



SPORTSRYDER

SUPERCAR

ADJUSTABLE COIL - OVER SUSPENSION

GENERAL FITTING INSTRUCTIONS

READ INSTRUCTIONS COMPLETELY BEFORE FITTING

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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****

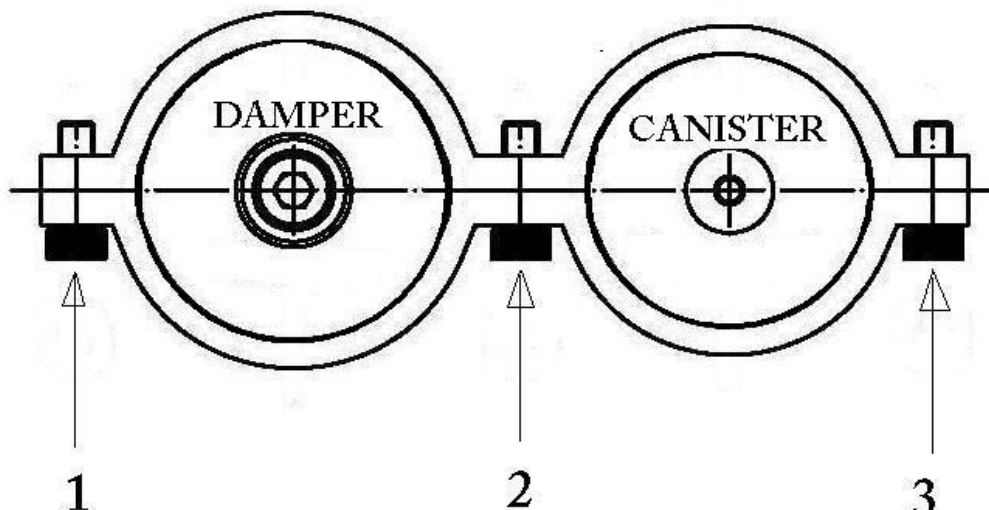
**TO ADJUST RIDE HEIGHT ON STRUTS OR SHOCKS FIRST YOU MUST
LOOSEN THE CANISTER CLAMP. FAILURE TO LOOSEN THE CANISTER
CLAMP BEFORE HEIGHT ADJUSTMENT WILL CAUSE DAMAGE TO THE
UNIT.**

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

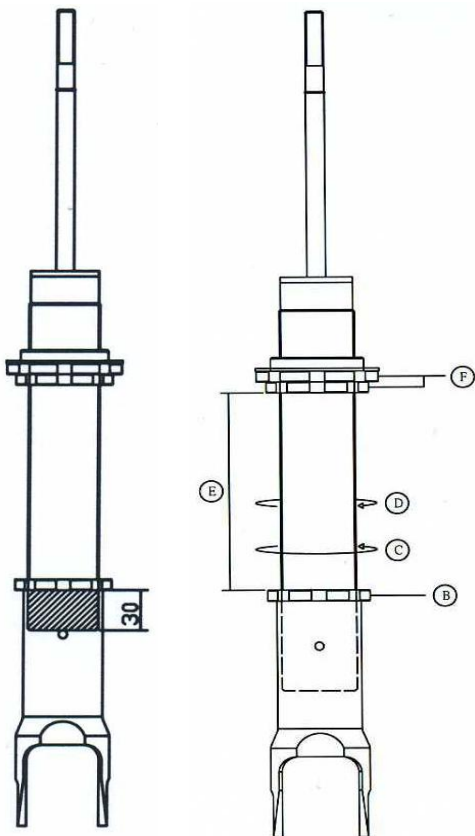
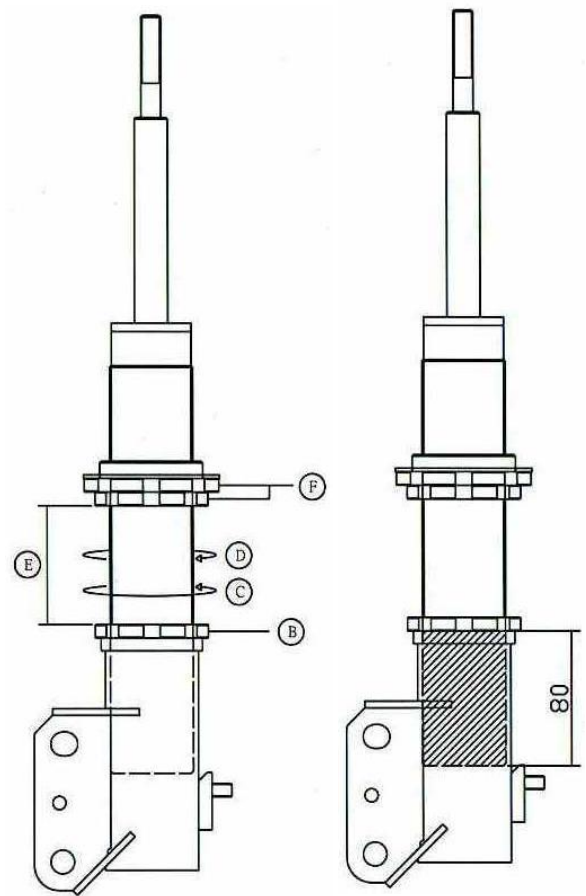


Figure 2



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

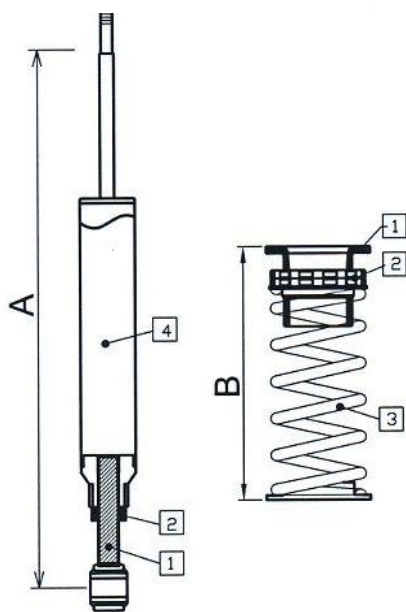


Figure 2

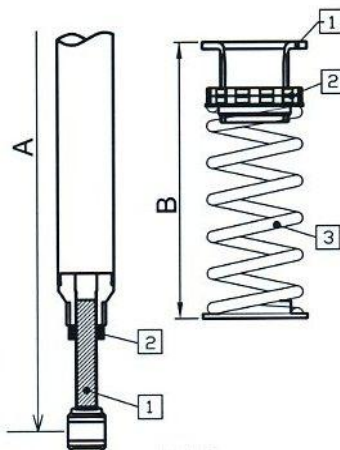
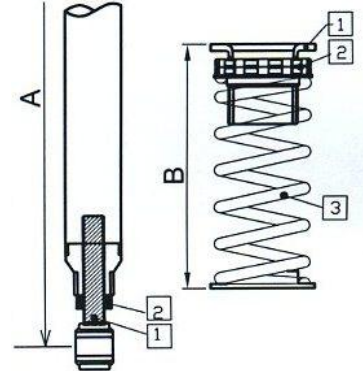


Figure 3



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.



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ADJUSTABLE COIL-OVER SUSPENSION

164033 Sway bar link instructions Pictures are for reference only

- 1) Vehicles that have front sway bar links with rubber bushes top and bottom will require a pair of Pedders part number 424282 sway bar links to enable fitment of the 164033 kit.
- 2) These links are fitted with the rubber bushes to the sway bar and the ball socket fitted to the **BACK** of the sway bar bracket on the Strut. Refer to Pic.1



- 3) Vehicles that have front sway bar links with rubber bushes to the strut and ball socket to the sway bar will require the sway bar links that are included in the kit to enable fitment of the 164033 kit.
- 4) These links are also fitted with the top ball socket to the **REAR** side of the strut bracket and ball socket to the outside of the sway bar. Refer to Pic.2



- 5) Vehicles that have front sway bar links with ball sockets both ends re-fit the original links to the front Struts as per the O.E. fitment..
- 6) Continue with fitment referring to Main Instruction sheet.