General instructions for CEIKA coilovers

Notice:

1. Please follow the local laws of the region/country when using our products. CEIKA is not responsible for any violation of codes, rules, laws, or regulations as a result of improper installation or misuse.

2. All parts of CEIKA shock absorber damping cylinders are provided with a one-year unlimited service warranty; the upper mount, bearing, lower mount, spring, etc. each have a three-month warranty.

3. CEIKA is not responsible for any damage, accidents, personal injury, or death caused by improper installation, assembly, misuse, or modification of its shock absorbers.

Please read before installation

1. CEIKA suspensions are filled with highly compressed nitrogen and should be kept away from high-temperature environments and fires.

2. Do not disassemble the suspension system. CEIKA is not responsible for any product failure or accidents resulting from disassembling the product.

3. It is recommended that qualified personnel should install the shock absorbers. Please read the installation instructions before starting the installation.

4. When installing, we do not recommend the use of pneumatic (air-powered) wrenches. The amount of torque applied should correspond to the vehicle's recommended factory settings. Any damage caused to the screws as a result of using pneumatic tools will not be covered under warranty.

5. When installing shock absorbers, avoid striking or damaging the piston rod. If the rod is damaged, this may cause oil leakage and/or product abnormal noises.

6.Removing the original factory springs from the vehicle may require the use of a removable spring compressor firmly fixed to avoid any danger.

7 CEIKA will not assume any responsibility for accidents caused by the improper installation of brake lines or ABS sensors.

Installation information

1. After installing, check to make sure the parts of the CEIKA coilovers; nuts, pistons, upper mounts & rings, etc. are all fixed in place

2. Regularly check the tightness of each screw & nut to ensure they are firmly fixed.

3. After a period of usage, the spiral teeth on the shock absorber tube must be cleaned before adjusting the ride height.

4. Check the shock absorber's piston rod dust cover regularly; a defective dust cover could cause excessive wear to the rod resulting in oil leakage.

Adjustment of ride height & safety information

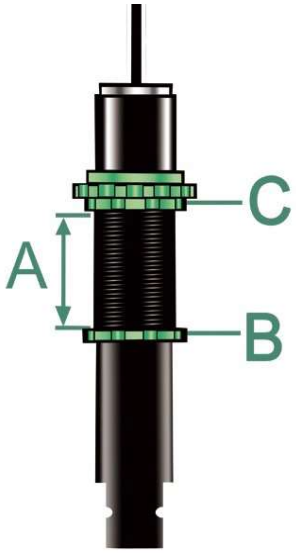
The damper tube & legs must not come in contact with any of the vehicle's pipes, tubes, or hoses as this may cause them to rupture. Shock absorbers must be installed in accordance with the following instructions. CEIKA is not responsible for any mishaps resulting from improper installation.

1. For A-arm type suspensions dampers, the damper tube should screw into the suspension base a minimum of 25mm. This is the maximum height setting.

2. For McPherson type suspension dampers, the damper tube should screw into the suspension base a minimum of 60mm. This is the maximum height setting.

Height adjustment (A-arm type)

1. Measure the desired distance of A.
2. Use the supplied CEIKA hand tool to loosen ring C & adjust height by turning the shock by hand A
3. The ride height cannot be adjusted by altering the position of ring C

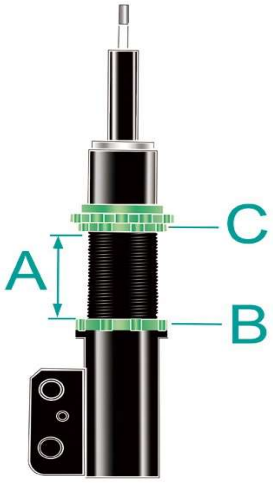


Height adjustment (McPherson Type)

1. Measure the distance of A Shown in the Diagram.

2. Use the supplied CEIKA hand tool to loosen ring C & adjust height by turning the shock by hand A

3. The ride height cannot be adjusted by altering the position of Ring C.



Height adjustment (Separated shocks & springs)

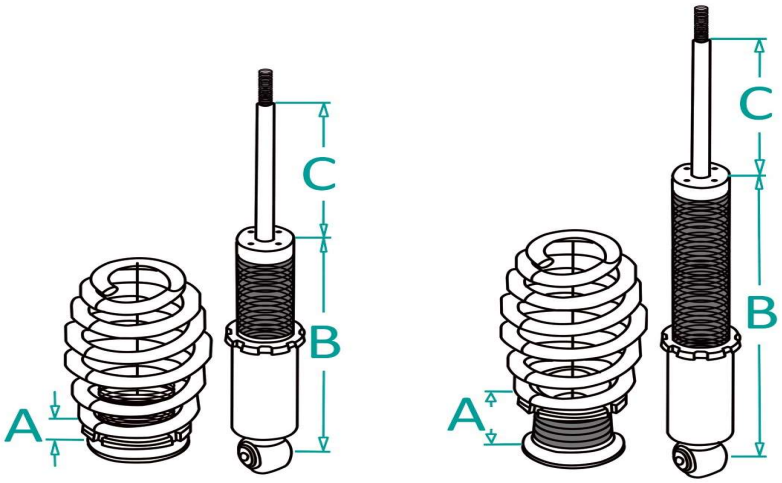
The spring and the absorber are separartly adjusted from A. Please adjust the ride height & lenght of strut following setups:

1. A is to adjust to lower or raise the ride height.

2. After required ride height is reached, put the tire on and move the vehicle a distance of 5-10m.

3. Please adjust B to let C insert roughly 1/3 of itself into the strut; leaving 2/3 of the part outside the strut.

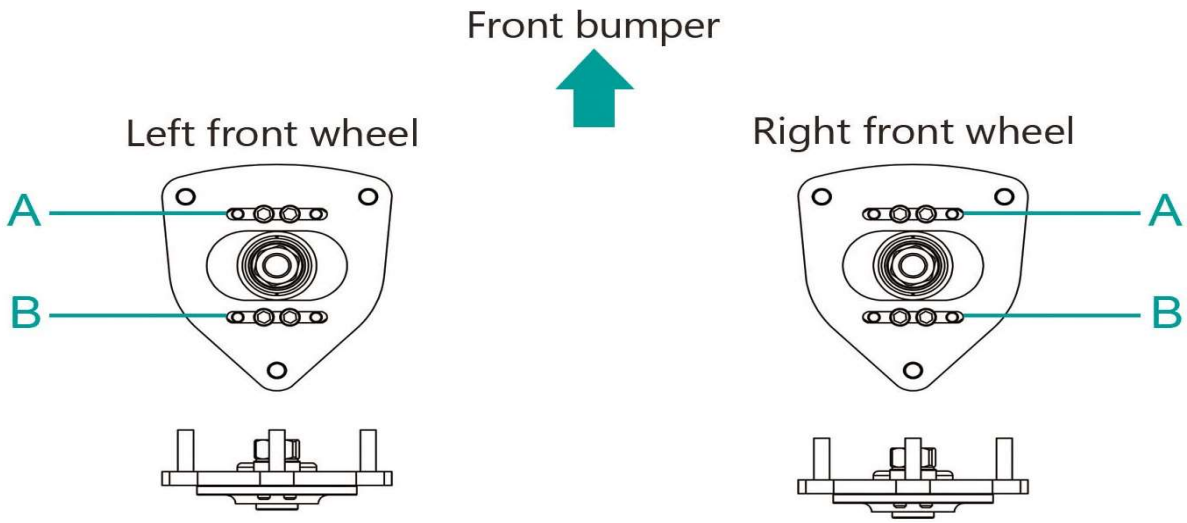
4. Tigthen the spring perch lock B.



Adjustement camber plates.

1. When installing or adjusting the camber plates, ensure the points A and B as shown on the fiture are perpendicular with the vehicule body.

2. Once installed on the vehicule, release the four screws, adjut the camber angle approriately, then lock.



Spring preload adjustment

1.Loosen both lock rings under the spring (spring seat ring (Top) & spring lock ring(bottom)), so the spring is loose & can move up and down.

2.Tigthen up the spring seat ring so that the spring is snug but do not tighten it down past simply holding the spring snug, this will be "0" pre-load.

3.Now bring the bottom locking ring up so that it is just touching the spring seat locking ring but do not tighten to lock, you will be move the spring seat locking ring next.

4.Now tighten up the spring seat locking ring so you are now pre-loading (compressing) the main spring.

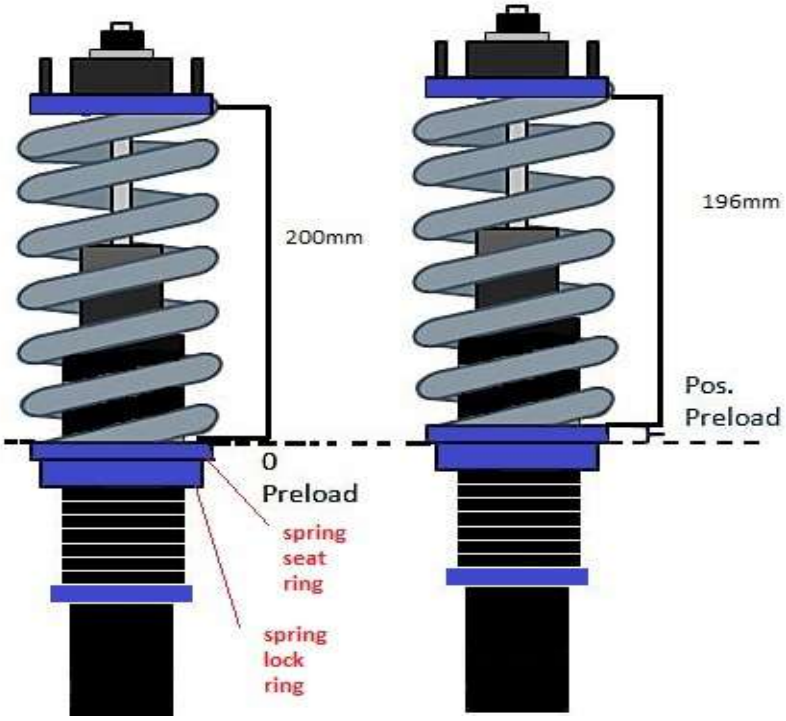
5a. Measure the distance between the bottom locking ring & the top locking ring as you are tightening, once there is 3-5mm gap between the two rings, you have 3-5mm of pre-load that we recommend.

The thickness of the lock ring wrench is about 4mm, so when you can slip the wrench in between the locking rings, you should be good to go.

5b. With helper springs installed, you need to adjust to 10-30mm preload on the helper spring instead of 3-5mm preload on the main spring.

6. Tighten up the lock ring to lock your pre-load in place

7 Repeat for all 4 corners.



Damper coefficient adjustment

1. Adjust the damping level of the left & right hand-side dampers by the same factor.

2. Rotate Knob clockwisee toward H for a harder ride.

3. Rotate the knob anti-clockwise toward S for a softer ride.

3. Shock absorbers are set to the softest damping coefficient at the factory, to adjust to the desired damping level follow steps 2 & 3.