

DMS North America

Unit P-Q-R
3225, de L'Industrie
St-Mathieu-de-Beloeil, QC
J3G 4S5
Tel: (415) 462-1575
Fax: (450) 281-2100



Visit our new website at
www.dmsnorthamerica.com

**FITTING THE
BUMP ADJUSTER**

DISCLAIMER

THESE INSTRUCTIONS ARE DESIGNED TO SUIT
DMS SUSPENSION KITS. DMS OR ITS AFFILIATES ARE NOT
RESPONSIBLE FOR ANY FAILURES OR DAMAGE AS A
RESULT OF IMPROPER INSTALLATION OR SETUP.

**IT IS IMPORTANT
THAT THESE INSTRUCTIONS ARE
READ CAREFULLY BEFORE USE AND SETUP.**

DMS SHOCK ABSORBERS ARE DESIGNED FOR COMPETITION AND
HIGH END USE. AS SUCH THESE UNITS WILL REQUIRE
MAINTENANCE AND REBUILDS FROM TIME TO TIME BASED ON
USAGE AND CONDITIONS.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT
YOUR LOCAL DISTRIBUTOR OR MANUFACTURER.

DMS North America

Unit P-Q-R
3225, de L'Industrie
St-Mathieu-de-Beloeil, QC
J3G 4S5
Tel: (415) 462-1575
Fax: (450) 281-2100



Visit our new website at
www.dmsnorthamerica.com

FITTING THE BUMP ADJUSTER

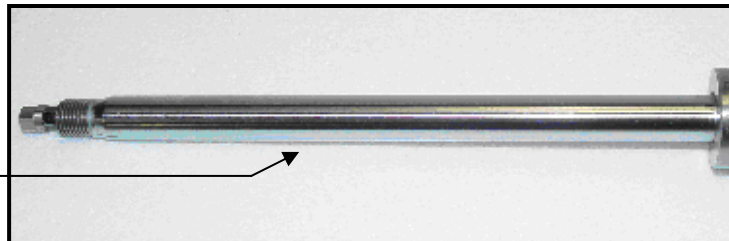
STRUT AND COILOVER (all models)

DMS (all models) Shock Absorber Sets.

Step 1.

Inspect the insert or coil over assembly to ensure that there are no obvious imperfections. If there is a problem then the insert or coil over assembly should be returned to DMS North America for repair.

DMS Shaft Assembly
with no obvious
imperfections.

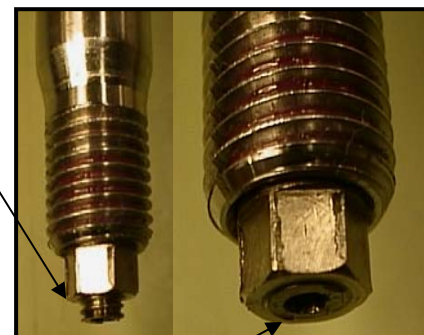


Step 2.

Screw the Bump Needle either in or out with a 2.5mm Allan key, so that it is flush with the Hex End.

Bump Needle needs to be screwed in
flush with the Hex End (rebound adjuster)

The Bump Needle has been screwed in
ready for the adjuster to be fitted.





Step 3.

Inspect the adjuster for any obvious defects. Turn the top of the adjuster to make sure there are clear defined clicks and that the part is not going to come apart.

Step 4.

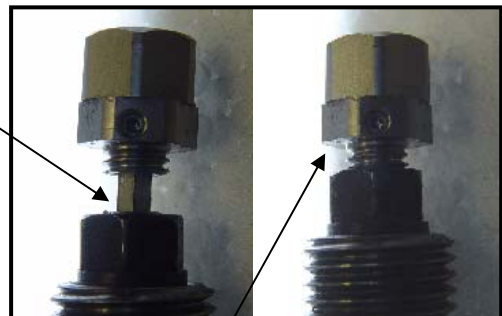
Take an adjuster and push the shaft of it into the Bump Needle as far as it can. If the entire hex rod on the bump adjuster does not completely insert into the Bump Needle the Insert or coil over assembly should be returned to DMS North America for repair.

Complete Bump Adjuster Assembly.



Hex Shaft of the bump adjuster assembly being slid into the Bump Needle.

The Adjuster Assembly should slide into the Bump Needle so that the entire Shaft area is inside the Bump Needle

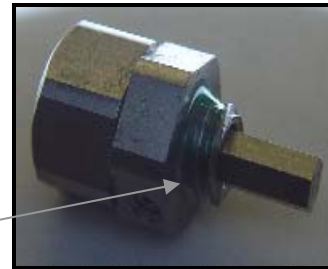




Step 5.

Apply a small amount of Wurth thread locking compound to the thread on the adjuster. Hold the hex end with the 7mm spanner and do the adjuster up onto it with the 8mm spanner, holding onto the female part of the adjuster to do this. The adjuster should be done up until firm. If the Adjuster does not have the correct feel return it to DMS North America for repair.

A small amount of Wurth thread locker has been applied to the thread.



7mm Spanner holding onto the Hex End (Rebound Adjuster on 50mm).

8mm Spanner holding onto the middle part of the Bump Adjuster.





Step 6.

Check the clicks on the adjuster to make sure that the feel is correct (clear and defined clicks that can be felt as you turn the adjuster.) Make sure that there are at least 20 clicks of adjustment from full soft to full hard with 50mm Shock absorbers and 30 clicks for 40mm shock absorbers. It does not matter if there is more than the required amount of clicks, as long as there is a defined start and finish point. Leave the adjuster at the full soft position. Use an Adjuster Tool supplied by DMS to turn the adjuster. If there is a problem with the adjuster then it must be removed immediately and sent back to DMS North America for repair.



DMS special Adjustment Tool

Step 7.

Check that the red mark is still clearly defined as the zero point, if not touch it up with a red paint pen or red nail polish. Push a red plastic cap over the top of the adjuster for protection. The red cap also acts as a check for the adjuster, when it gets it will pull on the top of the adjuster lightly thus making sure it will not pull apart.

Protective red plastic cap positioned over the adjuster assembly after it has been fitted to the shaft.





*****CAUTION:** Before driving on the road be sure that all bolts are tightened to factory recommendations (verify application). ***

*****CAUTION:** Use torque wrench to check wheels are tightened to factory recommendations. ***

If you have any problems or questions please call your local trained DMS representative or DMS North America.

All contact info is on www.dmsnorthamerica.com/distributors