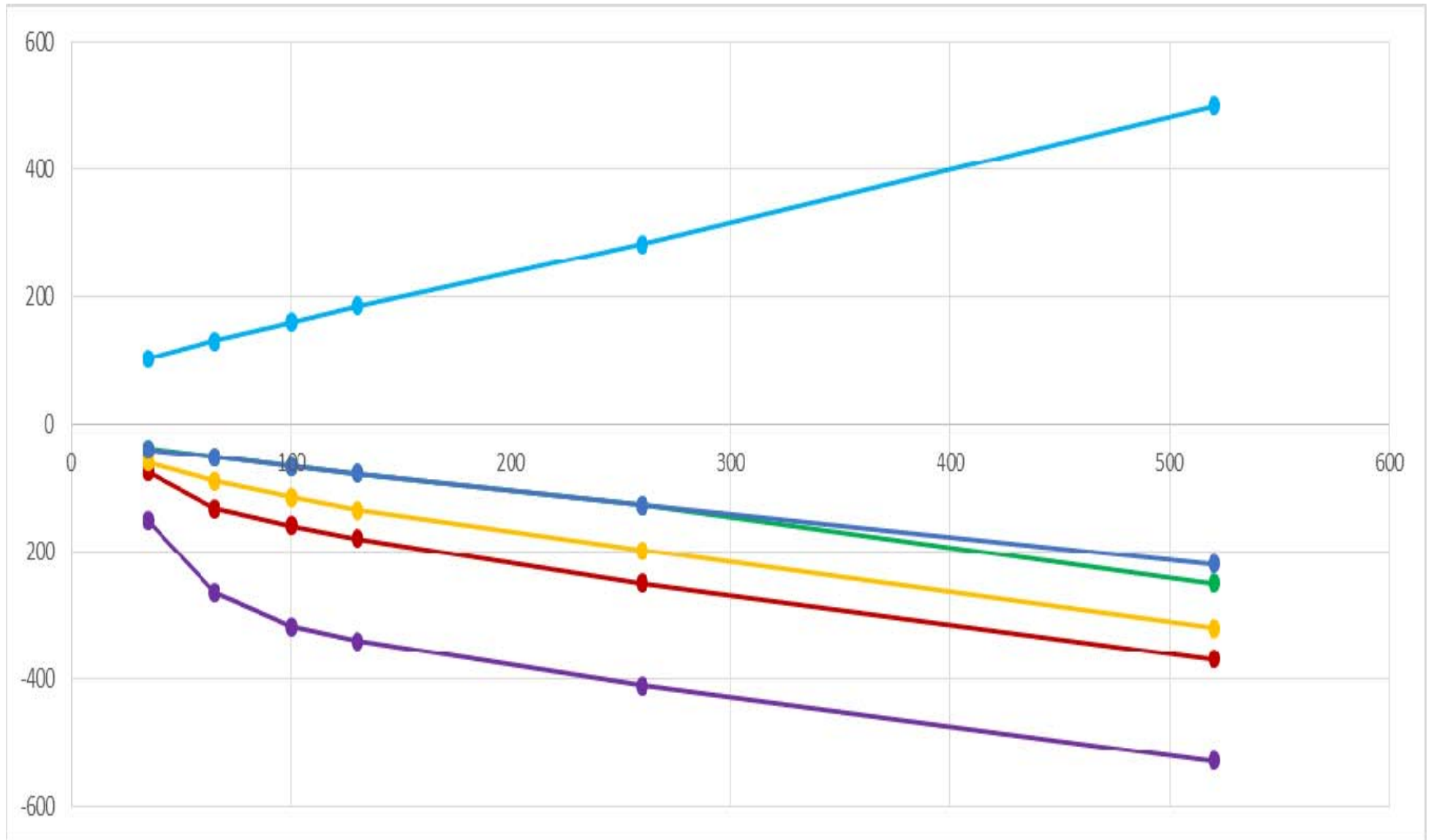


Example



0. The calibration in rebound is not affected by the compression adjustment

The rebound and compression adjustment are independent.

This means that, for example, you can change the behavior of the front axle when braking (compression) without changing that in acceleration (extension).

1. Standard wavy spring with minimum preload (minimum high speed calibration) and open idle jet (minimum calibration at low speeds)

With both adjustments at minimum, the compression adjustment system does not affect the calibration at all, because just determined by the piston.

In these conditions, you can have a very soft suspension (ideal for example for a counter-steer driving on ice), and able to absorb shocks on the bumpy asphalt.

2. Standard wavy spring with maximum preload (maximum high speeds calibration) and open idle jet (minimum calibration at low speeds)

Even if the wavy spring has the maximum preload, the calibration does not vary since the oil passes easily through the idle jet.

Only at high speeds, since the oil is unable to open the shim-stack preloaded by the wavy spring, the calibration tends to increase slightly.

If we start to close the idle jet through the pin (by moving the green curve towards the red one), we would see the compression calibration significantly increase, especially at low speeds.

3. Standard wavy spring with minimum preload (minimum high speeds calibration) and closed idle jet (maximum low speeds calibration)

Since the section of the idle jet is completely closed, the oil is forced to overcome since the very slow speeds the effort offered by the shim-stack subjected to the minimum preload of the wavy spring.

The result is a car with less roll, more stability but in the event of a collision with an obstacle, the suspension should compress easily and absorb it.

4. Standard wavy spring with maximum preload (maximum high speeds calibration) and closed idle jet (maximum low speeds calibration)

Compared to the previous case, in addition of being closed the section of the idle jet, the wavy spring has the maximum preload.

In these conditions, the suspension struggles to compress, both during the movements of the body and the suspension.

It could be, indicatively, the calibration required on the front of a heavy car on a very fast circuit.

5. Reinforced 94-960 wavy spring with maximum preload (maximum high speeds calibration) and closed idle jet (maximum low speeds calibration)

As in the previous case, but with a much harder wavy spring.

The compression effort becomes very high, a condition required - for example - by the rear shock absorber of a front-wheel drive track car.

Ideal for shock absorbers with rod diameter less than 14mm.