

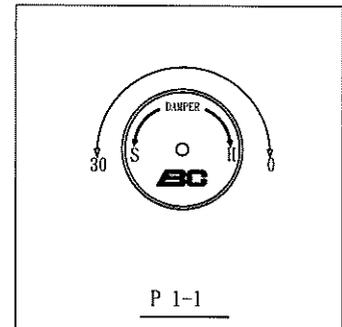


V1 SERIES COILOVER

Adjustment

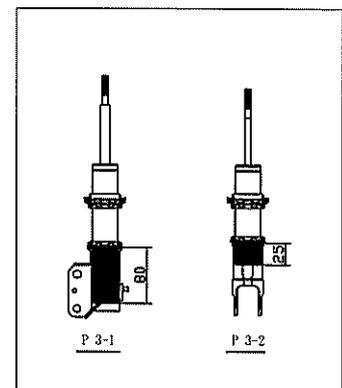
DAMPING FORCE

- 30 click rebound adjustment
- Preset on 8 clicks from full hard from factory
- Turning the knob clockwise for stiffer ride and counterclockwise for softer ride.
- Keep the same clicks on both sides (right and left).
- Do not overturn the knob when it reaches full hard or full soft.



RIDE HEIGHT

NOTE: All springs come preloaded from the factory. If for any reason the spring becomes loose, tighten the lower spring seat (C) until the spring sits snug and lock (lower spring seat and locking collar (D)) in place. Do not over tighten spring as this will compress spring and cause rate shifting. Maximum compression of spring should be 5mm.



Ride height is determined by the overall length of a coilover assembly. Turn the shock cartridge into lower mount for a lower ride height and vice versa. Be sure to leave enough threaded body inside the lower mount for safety. Never turn the lower spring seat (C) counter clock-wise to adjust ride height as it would change the spring preload and can result in a poor ride quality.

Rear ride height on a vehicle with a separate coil spring and shock setup is determined by the overall length of the spring and spring adjuster assembly.

Always clean dirt and debris from threads with air blow gun and grease threads before doing ride height adjustment to prevent locking rings from getting stuck.

< Ride Height Adjustment on McPherson Strut > (P-4-1)

- Make sure the lower spring seat (C) and locking collar (D) are tight. These are locked against each other.
- Loosen the upper clevis bolt (A). It will make it easier to turn the shock body.
- Loosen bottom locking ring (B).
- Using the spanner wrenches that comes with the kit, turn the lower spring seat (C) clock-wise (right to left) to lower or the locking collar (D) counter clock-wise (left to right) to raise the vehicle. You may also screw the shock body up or down into the lower mount to adjust the ride height instead.

