



High Speed -Big nut is the big hit

- Landings
- G outs
- Wash out
- Dragging skid plate

The high-speed compression is the 17 mm nut. In the dunes you should only bottom out about once or twice for a 30 min ride. If you are bottoming out more than that (4-6 times) start with a ½ turn clock wise. If bottoming out 2-3 times, then do ¼ turn. Should expect to bottom out every so often. You have added to much highspeed if you get in the whoops and they hurt to go through. If the Shocks are too stiff it won't hit the bump stage and it won't go through the full stroke of the shock.

Low Speed- Little chop0

- Boaty feeling- (Car feels like it is floating constantly like an old caddy)
- Small chop and Chatter

If you are adjusting the low speed compression, and it goes from boaty to stable that is good. If you go to being able to feel all the chop then you have tighten the low speed compression too far. If that is the case then back it off ¼ turn at a time.

Rebound

- Bouncing after jumping off ground multiple times

Setting up the rebound is complicated and takes a lot of adjustments. You can set up the rebound prefect for jumping, but it might not be set right for the whoops. There is a fine line to where you can set them perfect for jumping and for whoops but this one is up to you to test out each car is different. The whoops like a fast rebound (counter clock wise). While jumping likes a lot of rebound (Clock wise).