



Adjustment Instructions MCS 2-Way Non Remote Dampers

MCS 2-Way Non Remote Dampers (2WNR)

General Information

* **CRITICAL - Damage May Occur** - The MCS 2WNR Damper must be run in the Rebound position (adjuster locked in the lower position). This locks the internal piston in place. If the piston is not locked, you risk turning the adjuster through normal driving which will change your settings and **may result in the adjuster bottoming out and locking up, requiring disassembly by MCS to repair.**



* Do not use impact tools to install pin mount top nuts.

* The 8mm brass hex nut at the top of the damper is the compression / rebound adjuster. PLEASE do not attempt to use this to hold the shaft from turning while installing the first top nut. Install the first top nut onto your mount and snug with a wrench or socket, cinch with a quick jerking motion or hitting with a plastic hammer. This is more than sufficient to secure the shaft to the top mount. Install the second nut and tighten against the first top nut. The use of a tappet wrench (thin wrench) to hold the first top nut will aid in this process. When installing the rebound adjuster knob onto the 8mm brass hex nut, make sure that it has clearance from any body component.

Adjustment Instructions

The MCS 2-Way Non Remote dampers are independently adjustable in rebound (extension) and bump (compression) forces. While the adjuster knob is in the upper position it will adjust the compression forces - while in the lower it will adjust the rebound forces. The release button in the center of the knob is used to release it from the lower position to the upper position.

Compression Adjustment

The compression adjuster has a range of 15 positions (14 clicks). The compression can be adjusted while the adjuster knob is in the upper position. Push on the Center Release Button to bring the adjuster knob up from the lower (rebound) position to the upper (compression) position. On top of the surface of the adjuster knob, there are arrows pointing for firmer and softer settings.

Softest position = 0, Stiffest position = 14

Turning the compression adjuster in the clockwise direction (minus) will soften the damper forces in compression

Turning the compression adjuster in the counter-clockwise direction (plus) will stiffen the damper forces in compression

When installing the shock or strut on the car for the first time, the compression adjuster should be set at 4 clicks from "0". To do this turn press the center release button to bring the adjuster knob to the upper position then adjust the adjuster knob clockwise until it stops, then back slightly if needed until it settles into a detent. **(Caution: once it stops turning DO NOT force it any further)** This is the "0" position. From this position turn the knob counter clockwise 4 clicks. The compression is now adjusted.

Compression Position = Up
Rebound Position = Down





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Rebound Adjustment

The rebound has a range of 19 positions (18 clicks). The rebound can be adjusted while the adjuster knob is in the lower position. If the adjuster is still in the upper position push the adjuster knob down until it snaps; you can now adjust rebound. On top of the surface of the adjuster knob, there are arrows pointing for firmer and softer settings.

Softest position = 0, Stiffest position = 18

Turning the rebound adjuster in the clockwise direction (minus) will soften the damper forces in rebound (extension)

Turning the rebound adjuster in the counter-clockwise direction (plus) will stiffen the damper forces in rebound (extension)

When installing the shock or strut on the car for the first time, the rebound adjuster should be set at 8 clicks from "0". To do this make sure the adjuster knob is in the lower position, now turn the adjuster knob clockwise until it stops, then back slightly if needed until it settles into a detent. (**Caution: once it stops turning DO NOT force it any further**) This is the "0" position. From this position turn the knob counter clockwise 8 clicks. The rebound is now adjusted.

Beginning Settings

Front and Rear:	Compression	= 4
	Rebound	= 8



**ALWAYS MAKE SURE TO RUN THE 2WNR DAMPERS
IN REBOUND POSITION = LOWER POSITION**