/strip applications, disconnect front sway bar for strip use and reconnect for street operation.

For best ETs with 90/10 shocks, front shock extension on initial launch may need to be limited depending on vehicle horsepower, converter stall-speed (automatic trans) and type of tire used.

# DRAG SHOCKS AND STRUTS

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>FORD</b>				
<i>Ranchero</i>				
60-65	40103	40123	40303	
66-71	40103	40123	40301	
72-79	40101	40121	40301	
<i>Thunderbird</i>				
59-60	40101	40121		
67-72	40101	40121	40301	
73-76	40101	40121		
77-79	40101	40121	40301	
<i>Torino, Elite, Cobra</i>				
68-71 (Pass.)	40103	40123	40303	
68-71 (Wagon)	40103	40123	40301	
72-76	40101	40121	40301	
<b>GMC</b>				
<i>Sprint, Cabellero</i>				
71-87	40100	40120	40300	40310
<i>S-15 Pick Up (2WD)</i>				
82-89	40100	40120		
<i>S-15 Blazer (2WD)</i>				
83-89	40100	40120		
<b>MERCURY</b>				
<i>Full Size</i>				
57-64	40101	40121		
65-89	40101	40121	40301	
<i>Capri</i>				
**79-86 Street/Strip	40511	40501	40301	
<i>Comet</i>				
60-65 (All)	40103	40123	40303	
66-69 (Pass.)	40103	40123	40303	
66-67 (Wagon)	40103	40123	40301	
71-77	40102			
<i>Cougar</i>				
67-70	40102		40303	
71-73	40103	40123	40303	
74-79	40101	40121	40301	
<i>Monarch</i>				
75-80	40103	40123		
<i>Montego, Cyclone</i>				
68-71 (Pass.)	40103	40123	40303	
68-71 (Wagon)	40103	40123	40301	
72-76	40101	40121	40301	
<b>OLDSMOBILE</b>				
<i>Full Size</i>				
65-70	40101	40121	40300	40310
71-85	40101	40121	40300	40310
<i>Cutlass, F-85</i>				
64-67	40101	40121	40300	40310
68-88 (RWD)	40100	40120	40300	40310
<i>Vista Cruiser</i>				
64-67	40101	40121	40301	
68-72	40100	40120	40301	
73-77	40100	40120	40300	40310
<i>Omega</i>				
73-79	40100	40120	40300	40310
<i>Starfire</i>				
75-80	40100	40120	40300	40310

YEAR	FRONT		REAR	
	90/10	70/30	50/50	70/30
<b>PLYMOUTH</b>				
<i>Barracuda</i>				
64-74	40101	40121		
<i>Belvedere</i>				
62-72	40101	40121		
73-74	40106			
<i>Fury, Grand Fury</i>				
62-64	40101	40121		
75-76 (Small)	40106			
<i>Roadrunner</i>				
68-72	40101	40121		
73-75	40106			
<i>Satellite</i>				
62-72	40101	40121		
73-74	40106			
<i>Valiant, Duster, Scamp</i>				
60-76	40101	40121		
<b>PONTIAC</b>				
<i>Full Size</i>				
63-86	40101	40121	40300	40310
<i>Astro, Sunbird</i>				
75-80	40100	40120	40300	40310
<i>Firebird</i>				
67-69 (All)	40100	40120	40301	
70-81	40101	40121	40302	
**82-92 Street/Strip	40510	40500	40301	
<i>Grand Prix</i>				
62	40101	40121		
63-68	40101	40121	40300	40310
69-87	40100	40120	40300	40310
<i>GTO</i>				
64-67	40101	40121	40300	40310
68-74	40100	40120	40300	40310
<i>Lemans, Tempest, Grand Am</i>				
64-67	40101	40121	40300	40310
68-81	40100	40120	40300	40310
<i>Ventura, Phoenix</i>				
71-79	40100	40120	40300	40310

\*\*Front Struts



# DRAG SHOCKS AND STRUT TECHNICAL INFORMATION

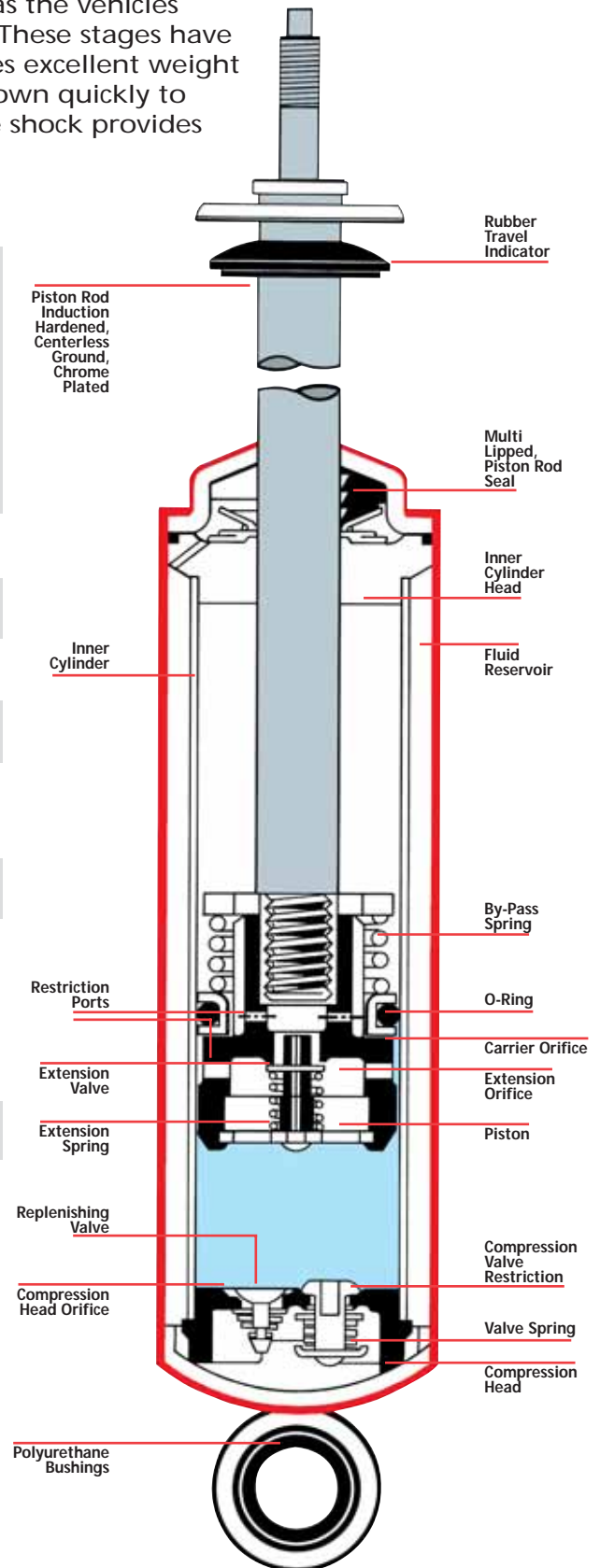
Lakewood Drag Shocks feature a state-of-the-art 10-stage valve design which provides excellent starting line reaction and stable high-speed operation, superior to any other shock on the market today. These shocks actually have multiple valve stages; as the vehicles speed increases, the characteristics of the shock change. These stages have been refined to include a low-speed stage which provides excellent weight transfer upon initial launch, then brings the front end down quickly to avoid poor aerodynamics. As vehicle speed increases, the shock provides greater stability and better control for safer operation.

## Lakewood Drag Shock Features

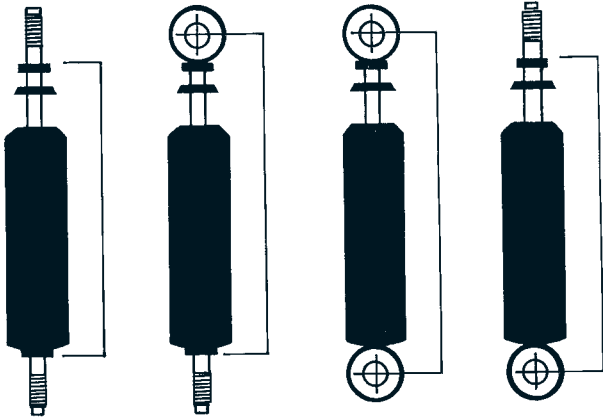
- Polyurethane bushings will not deflect under stress, allowing the valving to work immediately and efficiently. Regular rubber bushings work fine on standard shocks, but on a drag shock rubber bushings would not allow the shock to operate at maximum efficiency because of the rubbers soft consistency. (The bushing will flex before the shock operates). Lakewood uses polyurethane bushings to let the shock valving work immediately and efficiently.
- Chrome-plated piston rod to prevent corrosion which causes premature seal wear.
- Assembled using only top quality components to meet the demand of high performance vehicles.
- No dust covers on shocks for weight reduction and to monitor usable shock travel.
- Rubber travel indicator on rear shocks allows you to measure rear movement on initial launch.
- Specially formulated antifoaming hydraulic fluid for precise and consistent drag strip operation regardless of temperature.
- Longer extension length than stock to aid in proper body separation on initial launch.
- Over extension and compression is internally controlled with hydraulics instead of "OEM" style urethane stops. If over extension or compression does occur, impact will be "cushioned" hydraulically to prevent any damage to the shock while giving the driver added control.
- Designed to mount in stock location without modification.

## Lakewood Drag Struts Features

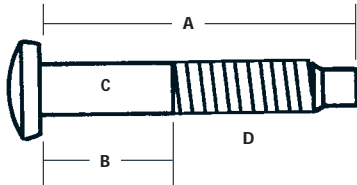
These struts incorporate a 10-stage valve design which gives them a broad performance band. They will provide excellent weight transfer to the rear wheels on initial launch for superior drag strip operation over "OEM" style struts. These struts are gas charged for improved performance and have internal pressure stops to protect them from over extension or compression damage.



# SHOCK DIMENSIONS

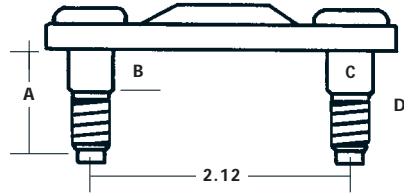


Front Shock Dimensions	Comp. Length	Exten. Length	Top Mount	Bottom Mount
40100 90/10 40120 70/30	8.51	13.44	Stem #1	Eye Ring W/BP #3
40101 90/10 40121 70/30	9.51	14.75	Stem #1	Eye Ring W/BP #1 & SL #1
40102 90/10	9.62	14.50	Eye Ring W/BP #1	SP #1
40103 90/10	8.37	13.08	Stem #1	SP #1
40104 90/10 40124 70/30	10.00	16.08	Stem #1	SP #1
Rear Shock Dimensions	Comp. Length	Exten. Length	Top Mount	Bottom Mount
40300 50/50 40310 70/30	12.48 12.62	20.58 21.75	Eye Ring W/BP #2	Eye Ring W/SL #1 Stud #1
40301 50/50	12.05	20.13	Stem #1	Eye Ring W/SL #1, #3, #5
40302 50/50	12.55	21.37	Eye Ring W/BP #2	Stem #1
40303 50/50	10.87	17.87	Stem #3	Stem #2



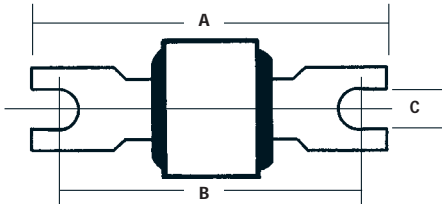
## STEM DIMENSIONS

Code	A	B	C	D
#1	2.37	1.00	3/8"	3/8"-24
#2	2.06	1.00	3/8"	3/8"-24
#3	1.97	1.00	3/8"	3/8"-24



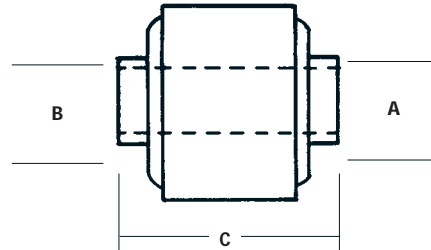
## (SP) STUD PLATE DIMENSIONS

Code	A	B	C	D
#1	1.00	.44	3/8"	5/16"-24



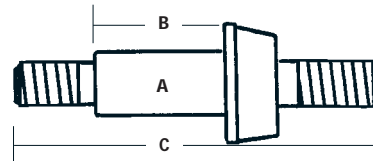
## (BP) BAR PIN DIMENSIONS

Code	A	B	C
#1	3.19	2.38	.33
#2	3.50	2.87	.35
#3	3.00	2.25	.34



## (SL) SLEEVE DIMENSIONS

Code	A	B	C
#1	7/16	5/8	1.25
#2	7/16	5/8	2.16
#3	1/2	5/8	1.38
#4	1/2	3/4	1.62
#5	1/2	5/8	2.00



## STUDS DIMENSIONS

Code	A	B	C
#1	5/8	1.25	3.625