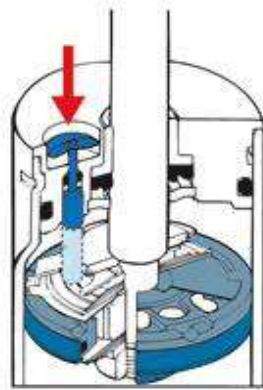


GR40 Koni 30 Series Rebound Adjustment

The adjustment is made with the shock fully extended.



- 1) Remove the dust cover and expose the adjusting button (figure 2).
- 2) Hold the damper body by hand where the piston rod emerges from the cylinder. Push the button carefully, by hand, and hold it in that position (figure 1 & 2). (Do not use any device, other than by hand to depress button).
- 3) The adjusting device has been provided with a number of clearly distinguishable stops (clicks), each of which marks an adjustment position (zero + 3 clicks = 4 positions) (figure 4).

4) The damper may have already been adjusted earlier. Therefore, while holding the button down, turn the piston rod to full soft, which is counterclockwise until the zero-stop is felt - **DO NOT USE FORCE!**

5) To increase rebound, turn the piston rod one or more clicks to the right (clockwise), and release the adjusting button. Gr40 cars very rarely need to be adjusted past +1click.

6) Be sure the adjusting button fully springs back into position. As long as the button is depressed, do not turn the piston rod further; otherwise correct adjustment will be disturbed. As soon as the button has made it's complete return, the piston rod may be turned freely. The damper can now be refitted. Adjustment Direction: Clockwise: Firmer Counter Clockwise: Softer

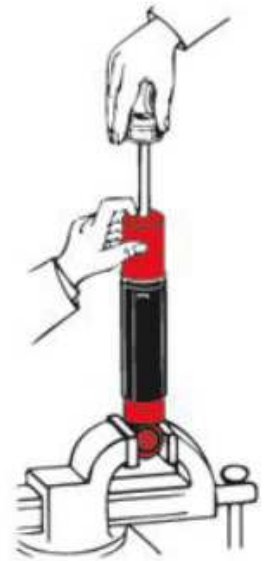


Figure 2: The handy adjustment button. Depress the button while turning clockwise to give increased damping forces.

Be careful: GR40 rear suspension usually needs Koni 30 to be in the 0 position or +1 click. Too soft the car may feel floaty. Too stiff the car may oversteer under turn in or braking.

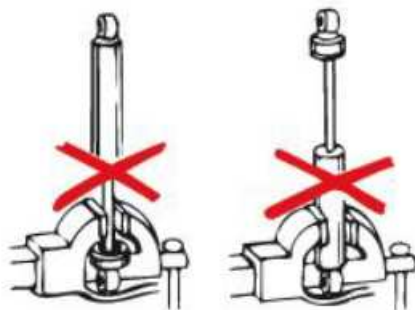


Figure 3: Do not place the shock absorber body or shaft in a vise (except at the lower eye) See figure 2.

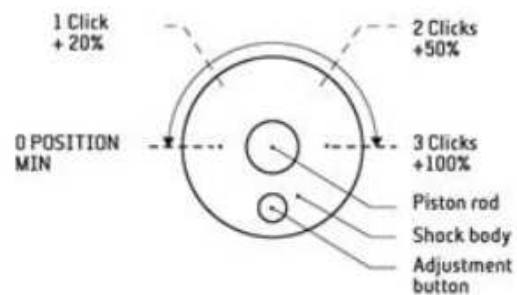


Figure 4: Rebound adjustment (approximate force). Listen for the clearly distinguishable clicks, each of which marks an adjustment position.