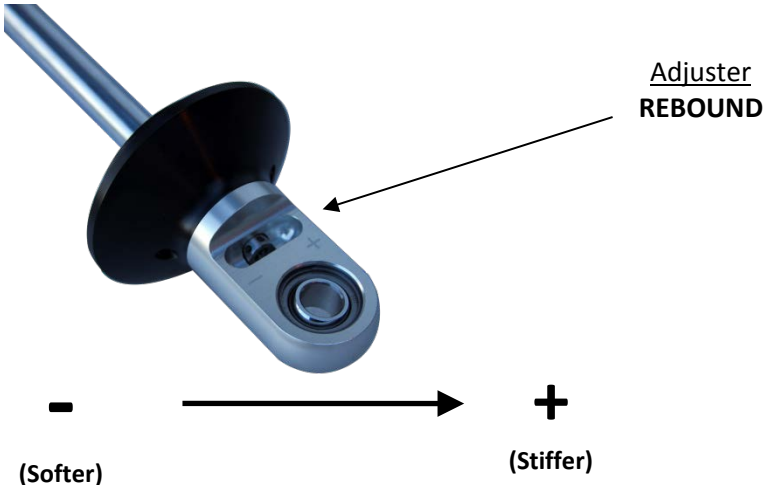
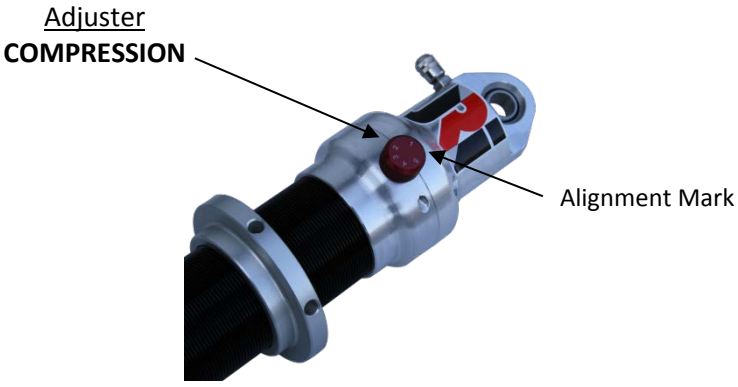
# Sportsman Series- Drag Racing

## Adjustment Guide




### Rebound/Extension Adjuster (10 Sweeps)

The rebound adjuster is a "sweep" style adjuster, which means that adjustments are measured in full sweeps from side to side within the window. The rebound adjusters zero position is at **full soft** (0 = full soft, +10 sweeps = full stiff). NOTE: this adjuster adds load to the shim stack in a non-linear manner. Adjusting in the higher end of the range (ex: from 8 to 9) will have a larger effect on damping force than adjusting in the lower end of the range (from 2 to 3). Use caution when adjusting near full stiff. Forcing the adjuster too far can cause damage to the shocks internal parts. A reasonable starting point for adjustments is 3 sweeps. Be sure to check both shocks before installation.




### Compression (5 Clicks)

The compression adjuster is a "clicker" style adjuster, which means detent grooves (felt as a click through the knob) signify each adjustment increment. The adjuster's position is viewed as the number on the knob which lines up with the etched alignment mark on the shock. Position 1 on the compression adjuster is **full soft** (1 = full soft, 5 = full stiff).

## Key notes when using your JRI shocks

***In this design double adjustable shock(s) the Rebound adjustment does not change when adjusting the Compression.**

**Nitrogen pressure should come at 75 PSI from the factory**. IF you need to check this, use a shock nitrogen pressure gauge. It is nearly impossible to do it any other way! Note: when checking pressure, some nitrogen leaves the shock into the gauge, lowering the pressure reading. Therefore, the pressure shown on the gauge will be slightly lower than the pressure that was in the shock before checking. This also means the shock pressure is slightly lowered every time it is checked.

**Adjusting the shock based on track conditions:**

**If you are having wheel spin (this is "typically" in the first 100'):** Stiffen the Rebound/Extension 1 to 2 sweeps at a time. Keep in mind the rebound adjustment will have a more significant effect in this situation. Rarely will you go to the Compression adjustment for simple refinements. The shocks will "not" fix a bad design suspension; these suggestions are based on a sound, reasonably functioning chassis.

**If you are having "tire shake":** Soften the Rebound/Extension 1 to 2 sweeps.

**When the track is greasy, loose, no grip, bad conditions (this is "typically" mid track):** Stiffen the Rebound/Extension 1 sweep at a time.

**When the track is hooked up and tight ("typically" mid track):** Stiffen the Rebound/Extension 1 sweep at a time.

**If the track is bumpy at the 1,000 Ft, top end, or after the finish**: If the tire feels like it is losing grip over the bumps take compression out by softening the compression adjustment (lower number) or loosen the rebound. This may have an effect on the starting line.

**If the car is out of balance and/ or nervous at the finish line or after the stripe on the brakes:** 1 sweep softer on Rebound/Extension and 1 click softer in Compression. Keep in mind, changes to clean up the behavior of the car at the top end may have an effect at the starting line. The settings will need to be balanced based on vehicle behavior.