



---

## Audi RS 3 competition limited – Suspension

When driven, the RS 3 competition limited lives up to its sporting pedigree thanks to a coilover suspension and a stiffer rear stabilizer. Visually, extra carbon elements leave no doubt about its credentials.

---

The coilover suspension was specially developed and tuned for the RS 3 competition limited\*. The materials used in the twin-tube shock absorbers' construction – stainless steel at the front and aluminum at the rear – were chosen for stiffness, and their increased volumes help cool the hydraulic fluid.

High flexibility and a wide spread in driving characteristics are offered by three-way adjustable shock absorbers: High-speed and low-speed compression can be changed separately and rebound can be adjusted too. As a result, the driver can customize the comfort and performance of the vehicle to suit their personal requirements, driving style, and the road conditions. A setup manual for adjusting compression and rebound as well as the needed tools are on board the RS 3 competition limited.

Adjusting compression means changing how quickly the shock absorber shortens. It works by altering the oil flow inside the cylinder and thus changing the damping force that works against the suspension as it loads up. Low speed compression changes how the suspension reacts to forces like those occurring during cornering and significantly influences tire grip. It can be adjusted in 12 steps using a dial. The further it is turned towards the “+” sign, the stiffer the damping and thus the setup. This maximizes lateral grip, leading to higher cornering speeds, more eager turn in, and thus more direct handling. The further the dial is turned towards the “-” sign, the lower the damping force. This makes for a more comfortable ride.

High-speed compression determines how the body reacts when suddenly high forces impact the chassis. This includes driving over bumps as well as rapid steering movements. It can be adjusted in 15 steps. Stiffer high-speed compression (turning the dial towards “+”) means high-frequency vertical excitations are damped more, resulting in sharper feedback to the driver. As damping force is reduced (turning the dial towards “-”), the ride becomes more comfortable and the RS 3 competition limited encounters imperfections in the road surface more smoothly.