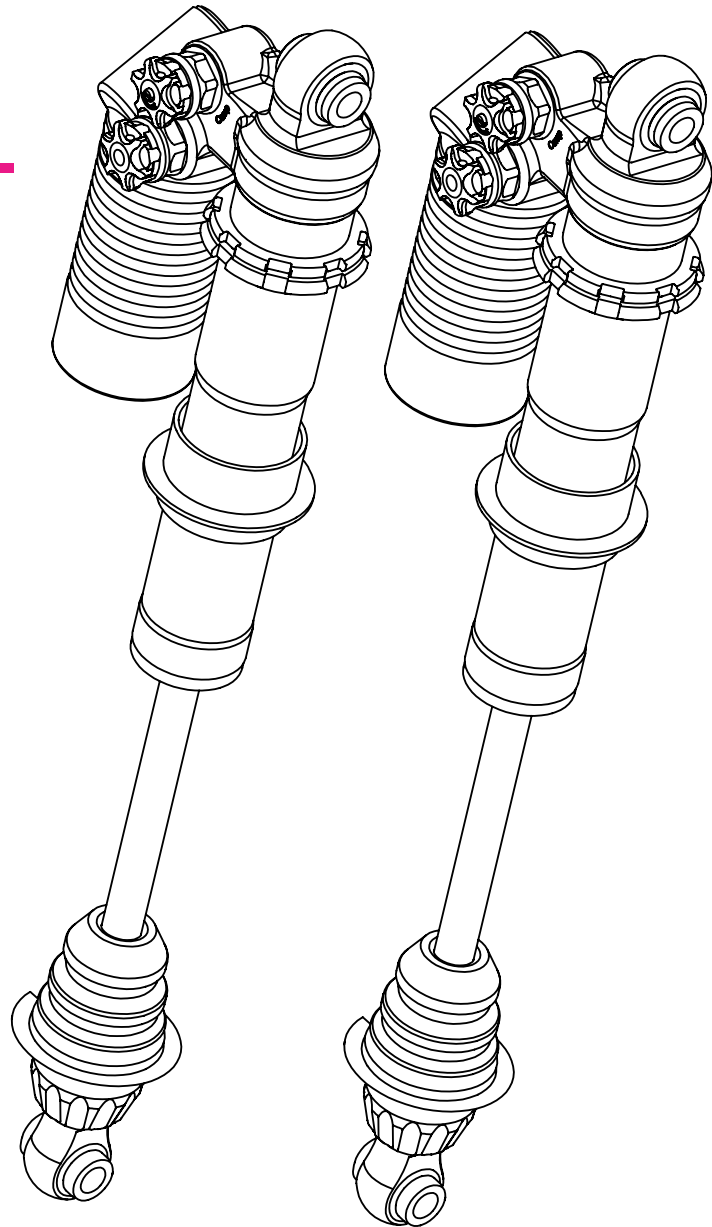
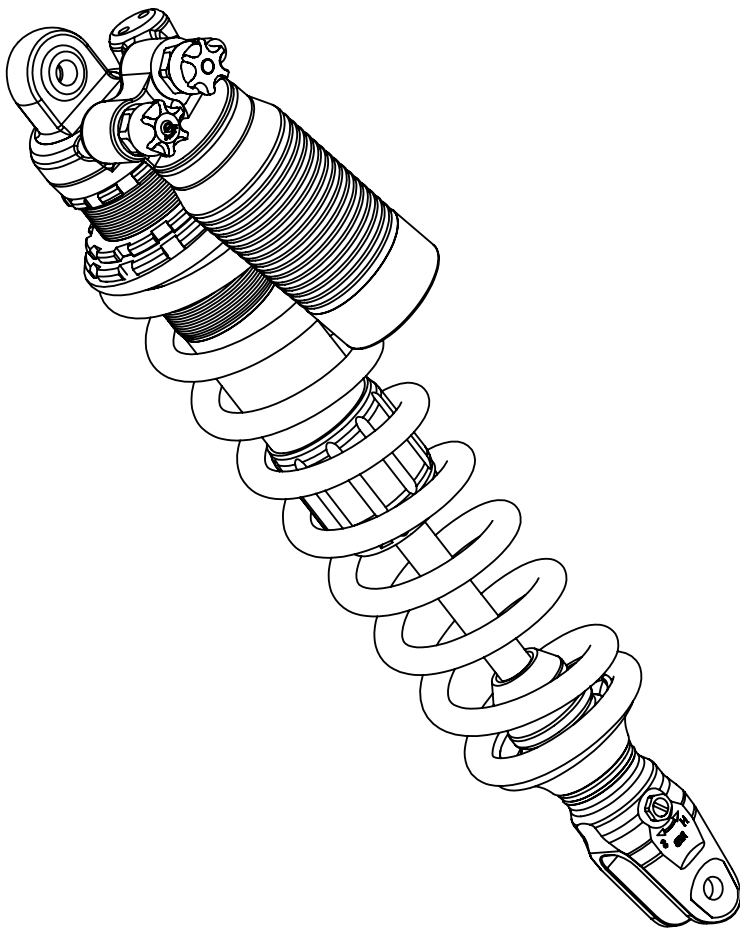




ADJUSTMENT OPTIONS

**QUAD FULL OPTION
2x B36 & 1x B46**



B36 H/L-CCV-HPDP-REBOUND / B46 H/L-ICS-PCV-DP-RCV

Reiger Suspension BV

Molenenk 5a

NL-7255 AX Hengelo Gld.

Phone: +31 (0)575-462077

www.reigersuspension.com

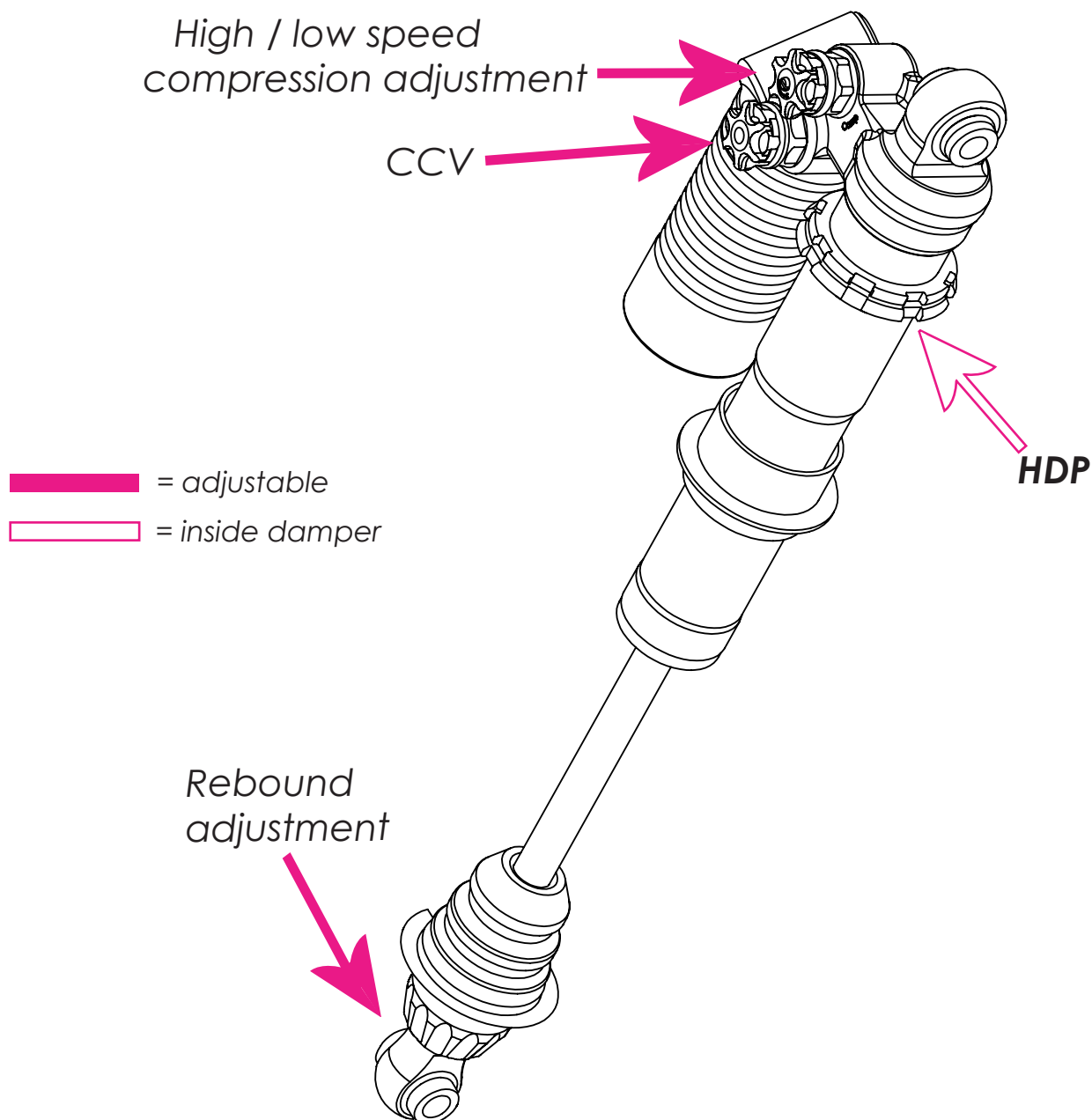
FRONT DAMPER

DAMPER INFORMATION



The front damper has a high/low speed compression adjustment, HDP [Hydraulic Double Piston], CCV [Corner Control Valve] and a rebound adjustment (see image below).

The high speed compression adjustment is the **purple knob** on the damper and the blue screw within this knob is the low speed compression adjustment. The rebound adjustment is found at the rod end.



All adjustments have the same basic principle: the damper force increases when you rotate the adjustment to the right (clockwise). The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment has a maximum of 50 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

Attention: never exceed the maximum amount of clicks! If you do so, you can damage the adjustment.

FRONT DAMPER

HIGH / LOW SPEED COMPRESSION ADJUSTMENT

The compression damping is adjusted with the high / low speed adjustment. High speed adjustment actually is medium speed, but has been called high speed over the years.

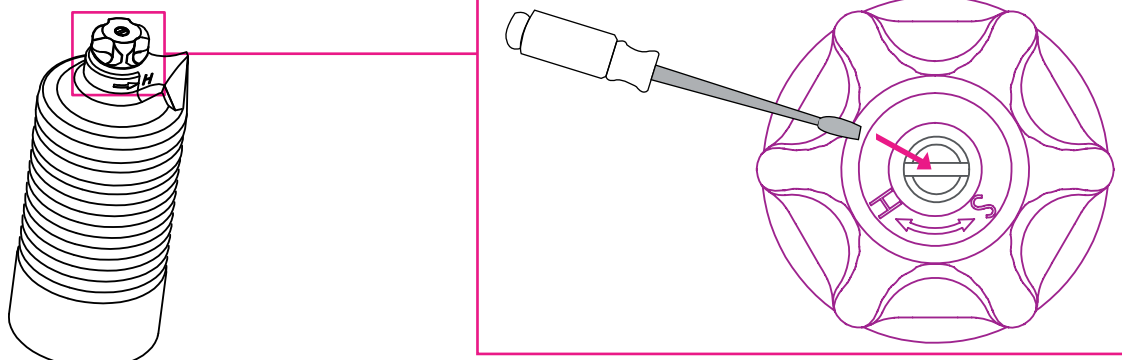
You can adjust the slow compression speed **of the damper** with the **low speed adjustment**. This has nothing to do with the speed you drive! This adjustment with 20 clicks is the **blue screw** inside the purple knob and is adjustable with a small screwdriver.

Counting clicks starts from closed, which is when you rotate the adjustment all the way to the right. This is the hardest damping.

The low speed adjustment is made to stabilize your quad. The more this adjustment is closed, the more stable your quad will be. However, you will lose some traction. It is easier to handle your quad when you close the low speed. If you open the adjustment all 20 clicks the damper will feel softer and move better over small bumps but your quad will lose some stability.

The purple knob is your **high speed compression adjustment**. This adjustment has 15 clicks. Just like all adjustments all the way to the right is closed and your start for counting clicks.

Rotating this knob to the left makes the damper softer at landings after jumps. It also makes it better with stones and bumps of 10 to 25cm. Too far to the left makes your quad move more and so harder to handle, especially on sand tracks.



HYDRAULIC DOUBLE PISTON

HDP is designed so that the compression damping automatically adjusts to the damper speed. The compression damping increases with high impacts or hard landings for extra support, just like Double Piston. However, HDP does not have a fixed transition point (as in the case of DP), but a variable transition point that changes to suit each unique shock load.

Moreover, the change in compression damping is also dependent on damper speed, so that the harder the impact, the greater the increase in damping. Note that this adjustment only affects the last part of the damping.

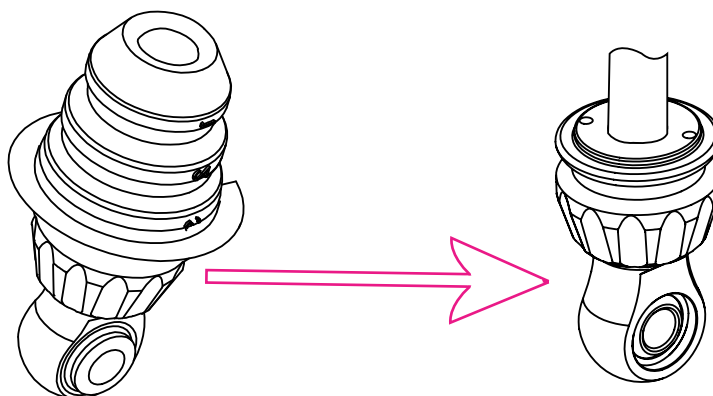
FRONT DAMPER

REBOUND ADJUSTMENT

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

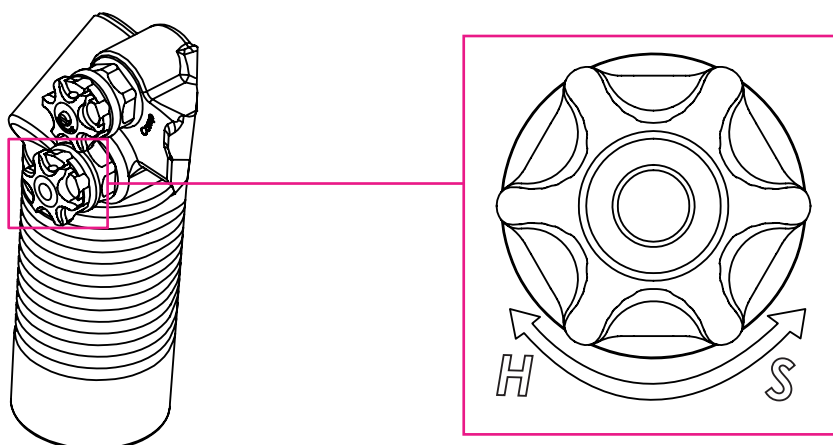
A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

There is a difference in driving on hard or sand tracks. We recommend to drive with 2 to 3 clicks more open on hard tracks. When driving on sand tracks you can close the rebound damping a little more.



CORNER CONTROL VALVE

CCV is a system, patented by Reiger, that detects whether you drive straight or in a corner. CCV makes the compression damping of the outer dampers harder in the corner, so that there is less roll and more traction in those corners.



REAR DAMPER

DAMPER INFORMATION

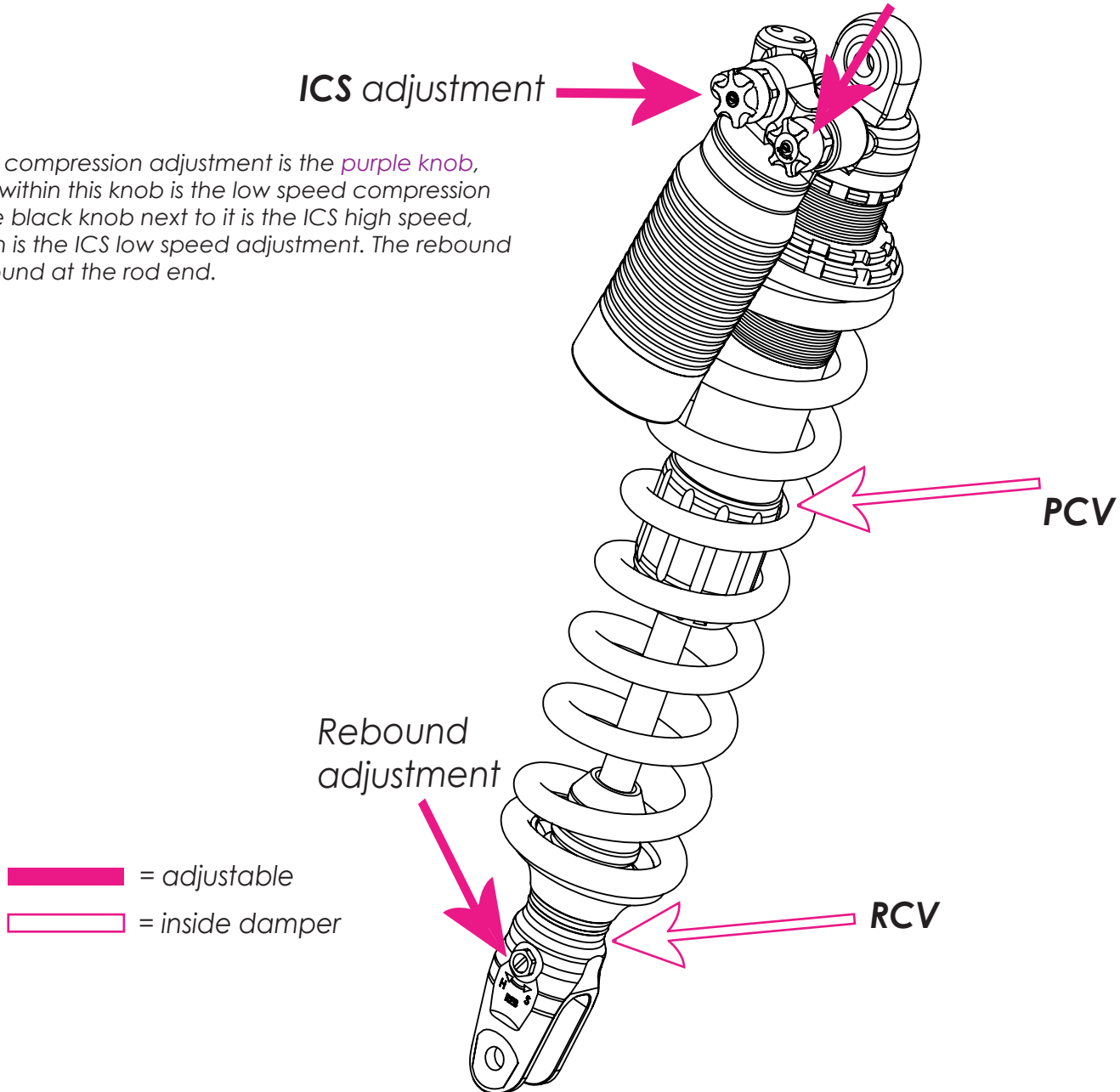


This damper has a high / low speed compression adjustment, ICS [Intelligent Compression System], PCV [Stability Valve], Double Piston, a rebound adjustment and RCV [Rebound Control Valve], see image below.

High / Low speed compression adjustment

ICS adjustment

The high speed compression adjustment is the **purple knob**, the **blue screw** within this knob is the low speed compression adjustment. The black knob next to it is the ICS high speed, the screw within is the ICS low speed adjustment. The rebound adjustment is found at the rod end.



All adjustments have the same basic principle: the damper force increases when you turn the adjustment to the right. The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment with RCV has a maximum of 30 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

Attention: never exceed the maximum amount of clicks! If you do so, you can damage the adjustment.

REAR DAMPER

HIGH / LOW SPEED COMPRESSION ADJUSTMENT

The compression damping is adjusted with the high / low speed adjustment. High speed adjustment actually is medium speed, but has been called high speed over the years.

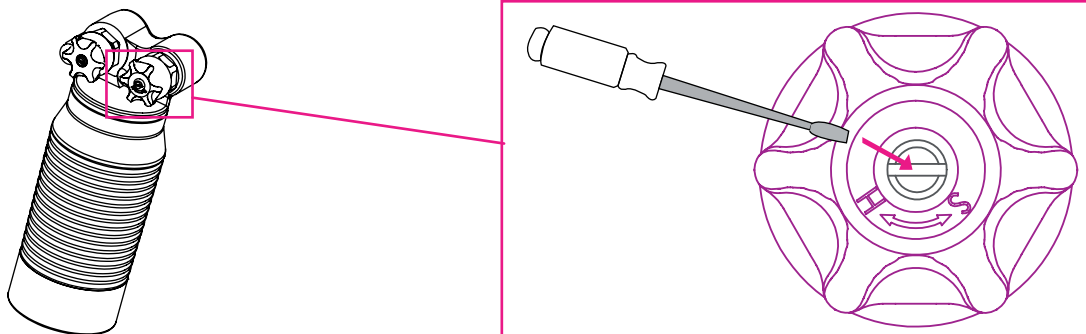
You can adjust the slow compression speed **of the damper** with the **low speed adjustment**. This has nothing to do with the speed you drive! This adjustment with 20 clicks is the **blue screw** inside the purple knob and is adjustable with a small screwdriver.

Counting clicks starts from closed, which is when you rotate the adjustment all the way to the right. This is the hardest damping.

The low speed adjustment is made to stabilize your quad. The more this adjustment is closed, the more stable your quad will be. However, you will lose some traction. It is easier to handle your quad when you close the low speed. If you open the adjustment all 20 clicks the damper will feel softer and move better over small bumps but your quad will lose some stability.

The purple knob is your **high speed compression adjustment**. This adjustment has 15 clicks. Just like all adjustments all the way to the right is closed and your start for counting clicks.

Rotating this knob to the left makes the damper softer at landings after jumps. It also makes it better with stones and bumps of 10 to 25cm. Too far to the left makes your quad move more and so harder to handle, especially on sand tracks.

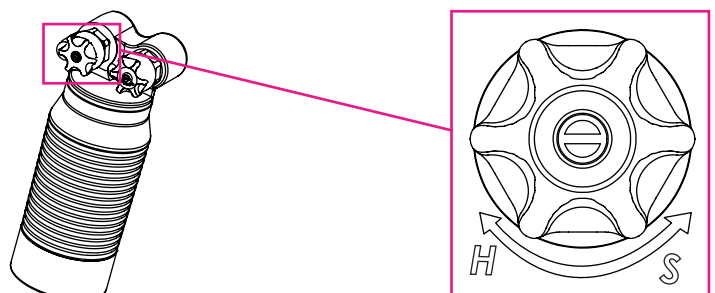


INTELLIGENT COMPRESSION SYSTEM

ICS [Intelligent Compression System] is a new system, patented by Reiger. ICS feels the difference between the chassis moving downwards (for example landing after a jump) or the wheel forced to go upwards (when you encounter a bumpy surface) and adjusts the damping to those differences. This means you get more traction!

The black knob is the ICS high speed. Rotating this to the right (clockwise) makes the damper harder when the chassis goes down (after jumps). All the way to the right is the hardest damping and the start for counting clicks.

ICS low speed is the screw inside the black knob. This adjustment makes the quad more stable in corners and with big bumps on low speed.



REAR DAMPER

PCV

PCV is a system for stability, made for the initial movement of the damper. It ensures the damping being stable on the very small bumps, without any loss of grip / traction. The quad gets easier to handle on the small bumps, while you can still have a softer damping for the bigger bumps.

DOUBLE PISTON

The DP system is made to prevent the damper from bottoming. The compression damping increases from a predetermined point to give extra support against high impacts or hard landings. Additional advantage is that you can drive with a softer spring without the damper bottoming. DP is not adjustable.

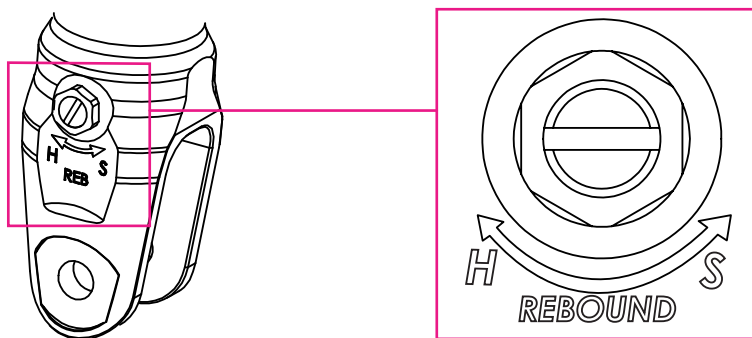
When DP starts working it may give a ticking sound, this is normal!

REBOUND ADJUSTMENT

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

There is a difference in driving on hard or sand tracks. We recommend to drive with 2 to 3 clicks more open on hard tracks. When driving on sand tracks you can close the rebound damping a little more.



REBOUND CONTROL VALVE

RCV is developed to generate the most traction. This system adjusts the rebound damping so that the wheel is as much as possible on the ground. RCV gives great advantage especially with short, hard bumps, when exiting corners and when bumps follow up quickly one after another. The more the wheel is on the ground, the more traction you have.

When the motor is on the bike lift, you can feel the RCV. It may feel like there is too much space, but that is normal with RCV.

FREE SAG

The free sag on the front damper should be 25 mm minimum. The rear damper should have a free sag around 40 mm.

TOOLS

The following tools are used to adjust the spring preload (free sag):



C-spanner set Ø60 /65+ Ø70/75
RRS70.9944



Compression adjustment tool
RRS70.9948

SETUP

Reiger has special setup books to keep track of your damper setup. On these sheets you can write down different clicks (see example image). As explained, it is possible to change setup to your own preferences and different tracks or circumstances.

For example, driving in rain or in the cold might cause you to drive with different setups. With these books it is easy to retrieve which setup worked for you on which date, circuit and under which conditions.

Date	15 Oct 13	Circuit		Condition	Rain
Motor		Training / Competition *	Number	Fork	Damper
Front			Damper		
Setting			Setting	R5	
Oil Nr.			High speed clicks**	10	
Compression clicks**			Low speed clicks**	10	
Rebound clicks**			Rebound clicks**	25	
Spring	C	N/mm	Lo	mm	
Spring	C	N/mm	Lo	mm	

QUESTIONS?

We are more than happy to help you with any questions. Please contact us:

Phone: +31 (0)575 - 46 20 77

E-mail: info@reigersuspension.com