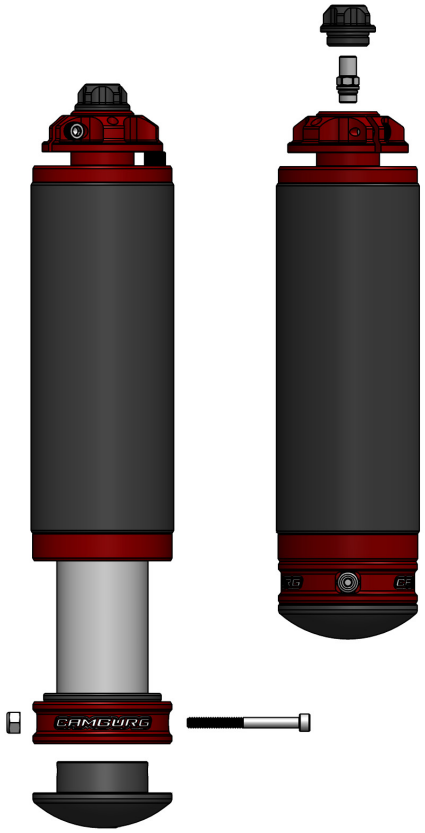
# | Camburg KINETIK Series 2.5 Stem Top  Striker Bump Stops |

Thanks for purchasing our NEW Camburg KINETIK Series 2.5 Stem Top Striker bump stops for your vehicle. These are designed and tuned specifically for our rear bolt-on bump stop kits, the front of our Camburg built KINETIK race trucks and can also be used in custom front and rear applications.

Please read and follow all instructions. If you are not installing these yourself have a qualified shop do so. Camburg Engineering has made every attempt to ensure you receive the highest quality components in the most complete manner. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures.

Running a hydraulic bump stop on a daily driver, weekend warrior, overland adventure rig or race truck makes a significant improvement with the increased bottoming control for g-out type situations and allows your shocks to focus on what they do best and control the handling throughout the suspension travel. They also take the bottoming forces out of the coilovers/shocks and into a stronger integral part of the chassis.




The large 2.5 in. diameter body allows for increased nitrogen and oil volume for improved damping, lower operating temperatures and improved tuneability. Unlike competitors, we heat-treat our cylinders, which not only increases strength but also reduces internal friction, which further lowers operating temps and increases fluid and piston seal longevity. Shocks and bump stops convert motion into heat, so we're always looking at ways to reduce temperatures for consistent damping with predictable handling.

For the ultimate abrasion, corrosion and chemical resistance, we black Cerakote® the body of the bump stops. This ceramic composite coating comes from the aerospace and automotive industries and is levels above zinc plating and other lower quality finishes.

CNC machined from 6061-T6 aluminum and anodized our Camburg red, we use a pinch style locking nut to retain the bump stop in the mounting can with an integrated schrader cap for added protection and sealing.

Racing thousands of miles at the highest level is the ultimate endurance test. We use aerospace quality high temperature seals, wipers and o-rings for reduced friction and increased longevity where others use cheaper lower quality components or offer them as an optional "upgrade". For something as simple as a travel indicator, we custom molded ours vs using an o-ring like everyone else that ends up damaging the shaft wiper seal or the o-ring itself from repetitive use.

Our bump stop specific pistons have a smooth bore tapered port design for more efficient and consistent compression damping and are Type III hard anodized for reduced fluid friction and wear.

Offroad use sees the harshest conditions. We use a 1.625 in. diameter induction hardened alloy shaft with an advanced hard chrome plated and micro polished finish. This combination increases strength, improves seal life, reduces drag and is less prone to damage.

## Tuning

Our bump stops come pre-charged with nitrogen at **125 psi**. This is a great starting point for most as it offers great bottoming resistance for daily drivers and off-road/overland enthusiasts right out of the box. When needing more bottoming control, you're able to increase pressures up to 250 psi. When doing so, we recommend increasing pressures in 25 psi increments to find the best setup for your driving style, vehicle setup and use. Ideally you want to use all the suspension travel you have without bottoming harshly in the bigger hits and g-out type situations.

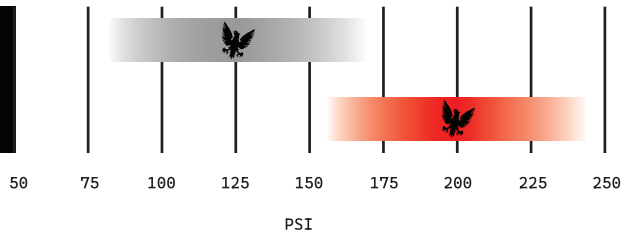
Make sure to always wear eye protection when charging or discharging bump stops through the schrader valve and that they are in the upright position with the valve on top and fully extended. Do not use compressed air as it introduces moisture and contaminants. Nitrogen is a clean inert gas that is temperature stable for consistent pressures. We recommend using a no-loss schrader valve nitrogen charging tool for the most accurate pressure readings.

For more advanced race tuning, you're also able to adjust oil volume, viscosity and piston valving to change bottoming control and damping curves.

## Recommended Pressures

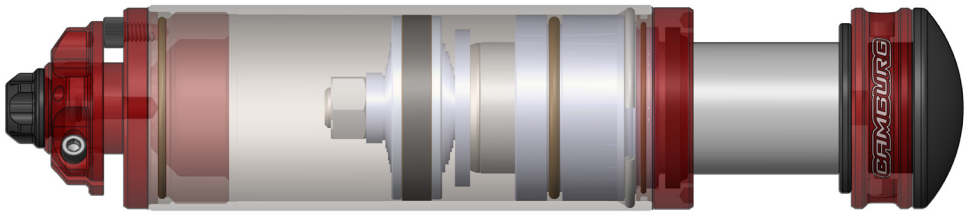
**Daily | Overland**

**Prerunner | Race**




## Maintenance & Care

While bump stops are not maintenance free, they require minimal care. Like any component, keeping them clean and free of debris will increase seal life and product longevity. We recommend using mild soap and a microfiber towel to wipe surfaces clean or a nylon bristle brush when needed. Using harsh chemicals/cleaners can deteriorate the seals, bearings and anodized finishes. Periodically check the schrader caps for tightness. When it comes time to service/rebuild your bump stops we have seal kits and replacement parts readily available.




Warranty Information

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