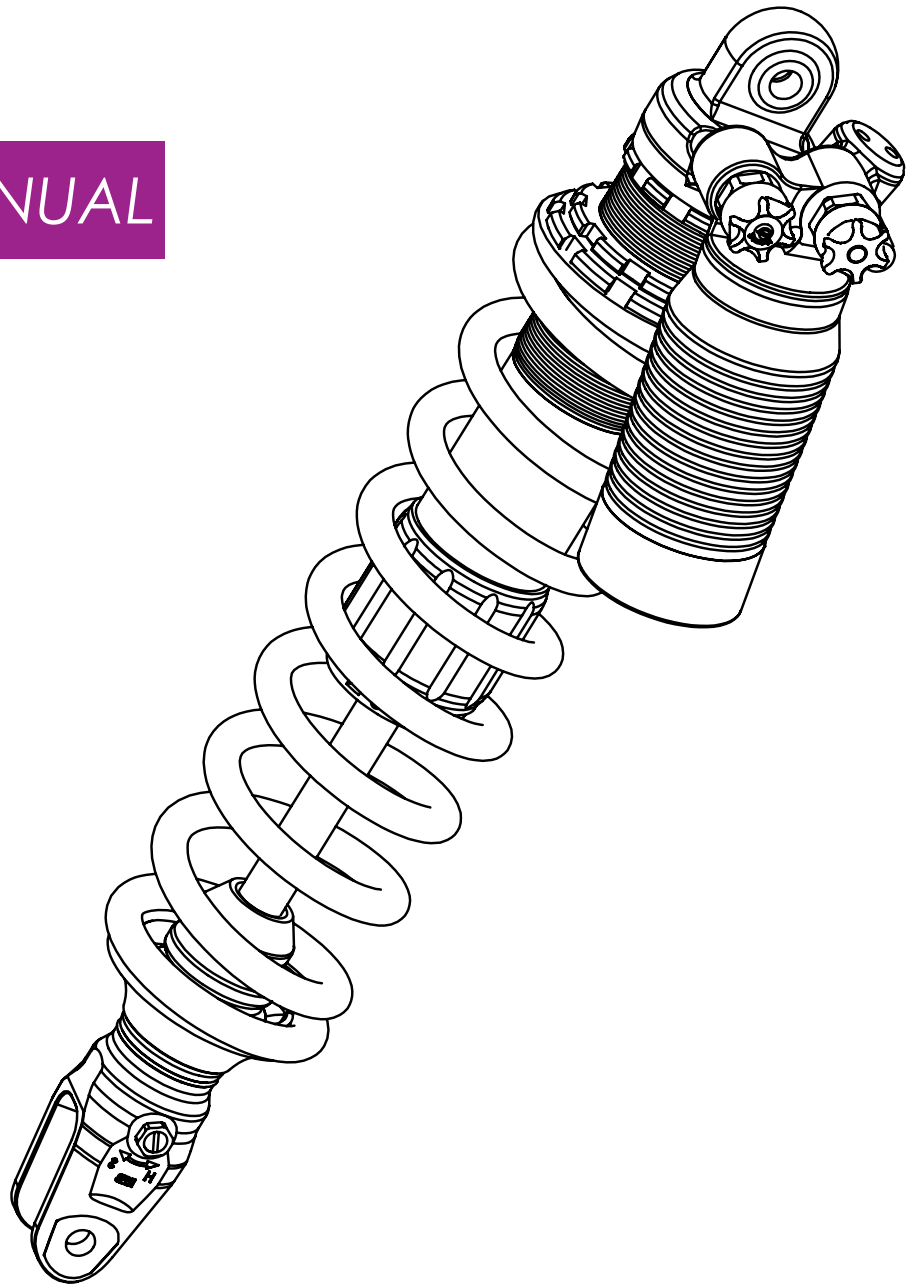


REIGER

SUSPENSION

B46

DAMPER MANUAL



H/L SPEED - REBOUND - DP - ICS

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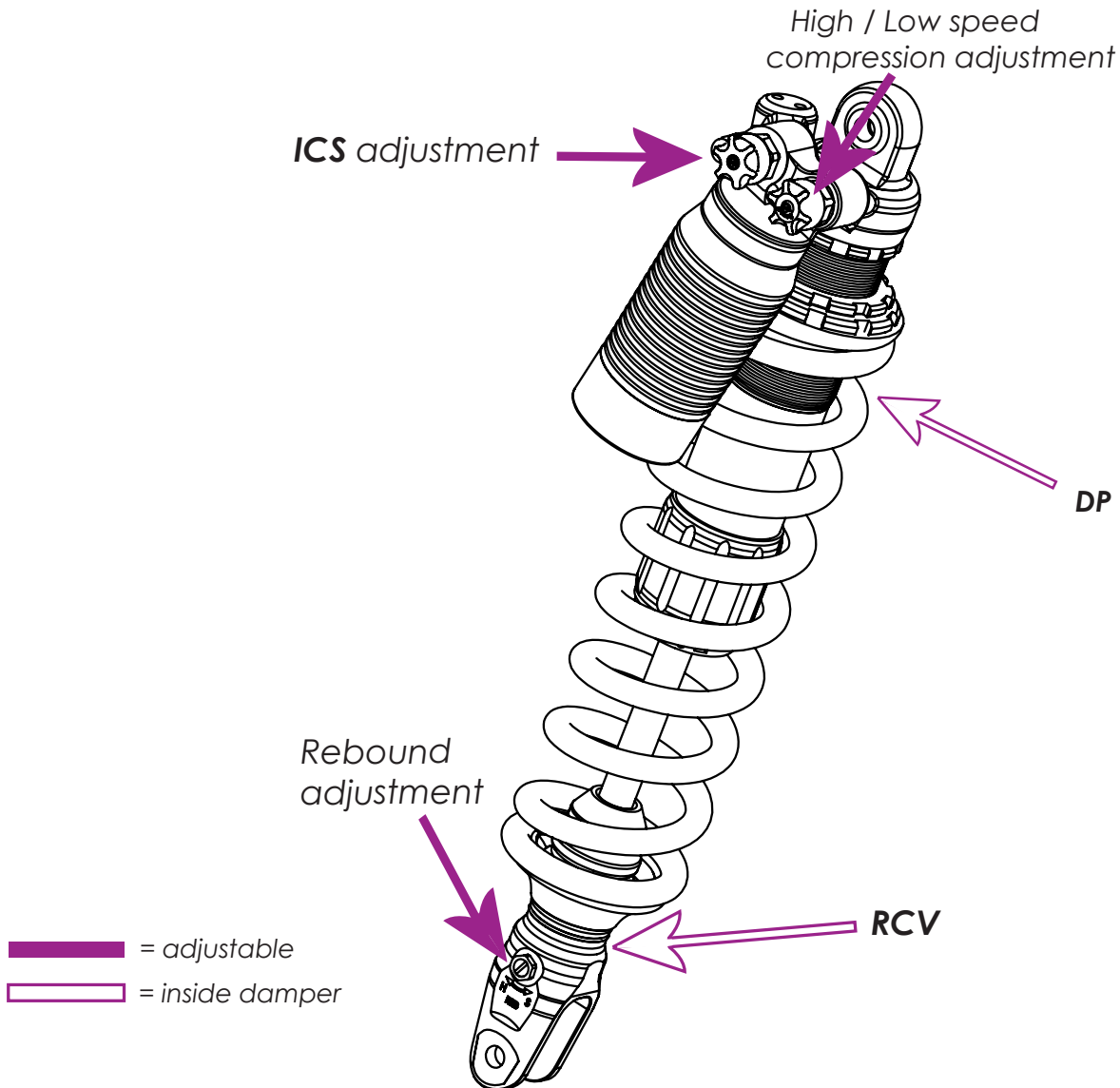


GENERAL DAMPER INFORMATION

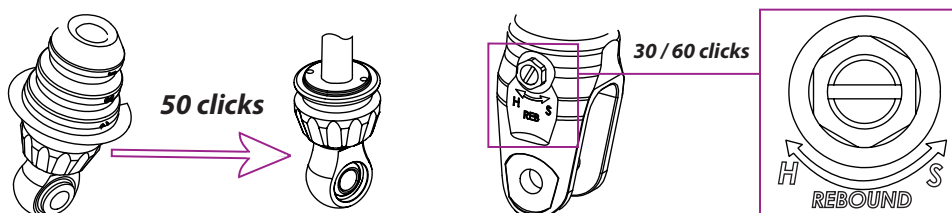


DAMPER OVERVIEW

A full option B46 damper has a high/low speed compression adjustment, DP [Double Piston], ICS [Intelligent Compression System], RCV [Rebound Control Valve] and a rebound adjustment (see image below). The high speed compression adjustment is the **purple button** on the damper and the blue or green screw within this button 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 30, 50 or 60 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.

GENERAL DAMPER INFORMATION



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.

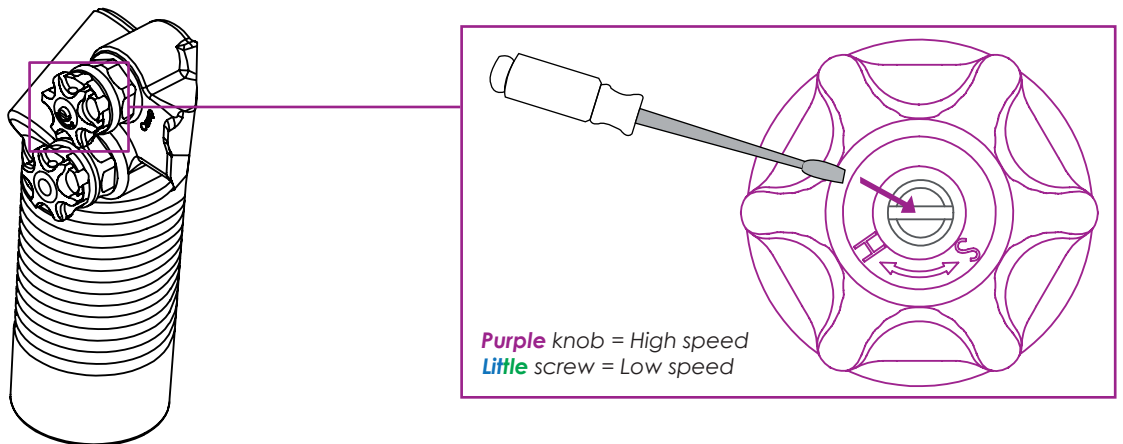
You can adjust the slow compression speed **of the damper** with the **low speed adjustment**. This has nothing to do with the speed you drive! This adjustment with 20 clicks is the **blue or green** screw inside the purple knob and is adjustable with a small screwdriver.

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 vehicle. The more this adjustment is closed, the more stable your vehicle will be. However, you will lose some traction. If you open the adjustment all 20 clicks the damper will feel softer and move better over small bumps but your vehicle 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 vehicle move more and so harder to handle, especially on sand tracks.



DOUBLE PISTON

Double Piston is designed for engines without link system. To avoid tripping of the damper the DP [Double Piston] system has been developed. This refers to a second piston that enters predetermined length from a silencer. When damping enters this can give a ticking sound, this is part of the system and not the fault of the damper.

GENERAL DAMPER INFORMATION

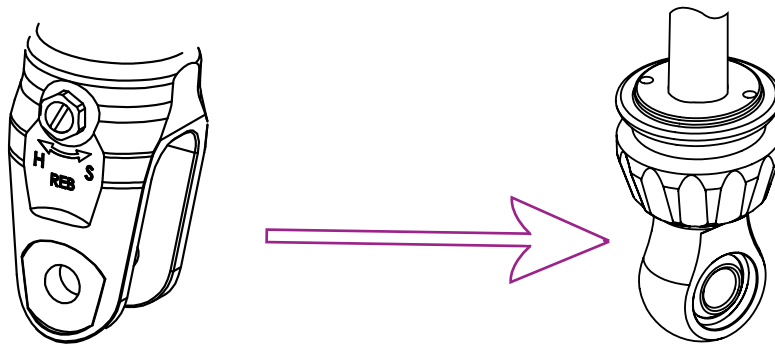


REBOUND ADJUSTMENT

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 closed 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.

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.



ICS ADJUSTMENT

ICS [Intelligent Compression System] is a new patented system developed by Reiger. This valve ensures that when you press the damper on the top you will get a different (higher) damping than when you press the damper from under. We do this because when the wheel goes up, when we drive over a stone, this will be a much smaller mass (wheel and fork) when we jump and the complete motor including rider comes down.

With the black button you can set how hard the damper will be when jumping and when the chassis goes down. Completely clockwise is again the hardest damping and zero when counting. Fully counterclockwise (15 clicks open) is the softest damping, now the will compress faster until the bump stop.

ICS Low speed: This adjustment ensures stability in the curve with deep holes at low speed.



GENERAL DAMPER INFORMATION



TOOLS

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



C-spanner set Ø70/75

1-19-00331



Compression adjustment tool

1-19-00384

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.

QUESTIONS?

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

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