



# FALCON SHOCKS

## COILOVER

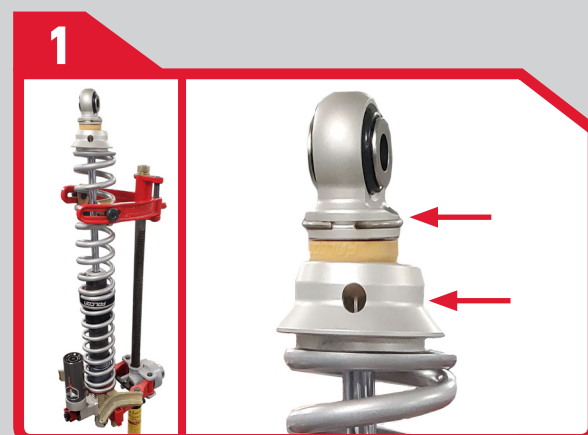
## SPRING CHANGE GUIDE

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a “seat-of-the-pants” drive.

All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

<https://www.falconshocks.com/videos>



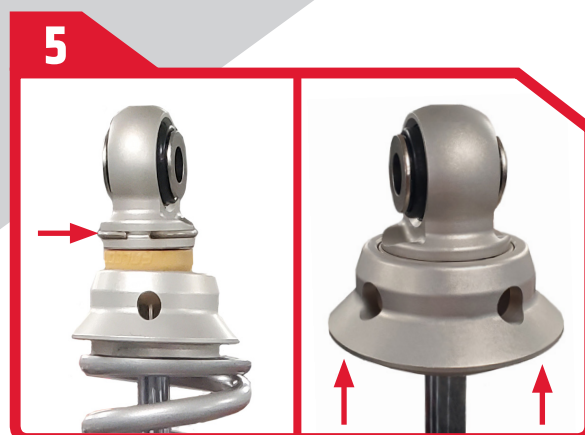
- Place coilover in a spring compressor tool and compress slowly.
- **IMPORTANT:** Follow your spring compressor tools specific safety instructions on how to properly compress coil springs.
- Remove the eyelet snap ring and coil spring perch.



- Install the other coil onto the shock.
- **IMPORTANT:** Orient the coil ends 180° opposite each other for proper load distribution.



- Uncompress coils slowly and remove the first coil followed by the slider if the other coil is getting replaced.
- Place the lighter spring rate coil spring onto the shock first.
- Slide and place the supplied slider seal saver onto the shock body.



- Compress the coils with the coil compressor tool.
- Place coil spring perch onto shock.
- Install snap ring to shock eyelet.
- **IMPORTANT:** Verify the snap ring fully seats in groove then push up on spring perch and seat on snap ring.
- Slowly uncompress coils.

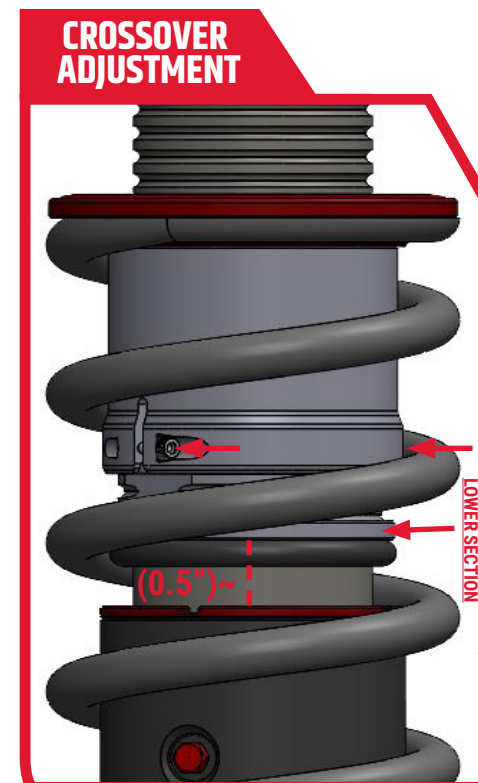


- Add grease to the inside of the slider so the seals and bearings are lubricated evenly. (We recommend Redline CV-2 Bearing Grease)
- Place slider directly onto the seal saver and apply even constant force downward on the slider to install on shock body.
- Remove the slider guard bullet and excess grease from the shock.

### FALCON SPRING RATES:

| 3.6L, 2.0L, 3.0 DIESEL   | 392                      |
|--------------------------|--------------------------|
| FRONT UPPER: 200 LBS/IN. | FRONT UPPER: 250 LBS/IN. |
| FRONT LOWER: 300 LBS/IN. | FRONT LOWER: 350 LBS/IN. |
| REAR UPPER: 175 LBS/IN.  | REAR UPPER: 175 LBS/IN.  |
| REAR LOWER: 300 LBS/IN.  | REAR LOWER: 300 LBS/IN.  |

**REPLACING SPRINGS WITH THE SAME LENGTH 12" UPPER AND 14" LOWER COIL SPRINGS IS CRITICAL FOR PROPER FUNCTIONALITY**



- Loosen both 2.5mm hex screws
- Pull down on lower section to expose snap ring.
- Adjust snap ring to desired groove. (Distance between each groove is 0.25")
- Verify snap ring seats fully.
- Push lower section of crossover back into upper crossover section.
- Torque screws to 20 in lbs.
- Verify measurement at settled vehicle ride height. (We recommend ~0.5" between lower crossover section and coil slider at ride height.)