

AVO UK LTD

PERFORMANCE SUSPENSION

CASWELL ROAD

BRACKMILLS INDUSTRIAL ESTATE

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IMPORTANT INFORMATION AND GUIDELINES

Thank you for choosing an Avo Performance Suspension product.
Please read the following information thoroughly in order that you derive the maximum benefit from your chosen Avo Suspension product.

ADJUSTMENT

Top adjustable struts and inserts have approximately 10 settings. On *top adjustable* units there are no positive clicks to the feel of the adjustment, therefore half turns are equal to one setting. *Base adjustable* units have approximately 16 adjustments which can be felt by a positive click when the adjuster is turned with the use of a firm allen key tool. On front and rear units clockwise adjustment is to stiffen the damping rate and anti-clockwise will soften the damping rate.
On units with adjustable *spring seats* an appropriate tool should be used to wind the platform up or down the threaded body of the damper. This will increase or decrease the ride height of your vehicle. It is very important to maintain the thread of the damper by regular cleaning and re-greasing in order to keep the smooth operation of the spring seat adjustment. Also the adjustment controls for the damping rates should NEVER be forced past the minimum and maximum stop settings.

FITMENT

Care must be taken not to damage the surface of the piston rod during installation. When fitting units NEVER grip the piston rod in anyway, this will cause internal damage to the damper sealing system which will lead to premature failure of the unit. Where applicable, always use the flats provided on the stem. NEVER use the adjuster control for this purpose and NEVER use pneumatic or power tools to lighten any securing nuts. Always refer to the vehicle manufacturers guidelines on replacing / re-fitting such parts, use the recommended torque settings only. When fitting front *struts/inserts* it is important to check for adequate clearance under the bonnet and between the adjuster control. Should rattling occur, this may be due to incorrect fitment or worn top mount assemblies. Where dust covers and bump stops are fitted as O/E, these parts should be reinstalled onto your AVO product - *over applications* the O/E dust covers and bump stops are not required, the units are supplied with such parts if needed. When fitting product that include *springs* - ride height dimensions are approximate, variations may occur due to changes in O/E used production. Attention should be paid to wheel arch and tyre clearance when fitting *springs* before the vehicle is re-used. All *springs* are designed to fit with manufacturer's original wheel off-set, excessive lowering and/or the fitment of increased diameter wheels and tyres may result in accelerated tyre wear - for which AVO UK Ltd cannot be held responsible.
Whenever you remove or replace any suspension component / assembly, it is highly recommended that a full geometry check is carried out to ensure that the manufacturers recommendations are being adhered to. Avo GTZ kits which use 2.25 I/d race springs, helper springs may be needed to reduce displacement on full droop, these can be purchased separately.

MAINTENANCE

Your Avo product should be seen as an investment, therefore we would recommend that you take time to maintain your units by keeping the adjuster controls free of dirt and grime. Also regular cleaning and re-greasing of the threaded bodies type units is VERY important and must not be ignored in order to keep your units fully functional.

WARRANTIES WILL NOT BE ACCEPTED AND HONoured FOR UNITS THAT HAVE NOT BEEN PROPERLY MAINTAINED.
IF AN ANY DOUBT, PLEASE CONTACT US DIRECTLY ON THE ABOVE NUMBER.

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On the AVO GTZ coilover applications the O/E dust covers and bump stops are not required, the units are supplied with such parts if needed. When fitting product that includes springs - ride height dimensions are approximate, variations may occur due to changes in O/E used production. Attention should be paid to wheel arch and tyre clearance when fitting springs before the vehicle is re-used. All springs are designed to fit with manufacturer's original off-set, excessive lowering and/or the firmest of increased diameter/wide wheels and tyres may result in accelerated tyre wear - for which AVO UK Ltd cannot be held responsible.

When fitting front struts/inverts it is important to check for adequate clearance under the bonnet and between the adjuster control. Should fouling occur, this may be due to incorrect fitment or worn top mount assemblies. Where dust covers and bump stops are fitted as O/E, these parts should be reinstalled onto your AVO product - making sure that they are in good working condition. Replacement covers and stops should be purchased from an O/E dealer.

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FITMENT:
 Care must be taken not to damage the surface of the piston rod during installation. When fitting units NEVER grip the piston rod in any way, this will cause internal damage to the damper sealing system which will lead to premature failure of the unit. Where applicable, always use the flats provided on the stem. NEVER use the adjuster control for this purpose and NEVER use pneumatic or power tools to lighten any security nuts. Always refer to the vehicle manufacturer's guideline on replacing/rv-fitting such parts, use the recommended torque settings only.

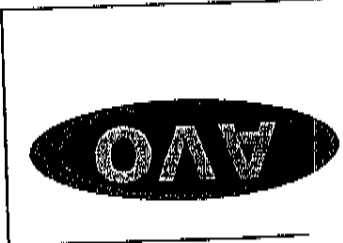
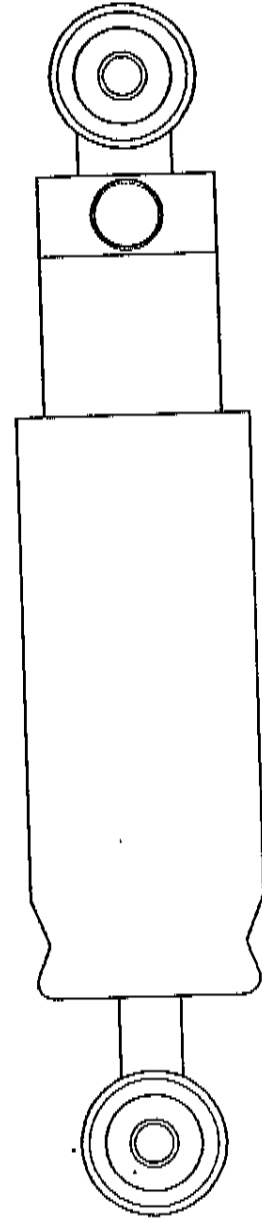
ADJUSTMENT:
 Top adjustable struts and inserts have approximately 10 settings. On low adjustable units there are no positive clicks to the feet of the adjustment, therefore half turns are equal to one setting. Base adjustable units have approximately 14-16 adjustments which can be felt by a positive click. The damping adjustment is with the use of a 4mm allen key tool, or an included adjuster knob. On front and rear units clockwise adjustment is to stiffen the damping rate and anti-clockwise will soften the damping rate.

On units with adjustable spring seats an appropriate tool should be used to wind the platform up or down the threaded body of the damper. This will increase or decrease the ride height of your vehicle. It is VERY important to maintain the thread of the damper by regular cleaning and re-greasing in order to keep the smooth operation of the spring seat adjustment. Also the adjustment controls for the damping rates should NEVER be forced passed the minimum and maximum stop settings.

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ASSEMBLY SHEET:
 PART No. GTZ 601
 APPLICATION: Renault 5 GT Turbo PH.1
 (REAR)



AVO UK Ltd Caswell Road, Bradwell Ind Est, Northampton, NN4 7PW Tel: 01604 708701 Fax: 01604 761030 E-mail: sales@avouk.com

WARRANTIES WILL NOT BE ACCEPTED AND HONORED FOR UNITS THAT HAVE NOT BEEN PROPERLY MAINTAINED. IF IN ANY DOUBT, PLEASE CONTACT US DIRECTLY ON THE BELOW NUMBER.

MAINTENANCE:
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Whenever you remove or replace any suspension component/assembly, it is highly recommended that a full geometry check is carried out to ensure that the manufacturer's recommendations are being adhered to. AVO GTZ kits which use 2.25 I/d rear springs, helper springs may be needed to reduce displacement on full droop, these can be purchased separately.

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When fitting front struts/inserts it is important to check for adequate clearance under the bonnet and between the adjuster control. Should fouling occur, this may be due to incorrect fitment or worn top mount assemblies. Where dust covers and bump stops are fitted as O/E, these parts should be re-installed onto your AVO product - making sure that they are in good working condition. Replacement covers and stops should be purchased from an O/E dealer.

On units with adjustable spring seats an appropriate tool should be used to wind the platform up or down the threaded rod during installation. When fitting units NEVER grip the piston rod in any way, this will cause internal damage to the damper sealing system which will lead to premature failure of the unit. Where applicable, always use the flats provided on the stem. NEVER use the adjuster control for this purpose and NEVER use pneumatic or power tools to tighten any security nuts. Always refer to the vehicle manufacturer's guidelines on replacing/re-fitting such parts, use the recommended torque settings only.

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IMPORTANT INFORMATION AND GUIDELINES:

ASSEMBLY SHEET:
PART No. GTZ 610
APPLICATION: 5 GT Turbo PH 2

