

Camber

Camber

To adjust front camber, the top mount can be moved in relation to the mounting plate. The adjustment screws can be mounted in different holes depending on what camber is desired.

To adjust the camber, loosen the adjustment screws and slide the top mount in the slots in the mounting plate until the desired camber is achieved. If the screws bottom out in the slots, mount the adjustment screws in another set of holes.

Tighten the adjustment screws to 12-14 Nm.

Caution!

The scales marked on the top mount are used for reference only. The camber should be measured with appropriate equipment.

The top/nylon nut may come off depending on the suspension type. Apply appropriate screw lock agent if necessary. Tighten the nut carefully. If the nut is tightened to a higher torque than recommended the shaft may be damaged.

Tightening torque

Thread	Lock Nut	Regular Nut
M10x1.25	18-24 Nm	25-30 Nm
M12x1.25	30-35 Nm	35-40 Nm
M14x1.5		60-70 Nm

Caution!

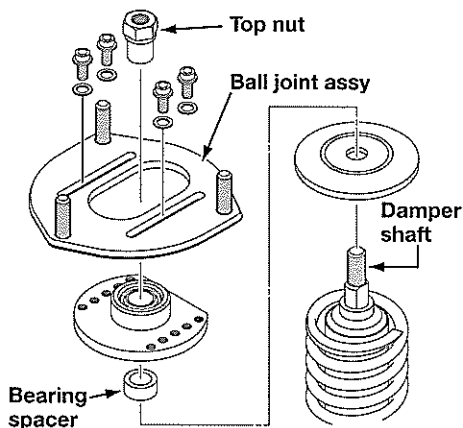
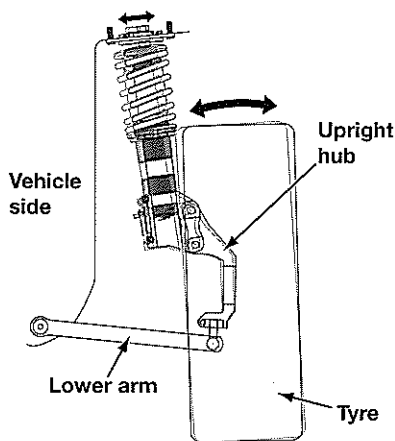
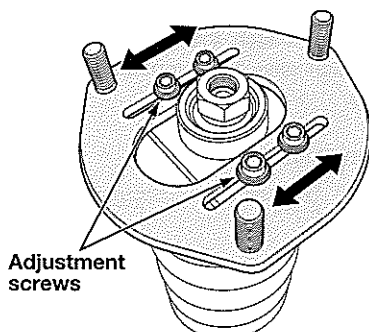
Use the correct bearing spacer. If you do not use the correct bearing spacer the shaft may be damaged.

Caution!

If you drive in severe conditions under a long period of time a knocking sound can occur. Change the spherical bearing after 2 years/ 20 000 km.

Caution!

Do not use any tool to grip the shaft/chrome tube when tightening the top nut. This may cause severe damage.



Spring Preload

When adjusting the spring preload you move the spring seat. This will decrease or increase the initial spring force, which will lower or raise the vehicle.

In case your purchased damper kit is of the length adjustable type, spring preload and ride height can be changed individually. In this case the height adjuster should be used for ride height adjustment.

The spring preload affects the height of the vehicle and the wheel angles. By changing the preload the stability of the vehicle can be affected.

How to Set the Spring Preload

Use a C-spanner. Unlock the lock nut (2). Turn the spring platform nut (1) clockwise to increase the spring preload. Turn counter clockwise to decrease it. Lock the setting with the lock nut (2).

- A Free spring length
- B Installed spring length,
shock absorber fully extended

$A - B = \text{Spring Preload}$

Spring Preload is the difference between the measures A and B.

Caution!

Do not adjust the spring platform so the spring has a play. It should always be mounted with preload.

Warning!

Before adjusting the spring preload, always jack up the vehicle and remove the tyres. If the adjustment work is carried out without jacking the vehicle up, this may cause damage to the suspension parts or personal injury. Adjust by turning the adjustment ring on the strut casing. Tighten the lock nut (Tightening torque 40-50 Nm). Use the C-spanners provided in the kit.

