

# JRi Adjuster Guide



## Shaft Adjuster – Single Adjustable Clicker



The shocks are shipped at the factory setting as mentioned below. The following section describes how to adjust the shocks if desired.

### Using the Adjuster

The 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, 60 clicks total.

The zero position is at full stiff, which is clockwise (toward the "+") until the adjuster stops.

Using the etched marks on the eyelet, you can quickly set the adjuster knowing 16 clicks are in each full rotation.

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

Shaft Adjuster - Single Adjustable Clicker - LS	
<b>Approx. Total Clicks</b>	60
<b>Zero Position</b>	Full Stiff
<b>Direction to Zero Position</b>	Toward "+"
<b>Tool</b>	None required

### Tuning Suggestions

In general, adjusting toward "+" will provide better handling feel and performance at the cost of comfort.

Adjusting toward "-" will be more comfortable, with a softer feel.

Make adjustments in at least 5-10 click increments until you are ready to fine-tune.

Don't be afraid to try full stiff and full soft, as well as different settings on the front and rear. The shocks can always be adjusted back to baseline.

### 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.