Date: _____

Suspension Setup - Form

Please fill out this form completely and email it to Sales@AccuTuneOffroad.com

FULL NAME: _____

EMAIL: _____

PHONE: _____

SHIPPING ADDRESS: _____

_____

TYPE OF VEHICLE: _____

FRONT SUSPENSION TYPE: ☐ IFS ☐ SOLID AXLE REAR SUSPENSION TYPE: ☐ IFS ☐ SOLID AXLE

notes: _____

★ ***Please fill out measurements below. If you have an IFS front or Trailing Arm rear suspension, please see page 2 for motion ratio information***

FRONT (Driver & Passenger Side)

SHOCK BRAND, DIAMETER, TRAVEL

Coilover Shock: _____

Bypass Shock: _____

SHOCK EYE TO EYE AT RIDE HEIGHT

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P: _____

SHOCK SHAFT SHOWING AT RIDE HEIGHT (MEASURE BELOW SHAFT BUMPER)

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P: _____

SHOCK ANGLE AT RIDE HEIGHT C/O: _____ B/P: _____

UPPER SPRING PART NUMBER: _____

UPPER SPRING LENGTH AT RIDE HEIGHT

Driver: _____ Passenger: _____

LOWER SPRING PART NUMBER: _____

LOWER SPRING LENGTH AT RIDE HEIGHT

Driver: _____ Passenger: _____

BUMP STOP TYPE: _____

BUMP STOP TRAVEL: _____

AXLE TO BUMP STOP CLEARANCE AT RIDE HEIGHT

Driver: _____ Passenger: _____

HOW MUCH (MORE OR LESS) SHOCK SHAFT WOULD YOU LIKE SHOWING AT RIDE HEIGHT? _____

SHOCK SHAFT SHOWING AT FULL DROOP (STRAPPED / MEASURE BELOW SHAFT BUMPER)

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P: _____

IF SHOCKS ARE MOUNTED ON A-ARM, PLEASE SEE PAGE 2 FOR MEASUREMENTS.

REAR (Driver & Passenger Side)

SHOCK BRAND, DIAMETER, TRAVEL

Coilover Shock: _____

Bypass Shock: _____

SHOCK EYE TO EYE AT RIDE HEIGHT

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P:

SHOCK SHAFT SHOWING AT RIDE HEIGHT (MEASURE BELOW SHAFT BUMPER)

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P: _____

SHOCK ANGLE AT RIDE HEIGHT C/O: _____ B/P:

UPPER SPRING PART NUMBER: _____

UPPER SPRING LENGTH AT RIDE HEIGHT

Driver: _____ Passenger: _____

LOWER SPRING PART NUMBER: _____

LOWER SPRING LENGTH AT RIDE HEIGHT

Driver: _____ Passenger: _____

BUMP STOP TYPE: _____

BUMP STOP TRAVEL: _____

AXLE TO BUMP STOP CLEARANCE AT RIDE HEIGHT

Driver: _____ Passenger: _____

HOW MUCH (MORE OR LESS) SHOCK SHAFT WOULD YOU LIKE SHOWING AT RIDE HEIGHT? _____

SHOCK SHAFT SHOWING AT FULL DROOP (STRAPPED / MEASURE BELOW SHAFT BUMPER)

Driver C/O: _____ Driver BP: _____ Pass C/O: _____ Pass B/P: _____

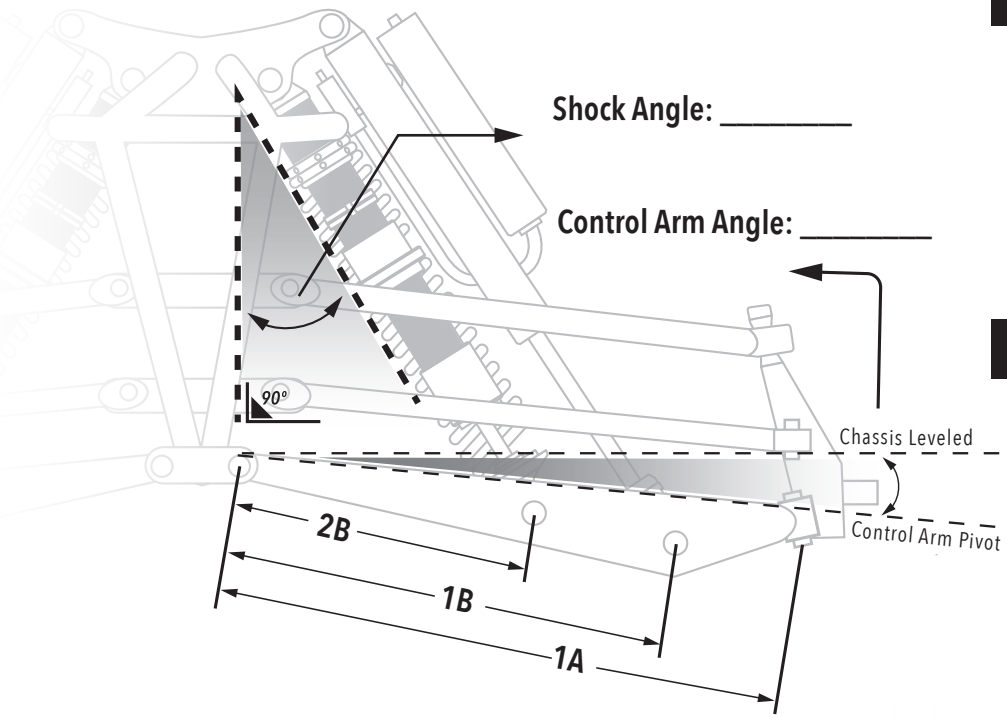
IF SHOCKS ARE MOUNTED ON TRAILING ARM, PLEASE SEE PAGE 2 FOR MEASUREMENTS.

Additional Notes: _____

Other Suspension Motion Ratio

Lower tire 4inches below ride height. What is the length of the shock from eye to eye: _____

Raise tire 4inches above ride height. What is the length of the shock from eye to eye: _____



IFS Suspension

(1A) Chassis pivot to spindle pivot: _____

(1B) Chassis pivot to shock #1 pivot: _____

(2B) Chassis pivot to shock #2 pivot: _____

Shock Angle: _____

Trailing Arm Angle:_____

Trailing Arm Suspension

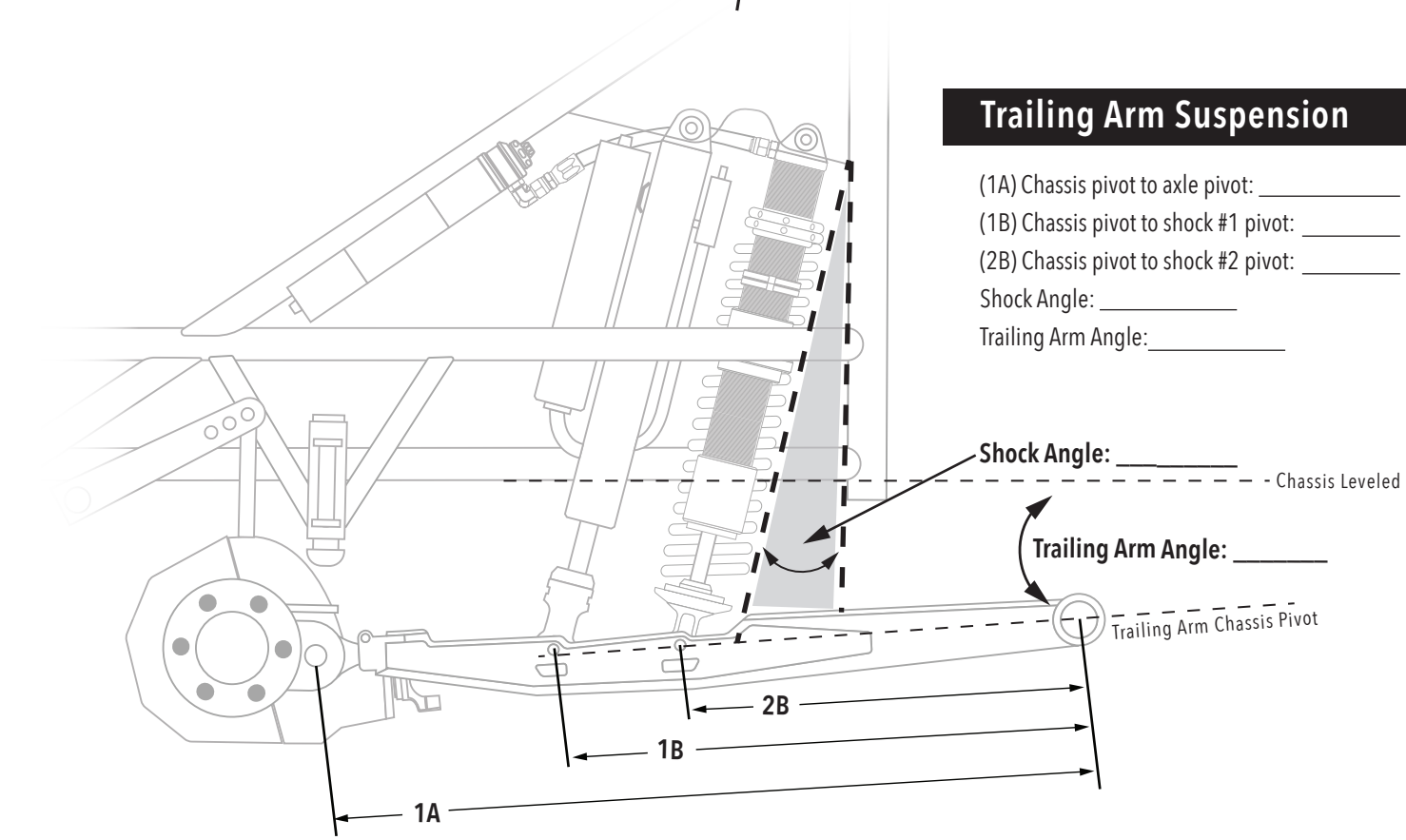
(1A) Chassis pivot to axle pivot: _____

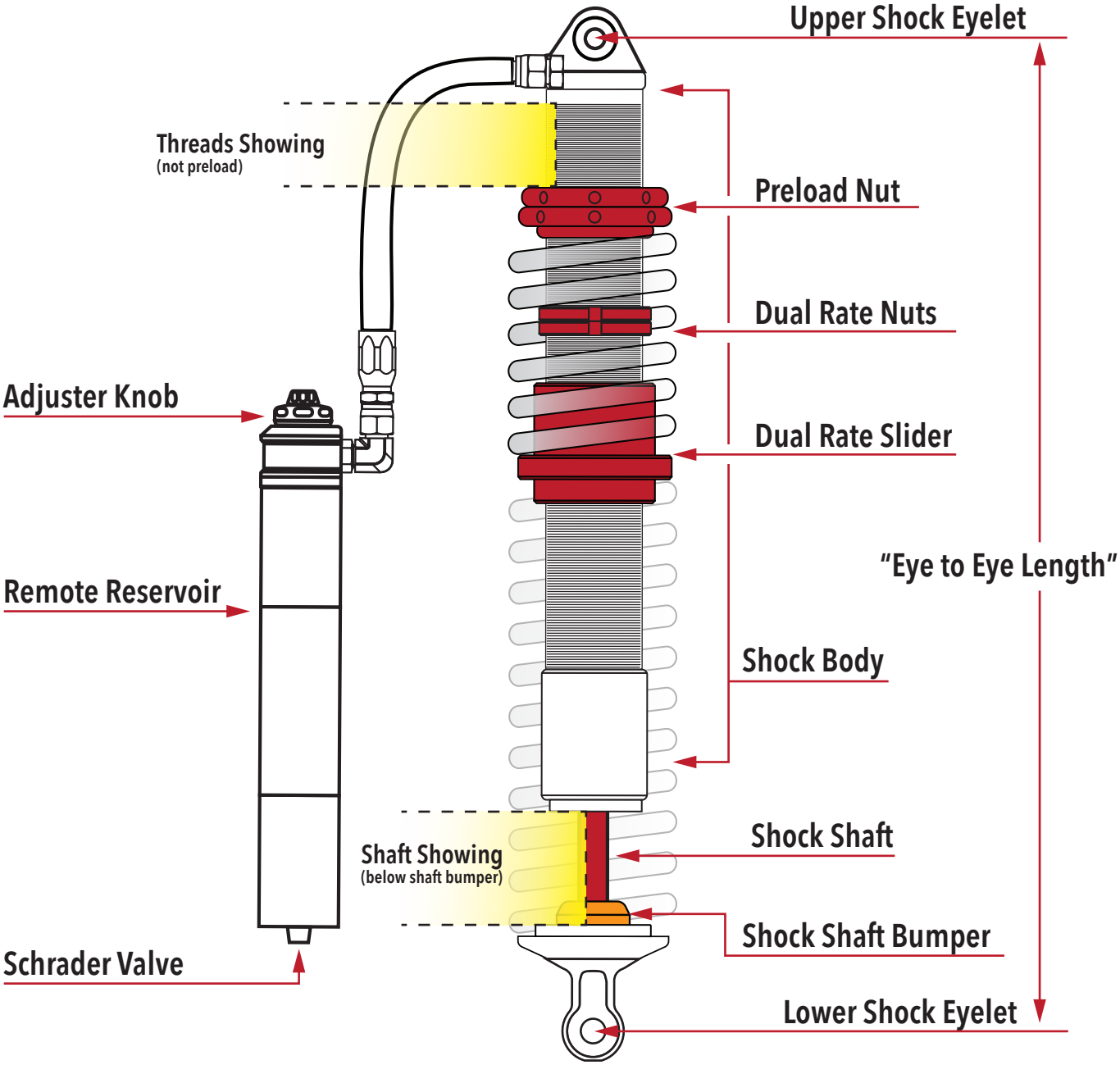
(1B) Chassis pivot to shock #1 pivot: _____

(2B) Chassis pivot to shock #2 pivot: _____

Shock Angle: _____

Trailing Arm Angle:_____





Preload Nut: Allows you to adjust the preload on the coilover shock. For zero preload, extend shock completely and have the proload nut resting against the upper spring not allowing the springs to move up or down.

Dual Rate Nuts: Allows you to adjust the transition point between the softer upper spring and stiffer lower spring. For most applications, the stop nuts should be positioned about 1 inches above the Dual Rate Slider when the vehicle is at ride height and 2 inches in back.

Dual Rate Slider: Separates the upper and lower coilover springs.

Adjuster Knob: Fox Shocks will have either a Dual Speed Compression Adjuster (DSC) or a Low Speed Compression Adjuster (LSC). King Shocks will have one type of adjuster, which is a mid speed adjuster.