



Adjustment Instructions MCS 1-Way Dampers

MCS 1-Way adjustable non-reservoir dampers

General Information

- * The dampers are charged with nitrogen gas. The Struts with 22 mm shafts are Factory charged to 10 bar (150psi) and the Aluminum dampers with 16 mm shafts are Factory charged to 14 bar (200psi).
- * Do not use impact tools to install pin mount top nuts.
- * The 8 mm brass hex nut at the top of the damper is the rebound adjuster. PLEASE do not attempt to use this to hold the shaft from turning while installing the first top nut. Install the first top nut onto your mount and snug with a wrench or socket, cinch with a quick jerking motion or hitting with a plastic hammer. This is more than sufficient to secure the shaft to the top mount. Install the second nut and tighten against the first top nut. The use of a tappet wrench (thin wrench) to hold the first top nut will aid in this process. When installing the rebound adjuster knob onto the 8 mm brass hex nut, make sure that it has clearance from any body component.

Adjustment Instructions

The MCS 1-way adjustable dampers are adjustable in rebound (extension) and the bump (compression) forces will adjust in proportion while adjusting rebound.

Adjuster

The rebound adjuster is located at the top of the piston-rod. On the top of the strut or pin mount damper it has a brass hex nut of 8 mm. The aluminum dampers with a top-eye do have the rebound adjuster wheel inside the top-eye. After installation of the strut or pin mount damper the separate supplied rebound adjuster knob can be attached to the brass hex nut.

The rebound has a range of 19 positions (18 clicks). On top of the surface of the adjuster knob, there are arrows pointing for firmer and softer settings.

Softest position = 0, Stiffest position = 18

Turning the rebound adjuster in the clockwise direction (minus) will soften the damper forces in rebound (extension)

Turning the rebound adjuster in the counter-clockwise direction (plus) will stiffen the damper forces in rebound (extension)

When installing the shock or strut on the car for the first time, the rebound adjuster should be set at 8 clicks from "0".

To do this turn the adjuster knob clockwise until it stops, then back slightly if needed until it settles into a detent.

(Caution: once it stops turning DO NOT force it any further) This is the "0" position. From this position turn the knob counter clockwise 8 clicks. The rebound is now adjusted.

