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Double Adjustable Shocks

To Adjust the Compression or Rebound

To Adjust: Turn knob until arrow points to desired settings.
The higher the number on the dial will be more or stiffer valving.
The lower the number on the dial will be less or softer valving.
Unlike other shocks adjusting the rebound does NOT effect the compression and vise versa.
Caution: Do not force pointer beyond the range, as this may result in internal damage.

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) set pressures at 75 PSI on all four corners. If the track is rough or there is too much movement in the car, set pressures at 110 PSI on all four corners. There is little observed difference in performance between 75 and 110 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 Shock" in front of left rear should be run at 125 to 150 PSI.

"Genesis Standard Double Adjustable Series Shocks"

G375D & GX3RF1 - Right front, Double adjustable 6.5 stroke Dirt.

G3S7BRD & GX3S7BRD - Right front, Double adjustable 6.5 stroke Dirt with big rebound.

GX3S7D1* - Right front, Double adjustable 6.5 stroke Dirt with extremely big rebound.

GX437D1* - Right front, Double adjustable 6.5 stroke with remote canister & extremely big rebound.

G375D & GX37LF1 - Left front, Double adjustable 6.5 stroke.

GX37LFD1* - Left front, Double adjustable 6.5 stroke big rebound .

G375D - GX37TA1 - 5th coil, Double adjustable 6.5 Stroke.

G395D & GX39RR1 - Right rear, Double adjustable 9 stroke.

GX39RR1D1* - Right rear, Double adjustable 9 stroke.

G395D & GX39LR1 - Left rear behind, Double adjustable 9 stroke.

G395DLR & GX39LR2 - Left rear behind, Double adjustable 9 stroke special LR big compression.

G3H95D - GX3HLR1 - Left rear behind, Double adjustable 9 stroke extended top for clearance.

G3EH95D - GX3EHLRD1* - Left rear behind, Double adjustable 9 stroke Ext. top for clearance & extended length.

G2E95C-0 - GX2E9TS-0 - Left rear in front of axle, Single adjustable 9 stroke 0 rebound 25.75 extended length.

GX1TS1 - Left rear in front of axle non adjustable run 130# psi to 175# psi.

"Base Valve GX Series"

GXB47BRD - Right front, Double adjustable 6.5 stroke with remote canister & big rebound.

GXB437D1* - Right front, Double adjustable 6.5 stroke with remote canister & extremely big rebound.

GXB47LF1 - Left front, Double adjustable 6.5 stroke with remote canister.

GXB47LFD1* - Left front, Double adjustable 6.5 stroke big rebound with remote canister.

GXB49RR1 - Right rear, Double adjustable 9 stroke with remote canister.

GXB49RR1D1* - Right rear, Double adjustable 9 stroke with remote canister.

GXB49LR1 - Left rear behind, Double adjustable 9 stroke with remote canister.

*** Only sold as set D1 series.**

Shock Adjustments:

G3S7BRD & GX3S7BRD - Right front with big rebound tacky hooked up and fast tracks.
Rebound set at 4 clicks above the 8 or to max rebound.
Compression set at 4 1/2 to 5.

G3S7BRD & GX3S7BRD - Right front with big rebound slick tracks
Rebound set at the 8 or 1 click above the 8.
Compression set at 3 to 4 on compression.
The more rebound you run in the BRD the more it will stay on the right front corner.
Too much rebound you will lose traction coming off the corner.
Not enough rebound the car won't rotate thru the middle so adjust accordingly.
Back off the rebound on real rough race tracks.

G375D & GX37LF1 - Left front tacky hooked up and fast tracks.
Rebound set at 5 to 6 rebound.
Compression set at 4 1/2 to 5.
Adding rebound in some cases will help the car turn in to the corner.

G375D & GX37LF1 - Left front slick tracks.
Rebound set at the 3 or 4 on rebound.
Compression set at 4 or 5 on compression.
Decreasing the rebound on the left front will transfer more weight to the right rear on corner exit and increase side bite and also transfer some weight to the left rear for traction.
In some cases adding rebound to the left front will free up the car on corner entry and have more traction off the corner.

G395D & GX39RR1 - Right rear tacky hooked up and fast tracks.
Rebound set at the 4 or 5 on rebound.
Compression set at 4 or 5 on compression.

G395D & GX39RR1 - Right rear slick tracks.
Rebound set at the 4 or 5 on rebound.
Compression set at 3 or 4 on compression.

G395D & GX39LR1 - Left rear tacky hooked up and fast tracks.
Rebound set at the 5 or 6 on rebound.
Compression set at 4 or 5 on compression.

G395D & GX39LR1 - Left rear slick tracks.
Rebound set at the 3 or 4 on rebound.
Compression set at 5 or 6 on compression.

G375D - GX37TA1 - 5th coil
Rebound set at the 5 or 7 on rebound.
Compression set at 3 or 4 on compression.
Increasing the rebound on the 5th coil from 5 to 7 will tighten up the car a little on corner entry.

Shock tuning tips

Tighten on corner entry.
Increase right front compression
Decrease right rear compression
Increase left front compression
Increase 5th coil rebound

Loosen on corner entry.
Decrease right front compression
Decrease left front compression
Increase left rear rebound
Increase right rear compression

Tighten corner exit.
Decrease right front rebound
Decrease right rear compression
Increase right rear rebound
Decrease left front rebound
Decrease left rear behind rebound

Loosen on corner exit.
Increase right front rebound
Increase right rear compression
Increase left front rebound

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