

1. General notes on damping force adjustment

The damping force adjustment is divided into 3 versions:

- **Version 1 rebound adjuster:** Adjustment at piston rod end, loose adjustment wheel, **Fig. 1.**
- **Version 2 rebound adjuster:** Adjustment below the support bearing, **Fig. 2.**
- **Version 3 bump adjuster:** Adjustment at the bottom of the shock absorber, **Fig. 3.**

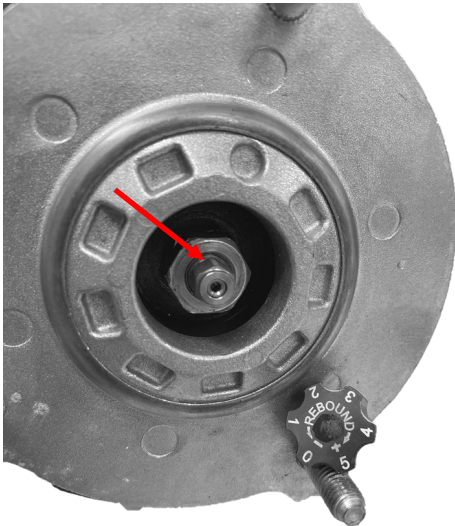


Fig. 1: Version 1
(Picture may vary)



Fig. 2: Version 2
(Picture may vary)



Fig. 3: Version 3
(Picture may vary)

Adjustment range:

- The setting range is **0 - 18 clicks rebound, 0 - 12 clicks bump**
- Completely closed state „0 clicks“ = **hardest stage**
- Completely open state „18 / 12 clicks“ = **softest stage**
- One rotation of the adjuster corresponds to six clicks.
- The dampers are preset to a specific damping force depending on the application, see table. We recommend this setting as the basic setting.

Attention:

- **Choose same setting on both sides of an axle.**
- **You should never set up one axle completely differing from the other one.**
- **Make sure that you turn the adjustment knob only by using moderate force. (Otherwise damages in the adjustment mechanism can occur.)**

2. Adjustment instruction for damping force adjustment

Procedure version 1, rebound adjuster: Adjustment unit at piston rod end, loose adjustment wheel.

- To adjust the rebound, the adjusting wheel is inserted into the hexagon socket at the end of the piston rod, **Fig. 1**.
- The adjustment is made starting from the completely closed state „0 clicks“ = hardest stage
- Turning the adjustment wheel clockwise / in the „+“ direction makes the setting harder.
- Turning in the opposite direction of rotation / in the „-“ direction softens the setting.

Procedure version 2, rebound adjuster: Adjustment unit below the support bearing, in the wheel housing.

- The rebound damping is adjusted by means of an adjusting wheel located below the support bearing in the wheel housing, **Fig. 2**.
- The adjustment is made starting from the completely closed state „0 clicks“ = hardest stage
- Turning the adjustment wheel clockwise / in the „+“ direction makes the setting harder
- Turning in the opposite direction of rotation / in the „-“ direction softens the setting,

Procedure version 3, bump adjuster: Adjustment unit at the bottom of the damper.

- The bump is adjusted by means of an adjusting wheel located on the bottom of the damper, **Fig. 3**.
- The adjustment is made starting from the completely closed state „0 clicks“ = hardest stage
- Turning the adjustment in the „+“ direction makes the setting harder
- Turning in the „-“ direction softens the setting

Damping force adjustment table - Recommendation

Vehicle / part no.	Clicks FA		Clicks RA	
	Rebound	Bump	Rebound	Bump
Tesla Model 3 / 47659-1V	8 clicks open	7 Clicks open	9 Clicks open	5 Clicks open