Load Rate @1" of travel.

Spring	75	80	87	94	100	108	116	124	132	140	150
0 Rubbers	76	81	88	95	101	109	117	125	133	141	151
(2) 40D	90	95	102	109	115	123	131	139	147	155	165
(1) 40D (1) 50D	98	103	110	117	123	131	139	147	155	163	173
(1) 40D (1) 60D	105	110	117	124	130	138	146	154	162	170	180
(2) 50D	108	113	120	127	133	141	149	157	165	173	183
(1) 50D (1) 60D	115	120	127	134	140	148	156	164	172	180	190
(2) 60D	119	124	131	138	144	152	160	168	176	184	194

The above data chart is you actual load: shock, spring and bump rubber. For testing purposese a RS-JR3 "3" valve shock was used.

Baseline	Gap	Rubber 1	Rubber 2	Spring Size Reduction
Flat Track	1/2"	40D	50D	10 lbs
Average	1/2"	40D	60D	15lbs
High Bank	1/4"	50D	50D	20 lbs

All gaps should be measured with the driver in the car.

40 Durometer

50 Durometer

60 Durometer

By utlizing a softer spring were are iniating faster weight transfer to that side of the race car. Once the car has started to roll in that direction the bump stack is compressed generating a load directly to the tire incresing grip.