COIL OVER INFORMATION

Please Note: Many H&R products are decorated with Chevy®, GMC®, Ford®, Porsche®, Toyota®, DaimlerChrysler®, Mercedes-Benz®, Jeep®, Toyota®, and many other vehicle manufacturer’s names or shields. No affiliation, sponsorship, approval, or connection with these organizations is intended.

Front springs are marked with either an "F" or "VA"
Rear springs are marked with either an "R" or "HA"

Some H&R Coil Overs have stacked springs with a smaller, separate spring. This smaller spring 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 H&R Coil Over systems have much more adjustment available than needed. When first installed adjust the H&R Coil Over to the highest level of the working range (as specified in product-specific tech sheet) and check all vehicle/tire/wheel clearances before lowering to the desired ride height. All H&R Coil Overs have pre-tension on them to keep the springs tight within the range of adjustment. Most coil overs need to be uninstalled or have the springs compressed before adjustments are made.

Always check wheel clearance (offset) when using H&R Coil Overs. The coil over spring may have clearance issues when adjusted down next to the tire and wheel, especially with aftermarket wheels and tires. If you do not have enough clearance, H&R offers a complete line of precision TRAK+® Wheel Spacers to reduce wheel offset and increase space between the wheel/tire and coil over.

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

NOTE: H&R recommends you apply Boeshield® T-9 (included in kit) liberally to the adjuster threads before you make any adjustments. When applicable H&R also recommends an additional application to the threads after any adjustment to help prevent any dirt or grit from entering the threads.

For more information, please contact H&R at (888) 827-8881, or online at hrsprings.com

TECHNICAL INFORMATION

IMPORTANT

PLEASE READ BEFORE INSTALLATION

Some H&R Springs are engineered with dead or inactive coils. These are the coils of the spring that are close together before installation and completely compressed when installed and loaded. Dead or inactive coils are required in some applications because when you increase spring rate in a lowering spring, the spring may be shorter than the original. A shorter spring would be loose in the spring perch when the suspension is fully extended which can be extremely dangerous. Dead or inactive coils prevent the lowering spring from being loose in the perch by filling the extra space.

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

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

LOWERING MEASUREMENTS

It is important to take note of the vehicle ride height before and after installing lowering suspension. To check ride height use a tape measure or yardstick to measure from the wheel center to the upper edge of the fender. Measure before and after lowering vehicle.

H&R Springs and suspensions should be installed by professional suspension mechanics only. H&R Special Springs, LP is not responsible for damage caused by improper installation.

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