

## General Info

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Adjustments: turn clockwise = tighten/stiffer (don't force at end-stops!)  
Settings are minus/- ... i.e., backed off from fully CW/tightened setting

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Top-accessible knob for rebound settings: positions 1-16

Factory/sealed setting (basic track setting):

Front: -6 (of 16)

Rear: -6 (of 16)

My street setting:

Front: -12 (of 16)

Rear: -10 (of 16)

Mission track setting:

Front: -6 (of 16)

Rear: -6 ... try -9 (of 16)

next time: try backing off rear rebound (less/looser/faster rebound) ... want faster spring action to keep rear wheels more planted on track while running over sudden rise in turn 3

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Bottom-accessible knobs for compression/bump settings:

black/small knob: low-speed/dips/unevenness: positions 1-12

red/large knob: high-speed/sharp bumps: positions 1-15

Factory/sealed setting (basic track setting):

black/small/low-speed:

Front: -6 (of 12)

Rear: -8 (of 12)

red/large/high-speed:

Front: -6 (of 15)

Rear: -8 (of 15)

My street setting:

black/small/low-speed:

Front: -9 (of 12)

Rear: -9 (of 12)

red/large/high-speed:

Front: -12 (of 15)

Rear: -15 (of 15)

Mission track setting:

black/small/low-speed:

Front: -6 (of 12)

Rear: -8 (of 12)

red/large/high-speed:

Front: -6 (of 15)

Rear: -8 (of 15)

Info via KW Setup Manual:

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#### Rebound Adjustments

Little rebound power improves driving comfort during slow driving, but reduces stability and control accuracy at fast driving. High rebound settings improve the handling at the front axle, but possibly reduces the grip and driving comfort will be extremely limited.

#### Compression Adjustments

Compression adjustment has significant influence on handling and driving behaviour. Generally, a harder/higher compression adjustment on the front axle makes the car more precise and more aggressive, whereas a softer adjustment favours a more forgiving steering behaviour. Harder compression adjustment on the rear axle makes the car more stable on fast direction changes and helps if it has too much tendency to over steer. On the other hand, a softer compression damping makes the rear axle looser and might improve the handling if the car is too tight or has too much understeer. However, too high a compression setting might cause uncomfortable and loud tire ride and noise and/or cost grip. Due to the digressive characteristic of the high speed section in our compression valve, hard adjustments do barely affect ride comfort on hard kerbs and bumps.