

DMS[®]

DRUMMOND MOTOR SPORT P/L

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THESE INSTRUCTIONS ARE DESIGNED TO SUIT
DMS SUSPENSIONS.

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

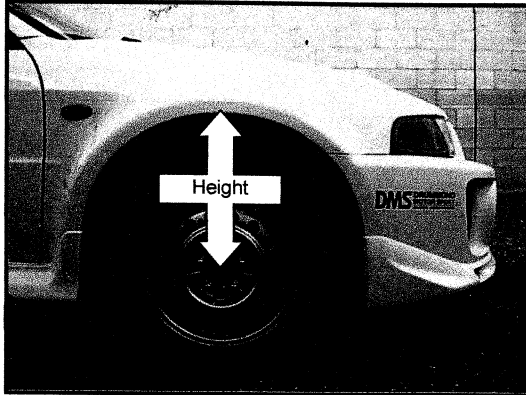
IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT
DISTRIBUTOR OR MANUFACTURER.



DMS FOR THE WINNING EDGE

MITSUBISHI - GTO

Car Height:



To Measure Height:

- Park car on level surface.
- Be sure car is settled after jacking.
- Measure from wheel center to fender edge. (As shown in diagram.)

Ride Height

GTO	STREET	TARMAC	RALLY	RALLY/TARMAC
FRONT		350mm		350mm
REAR		330mm - 345mm		330mm-345mm

Wheel alignment:

GTO	STREET	TARMAC	RALLY	RALLY/TARMAC
FRONT		0~2mm out.		0~2mm out
REAR		0~2mm in.		0

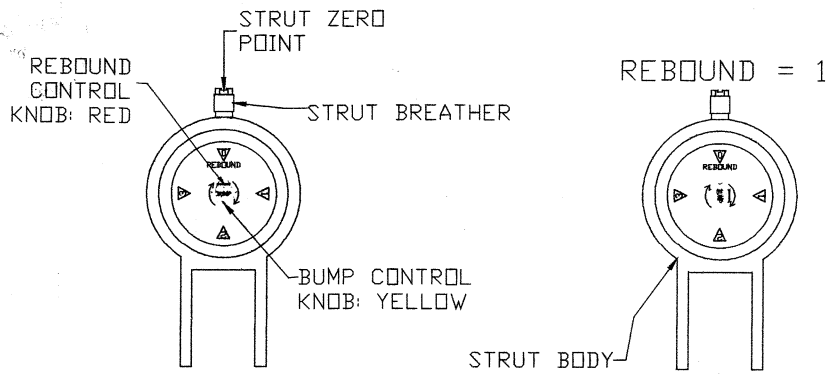
Camber:

GTO	STREET	TARMAC	RALLY	RALLY/TARMAC
FRONT		-3°~ -4°.		-3°
REAR		-1.5°~ -2°.		-1.5°

ADJUSTING SHOCK ABSORBERS

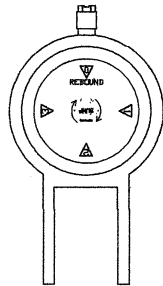
REBOUND (RED)
BUMP (YELLOW)

FRONT STRUT

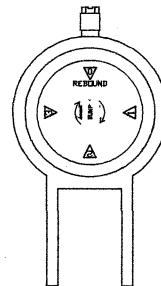


ONLY USE THE DMS
ADJUSTER TOOL.

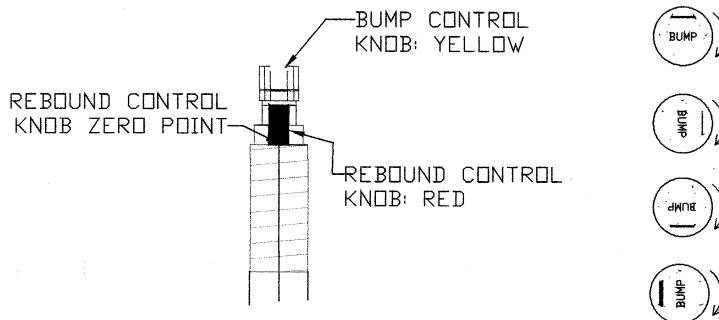
REBOUND = 2



REBOUND = 3



REAR COIL OVER



Use special DMS adjusting tool provided with your shock absorbers.

Follow instructions on DMS Tool.

Total clicks = 20.

To set BUMP:

STEP 1.

Turn Bump control **CLOCKWISE** to HARD until stop position.
(DO NOT OVER TIGHTEN)

This is FULL HARD position.

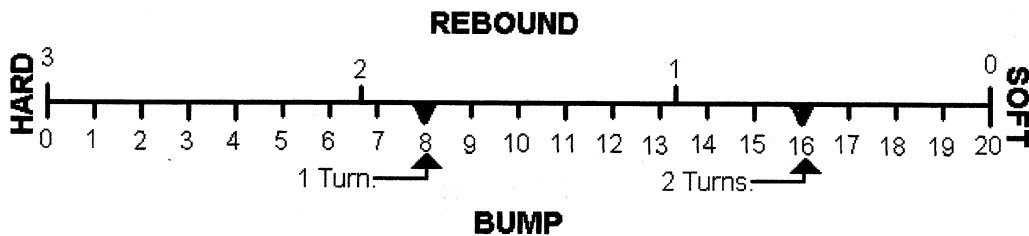
STEP 2.

Turn to SOFT direction.

Count clicks. 1 click = 45°. 1 turn = 8clicks.

CAUTION. Full soft = 20 clicks. Do not force BUMP adjuster. This could cause permanent damage.

DMS Shock Absorber settings:



GTO	STREET	TARMAC	RALLY	RALLY/TARMAC
FRONT BUMP		15 CLICKS		15 CLICKS
FRONT REBOUND		2		1
REAR BUMP		15 CLICKS		15 CLICKS
REAR REBOUND		0		1

IMPORTANT!!

Adjusting Shock Absorber:

- Always turn Rebound Control Knob in a clockwise direction only.
- Do not use excessive force, only use DMS special tool.
- Always clean before adjusting.
- After adjusting fit plastic cap to protect adjuster.
- Maximum soft Bump setting is 20 clicks out. Do not force Bump knob. This could cause permanent damage.
- At Full Hard Bump setting do not force in Hard direction. Damage may result.

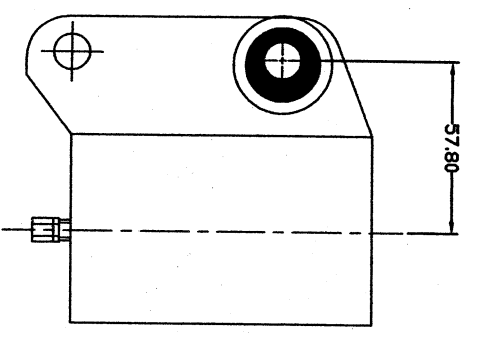
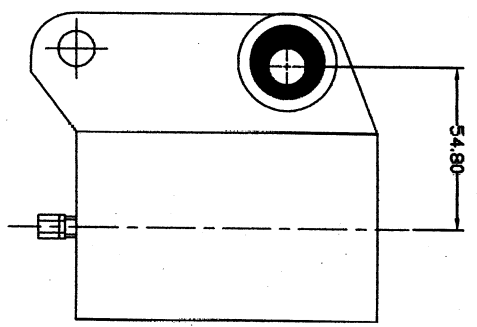
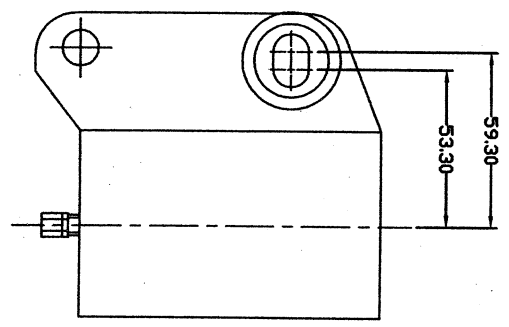
Servicing Shock Absorber:

- DMS products will periodically need servicing.
- Frequency will depend on customer use.
- Please check with DMS dealer.

Protective Coating

- If the car is used in a country where salt is on roads, the shock absorbers should be washed immediately after use.
- If there is damage to the coating, reapply anti rust coating.
- DMS has available an anti rust coating (spray application) for DMS products to be applied if using on salted roads.

DIAGRAM OF STRUT WITH BLACK WASHER FITTED IN BOTH FULL IN AND FULL OUT.



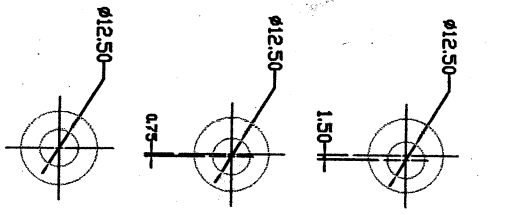
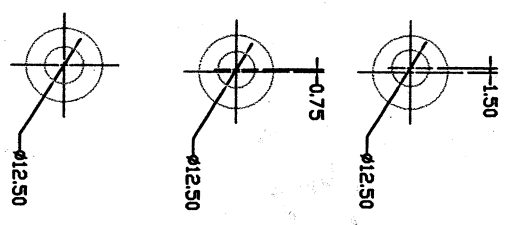
WASHER FACING INWARDS FOR MAXIMUM NEGATIVE CAMBER.

WASHER FACING OUTWARDS FOR MAXIMUM POSITIVE CAMBER.

DIAGRAM OF 3 DIFFERENT WASHERS AVAILABLE.

MAXIMUM NEGATIVE CAMBER

MINIMUM NEGATIVE CAMBER



1 - 1.5mm OFFSET WASHER (BLACK)

2 - 0.75mm OFFSET WASHER (GOLD)

3 - 0.00mm OFFSET WASHER (SILVER)

NOTES:

NOTE: THERE ARE 3 DIFFERENT CAMBER WASHERS THAT CAN BE FITTED IN EITHER DIRECTION TO PROVIDE 5 DIFFERENT CAMBER SETTINGS. BOTH OF THE OFFSET WASHERS CAN BE SET TO FULL IN OR FULL OUT (THE SILVER WASHER IS CENTERED WHILE THE BLACK AND GOLD WASHERS ARE OFFSET TO DIFFERENT DISTANCES, AS PER DIAGRAM).

NOTE: THESE CAMBER WASHERS ARE NOT DESIGNED TO TURN ONCE FITTED INTO THE VEHICLE.

REVISED 25-7-02

BATCH NO. : 003456
 SERIAL NO.'S FROM: 13402 TO 13403
 BUILD DATE: 29/11/09

Car Model: MT-GIO - E-SDA - NT Date: 16-5-11

INSPECTION STANDARD

NO.	ITEM INSPECTED	SPECIFICATION		INSPECTION METHOD		CLASS	REMARKS
		REQUIREMENT	TOLERANCE	EQUIPMENT	FREQUENCY		
1	Appearance	No remarkable defects		Visual	100%	C	No prints, no visual grease
2	Internal Nut	15Nm	+1Nm -0Nm	Torque wrench	100%	A	
3	Insert			Visual	100%	B	
4	Stroke		+/-1mm	Ruler	100% of 1st batch then 1 in 10	B	
5	Bump Adjuster	20 clicks +	+10 clicks -0 clicks	Test Apparatus	100%	B	Clearly feel D-Tents
6	Rebound Adjuster	According to procedure		Torque Wrench	100%	A	
7	Bump rubbers installed	1 set	zero	Visual Picking	100%	B	Must be double checked
8	Strut Body			Visual	100%	B	
9	Dial sticker	According to procedure	zero	Visual	100%	C	
10	Bracket Holes		+0.1mm -0.0mm	Vernia Calipers	100% of the first batch then 1 in 10	B	
11	Insert Nut	30Nm	+/-5Nm	Torque wrench	100%	A	
12	Spring	According to the work sheet		Visual	100%	B	
13	Insert inspection on dyno	According to the work sheet	+/-15%	Dyno	1 in every 40	B	
14	Strut case inspection	Correct camber and hzle position	Go / No GO	Special jig	100%	A	
15	Red Adjuster Cap	Fitted to adjuster	Zero	Visual	100%	B	
16	16 Degree angles on shaft and plug.	correctly match each other	0.5 degree's	panograph & protractor	100%	A	cut 1 in every 100 parts up for a closer detailed inspection.