



# SETUP MANUAL



# KW automotive

## Set Up Manual KW V4

No. 685 79 402

Our 3-way adjustable competition shock absorber is based on the KW twin tube damping system, and features independent bump and rebound adjustment. Depending on the sealing and the adjusting system of the individual kit, our systems may be filled with pressures of 3 to 8 bars, or without any pressure at all.

### Rebound:

The rebound setting can be adjusted at the upper end of the piston rod via an adjustment wheel.

There are 2 different versions regarding the setting of the rebound. In version 1 the adjustment wheel will be put on the upper end of the piston rod. In version 2 the adjustment wheel is already mounted on the piston rod.

In both versions, the adjustment will be done based on closed status (max. hard). The closed status is reached when the adjustment wheel is completely turned to hard (+). ("0" on the adjustable wheel).

The effective adjustment range is 0 – 16 clicks open.

**Never apply force to the adjusting mechanism of the shock absorber. As soon as you reach the end of the adjustment range, you will recognize a certain resistance. Stop turning to avoid damage to the bottom valve.**

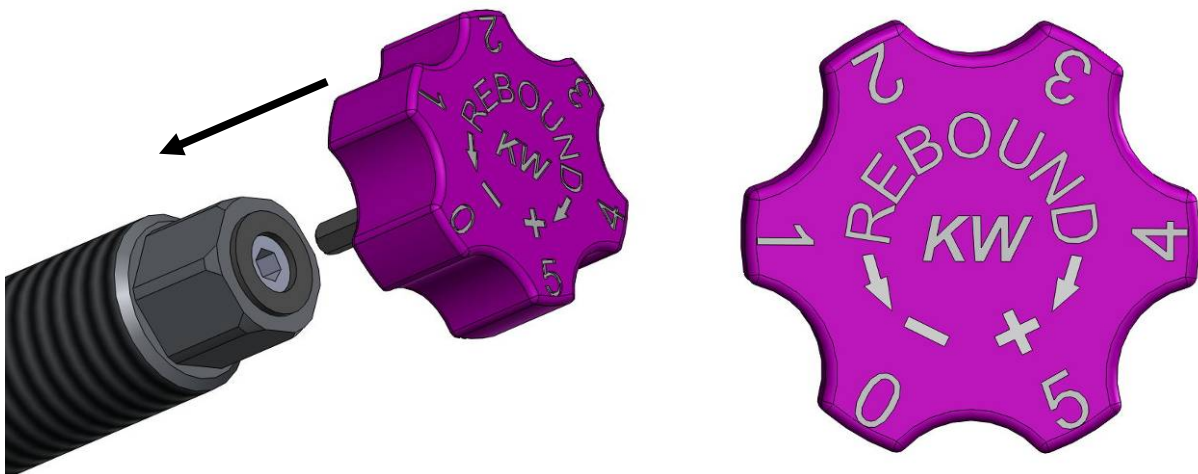
### Impact of the rebound

Little rebound power improve driving comfort during slow driving, but reduce stability and control accuracy while fast driving, especially with appropriate adjustment.

High rebound power improve the handling at the front axle, but possibly reduce the grip. The driving comfort will be extremely limited. In no case you should drive with one axle hard and one axle soft.

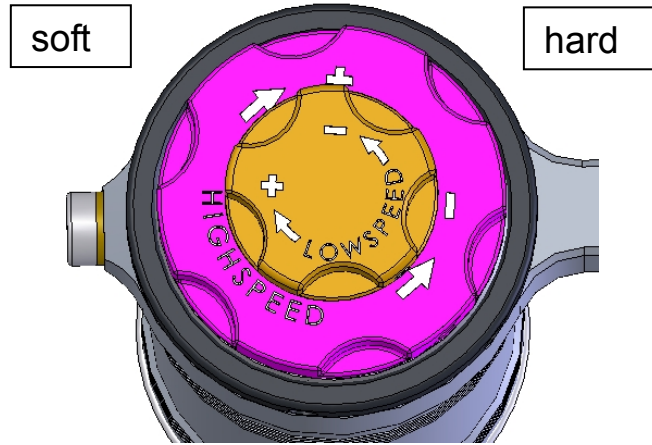
### Version 1 (Adjustment wheel for clipping on):

The adjustment wheel has to be put on the piston rod. With clockwise rotation of the adjustment wheel the rebound damping will become harder. With anti-clockwise rotation the rebound damping will become softer. The click directions are labeled with "+" (harder) and "-" (softer) on the adjustment wheel.





**Never apply force to the adjusting mechanism of the shock absorber. As soon as you reach the end of the adjustment range, you will recognize a certain resistance. Stop turning to avoid damage to the bottom valve.**



**Delivery status**

Our dampers will be delivered always in performance setup. This basic setup was specified for your car at the front and rear axle. In case of reset the dampers into the basic setup, the values of the table are valid.

**Our recommendation performance setup for your car to start with (delivery):**

<b>Front axle</b>	Rebound:	6	Clicks open
-------------------	----------	---	-------------

<b>Rear axle</b>	Rebound:	6	Clicks open
------------------	----------	---	-------------

<b>Front axle</b>	Bump low:	2	Clicks open	Bump high:	6	Clicks open
-------------------	-----------	---	-------------	------------	---	-------------

<b>Rear axle</b>	Bump low:	2	Clicks open	Bump high:	5	Clicks open
------------------	-----------	---	-------------	------------	---	-------------

**Our recommendation street setup for your car with:**

<b>Front axle</b>	Rebound:	12	Clicks open
-------------------	----------	----	-------------

<b>Rear axle</b>	Rebound:	14	Clicks open
------------------	----------	----	-------------

<b>Front axle</b>	Bump low:	5	Clicks open	Bump high:	12	Clicks open
-------------------	-----------	---	-------------	------------	----	-------------

<b>Rear axle</b>	Bump low:	5	Clicks open	Bump high:	11	Clicks open
------------------	-----------	---	-------------	------------	----	-------------

**Example: Adjusting the basic setup rebound front axle:**

Basic setup rebound is 9 clicks open.

First the rebound needs to be turned clockwise, direction "hard" (+). Afterwards, the adjustment wheel needs to be turned anti-clockwise, direction "soft" (-) until the adjustment wheel clicks 9 times.

The adjustment wheel now shows the number 3.

The single adjustment positions are described in the following chart.

