



Mounting

- The shocks can be mounted in either direction without any effect on performance.
- Be sure to check clearance and make sure the mono-balls aren't bound up.
- If you have interference with the standard flat spring cup, our raised cup should solve the problem.

Maintenance

- Your shocks should be freshened every 15 to 20 races depending on track conditions. Fresh oil and seals are critical to the performance of your shock. The longer you go between rebuilds the more parts need replaced when we do freshen the shock.
- Never clean your shocks with brake clean or harsh solvents, we recommend simple green and warm water. Some of the seals won't hold up to strong chemicals.

Gas Pressure

- We use gas pressure as a tuning tool to help provide a better platform and more consistent grip with changing track conditions.
- We recommend using Nitrogen however regular air can be used.
- The RS-Junior shock can be run with zero gas pressure at full extension. We only run the shock with zero pressure in extreme low grip situations.
- Always set your gas pressure with the shocks fully extended.
- If the shocks sit for more than a week, check the gas pressure.

Technical

- We recommend starting with your baseline chassis and spring set-up to get a true feel of the shocks, tuning adjustments can be made from there.
- Refer to your Tuning Guide for shock tuning instructions.



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