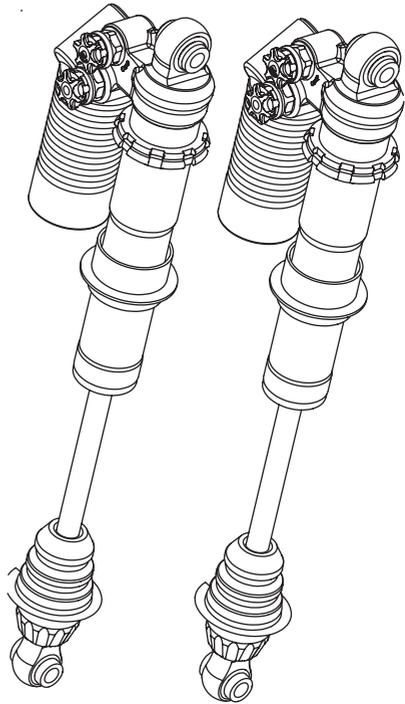
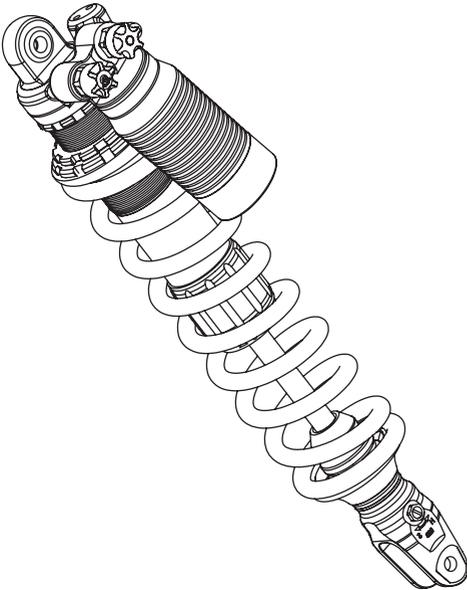




ADJUSTMENT OPTIONS

**QUAD FULL OPTION
2X B36 & 1X B46**



B36 H/L-CCV-HPDP-REBOUND / B46 H/L-ICS-PCV-DP-RCV

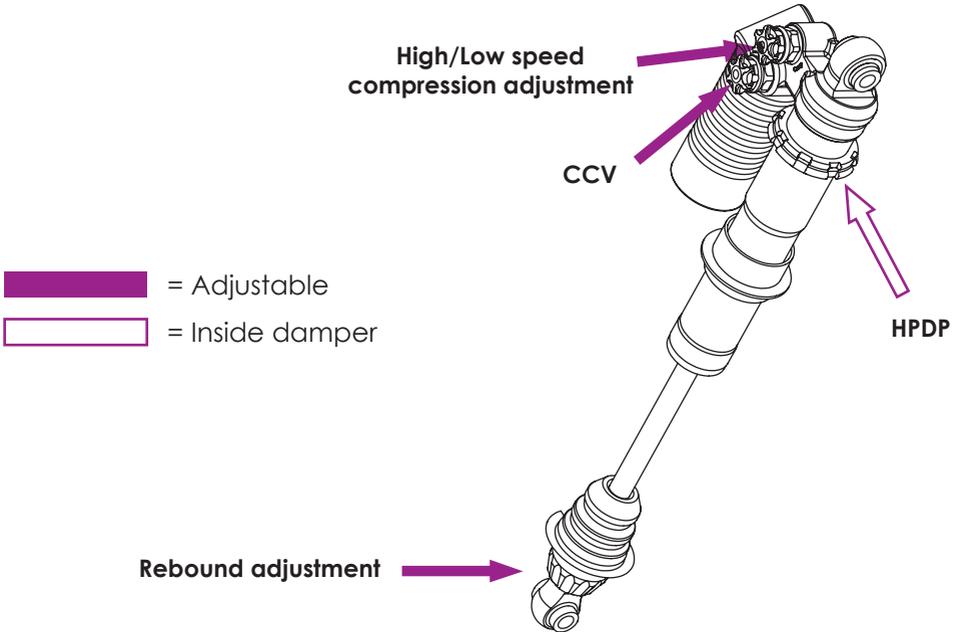
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FRONT DAMPER

The front damper has a high/low speed compression adjustment, HDP (Hydraulic Double Piston), CCV (Corner Control Valve) and a rebound adjustment (see image below).

The high speed compression adjustment is the purple button on the damper and the blue screw within this button 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 the clicks should always be done from a fully closed adjustment (= fully clockwise.)

Note that the maximum number of clicks is never exceeded, if this does happen then the adjustment mechanism will be damaged.

H/L 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.

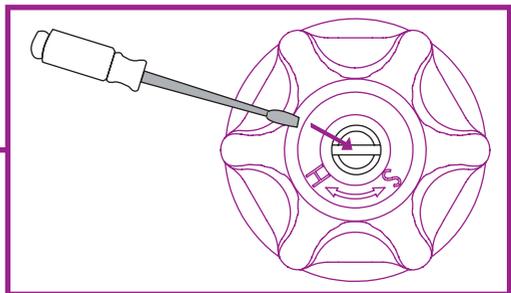
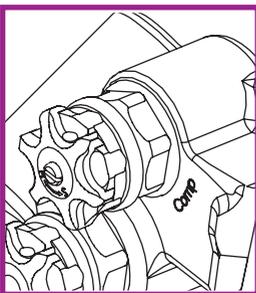
You can adjust the slow compression speed of the damper with the **low speed adjustment**. This has **nothing** to do with the speed you drive! This adjustment with 20 clicks is the blue screw inside the purple button and is adjustable with a small screwdriver.

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 button 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 button 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.



HYDRAULIC PROGRESSIVE DOUBLE PISTON

HPDP is designed so that the compression damping automatically adjusts to the damper speed. The compression damping increases with high impacts or hard landings for extra support, just like Double Piston. However, HDP does not have a fixed transition point (as in the case of DP), but a variable transition point that changes to suit each unique shock load.

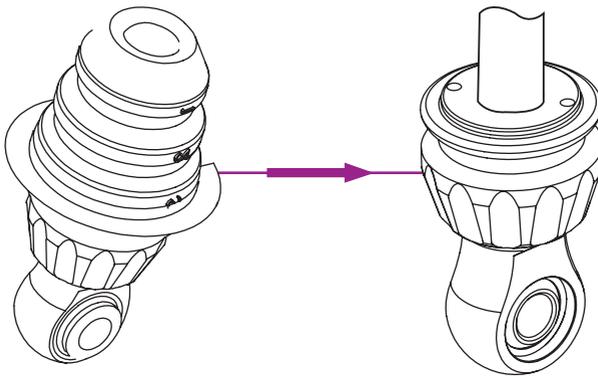
Moreover, the change in compression damping is also dependent on damper speed, so that the harder the impact, the greater the increase in damping. Note that this adjustment only affects the last part of the damping.

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.

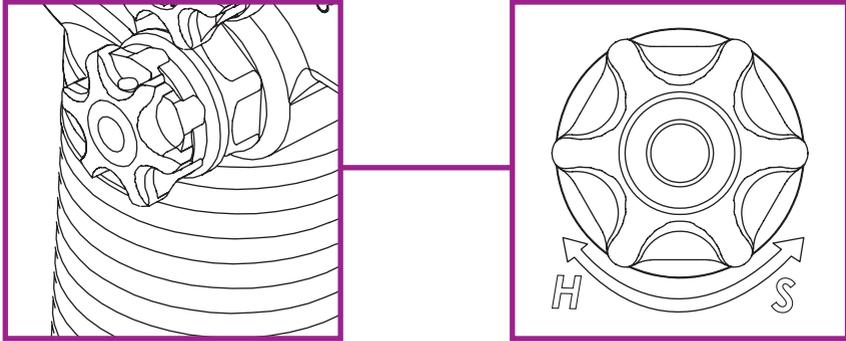
A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

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.



CORNER CONTROL VALVE

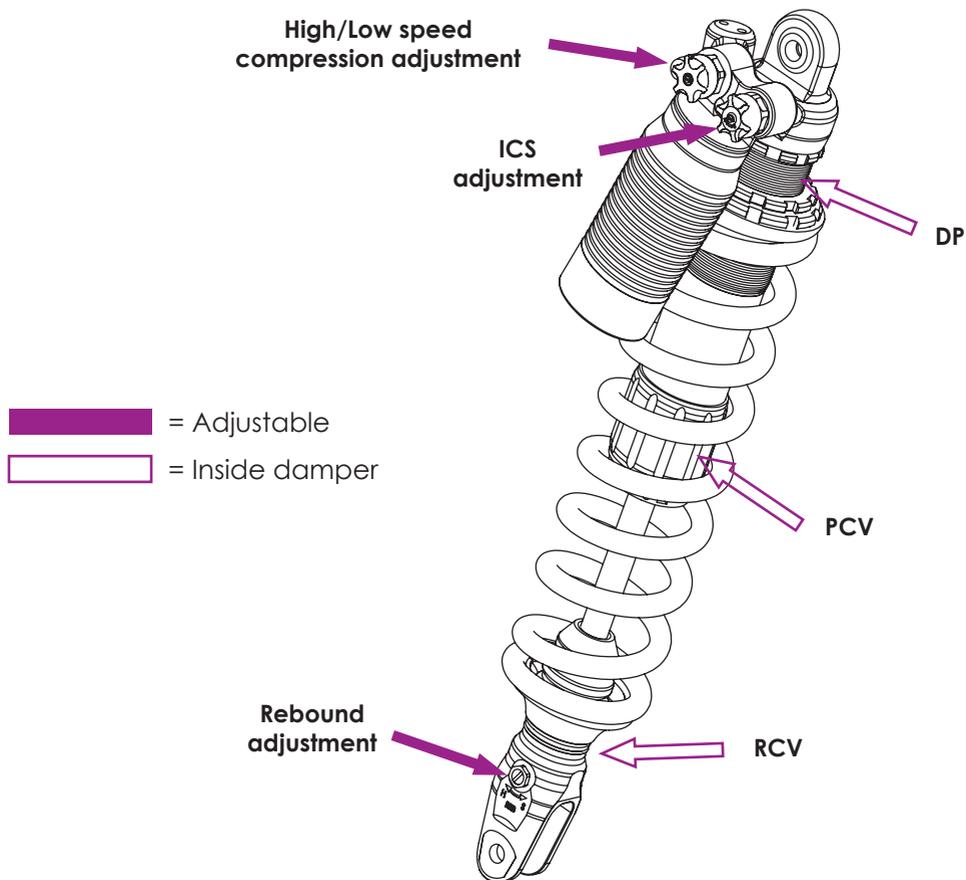
CCV is a system, patented by Reiger, that detects whether you drive straight or in a corner. CCV makes the compression damping of the outer dampers harder in the corner, so that there is less roll and more traction in those corners.



REAR DAMPER

This damper has a high/low speed compression adjustment, ICS (Intelligent Compression System), PCV (Stability Valve), Double Piston, a rebound adjustment and RCV (Rebound Control Valve), see image on page 5.

The high speed compression adjustment is the purple button, the blue screw within this button is the low speed compression adjustment. The black button next to it is the ICS high speed, the screw within is the ICS low speed adjustment. The rebound adjustment is found at the rod end.



All adjustments have the same basic principle: the damper force increases when you turn the adjustment to the right. The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment with RCV has a maximum of 30 effective clicks.

Counting the clicks should always be done from a fully closed adjustment (= fully clockwise.)

Note that the maximum number of clicks is never exceeded, if this does happen then the adjustment mechanism will be damaged.

H/L 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.

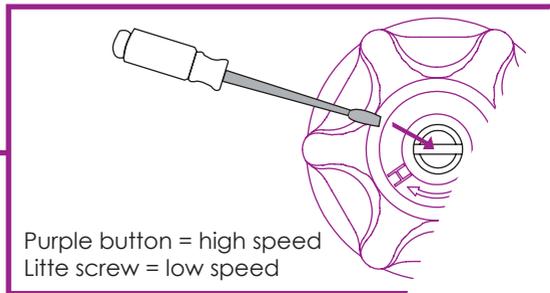
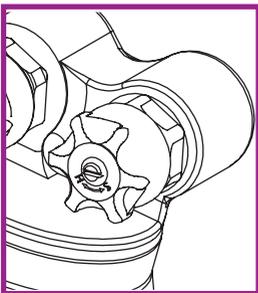
You can adjust the slow compression speed of the damper with the **low speed adjustment**. This has **nothing** to do with the speed you drive! This adjustment with 20 clicks is the blue screw inside the purple button and is adjustable with a small screwdriver.

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 button 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 button 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.

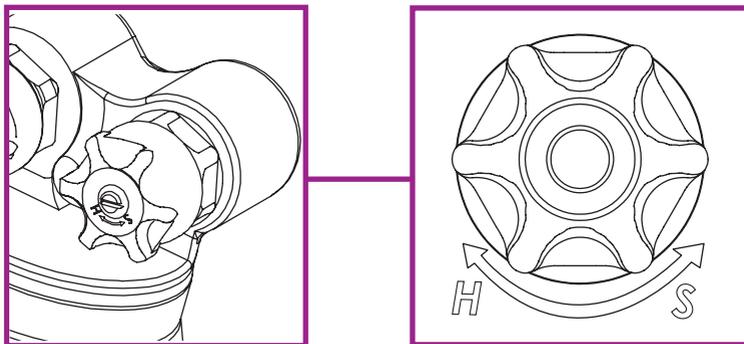


INTELLIGENT COMPRESSION SYSTEM

ICS (Intelligent Compression System) is a new system, patented by Reiger. ICS feels the difference between the chassis moving downwards (for example landing after a jump) or the wheel forced to go upwards (when you encounter a bumpy surface) and adjusts the damping to those differences. This means you get more traction!

The black button is the ICS high speed. Rotating this to the right (clockwise) makes the damper harder when the chassis goes down (after jumps). All the way to the right is the hardest damping and the start for counting clicks.

ICS low speed is the screw inside the black button. This adjustment makes the quad more stable in corners and with big bumps on low speed.



DOUBLE PISTON

The DP system is made to prevent the damper from bottoming. The compression damping increases from a predetermined point to give extra support against high impacts or hard landings. Additional advantage is that you can drive with a softer spring without the damper bottoming. DP is not adjustable.

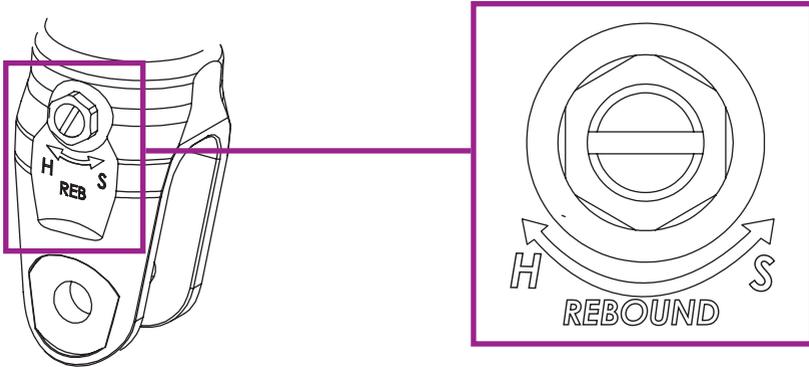
When DP starts working it may give a ticking sound, this is normal!

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.



REBOUND CONTROL VALVE

RCV is developed to generate the most traction. This system adjusts the rebound damping so that the wheel is as much as possible on the ground. RCV gives great advantage especially with short, hard bumps, when exiting corners and when bumps follow up quickly one after another. The more the wheel is on the ground, the more traction you have.

When the quad is on the bike lift, you can feel the RCV. It may feel like there is too much space, but that is normal with RCV.

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.

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.

Datum	16-09-2013		Circuit	Hummelo		Conditie	droog/vlak	
Quad	YAMAHA		Training / Competitie *		Nummer	Voor 3000	Achter 2000	
Setting	Voor				Achter			
Band	Pirelli Druk 0,9 bar				Pirelli Druk 0,9 bar			
High Sp. clicks*	10	CCV:	8		10	ICS:	8	
Low Sp. clicks**	10				10	ICS:	4	
Rebound clicks*	20				20			
Veer C	4,6 N/mm				4,6 N/mm			
Veer Lo	465 mm				465 mm			
Pre load	+ 2mm				+ 2mm			
Use full impact*	Ja/ Nee		mm over		Ja/ Nee		mm over	
Bodem vrijheid	mm				mm			
Onbelast	Meting 1				Meting 1			
Belast	Meting 2				Meting 2			
Vrije slag	+/- 20a30 mm				+/- 40 mm			
Notes								
-								
* Doorstrepen waar niet van toepassing is ** Van volledig gesloten								

TOOLS

The tools you can use to adjust the damper.



Compression adjustment tool

RRS70.9948



C-spanner set $\varnothing 60 / 65+ \varnothing 70 / 75$

RRS70.9944

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