

# FLASH OFF-ROAD

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## GT Adjustable Shock Settings



GT shocks for the H1 have 9 possible damping settings, starting with the lowest setting, which is #1, not “0” as you may have assumed.

When the manual knob is turned full left, (counterclockwise) you are on the #1, or softest setting, and when the knob is turned fully to the right, (clockwise) you are in the #9 position, or the stiffest damping setting.

Both the #1 position, and the #9 position look the same in knob position with the indicator line on the knob pointing straight up.

The sample pictures above show some of the different knob positions, and their associated damping settings.

It is recommended that when installing the shocks for manual adjustment use, that you paint the indicator line on the knob with a very light colored fingernail polish or other paint, such as White or florescent Orange to make the shock damping position easily readable after the shock is installed on the truck.

When installing the shocks, you should set the shocks prior to installation, and perhaps one detent more than you think you’re going to need, since it is substantially easier to reduce the setting, as opposed to increase the setting, once the shocks are installed.

The following are typical settings that you'll probably end up with after installation.

- |                              |                  |
|------------------------------|------------------|
| 1. Humvee / No Load          | #2 front #2 rear |
| 2. Humvee / Light Load       | #3 front #2 rear |
| 3. Humvee / Heavy Load       | #4 front #4 rear |
| 4. Hummer OT / No Load       | #3 front #2 rear |
| 5. Hummer OT / Light Load    | #3 front #3 rear |
| 6. Hummer OT / Heavy Load    | #4 front #4 rear |
| 7. Hummer Wagon /No Load     | #3 front #4 rear |
| 8. Hummer Wagon / Light Load | #4 front #5 rear |
| 9. Hummer Wagon / Heavy Load | #5 front #6 rear |

If towing a heavy trailer in addition to the above listed settings, you may want to increase the rear setting by one beyond what is suggested, or one setting beyond what you would normally use under the above conditions.

The settings suggested are just that, suggestions, and the settings that each owner ends up with, will be directly proportional the load, their specific handling preferences, and the amount of that load is actually carried in, or on the vehicle.

Keep in mind that the possible combinations of weight and weight distribution make it impossible to provide exact settings for each situation, but with a little experimentation, you'll end up with the perfect setting for your particular needs.