1. Thank you for purchasing SCALE Suspension coilovers.

2. Please read the instruction carefully before starting the installation.

3. All SCALE Suspension products come with a **two-year factory warranty**. Please check in the box for the warranty card.

4. The damper and spring rates on the SCALE Suspension shocks are different from stock settings.

5. Every SCALE Suspension system must be installed by a certified technician. An improper installation may result in serious danger while driving.

6. SCALE Suspension is not responsible for causing any damage and danger if customers don’t follow the instructions to install the products correctly.

7. When disassembling or installing the upper mounts, please do not use an air wrench because too much torque will cause some damage on the threads or the nuts. If you absolutely have to use an air wrench, use the lowest possible torque setting.

8. After adjusting the length of the shock absorbers, please use a hammer and a metal punch to lock the rings in place. If these parts aren’t locked together properly, operation noise and damage may occur.

9. Make sure to properly secure the ABS sensor cables and the brake lines on their brackets. Not doing so may result in damage and danger while driving.

10. Inspect the shock absorbers frequently. Make sure every bolt and lock ring are well tightened.

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**Introduction**

**Ride Height Adjustment**

1. Use our **Patented Scaled System** to set the car at the same height on each corner.

2. Use the provided wrenches to loosen the lock ring.

3. Turn the cylinder in the direction to lift the vehicle. Turn the opposite direction to lower the vehicle. After adjustment, lock the rings with a hammer and a metal punch.

4. If there is no necessity to replace the spring, do not loosen the spring plate.

5. Do not try to adjust ride height by compressing the spring with the spring plate.

**Important:**

* **Always adjust the ride height with the lower mount**

* **Make sure the lower lock rings are well tightened before driving your vehicle.**

* **Apply anti-seize on the threaded areas**
Preload Adjustment

No preload adjustment has been done to your suspension system when you receive it. You must follow the following instructions to correctly preload your suspension system.

1. Hold the spring in its highest position (close to the top plate).
2. Spin the two bottom rings upwards.
3. When the rings reach the bottom of the uncompressed spring, tighten the rings 5 mm higher in order to compress the spring of 5 mm.
4. Do not pre-compress the spring of more than 5 mm. Doing so would result in poor ride quality.

Important:
*Please ensure the lower lock rings are tightened correctly before driving
*Apply anti-seize on the threaded areas

Damping Adjustment

12 LEVEL ADJUSTABLE DAMPING
Our suspension systems provide manual damping force adjustment. The compression and rebound are adjustable through 12 levels. To make the damping stiffer, turn the adjustment button clockwise and to make it softer, turn the button counter clockwise.

1. To begin, adjust the damping to a medium setting (position #6).
2. Changing the damping changes the rebound speed of the vehicle.
3. The higher the damping setting, the faster the shock absorber will wear.

Important (COLD CONDITIONS, WINTER):
* If you use your vehicle in cold weather, set the damping to a lower level. For a winter use, set the damping to 1. (A damping set to 1 in winter is the same as a damping set to 6 in summer)
Camber Adjustment (If you have Camber Plate)

1. Make sure your camber plates are installed like on the image on the right. The camber plate adjustment direction must be perpendicular to the driving direction.

2. Tighten the center bolt with a low torque impact drill.

3. To fasten the top plate to the car, use a wrench or a ratchet and tighten the nuts in place.

4. To adjust the camber angle, loosen the Allen screws on the top plate, slide the camber plate to the desired position and tighten the Allen screws back.

5. Use the same camber angle on each side of the vehicle.

6. To avoid tire wear, doing an alignment job is necessary. Visit garage that’s specialized in alignment to get your car aligned.

Important:

*Lubricate the pillow-balls at each motor oil change with penetrating oil.*

*Make sure the nuts on the top plate are tightened correctly before driving your vehicle.*

*The camber plate sliding direction and the driving direction MUST be perpendicular.*

Bad weather conditions

Your SCALE Suspension kit come with **Anti-Seize grease**, it is very important to apply or spread the paste over the threaded areas to provide a uniform film for keep the adjustment well. The threaded portion is subjected to grip with the corrosive environments; salt, snow, dirt, acid rain and more.

Not to neglect! If you run out of anti-seize, it is better to buy than to allow the seizure of parts together.
Hi-Low Kit Ride-Height Adjustement (For some rear applications)

1. To adjust your rear suspension system, safely raise the back of your car. You must not install the suspension system with some parts of the rear end of your car touching the ground.

2. Do not adjust the height of the rear dampers for now. (The ride height must be adjusted with the Hi-Low kit)

3. See the image on the right to see all the possibilities of adjusting the ride height. To check if the ride height adjustment is like you want it, drop your car on the ground with the Hi-Low kit installed where your stock springs were and check if the wheel clearance satisfies you.

4. After adjusting the ride height, adjust the rear spring compression by screwing up or down the shock absorber bottom end. The resulting compression of the spring should be around 5 mm with the wheels not touching the ground. The spring pre-compression is crucial to ensure safety and ride quality.

Important:

* Make sure the lock rings are tightened before driving.

* Apply anti-seize on the threaded areas.

* Adjust the spring pre compression to 5 mm using the bottom of the damper. This is very important to avoid damage or dangerous operation of the vehicle.