

Making adjustments

We will give you a few general rules of what to do with the shocks when you have a specific handling problem. Please remember that the suspension of a car is influenced by so many things - springs, roll bars, tires, air pressure, anti-squat/dive, and so on.

To make improvements, it is important that you learn how the shocks affect the handling of your car. Understanding the shocks function as well as on-track testing will give you the knowledge you need to make the proper adjustments.

When making adjustments, keep notes! Make adjustments one at a time and in small steps (for example: two clicks at a time), and when you think you have made an improvement, go back to what you started with and double check to be sure. Most settings work best with 6 to 25 clicks. Some tracks and some drivers might occasionally require more extreme numbers. It is possible to use the range from 3 to 35 clicks.

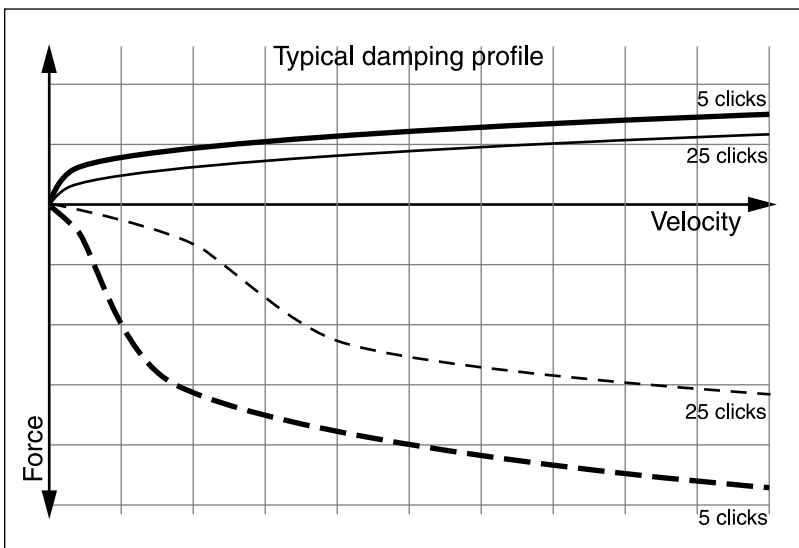
External adjustment

The external adjuster, located on the piston shaft just above the eyelet, is connected to the main bleed valve via an aluminum rod that runs inside the piston shaft. When the temperature in the shock increases, the rod expands, keeping the flow through the valve exactly the same at all working temperatures.

The adjuster moves the needle in and out of the main bleed jet, which determines the orifice bleed size.

When the adjuster knob is turned all the way clockwise to the closed position the shock is the most restrictive to rebound movement (rebounding slowest). The adjuster knob has the greatest effect on the rebound damping, but it also has an effect on the compression damping at a ratio of approximately; 10% compression and 90% rebound.

The closed position is the starting point for counting out the clicks (in a counterclockwise direction) to the recommended adjuster position (normally 6 to 25 clicks).



Loose on Entry:

- 1 - Increase compression RF
- 2 - Increase compression both fronts
- 3 - Decrease rebound LR
- 4 - Add compression jet RF

Push on Entry:

- 1 - Decrease compression RF
- 2 - Decrease compression both fronts

Loose in Middle:

- 1 - Decrease compression RR
- 2 - Decrease rebound RF
- 3 - Decrease rebound LR

Push in Middle

- 1 - Decrease rebound LF
- 2 - Increase compression RR
- 3 - Increase rebound RF

Loose Off:

- 1 - Decrease rebound RF
- 2 - Increase rebound RR
- 3 - Decrease compression RR
- 4 - Increase rebound LF
- 5 - Decrease rebound LR

Push Off:

- 1 - Increase rebound RF
- 2 - Decrease rebound LF
- 3 - Decrease rebound RR
- 4 - Increase rebound LR
- 5 - Equalize rebound both rears
- 6 - Add compression jet RR

