

Peugeot 106 Dynamics Dampers Set-Up

Front

Installation:

Fit the Strut into the car (without the Spring). With a tyre fitted lower the car until the tyre catches the top of the wheel arch. Mark this position on the strut. Remove the Strut. Add Bump Rubbers so that they catch approximately 30mm before the bottom marking. (15-20mm for tarmac)

LocTite the T-Nut on the shaft (242- medium strength). Add grease into the Strut Tube. Fit Spring. Fit the Insert into Strut Tube and turn insert so that the T-Nut locates at the bottom of the Strut Tube. Fit 2mm washer. Fit Red Adjuster knob into the Crown Nut under cut side facing threaded side. Fit Crown Nut carefully making sure the Adjuster Knob hexagon locates correctly on Adjuster Screw (23Nm + 242)

Both Top Mounts are the same. Reservoir Hoses Left to Right need to point in different directions.

Adjustment:

Recommended start settings for GRAVEL:

Rebound	6 clicks open
Low Speed Bump	10 clicks open
High Speed Bump	6 clicks open
Spring	30N/mm

Recommended start settings for TARMAc:

Rebound	3 clicks open
Low Speed Bump	4 clicks open
High Speed Bump	10 clicks open
Spring	55N/mm

To adjust any of the adjustments, first turn the adjuster clockwise until it stops (don't use excessive force) and count anti-clockwise the required number of clicks.

Clockwise damping gets harder.

Rebound Effect:

If you soften Rebound you increase traction but the car can become unstable and have less steering response..

General Rule:

Gravel open as much as you can handle the car.

Dry Tarmac near fully closed this gives good steering response.

Wet or bumpy Tarmac set as per Gravel

Low Speed Bump:

Gravel: run quite soft. If the car feels soft then try harder (Handling & Cornering)

Tarmac: Increasing improves initial turning, run as hard as possible until you lose traction.

High Speed Bump:

Gravel: See how the car rides larger bumps & jumps. If the suspension bottoms too easy then increase.

Tarmac: Run as soft as you can, as long as it doesn't bottom too easy.

Rear

Installation:

Fit so that the Hoses & Reservoirs are well protected. If there are no bump stop rubbers on the chassis then proceed as at front (15mm before bottoming)

Adjustment:

Recommended start settings for GRAVEL:

Rebound	3 clicks open
Low Speed Bump	10 clicks open
High Speed Bump	6 clicks open

Recommended start settings for TARMAC:

Rebound	1 clicks open
Low Speed Bump	6 clicks open
High Speed Bump	10 clicks open

To Adjust Rear Rebound:

Use for example a Pop rivet to turn the Adjuster, which is located inside the Top Eye. You can see this Adjuster in 'window'. Turn the Adjuster IN the shaft until it stops, then open required number of clicks.

Other Info:

Use a thin or no anti-roll bar at front on gravel.

Use as hard ARB & torsion bar at rear as you can, especially on tarmac.