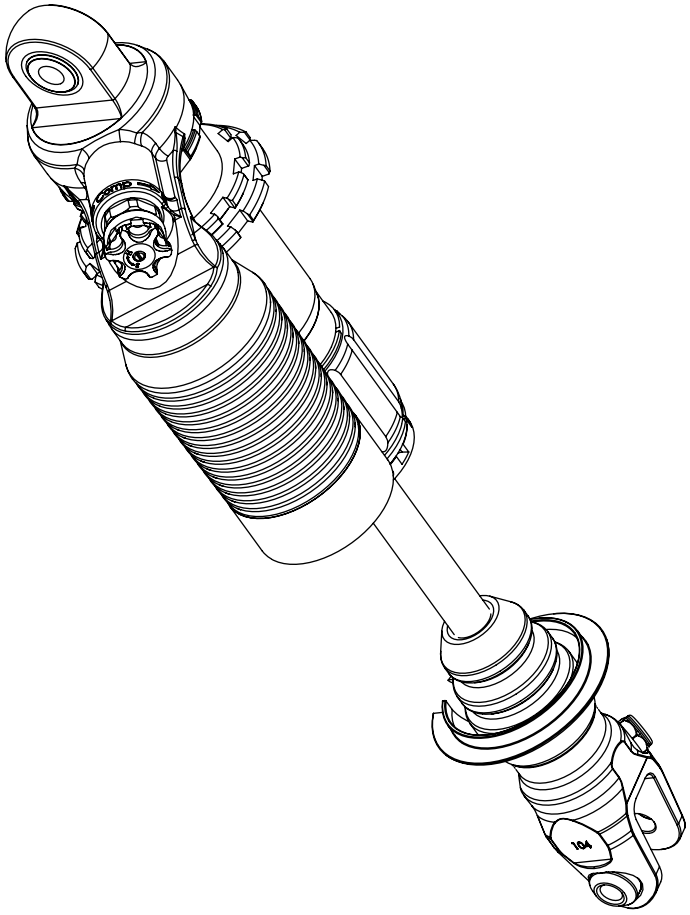
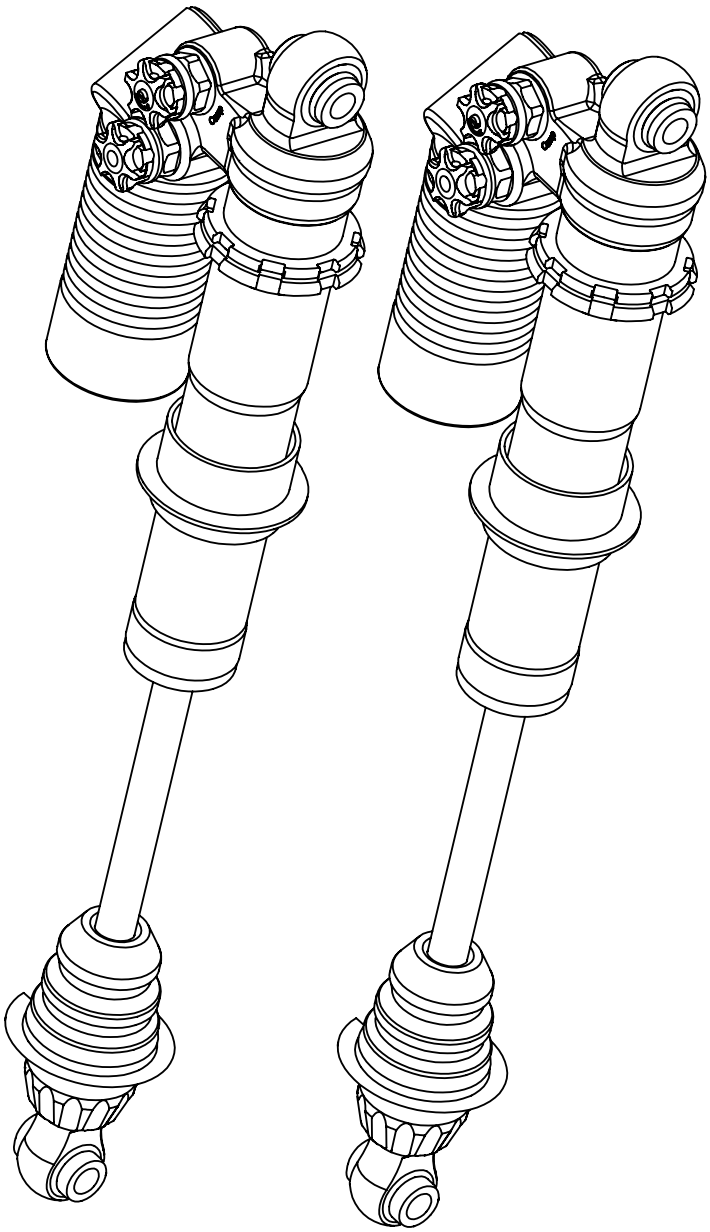
ADJUSTMENT OPTIONS

QUAD CCV + RCV
2x B36 & 1x B46





B36 H/L-CCV-HPDP-REBOUND / B46 H/L-ICS-PCV-DP-RCV

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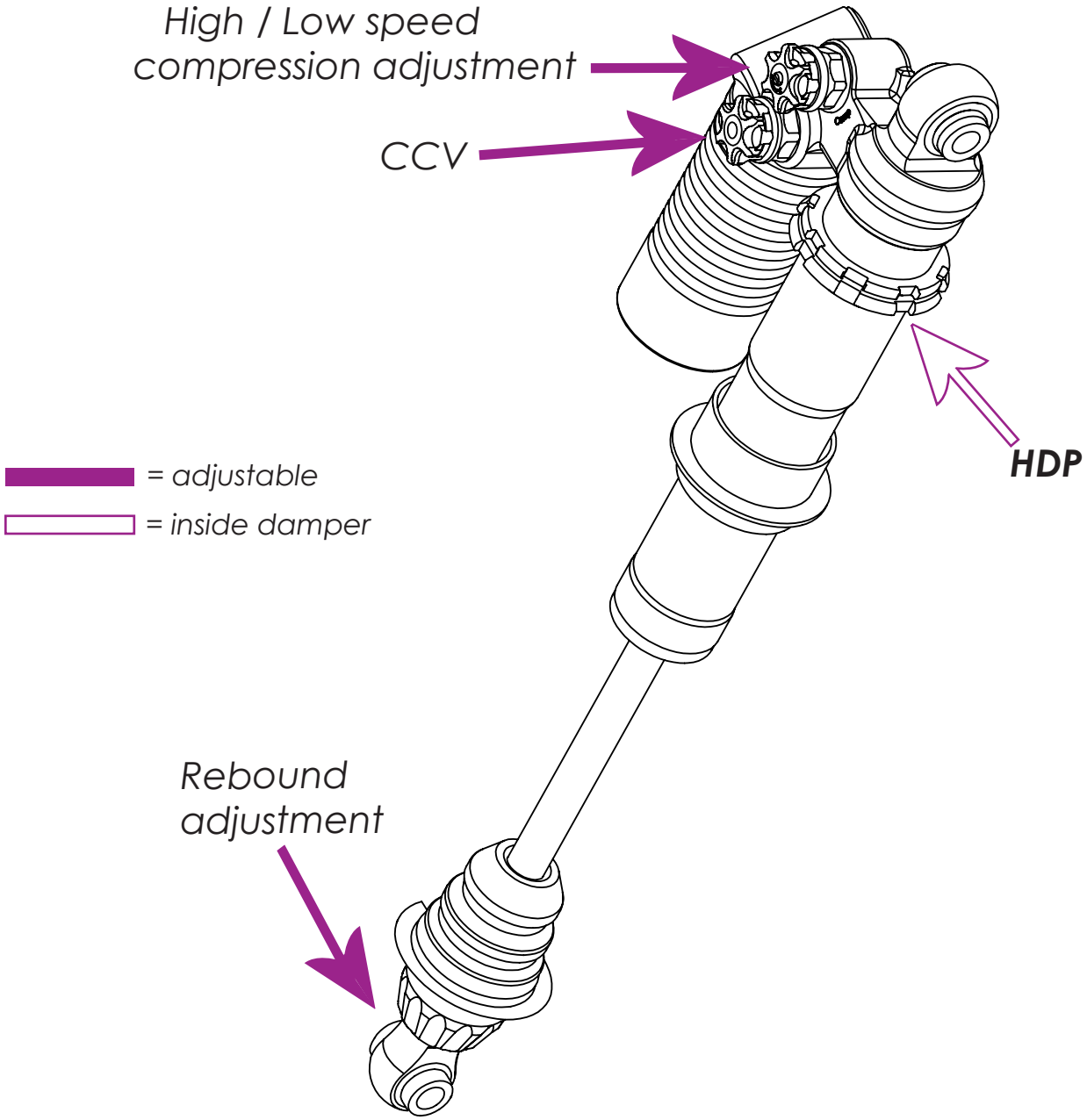
FRONT DAMPER

DAMPER INFORMATION

The front damper has a high/low speed compression adjustment, HDP [Hydraulic Double Piston], CCV [Corner Control Valve] and a rebound adjustment (see image below).

*The high speed compression adjustment is the **purple knob** on the silencer and the blue screw inside this button is the low speed compression adjustment. The rebound adjustment is at the spindle eye.*



All adjustments have the same basic principle: the damper force increases when you rotate the adjustment to the right (clockwise). The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment has a maximum of 50 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

Attention: never exceed the maximum amount of clicks! If you do so, you can damage the adjustment.

FRONT DAMPER

HIGH / LOW SPEED COMPRESSION ADJUSTMENT

The compression damping is adjusted with the high / low speed adjustment. High speed adjustment actually is medium speed, but has been called high speed over the years.

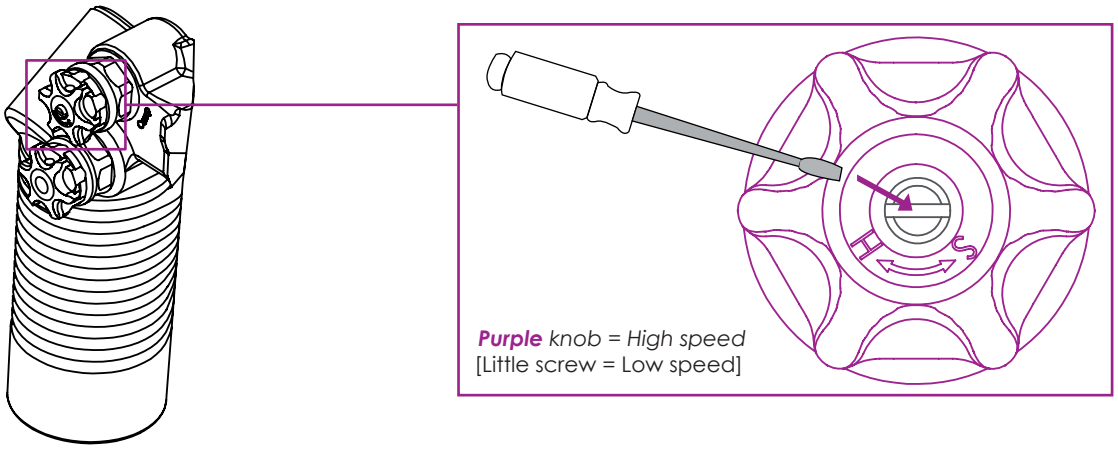
*You can adjust the slow compression speed **of the damper** with the low speed adjustment. This has nothing to do with the speed you drive! This adjustment with 20 clicks is the blue screw inside the purple knob and is adjustable with a small screwdriver.*

Counting clicks starts from closed, which is when you rotate the adjustment all the way to the right. This is the hardest damping.

The low speed adjustment is made to stabilize your quad. The more this adjustment is closed, the more stable your quad will be. However, you will lose some traction. It is easier to handle your quad when you close the low speed. If you open the adjustment all 20 clicks the damper will feel softer and move better over small bumps but your quad will lose some stability.

The purple knob is your high speed compression adjustment. This adjustment has 15 clicks. Just like all adjustments all the way to the right is closed and your start for counting clicks.

Rotating this knob to the left makes the damper softer at landings after jumps. It also makes it better with stones and bumps of 10 to 25cm. Too far to the left makes your quad move more and so harder to handle, especially on sand tracks.



HYDRAULIC PROGRESSIVE DOUBLE PISTON

HDP is designed so that the compression damping automatically adjusts to the damper speed. The compression damping increases with high impacts or hard landings for extra support, just like Double Piston. However, HDP does not have a fixed transition point (as in the case of DP), but a variable transition point that changes to suit each unique shock load.

Moreover, the change in compression damping is also dependent on damper speed, so that the harder the impact, the greater the increase in damping. Note that this adjustment only affects the last part of the damping.

REAR DAMPER

REAR DAMPER QUAD

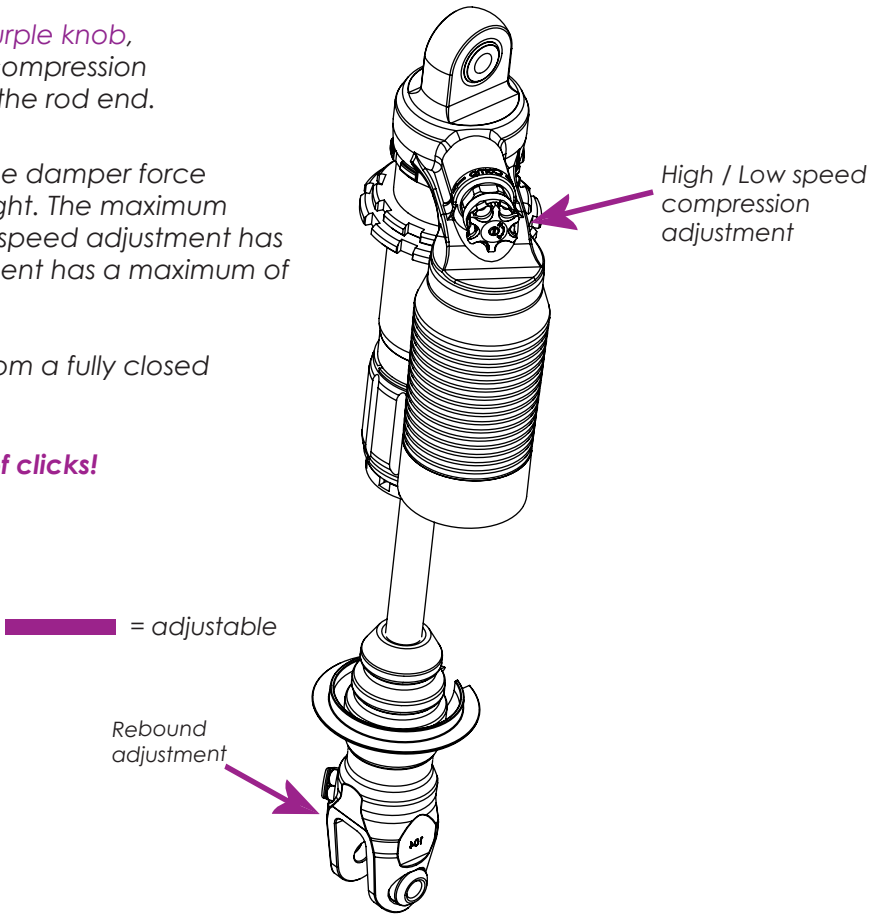
This damper has a high / low speed compression adjustment and rebound adjustment , see image below.

The high speed compression adjustment is the purple knob, the blue screw within this knob is the low speed compression adjustment. The rebound adjustment is found at the rod end.

All adjustments have the same basic principle: the damper force increases when you turn the adjustment to the right. The maximum amount of clicks varies per adjustment. The high speed adjustment has 15 clicks, low speed 20 and the rebound adjustment has a maximum of 50 effective clicks.

Counting clicks should always happen starting from a fully closed adjustment (= completely to the right).

Attention: never exceed the maximum amount of clicks!
If you do so, you can damage the adjustment.

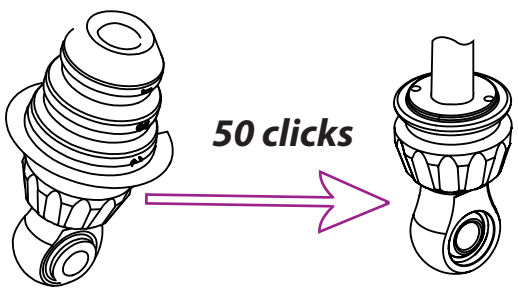


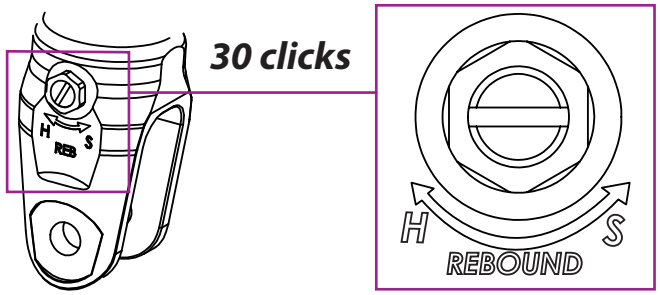
REBOUND

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

There is a difference in driving on hard or sand tracks. We recommend to drive with 2 to 3 clicks more open on hard tracks. When driving on sand tracks you can close the rebound damping a little more.





REAR DAMPER

DOUBLE PISTON

The DP system is made to prevent the damper from bottoming. The compression damping increases from a predetermined point to give extra support against high impacts or hard landings. Additional advantage is that you can drive with a softer spring without the damper bottoming. DP is not adjustable.

When DP starts working it may give a ticking sound, this is normal!

REBOUND ADJUSTMENT

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

A close rebound adjustment means a 'slow' rebound damping: great for stability, but a little slow if you have lots of small bumps. When you open the rebound adjustment (rotate to the left) the damper gets quicker which gives more traction. However, this may give you a 'nervous' feeling in the quad.

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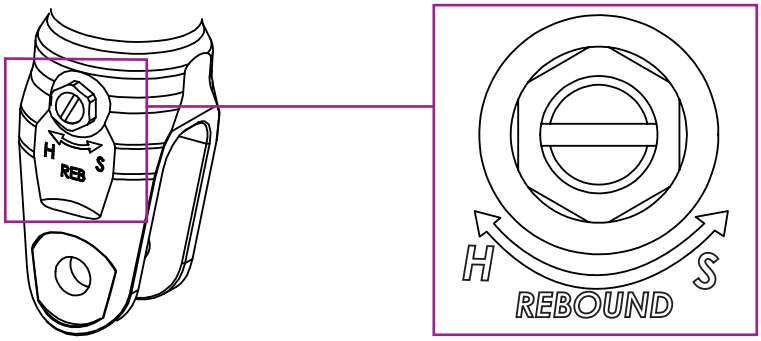

REBOUND CONTROL VALVE

RCV is developed to generate the most traction. This system adjusts the rebound damping so that the wheel is as much as possible on the ground. RCV gives great advantage especially with short, hard bumps, when exiting corners and when bumps follow up quickly one after another. The more the wheel is on the ground, the more traction you have.

When the motor is on the bike lift, you can feel the RCV. It may feel like there is too much space, but that is normal with RCV.

FRONT DAMPER

REBOUND ADJUSTMENT

The rebound damping is responsible for traction and stability. Counting starts from closed, which is when you rotate the adjustment all the way to the right.

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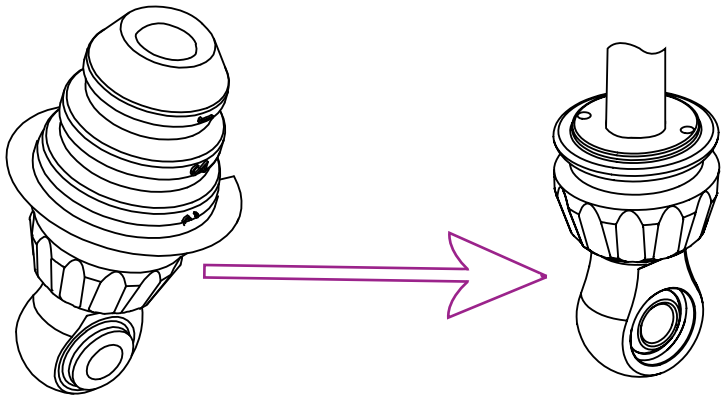
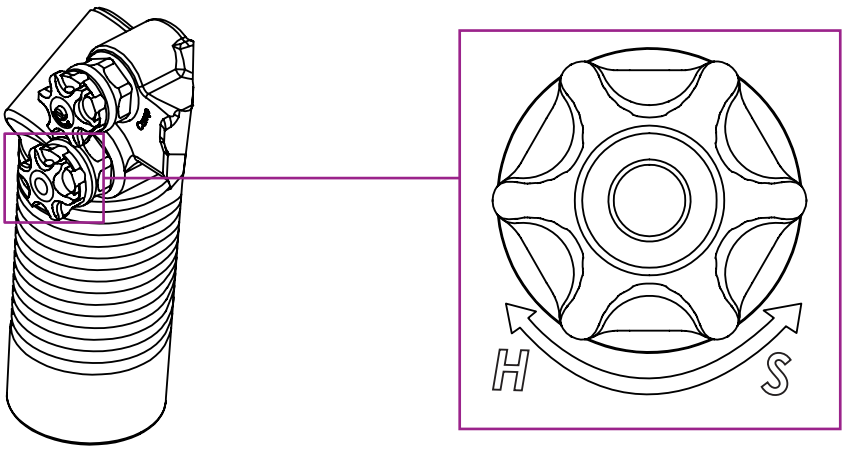


CORNER CONTROL VALVE

CCV is a system, patented by Reiger, that detects whether you drive straight or in a corner. CCV makes the compression damping of the outer dampers harder in the corner, so that there is less roll and more traction in those corners.



FREE SAG

The free sag on the front damper should be 25 mm minimum.
The rear damper should have a free sag around 40 mm.

TOOLS

The following tools are used to adjust the spring preload (free sag):

C-spanner set Ø60 /65+ Ø70/75

RRS70.9944

Compression adjustment tool

RRS70.9948

SETUP

Reiger has special setup books to keep track of your damper setup. On these sheets you can write down different clicks (see example image). As explained, it is possible to change setup to your own preferences and different tracks or circumstances.

For example, driving in rain or in the cold might cause you to drive with different setups. With these books it is easy to retrieve which setup worked for you on which date, circuit and under which conditions.

QUESTIONS?

We are more than happy to help you with any questions. Please contact us:

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