

Precision Racing Products

Adjusting the dampening

Starting point recommendations are as follows: Closed, or at zero, is turning the adjuster screws full clockwise finger tight. From this point count the notches as you turn the adjuster counter clockwise, 4 notches is ½ turn from closed, this will provide a reasonably high level of impact resistance. The lighter the turning resistance the less impact resistance will be absorbed. Find the setting that is right for you.

Clockwise “H” Harder



	Center	Sides
MX track average roughness	6-7	8-9 notches out
MX Rough Track (Glen Helen)	5-6	8
MX Stadium	10	12
TT Track	14	12
Cross Country average roughness	10	12
Cross Country rough course	8	12
Desert racing average roughness	5	8
Desert racing rough course	3.5-4.5	8
Trail riding average roughness	7	9
Trail riding rough course	6	8
Dunes	6	8

If the track is slippery we recommend letting the sides out 2-3 notches and firming up the center ½ -1 notch. Adjusting the center has almost no effect on the side, but adjusting the sides will effect the center slightly (we need to do this to keep the smooth transition). That is the reason for the firm up the middle.

Cold and Hot conditions: Some adjustments may be needed when air temperatures are hot or cold. Oil will thin on a hot day so you may need to compensate by adjusting the screws clockwise and counter clockwise on a cold day. On cold days near freezing work the bars back and forth 20 times to get the oil near operating temperatures. Below freezing proceed with caution and insure that your steering does not become too stiff to safely operate the vehicle.