



A Chris Alston's Chassisworks, Inc. Brand

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## VariShock QuickSet 2 Coil-Overs Double-Adjustable Coil-Over Shock Absorbers



### Features

- Available in 6 travel lengths (2.8 to 7.15 in.)
- All aluminum design for minimum weight
- Made in America
- One-piece lower spring seat with half turn positive click stops, and locking set screws
- Urethane bushings or Teflon lined spherical bearing ends
- Individually dyno-tested and calibrated to assure uniform performance
- Revolutionary adjuster mechanism provides shorter body at any travel length
- Unique mounting-eye design creates greater clearance
- Urethane mounting-eye contains 3.5 times the amount of urethane material for longer life
- Rebuildable if necessary

### Adjustment

- Double external adjustment with 16-steps each. Adjusts both bump and rebound individually from soft to hard
- Adjuster knob is clearly laser-etched with plus and minus signs
- Bump and rebound knobs clearly marked by arrows etched into the body

Designed from a clean sheet of paper, VariShock is the first affordable coil-over to combine sophisticated shock valving with all-new, American-made components. Never before have so much performance, repeatability and adjustability been offered at such an affordable price.

VariShock's double-adjustable design is also easier to tune: 256 different settings are attainable simply by rotating two fully accessible, 16-position knobs. All adjustments are made in seconds, without removing or unbolting the VariShock. One knob sets the bump (compression) range; the other sets rebound (extension). Both knobs are laser-etched with directional arrows and "plus/minus" symbols that clearly indicate which direction achieves the desired adjustment. Additional arrows etched into the QuickSet 2's base reveal which knob sets bump, and which sets rebound.

Our double-adjustable QuickSet 2 allows you to control vehicle separation (rebound) and settling (bump) independent of each other. This allows you to tune your suspension to track conditions for ultimate performance.

Repeatability is unprecedented! By controlling the quality of the components, assembling them in-house and dyno-testing every assembly, Chris Alston's Chassisworks can deliver a pair

of VariShocks that perform virtually identically — throughout the entire range of travel. Whereas other brands in this price range rely on cheaper offshore or OEM parts, American-made VariShocks are engineered systems of premium components, all designed to meet your specific needs. The shocks use “Deflective Disk Valving” in the pistons to eliminate spring fatigue. They have piston rods made from 5/8” centerless ground hard chrome steel for wear resistance and long service life. VariShock models are even “rebuildable” in the event they get bent or damaged. Custom valving is also available.

A revolutionary adjustment mechanism, smaller than any previous design, allows our billet-aluminum body to be both shorter and lighter. You get more clearance around the eyes and greater travel within any shock length. Two separate eyes maximize the benefits of each mounting-eye style. The spherical-bearing eyes use a COM-8 1/2” bore x 1-1/8” wide high-misalignment bearing with a Teflon-liner as standard. The eye has more clearance around the mounting brackets than any other design. The urethane end has up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity for improved life than the poly bushings from other manufacturers. Urethane ends are 1-1/4” wide and accept 1/2” bolts.

Durability was improved in three areas. Internal shaft seals were specifically designed and manufactured for these shock absorbers producing a longer lasting seal that helps keep dirt out of the shock absorber. Internal connections and return paths use a unique machined configuration and added seals to prevent bypassing. During low piston speeds the damping action of the shock is dominated by bypassing flows. VariShock eliminates the bypassing of internal leakage to give the shock repeatable control even at low piston speeds.

A new-design, one-piece lower spring seat does not require a lock nut; it’s locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock for adjustment with an Allen wrench. Spring seats accept 2-1/2” -ID coil springs.

Also available is an exclusive spanner wrench (right), incorporating four tangs, which will not slip off the lower spring seat because it engages the seat in four places (not one, like common spanners).



Urethane Bushing



COM-8 Bearing

Part Number	Description	Usage	Spring Length	Extended Length	Travel	Mounting Style
VAS 11211-280	QuickSet 2 Double-adjustable	front	7	11.35 in	2.80 in	Bearing
VAS 11211-350	QuickSet 2 Double-adjustable	front	7	12.80 in	3.50 in	Bearing
VAS 11211-425	QuickSet 2 Double-adjustable	both	9	14.30 in	4.25 in	Bearing
VAS 11211-515	QuickSet 2 Double-adjustable	rear	12	16.10 in	5.15 in	Bearing
VAS 11211-615	QuickSet 2 Double-adjustable	rear	12	18.10 in	6.15 in	Bearing
VAS 11211-715	QuickSet 2 Double-adjustable	rear	14	20.10 in	7.15 in	Bearing
VAS 11222-280	QuickSet 2 Double-adjustable	front	7	11.35 in	2.80 in	Urethane
VAS 11222-350	QuickSet 2 Double-adjustable	front	7	12.80 in	3.50 in	Urethane
VAS 11222-425	QuickSet 2 Double-adjustable	both	9	14.30 in	4.25 in	Urethane
VAS 11222-515	QuickSet 2 Double-adjustable	rear	12	16.10 in	5.15 in	Urethane
VAS 11222-615	QuickSet 2 Double-adjustable	rear	12	18.10 in	6.15 in	Urethane
VAS 11222-715	QuickSet 2 Double-adjustable	rear	14	20.10 in	7.15 in	Urethane

Note: Sold only in pairs

All prices subject to change. Current pricing available at [www.Varishock.com](http://www.Varishock.com).



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VariShock  
8661 Younger Creek Drive  
Sacramento, CA 95828

Order: 800-722-2269  
Tech: 916-388-0288  
Fax: 916-388-0295

[varishock@cachassisworks.com](mailto:varishock@cachassisworks.com)  
[www.varishock.com](http://www.varishock.com)