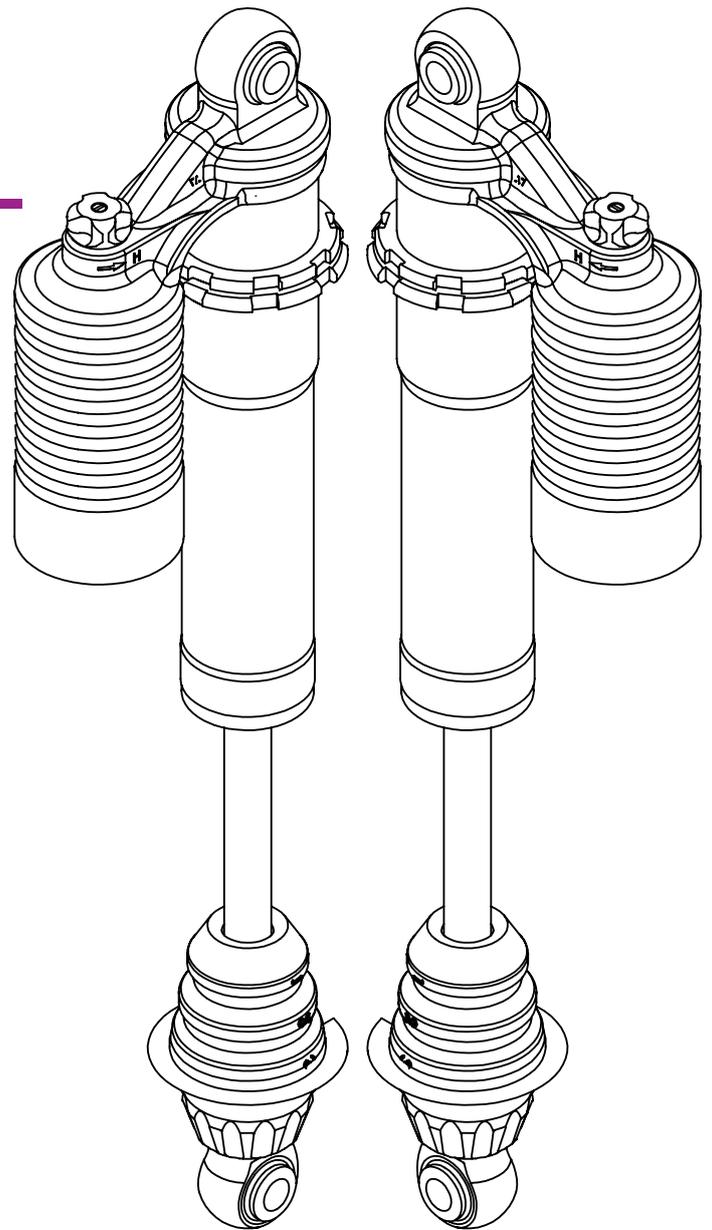
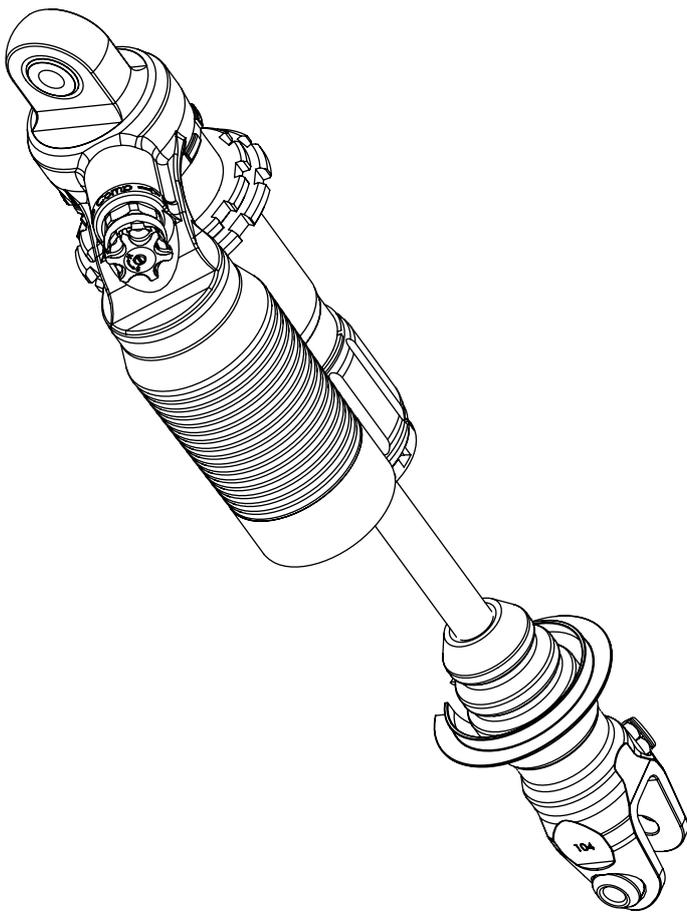




ADJUSTMENT OPTIONS

QUAD H / L SPEED
2x B36 & 1x B46

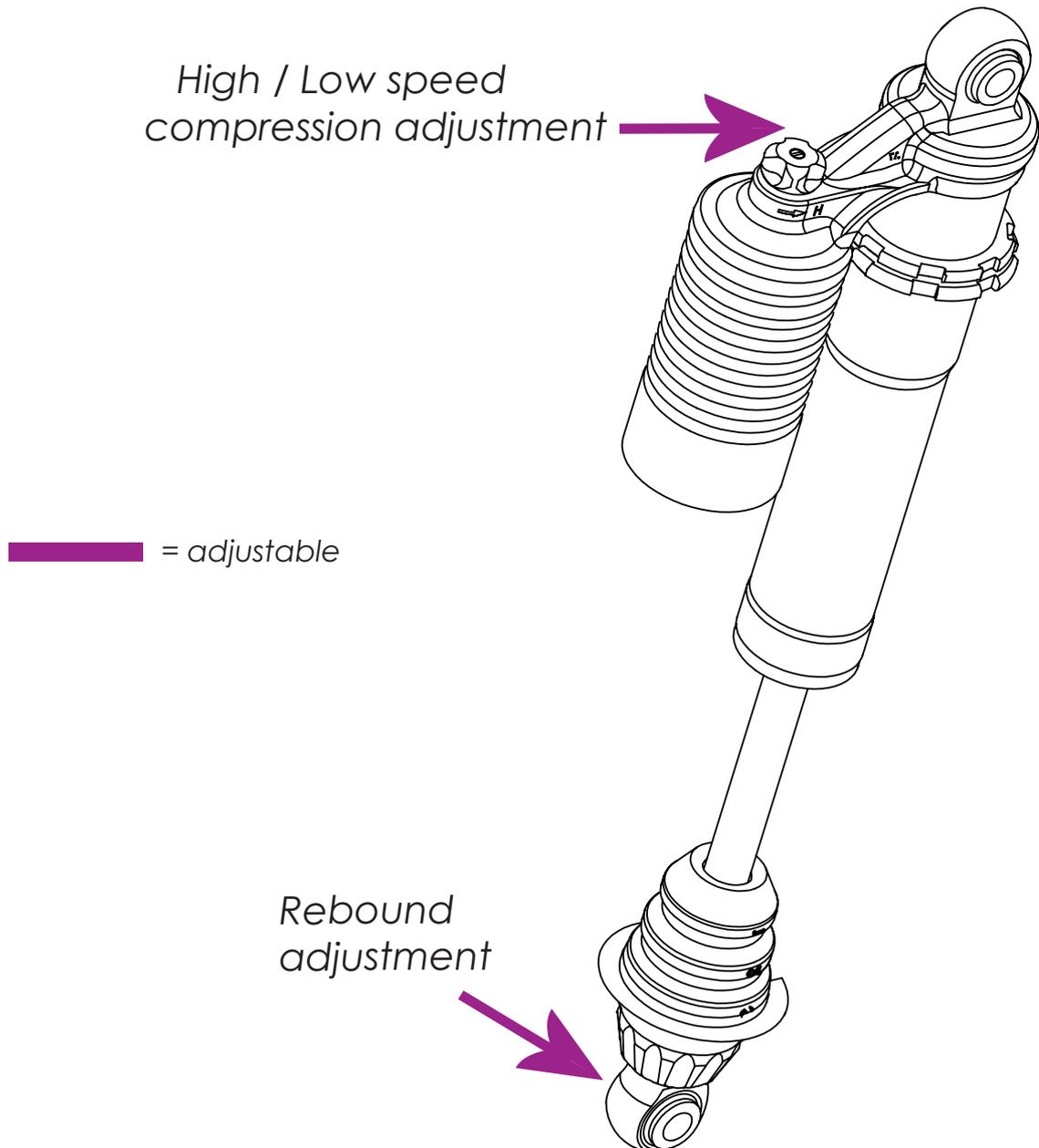


B36 H/L - REBOUND / B46 H/L - REBOUND

Reiger Suspension BV
Molenenk 5a
NL-7255 AX Hengelo Gld.
Tel.: +31 (0)575-462077
www.reigersuspension.com

The front damper has a high/low speed compression adjustment and a rebound adjustment (see image below).

The high speed compression adjustment is the **purple knob** on the damper and the blue screw within this knob is the low speed compression adjustment. The rebound adjustment is found at the rod end.



All adjustments have the same basic principle: the damper force increases when you rotate the adjustment to the right (clockwise). The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment has a maximum of 50 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

Attention: never exceed the maximum amount of clicks! If you do so, you can damage the adjustment.

HIGH / LOW SPEED COMPRESSION ADJUSTMENT

The compression damping is adjusted with the high / low speed adjustment. High speed adjustment actually is medium speed, but has been called high speed over the years.

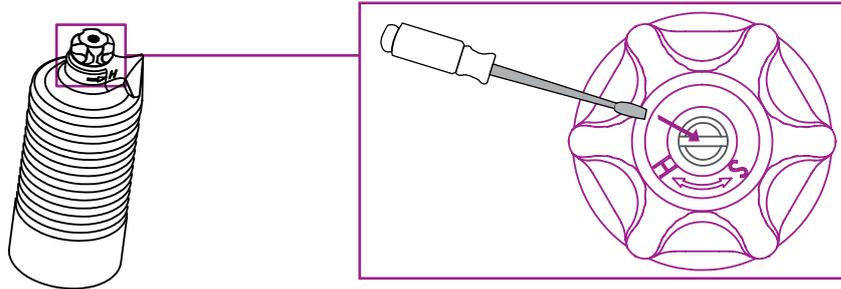
You can adjust the slow compression speed **of the damper** with the *low speed adjustment*. This has nothing to do with the speed you drive! This adjustment with 20 clicks is the *blue screw* inside the purple knob and is adjustable with a small screwdriver.

Counting clicks starts from closed, which is when you rotate the adjustment all the way to the right. This is the hardest damping.

The low speed adjustment is made to stabilize your quad. The more this adjustment is closed, the more stable your quad will be. However, you will lose some traction. It is easier to handle your quad when you close the low speed. If you open the adjustment all 20 clicks the damper will feel softer and move better over small bumps but your quad will lose some stability.

The purple knob is your *high speed compression adjustment*. This adjustment has 15 clicks. Just like all adjustments all the way to the right is closed and your start for counting clicks.

Rotating this knob to the left makes the damper softer at landings after jumps. It also makes it better with stones and bumps of 10 to 25cm. Too far to the left makes your quad move more and so harder to handle, especially on sand tracks.

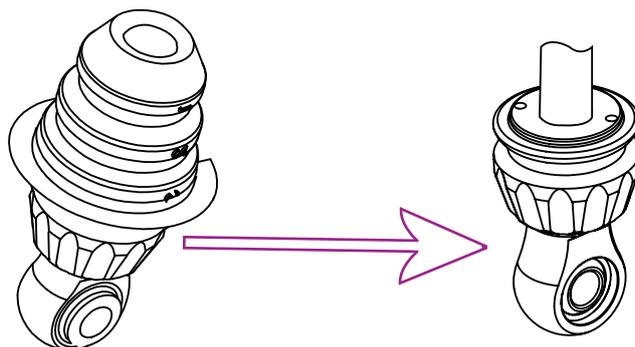


REBOUND ADJUSTMENT

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

There is a difference in driving on hard or sand tracks. We recommend to drive with 2 to 3 clicks more open on hard tracks. When driving on sand tracks you can close the rebound damping a little more.



REAR DAMPER

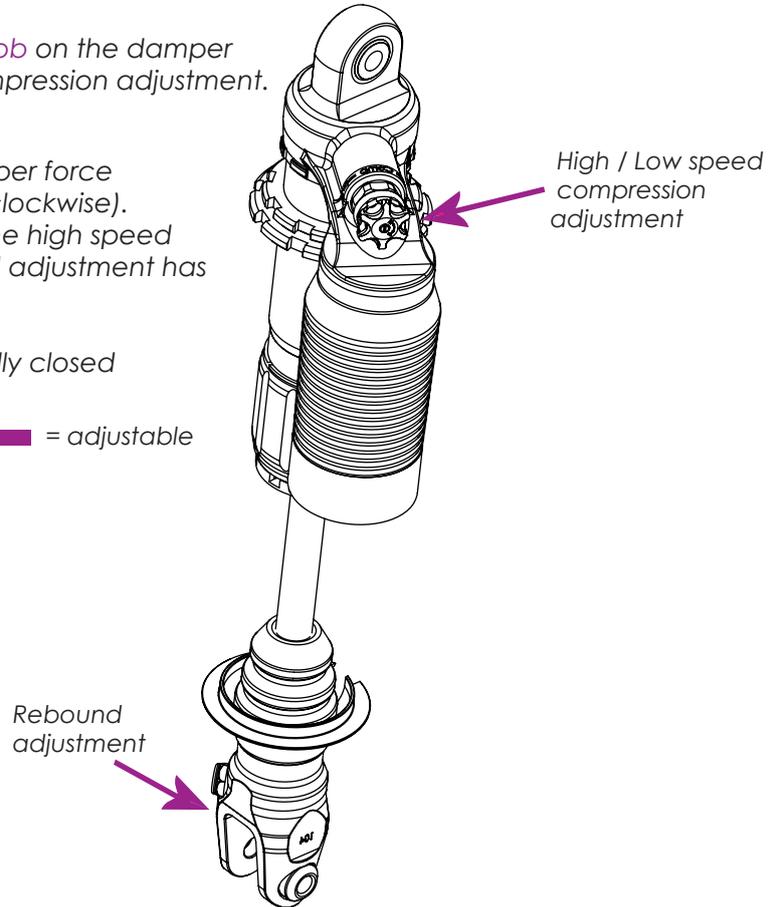
The rear damper has a high/low speed compression adjustment and a rebound adjustment (see image below).

The high speed compression adjustment is the **purple knob** on the damper and the blue screw within this knob is the low speed compression adjustment. The rebound adjustment is found at the rod end.

All adjustments have the same basic principle: the damper force increases when you rotate the adjustment to the right (clockwise). The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment has a maximum of 50 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

 = adjustable

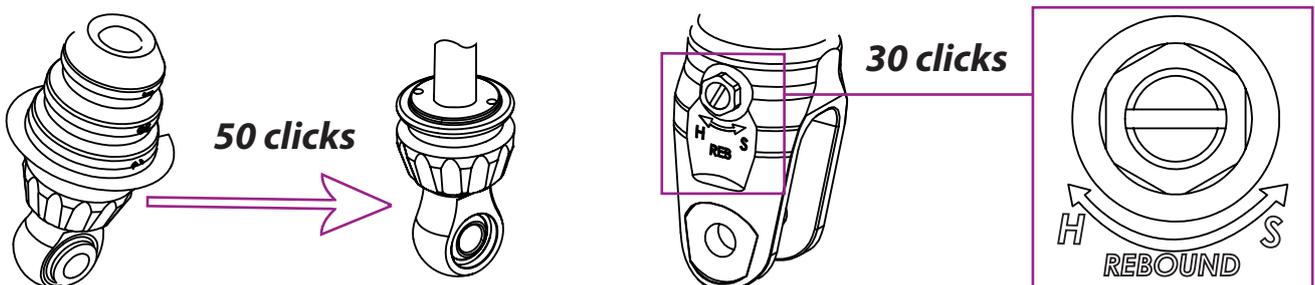


REBOUND

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

There is a difference in driving on hard or sand tracks. We recommend to drive with 2 to 3 clicks more open on hard tracks. When driving on sand tracks you can close the rebound damping a little more.



FREE SAG

The free sag on the front damper should be 25 mm minimum. The rear damper should have a free sag around 40 mm.

TOOLS

The following tools are used to adjust the spring preload (free sag):



C-spanner set Ø60 /65+ Ø70/75

RRS70.9944



Compression adjustment tool

RRS70.9948

SETUP

Reiger has special setup books to keep track of your damper setup. On these sheets you can write down different clicks (see example image). As explained, it is possible to change setup to your own preferences and different tracks or circumstances.

For example, driving in rain or in the cold might cause you to drive with different setups. With these books it is easy to retrieve which setup worked for you on which date, circuit and under which conditions.

QUESTIONS?

We are more than happy to help you with any questions. Please contact us:

Phone: +31 (0)575 - 46 20 77

E-mail. info@reigersuspension.com