



Menscer Motorsports
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Menscer Motorsports' Shock Tuning Guide for Front Shocks

*** Shock setting adjustments should always be from full tight, on compression and rebound (extension) ***

Factory Settings:

10C (10 clicks from full tight on compression) on strut body near spindle.

15R (15 clicks from full tight on rebound) on shaft mounting plate

General Starting Points:

For a marginal or decent track, change the settings to 5C and 15R with 1.75"-2.25" of travel

For a hot or greasy track, change the settings to 2C and 20R with 2"-3" of travel

For a cool or tight track, change the settings to 8C and 5-8R with 1"-1.5" of travel

For an exceptional track, (like Holly Springs of South Georgia), change the settings to 8C and 5R or tighter with less than 1" of travel.

Notes:

For very bumpy tracks it may be necessary to increase the front end travel, and loosen the shock on both ends.

If the car seems to want to shake or spin when the front end touches down, tighten the compression on the shock

Be aware that to loose of an extension setting may cause the front end to reach the travel limiters to quickly and upset the chassis causing the tires to spin.

If you are driving into a power wheelie, 150 feet or or more in the race track, tighten the extension and decrease the front travel. Add power earlier into the run to decrease the 60' times, the more speed the car is carrying, the harder it is to power wheelie.

For an 8.5 Tire, it may be necessary to add 1"-2" of travel.

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