7000 Series
Hydraulic Tracking Damper

- **Short Track**
  Dirt and Asphalt

- Damps Oscillation Under Acceleration and Deceleration
- Available for Most Oval Dirt and Asphalt Cars
- Owner Revalvable and Serviceable
- Advanced Technology
- CNC Machined Aluminum
- Lightweight
- HYPERCO® Spring Available (600, 900 and 1200 lb.)

**7000 Series - Specifications**

<table>
<thead>
<tr>
<th>Type</th>
<th>Shock Series</th>
<th>Extended Length</th>
<th>Compressed Length</th>
<th>Shaft Travel</th>
<th>Spherical Bearing</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>HTD</td>
<td>7000</td>
<td>13.75&quot;</td>
<td>12.5&quot;</td>
<td>1.25&quot;</td>
<td>.625&quot; or .750&quot;</td>
<td>2.5 lbs.</td>
</tr>
</tbody>
</table>

* Can set to customer's specifications

---

Remote Adjuster

- **Short Track**
  Dirt and Asphalt

- Cable Available in any Length
- Capability of Making Adjustments from the Cockpit
- Adjusts Compression, Rebound or Both Simultaneously (with Open Jet)
- Built to Customer's Specifications
- Use During Practice for Car Setup or During the Race to Accommodate Changing Track Conditions
- Can Disconnect from the Shock in Just a Few Seconds

www.penskeshocks.com
7100 Series
Steel Body Damper

- **Short Track**
  Dirt and Asphalt

- **Sportscar**

  - Available with a Valve or Sealed
  - Tunable Valve Stack
  - Zinc-Plated Steel Body with Grooves for Coilover Kit
  - Standard Emulsion Gas Reservoir
  - Option of Open, Compression or Rebound Jet
  - 1.72" Bore for Maximum Performance
  - Low Friction Threaded Bearing
  - 17-4 Stainless Steel 5/8" Shaft
  - High Angularity Spherical Joints
  - Sweep Adjuster Available (see page 17)
  - Accepts Remote Adjuster (see page 17)

- Owner Rebuildable and Revalvable
- Assembled to Customer Specifications
- 5", 6", 7", 8" and 9" Lengths
- All CNC Machined Parts
- Provisions for Coilover Kit
- Consistent Performance
- Personalized Setups

### 7100 Series - Specifications

<table>
<thead>
<tr>
<th>Type</th>
<th>Shock Series</th>
<th>Extended Length</th>
<th>Compressed Length</th>
<th>Shaft Travel</th>
<th>Spherical Bearing</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel Body</td>
<td>7105</td>
<td>15.75&quot;</td>
<td>10.75&quot;</td>
<td>5&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>3.25 lbs.</td>
</tr>
<tr>
<td>Steel Body</td>
<td>7106</td>
<td>17.75&quot;</td>
<td>11.75&quot;</td>
<td>6&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>3.50 lbs.</td>
</tr>
<tr>
<td>Steel Body</td>
<td>7107</td>
<td>10.75&quot;</td>
<td>12.75&quot;</td>
<td>7&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>3.75 lbs.</td>
</tr>
<tr>
<td>Steel Body</td>
<td>7108</td>
<td>21.75&quot;</td>
<td>13.75&quot;</td>
<td>8&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>4.00 lbs.</td>
</tr>
<tr>
<td>Steel Body</td>
<td>7109</td>
<td>23.75&quot;</td>
<td>14.75&quot;</td>
<td>9&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>4.25 lbs.</td>
</tr>
<tr>
<td>Single Adjustable</td>
<td>710- SA</td>
<td>+ .25&quot;</td>
<td>+ .25&quot;</td>
<td>5&quot;, 7&quot;, 8&quot;, 9&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>Same as above weights</td>
</tr>
</tbody>
</table>

www.penskeshocks.com
7300 Series Damper

- **Stock Cars**
- **Short Track**
  Asphalt

The 7300 Series damper is the damper of choice in all levels of professional stock car racing. The 7300 has also been adapted to some modified racing that uses coil-over shock absorbers. The 7300 is a simple, high-performance shock absorber that can be internally configured easily for any track and can be tuned externally with a single shaft adjuster. This shaft adjuster can affect compression, rebound, or both depending on the type of jet used. The 7300 also features a head valve piston that was born out of the desire to run lower gas pressures for grip and reduce “fade” while maintaining performance of the shock. The head valve, depending on its build, can optimize the response time of the damper and allow the use of extremely low pressures to be used for reduction in friction and increased in grip and driver feel without the danger of cavitation. The reservoir in the 7300 is generous for good consistency over a large temperature range and features a reservoir piston that has been designed for low friction and maximum volume. A strong 2-piece body completes the design to maximize strength and minimize weight. This coupled with a strong chrome-moly shaft that is hard chromed, makes the 7300 a durable, high-performance damper with a proven track record of championships.

- Owner Rebuildable and Revalvable
- Assembled to Customer Specifications
- 8" and 9" Lengths (Smooth Body)
- 5", 6", 7", 8" and 9" Lengths (Coilover Body)

- Adjuster Option
  (Open, Compression, or Rebound)
- All CNC Machined Parts
- Consistent Performance

### 7300 Series - Specifications

<table>
<thead>
<tr>
<th>Type</th>
<th>Extended Length</th>
<th>Stroke</th>
<th>Body Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>5&quot; Coilover Body with Head Valve (Sweep Adjuster)</td>
<td>15.84&quot;</td>
<td>4&quot;</td>
<td>9.96&quot;</td>
</tr>
<tr>
<td>6&quot; Coilover Body with Head Valve (Sweep Adjuster)</td>
<td>17.84&quot;</td>
<td>5&quot;</td>
<td>10.96&quot;</td>
</tr>
<tr>
<td>7&quot; Coilover Body with Head Valve (Sweep Adjuster)</td>
<td>19.84&quot;</td>
<td>6&quot;</td>
<td>11.96&quot;</td>
</tr>
<tr>
<td>8&quot; Coilover Body with Head Valve (Sweep Adjuster)</td>
<td>21.84&quot;</td>
<td>7&quot;</td>
<td>12.96&quot;</td>
</tr>
<tr>
<td>9&quot; Coilover Body with Head Valve (Sweep Adjuster)</td>
<td>23.84&quot;</td>
<td>8&quot;</td>
<td>13.96&quot;</td>
</tr>
<tr>
<td>7&quot; Smooth Body Non-Head Valve (Knob Adjuster)</td>
<td>21.34&quot;</td>
<td>7&quot;</td>
<td>11.98&quot;</td>
</tr>
<tr>
<td>8&quot; Smooth Body Non-Head Valve (Knob Adjuster)</td>
<td>23.34&quot;</td>
<td>8&quot;</td>
<td>12.96&quot;</td>
</tr>
<tr>
<td>9&quot; Smooth Body Non-Head Valve (Knob Adjuster)</td>
<td>25.34&quot;</td>
<td>9&quot;</td>
<td>13.96&quot;</td>
</tr>
<tr>
<td>7&quot; Smooth Body with Head Valve (Knob Adjuster)</td>
<td>20.34&quot;</td>
<td>6&quot;</td>
<td>11.96&quot;</td>
</tr>
<tr>
<td>8&quot; Smooth Body with Head Valve (Knob Adjuster)</td>
<td>22.34&quot;</td>
<td>7&quot;</td>
<td>12.96&quot;</td>
</tr>
<tr>
<td>9&quot; Smooth Body with Head Valve (Knob Adjuster)</td>
<td>24.34&quot;</td>
<td>8&quot;</td>
<td>13.98&quot;</td>
</tr>
</tbody>
</table>

*Also available in Non-Adjustable

www.penskeshocks.com
Nitrogen Chamber with Separator Piston

Low-Friction Maximum Volume Reservoir Piston

Removeable Head Valve Piston with Return Shim

Hard Anodized 6061 Aluminum Body

Unique Piston Designs for Greater Versatility

Smooth or Coilover Body

Compression Valve Stack

1.72" Bore for Maximum Performance

Rebound Valve Stack

Low Friction Bearing

5/8" Chrome Plated Chrome-Moly Shaft

High Angularity Spherical Joints

Knob Adjuster (see page 17)
The 7500 Series has come into the short track market and some OEM road car markets among others as a quality, inexpensive damper that is quite universal in the types of applications in which it can be utilized. The design features a separator piston in the reservoir which has been proven to maintain damper performance and improve response, as well as a single shaft adjuster if desired. The 7500 is available in both coil-over and non coil-over style in all body lengths. There are also several options for body cap style which allows its use in many regulated spec series that require a sealed shock. Due to its design, the 7500 can be made to fit many applications simply by changing its modular body cap and eyelets.

Currently, the 7500 is being used in all forms of Short Track Racing (NASCAR Weekly Racing Series, USAC Sprints and Midgets, Asphalt and Dirt Late Models and Modifieds), Sports Car Racing (SCCA and GARRS), Drag Racing (NHRA and IHRA), and High Performance Aftermarket Street Cars.

- Owner Rebuildable and Revalvable
- Adjuster Option (Open, Comp., or Rebound)
- Assembled to Customer Specifications
- 5", 6", 7", 8" and 9" Lengths
  (shorter lengths available, please call for more information)
- All CNC Machined Parts

- Provisions for Coilover Kit (Smooth Body)
- Consistent Performance
- NASCAR Approved
- Personalized Setups
- Lightweight

### 7500 Series - Specifications

<table>
<thead>
<tr>
<th>Type</th>
<th>Smooth Body Shock Series</th>
<th>Coilover Body Shock Series</th>
<th>Extended Length</th>
<th>Compressed Length</th>
<th>Shaft Travel</th>
<th>Spherical Bearing</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aluminum Body</td>
<td>7505</td>
<td>7545</td>
<td>16.883&quot;</td>
<td>11.178&quot;</td>
<td>4.705&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>2 lbs. 3 oz.</td>
</tr>
<tr>
<td>Aluminum Body</td>
<td>7506</td>
<td>7546</td>
<td>17.816&quot;</td>
<td>12.236&quot;</td>
<td>5.580&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>2 lbs. 8 oz.</td>
</tr>
<tr>
<td>Aluminum Body</td>
<td>7508</td>
<td>7548</td>
<td>21.957&quot;</td>
<td>14.502&quot;</td>
<td>7.455&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>3 lbs. 2 oz.</td>
</tr>
<tr>
<td>Aluminum Body</td>
<td>7509</td>
<td>7549</td>
<td>24.166&quot;</td>
<td>15.711&quot;</td>
<td>8.455&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>3 lbs. 8 oz.</td>
</tr>
<tr>
<td>Aluminum Body Single Adjustable</td>
<td>750_-SA</td>
<td>754_-SA</td>
<td>+.25&quot;</td>
<td>+.25&quot;</td>
<td>5&quot;, 6&quot;, 7&quot;, 6&quot; 9&quot;</td>
<td>.5&quot;, .625&quot; w</td>
<td>Same as above weights</td>
</tr>
</tbody>
</table>

www.penskeshocks.com
7500 Series - Features

- Available with a Valve or Sealed
- Nitrogen Chamber with Separator Piston
- 6061 Hard Anodized Aluminum Body
- 1.72" Bore for Maximum Performance
- Rebound Valve Stack
- Compression Valve Stack
- Option of Open, Compression or Rebound Jet
- Unique Piston Designs for Greater Versatility
- 2.25" or 2.50" Spring Hardware Available
- Low Friction Shaft Seal
- Threaded Bearing for Ease of Servicing and Rebuilding
- 17-4 Stainless Steel 5/8" Shaft
- Sweep Adjuster (see page 17)
- Accepts Remote Adjuster (see page 1)
- High Angularity Spherical Joints

www.penskeshocks.com
7600 Series Damper

- **Short Track**
  Dirt and Asphalt

- **Formula Vee** (Front Shock)

The 7600 damper takes the 7500 concept and goes a step further in size and weight reduction. By going to a 1.562 bore diameter body and reducing the shaft diameter to Ø 500, the overall damper weight is reduced and packaging in some chassis applications becomes possible. The 7600 design features all the same attributes of the 7500, namely a gas separator piston, lightweight body, and single-adjustability. The 7600 can also accept a remote cockpit adjuster eyelet if desired. A wide variety of pistons and body lengths are available for this damper as well which makes it able to be used in different forms of racing. It currently features a smooth body for non colover applications only.

Currently, the 7600 is being used with success in numerous short track markets (World of Outlaws, USAC Sprints, All-Star Sprints, and Mini Sprints) and Formula Vee Sportscars.

- Owner Rebuildable and Revalvable
- Adjuster Option (Open, Comp. or Rebound)
- Assembled to Customer Specifications
- 3", 6" and 8" Lengths
- All CNC Machined Parts
- Consistent Performance
- Personalized Setups
- Lightweight

### 7600 Series - Specifications

<table>
<thead>
<tr>
<th>Type</th>
<th>Shock Series</th>
<th>Extended Length</th>
<th>Compressed Length</th>
<th>Shaft Travel</th>
<th>Spherical Bearing</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aluminum Small Body</td>
<td>7603</td>
<td>13.2&quot;</td>
<td>10.0&quot;</td>
<td>3.2&quot;</td>
<td>.5&quot; , .625&quot; w</td>
<td>2 lbs.</td>
</tr>
<tr>
<td>Aluminum Small Body</td>
<td>7606</td>
<td>18.25&quot;</td>
<td>12.25&quot;</td>
<td>6&quot;</td>
<td>.5&quot; , .625&quot; w</td>
<td>2 lbs. 2 oz.</td>
</tr>
<tr>
<td>Aluminum Small Body</td>
<td>7608</td>
<td>22.25&quot;</td>
<td>14.5&quot;</td>
<td>8&quot;</td>
<td>.5&quot; , .625&quot; w</td>
<td>2 lbs. 4 oz.</td>
</tr>
<tr>
<td>7600 Series Single Adjustable</td>
<td>7600_SA</td>
<td>+ .25&quot;</td>
<td>+ .25&quot;</td>
<td>3&quot;, 6&quot;, 8&quot;</td>
<td>.5&quot; , .625&quot; w</td>
<td>Same as above weights</td>
</tr>
</tbody>
</table>

*Can drop to customer's specifications

www.penskeshocks.com
7600 Series - Features

- Nitrogen Chamber with Separator Piston
- 6061 Hard Anodized Aluminum Body
- 1.562" Bore Diameter Body (45mm Penske Size)
- Unique Piston Designs for Greater Versatility
- Option of Open, Compression, or Rebound Jet
- Rebound Valve Stack
- Compression Valve Stack
- Low Friction Shaft Seal
- Threaded Bearing for ease of Servicing and Rebuilding
- 1/2" Chrome Plated Chrome-Moly Shaft
- Accepts Remote Adjuster (see page 1)
- Sweep Adjuster (see page 17)
- High Angularity Spherical Joints

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