

ADJUSTING PROCEDURE FOR THE 4100 SERIE

REBOUND ADJUSTER

The rebound adjuster is located on top of the piston rod. It has a range of 12 positions.

The shock or strut should be in the “6th” position this way it’s possible to soften or stiffen the damping. With this adjustability you can create a setup that you prefer.



Rebound Adjuster

(CAUTION: once it stops turning DO NOT force it any further)

PROCEDURE

You can easily adjust the rebound by turning the adjust knob. On the adjust knob you can see a + or – and when you turn + it will stiffens the rebound.

(NOTE: the rebound adjuster opens or closes a small bleed hole , this restricts the flow of fluid . Each click will have an effect on the handling characteristics so do not adjust more than 1 or 2 clicks at a time).



Sportline 1 (4100 Series)

The 4100 Series shock absorbers utilise high performance monotube technology: Monotube design shocks absorbers give your car a better performance than the standard twin tube design, the gaspressure is separated by a floating piston, and eliminates cavitation and airtation within the oil chamber. The 4100 series shocks allow rebound adjustment with one knob. The adjust platform allows the user to adjust the ride height of your car. AST suspension shock bodies are specially designed to keep maximum stroke, even with a lower ride height and are finished with a KTL coating for a extremely hardwearing finish.

How a Monotube design works?

Monotube design essential for performance, The oil and nitrogen are separated by a floating piston, and allows the use of a larger piston, increasing the damper performance and sensitivity felt by the driver, all this added together produces more grip, gives more control and driver feedback from your vehicle.

What is a rebound adjustment?

Rebound controls the rate of extension of your shock absorber. By changing the rebound you can directly change the characteristics of the vehicle.

Technical specifications:

- Floating piston design with high pressure nitrogen eliminates cavitation around the piston.
- 22mm / 14mm diameter shaft struts, non-inverted.
- Steel cylinder body shocks, non-inverted.
- Rebound adjustable ("Singles").
- Low friction seal.
- Adjuster knobs permanently mounted on the dampers, no need for special tools.
- Rubber bushings for "eye" shock mounts.
- Optional spherical top mounts.
- Optional DDP piston (double digressive).
- Rebuildable and fully serviceable.
- Optional custom valving.