

HCS shock absorber adjustment tips from Horst Ullrich (with light editing by Andrew Duthie)

Use **medium-strength (blue) Loctite/threadlock on the bolts**

A few more tips for adjusting shock absorbers:

The hardness is always set via the spring preload.

The “time” is set with the rebound and compression adjusters. So the rebound adjuster affects the time of the rebound process, and the compression adjuster, the time of the compression process. (NP adjusts both settings with a single dial. CP106 has separate adjusters for each.)

The rebound stage is there to reduce the vibration as quickly as possible after compression. If the spring "shoots out" after compression, then the damping is too weak. If you can watch the damper rebound very slowly after compressing the suspension (this is how it is with the original Ural Sachs dampers), then the damping is too strong. Excessive damping means that when driving over several bumps, the dampers do not have time to rebound and the sidecar then feels "stubborn". The wheels can sometimes jump uncontrollably off-road.

The compression stage slows down the compression time. In this way one achieves subjective hardness. So if you drive with a comfortable setting on bad roads and then change to a fast road, you can quickly set the pressure level buttons to "hard" and have a higher stability. (A benefit to the CP106 shocks.)

As already mentioned, the dampers are delivered in a basic setup. But you can still adjust to a personal setting. It is important that you always set both sides (left/right) equally at the front and back.

Setting	HCS			NP + CP	CP
Position	Spring	Length relaxed	tensioned	Rebound	Compression
Front	260 lbs 8W	170mm	154mm	11 clicks	Soft
Rear	260 lbs 8W	170mm	154mm	13 clicks	Soft
Sidecar	260 lbs 8W	170mm	160mm	12 clicks	Soft