ST SUSPENSIONS

Setup Manual

engineered by

KW

Set Up Manual for ST XA and ST XTA

No. 685 77 714

Our adjustable competition shock absorber is based on the ST twin tube damping system, and features independent 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.

Adjusting rebound:
The rebound adjustment is positioned in most cases at the end of the piston rod (top of strut). Please use the supplied ST adjustment wheel on the extruded tab adjuster for all adjustments.

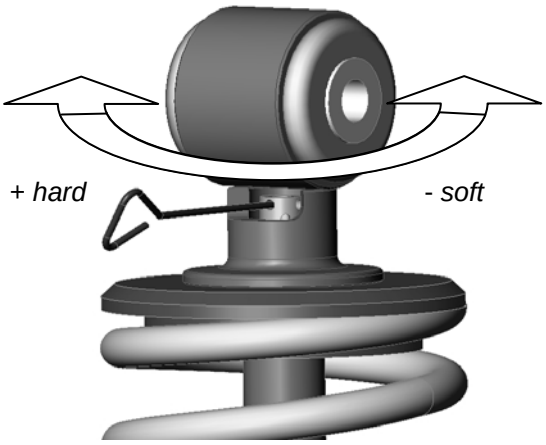
1st step: Place the ST adjuster on the adjustment Allen bolt.

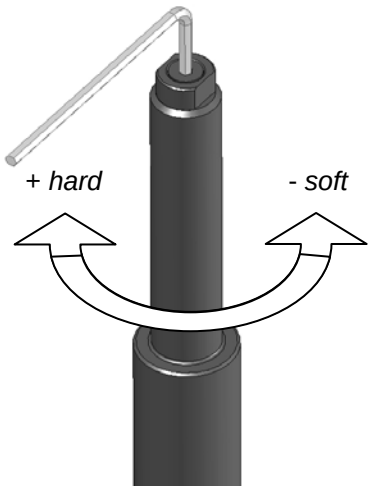
2nd step: Turn the adjuster clockwise to the right until it stops. This is now adjusted to full hard. (clockwise=harder).

3rd step: Turn the ST adjuster clockwise to soften the rebound setting to the desired level. The effective adjustment range is from 0 - 16 clicks / 0 – 2,75 turns open.

Attention:
Never drive the vehicle with the shock absorbers set to full hard or full soft! 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).





Our ***recommendation for your car to start with:***

Front Rebound	Zug:	9	Clicks open equal to	1,5	Turns open
Rear Rebound	Zug:	9	Clicks open equal to	1,5	Turns open