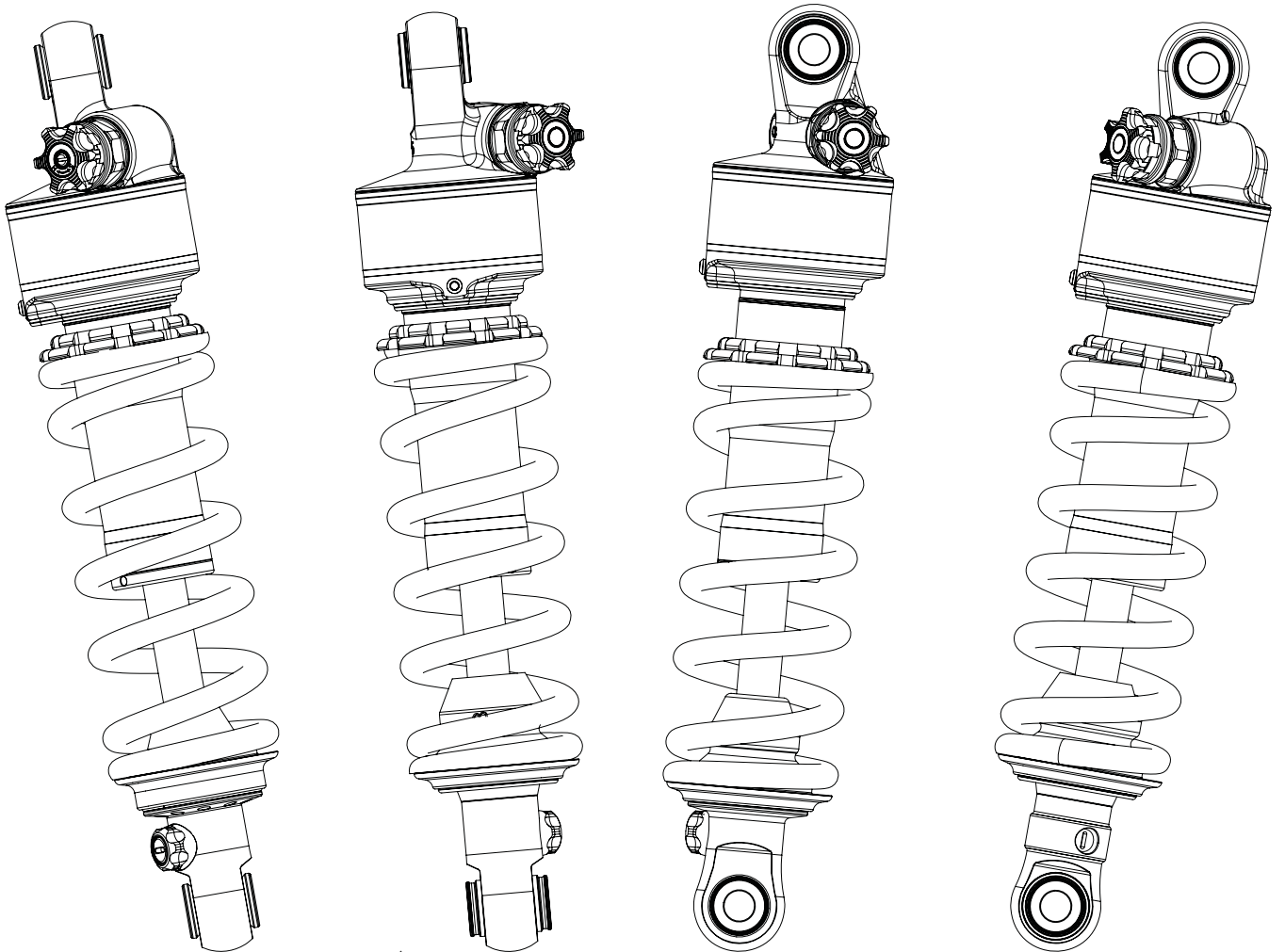




# **REIGER**<sup>®</sup> **SUSPENSION**

## **MANUAL** **Trial Damper**

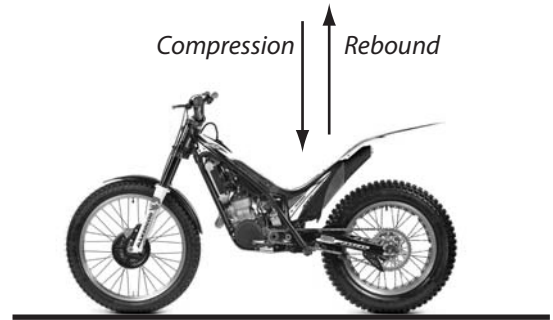


## **High/Low Speed - Rebound**

## GENERAL INFORMATION

The replica damper with high/low speed compression adjustment is equipped with high/low speed compression adjustment, rebound adjustment and adjustable spring preload.

In this manual we will several times use the words 'compression' and 'rebound' in the picture on the right side you will see what is meant in both situations.



## COMPRESSION

### HIGH/LOW SPEEDS COMPRESSION ADJUSTER

The basics of all adjusters is the same, turning them clockwise will increase the damping force. Counting clicks on all adjusters has to be started from a fully closed adjuster (= fully clockwise).

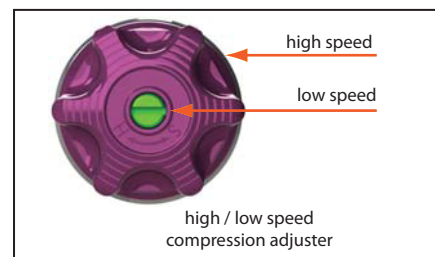
The compression damping is adjustable with a high / low speed compression adjuster. The purple knob on the damper is the high speed compression adjuster and the little screw in the middle of this knob is the low speed compression adjuster.

### LOW SPEED

The low speed compression adjustment allows you to modify the low speed compression damping. This has nothing to do with your driving speed but with the damper speed. This adjuster has about 20 clicks.

With a small screwdriver you can adjust the low speed damping by turning the little screw inside purple knob. Fully clockwise is always the starting point. At this point the adjuster is completely closed. With this adjustment you can make your bike more stable by closing the adjuster or gain some traction by opening it.

With a fully opened low speed adjuster your bike will feel smooth and it will absorb small bumps very nice but it will also be a bit less stable. If you like to do tricks like hopping on the rear wheel or so it is better to do this with a more closed adjuster. You will notice that these tricks go a lot easier with more low speed damping.



## HIGH SPEED

The purple knob is the high speed compression adjustment.

This adjustment has about 15 clicks and like all other adjusters fully clockwise is your start point and the stiffest setting. Turning it counter clockwise the damper will feel softer on landings and driving on stones and holes will be smoother. If you open it to much there will be more movement.

To adjust this adjuster we provided you with a 'compression adjuster tool'. See picture below.



Compression adjuster tool

## REBOUND

The rebound adjustment allows you to adjust the rebound force in about 50 clicks. A stiffer damper will give a more stable feeling but will have less traction so if you want to gain traction you will have to open the rebound adjuster.

Another benefit of less rebound damping is that it is easier to pull up the rear wheel because the spring will help you to push up the chassis.

The adjuster is located at the bottom end of the damper and adjustable with a small screwdriver.



## NOTE

Please handle the adjusters with care, opening it more than the mentioned number of clicks may cause serious damage to the adjuster.

Before modifying the click setting please note your current setting so that you can always return to a known basic setup.

## SPANNERS & TOOLS



Compression adjustment tool  
RRS70.9948



C-spanner set Ø46 + Ø55  
RRS70.9944 RRS70.9945

## SPRINGS

DRIVER WEIGHT (kg)	SPRING (N/mm)	RRS SPRING CODE
50	60	RRS 4102 - 60 - 140
50 → 60	65	RRS 4103 - 65 - 140
60 → 65	70	RRS 4104 - 70 - 140
65 → 75	72,5	RRS 4114 - 72,5 - 140
75 → 80	75	RRS 4105 - 75 - 140
80 → 85	80	RRS 4106 - 80 - 140
85 → 95	85	RRS 4117 - 85 - 140

The above mentioned spring rates are for club level drivers. We advise more technical drivers to use one step softer spring and less technical drivers to use one step harder spring than quoted in the list.

## QUESTIONS?

If you have any questions left please do not hesitate to contact us.  
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