



# Koni Tubular Shock Conversion Kit

PART# 267-658

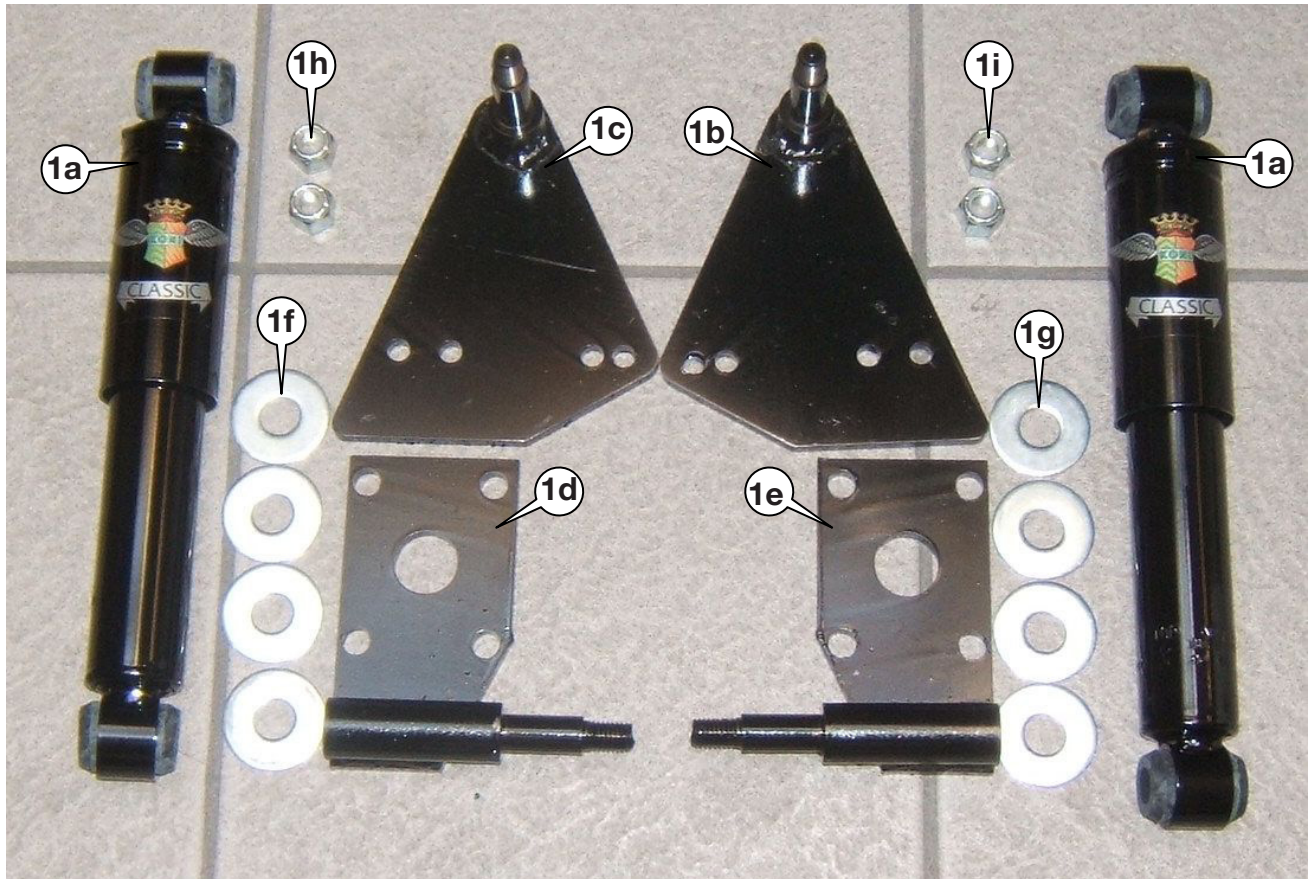
## Installation Instructions

### For: MG TD, TF

440 Rutherford St. Goleta, CA 93117

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#### Contents of Kit



Ref #	Qty	Part #	Description	
1a	2	267-657	Koni Shocks	
1b	1		Upper mount	Part of 267-647 bracket set
1c	1		Upper mount	Part of 267-647 bracket set
1d	1		Lower mount	Part of 267-647 bracket set
1e	1		Lower mount	Part of 267-647 bracket set
1f	4	770-368	Washer, $\frac{5}{8}$ , USS	for one shock
1g	4	770-368	Washer, $\frac{5}{8}$ , USS	for one shock
1h	2	770-369	Nut, Nyloc, $\frac{1}{2}$ -13	for one shock
1i	2	770-369	Nut, Nyloc, $\frac{1}{2}$ -13	for one shock

## Supplemental Information

### Rebound Adjustment Procedure (Koni)

Before installing the shocks, you need to set them at the lowest setting possible. You can change it later if you want to.

There is a nylon washer and a rubber buffer that must be removed before you can check / change the adjustment

Use a small screwdriver (2c) to poke through the two holes (2a) in the top of the dust tube (2b) of the shock.

You can feel the rubber buffer. Push it down with the screwdriver, first in one hole then the other.

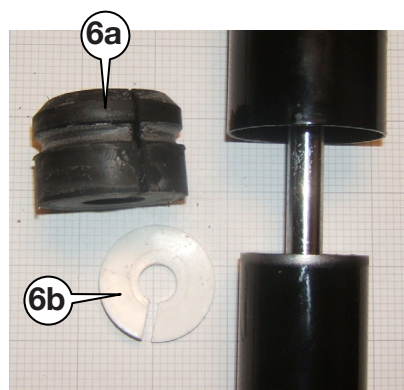
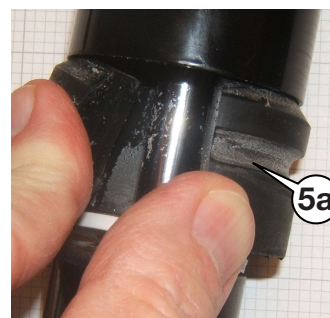
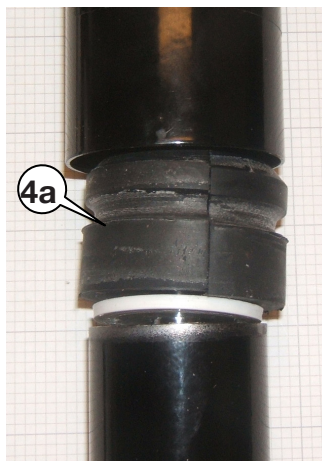
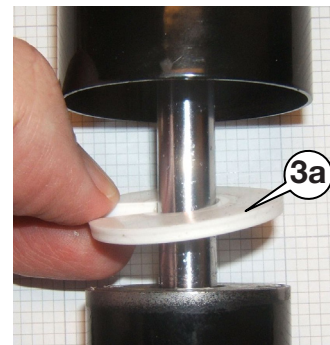
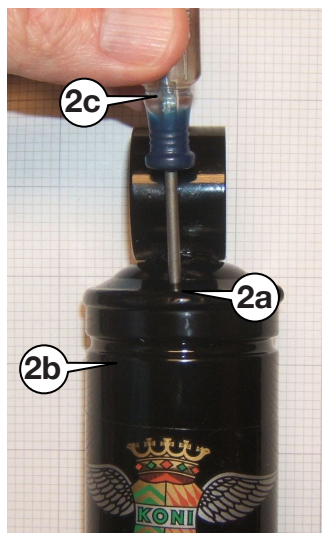
The nylon washer (3a) will generally slide into view first.

The washer is slit so you can remove it from the shaft.

Eventually, the rubber buffer (4a) will come into view.

The buffer is also split. Find the split, and use your fingers to open it up so you can get it off the shaft,

With the buffer (6a) and the nylon washer (6b) removed, you can proceed. Note that the beveled edge on the buffer (6a) will go toward the top of the shock when you reinstall it.



## Adjusting the Shock

Put padding in the jaws of your bench vise.

Secure the shock vertically with the lower eye clamped in the vise.

Fully collapse the shock absorber.

Rotate the dust cap slowly to the left (counterclockwise) (2a). You will feel the cams of the adjustment nut engage in the recesses of the foot valve assembly. (2b)

The damper may have already been adjusted, but for the TD-TF, we suggest you start with the softest setting.

Keep it collapsed and gently rotate the dust tube further to the left (counterclockwise) until you feel the internal stop.

Stop rotating the dust tube immediately.

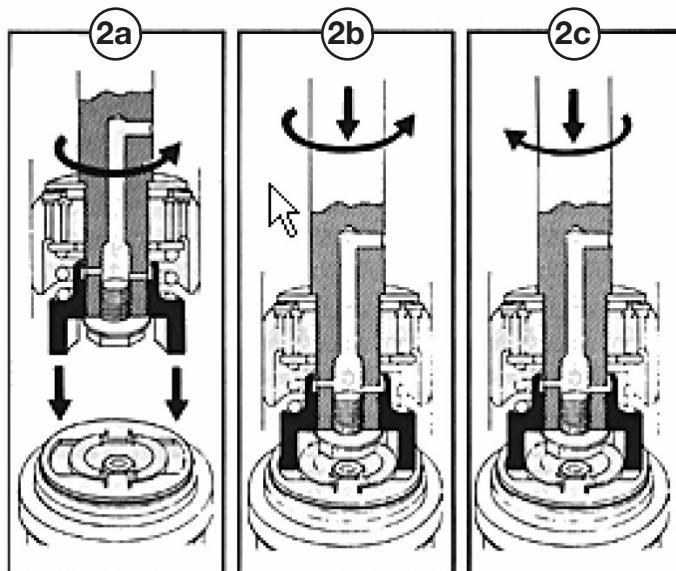
Keeping the shock absorber collapsed, make a single half turn (180 degrees) to the right (clockwise). Note that the eyes on both ends must be in alignment.

Pull the dust tube straight up vertically without turning for at least 1 cm to disengage the adjusting mechanism.

The dust cap or piston rod may now be turned freely.

Reinstall the buffer and the nylon washer.

The total range is about  $1\frac{3}{4}$  full turns; clockwise = firmer, and counter clockwise = softer





## Supplemental Information

### Installation Instructions

Lay out the parts in the kit.

Chock the front wheels and jack up the rear end of the car.

Support the vehicle on a pair of jack stands.

Remove the rear wheels

Remove the original shocks. Set the bolts and nuts aside- they will be reused to secure the upper mounting plates

Mount the new Koni shocks (3c) to upper shock mount (3a).

Note that a washer goes on either side of the upper shock eye.

There is not much room up where the upper mount goes, so it is a lot easier to mount the shock to the upper bracket and then secure the upper mount to the frame with the shock attached.

Hold the upper shock mount (3a) in position against the inner side of the frame rail.

Push the two original shock mounting bolts through the original shock mounting holes in the frame and through the holes in the bracket.

The rear shock bolts are  $\frac{3}{8}$  BSF x 3  $\frac{1}{4}$ ". Moss has never offered them, and we do not have a source at this time. If the bolts are missing or cannot be re-used, you will need to find suitable replacements locally.

Move the shock out of the way (if necessary) and thread the nuts (2b) onto the bolts. Tighten the bolts & nuts.

Remove the original lower leaf spring clamp plate.

Bolt the lower shock mount (3a) to the leaf spring, replacing the original spring clamp plate.

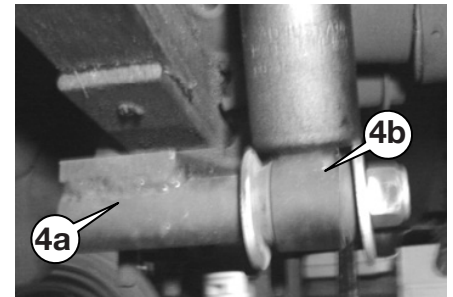
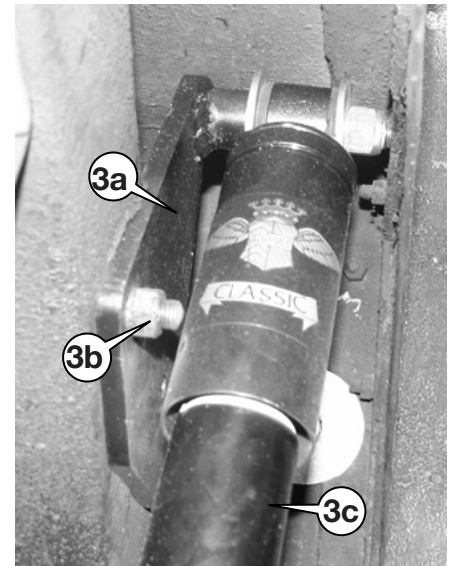
Place a washer on the stud on the lower shock mount.

Press the lower shock eye (3b) over the stud.

Place a second washer on the lower shock mount stud, then the nut.

Tighten the Nyloc nut.

Repeat the process on the other side.



**The installation instructions were prepared based on information and photos provided by Mark Adler, who installed a kit on his MG TF.**

***Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes and photos) are welcome. These instructions were developed and written by Moss Technical Support. If you have any questions or difficulties with your installation of this product, telephone 800-667-7872 between 7:00 a.m. and 4:00 p.m., Pacific Time for assistance.***

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