ÖHLINS®
ADVANCED SUSPENSION TECHNOLOGY

Öhlins Dirt Track Late Model Shock Tuning Guide

Making adjustments

We will give you a few general rules of what to do with the shocks when you have a specific handling problem. Please remember that the suspension of a car is influenced by so many things springs, tires, air pressure, and so on.

To make improvements, it is important that you learn how the shocks affect the handling of your car. Understanding the shocks function as well as on-track testing will give you the knowledge you need to make the proper adjustments.

When making adjustments, keep notes! Make adjustments one at a time and in small steps (for example: 3 to 5 clicks at a time), and when you think you have made an improvement, go back to what you started with and double check to be sure. Most settings work best with 6 to 25 clicks. Some tracks and some drivers might occasionally require more extreme numbers. It is possible to use the range from 3 to 40 clicks.

External Adjustments

The external adjuster, located on the piston shaft just above the eyelet, is connected to the main bleed valve via an aluminum rod that runs inside the piston shaft. When the temperature in the shock increases, the rod expands, keeping the flow through the valve exactly the same at all working temperatures.

The adjuster moves the needle in and out of the main bleed jet, which determines the orifice bleed size.

When the adjuster knob is turned all the way clockwise to the closed position the shock is the most restrictive to rebound movement (rebounding slowest).

The closed position is the starting point for counting out the clicks (in a counterclockwise direction) to the recommended adjuster position (normally 6 to 25 clicks).

Push on Entry

A) Increase Compression **RF**
B) Decrease Compression **LF**
C) Increase **RF SPRING**

Push in Middle

A) Increase Rebound **LF**
B) Increase Rebound **BOTH FRONTS**
C) Decrease Compression **LR**

Push on Exit

A) Decrease Rebound **RF**
B) Increase Rebound **LF**
C) Decrease Compression **LR**
D) Increase Compression **RR**

Loose on Entry

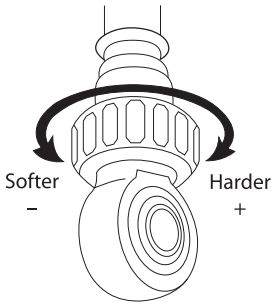
A) Decrease Compression **RF**
B) Decrease Rebound on **LEFT SIDES**
C) Increase Compression **RR**

Loose in Middle

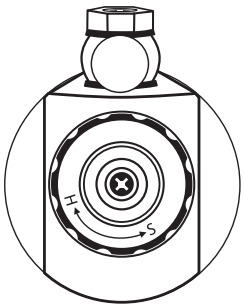
A) Increase Compression **LF**
B) Increase Compression **LR**

Loose on Exit

A) Increase Compression **LR**
B) Decrease Rebound on **BOTH FRONTS**



External Adjuster



Reservoir Adjuster

703-C Old Spartanburg Road
Hendersonville, NC 28792

Tel: 828-692-4525
Fax: 828-692-0595