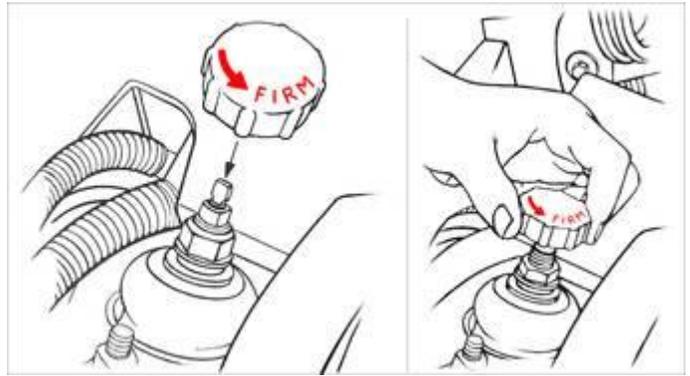


GR40 Koni front Strut Rebound adjustment. (Rebound is the extension rate of the strut)

1. Take the supplied adjustment knob or use a small wrench and fit it to the top of the dampers.
2. To adjust the damping force, the adjuster has to be turned counterclockwise to increase damping (firmer) and clockwise to decrease damping (softer). If you feel resistance DO NOT USE FORCE, as the damper is in its end position. There are 2 turns of adjustment range
3. To reference you setting, always begin by turning the adjuster clockwise to full soft.
4. Recommended starting points:



- A. Street use: is 1¼ turns counterclockwise from the full soft position.
 - B. Drag racing: Full soft to start increase only if you need to slow front end lift during launch.
 - C. Autocross & short course road racing: ½ turn off of full soft.
 - D. Road Racing and oval track high speed course :
Starting at ½ turn from full soft, use ¼ turn increments until you are familiar with how the changes affect you car on the course you are running. Adjust firmer until float or oscillation is eliminated.
Generally the faster the course the firmer the rebound requirement. Tracks with 100+ mile per hour average may need as high as 1 ¾-2 Turns from full soft. However the softer the setting you can live with is usually the fastest and safest.
5. After adjustment, remove the adjusting knob in order to prevent possible damage of the bonnet.

GR40 Koni front Strut Compression adjustment. (DA struts only)

You can switch back and forth, in most cases in a matter of seconds, from a comfortable "touring" setting to a more firm setting for a sporty drive. By means of a screw driver the compression or "bump damping" forces can be altered to suit driving conditions or personal preferences.

1. The compression adjuster is located on the bottom of the strut. Opposite that of rebound, the adjuster has to be turned clockwise to increase damping (firmer) and counterclockwise to decrease damping (softer). If you feel resistance, do not use force, as the damper is in its end position. There is only about ¾ turn of adjustment, with 11 positions or clicks. DO NOT USE FORCE when you reach the end of the adjustment.
2. To reference your settings, always begin by turning the adjuster counter clockwise to full soft.
3. Recommended starting points:
 - A. Street use: 0-3 clicks from full soft.
 - B. Drag racing: Set at full soft and adjust in 3 click increments firmer as required to keep nose from settling during shifts.
 - C. Autocross & short course road racing: 7-8 clicks off of full soft.
 - D. Road Racing and oval track high speed course :
 - i. Starting at 7 clicks turn up or down as required to control the reaction to hitting bumps. Use 2 click increments and adjust until you are familiar with how the changes affect you car as it encounters bumps. Too stiff it will bounce harshly. Too soft it will "Jack down" reducing front end grip traction.
 - ii. Generally the faster and smoother the course the firmer the compression requirement. Tracks with 100+ mile per hour average may need as high as 10 clicks. However the softer you can get away with the better.

