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Congratulations on your purchase of Viking Warrior™ double adjustable shock absorbers! You can rest assured that you are getting the best value for your dollar with Viking high performance shocks.

**INSTALLATION / TUNING GUIDE FOR
VIKING WARRIOR DOUBLE ADJUSTABLE
STOCK MOUNT SHOCKS
[Part Numbers B201 –B2xx]**

*Note: It is strongly recommended that you purchase a spanner wrench and thrust bearing kit (part #7995-102) for ease of adjustment.

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

INSTALLATION

Please read these instructions carefully prior to installing your new Viking shocks.

1. Verify that your shocks are the correct lengths and mount style before beginning installation. Contact your chassis builder, supplier or Viking if you have any questions. **Products that are used, installed or modified in any way are not eligible for return.** See our full Terms & Conditions of Sale at www.vi-king.com.
2. Measure your vehicle's ride height by measuring from the center point of the fender lip down to the ground. Mark the spot you measured to for later reference.
3. Reference your vehicle's owner's manual to determine the proper jacking locations, and the instructions for removing the shocks and springs. **FAILURE TO FOLLOW THE INSTRUCTIONS CAN RESULT IN SERIOUS INJURY OR DEATH.**
4. Jack your vehicle up until the tires do not touch the ground and the suspension hangs freely. Removing the wheels is not required in all cases, but it does allow for easier access. Remove the shocks and sway bar mounts, if applicable, and retain all mounting hardware.
5. **Important:** Ensure that factory or replacement compression bumpers are in place and in good condition prior to installing the shocks. **IF THE FACTORY BUMPERS OR EQUIVALENT ARE DAMAGED OR ARE NOT PRESENT, DAMAGE TO THE SHOCK MAY OCCUR THAT IS NOT COVERED UNDER WARRANTY.**
6. It is important to note that your **shocks are never to be used as a travel limiter.** Severe damage will result that will not be covered under the warranty. Straps or cables made for travel limitation should be used prevent topping out. Vehicles used in a manner where they could bottom out the shocks (such as drag racing) should use a higher rate spring and a bump stop to help prevent shock damage. Any shock can be damaged from wheel stands despite bump stops.

Front Shocks:

1. If applicable, install one stud washer and one bushing (half of the shock stud bushing pack) onto the stud on the upper mount.
2. Confirm that the shocks will fit through the lower control arms without modifications. If no, continue to step (3). If yes, put the shock through the lower control arm and slide the upper shock mount into place, tighten all nuts and bolts to factory specifications, and proceed to step (8).
3. Use a floor jack to support the lower control arm, remove the cotter pin from the lower ball joint and loosen the ball joint nut. Remove the ball joint stud from the spindle using a tie rod / ball joint separator. **Carefully and slowly** release the lower control arm assembly by lowering the floor jack until the spring can be safely removed.
4. **Important: Verify the shock body will clear the spring pocket sheet metal. These tolerances varied greatly out of the factory, and this pocket may need to be opened up to allow adequate clearance for the shock body.**
5. Fully extend the shock and put the T-bar through the lower control arm and insert the bolts but **do not tighten** them completely at this time. The knobs on the shock should be facing out toward the spindle.
6. Slide the coil spring over the shock and align it in the lower control arm. Align the upper shock mount and the factory spring in the spring bucket. Jack the lower control arm up very slowly, making sure that the shock is not binding as the spring is compressed.
7. Install the upper stud bushing, washer and nut. Tighten the nut until the bushing OD matches the washer OD and then lock down the jam nut. **WARNING: Over-tightening the stud bushing nut will over-compress the bushing causing failure of the bushing assembly.**
8. Tighten the two control arm shock bolts to factory specifications.
9. Reassemble the lower a-arm and the spindle. Torque the spindle nut to factory specifications and insert the cotter pin.
10. Reattach the wheels and verify everything has been torqued to the specifications defined by the vehicle's manufacturer.
11. Carefully place the car on the ground to check clearances again. Lightly bounce the vehicle at each corner to verify that there are not any clearance issues.
12. Measure the ride height as you did prior to installation and ensure that there is sufficient travel in both directions. Ideally, 60% of the shock stroke will be available for compression. **INCORRECT RIDE HEIGHT COULD RESULT IN DAMAGE TO THE SHOCK THAT IS NOT COVERED UNDER WARRANTY.**

Rear Shocks:

1. If applicable, install one stud washer and one bushing (half of the shock stud bushing pack) onto the stud on the upper mount.
2. Mount the upper portion of the shock then mount the lower portion of the shock to the rear end housing. There should be little or no modifications necessary.
3. If applicable, install the upper stud bushing, washer and nut. Tighten the nut until the bushing OD matches the washer OD and then lock down the jam nut. **WARNING: Over-tightening the stud bushing nut will over-compress the bushing causing failure of the bushing assembly.**
4. Make certain that everything is mounted securely then, if necessary jack the rear end housing into the chassis. If applicable, make sure that the springs are realigned.
5. Verify everything has been torqued to the specifications defined by the vehicle's manufacturer.
6. Carefully place the car on the ground to check clearances again. Lightly bounce the vehicle at each corner to verify that there are not any clearance issues.
7. Measure the ride height as you did prior to installation and ensure that there is sufficient travel in both directions. Ideally, 60% of the shock stroke will be available for compression. **INCORRECT RIDE HEIGHT COULD RESULT IN DAMAGE TO THE SHOCK THAT IS NOT COVERED UNDER WARRANTY.**

TUNING AND ADJUSTMENT INSTRUCTIONS

Vehicles used on the street, drag cars, and road racers will all have different needs in terms of shock valving. However, it does not stop there. Driver style / capability, road / track conditions, vehicle type (car vs. pickup, etc.), vehicle weight, horsepower, tires, etc. all create different needs in terms of shock valving. That is the beauty of a double adjustable shock. Your Viking shocks have a total of 19 positions (18 clicks plus a zero position) of adjustment per knob, for a total of 361 different valvings. Compression and rebound are independently controlled on the Viking shocks. The "C" knob adjusts compression, while the "R" knob adjusts rebound. Every Viking shock is tested on a dynamometer prior to shipment to ensure that it is functioning properly. Manually moving a shock is not an accurate testing method for ensuring that shocks are functioning properly. Position zero is the softest setting and is found by turning the knob counterclockwise until the positive stop is located. Position 18 is the stiffest setting. Only very light force is needed to adjust the knobs; do not ever force the knob past its intended stop as doing so will damage the shock.

Recommended baseline points for adjusting your Viking shocks are as follows:

Ride Quality/Street: Front: 1 - 4 compression; 4 - 8 rebound
 Rear: 0 - 3 compression; 2 - 5 rebound

In general, for good handling and excellent ride quality, the rebound should be set roughly 2 to 6 clicks higher than the compression. For example, a good starting point for the street is 2 clicks on compression and 6 clicks on rebound on the front and 1 click on compression and 3 clicks on rebound on the rear.

Handling: Front: 8 - 10 compression; 10 - 14 rebound
 Rear: 6 - 8 compression; 8 - 12 rebound

Autocross: Front: 10 - 14 compression; 14 - 18 rebound
 Rear: 6 - 10 compression; 10 - 14 rebound

The handling and autocross settings will vary depending on spring rate. If extra firm springs are utilized, the compression setting might be set softer and the rebound setting firmer.

Drag Racing: Front: 12 - 18 compression; 0 - 4 rebound
 (<600 HP) Rear: 0 - 4 compression; 4 - 10 rebound

Drag Racing: Front: 12 - 18 compression; 0 - 6 rebound
 (600-900 HP) Rear: 2 - 6 compression; 6 - 12 rebound

Drag Racing: Front: 12 - 18 compression; 2 - 8 rebound
 (>900 HP) Rear: 2 - 6 compression; 12 - 18 rebound

Note: Viking Crusader high force rebound rear shocks are strongly recommended for any vehicle with over 750 HP, especially small tire/drag radial vehicles.

For drag racing, the racer needs to understand how he wants the car to react. Based on all the factors already mentioned, does the racer want to maximize weight transfer? If so, the front will be set with a stiffer compression and soft rebound, while the rear will have a soft compression and stiffer rebound. If the racer desires to limit weight transfer, the setting will go in the opposite direction.



OTHER PRODUCTS FROM VIKING

Coil-Over Springs

Made in the U.S.A. Ultra-lightweight, high travel springs provide up to a 25% weight savings over some other springs in the market! Lifetime guaranteed to remain within 2% of the original free height and rate.

Rod End & Spherical Bearings, Adjusters, Clevises, Solid Rod Eyes, Jam Nuts

- Huge selection of styles, materials and sizes
 - Sizes 3/16" – 1" stocked as standard, larger sizes available upon request
 - Aluminum and stainless, chromoly and carbon steel bearings stocked as standard
 - Injection molded loaded slot and two-piece stocked as standard; other styles available special order
- 2 year materials and workmanship warranty

New Products

- Follow Viking on Facebook at: www.facebook.com/vikingperformance to get the most up-to-date product releases first!

WARRANTY

Viking warrants that the products will be free from defects in material and workmanship for two years from date of sale to the original purchaser. Viking makes no other warranty of any kind, express or implied. Viking shall have no obligation under the foregoing warranty where the defect is the result of improper or abnormal use, your negligence, vehicle accident, improper or incorrect installation or maintenance, nor when the product has been repaired or altered in any way. Viking's liability in the case of defective products subject to the foregoing warranty shall be limited to the repair or replacement only, at Viking's option, of the defective products. In no event shall Viking be liable for the cost of procurement of substitute products, or liable for any indirect, special, incidental, consequential or exemplary damages for any reason. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

In order to be eligible for service under this warranty, return the defective part to Viking together with the pre-approved R.G.A. number issued by Viking. Tag each item with the part number and the specific explanation of defect. All returns must be shipped prepaid to: Viking Performance, Inc., RGA # _____, 21401 Hemlock Ave., Lakeville, MN 55044.

Purchaser acknowledges that parts and services sold by Viking are exposed to a wide variety of conditions, and that Viking does not have full knowledge of the intended use of the goods. Purchaser agrees to indemnify and hold Viking harmless upon demand against all claims, actions, loss, damage or injury resulting from the direct or indirect use of the products, or purchaser's inability to determine the proper use or application of the products. Viking shall not be liable for any claims, demands, injuries, damages, actions, or causes of action whatsoever to buyer arising out of or connected with the use of any Viking products. **MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCTS' ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER FULLY ASSUMES THAT RISK. ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** We reserve the right to change specifications without notice.