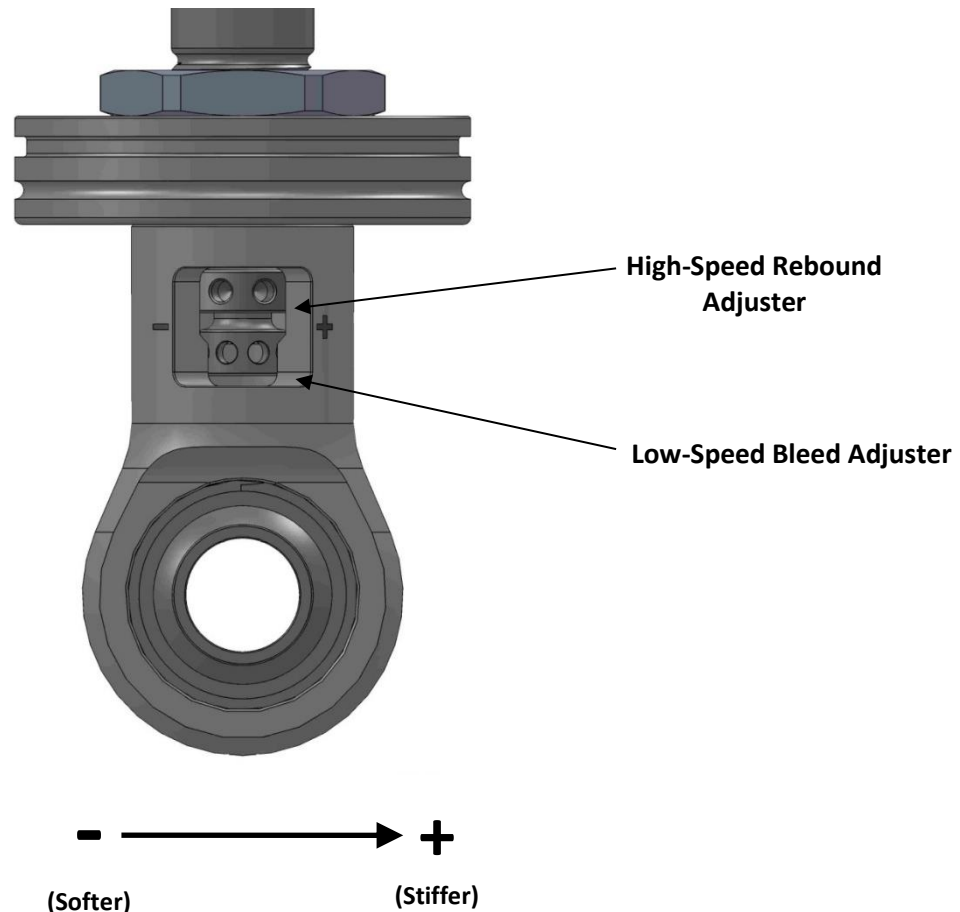


Rebound Adjustments



High-Speed Rebound Adjuster (12 Sweeps)

The high-speed adjuster is a “sweep” style adjuster meaning that its adjustment is measured by the location of the adjuster in the eyelet window. It uses a left-hand thread in its operation which means; as you increase high-speed, the adjuster will move down in the window*. The high-speed adjuster’s reference position is **full soft** and referred to as +0 (+0 = full soft, +12 = full stiff).

Low-Speed Bleed Adjuster (25 Clicks)

The low-speed adjuster is a “clicker” style adjuster meaning that its adjustment is measured by detent grooves located inside the high-speed shaft. It uses a right-hand thread in its operation which means; as you increase low-speed, the adjuster will move up in the window. The low-speed adjuster’s reference position is **full stiff** and referred to -0 (-0 = full stiff, -25 = full soft).

***The low-speed adjustment does not change when adjusting the high-speed.**

Compression Adjustment



Compression Adjuster (6 Positions)

The compression adjuster is a “barrel” style adjuster meaning that it can turn a full revolution and is referenced by the number lining up on the mark located on the edge of the reservoir with the number “1” being full soft and the number “6” being full stiff.

Baseline Settings

Corner	Compression	Low Speed Bleed	High Speed Reb	Gas Pressure
LF				
RF				
LR				
RR				

Adjustment Guide

Loose Entry	Loose Off	Tight Entry	Tight Center	Tight Exit
Add RF Packer	Add LR Comp	More LF Spring	More RF Rebound	Less LR Comp
More RF Spring	Add LF Rebound	Add LR Rebound	Less RR Rebound	Open RR Bleed
Add RF Comp	Less RR Comp	Add RF Rebound	More LR Rebound	Less LR Spring
Less LR Rebound	More LR Spring	More LF Comp	Less LF Rebound	
			Less LR Spring	

Adjustment Notes

Front Adjustments

1. Rebound Adjuster
 - Make rebound adjustments one sweep per time
 - Always use the rebound adjuster to make changes to the balance of the car.
2. Low Speed Bleed Adjuster
 - Make front bleed adjustments 2 clicks per time
 - Open the low speed bleed adjuster only if the front of the car bounces a lot through bumps and you can't fix it by taking rebound out.
3. Comp Adjuster
 - Turn the compression knob up only if the car is landing too hard at the end of the straight away. Most times this would only be on a bank track or somewhere really rough.

Rear Adjustments

1. Rebound Adjuster
 - Make rebound adjustments one sweep per time
 - Always use the rebound adjuster to make changes to the balance of the car.
2. Low Speed Bleed Adjuster
 - Make rear bleed adjustments 4 clicks per time.
 - Close the low speed bleed adjuster only if the rear of the car has an up and down oscillation or bounce.
3. Comp Adjuster
 - The LR compression adjuster is a great tuning tool for drive off. More LR comp creates more drive off. However the cost is it also tightens up the car off the wall and landing into the corner.
 - The RR compression adjuster is great for tuning turn center off. More compression is more turn. The cost of this is it will lose drive quicker on a long run.
 - **The safe zone here is to always be within 2 of each other. For example, if the LR is on 2 don't go higher than 4 on the RR.**