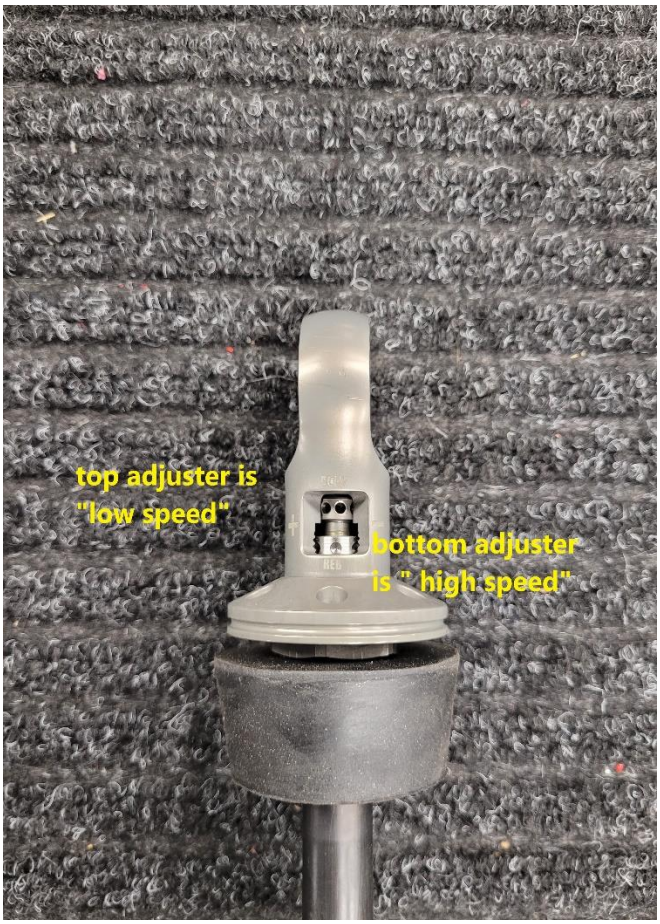
DOUBLE ADJUSTABLE SHOCKS

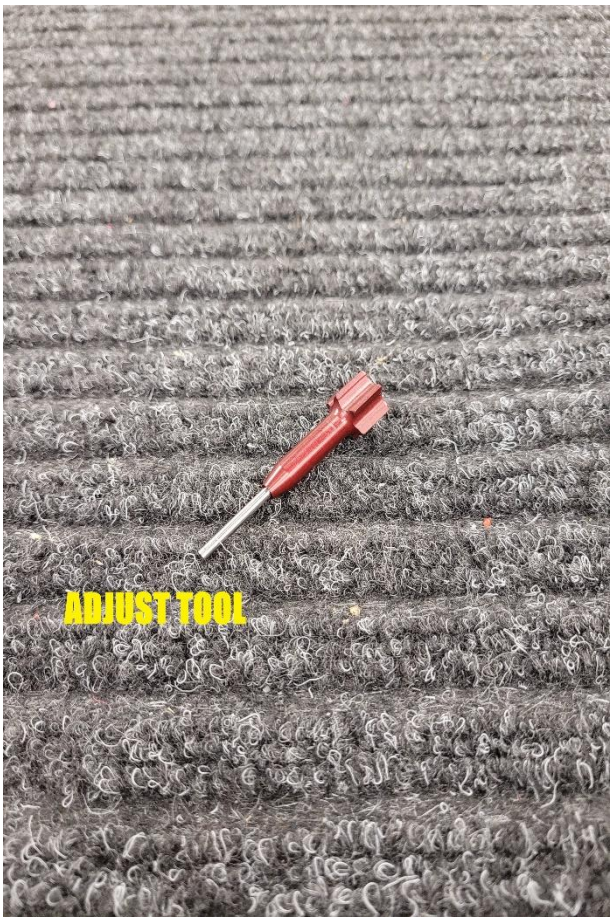
ADJUSTING GUIDE

TKO Motorsports double adjustable shocks have a single adjuster that allows low speed compression and low speed rebound (small adjuster shown on top in pics). " High speed rebound" adjuster (larger adjuster shown just below the the low speed adjuster in pics) . " Low speed compression and rebound" adjustment has 18 "sweeps" of adjustment. The" high speed" adjustment has 18"sweeps" of adjustment. Both adjusters are located on the shock shaft and can be accessed through the adjuster port in the shock eyelet. The adjuster window has markings laser etched. "+" and "-" and " REB" and "COMP" See pic 1A. All TKO Motorsports shocks a **"+"** is an increase in dampening and a **"-"** is a decrease in dampening. Use the TKO Motorsports shock adjusting tool to make adjustments . See pic 2B Red adjusting tool shown. The " low speed" top adjuster (low speed COMP & REB) by design will effect both low speed compression (LSC) and low speed rebound (LSR) as well as influencing the (HSC) high speed compression circuit. The " high speed" adjuster (REB) will effect the high speed rebound circuit (HSR). The " high speed rebound " adjuster is extremely effective 1 sweep adjustments are recommended. *The low speed adjuster may rotate when adjusting the high speed (bottom) adjuster this will not change the low speed (top) adjustment.*

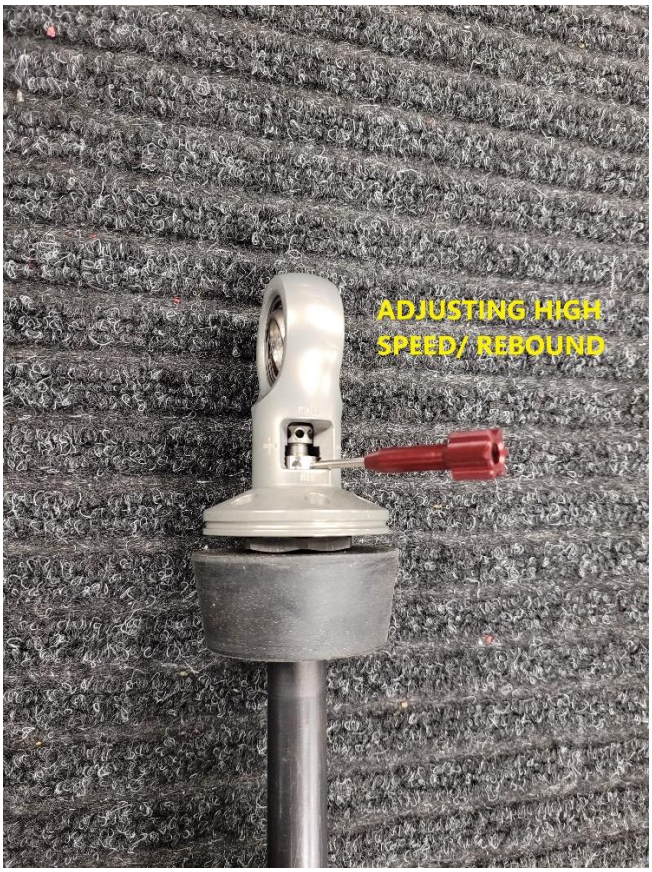
PIC 1A



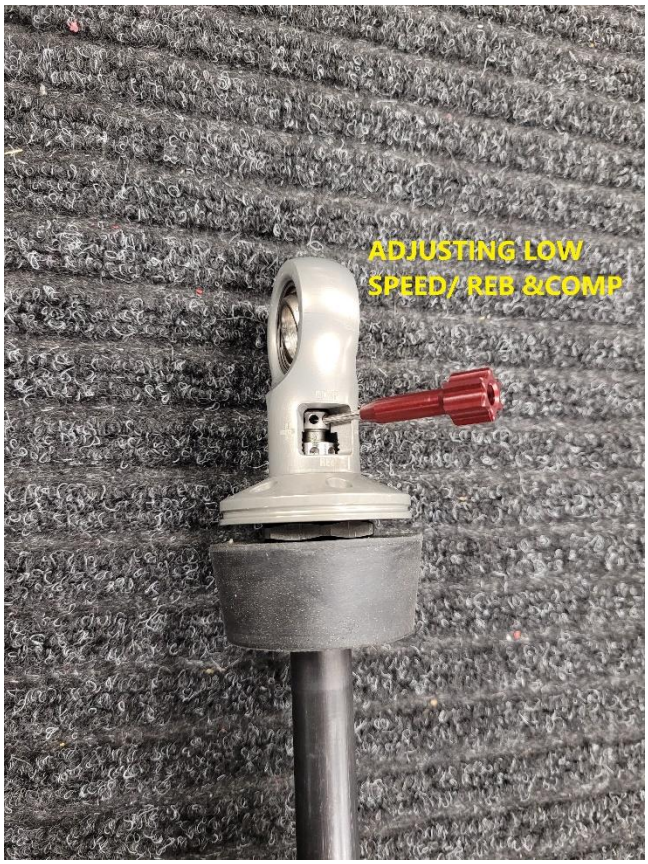
PIC 2B



PIC 3C



PIC 4D



BASIC SHOCK ADJUSTMENT and ACRONYMNS

LSC= Low speed compression (small top adjuster)

LSR= Low speed rebound (small top adjuster)

HSC= High speed compression (small top adjuster)

HSR= High speed rebound (bottom adjuster)

SWEEPS= TKO shocks “1 sweep is equivalent to 1/8 of a turn

All TKO double adjust shocks are shipped with " low speed" compression & rebound (LSC & LSR) set at +9 clicks and " high speed" (HSR) set at 1 turn from "0"

NITROGEN PRESSURE

Nitrogen pressure should only be set or checked using a shock pressure gauge. If you suspect a problem please contact TKO Motorsports directly for support. All TKO shocks are shipped with the correct nitrogen pressure for the specific application.

BASIC SHOCK ADJUSTMENTS FOR COMMON TRACK CONDITIONS

PROBLEM	ADJUSTMENT
Bumpy or un even track , high speed corner entry car will not settle down (take a set)	Front and rear shocks Increase + sweeps /HSR (bottom adjuster) one sweep and test. If car settles down try also adding + sweeps / to the low speed adjustment (top adjuster) and test.
Hot greasy track low traction condition. Car pushes (understeer) corner entry and mid corner.	Front shocks Take some LSC/LSR out……" –" sweeps/ low speed adjuster (top adjuster). If car improves try adding ½ sweep high speed rebound (bottom adjuster)
In chicanes or " S " turns car feels unstable, excessive high speed weight transfer	Put some LSC/LSR and HSR in……Increase + sweeps/ low speed comp/reb adjustment (top adjuster) and ½-1 sweep/ high speed rebound adjustment (bottom adjuster) and test.
Hot greasy track low traction condition. Car is loose on throttle corner exit	Rear shocks take some LSC/LSR out ….."-" sweeps/ low speed adjuster (top adjuster) and test.
Car ride is harsh and feels bumpy	Pull out all LSC, LSR and HSR "-" sweeps (top adjuster)

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