



SUSPENSION INSTALLATION & SETUP GUIDE

General fitting, setup and maintenance guidance for GAZ adjustable suspension



READ BEFORE INSTALLATION

General guidance only. GAZ strongly recommends installation and setup by a suitably qualified and competent automotive technician. Always follow vehicle manufacturer procedures, safety requirements and torque specifications.

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Before you start

GAZ suspension is supplied for a wide range of road, classic, track and competition applications. The exact arrangement varies by vehicle, so identify every component before removing the original suspension.

IMPORTANT SAFETY NOTICE

This document provides general installation and setup guidance for GAZ suspension products. It is not a vehicle-specific workshop manual and does not replace the procedures, specifications or torque settings provided by the vehicle manufacturer.

GAZ strongly recommends that all suspension components are installed, inspected and set up by a suitably qualified and competent automotive technician.

Suspension components are safety-critical. Incorrect installation, adjustment or setup may result in component damage, loss of vehicle control, serious injury or death. If there is any doubt regarding installation, fitment or compatibility, do not proceed; contact GAZ or a suitably qualified technician for advice.

Check the supplied components

- Confirm the GAZ part numbers against your order and vehicle application.
- Compare the new components with the original suspension before fitting.
- Check that any sleeves, spacers, bushes, washers and locking rings are present.
- Inspect original top mounts, ball joints, bushes and associated components for wear.
- Check brake hose and ABS wiring routes before dismantling the original suspension.

Tools and working conditions

GAZ strongly recommends professional installation by a suitably qualified and competent automotive technician. Use suitable workshop tools, secure lifting/support equipment and the vehicle manufacturer's approved jacking points. Suspension components can be heavily loaded; spring removal and installation must be carried out with appropriate equipment.



Installation essentials

Protect the piston rod

DO NOT GRIP THE POLISHED ROD

Never use pliers, mole grips, vice jaws or similar tools on the polished piston rod. Damage to this surface can damage the seal and lead to leakage.

Where a piston rod needs to be held during installation, use only the correct holding point or tool arrangement provided for that damper.

Bump stops

Bump stops are part of the suspension system. They help protect the damper and vehicle when compression travel is exhausted and should not normally be removed.

RIDE-HEIGHT WARNING

Do not set the vehicle so low that it runs on the bump stops during normal driving. If this happens, review ride height, spring rate and available travel.

Mounting and fasteners

- Follow vehicle manufacturer torque figures where available.
- Install bushes, sleeves and spacers in the correct orientation.
- Make sure springs are correctly seated before lowering the vehicle.
- Check that locking rings are secure after adjustment.
- Recheck accessible suspension fasteners after the initial period of use.



Representative GAZ coilover suspension. Exact application varies.

Ride height, spring platforms & helper springs

Set a sensible initial ride height

Begin with a practical ride height rather than immediately setting the suspension to its minimum. The correct setting depends on the vehicle, tyres, intended use and available suspension travel.

Aim for

Adequate bump and droop travel, sensible ground clearance, secure spring location and sufficient wheel/tyre clearance.

Avoid

Running on bump stops, insecure springs at full droop, contact with bodywork, or unsuitable driveshaft/steering angles.

Spring platform adjustment

- Clean exposed threads before moving spring platforms.
- Use the correct C-spanner or suitable adjustment tool.
- Do not strike or damage the threaded body or locking rings.
- Secure locking rings once the final position is set.

Spring preload

Spring preload and ride height are not always the same adjustment. Do not add excessive preload simply to raise the vehicle unless the suspension design specifically requires it.

Helper springs

Where fitted, helper springs are primarily used to keep the main spring located at full droop. They normally compress substantially under the vehicle's weight and are not intended to provide the main working spring rate.

Damper adjustment

GAZ adjustable dampers allow the suspension response to be tuned to suit the vehicle, surface and driver preference. There is no universal setting that is correct for every vehicle.

Recommended starting point

START IN THE MIDDLE

For an initial setup, begin around the middle of the available adjustment range, then make small changes and assess the result.

Direction	Effect
Clockwise	Firmer / increased damping
Anti-clockwise	Softer / reduced damping

Single adjustable dampers

Many GAZ units use one external adjuster which changes the overall damping characteristic. Specialist ranges may use separate adjustment systems; follow the instructions provided for those products.

DO NOT FORCE THE ADJUSTER

Turn the adjuster gently through its available range. Never force it beyond its natural stop. If it does not move normally, contact GAZ for advice.

Road and track

For road use, aim for body control without excessive harshness. For track or competition use, tune progressively and change one variable at a time so the effect can be judged properly.

Geometry, clearance & surrounding components

Wheel alignment

Changing ride height can alter suspension geometry. After fitting suspension or significantly changing ride height, check alignment and adjust as required.

- Front and rear toe
- Camber
- Caster where adjustable
- Steering wheel alignment

Adjustable top mounts

Where adjustable GAZ top mounts are fitted, they can provide additional geometry adjustment depending on the application. Maintain adequate clearance around the strut, spring and bodywork, then measure the geometry after adjustment.

Wheel and tyre clearance

Aftermarket wheels, tyre widths, spacers and offsets can substantially alter clearance. Check clearance through steering movement and suspension travel, not only with the vehicle stationary.

Brake hoses and ABS wiring

- Keep hoses and wiring clear of wheels and tyres.
- Check clearance to springs, platforms, driveshafts and steering components.
- Check routing at full steering lock where practical.
- Make sure nothing becomes tight or trapped through suspension movement.



Representative GAZ suspension component.

Rear coilover conversions & top mounts

Some GAZ kits are available with an optional rear coilover configuration. This can change the way suspension loads are transferred into the vehicle compared with the original separate spring and damper arrangement.

REQUIRED COMPONENTS

Where GAZ specifies uprated rear top mounts for a rear coilover conversion, they must be fitted. Do not substitute or omit a required mounting component.

Before fitting a rear coilover conversion

- Confirm that the kit is intended for the selected rear configuration.
- Confirm that the correct top mounts and mounting hardware are present.
- Inspect the vehicle mounting points for damage or corrosion.
- Check spring and damper clearance through the suspension travel.
- Recheck ride height and geometry after installation.

Top mounts

Fixed and adjustable top mounts are vehicle-specific. Use the correct GAZ application and do not assume that a top mount intended for one model will suit another because the bolt pattern appears similar.



Representative GAZ height-adjustable suspension kit.

Post-installation checklist

Before normal road or competition use, carry out a complete inspection. This is also a useful checklist after any significant ride-height or geometry change.

CHECK	ITEM
☐	All suspension fasteners tightened correctly.
☐	Springs correctly seated at both ends.
☐	Spring platforms and locking rings secure.
☐	Bump stops fitted and correctly positioned.
☐	Adequate bump and droop travel remains available.
☐	Brake hoses and ABS wiring clear of moving components.
☐	Wheel and tyre clearance checked through steering and suspension movement.
☐	No suspension components contacting bodywork.
☐	Ride height checked on level ground.
☐	Wheel alignment / geometry checked where required.
☐	Damper adjustment set to a sensible initial position.
☐	Short, careful road test completed with no unusual noise or contact.

AFTER INITIAL USE

Recheck accessible mounting hardware, spring platforms and locking rings after the suspension has settled. Competition vehicles should be inspected regularly as part of routine maintenance.

Maintenance & basic troubleshooting

Keep threaded bodies clean

Road dirt and salt can build up around threaded bodies and adjuster rings. Clean the threads before moving the platforms so contamination is not dragged through the adjusters.

If the vehicle develops a noise

Do not assume the damper is faulty. Check the complete installation first.

Symptom / check	Common areas to inspect
Knock or rattle	Top mounts, bushes, loose hardware, spring seating, anti-roll bar/drop links.
Very harsh ride	Damper setting, bump-stop contact, spring rate, insufficient travel, tyre pressure.
Vehicle continues to bounce	Damper setting, worn surrounding components, installation and spring control.
Tyre or wheel contact	Ride height, offset/spacers, tyre size, geometry and full-lock/full-travel clearance.
Suspected damper leak	Clean the unit and identify the exact source. Contact GAZ if fluid continues to appear.

Warranty or technical inspection

If you believe there is a problem with a GAZ component, contact us before returning it. We may ask for vehicle details, photographs, video or measurements. Dampers may require workshop inspection and testing before the cause can be established.

Technical support

If you are unsure about installation, vehicle compatibility or setup, contact GAZ before proceeding. Supplying clear information at the outset helps us give useful advice quickly.

Please have the following available

- Vehicle make, model, year and relevant variant.
- GAZ part number(s) from the product label or order.
- A clear description of the issue or question.
- Photographs showing the installation and surrounding components where useful.
- Any relevant measurements, ride height or wheel/tyre information.



Representative GAZ specialist coilover damper.

GENERAL GUIDE ONLY

This document is not a vehicle-specific workshop manual. Always follow applicable vehicle manufacturer procedures, safety requirements and torque specifications.

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