



**INSTALLATION PROCESS:**

1. Break the jam nut fee and screw eyelet of shock.
2. Screw the adjuster on the eyelet all the way out to full soft (counter clockwise).
3. Remove the jam nut from the shock.
4. Remove the travel indicator O-ring, (you will not re-install this).
5. Install bump spring and retainers as shown.
6. Re-install the jam nut, ensuring it is screwed all the way on the shock.
7. Screw the eyelet onto the shaft until it stops, then back off approx. ¼ turn and tighten the jam nut.
8. Screw the adjuster in and out by hand making sure everything turns smoothly (you should have between 3 and 3 ½ turns of adjustment).
9. Once the shock is back on the car at ride height measure your bump rubber gap with the driver in the car.

CAR TYPE	TRACK SIZE	CORNER	SPRING	GAP
NON-WING MICRO	SMALL 1/6 MILE & UNDER	RR	50	3/4-1"
NON-WING MICRO	LARGER OR HIGH BANK	RR	75	3/4-1"
WING MICRO	SMALL 1/6 MILE & UNDER	LR	50	3/4-1"
WING MICRO	LARGER OR HIGH BANK	LR	75	3/4-1"
DIRT MIDGET	SMALL 1/4 MILE & UNDER	RR	100	1 1/2"
DIRT MIDGET	3/8 MILE AND UP	RR	150	1 1/2"
NON-WING SPRINT	SMALL 1/4 MILE & UNDER	RR	100	1 1/2"
NON-WING SPRINT	3/8 MILE AND UP	RR	150	1 1/2"
410 WING SPRINT CAR	SMALL 1/4 MILE & UNDER	LR	150	2 3/4"
410 WING SPRINT CAR	3/8 MILE AND UP	LR	250	2 1/2"
305/360 WING SPRINT	SMALL 1/4 MILE & UNDER	LR	150	3"
305/360 WING SPRINT	3/8 MILE AND UP	LR	150	2 1/2"