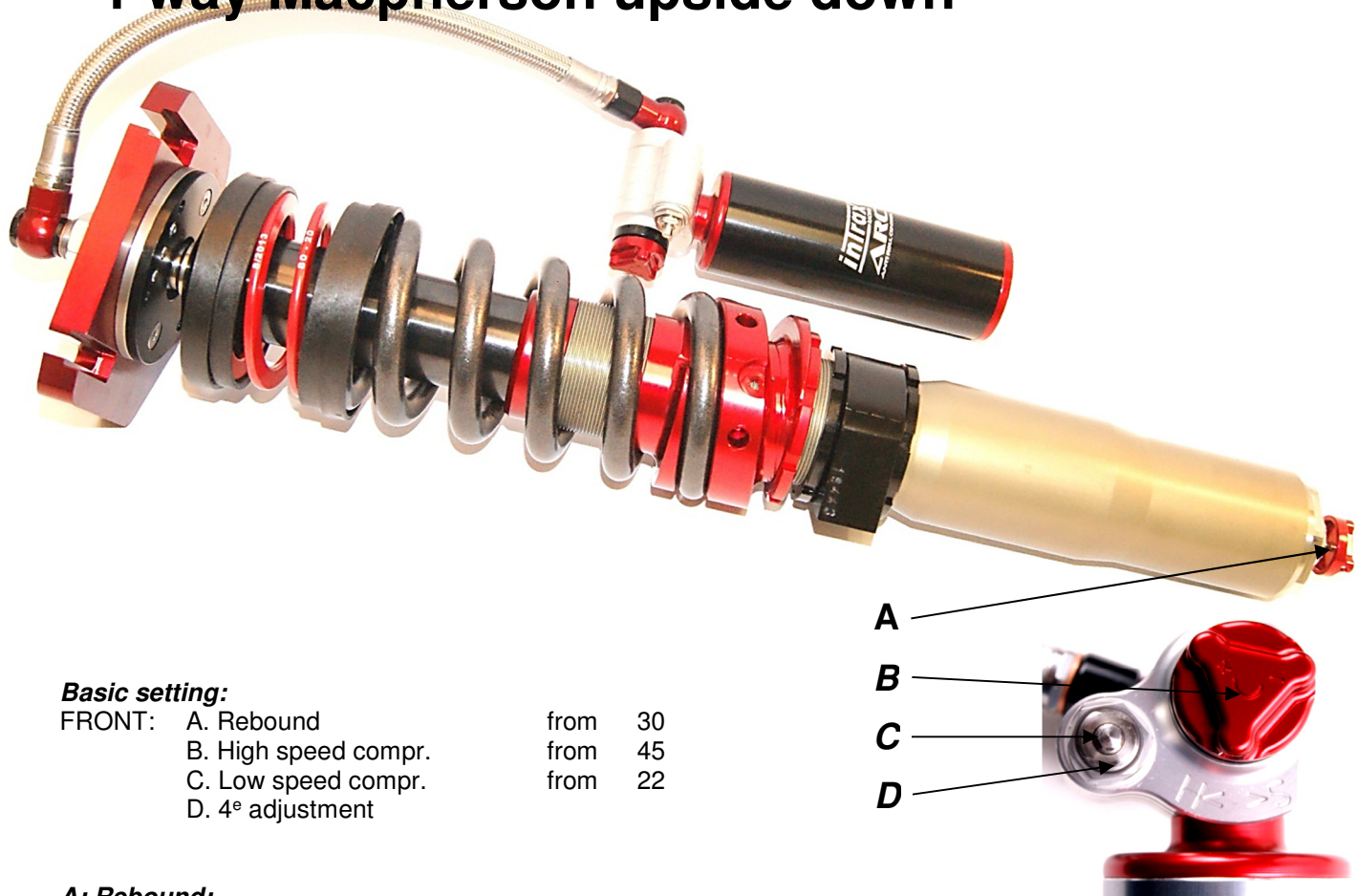


4-way Macpherson upside down



Basic setting:

FRONT:	A. Rebound	from	30
	B. High speed compr.	from	45
	C. Low speed compr.	from	22
	D. 4 ^e adjustment		

A: Rebound:

Close the rebound, by turning clockwise, until resistance is felt, the rebound is closed now. Turn anti clockwise and count the clicks until our advised clicks or your own setting. We close the rebound first to be sure all dampers are working from the same starting point. When you increase the rebound is, the shock will return slower.

B: High speed compression:

Turn anti-clockwise (to minus) until end, this is the softest position. Turn clockwise (to plus) and count the clicks until our advised clicks or your own setting. With the high speed compression adjuster you adjust the way on high speed compression movements.

C: Low speed compression:

Turn anti-clockwise (to minus) until end, this is the softest position. Turn clockwise (to plus) and count the clicks until our advised clicks or your own setting. By turning clockwise low speed damping will increase which will make the car have less movements.

D: 4th Adjustment:

Low speed total damping curve adjustment.

By turning the height of the housing from the low-speed adjuster it is possible to change the start and the finish of the total compression damping curve/force. By opening anti clockwise the low- speed curve will be softer over all clicks. Undo contra nut with key 14 and turn house with key 9. Always have the adjuster needle fully open when adjusting housing. This adjusters reacts on the smallest movements. Never open more than a total of two turns.

Never weld on the car while the shocks are fitted

Our advice is to spray the steel parts of the shocks with tectyl clear AFTER assembly