

IMPORTANT INFORMATION AND GUIDELINES

Thank you for choosing an AVO Performance Suspension product.
Please read the following information thoroughly in order that you derive the maximum benefit from your chosen AVO Suspension product.

ADJUSTMENT

Top adjustable struts and inserts have approximately 10 settings. On *top adjustable* units there are no positive clicks to the feel of the adjustment, therefore half turns are equal to one setting. *Base adjustable* units have approximately 16 adjustments which can be felt by a positive click when the adjuster is turned with the use of a 4mm allen key tool. On front and rear units clockwise adjustment is to stiffen the damping rate and anti-clockwise will soften the damping rate.

On units with adjustable *spring seats* an appropriate tool should be used to wind the platform up or down the threaded body of the damper. This will increase or decrease the ride height of your vehicle. It is **very** important to maintain the thread of the damper by regular cleaning and re-greasing in order to keep the smooth operation of the spring seat adjustment. Also the adjustment controls for the damping rates should NEVER be forced past the minimum and maximum stop settings.

FITMENT

Care must be taken not to damage the surface of the piston rod during installation. When fitting units NEVER grip the piston rod in anyway, this will cause internal damage to the damper sealing system which will lead to premature failure of the unit. Where applicable, always use the flats provided on the stem. NEVER use the adjuster control for this purpose and NEVER use pneumatic or power tools to tighten any securing nuts. Always refer to the vehicle manufactures guideline on replacing / re-fitting such parts, use the recommended torque settings only. When fitting front *struts/inserts* it is important to check for adequate clearance under the bonnet and between the adjuster control. Should fouling occur, this maybe due to incorrect fitment or worn top mount assemblies. Where dust covers and bump stops are fitted as O/E, these parts should be reinstalled onto your AVO product - making sure that they are in good working condition. Replacement covers and stops should be purchased from an O/E dealer. On the AVO *GTZ Coil-over* applications the O/E dust covers and bump stops are **not** required, the units are supplied with such parts if needed. When fitting product that include *springs* - ride height dimensions are approximate, variations may occur due to changes in O/E used production. Attention should be paid to wheel arch and tyre clearance when fitting *springs* before the vehicle is re-used. All *springs* are designed to fit with manufacturer's original wheel off-set, excessive lowering and/or the fitment of increased diameter/ width wheels and tyres may result in accelerated tyre wear - for which AVO UK Ltd **cannot** be held responsible.

Whenever you remove or replace any suspension component / assembly, it is highly recommended that a full geometry check is carried out to ensure that the manufacturers recommendations are being adhered to. AVO GTZ kits which use 2.25 l/d race springs, helper springs may be needed to reduce dislocation on full droop, these can be purchased separately.

MAINTAINANCE

Your AVO product should be seen as an investment, therefore we would recommend that you take time to maintain your units by keeping the adjuster controls free of dirt and grime. Also regular cleaning and re-greasing of the threaded bodies type units is VERY important and must not be ignored in order to keep your units fully functional.

WARRANTIES WILL NOT BE ACCEPTED AND HONOURED FOR UNITS THAT HAVE NOT BEEN PROPERLY MAINTAINED.

IF YOU ARE IN ANY DOUBT, PLEASE CONTACT US DIRECTLY ON THE NUMBER BELOW.