



Factory Five Racing, Inc.

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Document Type (indicate):

- Bill of Material
- Assembly Instructions
- Drawing (may be attached)
- Operating Procedure
- Specification
- Other

Koni Front Coil-Over Shock Assembly

TOOLS: Snap ring pliers, $\frac{3}{4}$ " wrench, $\frac{3}{4}$ " socket, ratchet.

ATTENTION: The front shocks are pre-valved at the factory in compression and rebound for good street use. The shocks can be adjusted in rebound as per Koni's instructions if so desired. The front springs are 500lb. Other springs are available for different ride characteristics.

Note: Retro-fit coil-over kits work with all FFR Coupe, and Roadster kits using the new Factory Five front lower control arms or stock Mustang arms. These do not fit the old Factory Five front lower control arms (pre-August 2003).

WARNING! Incorrect assembly and maintenance of this part can cause serious injury or death.



1. If retro fitting the Koni shocks, place the car on jack stands and remove the old shocks and springs. Save all of the fasteners and spacers, they will be reused.
2. Double check the jam nut under the rod end and bump stop to make sure that it is tight.
3. Screw the spring seat down on the sleeve so it is closer to the unthreaded end.
4. Slide the coil sleeve over the body of the damper beginning at the end which has the rubber bump stop. The unthreaded end of the sleeve goes first so that it will sit on the snap ring on the shock body.



5. The coil-over hats have a snap ring which holds it in place. Remove this snap ring to assemble the coil over shock.



6. Slide the rubber bumper about two inches down on the shaft.

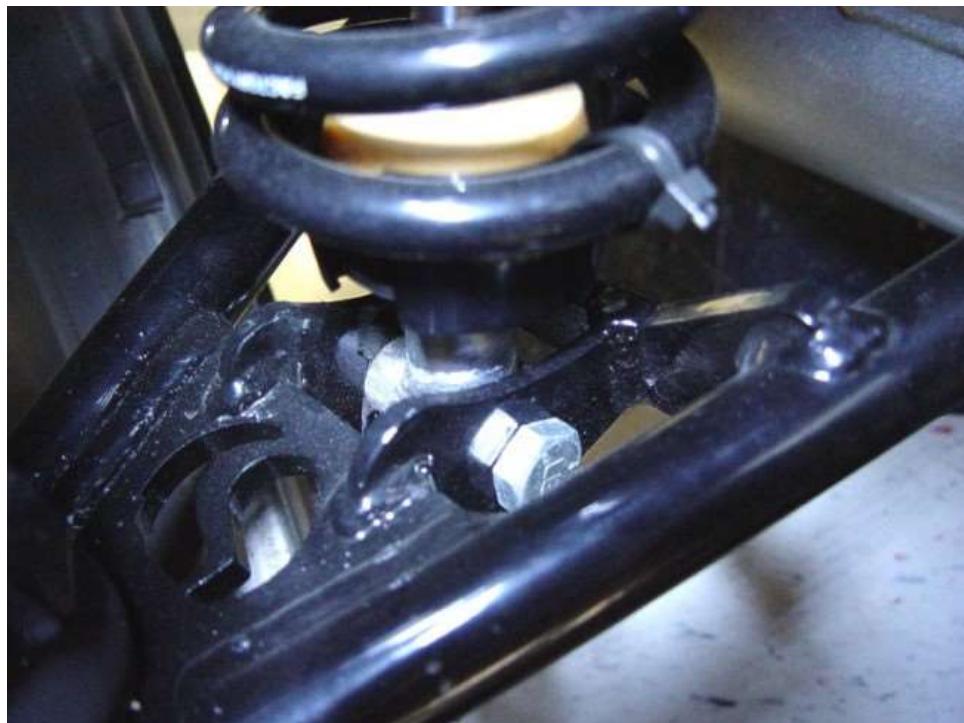


7. Put the spring on the shock, then install the spring hat on the shaft end of the shock and push the rubber bumper up against it.
8. Rotate the spring seat back up the sleeve so that the spring pushes the hat tight against the end of the shock.
9. Install the snap ring on the spring hat so that it holds onto the shock end. Make sure that the slot in the snap ring and the slot in the spring hat are not aligned.



Assembled Koni coil-over shock.

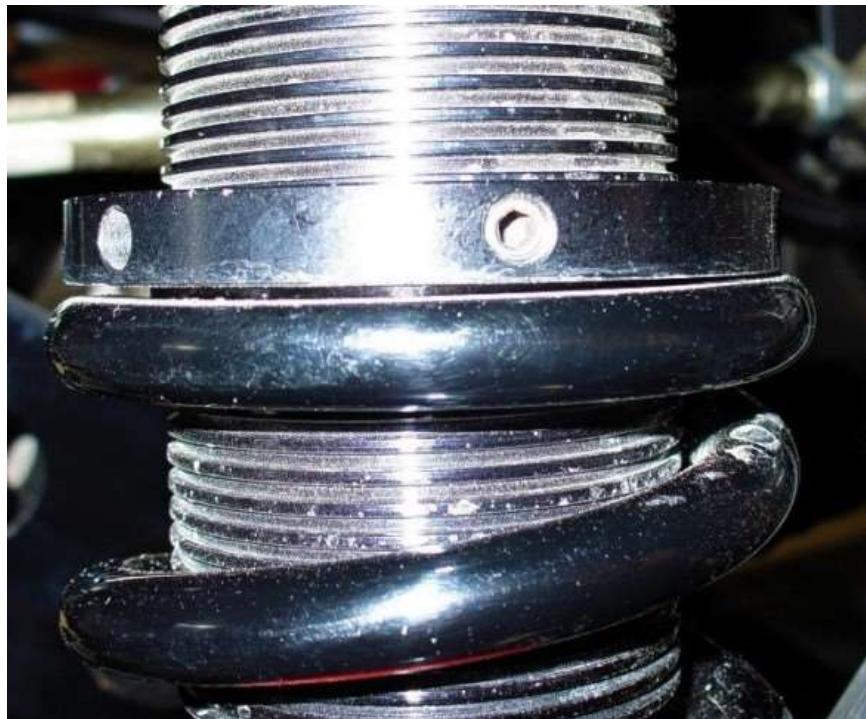
10. Pass the shock assembly (with the body of the shock up) through the upper A-arm and attach them to the Mustang rear shock bracket on the stock lower control arm using the 0.43" spacers that are supplied in the kit.



11. Fasten the shock to the top mount with the fasteners and 0.675" spacers provided. Mk I & II spacers are a different length, the old spacers should be resused in this application.



12. Adjust the ride height of the car.
13. Once the ride height is set, tighten the small set screw in the spring seat just until you feel it contact. The end of the set screw is plastic so that the threads are not destroyed. Not a lot of pressure is needed to prevent the seat from turning.



- 14. Check for shock clearance on brake lines, emergency brake cables, Brake Calipers, frame and control arms.**
15. Check to make sure that the spring is seated correctly on the shock
16. Run zip ties through the holes in the spring hat and around the spring to prevent the spring from becoming unseated.



Front suspension using tubular lower control arm.