VIPER
SUSPENSION PRODUCTS
BY PETE & JAKE'S

#1140

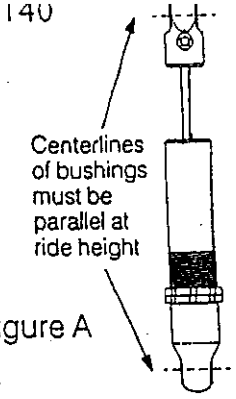


Figure A

The worst thing for a suspension shock absorber is incorrect installation. Misalignment of the upper and lower bushings will cause excessive wear of the bushing and if misalignment is extreme, permanent damage or breakage of the shock may result. It is therefore very important that the centerlines of the bushings be parallel to each other when the shock is at ride height (figure A). This is determined by the position of the mounting brackets.

The mounting position of the shock should not allow the shock travel to "bottom out" or fully collapse before the suspension components bottom out (frame against axle). If the shock travel bottoms out first it will result in damage to the shock and/or the mounting brackets. Do not consider the rubber snubber on the shock shaft as a suspension snubber.

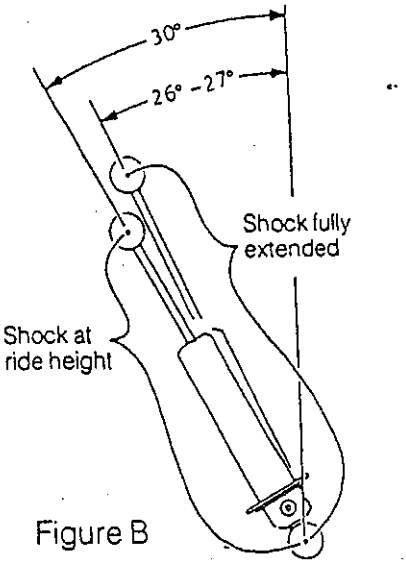
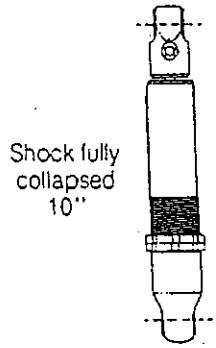
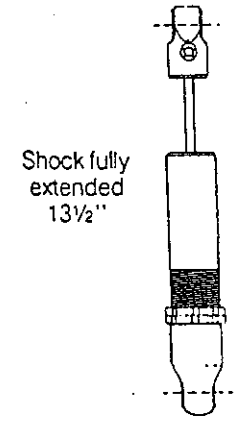
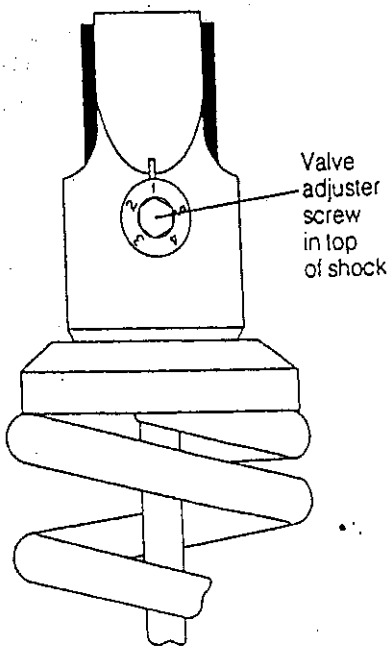


Figure B

Proper ride and handling characteristics are determined by the angle that the shock is mounted at. The more vertical the shock, the stiffer the ride. The less vertical, the softer the ride, but also less support during hard bumps and cornering. The recommended angle is 30-degrees from true vertical at ride height.
Generally speaking the weight of the car will collapse the shock about 1-1/4" to 1-1/2" at ride height. Using this rule of thumb you will have a 30-degree angle at ride height if the shock is mounted at approximately 26 to 27 degrees with the shock fully extended (figure B).







A five position damping adjuster lets you dial-in the ride you desire. The valving is a six stage automatic damping function that adjusts to continue load and velocity factors to provide proper damping under all conditions. Rotating the adjuster clockwise ↻ stiffens the damping effect. One being the softest and five being stiffest, on the dial face.