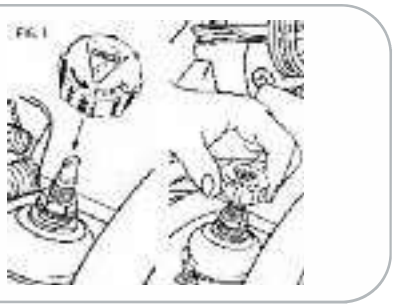
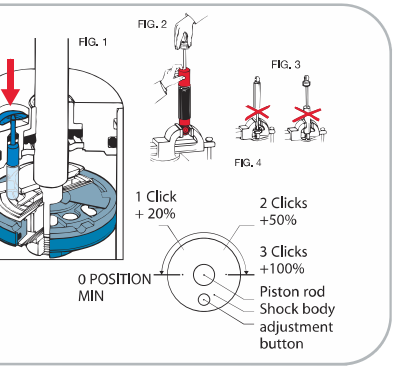
Adjustment Procedures



SERIES 8010, 8041, 8210, 8241, 8610, 8641, 8710, 8741, 8742

1. Take the adjustment knob which is supplied and fit it to the top of the damper
2. To adjust the damping force, the knob has to be turned in the direction of the arrow for increased damping and to decrease in the opposite direction. If you feel resistance do not use force, as the damper is in its end position
3. After adjustment remove the adjusting knob in order to prevent possible damage of the bonnet

WARNING: *Adjust both left and right dampers identically. Failure to do so may lead to unstable handling and uneven tyre tread wear.*



SERIES 26, 30

1. Remove the plastic dust cover to expose the adjusting knob (fig. 2)
2. Depress the knob fully, and hold it in that position while adjusting (fig. 1 & 2).
3. The adjusting device has been provided with a number of distinct stops (clicks), each of which marks an adjustment position (fig. 4).
4. To increase rebound-damping, turn the piston rod one or more clicks to the right (clockwise), and release the adjusting knob. DO NOT USE FORCE! Make sure that the adjusting knob springs fully back into position.

NOTE: *26 Series range limited to 2 clicks, 30 Series range limited to 3 clicks.*

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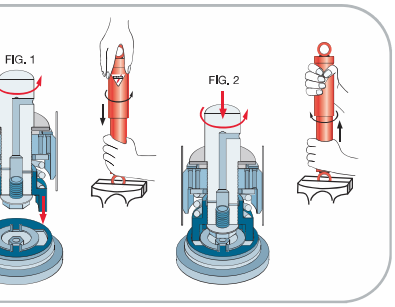


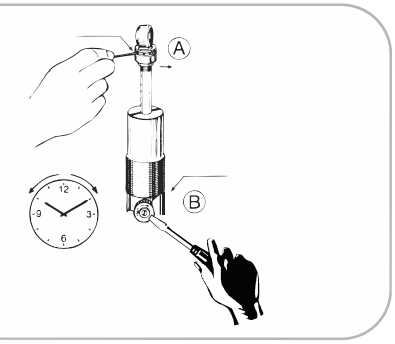
SERIES 80, 82, 86, 87, 88, 90, 8040, 8940, 8740

1. Fully compress the shock absorber, at the same time turning the dust cover or piston rod slowly to the left (counter-clockwise), until it is felt that the cams of the adjusting nut engage in the recesses of the foot valve assembly (fig. 1).

NOTE: Some shock absorbers include a bump rubber concealed under the dust cover and this must be removed prior to adjusting. Don't forget to re-install.

2. Keeping the shock absorber compressed make 1 full turn (360°) to the right (clockwise). The total range is about 5 half turns (fig. 2).
3. Extend the shock absorber vertically for at least 1 cm without turning in order to disengage the adjusting mechanism. The dust cap or piston rod may now be turned freely.

WARNING: *Adjust both left and right dampers identically. Failure to do so may lead to unstable handling and uneven tyre tread wear.*



SERIES 8042, 8242, 8742 Rebound/Compression

Adjustable Rebound Adjustment
Insert a pin into the slotted adjuster located at the top eye (see figure). Moving the pin from left to right (counter-clockwise) will cause forces to increase. From the minimum or factory position, there are 12 possible sweeps of adjustment (1 sweep=1/4 turn).

Compression Adjustment
Insert a screwdriver into the lower adjustment device (see figure). Turning the screwdriver clockwise will cause forces to increase. From the minimum orfactory position, there are 12 possible clicks of adjustment.

WARNING: *Adjust both left and right dampers identically. Failure to do so may lead to handling and uneven*