



5020 Old Ellis Point - Suite 200
Roswell, Georgia 30076
WWW.Genesisshocks.com

678-659-9454
Fax - 678-659-9457
E-mail - info@Genesisshocks.com

Instructions for Preparing Your "G" series Genesis Shocks to Race

All

- G series shocks are shipped pressurized to 125 psi with nitrogen gas.
- L suffix shocks are pressurized to 150 psi.

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 "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.

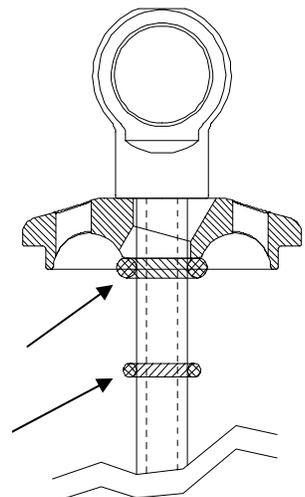
The eyering and any extension on the G1 series shocks is Loctited and torqued directly to the rod. To remove or install the eyering you must grab the shaft with soft jaws in a vise. The application of 242 Loctite is recommended when installing extensions and eyerings.

GENESIS COIL-OVER KIT INSTRUCTIONS

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

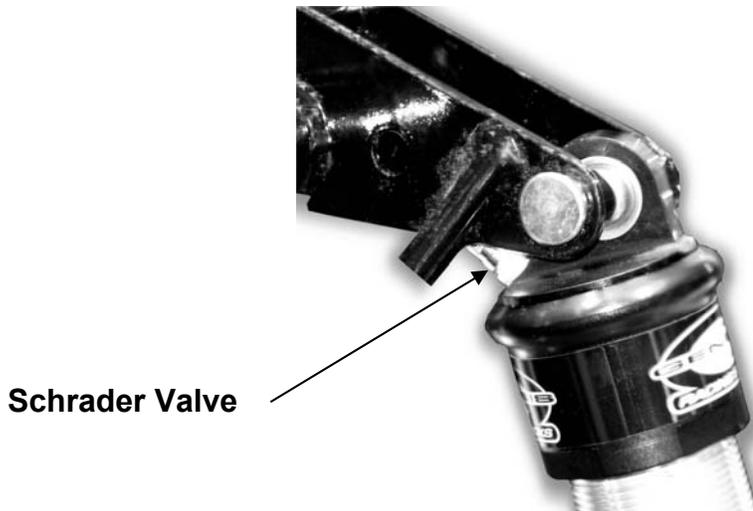
The spring seat **MUST** be tie- strapped to the spring. Use at least one strap through each hole in spring seat, two through each hole is recommended. Each strap **MUST** incorporate at least one full diameter spring coil; that is a coil that is not ground. If all straps get clipped during use, this 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.

Spring Seat
Retainer Ring
Travel Indicator





"SO" PREFIX OFFSET EYERING MOUNTING ORIENTATION



Schrader Valve

The offset eyering shock with small gas reservoir, as shown above, is supplied on shock numbers such as G1SO74-5. The purpose is to provide additional clearance between the shock and the upper A-arm ball joint. The Schrader valve is to the inside of the car. This allows for full compression without damaging the shock. It is recommended in several applications.

LOCKING THE COIL-OVER NUT

Tie-Strap



All Genesis aluminum shock bodies have two grooves 180° apart. The coil-over adjusting nuts also have two grooves 180° apart. By lining up the grooves and inserting a tie-strap, the nut is locked in place.