



## FAQ

### 1. How do I adjust my ride height?

The ride height on the majority of our coilovers is designed to be adjusted through the lower mount, NOT by turning the spring perch. The lower mounts are installed on the bottom of the threaded shock body. As you spin the lower mount further onto the shock body, you are shortening the overall length of the entire coilover assembly, which results in a lowered vehicle ride height. Once you have turned the lower mount to your desired setting, tighten the locking collar against it to lock your settings in place. To raise your car, twist the lower mount counterclockwise making the overall length of the coilover longer, thus resulting in a higher ride height. For safety reasons, always make sure at least 30% of the lower mount is threaded onto the shock body.

This design is extremely beneficial to performance enthusiasts and those looking to get the most out of their suspension tuning as it allows you to raise and lower your vehicle without interfering with the shock's compression or travel characteristics.

Certain applications are not designed to have an adjustable lower mount and are raised or lowered by adjusting the spring perch. In most cases, a helper spring is present to ensure proper adjustability without sacrificing ride quality. To adjust the ride height, lower the spring perch assembly by twisting it counterclockwise and giving the assembly more room to compress, resulting in a lowered ride height.

### 2. How do I adjust the 36-way damping on my coilovers?

D2 Racing coilovers feature 36-way damping adjustable shocks which allow you to fine tune them to your specifications. For coilovers that feature non-inverted shocks, the damping can be adjusted at the top of the coilover assembly. For coilovers featuring inverted shock assemblies, the damping settings can be adjusted from the bottom of the coilover. To adjust, insert the provided damping adjustment knob and turn it left or right to adjust from H (Hard) to S (Soft). You will feel the knob "click" with each turn, indicating one step up or down the 36 way adjustable range.

### 3. How do I preload the springs on my coilovers?

The springs on your full coilover should already be preloaded out of the box (Always verify this prior to installation). The spring itself should be snug up against the top of the coilover and the locking perches at the bottom should be snug up against the bottom of the spring. The spring should not have any free play or be able to move up or down. Do not crank down on the spring and cause it to compress as this can result in an unpleasant ride quality.

### 4. Why don't my coilovers have camber plates at the top?

Only cars with MacPherson style suspension are designed to have camber plates accessible at the top of the coilover. On most other non-MacPherson style applications, camber should be adjusted through the use of a separate upper or lower camber kit.

### 5. Will I lose shock travel by lowering my car?

No. Our coilovers feature a fully adjustable lower mount which allows you to raise or lower your vehicle without affecting the shock's travel or compression characteristics. This design is very advantageous over cheaper suspension kits which use the spring itself to adjust ride height, which can cause premature shock failure and terrible ride quality.

### 6. How do I care for my coilovers?

We recommend to routinely inspect your coilovers as you would various other aspects of your vehicle. It is especially important to inspect them and keep them clean if you live in climates that experience heavy winters or rainfall. Over time, debris and dirt can accumulate on the coilover assembly and threads which can cause problems in the future when you want to adjust them. If you feel your coilovers need to be cleaned off, we recommend using a non-corrosive cleaning spray that can be purchased in most auto parts stores.

7. I sometimes hear a clunking sound coming from my coilovers. What is that?

Coilovers for cars with McPherson style suspension have metal pillowball bearing upper mounts. Due to the metal on metal contact within the bearing, there is sometimes an audible noise that can be heard. We recommend lubricating the pillowball mount with the included bearing grease or a non-corrosive penetrating lubricant when you first install the coilovers.