



Tuning With Gas Pressure:

We prefer to build all of the RS-Junior Shocks with a Schrader valve so the handlers can tune their shocks. It is not un-common to run the same four shocks in a variety of conditions with simple changes in gas pressure. We recommend using Nitrogen to fill the shocks; in a pinch you can use air. If you're at a weekend or weeklong race often times the track will take on more and more rubber throughout the event. When this happens coming up on right side gas pressure will keep the car from becoming too stuck and bringing down your corner speed. Below are the typical gas pressures we will run. It is important to know the difference between a gas pressure adjustment and shock valving adjustment. Gas pressure is more of a fine tuning adjustment, it will not be a major change. If a larger adjustment is needed we recommend referring to our Tuning with Shock Valving sheet.

Flat or Dirt Track

Jr. or Light Classes: LF 10 psi RF 10 psi LR 10 psi RR 10 psi

Sr. or Heavy Classes: LF 15 psi RF 15 psi LR 15 psi RR 15 psi

Mild Bank Track

Jr. or Light Classes: LF 10 psi RF 20 psi LR 10 psi RR 20 psi

Sr. or Heavy Classes: LF 15 psi RF 25 psi LR 15 psi RR 25 psi

High Bank Track

Jr. or Light Classes: LF 10 psi RF 30 psi LR 10 psi RR 30 psi

Sr. or Heavy Classes: LF 10 psi RF 35 psi LR 10 psi RR 35 psi

Tuning Tips:

- If the car is tight on entry: Increase RR pressure 10 psi, reduce front pressures 5 psi.
- If the car is tight in the center to exit: Reduce front pressures 5 psi, increase LR pressure 5 psi.
- If the car is loose on entry: Reduce RR pressure by 5 to 10 psi.
- If the car is too stuck on right side: Increase right side pressures by 10 psi.

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