

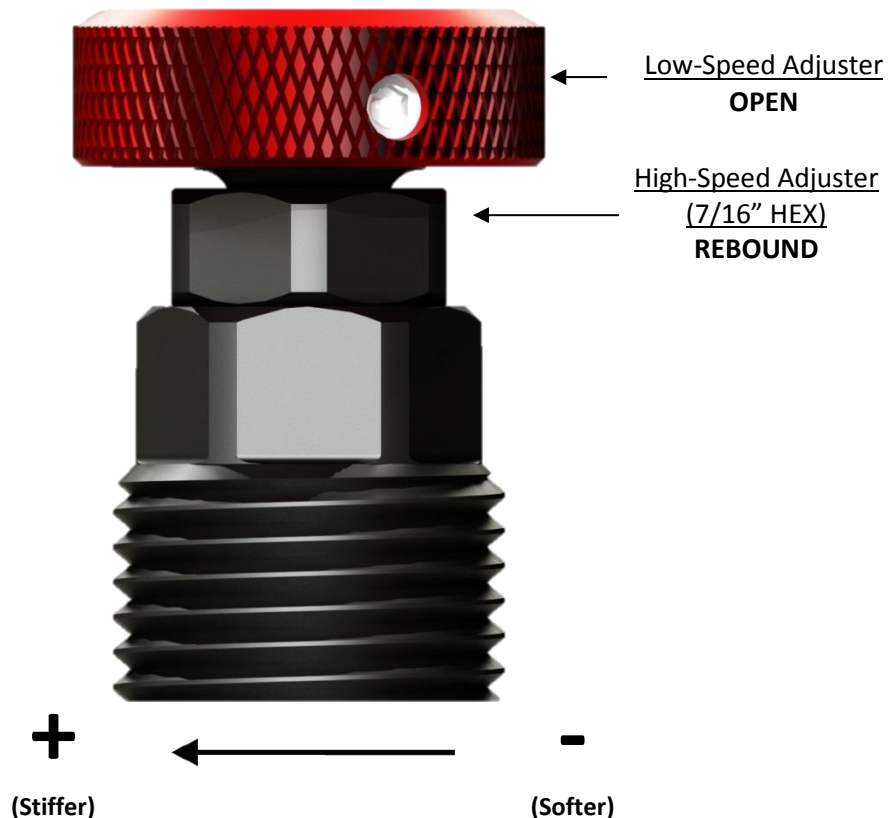
**The new era in  
racing shocks**



# **Double Adjustable Strut**

Technical Specifications





## High-Speed Adjuster (14 Flats)

The high-speed adjuster is a “sweep” style adjuster and the adjustment is measured by how many hex “flats” pass a given point. The high-speed adjuster’s reference position is **full soft** and referred to as +0 (+0 = full soft, +14 = full stiff). The high speed adjuster is at its full soft position when the hex is bottomed out against the shaft end. Mark a line for reference to keep track of your adjustments.

## Low-Speed Adjuster (30 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 down. The low-speed adjuster’s reference position is **full stiff** and referred to -0 (-0 = full stiff, -30 = full soft). The adjuster is at full stiff when it cannot turn towards the stiff position anymore. **WARNING: DO NOT EXCEED 30 CLICKS ON THE LOW SPEED SCREW. WHEN TURNING TO FULL SOFT, AS SOON AS YOU FEEL CLICKS STOP, STOP TURNING AND RETRUN TO LAST CLICK SETTING, THIS IS THE END OF YOUR ADJUSTMENT.**

**\*The low-speed adjustment does not change when adjusting the high-speed, even though the adjuster turns when adjusting the high speed shaft.**

**\*All struts are shipped at +5 flats on the high speed rebound setting, -15 clicks on the low speed adjuster.**

