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## **You must set nitrogen pressure before use** **Single and Double Adjustable Shocks**

### **To Adjust the Compression or Rebound**

**To Adjust: Turn knob until arrow points to desired valve setting.**

#### **Caution:**

**❖ Do not force pointer beyond the number range, as this may result in internal damage.**

### **Instructions for Preparing Your "GS2, GS3, G2, G3, G7, G8, GB2 and GB3" series Genesis Shocks to Race**

Recommended gas pressures are related to the track conditions and the compression damping number **and assume the shock is fully extended**. If the track is slick(smooth) and the compression is # 5 or lighter, set pressures at 70 PSI on all four corners. If the track is rough or the compression is # 6 or stiffer, set pressures at 100 PSI on all four corners. There is little observed difference in performance between 70 and 100 PSI, but driver preference for a given "feel" should be determined by experiment. Right side shocks can be run as low as 50 PSI **IF THE TRACK IS SMOOTH**, otherwise running less than 60 PSI is not recommended. The "Traction or Dummy Shock" in front of left rear should be run at **100** to 150 PSI. We recommend all linear valved shocks ('L"s) be run at **75** to 150 PSI.

You may adjust the pressure in the shock by attaching any Schrader type high pressure inflating tool, with gauge, (such as Genesis part number 3900, 3920 or 3960) to the genuine Schrader valve on the shock.

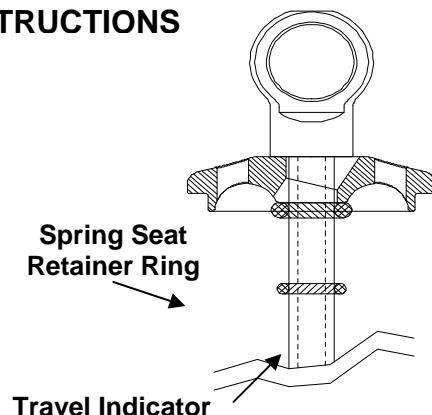
Do not over-tighten. Screw in the Tee handle pin depressor until fully clockwise. Read the pressure. If it is higher than you want, release air from the fill valve on the tool, if it is lower, then add nitrogen or dry air thru the tool fill valve, and then screw out the Tee handle until fully counter-clockwise. The pressure in the shock is now isolated from the tool, none is lost when the tool is removed. Remove the filler tool from the shock.

Always replace the cap on the Schrader valve.

### **GENESIS COIL-OVER KIT INSTRUCTIONS**

Angle the seat, slip onto rod and push seat up against the eyeing. Then, push the retainer ring up against the spring seat as shown.

The spring seat **MUST** be tie- strapped to the spring. Use at least one strap through each hole in spring seat, two through each hole is recommended. Each strap **MUST** incorporate at least one full diameter spring coil; that is a coil that is not ground. If all straps get clipped during use, this is a positive indication that the spring is coil binding and that the spring rate is too light for the application. Handling will always be better if springs do not regularly coil bind.





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## "Special Tuning Shocks"

**G2S74-BRD** - Front shock with a #4 compression and a very high rebound adjustment. The biggest change in adjustment is the first 5 "clicks" above the 8 or towards the + on the dial on the rebound side and will adjust down to a 3 rebound if turned down to the - .

**G2E95C-0** - Left rear in front of axle shock with compression adjustment and 0 rebound and an over all extended length of 25 3/4" .

**G295DLR-2** - Left rear behind of axle shock with increased low speed compression adjustment and a 2 rebound for forward traction. Run at least 150# PSI gas pressure.

**G3S7BRD** - Right front shock with compression adjustability from 3-8 and a very high rebound adjustment. The biggest change in adjustment is the first 5 "clicks" above the 8 or towards the + on the dial on the rebound side and will adjust down to a 3 rebound if turned down to the - .

**G3S7HF12** - Front shock with compression adjustability from 3-8 and a very high rebound adjustment with "Blow Off" to assist in forward traction. The biggest change in adjustment is the first 5 "clicks" above the 8 or towards the + on the dial on the rebound side and will adjust down to a 3 rebound if turned down to the - .

**G39DLR** - Left rear behind of axle shock with increased low speed compression adjustment and a 3-8 rebound adjustment for forward traction run at least 150# PSI gas pressure.

- **All of the above examples are also available in the GB series - Genesis Base Valve and the GS series - Genesis Steel Shocks.**

**Gas pressures** - When the track is tacky or has traction, rough or choppy, or fast run 100# PSI in all four corners of the car. As the track slows down or gets slick re-adjust the pressures with the shock shaft fully extended. In some cases if you are running 75# PSI in all four corners and the car has a lot of movement you can raise the gas pressure in all four corners and that will stabilize the car.

**BRD shocks** - The BRD was designed with increased rebound that has been put in to assist in corner entry and thru the middle so the car rotates thru the middle. Start out with the compression set at 3 to 4 1/2. Set the rebound at 4 to 5 clicks above the 8 or towards the + on the dial. As the track slows down, back the rebound down 1 to 2 clicks at a time. Most of the drivers say that they run it at +1 to -1 below the 8 for the feature. If the track is rough you need to back the rebound down to around the 8 according to just how rough it is.

**BRD shock with bump stops** - You'll need to increase the rebound to control the bump stop in relation to the type of bump stop your using.

**BRD shock with stack-springs** - When the track is tacky or fast set the rebound at 4 to 5 clicks above the 8 or towards the + on the dial and have the gap between the spring and the stop nut at minimum. As the track slows down, back the rebound down 1 to 2 clicks at a time, and open up the gap between the spring and the stop nut.

**G3S7HF12** - Front shock is similar to the BRD but with "Blow Off" to aid in forward traction off the corner. It's design is to release the increased rebound that has been put in to assist in corner entry and thru the middle so the car rotates thru the middle. It can also be used on the Left Front where more rebound is wanted.

**DLR - LR shock** - Is made to use without a shock in front of left rear to gain forward traction. You need to adjust the compression from 5 up on this and run at least 150# PSI. This shock has a completely different compression curve and the adjustment from 5 towards the + on the dial is similar to the rebound adjustment on the BRD 1 click adjusts a lot.

**If you have any questions just give us a call 678-659-9454**