



Factory Five Racing, Inc.

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Document Type (indicate):

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

Koni IRS Coil-Over Shock Assembly

TOOLS: Snap ring pliers, 3/4" wrench, 3/4" socket, ratchet.

ATTENTION: The IRS 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 IRS springs are 750lb. Other springs are available for different ride characteristics. Standard width and Narrow (Pin Drive) width suspensions use different shock. Please refer to the following for correct part numbers:

14622	STANDARD WIDTH IRS KONI SHOCK, (30-1720)	15.15" EXTENDED LENGTH
14623	NARROW (PIN DRIVE) WIDTH KONI SHOCK (30-1721)	17.63" EXTENDED LENGTH

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. Position the shock so that the shock body is on top and the rod end is in the triangle of the lower control arm that the shock mount is in.

11. Fasten the shock to the top mount with the fasteners, washers and spacers provided in the kit.



(Left) Lower shock-mounting fasteners/spacers. (Right) Upper shock mounting fasteners/spacers.

12. Fasten the shock to the bottom mount with the fasteners and spacers provided. The longer spacer goes towards the front of the car.



Lower shock mount.

13. Check for clearance on brake lines, emergency brake cables, Brake Calipers, frame and control arm parts.
14. Run zip ties through the holes in the spring hat and around the spring to prevent the spring from becoming unseated.

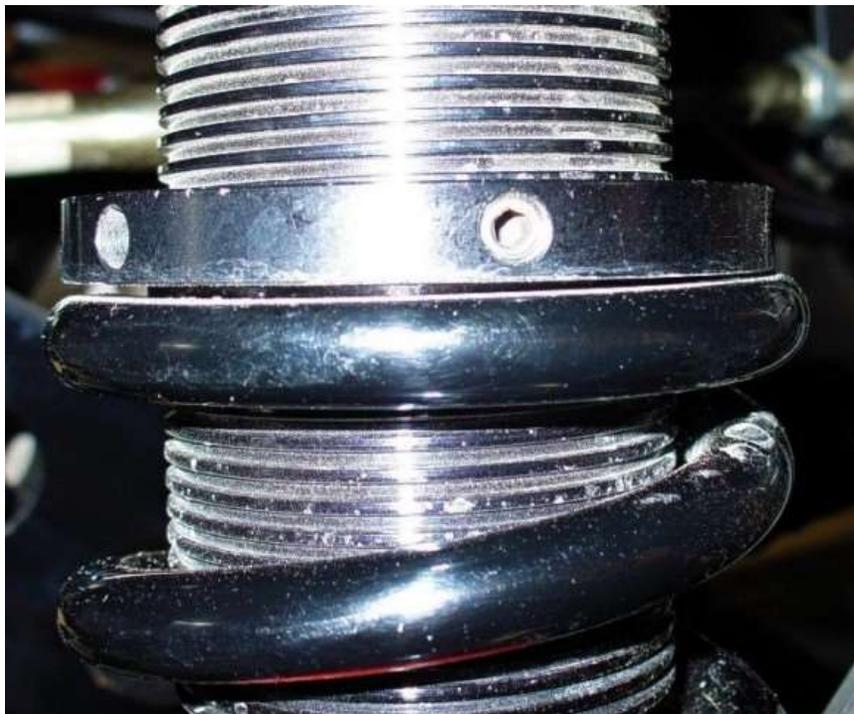


15. Adjust the ride height of the car.

Note: On Pin Drive IRS suspensions it may be necessary to move the shock snap ring to the upper groove to allow for correct ride height adjustment depending on the desired ride height and tire height combination. See the picture below:



16. 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.



17. Check to make sure that the spring is seated correctly on the shock.