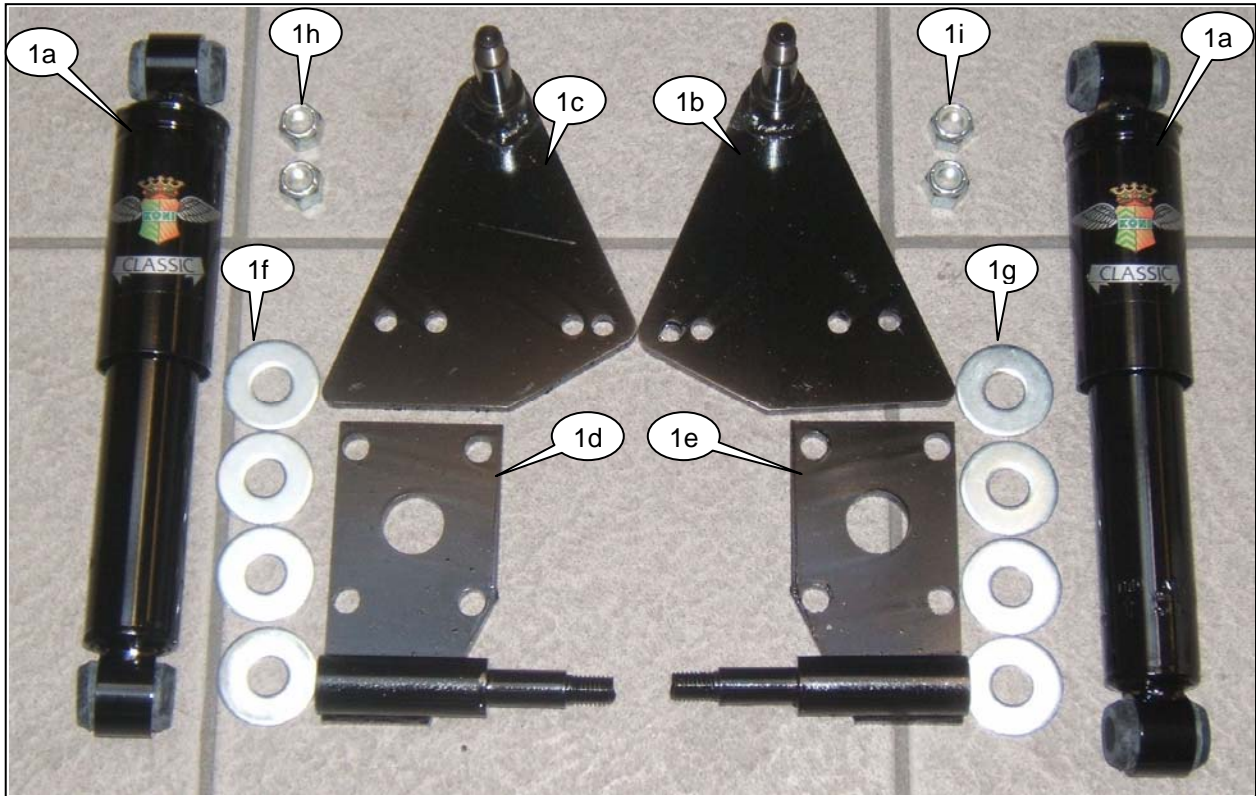


**Supplemental Information & Instructions
 for
 267-658 Koni Tubular Shock Conversion Kit
 MG TD, TF**

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, 5/8, USS	for one shock
1g	4	770-368	Washer, 5/8, USS	for one shock
1h	2	770-369	Nut, Nyloc, 1/2-13	for one shock
1i	2	770-369	Nut, Nyloc, 1/2-13	for one shock

33 **Rebound Adjustment Procedure (Koni)**

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

37
38 There is a nylon washer and a rubber buffer that must be
39 removed before you can check / change the adjustment
40

41 Use a small screwdriver (2c) to poke through the two
42 holes (2a) in the top of the dust tube (2b) of the shock.
43 You can feel the rubber buffer. Push it down with the
44 screwdriver, first in one hole then the other.
45

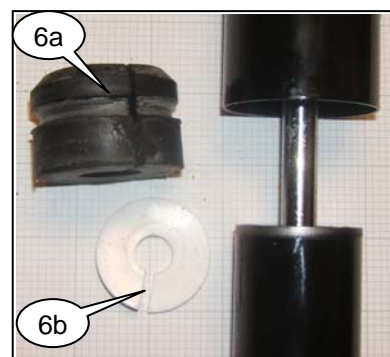
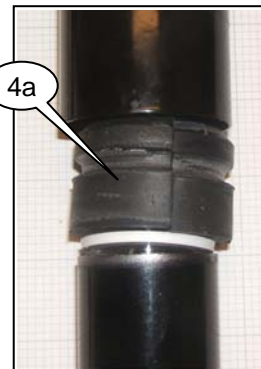
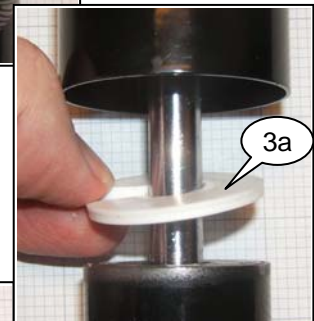
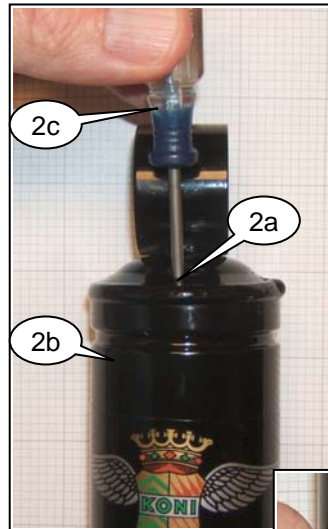
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51 The nylon washer (3a) will generally slide into view first.
52 The washer is slit so you can remove it from the shaft.
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57 Eventually, the rubber buffer (4a) will come into view.
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70 The buffer is also split. Find the split, and use your
71 fingers to open it up so you can get it off the shaft,
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76 With the buffer (6a) and the nylon washer (6b) removed,
77 you can proceed. Note that the beveled edge on the
78 buffer (6a) will go toward the top of the shock when you
79 reinstall it.
80

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87 **Adjusting the Shock**

88 Put padding in the jaws of your bench vise.

89

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

91

92 Fully collapse the shock absorber.

93

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

97

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

100

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

103

104 Stop rotating the dust tube immediately.

105

106 Keeping the shock absorber collapsed, make a single half turn
107 (180 degrees) to the right (clockwise). Note that the eyes on both
108 ends must be in alignment.

109

110 Pull the dust tube straight up vertically without turning for at least
111 1 cm to disengage the adjusting mechanism.

112

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

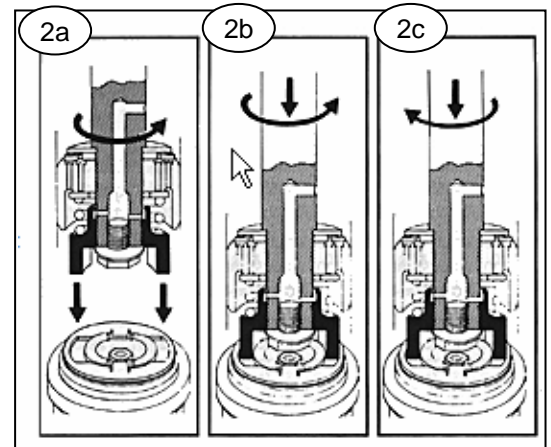
114

115 Reinstall the buffer and the nylon washer.

116

117 The total range is about 1 3/4 full turns; clockwise = firmer, and
118 counter clockwise = softer

119



120 **Installation Instructions**

121 Lay out the parts in the kit.
122 Chock the front wheels and jack up the rear end of the car.
123 Support the vehicle on a pair of jack stands.
124 Remove the rear wheels
125 Remove the original shocks. *Set the bolts and nuts aside—they will be reused to secure the upper mounting plates*
126 Mount the new Koni shocks (3c) to upper shock mount (3a).
127 Note that a washer goes on either side of the upper shock eye.
128 *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.*

129
130
131
132 Hold the upper shock mount (3a) in position against the inner side of the frame rail.

133 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 3/8 BSF x 3 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.*

134
135 Move the shock out of the way (if necessary) and thread the nuts (2b) onto the bolts. Tighten the bolts & nuts.

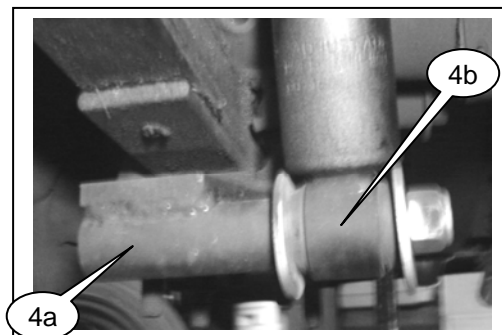
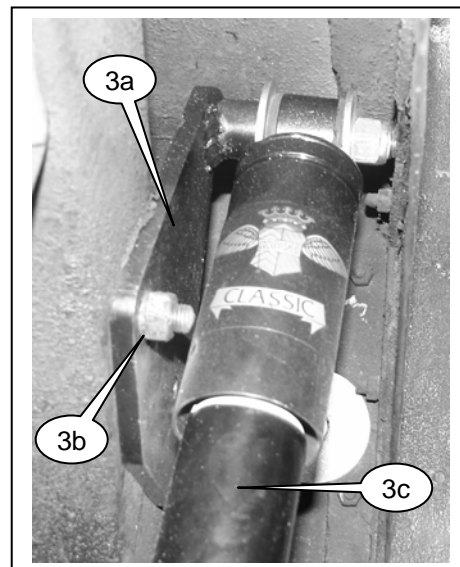
136 Remove the original lower leaf spring clamp plate.
137 Bolt the lower shock mount (3a) to the leaf spring, replacing the original spring clamp plate.
138 Place a washer on the stud on the lower shock mount.
139 Press the lower shock eye (3b) over the stud.
140 Place a second washer on the lower shock mount stud, then the nut.

141 Tighten the Nyloc nut.
142 Repeat the process on the other side.

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

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160 *Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>*
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164 *If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*
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Instruction Sheet 267-658_980-051 Nov 1997, Revised April 2008