



## Tuning With Shock Valving:

We are now offering Standard, Split and Half valve shocks in our popular RS-Junior line. To assist you in making the best tuning adjustments possible we have created this tuning guide. Depending on the severity of the condition valving adjustments should be done in half to full valve increments. Shock absorbers are a fine tuning device. The balance of the car and the drivers line should be consistent before making any shock changes.

Tight Chassis Condition (car not turning the corner)

Tight on corner entry:

1. Increase LF Rebound
2. Increase RR Compression
3. Decrease LF Compression

Tight in the center of the corner:

1. Increase RR Compression
2. Increase RF Rebound
3. Decrease RF Compression

Tight on corner exit:

1. Increase RR Compression
  2. Decrease LR Rebound
- (keep in mind a tight exit is often created by a loose entry to middle condition. Always fix corner entry issues first.)

Loose Chassis Condition (car wants to spin out)

Loose on corner entry:

1. Decrease RR Compression
2. Decrease LR Rebound
3. Increase LF Compression

Loose in the center of the corner:

1. Increase LF Rebound
2. Decrease RR Compression

Loose on corner exit:

1. Decrease RR Compression
  2. Increase LR Rebound
- (keep in mind a loose exit can often be created by a tight entry to middle condition. Always fix corner entry issues first.)

**Competition Suspension Inc. 468 Southpoint Circle Suite 700 Brownsburg, IN 46112 (317) 858-8775**

**[www.csishocks.com](http://www.csishocks.com)**