

General Tips:

Mounting

- The shocks can be mounted in either direction without any effect on performance or dampening.
- Be sure to check clearance and to ensure the mono-balls aren't bound up.

Tuning (adjustable shocks)

- Highlighted on your tuning guide will be our recommended settings.
- Full Stiff (closed or 0 position) is achieved by turning the adjustment knob clockwise until it stops.
- All adjustments are counted from the full stiff (closed position) setting.
- RS-18LT2 shocks the compression adjustment is on the shaft rod end and the rebound is on the body.
- RS-X2 shocks the compression adjustment is on the body and the rebound adjustment is on the shaft rod end.
- If you ever have any questions at all, please call us.

Maintenance

- Your shocks should be freshened every 20 to 25 races depending on track conditions. Fresh oil and seals are critical to the performance of your shock.
- Never clean your shocks with brake clean or harsh solvents, we recommend simple green and warm water. Some of the seals won't hold up to strong chemicals.
- We always recommend using shock covers to protect your shock bodies.

Shock Adjusters

- It is important to tie-wrap the cable to the chassis every 4 to 5 inches. This will help eliminate cable bind.
- Our adjuster assembly comes to you greased. It may be necessary to re-grease the billet aluminum handle and plate after several car washes.

Gas Pressure (mono tube shocks)

- We use gas pressure as a tuning tool to help provide a better platform and more consistent grip with changing track conditions.
- You will find recommended start gas pressures on your set-up sheet.
- Always set your gas pressure with the shock fully extended.
- If the shocks sit for more than a week, check the gas pressure.