Installation Instructions

Koni Cut-a-Strut
for S60, S70 (2001-02) and S80 (1999-2002)

INSTALLATION

These installation instructions supplement the enclosed pictograph instructions supplied by Koni.

1. Draw reference marks on the strut mount and the car body before removing or loosening nuts. Draw reference marks on the coil and the mount where they meet.
   Compress the coil with a suitable spring compressor and remove the coil spring.

2. Invert the strut tube so that the strut is vertical.
   Find the center of the tube on the bottom of the strut. Use a center punch to make an indent for drilling.

3. WEARING EYE PROTECTION: Drill a drain hole using a 3mm or 1/8” drill. The strut will release pressure so have rags ready to catch any oil that will flow from the hole. Wipe the area clean so you can apply masking tape over the hole and the tape will stick.

4. Measure 40mm from top of factory plastic cap (cut line should be very near top of factory weld on strut tube). And mark the cut line around the tube. Disregard picture showing hammer removing top of strut.
   Using a sharp hack saw cut along the line to remove the top of the strut. You will have to turn the strut to move the saw around the strut tube as the internal shaft will not allow you to cut straight through.
5. Once the cut has been completed withdraw the shaft and all the shaft internal pieces. Dump the shock oil into a container for disposal.

6. Using the previously drilled 3mm (1/8") hole as a pilot enlarge the hole to 14mm (9/16”).

7. Check the inside of the strut tube for obstructions and using a suitable file remove the obstructions. At the same time deburr top of the strut.

8. Slide the rubber boot over the strut tube so it is below the opening and the lip is upward. Insert the Koni strut into the modified tube.

9. Use the supplied serrated washer and retaining bolt to engage the threads on the base of the Koni strut.
   Note the 3 “bumps” evenly spaced around the KONI insert body about an inch below the top of the KONI insert tube. When you tighten the lower retaining bolt, this will pull the insert into the original tube and these bumps will create a crush fit to lock the insert to the original strut tube and prevent any play.
   Tighten the retaining bolt to a torque of 63ft lbs. Slide the rubber boot over the insert so it seals the strut tube and the insert from dust and water.

10. Before you reassemble the coils etc., slide the white nylon spacer on top of the KONI insert to act as an air bypass, preventing rushing air from entering through the KONI top seal during rapid compression.
   Use the marks to align all the parts for reassembly.