

Assembly Instructions for FCM shock mounts - M10 and M12 thread



Recommended tools:

Rubber lubricant e.g. RuGlyde (may substitute soapy water)

Work gloves and safety goggles

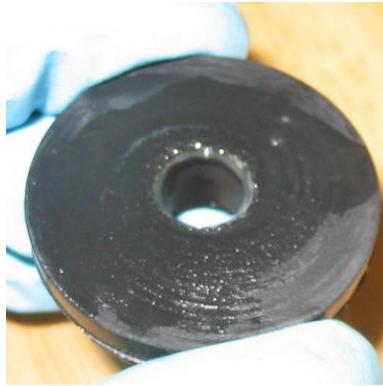
Pick, X-acto or similar sharp-tipped tool

M10 shock mount instructions (Bilstein, KYB, Tokico, OE...)

1. Lubricate shoulder nut, upper bushing, and lower bushing with a rubber lubricant such as glycerin or a commercial product (RuGlyde). A mild soapy water solution will also work however it will dry out more quickly.



Shoulder nut



Upper bushing



Lower bushing

2. Slide M14 fender washer over shoulder nut then press nut into upper bushing. **This will require some force as the bushing has a smaller ID than the nut's OD.** Press the upper bushing flush with the M14 washer.



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3. Insert upper bushing/nut assembly into shock mount and press lower bushing onto bottom of nut. This press fit is much easier. Verify the shaft extends into the lower bushing as shown in the figure to the right.



4. Insert M10 set screw into shoulder nut and thread down until nearly flush with nut.



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5. Proceed to the FCM shock mount installation instructions:
<http://www.fatcatmotorsports.com/instructions.htm>

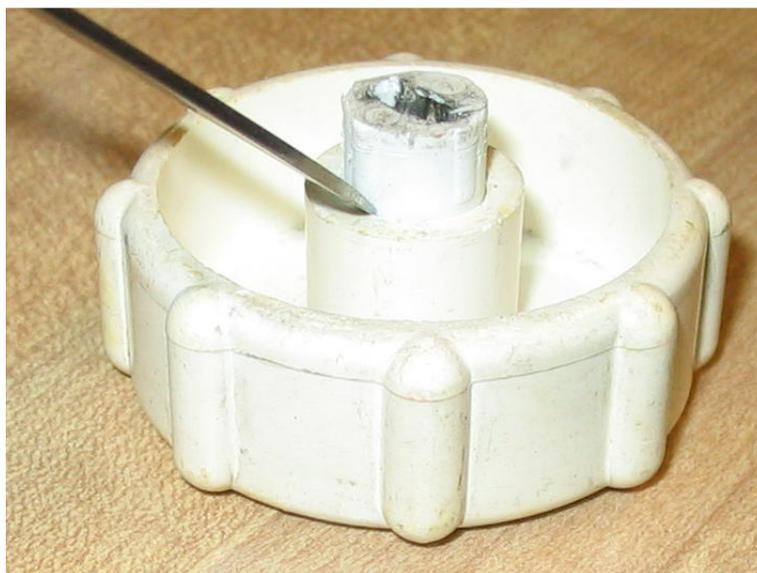


M12 shock mount assembly instructions (KONI)

6. Assemble the mount as above except there is no upper set screw for M12 kits.

NOTE: *We recommend wearing goggles and durable gloves during these next two steps!*

7. Using a pick, X-acto or the tip of a sharp knife, lever the existing KONI insert out by prying gently upward at the point where the insert and knob meet.



8. Install the FCM KONI adapter using 5-minute epoxy, Superglue, etc. The FCM adapter is a few mm smaller OD than the existing KONI cylinder so **apply adhesive liberally** to the step area of the FCM adapter and internally on the KONI knob. Let assembly cure as specified in epoxy/gluing instructions before first use.
9. Proceed to the FCM shock mount installation instructions:
<http://www.fatcatmotorsports.com/instructions.htm>