



ADJUSTING PROCEDURE FOR TRIPLE ADJUSTABLE SHOCKS

REBOUND ADJUSTER

The rebound adjuster is located on top of the piston rod. It has a range of 16 positions. To adjust the shock or strut turn the brass hex knob 1/6 of a turn at a time. (**clockwise softens; counter clockwise stiffens**)

The shock or strut should be in the "0" position (**full clockwise**) and should be adjusted to a basic setting from which you can establish a base line for adjustment. The "0" position on the rebound is achieved by turning the brass hex knob clockwise until you cannot turn it any further. (**CAUTION: once it stops turning DO NOT force it any further**)

When installing the shock or strut on the car for the first time, the rebound adjuster should be set at seven clicks from "0". (**This is equal to one full turn of the brass hex knob**)



PROCEDURE

Insert a 2-mm diameter pin in the hole of the adjuster knob (**see drawing**) turn the adjuster counter clockwise one click. Then repeat this 7 times and the rebound is now adjusted. (**NOTE: the rebound adjuster opens or closes small orifices, this restricts the flow of fluid in small increments. Each click will have an effect on the handling characteristics so do not adjust more than 1 or 2 clicks at a time**).

COMPRESSION ADJUSTER

The compression adjusters are located on the top of the canister. They adjust two different areas of shock velocity. (**The small knob adjusts the low speed velocity and the large knob adjusts the mid range velocity**). The small knob has a range of 6 adjustments and the large knob has a range of 15 adjustments. To adjust the shock or strut turn the knobs one click at a time. (**Clockwise softens; counter clockwise stiffens**).

When installing the shock or strut on the car for the first time, the low speed adjuster (**The small knob**) should be set at 3 clicks from "0" and the mid range adjuster (**The large knob**) should be set at 5 clicks from "0".



PROCEDURE

Turn the low speed adjuster knob clockwise until it stops. (**NOTE: it may be necessary to hold the mid-range knob, not allowing it to turn, while making this adjustment**). This is the "0" position. From this position turn the knob counter clockwise 3 clicks. The low speed adjustment is now set. Now turn the mid-range adjuster knob clockwise until it stops. (**NOTE: when turning the mid-range knob the low speed knob will also turn. DO NOT try to prevent this from happening; this will have no effect on the setting of the low speed adjuster**). The adjuster is now in the "0" position. From this position turn the knob counter clockwise 5 clicks. The mid-range adjustment is now set.

BEGINNING SETTINGS

FRONT: REBOUND = 7
COMPRESSION (LOW SPEED) = 3
COMPRESSION (MID-RANGE) = 5

REAR: REBOUND = 7
COMPRESSION (LOW SPEED) = 3
COMPRESSION (MID-RANGE) = 5