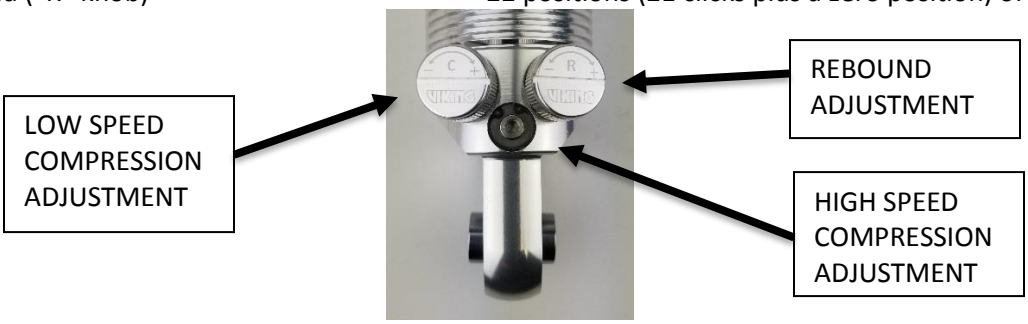
VIKING CRUSADER™ TRIPLE ADJUSTABLE TUNING GUIDE

WARNING!

CRUSADER™ SERIES SHOCKS ARE DESIGNED FOR *COMPETITION ONLY* AND NOT INTENDED FOR STREET USE. WHEN VEHICLE IS OFF-TRACK OR BEING TRAILERED, CRUSADER SHOCKS MUST BE AT VIKING'S SPECIFIED OFF-TRACK SETTINGS ON BOTH COMPRESSION AND REBOUND. FAILURE TO USE THE SPECIFIED SETTINGS MAY DAMAGE THE SHOCK AND WILL VOID YOUR WARRANTY, AND MAY RESULT IN INJURY OR DEATH.

Viking Crusader™ triple adjustable shocks allow a huge range of adjustment on low speed compression, high speed compression, and rebound. They can be set for comfortable cruising, aggressive track use, or anything in between.

Low Speed Compression ("C" knob)	22 positions (21 clicks plus a zero position) of adjustment
High Speed Compression (1/8" center hex)	23 positions (22 clicks plus a zero position) of adjustment
Rebound ("R" knob)	22 positions (21 clicks plus a zero position) of adjustment



Position zero is the softest setting and is found by turning the knob counterclockwise until the stop is located. Every click clockwise will increase dampening force to resist movement in compression (the collapsing direction), or rebound (extension direction). Only very light force is needed to adjust the knobs; **do not ever force the knob or hex** past its intended stop, as doing so will damage the shock.

Recommended settings will vary depending on spring rate. E.g. with firm springs, the compression may need to be softer and the rebound setting firmer than indicated. Also, track conditions will have an impact (e.g. rough tracks may need softer rebound). High speed compression events will generally occur on major transitions and large bumps, and low speed compression will occur with slight surface imperfections, cracks, etc. **Recommended baseline points for adjusting your shocks are outlined below:**

Crusader™ Triple Adjustable - Pro-Touring / Handling ("HP" Front & Rear Valving)

		Off Track (Trailering)	Handling
FRONT	**"C" knob**	0-10	10-15
	Center hex	0-7	8-14
	"R" knob	0	10-14
REAR	**"C" knob**	0-10	7-12
	Center hex	0-7	3-8
	"R" knob	0	8-12

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Crusader™ Triple Adjustable - Drag Racing

		SOLID AXLE		*IRS*	
		Drag - Lower HP ("RD" Front & "HJ" Rear Valving)	**Drag - Higher HP ("RK" Front & "HM" Rear Valving)**	**Drag - Lower HP ("RD" Front & "RJ" Rear Valving)**	**Drag - Higher HP ("RK" Front & "RM" Rear Valving)**
		OFF TRACK (TRAILERING)		***OFF TRACK (TRAILERING)***	
FRONT	**"C" knob**	0-10	0-10	0-10	0-10
	Center hex	0-7	0-7	0-7	0-7
	"R" knob	5-9	3-5	5-9	3-5
REAR	**"C" knob**	0-10	0-10	0-10	0-10
	Center hex	0-7	0-7	0-7	0-7
	"R" knob	3-7	0	3-7	0
		DRAG - WEIGHT TRANSFER		***DRAG***	
FRONT	**"C" knob**	10-15	12-17	10-15	12-17
	Center hex	12-17	15-22	12-17	15-22
	"R" knob	2-7	8-12	2-7	8-12
REAR	**"C" knob**	0-8	3-8	7-12	11-16
	Center hex	5-10	8-12	10-15	15-20
	"R" knob	12-17	8-14	12-17	9-14
		DRAG - REAR SEPARATION			
FRONT	**"C" knob**	10-15	12-17		
	Center hex	12-17	15-22		
	"R" knob	2-7	8-12		
REAR	**"C" knob**	15-20	15-20		
	Center hex	10-15	10-15		
	"R" knob	3-7	5-10		

Additional tuning tips:

Drag with Rear Separation: Stiffen compression until you do not see the car "dip" on launch. The goal is to go from ride height straight into separation where the rear quarter panel is lifting away from the rear tire. Then stiffen rebound until times worsen. Dial back 1-2 clicks. If the track prep is good, then increase rebound; if prep is poor, decrease rebound for more separation. The rear suspension geometry dictates what direction the suspension will move and how "reactive" that movement will be as power is applied. The shock absorber's job is to control this movement, not create it. High speed compression events generally occur at launch; low speed compression occurs after the 60' mark.

Drag with Rear Weight Transfer: As a general rule of thumb, if the tires spin at the hit, soften the rebound. If the tires spin after the initial hook, stiffen the rebound (the compression can also be stiffened in this instance). High speed compression events generally occur at launch; low speed compression occurs after the 60' mark.

NOTE: The recommended starting points are suggestions. These settings may or may not work for your application. That is the beauty of a triple adjustable shock… you can set it where it works the best for you and your set-up!

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