

EUROPEAN AND JAPANESE VEHICLES

LITCHFIELD

IMPORTS



AST Sportline suspension range information:

The Sportline range has been developed by AST to give a very high quality shock absorber which also incorporates ride height and damper force adjustability. The manufacturing process is the same as the more expensive race damper, but is offered at a fraction of the cost. This is aimed at the daily driver who wants the best performance from their car. The damper rates have been carefully matched with the correct spring rate to give the driver increased road holding whilst offering comfort and reliability.

A 12 point adjustable damper allows the driver to set their own damper rate to allow for different types of roads and driving styles, this also allows the driver to quickly adjust the damper settings for track use. Adjustment is done via a single knob which changes compression and rebound together. By fine tuning the dampers you can cater for all your driving needs and situations.

As in most McPherson style designs, a larger diameter inverted strut is used for increased strength, all are nitrogen filled to eliminate the problem of aeration found in cheaper non gas units.

Japanese Domestic Market (FD2) Honda Civic Type-R AST Suspension

2007 (FD2) Honda Civic Type-R can be supplied with the new AST Sportline suspension system developed for Litchfield imports road going models. The suspension is designed to allow the driver to easily adjust his Civic Type-R from road or track setup.

The suspension was designed using AST's knowledge of race prepared FD2 Civic Type-Rs and then refined by AST UK to suit our unique road conditions. The standard OEM dampers were found to be extremely firm and offered limited suspension travel. Whilst these were superb for high speed handling and circuit use they could become a little wearing on certain road surfaces and long drives.

Using the AST UKs in-house dynameter the OEM dampers were measured and the new AST rates developed. The new settings allow the car to keep its razor shape handling and excellent body control whilst increasing the suspension travel and ride quality.

Each driver will have their own individual preferences for damper settings but we have chosen a default setup after much testing. Our default settings maintain a firm but controlled ride, very similar to the OEM setup but removes some of the unpleasant jolts over larger bumps. It also dramatically improves ride quality at motorway speeds.

(FD2) Honda Civic Type-R AST Sportline Adjustment



The adjustment of the AST Sportline range is very simple. There are 12 settings with each quarter turn differentiated by slight notch and click as the damper moves to the next setting.

The Default Settings are measured from full soft and are set to:

Front: 3 Clicks Rear: 6 Clicks

These settings allow for significant changes both harder and softer to suit the driver's style and road surface.

Front Adjustment:

The Front suspension is inverted so the gold adjustment knob is on the underside at the bottom of the strut. Turn the wheels to full lock to allow easier access and turn the knob clockwise (as if looking at the knob from underneath) for harder and counter-clockwise for softer.

Rear Adjustment:

The rear suspension adjusters are concealed behind the boot trim. Two convenient flaps have been cut in either side to allow easy access.

If you have any questions regard the Civic Type-R AST suspension please feel free to contact us.