# AGX Adjustable Gas Shocks

#### INSTALLATION INSTRUCTIONS

## **CAUTION:**

## AGX SHOCKS/STRUTS ARE GAS PRESSURIZED

- 1. Do not dissassemble
- 2. Do not expose to heat or fire
- 3. Do not crush in scrap compactors
- 4. Do not puncture

# REPLACEMENT

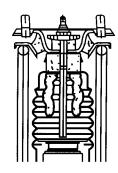
Before installing the new AGX unit. remove the existing unit according to the manufacturer's manual.

NOTE:

- 1. Do not scratch the piston rod during cartridge installation or it may result in oil leakage.
- 2. For strut type, use a suitable spring compressor designed specifically for the vehicle, to disassemble and reassemble. Follow the compressor manufacturer's instructions carefully.

## **INSTALLATION**

- 1. Using AGX mounting hardware, install the new unit in same manner as the old unit. Follow the factory torque specifications.
- 2. Do not crush. scratch, or drop piston rod or adjustment dial.
- 3. (Dial knob types)Upon installation, the dial should be facing outward for easy accessibility. After installation, the product decal can be affixed.
- 4. Depending upon your application, a washer may be included for installation. Use the washer with mount bushings and tighten firmly. If there is no washer, hand tighten mount bushings, then tighten lock nut.
- 5. With proper installation, the strut/shock should not touch the body or chassis during rebound and compression strokes.



(Springseat shock -typical view)



(Top Type)



(Side Type)

The AGX 4&8 stage adjustable twin tube gas cartridge can be adjusted without removing it from your car. It is completely adjustable to the desired damping force (stiffness) needed for your kind of driving. Right and left shocks must be set equally.

## 4-Stage Type (Top Adjustments)

**ADJUSTMENTS** 

- 1. Insert screwdriver into adjustment dial and push down. Turning the dial without pushing down will cause damage to the shock. Damping force is measured as 1 (soft) through 4 (hard).
- 2. Turn until the desired adjustment is dialed.
- 3. Release screwdriver. If properly positioned, the adjustment dial will pop up and lock into position.

### 4&8 Stage Type (Side Adjustments)

- 1. Change damping force (stiffness) by turning the dial. Damping force is measured as 1 (soft) through 4or8 (hard).
- 2. "Click" indicates adjustment is properly positioned. If the "click" does not sound, the dial needs to turned a little bit further until the "click" is heard.



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# SPECIAL NOTICE IF LOWERING THE VEHICLE

This notice is for customers who intend to lower their vehicle or are installing AGX shocks on a lowered vehicle. AGX shock absorbers are designed for vehicles of stock height. One may lower a vehicle a small amount without greatly affecting the performance, but the amount of variance from stock and how the lowering is done may adversely affect the performance and life of the shock absorbers.

## **Recommended Guidelines:**

- 1. Do not lower the vehicle too much. Most cars can safely be lowered "to 11/2". Vehicles lowered too far experience a harsh ride, damage the suspension including the shocks, and create alignment problems.
- 2. Do not lower a vehicle which will be driven where there are rough roads.
- 3. You may shorten your bump stops between 1/3 and 1/2 of the original length, but do not remove them altogether. As a rule, do not shorten the bump stops more than 1/2.
- 4. Cutting springs or the use of short springs can affect the travel of the shock. The use of spindles or modified A-frames, however, does not affect travel.

#### **AGX Warranty:**

The AGX warranty will be void if:

- 1. The vehicle is lowered more than 11/2 from stock height or "slammed."
- 2. Lowering is done by using extremely short springs alone or cutting springs as such modifications can cause bottoming of the shock absorber or bump stop.
- 3. The shocks or struts are modified (e.g. after market adjustable spring seats and collars) .

We can recognize shocks damaged by excessive lowering by inspecting the piston rod. The warranty for shocks damaged by too much lowering will not be honored.