



## FM REAR SHOCK MOUNTS 13-57105



Thanks for purchasing our shock mounts. They move the upper shock mounting point up, adding 33 mm (about 1.25") of travel at the wheel, all while not affecting your ride height. If you have any questions during installation or suggestions for improvement to the product or the instructions - please don't hesitate to call or email.

**WARNING: Not everyone can perform every installation. It is critical that you be honest with yourself in regards to your ability. We're more than happy to help, but there are only so many things we can do from the other end of a phone / computer. If in doubt, discuss the install with us before you dive in. Improper installation could cause injury and / or death!**

#### Required tools:

- Metric sockets/wrenches
- Spring compressor
- Torque wrench
- Jack & jack stands
- Large prybar

#### Torque specs

- Shock mount studs: 13 lb-ft
- Shock mount nuts: 18 lb-ft
- Shock shaft: refer to the shock manufacturers documentation
- Lower shock bolt: 54-68 lb-ft
- Sway bar end links: 27-39 lb-ft

**Warning!** The stock shock mount on the top of the spring/shock assembly needs to be removed. If the car is fitted with FM springs a spring compressor is not necessary for removal. For any other springs, or if the installer is not sure of the brand of spring, the spring **MUST** be compressed before removing the stock shock mount.

### It's unsafe to remove the stock shock mount from a non-FM spring without a spring compressor.

1. Jack up the rear of the car and secure it with jack stands. Remove both rear wheels.
2. From the trunk, remove the spare tire and the metal panel covering the fuel filler neck.
3. Start on one side of the car; remove the two 14mm nuts holding the stock shock mount into the body.
4. Disconnect the anti-sway bar from the end link and the 17mm bolt that holds the shock to the lower control arm.
5. Use a pry bar to lever the control arms down. When the control arms are low enough for the top of the shock/spring assembly to clear the body, remove the shock/spring assembly by tilting the top out of the body and lifting the bottom of the shock out of the control arm.
6. Remove the stock upper shock mount. **FOLLOW THE WARNING ABOVE.**
7. Install the included studs. Use two M8 x 1.25 nuts (36-20240), tightened against each other (hold one nut stationary as you tighten the second nut against the first nut), as a surface for your wrench, so that you can tighten them down. Tighten to 13 lb-ft (17 N-m). Once the stud has been tightened down, loosen the top nut while holding the bottom nut, remove both nuts, then move on to the next stud.



8. We include bumpstops with our shocks and our Stage 1.5 and 2.5 kits that use these mounts. These mounts are not compatible with stock bumpstops, so if you have not already upgraded then you will need to do so. The FM bump stop is slightly tapered. The orientation doesn't matter, as it will get squished either way.

9. Use a spring compressor to compress the spring as much as possible. You must use a spring compressor with these shock mounts, regardless of the spring brand.

10. Included with each new shock mount are a two different pairs of collars to locate the shock shaft in the spherical bearing. The spherical bearing without collars fits 9/16" shock shafts and the collars are for fitting 10 mm and 12 mm shafts. The list below is common applications.

- 10 mm: fits KYB AGX, KYB GR2, Tokico Illumina, Koni STR-T (orange), Tokico HP and stock shocks.
- 12 mm: fits Koni Sport (yellow) shocks.
- 9/16": fits Advance Design shocks.

If your shock is not on this list, please check the diameter of the shaft. If you did not have to drill out the hole in your stock perches, it's 10 mm.

11. If required for your shock, press in the matching collars, one from the top and one from the bottom, into the spherical bearing.

12. Slide the new shock mount down over the shock shaft. Make sure the spring seats properly into the new shock mount. ***If your rear shocks came with a small spacer to fit under the nut, do not use it.*** Snug but don't tighten the nut to secure it on the shaft.

13. Remove the spring compressor and reinstall the shock/spring assembly back into the car. Torque the upper mounting bolts to 18 b-ft, dry. The shock shaft should be torqued appropriately - check the specs for your shock. The Koni Sports that we offer torque to 37lb-ft. Be careful not to over torque the nut as that can result in a broken shock shaft.

14. Repeat for the other side of the car.

15. When reassembling the car remember to tighten the anti-sway bar and the lower shock mounting bolts with the weight of the car on the suspension if you have the stock rubber bushings. This does not matter with polyurethane bushings since they are not pre-loaded.