



GENERAL FITTING INSTRUCTIONS

READ INSTRUCTIONS COMPLETELY BEFORE FITTING

Index

- Page 1 ~ Damping Adjustment
- Page 2&3 ~ Height Adjustment for Struts and Spring seated shocks
- Page 3&4 ~ Height Adjustment for fitments with separate coil and shock
- Page 5 ~ General fitting suggestions

DAMPING ADJUSTMENT

These units are separately damping adjustable for both Bump and Rebound in 30 steps that are indicated by “clicks” of the adjuster.

Rebound adjustment is done with the adjuster at either the top (**RED**) or side (**SILVER**) of the piston rod, depending on the fitment.

Bump adjustment is always done with the (**BLACK**) adjuster at base of Remote Canister.

Turning each adjuster anticlockwise until it stops is the Maximum Soft Position.

Turning each adjuster clockwise until it stops is the Maximum Hard Position.

Always set adjustments from the FULL HARD position.

****NOTE****

DO NOT FORCE THE ADJUSTER ONCE IT REACHES THE FULL SOFT OR FULL HARD POSITION OR DAMAGE WILL RESULT

All units are preset at the factory on 16 clicks from full hard for both BUMP and REBOUND



**Top RED Rebound
Adjuster**



**Side SILVER Rebound
Adjuster**



**Bottom BLACK
Bump Adjuster**

HEIGHT ADJUSTMENT FOR STRUTS AND SPRING SEATED SHOCKS

Struts and spring seated shocks are supplied with the bottom spring seats trapping the spring by approx. 2 - 3mm.

****DO NOT USE THE LOWER SPRING SEAT TO
RAISE OR LOWER VEHICLE HEIGHT****

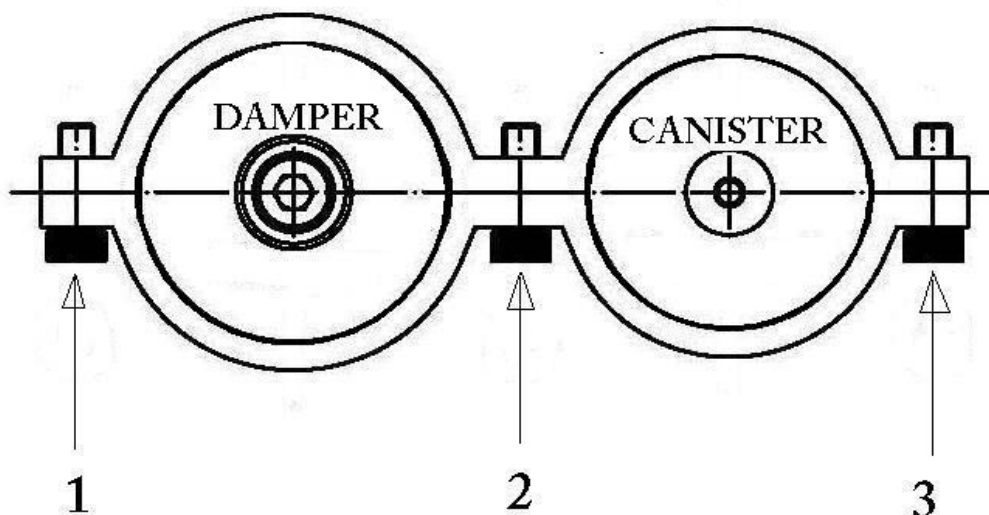
**TO ADJUST RIDE HEIGHT ON STRUTS OR SHOCKS FIRST YOU MUST
LOOSEN THE CANISTER CLAMP. FAILURE TO LOOSEN THE CANISTER
CLAMP BEFORE HEIGHT ADJUSTMENT WILL CAUSE DAMAGE TO THE
UNIT.**

After loosening canister clamp clean any dirt away from lower locking ring (B) and body thread. Loosen steel locking ring (B) at the base of the unit and screw the threaded body tube up (direction C) or down (direction D) in the base bracket to change the height. The steel locking ring (B) at the base must then be tightened using a suitable drift and a hammer to ensure it is completely tightened. A minimum length of threaded body MUST be left inside the lower bracket or mount for safety.

**AFTER THE HEIGHT HAS BEEN ADJUSTED THE CANISTER CLAMP MUST
BE RE-TIGHTENED.**

**FOR CLAMPS WITH MULTIPLE BOLTS TIGHTEN THE OUTER BOLTS (1 & 3)
FIRM AND THEN NIP UP THE CENTRE BOLT (2)**

**DO NOT OVERTIGHTEN THE CENTRE BOLT
REFER BELOW DIAGRAM.**



HEIGHT ADJUSTMENT FOR STRUTS AND SPRING SEATED SHOCKS - continued

**A minimum length of threaded body MUST be left inside
the lower bracket or mount for safety.**

Refer to **Figure 1** below:
Shocks - minimum 30mm

Refer to **Figure 2** below:
Struts - minimum 80mm

Figure 1

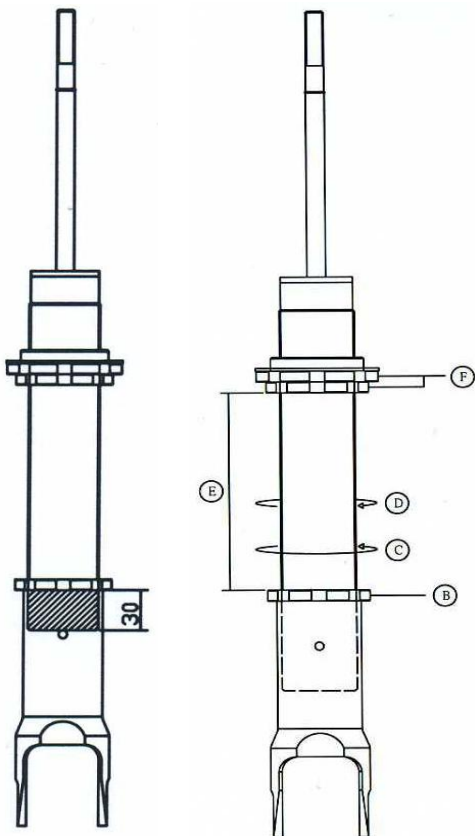
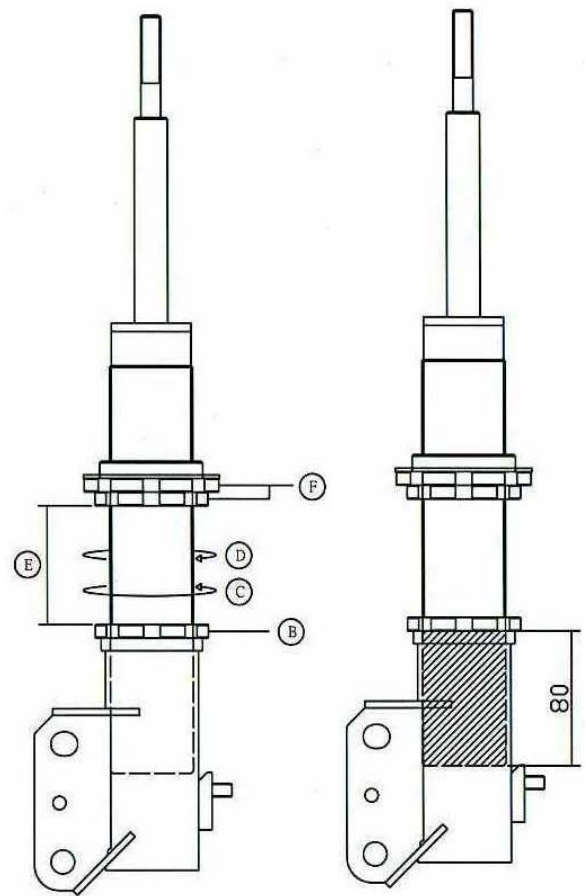


Figure 2



HEIGHT ADJUSTMENT FOR FITMENTS WITH SEPARATE COIL AND SHOCK

For vehicles where the coil and shock are fitted separately please refer to the diagrams below relating to height adjustment.

*****NOTE*** BEFORE ADJUSTING SHOCK LENGTH THE CANISTER CLAMP
MUST BE LOOSENED.
RE-TIGHTEN CANISTER CLAMP AFTER LENGTH ADJUSTMENT.**

HEIGHT ADJUSTMENT FOR FITMENTS WITH SEPARATE COIL AND SHOCK - continued

Figure 1 shows a typical adjustable shock and separate coil with:

Dimension A = shock length

Dimension B = spring height including adjuster perch

1 = threaded adjuster

2 = adjustable lock nut

3 = coil spring

4 = shock

Figure 2 shows both:

Dimension A = shock length increased for raised height

Dimension B = spring height increased by adjusting spring perch for raised height

Figure 3 shows both:

Dimension A = shock length reduced for lowered height

Dimension B = spring height reduced by adjusting perch for lowered height

To adjust height first disconnect lower shock mount.

Adjust coil spring perch to desired ride height

Position suspension so that coil is trapped by 5 - 10mm

Adjust shock length so that lower shock mount bolts straight in
This will ensure shock length is correct for that ride height.

Figure 1

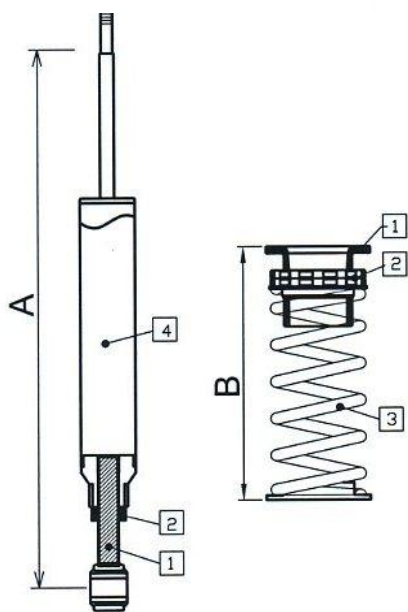


Figure 2

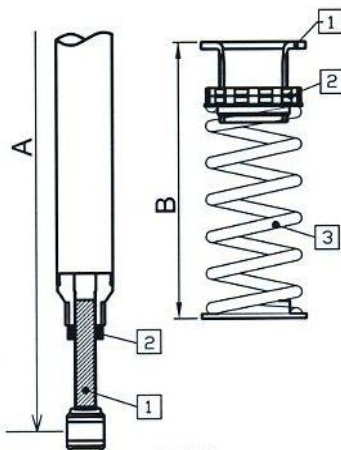
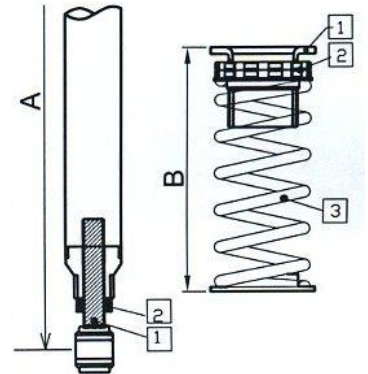


Figure 3



GENERAL FITTING SUGGESTIONS

- 1) These products should be installed by a qualified Professional Tradesperson.
- 2) Raise the vehicle body on a hoist with the suspension unloaded and ensure that it is safe to work on.
- 3) Remove the road wheels.
- 4) Remove the original suspension assemblies from the vehicle taking note of positioning and direction of brackets and links.
- 5) Install the new Extreme suspension units in the vehicle making sure all brake lines, sway bar links etc. are correctly connected to the appropriate brackets and tightened.

****CAUTION****

****Air impact tools must not be used to tighten top mounts to piston rods or damage to the new units will result****

- 6) Refit the road wheels and lower the vehicle to the ground. At this point the vehicle MUST be moved a minimum of 2 car lengths back and forth to correctly settle the suspension.
- 7) On a flat level surface measure the height at all four corners from bottom of rim to guard and decide on any height change required.
- 8) Raise the vehicle again and remove the road wheels. Adjust the height as required using ONLY the locking ring at the base of the body on struts and spring seated shocks. **REFER TO PAGE 2 & 3 FOR HEIGHT ADJUSTMENT PROCEDURE**
*****DO NOT ADJUST VEHICLE HEIGHT BY MOVING THE BOTTOM SPRING SEAT*****

For fitments using separate coil and shock REFER TO PAGE 3 & 4 FOR HEIGHT ADJUSTMENT PROCEDURE

- 9) Refit the road wheels and lower the vehicle. A Four wheel alignment MUST be performed to properly finish the fitment.
- 10) Road test vehicle and adjust damping to suit owners requirements.
REFER TO PAGE 1 FOR DAMPING ADJUSTMENT PROCEDURE
- 11) Ensure that the owner/driver of the vehicle is given the tools and instructions and understands how to properly adjust the units.

Always refer to applicable local laws regarding use of this type of product on street vehicles.



SPORTSRYDER

SUPERCAR

ADJUSTABLE COIL - OVER SUSPENSION

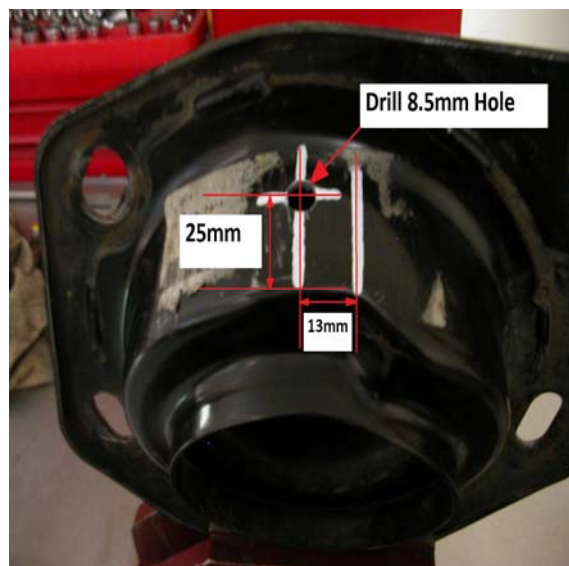
164064 VE Commodore

Rear Adjuster Fitting Instructions.

****Read ALL Instructions before fitting****

- 1) Remove rear suspension units from the vehicle and disassemble original spring and shock from top mounts.
- 2) Mark and centre punch on each top mount 13mm back from step in spring seat and 25mm up then drill 8.5mm hole through top mount at centre punch mark. (Pic 1)

Pic 1



- 3) Using the Allen key provided in the kit loosen the adjusting knob on the end of each flexible extension, remove it then fit extender through the hole in the top mount (Pic 2)

Pic 2



- 4) Assemble the underside mount washer to the top pin. (Pic 3)

Pic 3



- 5) Fit Coilover unit with top underside mount washer into the top mount (THIS IS MOST EASILY DONE WITH THE UNIT INVERTED AS IN Pic. 4) then fit upper side mount washer and nyloc nut and tighten top mount (Pic. 4)

Pic 4

****NOTE** Ensure that adjuster is Correctly aligned with flexible Extension while tightening top Mount assembly.
DO NOT TIGHTEN EXTENSION TO SIDE ADJUSTER KNOB AT THIS POINT.**



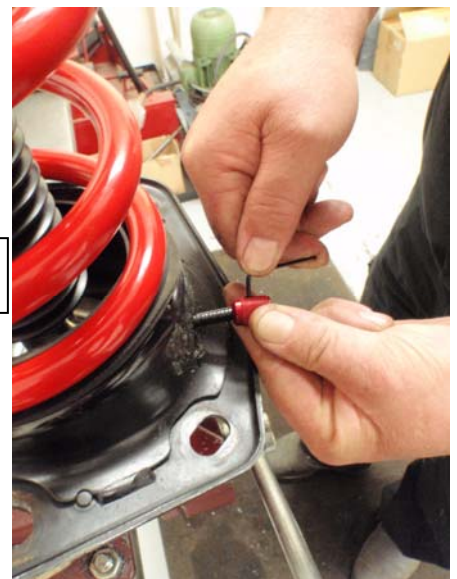
- 6) Move coil to one side and fit alloy end of flexible extension onto adjuster knob and tighten hex screw with Allen key provided. (Pic. 5)

Pic 5



- 7) Fit outer extension knob to flexible extension and tighten with Allen key provided. (Pic. 6)

Pic. 6



- 8) Seat top of coil into helix of top mount and adjust spring seat until it contacts the coil. Then tighten spring seat a further 10mm to put 10mm of pre-load on the spring. (Pic 7)

Pic 7



- 9) AFTER ADJUSTING SPRING SEAT TO PRE-LOAD COIL SPRING 10MM, SCREW LOCK RING UP TO SPRING SEAT AND LOCK UP TIGHT. (Pic. 8)

Pic. 8

*****NOTE*****

ALL HEIGHT ADJUSTMENT TO BE DONE WITH LOWER MOUNT.



Pic. 9

- 10) Correct orientation of rear lower mount is with the flexible hose facing in towards the differential as in Pic. 9



Pic. 10

- 11) **INCORRECT ORIENTATION OF REAR LOWER MOUNT WITH THE FLEXIBLE HOSE FACING OUT TOWARDS THE WHEEL AS IN PIC.10 WILL CAUSE CHAFING/PINCHING OF THE HOSE AND POSSIBLE FAILURE.**



*****INCORRECT FITMENTS WILL NOT BE COVERED UNDER WARRANTY.*****

- 12) Re-fit assembled rear suspension units to vehicle, taking care with canister location (**make sure canister brackets are high enough to clear edge of lower control arm**) then proceed to front fitment.