

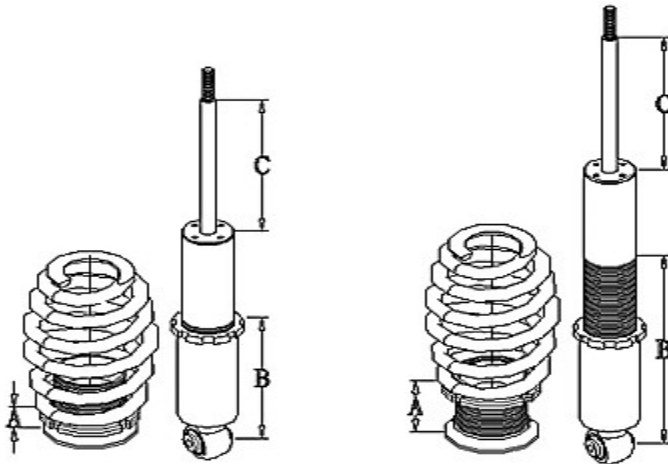
TRU HART

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 using a flat head screw driver and hammer. 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 30mm of the lower mount is threaded onto the shock body for non-Macpherson type and 40mm for Macpherson type suspensions. For suspension setups that utilize a separate spring and shock, please see the diagram and details below:

A – Ride height adjustment

B – After desired height is achieved, adjust “B” so that 1/3 of “C” measurement is INSIDE the lower mount.



2. 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.

3. What about my brake lines?

Most of our applications have the brake line mounting tab attached to the lower mount, for applications that do not we include a set of flat, moldable metal brackets that will allow you to bend them accordingly.

4. What is the small packet of lubricant for? (Coilovers with pillowball mounts only)

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IMPORTANT! Use the packet of lubricant on all pillowball mounts directly in the area where the spherical bearing is. This is where the shock pivots on the mount and needs to have ample lubrication. If a ‘popping’ noise is heard while turning the wheel, we suggest lubricating this area / mount.

5. Why don't my coilovers have camber plates or pillowball mounts 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 is adjusted through the use of a separate upper or lower camber kit or control arm. Please check our website at WWW.TRUHARTUSA.COM as we may have one available for your application!

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 extreme 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.

7. Can you guys rebuild my coilovers?

All of our coilovers are serviceable in the United States. Although we are happy to receive your coilovers for inspection and testing, we do offer replacement units which can be shipped directly to you. Most customers choose this option as it saves on downtime; it is typically less expensive than rebuilding and helps them get their car back on the road quicker. If you believe your coilover needs to be serviced, send us an email (info@truhartusa.com).

8. Adjustable Endlink Tabs set-up

The proper height must be set up while the car is on the ground under its full weight/load. **You cannot fake this by compressing with a jack or otherwise!!** Turning the front wheels full lock will help gain access to the tabs. All that needs to be done is thread the tab to where the endlink properly goes in the hole without any force with the swaybar in the stock position. Once you know where the endlink tab needs to be then the car can be jacked up and the allen key on the endlink tab must be locked down to keep the tab from spinning into the body or worse the wheel. Then install the endlink and make sure all bolts are tight to stock specs. After a few days of driving recheck bolts for tightness. If this procedure is not followed it will cause broken endlinks, broken/bent endlink tabs, unwanted noise, and damage to vehicle components.