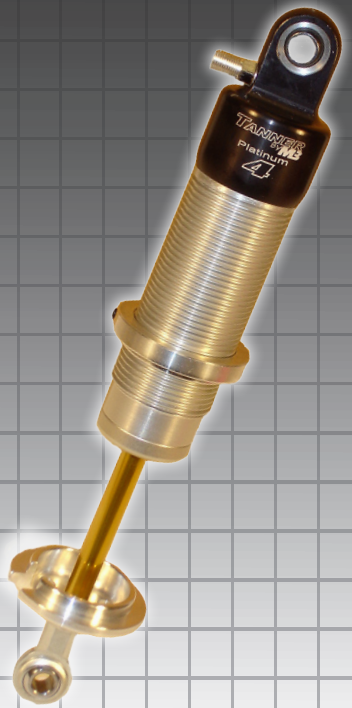
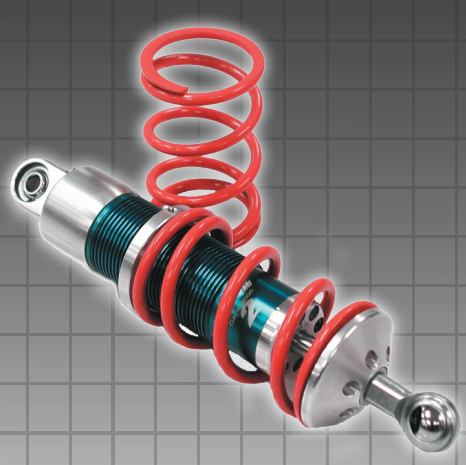


Celebrating our 10th Anniversary as the Leader in Quarter Midget Shock & Spring Technology!



2009 marks the 10th year that Tanner by Mittler has been the leader in Quarter Midget shock technology. Through excellent chassis manufacturer support and customer feedback each generation of shock has provided a better, faster and higher quality product. The new Platinum 4 series has once again provided a shock with faster lap times, easier customer repair and very simple valving changes. The use of carbon fiber shim technology, a new high flow ported piston and an all new hybrid shaft seal makes the Platinum 4 the most technologically advanced shock available to the Quarter Midget Industry.

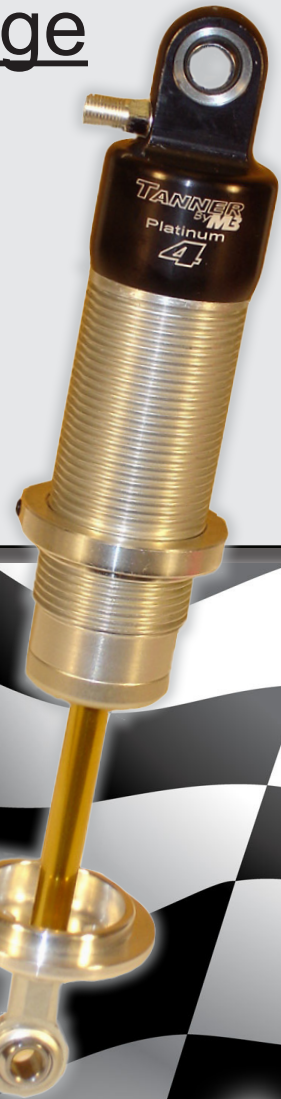
Congratulations to all the 2009 Western Grand Nationals competitors using Tanner by Mittler Shocks. Cars using Tanner by Mittler Shocks set New Track Records in 7 out of 12 classes in Qualifying!

Call (253) 939-1415 or (800) 467-2464 to get yours today!

You may also visit our Online Store at www.MittlerBros.com!

The Tanner by Mittler Advantage

- 10 years as the leader in Quarter Midget shock technology.
- Maintenance FREE-No Leaks
- Most National event wins.
- Titanium Nitride shaft coating never wears off.
- Optimum internal control piston/separator piston balance.
- Customer revalvable.
- Lightest shock available.
- Fine thread adjustment.
- Positive pinch adjustment collar.
- Fits All Quarter Midget Chassis.
- Carbon shim technology provides correct valving curves desired for QM.
- High flow piston absorbs bumps providing faster lap times.
- Digressive valving builds quick grip but keeps cars fast for entire race.



Class	Shock package
Novice	A
Jr. Honda	A
Sr. Honda	A or B
Heavy Honda	B
Jr. Stock	A or B
Sr. Stock	B
Light 160 Honda	A or B
Heavy 160 Honda	B
Light Modified	A or B
Heavy Modified	B
Light B	B
Heavy B	B or C
Light AA	B
Heavy AA	B or C
1/2 midget	C
World Formula	C

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SHOCK PACKAGE- A

LF		RF	
3C/3R	Baseline	3C/3R	Baseline
3C/4R	Helps car exit corner lower	4C/3R	Car turns into apex with less input or frees entry
3C/5R	Frees car from apex to exit [lowers corner exit making track shorter]	5C/3R	Frees car corner entry and helps exit slightly
Less R	Tightens car apex out	Less C	Takes more steering input
More R	Car exits lower. Too much makes car loose and loses forward grip	More C	Frees entry and exit in most tracks
LR		RR	
3C/3R	Baseline	3C/3R	Baseline
3C/5R	Reduces side bite. Can free or tighten car based on shock location.	4C/3R	Slightly tightens car typically complete corner
	Wedges or de-wedges based on birdcage and shock location.	5C/3R	Tightens car complete corner
		3C/4R	Frees car on corner exit
More R	Subjective to shock location and driving style. Typ. reduces side bite	More C	Tightens entry and exit most tracks
More C	Frees exit unlocked rear axle.	More R	Frees entry and exit

SHOCK PACKAGE-B

LF		RF	
4C/4R	Baseline	4C/4R	Baseline
4C/5R	Helps car exit corner lower	5C/4R	Car turns into apex with less input or frees entry
4C/6R	Frees car from apex to exit [lowers corner exit making track shorter]	6C/4R	Frees car corner entry and helps exit slightly
Less R	Tightens car apex out	Less C	Takes more steering input
More R	Car exits lower. Too much makes car loose and loses forward grip	More C	Frees entry and exit in most tracks
LR		RR	
4C/4R	Baseline	4C/4R	Baseline
4C/6R	Reduces side bite. Can free or tighten car based on shock location.	5C/4R	Slightly tightens car typically complete corner
	Wedges or de-wedges based on birdcage and shock location.	6C/4R	Tightens car complete corner
		4C/6R	Frees car on corner exit
More R	Subjective to shock location and driving style. Typ. reduces side bite	More C	Tightens entry and exit most tracks
More C	Frees exit unlocked rear axle.	More R	Frees entry and exit

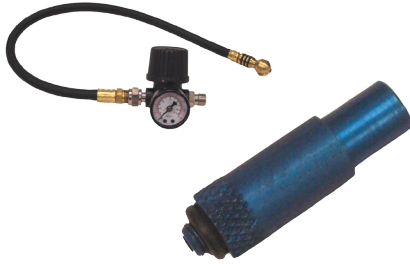
SHOCK PACKAGE-C

LF		RF	
4C/6R	Baseline	6C/6R	Baseline
5C/5R	Turns in better and more grip on exit	6C/5R	Assists corner exit tight condition
Less R	Tightens car apex out	Less C	Takes more steering input
More R	Car exits lower. Too much makes car loose and loses forward grip	More C	Frees entry and exit in most tracks
LR		RR	
5C/5R	Baseline all	6C/5R	Baseline
4C/6R	For lighter driver in medium size car		
5C/7R	Heavy driver or not much lean		
More R	Subjective to shock location and driving style. Typ. reduces side bite	More C	Tightens entry and exit most tracks
More C	Frees exit unlocked rear axle.	More R	Frees entry and exit

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Shock Inflation Tools



*Inflation Tool #75590
Inflation Adapter #75580*

Shock Vise



- Shock Rebuilding Made Easier
- Holds Shock Body & Piston Shaft
- Clamp In Existing Vise or Bolt Down

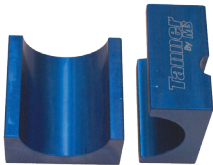
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Shock Rebuild Drip Cup



G2/G3/P4 Drip Cup #75566

Shock Body Jaws



#75572

Shock Jaws



#75570

Shock Oil

Specially Formulated for Shock Applications!



*Pint Shock Oil #75540
Quart Shock Oil #75545*

Shock Master Valving Kit



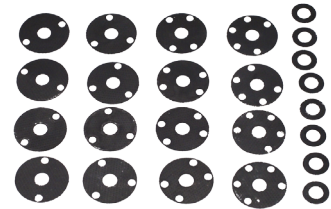
G2/G3 Master Valving Kit #85600

Shock Master Rebuild Kit



G2/G3 Master Rebuild Kit #85605

Carbon Shim Kits



*G2/G3 Carbon Shim Kit #85602
P4 Carbon Shim Kit #85702*

Universal Shock Wrench



#75575

G2 Shock Rebuild Tool Kit



#75592

Shock Shafts



*G2/G3 Shafts #85610 (2-Pack)
P4 Shafts #85710 (2-Pack)*

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