

## ADJUSTING PROCEDURE FOR THE 5200 SERIE

### REBOUND ADJUSTER

The rebound adjuster is located on top of the piston rod. It has a range of 12 positions.

The shock or strut should be in the “6th” position this way it’s possible to soften or stiffen the damping. With this adjustability you can create a setup that you prefer.



Rebound Adjuster

**(CAUTION: once it stops turning DO NOT force it any further)**

### PROCEDURE

You can easily adjust the rebound by turning the adjust knob. On the adjust knob you can see a + or – and when you turn + it will stiffens the rebound.

(NOTE: the rebound adjuster opens or closes a small bleed hole , this restricts the flow of fluid . Each click will have an effect on the handling characteristics so do not adjust more than 1 or 2 clicks at a time).



## COMPRESSION ADJUSTER

The compression adjuster is located on the top of the canister. It has a range of 11 positions. To adjust the shock or strun turn the knob one click at a time. (clockwise softens; counter clockwise stiffens)

When installing the shock or strut on the car for the first time, the compression adjuster should be set at 4 clicks from "1st" click



Remote Reservoir

## PROCEDURE

Turn the adjuster knob clockwise until it stops. This is the "1st" position. From this position turn the knob counter clockwise 4 clicks. The compression is now adjusted

## BEGINNING SETTINGS

**FRONT:** REBOUND = 6  
COMPRESSION = 4

**REAR:** REBOUND = 6  
COMPRESSION = 4



## Club Sport (5200 Series)

The 5200 Series are 2-way adjustable shock absorbers which are based upon competition 3-way adjustable shock absorbers. The 5200 shock absorbers are adjustable in compression and rebound.

The design of the compression adjuster is an evolution of the compression adjuster we provided for the American Grand-Am series for the last few years. The 5200 shock absorbers were designed to achieve a quick and easy set up, allowing separate adjustment of compression and rebound.

In the 5200 Series AST uses an external canister. Throughout testing and competitions, the 5200 has been praised for its performance and capabilities, surpassing other major, more expensive brands and setting a new standard of 2 way damper. Its no surprise that the 5200 is fast becoming a favorite damper amongst race teams and track day enthusiasts world wide.

## Technical specifications:

- High end, track ready suspension that is totally streetable.
- Fully upgradeable to 5300 spec.
- Rebound and Compression Adjustable ('Doubles'), with a remote reservoir.
- Remote reservoirs allow additional travel, heat dissipation and increased oil/ nitrogen gas capacity.
- 44.5mm diameter shaft struts are inverted and offer exceptional strength, which in turn reduces geometrychange under corner and braking manoevers.
- Aluminum cylinder, threaded body shocks, factory mounting style.
- New low friction seal on all AST dampings.
- Spherical lower "eye" shock mounts.
- Reservoir with hose or piggyback (piggyback examples: '08 STI & BMW E36 rears).
- Spherical upper shock mount assemblies.
- Synthetic hydraulic fluid.
- Optional DLC Coated shafts.
- Optional DDP piston (double digressive).
- Fully service and rebuildable.
- Revalvable for specific characteristics.