



DOUBLE ADJUSTABLE INSTALLATION GUIDE

ALDAN AMERICAN *STRIKER SERIES (X-0017)*

[WARNING]

These gas shocks are nitrogen gas filled and are under constant pressure. Do not dismantle. Do not heat with a torch or weld on the shocks for any reason. Contact Aldan American for support.

GENERAL

To insure maximum performance and to prolong life of Aldan American coil covers, it is essential that they are properly installed on the car. The following installation procedures are recommended.

STEP 1. Alignment of the upper and lower mounting bushings or bearings is very important to prevent permanent damage to the shock. This is determined by the position of the mounting brackets on the car which should be parallel to each other when the shock is at ride height. **(See Drawing A).** What this means is, that you can't have an upper bolt going from front to rear on the car and the bottom bolt going from side to side, or the reverse. For drag racing we recommend that both upper & lower mounts be positioned so that the bolts go from side to side. On street rod, muscle car, or truck applications you can mount them either from front top back or side to side as long as you mount them both the same.

IMPORTANT

Because of the aluminum construction of these new shocks, special care must be taken when installing the shocks. Mounting brackets **must not** come in contact with shock body at anytime during the full range of suspension travel. Contact between the shock body and mounting brackets will cause a bind on the shock and could possibly damage the shock. Damage caused by improper mounting is **not covered by the warranty.** Bent shafts or mounting eyes that have been broken off the shock can only occur through improper mounting or incorrect spring ratings/installation are **not covered by the warranty.**

DRAG RACING/PRO STREET INSTALLATION

For this purpose, it is recommended that the shocks be installed straight up and down with a center to center distance between the mounting eyes of 14.5". This is the ideal installation height for drag racing. You should be able to arrive at this center to center distance with the lower spring seat set at approximately in the middle of the threaded area of the shock. If you can't arrive to this 14.5" distance by adjusting the spring seat slightly, then the spring rate is too soft or too hard for your application and you will need to exchange the spring for the correct rate. After installing the shocks and arriving at the 14.5" installed height the car either sits too high or too low, it will be necessary to relocate either the upper or lower shock mounts to get the correct ride height for the car. **Do not make adjustments** to the ride height by changing the installed height of the shocks. This will only result in poor performance of the shock. For this reason, we highly recommend an adjustable lower shock mount.

INSTALLATION FOR CUSTOM CHASSIS, ROAD RACING OR STREET USE:

For these applications the shocks can be mounted at any angle if desired. The recommended angle is a maximum of 30 degrees from vertical at ride height. As a rule of thumb, you can arrive at the 30 degree figure by installing the shocks at approximately 26 degrees to 27 degrees fully extended **(See Drawing B).** Be sure when mounting shocks on an angle that no part of the shock, spring, or mounting eyes come in contact with any part of the frame, rear end or any other chassis components through out the full travel of the suspension **(See Drawing C).** Also keep in mind that the more the shock is angled over, the softer the ride and the more straight up and down the shock is mounted, the stiffer the ride. Ride quality can be fine tuned by the use of the adjuster knob and varying spring rates.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov



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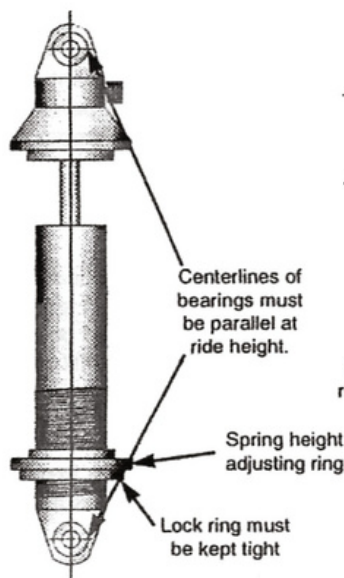
INITIAL USE AND ADJUSTMENT:

1. To install the springs, screw the lower spring seat and lock ring off the bottom of the shock, slide the spring over the shock and re-install the lower spring seat and lock ring. Continue to screw the lower spring seat up the shock until desired ride height is obtained.
2. Because the body of the shock is made from aluminum, you must apply the threaded body of the shock with an anti-seize compound to insure that the spring seat and lock ring will continue to move freely.
3. These shocks have a eleven position adjuster on top and a six position adjuster on the bottom which are numbered. Our experience with adjustable shocks has found that most users of adjustable shocks use either extreme soft or extreme hard settings. For more adjustment references, please contact Aldan American.

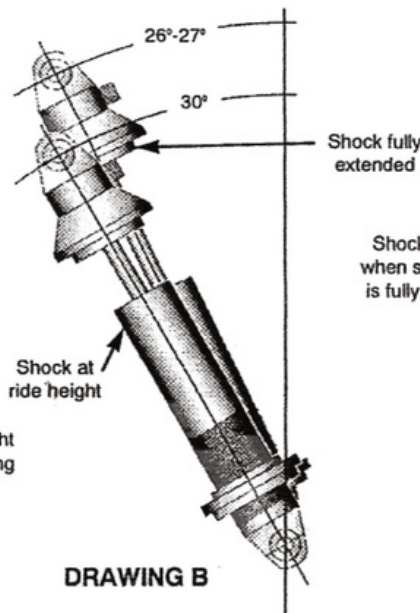
SHOCK ADJUSTMENT (SEE DRAWING D & E):

1. Top Controls, extension/rebound clockwise increases dampening & counter clockwise decreases dampening.
2. Bottom controls, compression/rebound clockwise increases dampening & counter clockwise decreases dampening.

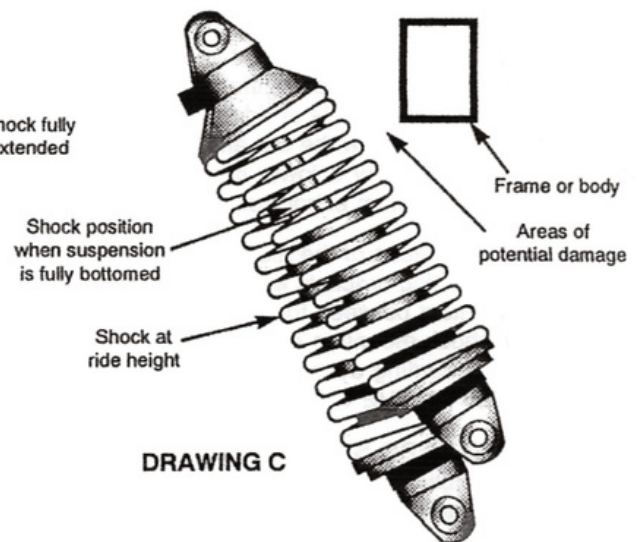
IMPORTANT NOTE: A bump stop must be installed between the frame rails and the rear end housing to prevent the shock from bottoming out.



DRAWING A



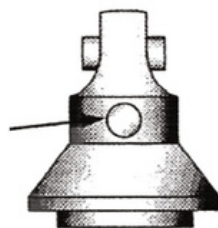
DRAWING B



DRAWING C

SHOCK ADJUSTMENT:

To firm up dampening characteristics of the shock turn the adjuster knob to the right or clockwise. To loosen the dampening of the shock, turn the knob to the left or counter clockwise. (#1 is soft-#11 is hard)



DRAWING D
Top of Shock

SHOCK ADJUSTMENT:

To firm up dampening characteristics of the shock, turn the Numbered adjuster to the right or clockwise. To loosen the dampening of the shock, turn the Numbered adjuster to the left or counter clockwise. The #1 indicates setting #1 when facing straight up. When turning clockwise from #6 setting it automatically go back to #1 setting. (#1 is soft-#6 is hard)

DRAWING E
Bottom of Shock

