### Basic Shock Tuning Guide

<table>
<thead>
<tr>
<th>Corner Entry</th>
<th>Middle</th>
<th>Corner Exit</th>
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</thead>
</table>
| **To Tighten Car On Corner Entry** | 1. Increase compression LF  
2. Decrease compression RR | 1. Increase compression RF  
2. Decrease compression RR  
3. Decrease rebound RF | 1. Decrease rebound LR  
2. Decrease compression RR |
| **To Loosen Car On Corner Entry** | 1. Decrease compression RF  
(Makes car steer more positive on entry)  
2. Increase compression LR  
(if LR is slamming down) | **To Tighten Car In Middle - On The Throttle** | 1. Decrease rebound LR  
2. Decrease compression RR  
3. Decrease rebound RF | **To Tighten Car Off Corner** | 1. Decrease rebound LR  
2. Decrease compression RR |
| **To Loosen Car On Corner Entry** | **To Tighten Car In Middle - Off The Throttle** | 1. Increase compression RF  
2. Decrease compression RR | 1. Decrease rebound LF | 1. Decrease rebound LF | **Compression in Front Shocks:**  
Affects •Entry •Middle |
| **To Loosen Car In Middle - On The Throttle** | **To Loosen Car In Middle - Off The Throttle** | **Compression In Rear Shocks:** | **Rebound in Front Shocks:**  
Affects •Entry •Middle •Exit | **Rebound in Rear Shocks:**  
Affects •Middle •Exit |

**In General**  
Softening rebound in LR shock will increase LR bite  
1. Increase rebound RF  
2. Decrease rebound LF  
1. Decrease compression RF  
2. Increase compression LR  
(if LR is slamming down)