



MODIFYING MOROSO TRICK FRONT SPRINGS

To get the desired front end height, it may be necessary to modify the springs. If it is too high it may be lowered by cutting off one-half of a coil. Many factors affect the front end height. Wheel offset is a major consideration. A front wheel offset to the outside will increase leverage of the lower A-frame against the coil spring, and the nose of the car will be lower. Disc brake spacers will further affect the height. Adding or removing as little as 50 lbs. can also make a big difference. Take this into consideration when adding a fiberglass hood, aluminum heads, or when putting the battery in the trunk. Although these changes will affect the height of the car, the spring rates will be unaffected as long as you stay within the guidelines of our definitions.



No. 47140

TRICK FRONT SPRINGS

- Designed for Drag Racing where maximum weight transfer is needed
- Trick Front Springs are tall, small wire diameter coil springs that hold a great amount of stored energy for instant weight transfer
- Replaces stock OEM springs with no modifications required
- Two per package



*For drag use only,
NOT for street use!*

TRICK FRONT SPRINGS APPLICATION CHART

	MAKE	MODEL	YEAR	FRONT END WEIGHT (LBS.)	COIL SPRING RATE (LBS./IN.)	PART #					
GENERAL MOTORS	Chevrolet	150, 210, Bel Air	1955-57	1550 - 1640	213	47150					
	Chevrolet	Camaro	1967-69	1550 - 1640	213	47150					
	Pontiac	Firebird			1690 - 1750	240	47140				
					1700 - 1750	241	47165				
					1730 - 1780	250	47195				
					1970-81	1910 - 1970	230	47175			
					1840 - 1910	212	47180				
					2010 - 2100	270	47170				
					1982-92	1680 - 1750	220	47210			
					1750 - 1870	250	47215				
	Chevrolet	Chevelle, Malibu, Monte Carlo		1964-67	1550 - 1640	213	47150				
					1690 - 1750	240	47140				
					Buick	Special, Skylark, GS, Regal			1700 - 1750	241	47165
									1730 - 1790	250	47195
									1968-72	1610 - 1680	242
					Oldsmobile	Cutlass, 442			1680 - 1750	250	47190
									Pontiac	Tempest, LeMans, GTO, Grand Prix (1978-88)	
					1978-88	1600 - 1660	212	47130			
1660 - 1720					242	47205					
								1720 - 1800	250	47135	
Chevrolet					Chevy II, Nova		1962-67	1200 - 1250	217	47230	
								Buick	Apollo	1968-74	1550 - 1640
Oldsmobile	Omega			1690 - 1750	240	47140					
				Pontiac	Ventura			1700 - 1750	241	47165	
1730 - 1790	250	47195									
1975-79	1840 - 1910	212	47180								
1910 - 1970	230	47175									
2010 - 2100	270	47170									
FORD	Ford	Mustang		1965-76	1610 - 1680	242	47160				
				1966-70	1680 - 1750	250	47190				
	Mercury	Comet		1966-69	1750 - 1810	260	47200				
	Ford	Mustang			1979-04	1750 - 1900	250	47220			
					Mercury	Capri			1650 - 1750	200	47221
	1550 - 1650	175	47222								

TRICK SPRINGS



REAR SPRINGS

TRICK REAR SPRINGS

- Computer designed rear springs engineered to compress at a controlled rate when car is launched for optimum “squat”
- Right-side spring is stronger than left, allowing the car to lift evenly upon launch for balanced weight transfer and more consistent 60-foot times
- CNC-wound from high-strength chrome silicon wire to maintain accurate spring rate and to handle the abuse of hard launches
- Replaces stock OEM springs with no modifications required
- Track proven by professional racers for optimum performance
- Two per package with black painted finish



No. 47500



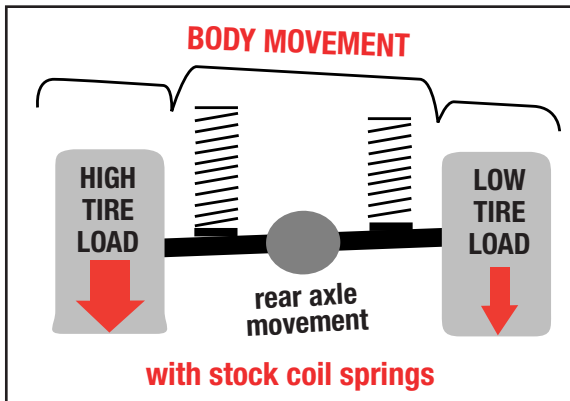
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TRICK REAR SPRINGS APPLICATION CHART

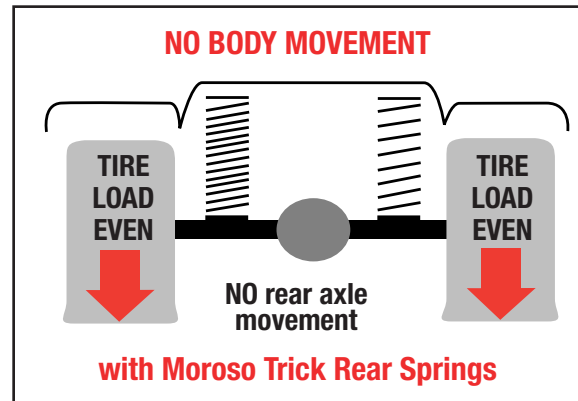
MAKE	MODEL	YEAR	PART #
GENERAL MOTORS INTERMEDIATE	Chevelle, GTO, LeMans, Cutlass,	1968-72	47500
	442, Skylark, Gran Sport, Malibu, Monte Carlo, Grand Prix, Regal, Grand National	1978-87	47520
FORD	Mustang (non i.r.s.)	1979-04	47510

TRICK SPRINGS

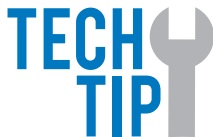
MOROSO TRICK REAR SPRINGS IN ACTION



With a stock coil spring setup, unequal forces cause unequal traction



Moroso Trick Rear Springs equalize these forces to provide balanced traction, eliminating the need for “air bags”



WHERE CAN I GET MY CAR WEIGHED?

Most towns have a public scale that you can use to weigh your car. If there isn't a public scale in your town, check with your local race track or truck stop.

THE PROPER PROCEDURE FOR WEIGHING A CAR

In order to get the required weights for spring selection you must weigh your car in three different segments. Before weighing the vehicle be sure that it is race ready (driver on board, fuel tank filled, correct amount of ballast added). Roll the car onto the scale so that only the front tires are centered on the scale and record the scale reading. This is your front end weight. Next, roll the entire car onto the scale making sure that it is centered on the scale pad and again record the scale reading. This is your total weight. Finally, roll the car off the scale so that only the rear tires are centered on the scale pad and note the scale reading. This is your rear body weight. Now that you have all the necessary numbers you can determine which spring is correct for your application.