

### ***ESSEMBLY***

We recommend to have the installation of our lowering springs done by a specialist workshop having the experts and special tools. Prior to assembly, it is absolutely necessary to read the TUV expertise comparing it with the data of the car and the delivered chassis part in order to exclude future assembly and technical problems concerning the TUV.

### ***BRAKE POWER REGULATOR***

In the case of cars which are equipped with load-dependent brake power regulator on the rear axle, we recommend to check this regulator and in case, to have it re-adjusted by your specialist workshop.

### ***ABS***

In case of cars with anti-blocking system, the sensors have to be accurately re-adjusted after mounting our lowering springs.

### ***LEVEL ADJUSTEMENT***

For cars equipped with level adjustment, it must be re-adjusted after mounting our lowering springs.

### ***WHEEL ADJUSTEMENT***

After mounting our lowering springs, the wheel adjustment values have to be checked.

### ***MEASURING METHOD***

The lowering indicated by us results from the difference between the standard ride-height (distance between fender and the center of the wheel) and the ride-height after lowering. You should take into consideration that in case of lowering carried out by the factory, the dimensions are reduced by this lowering.

### ***WARRENTY***

Complaints are only received and processed if the by De LTEC b.v. sended complaintform has been filled in and returned properly. Returns are subjected to prior agreement and will be effected "delivered domicile".

### ***NOTES***

1. Not suitable for Diesel models.
3. Not suitable for 4WS (4 wheel steering) models.
4. Not suitable for models with EDC-system.
5. Not suitable for models with High-Ground-Clearing (HGC) systems.
6. Not suitable for 16V/20V/24V and RSI models.
7. For standard lowered cars; only suspensionkits are recommended.
8. Not suitable for cars equiped with standard sportsuspensions.
9. Set only contains two rear springs.
10. These lowering springs can only be used with shortened shock absorbers.
11. Not suitable for cars with level adjustment.
12. Not suitable for cars with automatic or electronic shock absorbing regulation.
13. Not suitable for 4WD (four-wheel drive) cars.

14. Not suitable for station wagons.
15. Not suitable for cars with hydropneumatic suspension.
16. For models up to 8/79, the original springs holders (Art.No.861412113B) must be used on the front axle.
17. For models up to 8/79, the original springs holders (Art.No.171412341A) must be used on the front axle.
18. For cars from 10/93, it may be necessary, due to different spring holder sizes on the front axle, to use the original spring holder (Art.No.1HO-412-341).
19. Not suitable for cabriolet, convertible designs.
20. Mounting instructions for W201/202/123/124/126: Max. lowering is obtained by using single points (single stud) spring rubber bases on the front and rear axles. In case, the 3 point or 4 point rubber bases installed by the manufacturer have to be exchanged accordingly (spare part available from DB agents) in case of corresponding accessories, as automatic shifting, air conditioning etc. However on the front the 3 point or 4point rubber bases must always be used in case of trailer operation (trailer coupling) on the rear axle, 3 point rubber bases must always be used.
21. Excluding M-models, S4 models and cars with Audi sport chassis.
22. For 16V + VR6 and TDI, we recommend to change to sportshock absorbers.
23. We recommend to shorten the bump stops to 30mm.
24. Lowering only suitable at the front axle.
25. The bumpstop must be shortend to 45 mm.
26. In the case cars with a level regulation facility, the rear of the car can be lowered by approx. 15mm if desired by changing the settings on the level regulation system.
27. Not suitable for "Turbo" models.
28. Special Tuning set. Installation must be done by professionals due to the extreme lowering of this setmodification may be necessary.
29. The indicated lowering can differ up to 25mm due to different models and options.
30. Not suitable for VR-6 models with Air Conditioning.
31. The indicated lowering is the effective lowering. Standard lowering has already been considered.
32. Not suitable for Kadett City.
33. Not suitable for GTI/GLI/GTE/GLE/GSI models.
34. Conical front spring.
35. Cylindrical front springs.
36. Not suitable for cars with Full Options.
37. Only for cars with Full Options.
38. Not suitable for cars with Automatic Transmission.
39. Only for cars with sportsuspension.
40. Not suitable for cars with Air Conditioning.
41. By choosing the lowering please note that the standard ride height in the front and in the rear is very different. After installations the lowering often appears to be different from the indicated lowering in the catalogue.
42. Only suitable for 2 and 4 doors.
43. Not suitable for G40 models.
44. For cars with standard lowering, the indicated lowering will be reduced with the amount of the standard lowering.
45. We recommend to use shortend shock absorbers for this set.
46. Cut off one ring from the top of the bump rubber, always cut from the top.
47. The bumprubber from the front: cut one ring off from the middle of the rubber and glu the top back on.
48. This set is only useble with the original shock absorber. With other shock absorbers the lowering set will not have enough preload.

49. For the Volvo V70 with automatic level adjustment, you can use the original shockabsorber from the Volvo S80. (Most of them don't have automatic level adjusted shock absorbers).Original Volvo shockabsorbernr: 8671-712
50. Mount the front spring with the progressive part up !!, this is very important.
51. Take a good look how to mount the rear springs, this is very important.
53. Take the rubber that is on the original spring off and put it on the loweringspring on the same place
54. Mount the rear spring with the white mark to the rear. This is very important.
55. Mount the rear spring with the progressive part up !!, this is very important.
56. Mount the rear spring with the progressive part down !!, this is very important.
57. Mount the front spring with the progressive part down !!, this is very important.
58. We recommend to shorten the rear bumpstop 10 mm.
59. Cut off the piece of the bumprubber after the plastic ring.
60. Lowering only suitable for rear axle
61. Bumpstop front : cut off 2 rings bottom / bumpstop rear: cut off 1 ring bottom
62. The bumpstop must be shortend to 40 mm.
63. Bumpstop front: cut off 20 mm from bottomside and remove plastic ring
64. The front bumpstop must be shortend to 20 mm.
65. TUV is not suitable for 540i
66. The front bumpstop must be shortend 15 mm from topside.
67. Cut off 1 ring from bump rubber
68. No TUV available on the stationwagon, only suitable on the saloon.
69. TUV only suitable with normal original bumpstop or sport original bumpstop. Do not shorten the bumpstops!! With the sport bumpstop the lowering will be a little more and also the driving will be better.
70. The MB E-class S211 has standard level adjustment at the rear. So the car can be lowered at the back by setting the level adjustment. Therefore this set only contains frontsprings.
71. This partnumber is not GOCA (TUV) approved for Belgium.
72. When used with a TUV certificate, be aware of the minimum height of the blinker/indicator. This must be at least 350mm. If this is not correct the blinker/indicator must be moved to another place.
73. From chassis nr.: GG1\*\*\*233651
74. Till chassis nr.: GG1\*\*\*233651 / set contains two different front springs, see code on springs
75. Not suitable for cars with multilink rear suspension
76. Not suitable for cars with sportsuspension + S-line
77. Only suitable for Touring cars with air suspension at the rear(set contains only front springs)
78. Not for California
79. Not suitable for cars with Hydractive III + suspension
80. Not suitable for Qashqai+2
81. We recommend to shorten the rear bumpstop
82. Model Year 2011, upper springseat diameter is 83mm
83. About 10mm less lowering for vehicles with Audi sport-suspension
84. About 20mm less lowering for vehicles with Audi S-line sport-suspension

85. Only suitable for vehicles with multilink rear suspension.
86. About 15mm less lowering for vehicles with sportsuspension.
87. Only suitable for vehicles with torsion-beam axle
88. Not suitable for vehicles with torsion-beam axle
89. Cut off 2 rings from the bottomside of the front bumpstops for extra lowering at the front
90. Not suitable for 2WD (Two-Wheel Drive) cars
91. Set only contains 2 front springs
92. Zu Buchstabe "E" in der 10.ten Stelle der Fzg-ident-Nr.: WOLGxxxxxExxxxxxx/till letter "E" on the 10th digit of VIN
93. Ab Buchstabe "E" in der 10.ten Stelle der Fzg-ident-Nr.: WOLGxxxxxExxxxxxx/from letter "E" on the 10th digit of VIN
94. About 10-15mm less lowering for vehicles with FR suspension.
95. The rear of the car can be lowered by the vehicle diagnostic system
96. Not for configuration codes: SA950 / SA483 + 213, P84, the configuration codes can be taken from the data card of the vehicle
97. Not suitable for double cabin/5-seater/7-seater
98. Not suitable for 2014 facelift and later
99. Also suitable for Facelift model Magnetic Suspension
100. Only for European Version
101. Only for cars with frontsprings of Di=121/126
102. Only suitable for vehicles to chassis no. 3603471
103. Only suitable for vehicles from chassis no. 3603472
104. About 15mm less lowerering for vehicles with S-line suspension
105. Not suitable for vehicles with AMG suspension
106. About 10mm less lowerering for vehicles with M-sport suspension
107. About 10mm less lowerering for vehicles with Adaptive M-sport suspension
108. Only suitable for vehicles with factory raised payload
109. Not suitable for vehicles with factory raised payload
110. Only suitable for vehicles with standard payload
111. Not suitable for vehicles with standard payload
112. Wheelbase: 2925mm
113. Wheelbase: 3275mm
114. Vehicle length: 4606/4609mm
115. Vehicle length: 4956/4959mm
116. Vehicle length: 5308/5309mm
117. Kastenwagen geschlossen
118. Kastenwagen doppelkabine
119. Not suitable for 2.0 BlueHDi 120 S&S (120PK)
120. 30mm lowering for John Cooper Works ALL4
121. Not suitable for facelift model 07/2018 and later
122. The indicated lowering can differ due to different variants and options
123. About 30mm lowering for Vito Crew Van

124. Suitable for vehicles with factory comfort suspension (code 485)
125. Suitable for vehicles with factory comfort and lowered chassis suspension (code 677)
126. About 15-10mm less lowering for vehicles with factory comfort and lowered chassis suspension (code 677)
127. Not suitable for vehicles with factory sport suspension / AMG-sport suspension (code 486)
128. Suitable for vehicles with factory sport suspension / AMG-sport suspension (code 486)
129. Suitable for vehicles with configuration codes: 950/P84, the configuration codes can be taken from the data card of the vehicle
130. Not suitable for vehicles with factory comfort suspension (code 485)
131. Not suitable for vehicles with factory comfort and lowered chassis suspension (code 677)
132. Not suitable for Colt Rallyart
133. With and without cup suspension
134. About 25mm less lowering for vehicles fitted with factory sports- or M-Sports suspension
135. The front coil-spring part number changed in February 2004 coincides with a specification change in shock absorber
136. From chassis nr.: GY1\*\*\*167620
137. Till chassis nr.: GY1\*\*\*167620 / set contains two different front springs, see code on springs
138. Due to the long wheel base and the lower ground clearance, daily practicality over speed bumps and sharp inclines will be limited with this lowering kit
139. Not suitable for Ford Focus Vignale
140. Not suitable for vehicles with Magneride suspension
141. Not suitable for vehicles with self leveling air suspension on the rear axle

TUV CERTIFICATEN EN KODERING VERKRIJGBAAR I.O.M. HET LTEC VERKOOPTEAM.

TUV GUTACHTEN UND KENNZEICHNUNG IST MOGLICH NACH BERATUNG MIT LTEC VERKAUF.

TUV CERTIFICATES AND SPRINGCODES ARE AVAILABLE AFTER CONSULTING LTEC SALESTEAM.

ALLE AUTO'S DIE AF FABRIEK VERLAAGD ZIJN , VERLAGEN MINDER DAN DE OPGEGEVEN WAARDEN.

ALLE FAHRZEUGE DIE EINEN SERIENMÄßIGEM TIEFERLEGUNG ERHALTEN, ERREICHEN EINER ENTSPRECHEND GERINGERE TIEFERLEGUNG.

ALL CARS WITH ORIGINAL SPORT SUSPENSION OR CHANGED SPRING CHARACTER, WILL HAVE LESS REDUCTION OF RIDE HEIGHT.

BIJ GEBRUIK VANAF EEN 55MM VERLAGINGSSET DIENEN VERKORTE SPORTDEMPERS GEMONTEERD TE WORDEN.

AB VERWENDUNG EINER 55MM TIEFERLEGUNGSSATZ NUR EINBAU VON GEKÜRZTEN SPORTDÄMPFERN VERWENDEN.

BY MOUNTING A SPRING KIT THAT LOWERS 55MM OR MORE, ONLY USE SHORTENED SHOCK ABSORBERS (REBOUND).

WIJZIGINGEN VOORBEHOUDEN. ALLE PRIJZEN ZIJN EXCL. BTW. HIJERMEE VERVALLEN ALLE VOORGAANDE PRIJSLIJSTEN

ÄNDERUNGEN VORBEHALTEN. ALLE PREISE SIND OHNE MWST. HIJERMIT ERLÖSCHEN SICH ALLE VORHERGEHENDE PREISLISTEN.

ALTERATIONS RESERVED. ALL PRICES ARE WITHOUT VAT. WITH THIS LIST ALL PREVIOUS PRICELISTS ARE CANCELLED.

TYPEFOUTEN VOORBEHOUDEN/ TYPPFEHLER VORBEHALTEN /TYPISERRORS ARE TE BE EXCUSED.

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