

KW automotive



Set Up Manual KW-Variant 3

No. 685 80 000

Our 2-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 charged 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 adjustment is done when the adjustment wheel is completely turned to hard (+). („0“ on the adjustable 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.

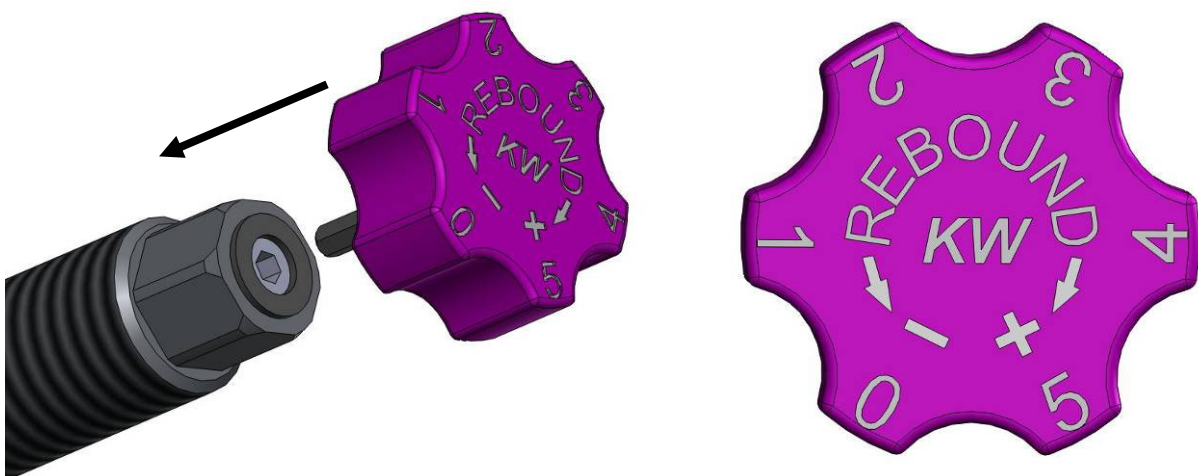
The effective adjustment range is 0 – 3,0 turns / 0 – 18 clicks open.

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:

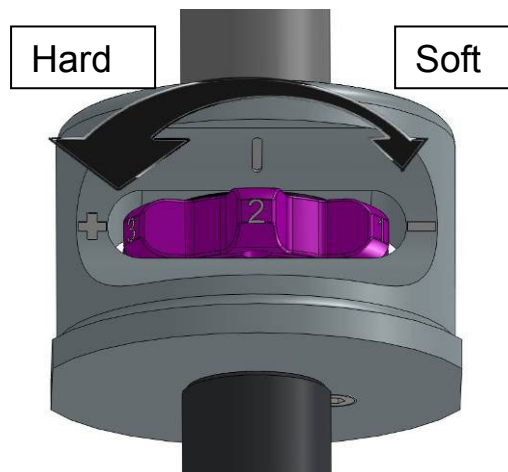
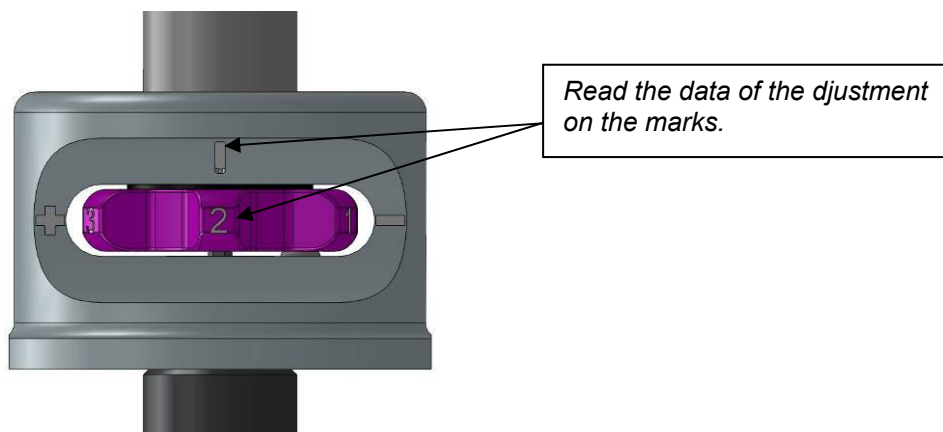
The adjustment wheel has to be put on the piston rod. With clockwise rotation of the adjustment wheel the rebound damping will become harder. With anti-clockwise rotation the rebound damping will become softer. The click directions are labelled with „+“ (harder) and „-“ (softer) on the adjustment wheel.



The adjustment wheel can remain mounted on the piston rod, if there is enough available space. Please check, that there is no contact with cowl, strut tower bars or similar components. Check the complete steering movement. Additionally you have to check, that there is no contact with the shock absorbers of the car. Please set aside the adjustment wheel in case there is not enough space for leaving it mounted.

Version 2:

The numbers on the adjustment wheel show current setup and facilitate the setup of the dampers. The click direction, in which the rebound becomes harder respectively softer, is marked on the adjustment header with a „+“ (rebound becomes harder) and a „-“ (rebound becomes softer). Numeration on the adjustment header is onesided. The numbers of the adjustment wheel can be read on site with marks at the adjustment header. The data of the adjustment wheel can be read from the marks.



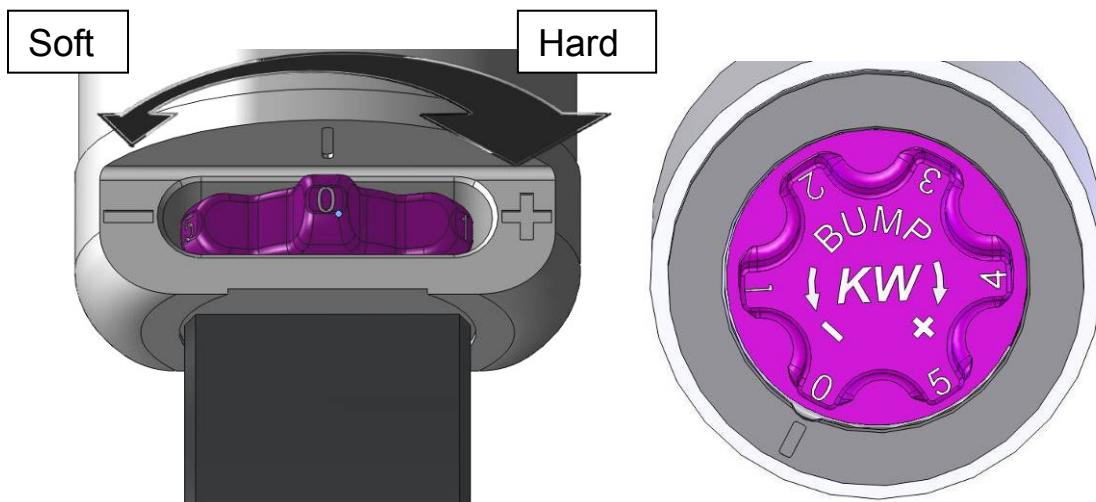
Bump:

Adjustment of compression damping takes place at the bottom of the damper, also with the support of the adjustment wheel. The adjustment will be done based on the closed valve (max. hard). The closed valve can be reached by clockwise rotation.

The maximum effective adjustment is 0 – 12 clicks / 0 – 2,0 turns.

The compression damping significantly influences the handling and driving performance.

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 basic 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.

Front axle	Rebound:	6 Clicks open	Bump:	5 Clicks open
Rear axle	Rebound :	9 Clicks open	Bump :	5 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 (1,5 turns)

The adjustment wheel now shows the number 3.

The single adjustment positions are described in the following chart.

