

# COIL OVER INFORMATION

**SPECIAL NOTE:** Make sure to review the coil over specific bumpstop information on previous page.

## Notes for Height Adjustable Coil Overs

**Front** springs are marked with either an "F" or "VA"

**Rear** springs are marked with either an "R" or "HA"

Some coil-overs have stacked springs with a smaller, separate spring. This is called a Tender Spring and is designed to be completely compressed when loaded. On coil-overs with "full bodied" springs, you may see coils which are very close to each other. These are dead or inactive coils. These are also designed to be completely compressed when loaded.

Most of the H&R coil-over systems have much more adjustment available than needed. Always start at the highest adjustment to check all your clearances before you lower the vehicle to the designed/desired height. All our coil-overs have pre-tension on them to keep the springs tight within the range of adjustment. Most coil-overs need to be un-installed or have the springs compressed before adjustments are made.

Always check wheel clearance (offset) when using coil-overs. The spring on some models can be adjusted down next to the tire and wheel, causing clearance to be tight, especially with aftermarket wheels and tires. If you do not have enough space for the tire and wheel, we offer precision TRAK+® Wheel Spacers designed just for these applications.

### **NOTE:**

*We recommend you apply Boeshield® T-9 (included in kit) liberally to the adjuster threads before you make any adjustments. When applicable we also recommend an additional application to the threads after any adjustment to seal out and help prevent any dirt or grit from entering the threads.*

**REMEMBER:** When you adjust vehicle ride height, you must have your wheel alignment checked.

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**TECHNICAL INFORMATION**

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# IMPORTANT

## PLEASE READ BEFORE INSTALLATION

### Notes for Performance Springs

**Front** springs are marked with either an "F" or "VA"

**Rear** springs are marked with either an "R" or "HA"

Some of our springs have dead or inactive coils that act as a tender spring. These are the coils of the springs that are very close to each other. They are designed to be completely compressed when loaded.

**Reason:** When you increase the spring rate and lower the vehicle the spring needs to be shorter than the original. However you do not want the springs to be loose in the spring perches when the suspension is fully extended. These dead or inactive coils prevent that from happening.

### **NOTE:**

Ride height may vary on vehicles equipped with factory sport suspension. Vehicle ride height may also vary based on factory/aftermarket accessories.

**REMEMBER:** When you change vehicle ride height, you must have your wheel alignment checked.