



# **WP 46/18 SHOCK COMPRESSION ADJUSTER.**

211-024-600-001

## **OWNER'S MANUAL**

**RECOMMENDED SETTINGS**

Below is a table containing the recommended **start positions** for both high & low speed clicker settings. NOTE: Settings are in clicks **OUT** from fully closed.

|                   |                      |
|-------------------|----------------------|
| <b>HIGH-SPEED</b> | <b>20 Clicks OUT</b> |
| <b>LOW-SPEED</b>  | <b>24 Clicks OUT</b> |

**INTRODUCTION**

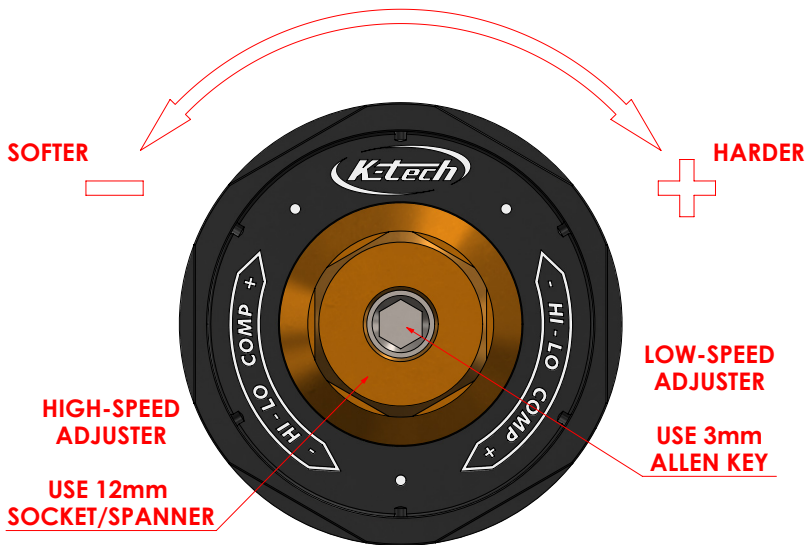
The K-Tech Compression Adjuster, for WP 46/18 Offroad Shock Asborbers, offers numerous benefits over the OEM adjuster. These include:

- Larger adjustment range.
- 60 Clicks Low-Speed Adjustment.
- 40 Clicks High-Speed Adjustment.
- 8 Clicks per turn (super fine adjustments).
- Setting tailored to suit discipline & linkage motion ratio.
- Optimised internal pressure balance.
- Improved hysteresis & response time.
- Black & Kashima Brown anodised finish.

## ADJUSTMENT

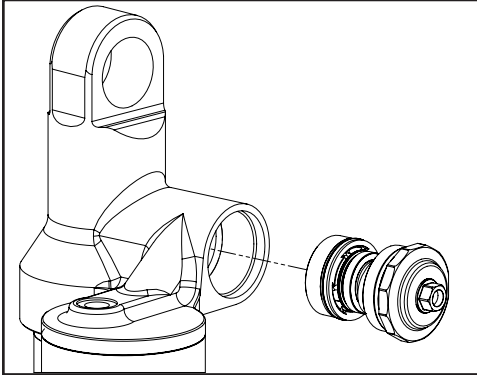
This compression adjuster has two adjustable clickers. High-speed compression is the Kashima-brown coloured hex, and is adjusted using a *12mm spanner or socket*. Low-speed compression is the small hex inside the High-speed adjuster, and is turned using a *3mm allen key*.

To increase damping on both adjusters, turn them to the **RIGHT**. To reduce the damping on either adjuster, turn them to the **LEFT**.



## INSTALLATION

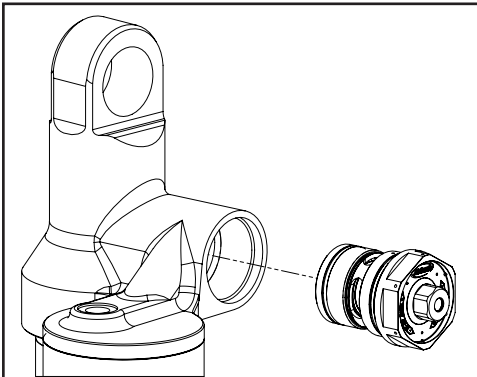
This product is designed and tested to be used specifically with WP 46/18 offroad shock absorbers. Ensure this product is compatible with your shock absorber model before attempting to fit it. This process should only be carried out by a K-tech authorised service centre or qualified technician.



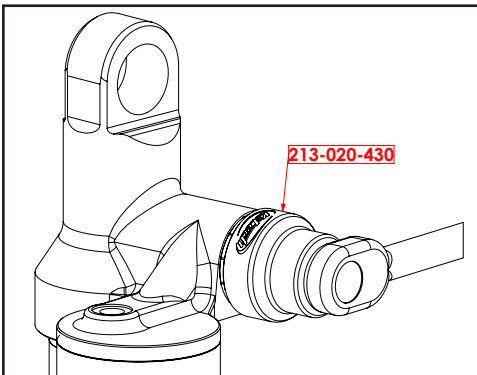
**Before beginning, De-Gas the shock absorber first!**

Hold the shock absorber securely in a vice, with the compression adjuster facing you.

Using the manufacturer recommended tool, unscrew the compression adjuster and remove it from the cylinder head.



Screw the K-Tech compression adjuster into the cylinder head by hand, until it comes to a complete stop.



To complete the assembly, you **MUST** use the correct K-Tech tool for your adjuster (**213-020-430**).

Using a 3/8" drive torque wrench, tighten the adjuster to **25 Nm**.

Bleed, and re-gas the shock absorber per the manufacturers workshop manual.



 [facebook.com/ktechsuspension](https://facebook.com/ktechsuspension)

 [@ktechsuspension](https://instagram.com/ktechsuspension)