

KW automotive

Set Up Manual KW-Variant 2

No. 685 77 506

The KW Variant 2 rebound adjustable shock absorber is based on a twin tube [damping system](#). Variant 2 offers shock dampening adjustment on the rebound range between sporty and comfortable soft.

Adjusting:

The rebound adjustment is positioned in most cases at the end of the piston rod (top of strut). Please use the supplied KW adjustment wheel on the extruded tab adjuster for all adjustments. Some applications, such as Audi A4 8E, need to be adjusted by using a 2mm Allen key.

1st step: Place the KW adjuster or 2mm Allen key on the adjustment tab/Allen bolt.

2nd step: Turn the adjuster clockwise until it stops. This is now adjusted to full hard. (clockwise =harder).

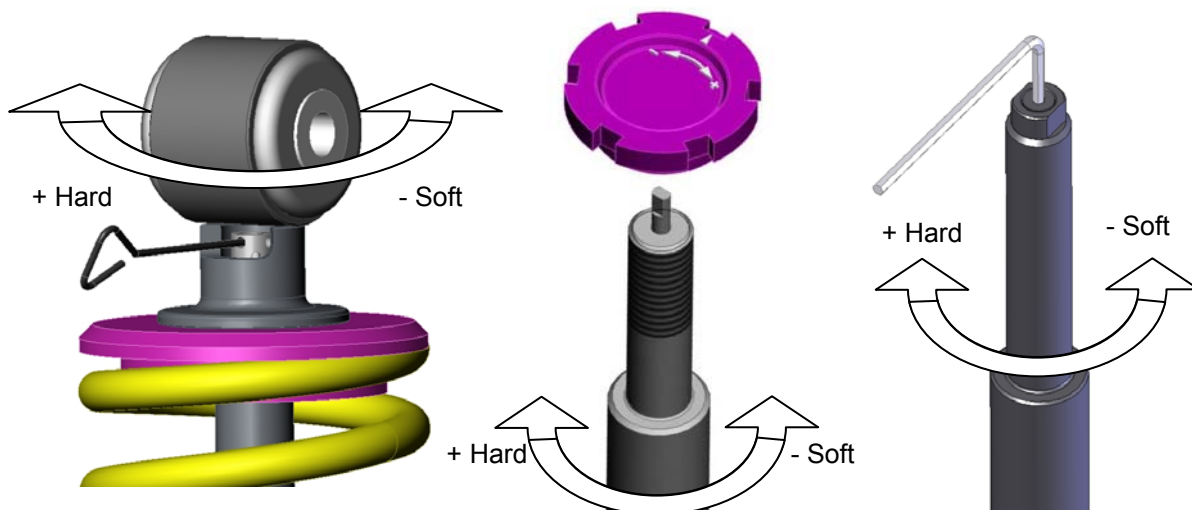
3rd step: Turn the KW adjuster or 2mm Allen key counter clockwise to soften the rebound setting to the desired level.

Attention:

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.

Rebound Adjusting principles:

In general a soft rebound adjustment provides a comfortable ride at low vehicle speeds but the vehicle will have less stability at higher speeds, especially on the front axle (vehicle will tend to float at higher speeds). A hard rebound adjustment offers more stability but could reduce vehicle grip (i.e. the vehicle will tend to skip across road imperfections, reducing traction). Rear and four wheel drive cars usually require soft rebound forces on the rear axle. If the car is equipped with high spring rates, more rebound forces will be necessary to control the higher spring rate. Front wheel drive street cars usually do not require high rebound forces. If for example, over steer is desired, it is necessary to run high rebound forces on the rear axle to promote oversteer characteristics. It is desirable to tune your system to find the best balance for the road conditions, and to your style of driving on these roads.



Our recommendation for your car to start with:

Shock absorber with turn system and new clicking system:

Front axle	Rebound:	1,25	Turns open	or	Rebound:	8	Clicks open
Rear axle	Rebound:	1	Turns open	or	Rebound:	6	Clicks open