



KONI

SPECIAL „D“

SHOCK ABSORBERS

SCHOKDAMPERS

AMORTISSEURS

STOßDÄMPFER

AMORTIGUADORES

AMORTECEDORES

AMMORTIZZATORI

STÖTDÄMPARE

STØTDEMPERE

STØDDAÆMPERE

ISKUNVAIMENTIMET

AMORTYZATORY

AMOPTIΣEP

ショック・アブソーバー



1

GB

Fitting

KONI shock absorbers are specially manufactured for each type of vehicle.

1. Therefore first check the recommendation list, to ensure the correct types of KONI shock absorbers are fitted.
2. Due to friction in the glands, it may sometimes be difficult to extend a damper. When fitted to the vehicle the shock absorbers will free-off after the first 60/70 miles.
3. Fit new KONI shock absorbers **straight from the box (do not alter in any way the original KONI adjustment)** with piston rod uppermost. The arrow marked "TOP" on the damper must be in upward position. Pull out the piston rod in this position only.
4. Fit rubber bushings, nuts etc. as per instruction sheet enclosed with the set of parts; alternatively, in the same sequence as assembled on the attachments when received already fitted.
5. Tighten fixing nuts home as far as metal stop (bush or collar). When there is no bush or collar, stop tightening after rubber bushings slightly bulge due to compression (fig. 1).
6. Ensure that shock absorbers do not foul chassis or parts of body, neither during the bump nor rebound movements of the car suspension!

↑
TOP

Adjustment

If - after many thousands of miles of use - the damping effect of the shocks absorbers requires adjustment, this can be done as follows:

Fig. 2

- Remove the shock absorber from the vehicle and hold it vertically with the lower eye or pin attachment in a vice. Use clamp plates to prevent damage.

Attention If there is an indentation B in the dust cap C and the cover shows 2 holes A, the shock absorber is fitted with a bump rubber D. If so, fully extend the shock absorber and insert a round bar or screw driver through the holes. Push the bump rubber down and remove it. Remove the split plastic collar E - if fitted - from the piston rod.

Fig. 3

- Fully close the shock absorber at the same time turning the dust cap or piston rod slowly **to the left** (anti-clockwise, see fig. 3 and 3A) until it is felt that the cams of the adjusting nut engage in the recesses of the foot valve assembly (fig. 3B).
- The damper may have already been adjusted. Therefore check whether the shock absorber is in the unadjusted position or not by keeping it closed and gently turning further **to the left** counting at the same time the half turns until a stop is felt. Stop turning then and **do not use force**.

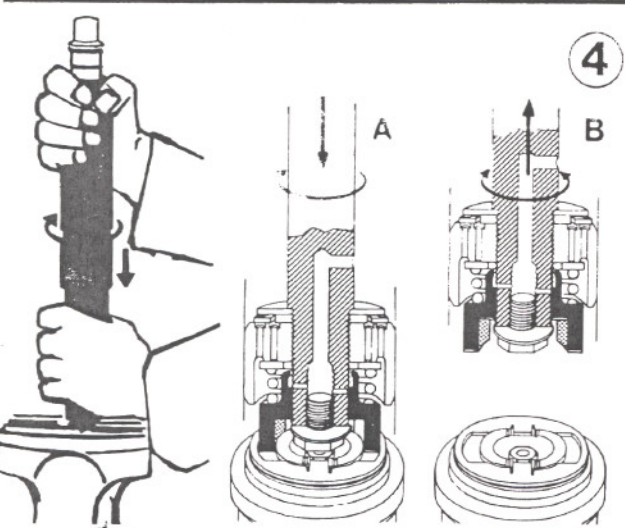
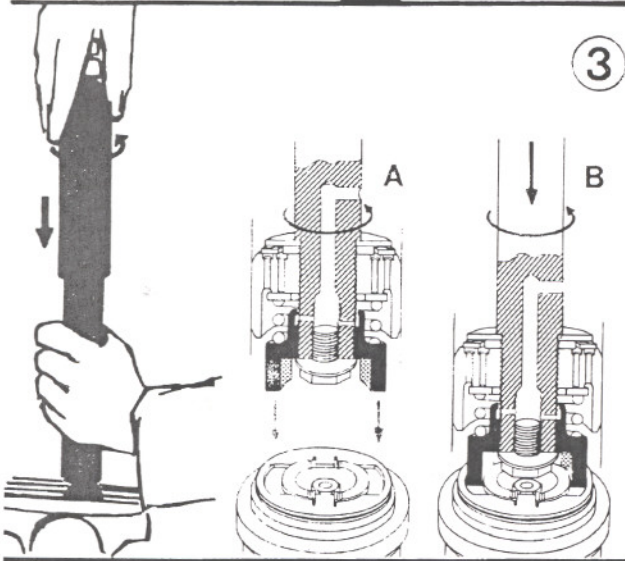
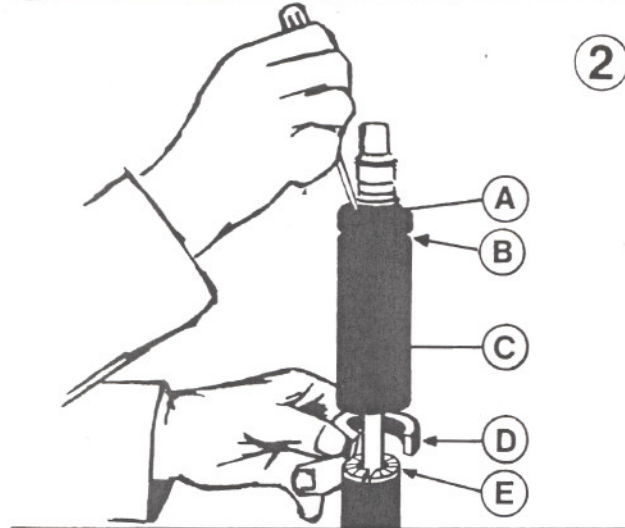
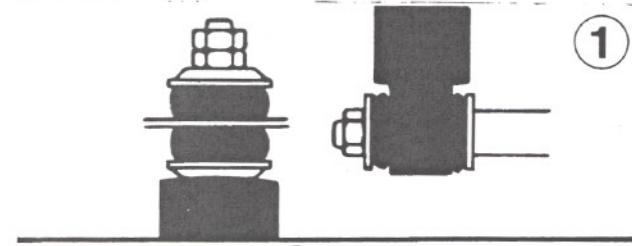
Fig. 4

- Keeping the shock absorber closed (fig. 4 and 4A) make 2 half turns (360°) **to the right** (clockwise). In case of prior adjustment add the number of half turns previously found. The total range is about 5 half turns.
- Pull the shock absorber out vertically **without turning** for at least 1 cm to disengage the adjusting mechanism. The dust cap or piston rod may now be turned freely (fig. 4B).

Attention Where a bump rubber was installed, refit same inside the dust cap and by fully closing the shock absorber, the rubber will seat again at top of the dust cap. Refit the split plastic collar E.

The shock absorber will perform as new again and can now be refitted.

N.B. Adjustment must always be carried out in pairs - thus 2 front and/or 2 rear dampers - and for the same amount.



KONISPECIAL
"D"

SCHOKBREKER
SHOCK ABSORBER
STOSSDÄMPFER
AMORTISSEUR

80-1263

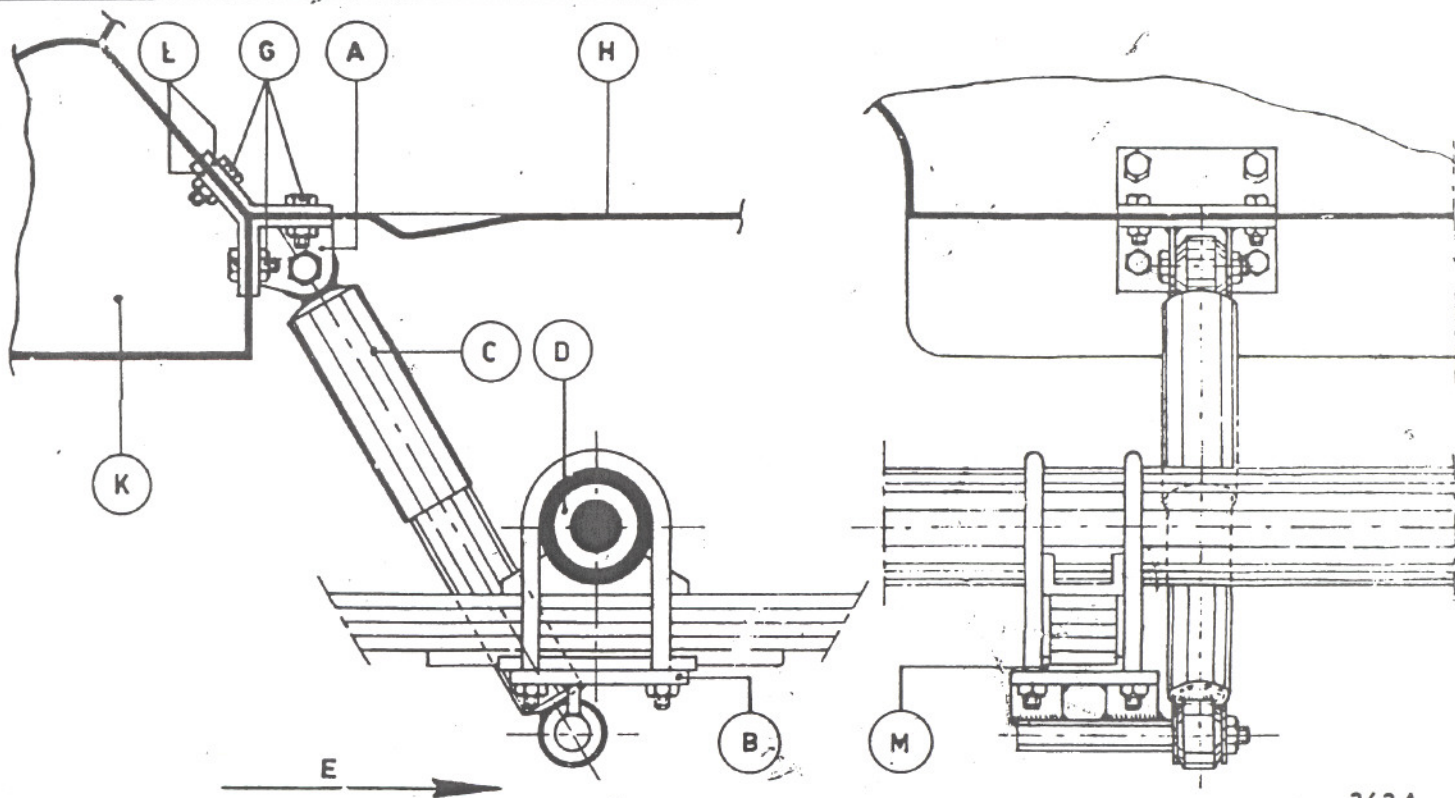
AUSTIN HEALEY 3000 MK III '67

AUSTIN HEALEY 3000 '61 2+2 P.

TEK. N°

154-198

ACHTER
REAR
HINTEN
ARRIÈRE



342A

Buitenaanzicht, rechts

- A. Bovenhulpstuk.
B. Onderhulpstuk.
C. Schokbreker.
D. Achteras.
E. Voorzijde van de wagen.

Vooraanzicht, rechts

- G. Te boren gaten $\varnothing$ 7 mm.
H. Wagenvloer.
K. Kofferruimte.
L. Versterkingshoekjes.
M. Rubberplaat.

1. Monteer het onderhulpstuk (B) onder de bestaande rubberplaat (M). De originele veerklempaat komt hierdoor te vervallen.
2. Monteer het bovenhulpstuk (A) aan het oog van de schokbreker en monteer de schokbreker aan het onderhulpstuk (B).
3. Trek de schokbreker nu zover uit dat het bovenhulpstuk (A) in de hoek van de wagen valt en controleer of de schokbreker recht staat.
4. Teken de gaten van het hulpstuk af op de wagen, zodat deze doorgeboord kunnen worden in de wagenvloer. Deze gaten moeten ook doorgeboord worden in de versterkingshoekjes (L) en zet het geheel met de bijgeleverde boutjes stevig vast.
Hiervoor is het nodig dat het wiel en de aanslagplaat van het bumprubber gedemonteerd worden
Let op! Achterbank en bekleding wegnemen i.v.m. beschadiging door het boren.
5. De uitlaat moet verlegd worden, eventueel voor het achterwiel laten uitmonden.
6. Trek na $\pm$ 100 km te hebben gereden alle bevestigingsbouten nog eens goed na.

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Fitting instructions



Montagevorschrift



Prescriptions de montage



View from outside, right hand

- A. Upper bracket.
- B. Lower bracket.
- C. Shock absorber.
- D. Rear axle.
- E. Front of the vehicle.

Front view, right hand

- G. Holes to be drilled, 7 mm.
- H. Car bottom.
- K. Luggage compartment.
- L. Reinforcing pieces.
- M. Rubber sheet.

1. Fit the lower bracket (B) under the existing rubber sheet (M), the original spring clamp plate must be removed.
2. Fit the upper bracket (A) to the eye of the shock absorber and the shock absorber to the lower bracket.
3. Pull out the shock absorber so far, that the upper bracket (A) falls into the corner of the car and check, whether the shock absorber is in a vertical position.
4. Mark the holes of the bracket on the car, so that they may be drilled into the bottom of the car and into the reinforcing pieces (L). Secure with the bolts supplied.
For this purpose it is necessary to remove the wheel and the striker plate of the bump rubber.
Also the rear seat and the upholstery must be removed in view of possible damage when drilling.
5. Replace the exhaust pipe, if necessary its debouchment before the rear wheel.
6. Check all fixing bolts after about 100 miles on the road.

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