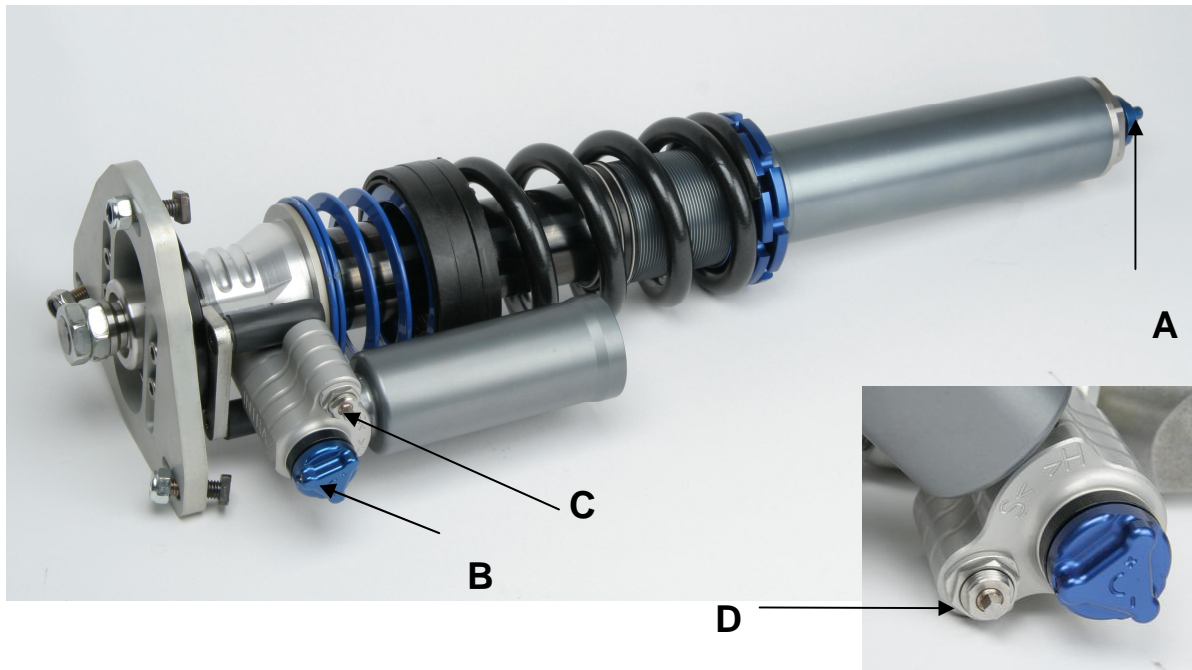


PORSCHE 997 4-WAY FRONT



Beste Setting:

Front:	A. Rebound	- 20
	B. High speed compr.	10
	C. Low speed compr.	7
	D. 4 ^e stel-mogelijkheid.	1,75

A: Rebound

When the damper is in the car, first turn clockwise the clicker to the right, this will close the rebound fully. After this, start opening click by click. We close the rebound first to be sure all dampers are working from the same starting point. When you close the rebound this will make the car move (come back) slower to normal position. (+/- 40 clicks)

B: High speed compression:

Turn anti clockwise until adjuster stop, this is the softest position. With high speed compression hardness of the car can be controlled in a way you can assist spring rate and make the car stiffer. (+/- 45 clicks)

C: Low speed compression:

By turning clockwise low speed damping will increase. With low speed the roll in car can be controlled and when in softer position small bumps will be easier taken. (smoother drive). (+/- 18 clicks)

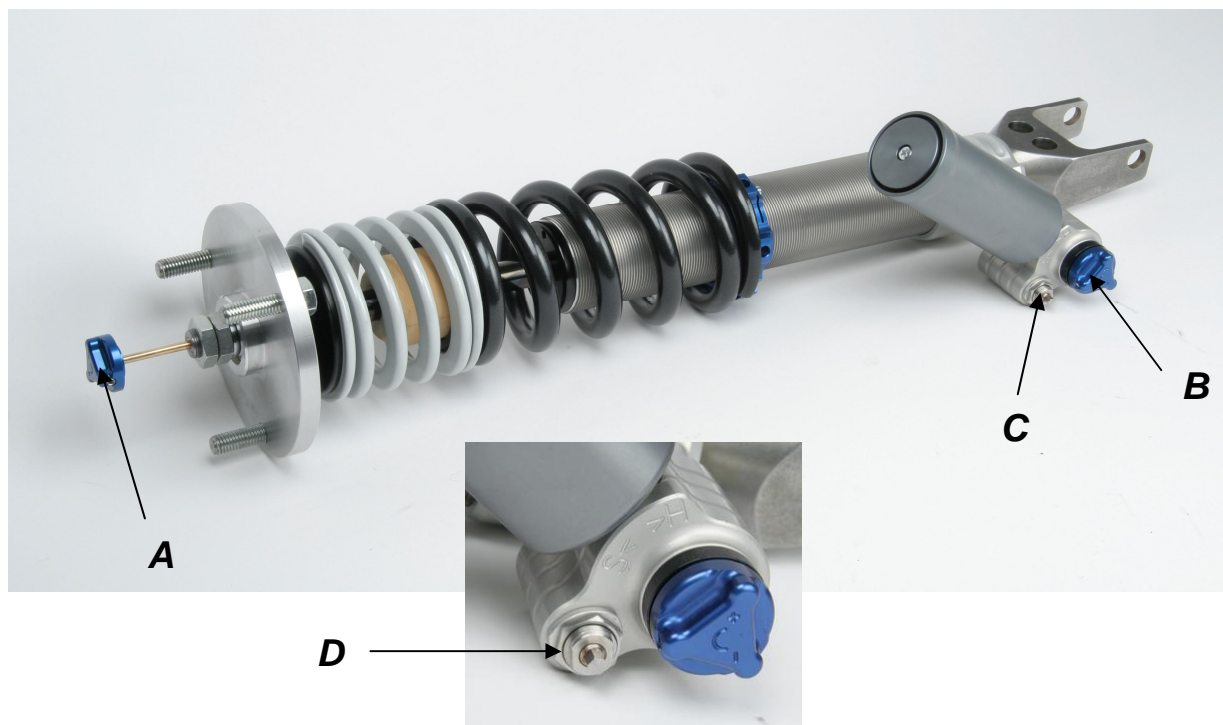
D: 4th Adjustment

Low speed total damping curve adjustment.

By turning the height of the housing from the low-speed adjuster it is possible to change the start and the finish of the total damping curve/force. By opening anti clockwise the low- speed curve will be softer over all clicks. Undo contra nut with key 14 and turn house with key 9. Always have the adjuster needle fully open when adjusting housing, max 2,5 turn out.

Wet track: decrease all damping settings by - 5 clicks for best performance

PORSCHE 997 4-WAY REAR



Beste setting:

Rear:	A. Rebound	-25
	B. High speed compr.	15
	C. Low speed compr.	8
	D. 4 ^e stel-mogelijkheid	1.75

A: Rebound

When the damper is in the car, first turn clockwise the clicker to the right, this will close the rebound fully. After this, start opening click by click. We close the rebound first to be sure all dampers are working from the same starting point. When you close the rebound this will make the car move (come back) slower to normal position. (+/- 45 clicks)

B: High speed compression:

Turn anti clockwise until adjuster stop, this is the softest position. With high speed compression hardness of the car can be controlled in a way you can assist spring rate and make the car stiffer. (+/- 45 clicks)

C: Low speed compression:

By turning clockwise low speed damping will increase. With low speed the roll in car can be controlled and when in softer position small bumps will be easier taken. (smoother drive). (+/- 18 clicks)

D: 4th Adjustment

Low speed total damping curve adjustment.

By turning the height of the housing from the low-speed adjuster it is possible to change the start and the finish of the total damping curve/force. By opening anti clockwise the low- speed curve will be softer over all clicks. Undo contra nut with key 14 and turn house with key 9. Always have the adjuster needle fully open when adjusting housing, max 2,5 turn out.

Wet track: decrease all damping settings by - 5 clicks for best performance