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Renault Clio 172/182 AVO coilover kit.

Coilover Kit Overview.

Avo GTX Coilover Track Suspension Kits are the ultimate track suspension kit from Avo.

Designed for trackday and motorsport use, the GTX kits combine an upside down monotube front strut and twin tube rear damper, resulting in a top level kit that is excellent value for money.

All dampers feature simultaneous bump and rebound damping.

The dampers benefit from thick wall strut cases with an adjustable ride height threaded outer.

The coilover spring adjusters allow finely tuned ride height and corner weight adjustability.

This race developed suspension kit is designed specifically for the track, either track day or race use and offers precise handling, less body roll and improved dynamics. Suitable for track day vehicles driven to and from the circuit, but not recommended for prolonged road use.

Complete with all springs, spring seats, bump stops, top retaining collets and dust covers.

Fitting.

Pure Motorsport accept no responsibility whatsoever for incorrect fitment of this kit. It is highly recommended that a competent and suitably trained vehicle mechanic fit this kit and have access to the correct tools.

These instructions are offered as a guide only and further information may be required in the form of a workshop manual.

With the vehicle still on the floor, remove the top nuts from the struts and screw them back on finger tight.



Jack up the vehicle, secure on axle stands and remove the front wheels.
Remove:

- Both strut to upright retaining nuts
- ABS sensor wiring from strut (If applicable)
- Both strut to upright mounting bolts using a suitable soft mallet and remove struts from vehicle



Do not touch the grub screw in the top of the front struts – this covers the valve used for gassing the units.

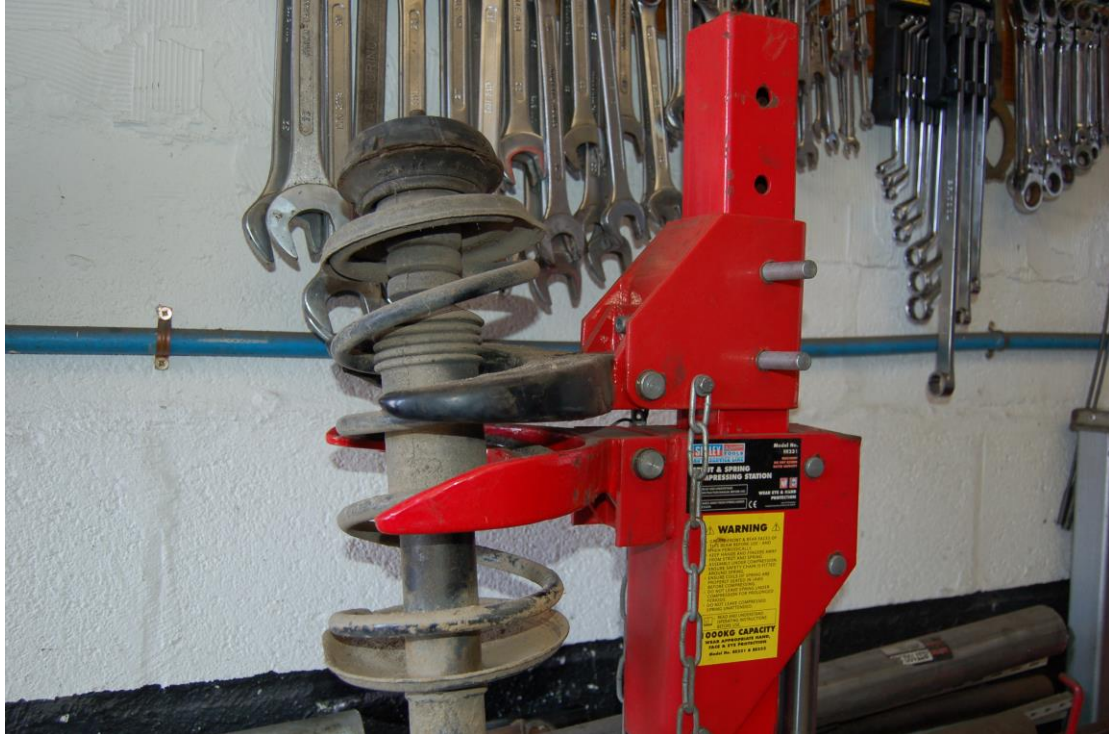


If reusing original top mount - fitment to strut.

Compress the spring using a suitable tool until the strut is loose. Remove:

- The 17mm retaining nut from the top mount.
- The rubber mount, spacer and thrust bearing

Fit the original mounts to the AVO strut and use the half nuts provided to retain the top mount.



If using Pure Motorsport top mounts - fitment to strut.

Remove both half nuts provided on the AVO strut.

Fit a 16mm washer onto the top spring platform, followed by Pure Motorsport top hat spacer, top mount and then fasten with the sleeve nut provided using loctite.

The struts haven't got any provision for stopping them turning while doing up the sleeve nut – it is best to tighten them using an impact wrench set on a low torque – do not over tighten.

Use these instructions for fitting our top mounts:

<http://www.pure-motorsport.co.uk/Fitting%20guides/Front%20Top%20Mounts%20and%20Strut%20Brace%20Instructions.pdf>

Fitting the front struts:

Refit the struts to the car.

Lower strut mounting bolts M14: 180Nm

Wheels: 105Nm

Fitting rear struts:

Jack up rear of car and secure on axle stands. No need to remove wheels.

Take the weight off the wheels using a jack and remove the bottom damper bolt and top nut in boot to remove the strut.

Once both struts are removed, drop the axle on the jack far enough to remove the original springs.

Swap or renew top rubbers and fit new struts to car using the new nyloc nuts to fasten the top and torque bottom damper bolt to 105Nm.

Set ride height or corner weight as desired using the threaded spring collars and when desired height is reached lock out the collars using the nylon grub screws.

Adjusting damping rate:

Front dampers are adjusted by means of an 8mm hex on the base of the unit. Use a spanner or similar to turn the adjuster clockwise for stiffer. The adjuster may be in any position when the damper is delivered so be careful not to turn the adjuster past it's stop.



Rear dampers are adjusted by using the knob on the base of the unit.



Maintenance:

Dampers should be kept clean and free from road salt especially over the winter months. The damping adjusters should be kept clean and lubricated with light spray oil. The threaded height adjusters should be kept clean and lubricated.

If you get stuck please ring for help and advice.

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