



INSTALLATION INSTRUCTIONS

3-Way Adjustable Drag Racing Shock

STEP 1 – Purging the Shock

Before making any adjustments, the shock must be purged to remove trapped air that can accumulate from being stored horizontally. Failing to purge will make the shock feel soft in compression.

1. Hold the shock vertically as it would be mounted in the vehicle.
2. Fully extend the shock by hand, then compress it completely.
3. Repeat these 5 to 6 times to ensure all trapped air is removed.

STEP 2 – Adjusting the Shock

To correctly identify and set the three adjustment positions, you must start with the shock fully compressed. This allows you to feel the “clicks” that indicate each setting.

1. With the shock fully compressed and held in its mounted orientation, begin turning the shaft **clockwise**.
2. You will hear and feel a series of “clicks” as you turn the shaft.

Adjustment Positions:

- **Regular** Setting (Home Position):
The **loudest and most pronounced click**
This is your baseline or **“home”** position.
- **Firmer** Setting:
Continue turning **clockwise**; the next, smaller click is the **Firmer** setting.
- **Xtra Firm** Setting:
Continue turning **clockwise** again; the next smaller click indicates the **Xtra Firm** setting.
- A third **clockwise** rotation will return you to the **Regular (Home)** setting.

STEP 3 – Testing and Fine-Tuning

1. Do not rely solely on compressing or extending the shock by hand to gauge firmness. The vehicle’s weight determines the effective damping feel.
2. After installation, **record the shock position** and continue testing either on track or using a shock dyno.
3. When adjusting on the vehicle, disconnect the shock shaft and **fully compress** the shock. Turn the shaft by hand to feel the “clicks” and select the correct position (refer to **STEP 2**). Failing to do this will prevent proper adjustment.

**For Technical Assistance, Call Moroso’s Tech Line at
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time**

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