# Detroit Speed
# Rear Coilover Conversion Kit
## 1979-93 Mustang & 1979-86 Capri
## P/N: 042442

The Detroit Speed Rear Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted into your 1979-93 Fox body vehicle. The kit replaces the existing coil spring and shock combination with a Detroit Tuned coilover shock and spring package. The coilover kit offers extensive ride height adjustability and requires only minor drilling into the frame rails. This kit mounts into the bottom side of the frame rail giving you maximum strength and clearance for exhaust and tires. They are a perfect solution when installing the Detroit Speed Mini-Tubs. All necessary hardware is included in the kit along with powdercoated axle bracket to complete the conversion.

| Item | Description | Quantity |
|---|---|---|
| 1 | Coilover Shock | 2 |
| 2 | Coilover Spring | 2 |
| 3 | Lower Coilover Mount Assembly, LH and RH | 2 |
| 4 | Upper Coilover Mount Assembly | 2 |
| 5 | Frame rail Weld Nut Doubler Plate, Single | 4 |
| 6 | Coilover Installation Kit | 1 |
| 7 | Coilover Hardware Kit | 1 |
| 8 | Spanner Tool | 1 |
| 9 | Instructions | 1 |

**NOTE: If your exhaust goes around the rear axle, it may need to be modified before it can go back into the vehicle to fit around the coilover kit.**

| Installation/Hardware Checklist – Detroit Speed Rear Coilover Conversion Kit | | | |
|---|---|---|---|
| **Part Number** | **Description** | **Quantity** | **Check** |
| | | | |
| **200074** | **Coilover Installation Kit** | **1** | |
| 920025FS | Button Plug 1-3/4" Flush Head | 2 | |
| 920054FS | Button Plug 7/8" Flush Head | 2 | |
| 9303244 | 1/2" ID x 3/4" OD x 7/8"L Steel Bushing | 2 | |
| 99040429 | 1/2" ID x 3/4" OD x 3"L Crush Tube | 2 | |
| 99040681 | 7/8" Hole Saw Drill Guide | 1 | |
| | | | |
| **200075** | **Coilover Hardware Kit** | **1** | |
| 950109FS | 8-32 x 1/2"L Flat Head Cap Screw | 4 | |
| 980016FS | 5/16" AN Washer | 4 | |
| 980111FS | 5/16"-18 x 1"L Hex Head Bolt | 4 | |
| 960073FS | 5/8"-18 Nylock Jam Nut | 2 | |
| 970037FS | 1/2" SAE Washer | 10 | |
| 980034FS | 1/2"-20 x 1-1/2"L Hex Head Bolt | 2 | |
| 950045FS | 1/2"-20 x 2"L Hex Head Bolt | 2 | |
| 980058FS | 1/2"-20 x 3"L Hex Head Bolt | 2 | |
| 960004FS | 1/2"-20 Nylock Nut | 6 | |
| 970026FS | M12 Flat Washer | 8 | |
| 950080FS | M12-1.75 x 120 Hex Head Bolt | 4 | |
| 960055FS | M12-1.75 Nylock Nut | 4 | |

| Fastener Torque Specifications | |
|---|---|
| **Application** | **Torque (ft-lbs)** |
| 1/2"-20 Lower Coilover Bracket Bolts | 60 |
| M12-1.75 Lower Coilover Bracket Bolts | 75 |
| 1/2"-20 Lower Shock Bolts | 75 |

***IMPORTANT:***

**All work should be performed by a qualified technician. Please read the entire set of instructions and fully understand all of the steps involved before beginning the project. Always make sure to wear the appropriate safety equipment for the job and properly support the vehicle. If you have any questions before, during, or after the installation, feel free to contact Detroit Speed by phone at (704) 662-3272 or by email at tech@detroitspeed.com.**

**Recommended Tools:**

- Properly rated floor jack, support stands, and wheel chocks
- Combination wrench set
- Torque Wrench: 0-75 ft-lbs. range
- Ratcheting socket wrench and socket sets
- Die Grinder
- Drill and Drill Bit Set
- 1-3/4" Hole Saw
- Impact Gun
- Safety Glasses

**Installation:**

1. Confirm that all components and hardware have been included in the kit using the parts list and picture for reference on page 1 and 2.

2. On a smooth level surface, block both sides of the rear tires. Loosen the rear lug nuts and jack up the front and then the rear of the vehicle. Support the car in the front and the rear by securely placing jack stands under the frame so the car is sitting level. Remove the rear wheels and tires.

3. Place two jack stands securly under the rear axle tubes. If your vehicle is equipped with a factory or aftermarket sway bar, remove the two sway bar bolts located in the lower trailing link or remove the sway bar endlinks on both sides of the vehicle.

4. Remove the shocks from the rear axle by removing the lower shock bolts from the rear axle brackets. Using a floor jack, raise the rear axle off the jack stands. Remove the jack stands and lower the rear axle so it is in full droop (Figure 1). If you have a 1984-93 vehicle, remove the Quad Shocks from the vehicle.

**Figure 1 – Remove Lower Shock Bolts**

5. Remove the interior plastic cover behind the back seat to gain access to the upper shock mount nut. Remove the nut with an impact wrench on both sides of the vehicle (Figure 2). Remove the shocks from the vehicle.

**Figure 2 – Remove Upper Shock Nut**

6. Place the provided 7/8" flush head button plugs in the holes in the trunk floor once the factory shocks have been removed (Figure 3).

**Figure 3 – Install Button Plug**

7. If you have purchased the non-adjustable shocks, skip to the Step 13. If you have purhased the adjustable shocks, pull the trunk floor carpet up and remove the insulation to gain access to the sheet metal (Figure 4).

**Figure 4 – Remove Trunk Carpet**

8. Remove the factory body plugs in the trunk floor inboard of the interior panels on both sides of the vehicle (Figure 5).

**Figure 5 – Remove Factory Body Plugs**

9. This hole will need to be opened up with a 1-3/4" hole saw. Feel inside the hole for the frame rail underneath the trunk floor. If the factory hole is too close to the frame rail, you will need to slot the hole away from the frame rail with a die grinder (Figure 6).


**Figure 6 – Locate Frame Rail**

10. Place masking tape around the pilot drill on your 1-3/4" hole saw. The tape will help retain the guide on the pilot drill for convenience. Place the provided 7/8" hole saw drill guide over the pilot drill (Figure 7).


**Figure 7 – Assembly Hole Saw Drill Guide**

11. Use cutting fluid on the hole saw and place the hole saw drill guide in the factory body plug hole. Move the guide to one side of the hole if you need to open it up to stay away from the frame rail underneath the trunk floor (Figure 8). Drill both sides of the vehicle.


**Figure 8 – Drill Access Hole**

12. De-burr the drilled hole with a file so there are no sharp edges. Install the provided 1-3/4" flush head body plugs in the drilled holes on both sides of the vehicle (Figure 9).

**Figure 9 – Install Button Plug**

13. Remove the factory springs from the vehicle with the rear axle in full droop by prying them out of the lower trailing link and upper spring perch (Figure 10). **CAUTION:** Springs may be under tension.

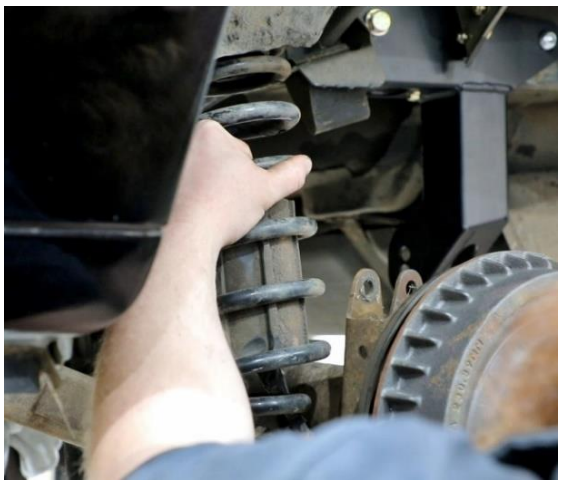


**Figure 10 – Remove Springs**

14. Remove the bolts holding the lower shock mounts on the axle brackets on both sides of the vehicle. Remove the lower shock mounts (Figure 11).

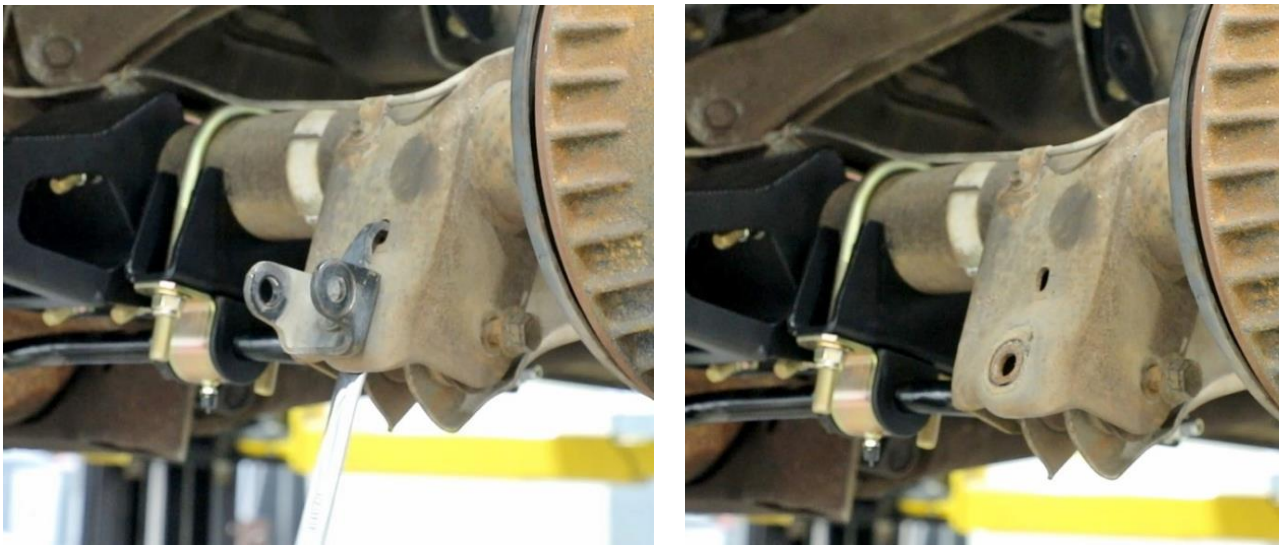


**Figure 11 – Remove Factory Lower Shock Mounts**

15. Place two jack stands under the rear axle tubes and remove the lower trailing link bolt at the axle on **one** side of the vehicle only. Allow the trailing link to drop out of the axle bracket (Figure 12).

**Figure 12 – Drop Lower Trailing Link**

16. Remove the sway bar axle clamp bracket if equipped and let the sway bar hang down from the axle tube. This will give you access around the axle bracket in order to install the lower coilover bracket (Figure 13). **NOTE:** The Detroit Speed Sway Bar (PN: 042223) has been installed on this vehicle.

**Figure 13 – Loosen Sway Bar if Equipped**

17. Place one of the provided 1/2" ID x 3/4" OD x 3"L crush tubes inside the lower trailing link axle bracket. Tap the crush tube in place and align it with the lower trailing link hole in the axle bracket using a drift (Figure 14).

**Figure 14 – Locate Crush Tube**

18. Install the correct lower coilover bracket so that the lower shock mount is pointing inboard of the vehicle. Place it over the backside of the axle bracket. Tap the coilover bracket in place so the top slotted hole in the coilover bracket is aligned with the lower trailing link hole on the axle bracket (Figure 15).

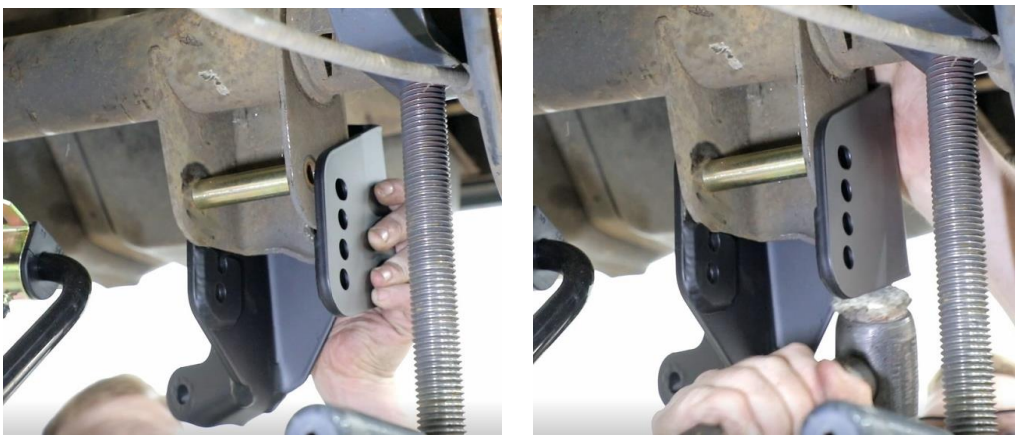


**Figure 15 – Install Lower Coilover Bracket**

19. Install one of the provided M12-1.75 x 120mm hex head bolt and washer through the inboard side of the lower coilover bracket, through the axle bracket and the crush tube. Use anti-seize on the threads of the bolt and install one of the provided M12-1.75 Nylock nut and washers on the bolt and tighten (Figure 16). Torque the hardware to 75 ft-lbs.

**Figure 16 – Install Mounting Hardware**

20. Spot drill the axle bracket using a 1/2" drill bit in the top hole on the backside of the lower coilover bracket. Use the coilover bracket as a hole location template. Use a 1/8" pilot drill bit and drill through the center of the spot drill location on the axle bracket (Figure 17).

**Figure 17 – Drill Axle Bracket**

21. Drill out the hole in the axle bracket from the previous step with a final drill size of 1/2" (Figure 18). **NOTE:** It is recommended that pilot holes be drilled first before drilling the 1/2" hole.

**Figure 18 – Drill Axle Bracket Mounting Hole**

22. Place one of the provided 1/2"-20 x 1-1/2"L and 1/2"-20 x 2"L hex head bolts and washers through the coilover bracket and axle bracket. **NOTE:** The 2" long bolt goes through the top hole and the 1-1/2 long bolt goes through the bottom hole on the backside of the coilover bracket (Figure 19).

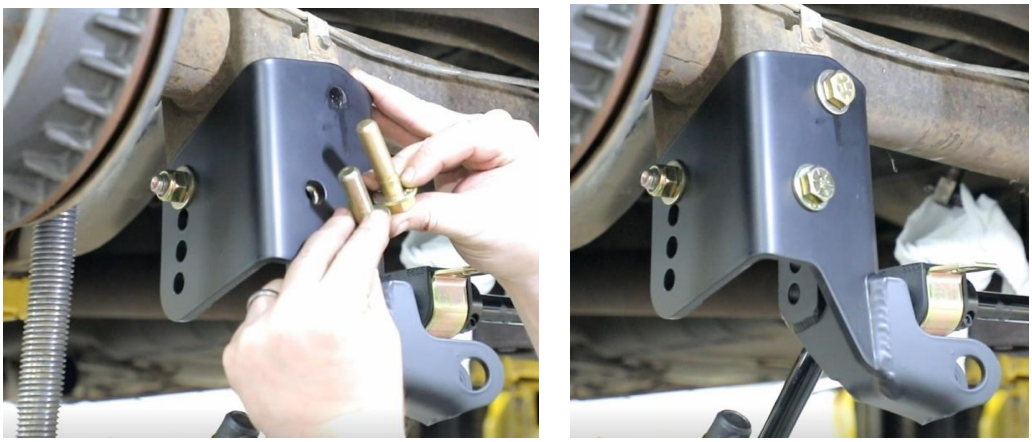


**Figure 19 – Install Mounting Hardware**

23. Tighten the lower coilover bracket to the axle bracket using the provided 1/2"-20 Nylock nuts and washers using anti-seize on the threads of the bolt (Figure 20). Torque the mounting hardware to 60 ft-lbs.

**Figure 20 – Tighten Mounting Hardware**

24. Install the lower trailing link into the lower coilover bracket using the provided M12-1.75 x 120mm hex head bolt, Nylock nut and washers (Figure 21). Use anti-seize on the threads of the bolt and tighten. **NOTE:** The Detroit Speed Swivel-Link™ Kit (PN: 042110) has been installed in this vehicle. Do not torque the lower link bolts yet as that will be completed when the vehicle is at ride height.

**Figure 21 – Install Lower Trailing Link**

**NOTE:** Detroit Speed recommends using the middle hole in the lower coilover bracket as a starting point. Use the other holes as tuning options once you have your vehicle back on the road (Figure 22 & 23 below and on the next page). If you plan on using the top trailing link hole in the coilover bracket, you will need to drill a clearance hole in the axle bracket. Drill a 1/2" hole through the axle bracket using the top trailing link hole in the coilover bracket as a template. You will also need to place the crush tube and hardware in the bottom hole of the coilover bracket.

**NOTE:** Adding the Detroit Speed Lower Link Drill Guide (PN: 010117) will give you the lower link adjustment options at the chassis side (Figure 22 & 24 below and on the next page). Adding the Detroit Speed Exo-Brace Kit (PN: 010115) will give you the upper link adjustment options on the chassis side (Figure 22 & 25 below and on the next page).

**NOTE:** The measurements listed in the tables below were derived from actual measurements of the DSE test car. 4-13/16" center of axle tube to the bottom of the frame rail, CG is 19" off the ground. Entries in **bold** are recommended starting locations.

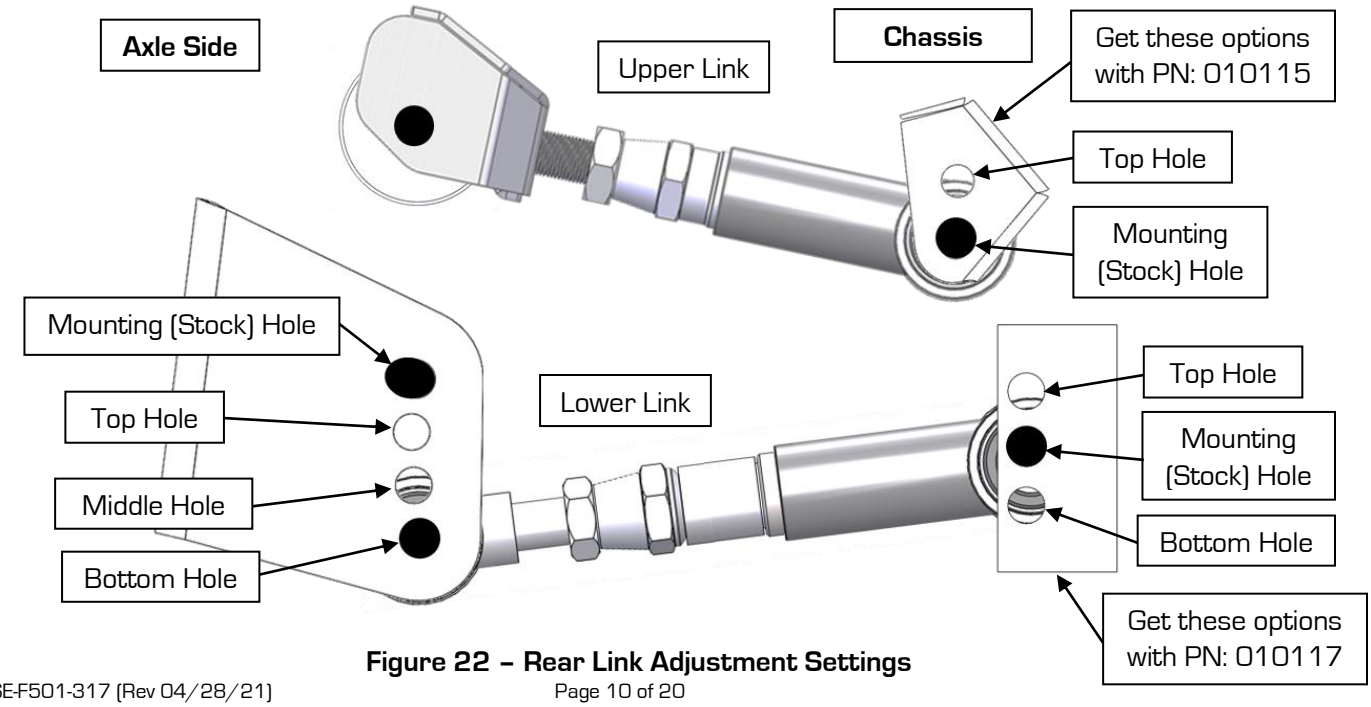



**Figure 22 – Rear Link Adjustment Settings**

**NOTE:** Instant center numbers are expressed as distance forward of rear axle centerline, then height above ground level.

| Lower Link Axle Side Position | Instant Center | Anti-Squat |
|---|---|---|
| **Stock Hole** | **41" / 8.5"** | **108%** |
| Top Hole | 36.7" / 9.5" | 138% |
| Middle Hole | 33.3" / 10.2" | 162% |
| Bottom Hole | 31" / 10.6" | 182% |

**Figure 23 – Lower Link Adjustment Settings Using Coilover Kit**

| Upper Link Chassis Side in Stock Hole | | | |
|---|---|---|---|
| **Lower Link Chassis Side Position** | **Lower Link Axle Side Position** | **Instant Center** | **Anti-Squat** |
| Top Hole | Stock Hole | 33.3" / 10.1" | 162% |
| | Top Hole | 30.5" / 10.7" | 186% |
| | Middle Hole | 28.5" / 11" | 206% |
| | Bottom Hole | 27" / 11.4" | 223% |
| | | | |
| Middle (Stock) Hole | **Stock Hole** | **41" / 8.5"** | **108%** |
| | Top Hole | 36.7" / 9.5" | 138% |
| | Middle Hole | 33.3" / 10.2" | 162% |
| | Bottom Hole | 31" / 10.6" | 182% |
| | | | |
| Bottom Hole | Stock Hole | 56.3" / 5.7" | 54% |
| | Top Hole | 46" / 7.7" | 89% |
| | **Middle Hole** | **40" / 8.9"** | **117%** |
| | Bottom Hole | 36.2" / 9.6" | 141% |

**Figure 24 – Lower Link Adjustment Settings Using the Coilover Kit & Drill Guide.**

| Upper Link Chassis Side in Top Hole | | | |
|---|---|---|---|
| **Lower Link Chassis Side Position** | **Lower Link Axle Side Position** | **Instant Center** | **Anti-Squat** |
| Top Hole | Stock Hole | 83.1" / 11.4" | 73% |
| | **Top Hole** | **60.5" / 12.8"** | **113%** |
| | Middle Hole | 49.5" / 13.5" | 145% |
| | Bottom Hole | 43" / 13.9" | 172% |
| | | | |
| Middle (Stock) Hole | Stock Hole | 173" / 5.8" | 18% |
| | Top Hole | 91.9" / 10.9" | 63% |
| | **Middle Hole** | **66.4" / 12.4"** | **100%** |
| | Bottom Hole | 54" / 13.2" | 130% |
| | | | |
| Bottom Hole | Stock Hole | N/A | N/A |
| | Top Hole | 186" / 5" | 14% |
| | Middle Hole | 99.7" / 10.4" | 55% |
| | Bottom Hole | 72" / 12.1" | 89% |

**Figure 25 – Upper & Lower Link Adjustment Settings Using the Drill Guide, Coilover Kit & Exo-Brace Kit**

25. Repeat Steps 15 through 24 for the opposite side of the vehicle.

26. Place the provided 7/8" hole saw drill guide over the pilot drill on a 1-5/8" hole saw. Install the drill guide into the 7/8" fixture hole on the bottom side of the frame rail and open up the hole for the upper coilover mount. **NOTE:** Most vehicles require the 7/8" fixture hole to be slightly deburred as the drill fixture should fit tight in the fixture hole. Use a die grinder to de-burr the hole for a clean finish (Figure 26).

**Figure 26 – Upper Shock Mount Location**

27. Verify that the upper coilover mount will fit into the 1-5/8" hole that was drilled out in the previous step. **NOTE:** The flange of the upper coilover mount will be below the bottom side of the frame rail.

28. Locate the upper coilover mount so that the two 5/16" holes are lined up with the center of the 1-5/8" hole and parallel with the frame. **NOTE:** It will be critical to have the two 5/16" holes aligned with the frame rail if you plan on installing the Detroit Speed Track Bar Kit (PN: 042111) in the future. Center punch and transfer the two hole locations on the upper coilover mount to the bottom side of the frame rail (Figure 27).

**Figure 27 – Transfer Punch Shock Mount Locations**

29. Remove the upper coilover mount and drill two holes though the frame rail at the marked locations using a 5/16" drill bit. **NOTE:** It is recommended that pilot holes be drilled first before drilling the 5/16" holes.

30. Install one of the provided 5/16"-18 x 1"L hex head bolts into one of the provided single frame rail weld nut doubler plate. **NOTE:** You may want to run a 5/16"-18 and an 8-32 tap through the nut plate to make sure the threads are clean for the fasteners.

31. Wrap the threads of the 5/16"-18 bolt with masking tape and place the threads of the bolt into the 5/16" drilled hole on the bottom side of the frame rail closest to the front of the vehicle (Figure 28). Make sure the small hole is pointed away from the 1-5/8" hole that was drilled in Step 26. Transfer punch the small hole on the nut plate to the bottom side of the frame rail.

**Figure 28 – Locate Single Weld Nut Doubler Plate**

32. Repeat Steps 30 and 31 for the 5/16" drilled hole towards the rear of the vehicle. Make sure the small hole in the weld nut doubler plate is pointed away from the 1-5/8" hole that was drilled in Step 26 when transferring the hole to the bottom side of the frame rail.

33. Drill the two holes marked on the bottom side of the frame rail from the previous steps using a 5/32" drill bit. **NOTE:** It is recommended that pilot holes be drilled first before drilling the 5/32" holes. Chamfer the holes using a large drill bit or chamfer tool until the provided 8-32 x 1/2"L flat head screw sits flush with the frame (Figure 29).

**Figure 29 – Drill & Chamfer Nut Plate Mounting Holes**

34. Install both weld nut doubler plates inside the frame rail using the 1-5/8" upper shock mount hole in the frame rail. You can also use the 5/16"-18 hardware to hold the weld nut plates in place while you install the provided 8-32 x 1/2"L flat head screws (Figure 30). Use medium strength blue Loctite 242 on the threads of the screws and tighten. Remove the 5/16" hardware from the doubler plates.

**Figure 30 – Install Weld Nut Doubler Plates**

35. Repeat Steps 26 through 34 for the opposite side frame rail.

36. Next, build the coilover shock and spring assemblies before installing them into the frame. For the non-adjustable shock assembly, go to the next step. For the adjustable shock assembly go to Step 40.

37. Thread the coilover adjuster nut all the way to the bottom of the threads on the shock. Place two of the provided black spring washers over the top of the shock so they sit on the adjuster nut. Install the coilover spring over the top of the shock (Figure 31).

**Figure 31 – Install Spring Washers & Spring**

38. Place the upper spring perch over the shock so it sits on the spring. Place the retaining ring over the shaft of the shock until it locks in place in the groove on the shock (Figure 32). The coilover adjuster nut can now be moved up the shock body to keep the spring pressure on the upper spring perch.

**Figure 32 – Install Spring Perch & Retaining Ring**

39. Place the Detroit Speed upper coilover mount assemblies over the top of the shaft of the shocks. Thread the provided 5/8"-18 Nylock jam nuts onto the threads of the shocks. Tighten the upper coilover mounts to the shock and spring assemblies. You will need to hold the shock from turning with a 3/4" wrench placed right below the upper coilover mount assemblies while tightening the 5/8"-18 jam nuts with a 15/16" wrench (Figure 33). Skip to Step 46.

**Figure 33 – Tighten Upper Shock Mount to Shock**

40. Thread the coilover adjuster nut all the way to the bottom of the threads on the shock. Install the coilover spring over the top of the shock (Figure 34).

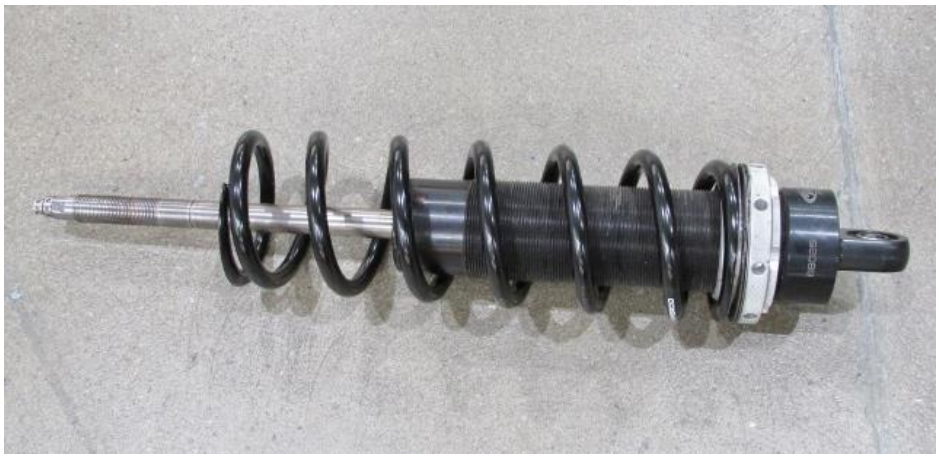


**Figure 34 – Assembly Shock & Spring**

41. Place the upper spring perch over the shock so it sits on the spring. Place the retaining ring over the shaft of the shock until it locks in place in the groove on the shock (Figure 35).

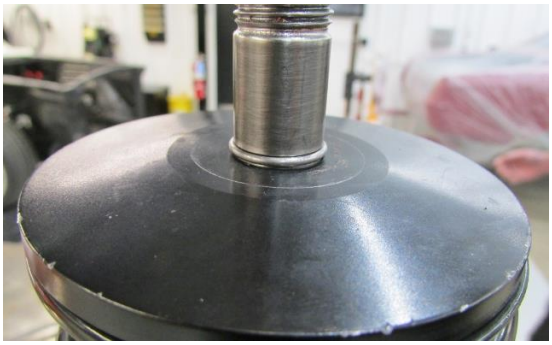


**Figure 35 – Install Spring Perch & Retaining Ring**

42. Place the spring perch spacer over the shock so it locks onto the retaining ring on top of the upper spring perch (Figure 36). Place the Detroit Speed upper coilover mount assemblies over the top of the shock.

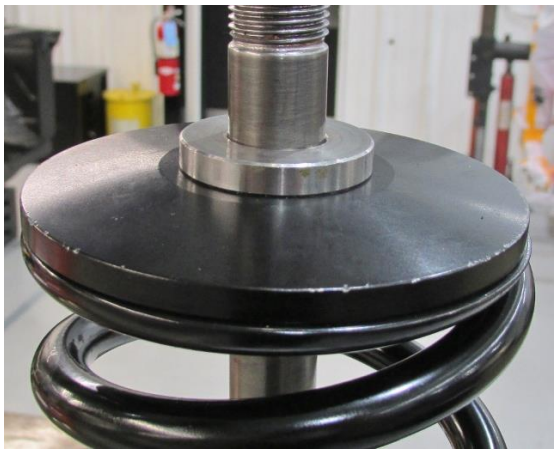


**Figure 36 – Install Spacer**

43. Thread the provided 5/8"-18 Nylock jam nuts onto the threads of the shocks. Tighten the upper coilover mounts to the shock and spring assemblies. You will need to hold the shock from turning with a 1/2" wrench placed right above the threads of the shocks while tightening the 5/8"-18 jam nuts with a 15/16" wrench.

44. Install two of the provided 5/16-18 x 1"L hex head bolts and 5/16" AN washers into each of the upper coilover mounts so that the threads of the bolts are pointing away from the springs. The coilover adjuster nut can now be moved up the shock body to keep the spring pressure on the upper spring perch (Figure 37).

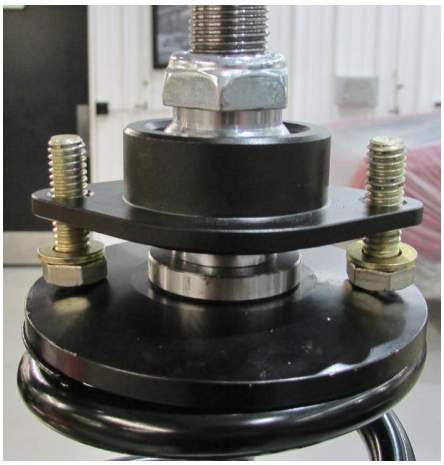


**Figure 37 – Tighten Upper Shock Mount to Shock**

45. Install the adjuster knobs to the shock by installing the set screw into one of the holes on the shock adjusters so it locks in place (Figure 38).

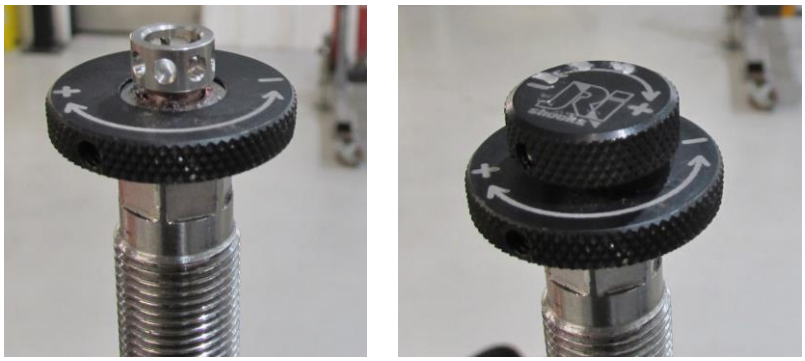


**Figure 38 – Install Adjuster Knobs**

46. Place the coilover shock and spring assemblies into the bottom side of the frame rail so the upper coilover mounts fit into the 1-5/8" holes that were drilled earlier. Using blue Loctite 242 on the threads, install the provided 5/16"-18 hex head bolts and 5/16" AN washers into the single frame rail weld nut doubler plates and tighten (Figure 39).

**Figure 39 – Install Shock & Spring Assembly**

47. Raise the rear axle so that the bottom of the shocks fit into the lower coilover mount brackets. Install the provided 1/2"-20 x 3"L hex head bolts and washers through the lower shock mounts on the side with the welded bushings (Figure 40).

**Figure 40 – Locate Shocks in Lower Coilover Brackets**

48. Place the provided 1/2" ID x 3/4" OD x 7/8"L steel bushings over the 1/2"-20 bolts and through the open side of the lower coilover mounts. The bushings will rest against the monoball of the shocks. Use anti-seize on the threads of the bolts and install the provided 1/2"-20 Nylock nuts (Figure 41). Torque the 1/2"-20 hardware to 75 ft-lbs.

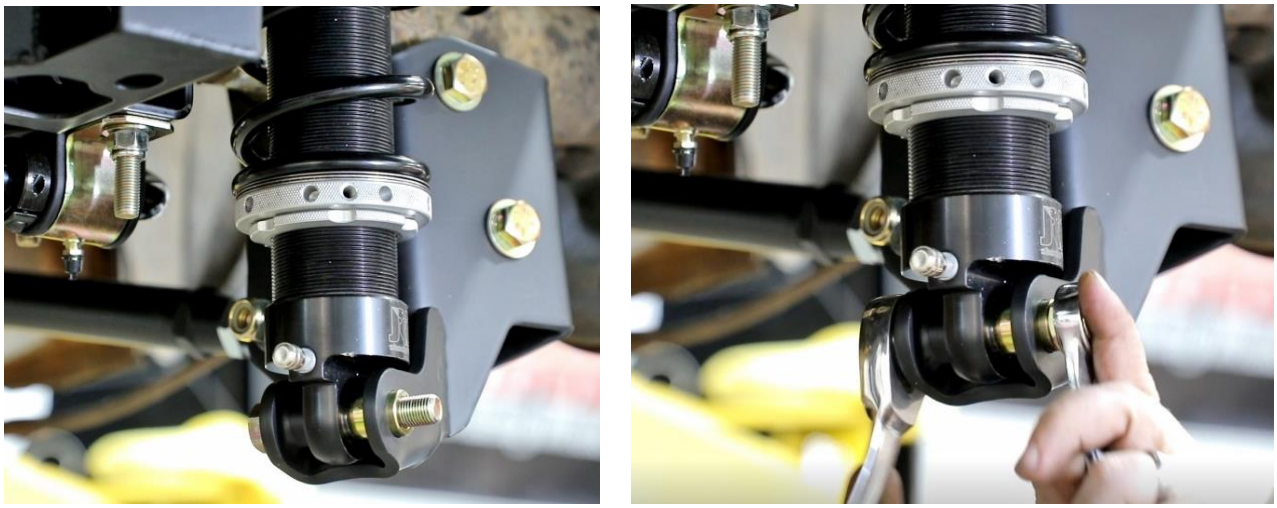


**Figure 41 – Install Bushings and Hardware**

49. To gain access to the adjuster knobs on the adjustable shocks, you can remove the 1-3/4" flush head button plugs that were installed in Step 12 (Figure 42).

**Figure 42 – Trunk Floor Access Hole**

50. Re-install your sway bar if equipped. Re-install your rear wheels and torque to the manufactures' recommended torque specs. Lower the vehicle to the ground.

51. Once the vehicle is set on the ground, settle the suspension by jouncing both the front and rear by hand by pressing down on the body and rolling the vehicle back and forth. Check the ride height at this point and adjust as necessary. Raise the vehicle up on jack stands and adjust the ride height by turning the coilover spanner nut with the suspension in full droop. Detroit Speed does include a spanner tool to adjust ride height. **NOTE:** Detroit Speed recommends cleaning the threads of the shocks. Once the threads are clean, we recommend applying dry bicycle chain lube to the threads of the shock body before adjusting the spanner nut and compressing the coilover spring.

52. Once the ride height has been adjusted properly, lock the spanner nut in place. If you have the non-adjustable shocks, tighten the set screw in the spanner nut to the shock body. If you have the adjustable shocks, tighten the lock ring to the spanner nut so they lock together in place.

53. With the vehicle at ride height, you can now torque the lower links in the lower coilover brackets to the manufactures' recommended torque specifications (Detroit Speed Swivel Links are torqued to 75 ft-lbs).

54. If the upgrade was purchased for the single or double adjustable shocks, refer to the appropriate sections below for adjustability. Installation in now complete.

***Detroit Speed Single Adjustable Shock Applications***

To change from the recommended "Detroit Tuned" valving, adjustments can be made independently to the rebound setting. The rebound is controlled by the adjuster knob at the upper shock mount (Shock is mounted body side down). The knob rotates clockwise (+) to increase the damping and counterclockwise (-) to decrease the damping. Refer to Fig. 43a.

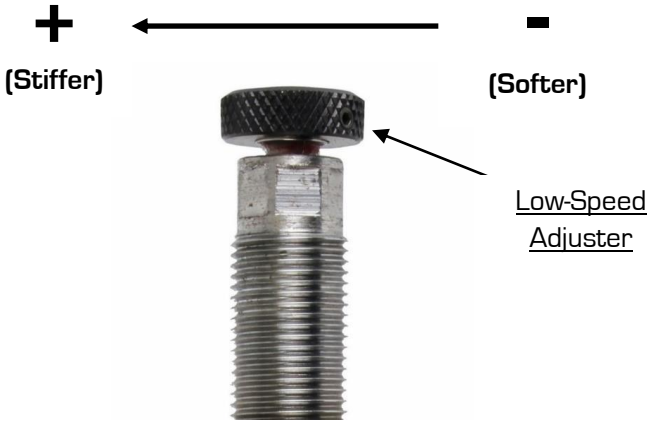

**Figure 43a- Detroit Speed Single Adjustable Shock**

To return to the Detroit Speed recommended settings, turn the knob clockwise (+) to full damping. Once at full damping, turn counterclockwise (-) to reach the recommended settings. Refer to Figure 43b for the rebound settings.

Rebound (Shaft Knob)..... 15 Open (counterclockwise, -)

**Figure 43b – Detroit Speed Recommended Settings**

**Adjuster Operatio**




- **Adjuster**
  The low-speed adjuster is a "clicker" style adjuster meaning that its adjustment is measured by detents located inside the black adjuster knob. There are 16 clicks per 1 revolution of the knob. It uses a right-hand thread in its operation which means as you increase low-speed, the adjuster will move up on the eyelet. The recommended change for an adjustment is 8 clicks at a time. The low-speed adjuster's reference position is **full stiff** (closed, or all the way up) and referred to -0.

- **Tuning Notes**
  - **Racetrack**
    - For more grip, soften the damping.
    - For increased platform control, stiffen the damping.
  - **Street**
    - For a more comfortable ride, soften the damping

***DO NOT FORCE KNOB WHEN IT STOPS TURNING, YOU MAY DAMAGE THE ADJUSTER AND INTERNAL HARDWARE**

***Detroit Speed Double Adjustable Shock Applications***

To change from the recommended "Detroit Tuned" valving, adjustments can be made independently to both the high and low speed settings. The low-speed adjuster is controlled by the knob (small) at the top of the shock. The knob rotates clockwise (+) to increase the damping and counterclockwise (-) to decrease the damping. The high-speed adjuster knob (Large) is located directly below the low-speed knob. The adjusters can be seen in Fig. 44a.

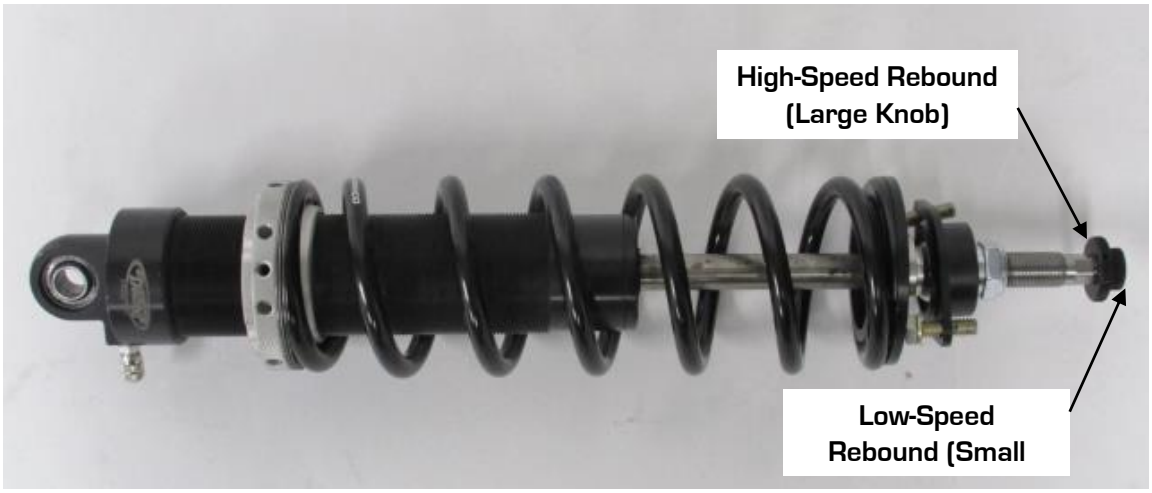
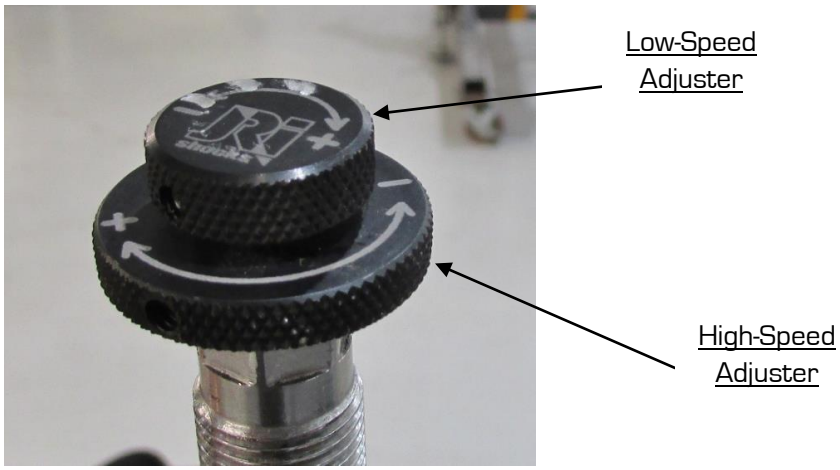



**Figure 44a – Detroit Speed Double Adjustable Shock**

When adjusting the low speed rebound start at full (+) position, when adjusting the high speed rebound start at full (-) position. To return to the Detroit Speed recommended settings turn the small knob clockwise (+) to full damping for the low speed setting, turn the large knob counterclockwise (-) to full damping for the high speed setting. Once at full damping, turn counterclockwise (-) for the low speed setting, and clockwise (+) for the high speed setting to reach the recommended settings. Refer to Figure 44b for recommended settings.

Low Speed Rebound (Small Knob)..... 15 Open (counterclockwise, -)
High Speed Rebound (Large Knob)..... 4 Sweeps (clockwise, +)

**Figure 44b – Detroit Speed Recommended Settings**




- **High-Speed Adjuster (12 Sweeps)**
  The high-speed adjuster is a "sweep" style adjuster meaning that its adjustment is measured by the location of the adjuster in the eyelet window. It uses a left-hand thread in its operation which means; as you increase high-speed, the adjuster will move down in the window*. The high-speed adjuster's reference position is **full soft** and referred to as +0 (+0 = full soft, +12 = full stiff).

- **Low-Speed Adjuster (25 Clicks)**
  The low-speed adjuster is a "clicker" style adjuster meaning that its adjustment is measured by detent grooves located inside the high-speed shaft. It uses a right-hand thread in its operation which means; as you increase low-speed, the adjuster will move up in the window. The low-speed adjuster's reference position is **full stiff** and referred to -0 (-0 = full stiff, -25 = full soft).

***The low-speed adjustment does not change when adjusting the high-speed.***

If you have any questions before or during the installation of this product please contact Detroit Speed at tech@detroitspeed.com or 704.662.3272