

## 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 and on-track testing will give you the knowledge you need.

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 - Increase rebound RR

### Push on Entry:

- 1 - Decrease compression RF  
(soften until both fronts are equal)
- 2 - Decrease compression both fronts

### Loose in Middle:

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

### Push in Middle

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

### Loose Off:

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

### Push Off:

- 1 - Increase rebound RF then both rears
- 2 - Decrease rebound LF
- 3 - Increase compression RR
- 4 - Decrease rebound RR

