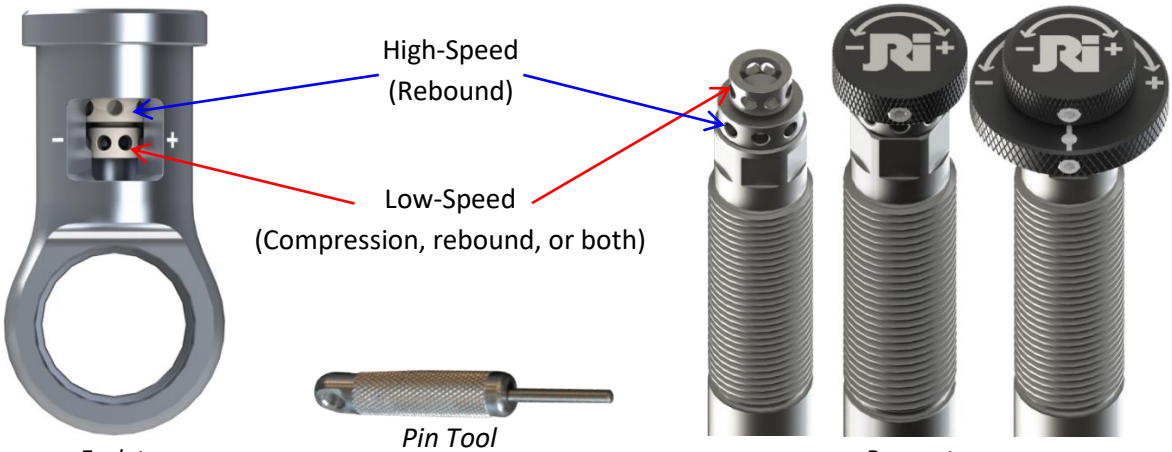
JRi Adjuster Guide

Shaft Adjuster – Double Adjustable

The double adjustable shaft includes a low-speed adjustment as well as a high-speed rebound adjustment. Low-speed relates to body motions (roll and pitch), and is typically used to control weight transfer, balance, and general feel. High-speed motions are larger inputs such as racetrack curbing and the adjuster is used to control tire contact and grip in these situations.



Eyelet

Pin Tool

Bayonet

Using the Low-Speed Adjuster

The low-speed adjustment can be configured to effect compression, rebound, or both ('open'). On the dyno plot that came with your shock, the setting will be labelled as "CJ", "RJ", or "OJ". The number following that will be the baseline setting that your shock was shipped at.

Adjustments are counted as the number of clicks from the zero position toward the "-", 30 clicks total.

The zero position for the low-speed adjuster is at full stiff, which is toward the "+" until the adjuster stops. Once the adjuster stops spinning, do not try to adjust it further. Doing so may damage the adjuster.

Using the High-Speed Adjuster

This adjuster varies the preload on the internal rebound shim stack.

Adjustments are counted as the number of sweeps from the zero position toward the "+", 12 sweeps total.

The zero position is at full soft, which is toward the "-" until the adjuster stops. For the eyelet style mounting, adjustments are counted by moving the tool one full sweep in the window. For the bayonet mounting style, one sweep is equivalent to 1/8 of a revolution. On the dyno plot that came with your shock, the baseline setting will be the number directly following "HSR". While adjusting high-speed, the low-speed adjuster will move with it, but will not change the low-speed setting.

CAUTION: Once the adjuster stops spinning, do not try to adjust it further. Doing so may damage the adjuster.

	Low-Speed Adjuster	**High-Speed Adjuster**
Total Adjustment Range	30 clicks	12 sweeps
Zero Position	Full **Stiff**	Full **Soft**
Direction to Zero Position	Toward "+"	Toward "-"
Tool	JRi Pin Tool (jrishocks.com/shop/tools/adjuster-pin-tool/)	

Please note: The adjustments are counted in opposite directions due to the internal mechanisms of each. (Full stiff for low speed, full soft for high speed).

Nitrogen Pressure

Nitrogen pressure should be set using a shock pressure gauge. Each time shock pressure is checked it is slightly lowered, due to relatively small nitrogen volume (as compared to a tire for example). Do not check pressure if you do not suspect an issue. The required pressure is specified on the dyno plot that came with your shock.