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**COIL OVER SERVICE
INSTRUCTION**

DISCLAIMER

THESE INSTRUCTIONS ARE DESIGNED TO SUIT
DMS SUSPENSION KITS. DMS OR ITS AFFILIATES ARE NOT
RESPONSIBLE FOR ANY FAILURES OR DAMAGE AS A
RESULT OF IMPROPER INSTALLATION OR SETUP.

IT IS IMPORTANT
THAT THESE INSTRUCTIONS ARE
READ CAREFULLY BEFORE USE AND
SETUP.

DMS SHOCK ABSORBERS ARE DESIGNED FOR COMPETITION
AND HIGH END USE. AS SUCH THESE UNITS WILL REQUIRE
MAINTENANCE AND REBUILDS FROM TIME TO TIME BASED ON
USAGE AND CONDITIONS.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT
YOUR LOCAL DISTRIBUTOR OR MANUFACTURER.

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COIL OVER SERVICE INSTRUCTION

COIL OVERS SERVICE INSTRUCTIONS (40mm - 50mm)

NOTE:

DMS recommend that 50mm Coil Over type shock absorbers will require servicing every 12 months for customers that use their shock absorbers in regular motor sport applications. This ensures that they will have the best quality product for the longest period of time.

With a coil over there are only two options that can be taken, either a full service (valve replacement kit) is done or the entire coil over will need to be replaced: this is because there is no insert and body with a coil over, instead it is all one piece.

STEP 1:

Remove the spring top hat and spring from the assembly, loosen the tension off of the spring by using a C-spanner to unwind the spring seat and lock nut before removing the top hat assembly. Remember to record the position of the spring seat and lock nut

STEP 2:

Remove the spring seat and lock nut. Once the coil over is in its bare state you should check the body for deep gouges, bends in the mounting bracket or cracks in the welds. If any of these problems occur then a replacement coil over will need to be supplied (without spring and top hat assembly.)



STEP 3:

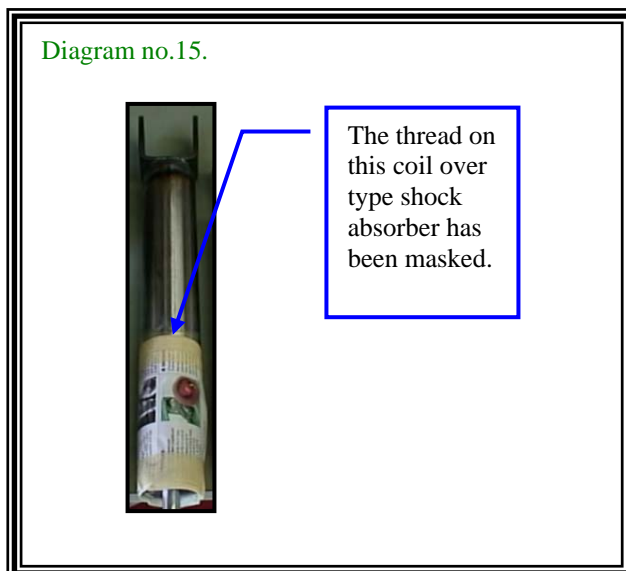
Remove the bump cap with a screw driver and hammer as shown.

STEP 4:

Bump cap seal may be replaced if worn or damaged. Re-install bump cap with a rubber hammer tapping firmly and squarely around its edges.

STEP 5:

If there are no obvious defects in the coil over then a service is possible. Strip the paint back and leave a good clean surface ready for re-spraying. Clean the area to be painted with acetone or paint thinners then mask the thread of the body (diagram no.15). Then dry the body and blow it off with compressed air to ensure that the body is totally clean and ready for painting.





STEP 6:

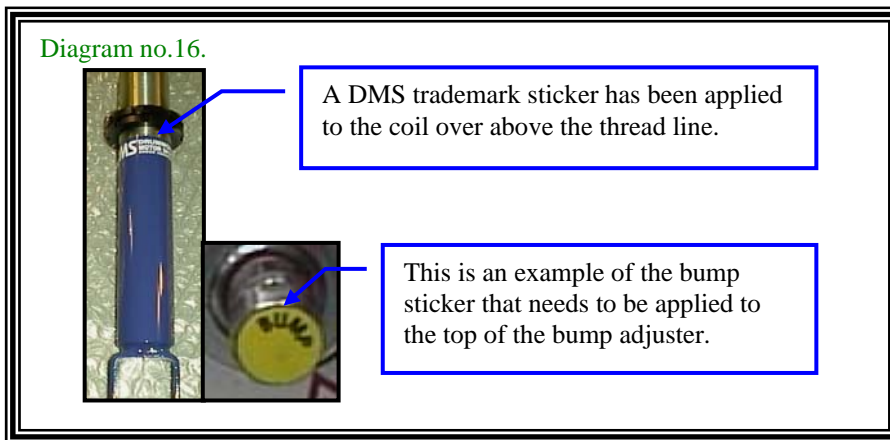
Re-paint the coil over body using DMS Blue (Ford Royal Blue), quick dry enamel. Ensure that the entire presentation has an even coating with no areas missed and no runs in the paint.

STEP 7:

Once the paint has dried remove the paper used to mask the thread and inspect the paint quality again. Inspect the thread to ensure that no paint has run down it, if any has, then use paint thinners on a rag to wipe it off.

STEP 8:

Once a satisfactory appearance is achieved you should apply the bump adjuster sticker and the DMS trademark sticker to the coil over, as per diagram no.16.





STEP 9:

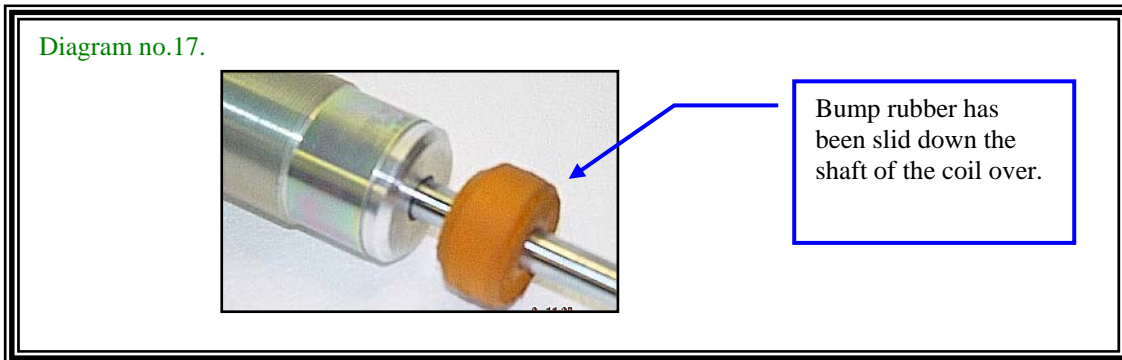
Now the bump and rebound adjusters need to be tested to ensure that they are operating to the quality that is expected of a DMS product. Turn the rebound adjuster one complete rotation (clockwise) to ensure that it has not seized and has the required feel.

STEP 10:

Turn the bump adjuster to the "full hard" setting and count the number of clicks that it has in an anti-clockwise direction until the adjuster reaches "full soft". The bump adjuster should have a minimum of 20 clicks. If there are less than 20 positions, it does not have a distinct feel between each click or binds up contact your local DMS Representative

STEP 11:

When the adjusters comply with DMS standards, the coil over should have the spring assembly re-fitted. First re-fit the coil over with a bump rubber down the 14mm diameter shaft, as per diagram no.17. Ensure that the spring seat and lock nut has been fitted. Then fit the spring and top hat assembly; adjust the spring seat and lock nut so as to capture the spring, allow the customer to re-set their selected ride height (their old ride heights should be recorded onto the Inspection Standard: refer to the "clerical" chapter in this manual).



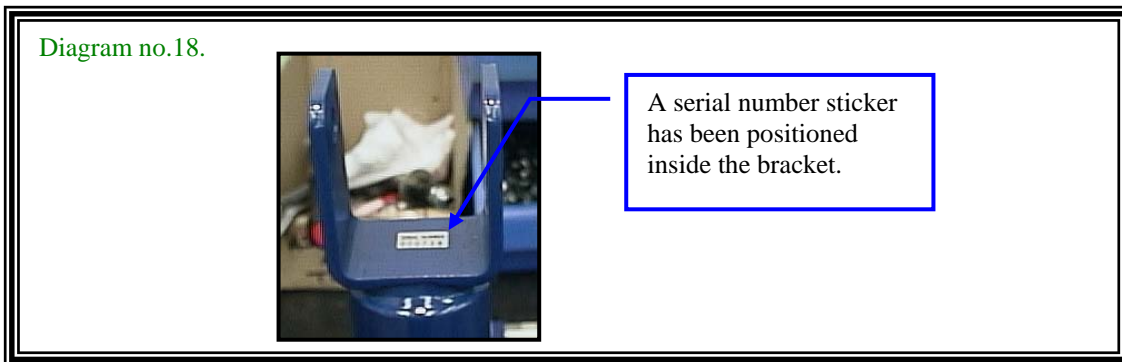


STEP 12:

Once the coil over is completely re-assembled inspect it for procedures that have been missed. If any are found then remedy the problem by following the steps in this manual; if the manual can not help then contact DMS representative for more detailed information.

STEP 13:

Stamp the service number into the strut body under where the serial number is situated, as per diagram no.18. The Service number would be S1 for the first service, then S2 and continuing to increase by 1 for each time the shock absorber has been serviced.



STEP 14:

The coil over is now ready to be cleaned and packaged up ready for the customer. Use a "Spray & Wipe" type cleaner (one that will not effect paint) to clean the presentation of all fingerprints and marks. Packing the shock absorbers into DMS boxes, be sure to re-issue the customer with a fresh set of fitting instructions and a quality assurance certificate (refer to "Clerical" section of this manual).

If you have any problems or questions please call your local trained DMS representative or DMS North America.

*All contact info is on
<http://www.dmsnorthamerica.com/distributors/>*