

KW automotive



Set Up Manual KW-Variant 3

No. 685 77 019

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.

Adjusting rebound:

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. The effective adjustment range is from 0 - 3 turns / 0 - 18 clicks 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).

