MANUAL 5300

ADJUSTING PROCEDURE FOR THE 5300 SERIE

REBOUND ADJUSTER

The rebound adjuster is located on top of the piston rod. It has a range of 12 positions.

The shock or strut should be in the “6th” position this way it’s possible to soften of stiffen the damping. With this adjustability you can create a setup that you prefer.

Rebound Adjuster

(CAUTION: once it stops turning DO NOT force it any further)

PROCEDURE

You can easily adjust the rebound by turning the adjust knob.
On the adjust knob you can see a + or – and when you turn + it will stiffens the rebound.

(NOTE: the rebound adjuster opens or closes a small bleed hole , this restricts the flow of fluid . Each click will have an effect on the handling characteristics so do not adjust more than 1 or 2 clicks at a time).

MANUAL 5300

COMPRESSION ADJUSTER

The compression adjusters are located on the top of the canister. They adjust two different areas of shock velocity. **(The small knob adjusts the low speed velocity and the large knob adjusts the mid range velocity).** The small knob has a range of 15 adjustments and the large knob has a range of 12 adjustments. To adjust the shock or strut turn the knobs one click at a time. **(Clockwise softens; counter clockwise stiffens).**

When installing the shock or strut on the car for the first time, the low speed adjuster **(The small knob)** should be set at 3 clicks from “1” and the High Speed adjuster **(The large knob)** should be set at 5 clicks from “1”.

Remote Reservoir

PROCEDURE

Turn the low speed adjuster knob clockwise until it stops. **(NOTE: it may be necessary to hold the mid-range knob, not allowing it to turn, while making this adjustment).** This is the “1” position. From this position turn the knob counter clockwise 3 clicks. The low speed adjustment is now set. Now turn the mid-range adjuster knob clockwise until it stops. (**NOTE: when turning the mid-range knob the low speed knob will also turn. DO NOT try to prevent this from happening; this will have no effect on the setting of the low speed adjuster)**. The adjuster is now in the “1” position. From this position turn the knob counter clockwise 5 clicks. The mid-range adjustment is now set.

BEGINNING SETTINGS

FRONT:
REBOUND = 6
COMPRESSION (Low Speed) = 3
COMPRESSION (High Speed) = 5

REAR:
REBOUND = 6
COMPRESSION (Low Speed) = 3
COMPRESSION (High Speed) = 5

COMPETITION 5300

Competition 3-Way (5300 Series)

For the best performance on the track, AST Suspension designed the Competition 3-way adjustable series. The 5300 Series shock absorbers are rebound adjustable in 12 positions on the strut.

The highspeed compression is adjustable in 12 positions and the lowspeed compression is adjustable in 14 positions. Both compression adjustments are made using an external canister. All adjusters work completely independent.

Many years of technical knowledge, testing and experience has been refined, fettled and brought together to create a perfect balance between the choice of springs and the corresponding damping characteristics. This makes it a versatile product for every customer. The 5300 series shock absorbers are the best solution for every race team. Once installed te scock absorbers are easy to setup, highly reliable and require low maintenance during the season because of the high grade of materials used.

All of this together makes the 5300 series shock absorbers a championship winning damper, over and over again. The AST 5300 Suspension is worldwide renowned for its performance at every level.

Technical specifications:

- High end, track ready suspension.
- Rebound, Low & Hi Speed Compression Adjustable ('Triples'), with a remote reservoir.
- Remote reservoirs allow additional travel, heat dissipation and oil/nitrogen gas capacity.
- 44.5mm diameter shaft struts are inverted and offer exceptional strength, which in turn reduces geometry change under corner and braking monoevers.
- Aluminum cylinder, threaded body shocks, factory mounting style.
- New low friction seal on all AST dampings.
- Spherical lower "eye" shock mounts.
- Reservoir with hose or piggyback (piggyback examples: '08 STI & BMW E36 rears).
- Spherical upper shock mount assemblies.
- Synthetic hydraulic fluid.
- Optional DLC Coated 44,5mm inverted shafts.
- Optional DDP piston (double digressive).
- Fully serviceable and rebuildable.
- Revalvable for specific characteristics.