



ADVANCED SUSPENSION TECHNOLOGY



# Öhlins Dirt Late Model-LMJ Series

## Compression and Rebound Adjustments

### Recommended starting point settings

#### Swing Arm Cars

Left Front	-12 clicks compression -15 clicks rebound
Right Front	-12 clicks compression -15 clicks rebound
Left Rear	-10 clicks compression -15 clicks rebound
Right Rear	-10 clicks compression -15 clicks rebound

#### 4-Link Cars

Left Front	-10 clicks compression -15 clicks rebound
Right Front	-15 clicks compression -8 clicks rebound
Left Rear	-8 clicks compression -20 clicks rebound
Right Rear	-10 clicks compression -12 clicks rebound

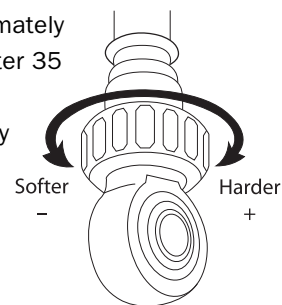
These are recommended starting settings for all race tracks; for best results your actual settings may vary depending on track conditions, spring rates, and other chassis set-up variables. When making compression adjustments move 3 – 5 clicks at a time. When adjusting the rebound, move 5 clicks at a time. Moving the adjusters more than these recommendations at one time may result in going past the optimum setting giving a false sense of which direction to go.

When the track is rough, close all adjusters up 3 – 5 clicks all around the car on both compression and rebound.

When track is slick open all adjusters 3 – 5 clicks on both compression and rebound.

#### Rebound adjustment

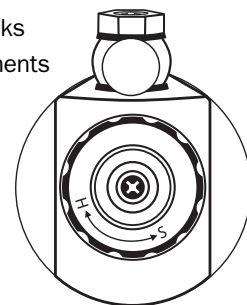
The rebound knob has approximately 60 clicks available although after 35 clicks it is not as effective. All rebound adjustments are set by first closing the knob fully (maximum stiff position) and then backing out the desired number of clicks.



External Adjuster

#### Compression adjustment

The compression knob has 24 clicks available. All compression adjustments are made by first closing the knob fully (turning the knob clockwise in the direction of the H arrow) and then backing out the desired number of clicks.



Reservoir Adjuster

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