

FACTORY KAHNE SHOCK TUNING GUIDE

- This guide is for Factory Kahne (FK) Shocks purchased from Hyper Racing. FK Shocks purchased from another vendor will not be valved the same as Hyper Racing’s FK Shocks and the adjustment will be different.
- To adjust the shocks, start by turning the adjuster knob fully clockwise—this is the stiffest setting in the adjustment range. Then, count the clicks as you turn it counterclockwise (this is referred to as “taking out clicks” or “clicks out”). If someone mentions “turns out,” it means four clicks, as there are four clicks per turn.
- If checking gas pressure on an FK EVO shock, start with 30 psi in the rear shocks and 25 psi in the front shocks.
- The amount of left rear rebound for Non-Wing depends on how much bump stop you are running. Most do not run bump stops in winged racing. If you are not running bumps, you will want to run -8 when slick. With bumps, keep the rebound in it to get on the bump quicker on exit.
- If running a 5th shock (right rear roll shock) set the compression on both the regular and the roll shock to full soft.
- The amount of compression on the right rear is considerably different if there is a cushion to run on. With a large cushion, even when the conditions are slick just off the cushion, keep the compression in to keep the car from tossing the nose.

Left Front	Right Front	Left Rear	Right Rear
Tacky/Wing <i>Clicks Out -5 extreme wet -0</i>	Tacky/Wing <i>Clicks Out -8 extreme wet -0</i>	Tacky/Wing <i>Clicks Out -0 to -4 depending on driver preference</i>	Tacky/Wing <i>Clicks Out Rebound -8 Clicks Out Compression -5</i>
Tacky/Non-Wing <i>Clicks Out -8 extreme wet -0</i>	Tacky/Non-Wing <i>Clicks Out -10 extreme wet -0</i>	Tacky/Non-Wing <i>Clicks Out -2 with bump, -2 no bump</i>	Tacky/Non-Wing <i>Clicks Out Rebound -8 Clicks Out Compression -5</i>
Average/Wing <i>Clicks Out -7</i>	Average/Wing <i>Clicks Out -10</i>	Average/Wing <i>Clicks Out -5</i>	Average/Wing <i>Clicks Out Rebound -4 Clicks Out Compression -6</i>
Average/Non-Wing <i>Clicks Out -10</i>	Average/Non-Wing <i>Clicks Out -12</i>	Average/Non-Wing <i>Clicks Out -2 with bump, -4 no bump</i>	Average/Non-Wing <i>Clicks Out Rebound -4 Clicks Out Compression -6</i>
Slick/Wing <i>Clicks Out -10</i>	Slick/Wing <i>Clicks Out -12</i>	Slick/Wing <i>Clicks Out -6</i>	Slick/Wing <i>Clicks Out Rebound -0 Clicks Out Compression -10</i>
Slick/Non-Wing <i>Clicks Out -12</i>	Slick/Non-Wing <i>Clicks Out -12</i>	Slick/Non-Wing <i>Clicks Out -2 with bump, -6 no bump</i>	Slick/Non-Wing <i>Clicks Out Rebound -0 Clicks Out Compression -12</i>

Options to Correct a Front End Push Condition (Understeer)***Tight On Corner Entry***

- Increase Rebound in Left Front Shock
- Increase Rebound in LR Shock
If the car will not point in on the initial corner entry, decrease rebound in LR.
- Increase compression in RR Shock

Tight In the Middle of Corner

- Increase Compression in RR Shock
- Increase rebound in both front Shocks

Tight On Corner Exit

- Increase Rebound in LR Shock
- Increase Compression in RR Shock
- Increase Rebound in both front Shocks

Options to Correct a Loose Rear End Condition (Oversteer)***Loose On Corner Entry***

- Increase Compression in Front Shocks
- Reduce Rebound in LR
- Reduce Rebound on LF Shock
- Reduce Compression on RR Shock

Loose in Middle of Corner

- Increase Compression in RF Front Shock
- Increase Rebound in RR shock
- Reduce Compression in RR Shock
- Reduce Compression in RR Shock

Loose on Corner Exit

- Increase Rebound in RR Shock
- Reduce Compression in RR Shock
- Reduce Rebound in Front Shocks