



When we reduce the amount of bleed in a shock (1) the nose or low speed will increase in the shock, also the zero force increases too. As the zero force goes up, the cars ability to make front grip will decrease meaning you will want more bleed and more rebound. This is where the (2) bleed shock will out perform the other shock

**1** = Smaller bleed hole make for bigger nose in the shock and more attitude in the car. Good for moisture or crate motor cars and when the track has less decell getting in.

**2** = Larger amount of bleed help build grip in the race car, but requires bigger rebound shock. Good for slick and open motor cars when weight transfer is needed.