



Adjustment Instructions MCS 3-Way Dampers

MCS 3-Way adjustable reservoir dampers

General Information

- * The dampers are charged with nitrogen gas. The front and rear dampers are Factory charged to 12 bar (175psi). It is important that these pressures are set / checked with a proper shock inflation tool, the shock fully extended and in cooled off condition. The minimum pressure to be used in the MCS dampers is 6 bar (85psi) and the maximum pressure is 18 bar (260psi).
- * **When installing dampers using a Quick Disconnect please release the pressure before opening the dry-break coupling. After installation of the damper to your car, re-connect the dry-break coupling and re-pressurize the damper to 12 bar (175psi).**
- * 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 3-way adjustable dampers are independently adjustable in rebound (extension) and both low and high speed bump (compression) forces.

Compression Adjusters

The Low Speed Compression adjuster (LSC) and High Speed Compression adjuster (HSC) are located on top of the remote reservoir. The LSC (small knob on top) has a range of 10 positions (9 clicks). The HSC (large knob) has a range of 19 positions (18 clicks). On top of the surface of the LSC knob, there are arrows pointing for firmer and softer settings.

LSC Softest position = 0, Stiffest position = 10 HSC Softest position = 0, Stiffest position = 18

Turning the compression adjusters in the clockwise direction (minus) will soften the damper forces in compression

Turning the compression adjusters in the counter-clockwise direction (plus) will stiffen the damper forces in compression

When installing the shock or strut on the car for the first time, the LSC adjuster should be set at 5 clicks from "0" and the HSC adjuster should be set at 6 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.

This is the "0" position. From this position turn the LSC knob counter clockwise 5 clicks and the HSC counter clockwise 6 clicks. Note that the LSC knob will turn relative to the canister body when turning the HSC knob (and will remain indexed relative to the HSC knob) - this is correct, is not changing the LSC setting, and you do NOT need to hold the LSC knob in position while turning the HSC knob.

The LSC and HSC is now adjusted.





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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.

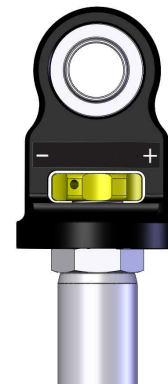
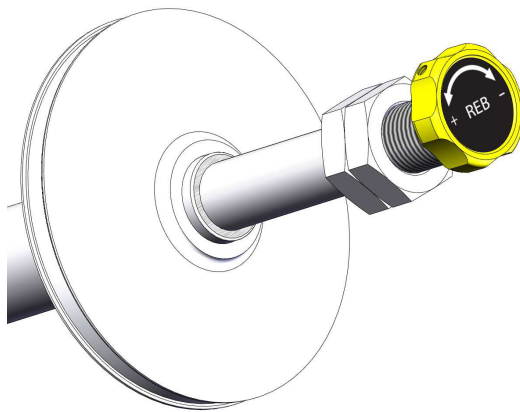
The rebound has a range of 19 positions (18 clicks). On top of the surface of the adjuster knob, there are arrows pointing for firmer and softer settings.

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.



Beginning Settings

Front and Rear: Low Speed Compression = 5
 High Speed Compression = 6
 Rebound = 8
 Reservoir Pressure = 12 Bar (175psi)