

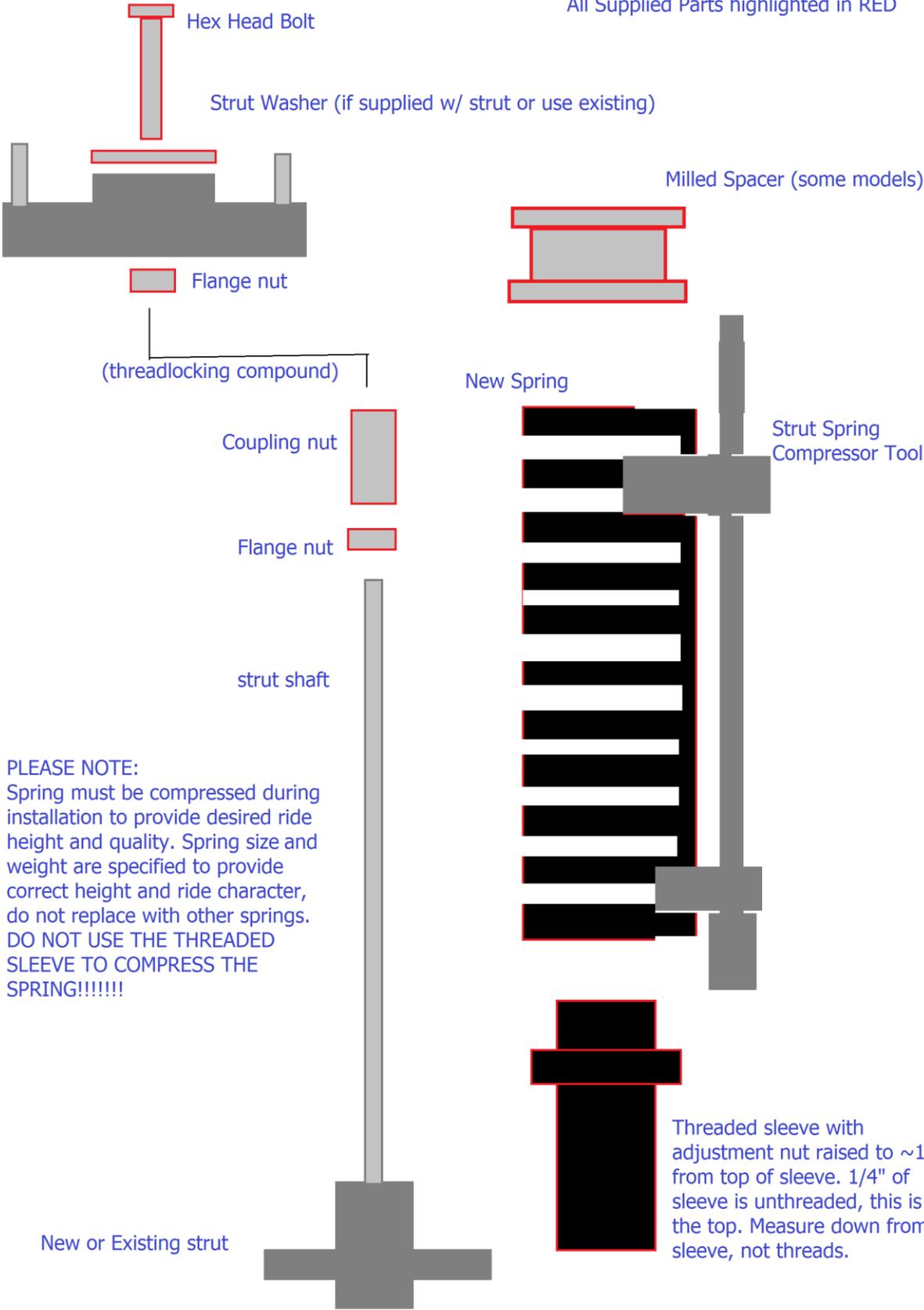
## Installation of RallyOver™ Kit

### Parts Only Style

**(All end user agreements and disclaimers apply, please find this documentation on our website at [www.coloradomountainrally.com](http://www.coloradomountainrally.com))**

- 1- If using the existing suspension components or if using pre-assembled struts (otherwise proceed to step 2):
  - a. Remove the entire strut assembly from the vehicle
  - b. Secure the strut to a workbench and, following all safety precautions provided by the tool manufacturer, use strut spring compressors to compress the spring until it is no longer contacting the upper spring seat.
  - c. Remove the securing nut from the top shaft. There may be a hex hole in the top to prevent the shaft from spinning while detorquing the nut, a nub to grab with pliers, etc. You may also detorque the nut while the strut is still installed but in that situation do not remove the nut until the spring has been safely compressed. Given no options you may also use vice grip pliers to hold the shaft, but try to prevent damage to the shaft by wrapping it in cloth or by gripping it as close to the upper spring seat as possible.
  - d. Remove the compressed spring (and compressors)
- 2- Install the new threaded sleeve with the adjustment nut about 1" down from the top of the sleeve (see illustration for important notes on sleeve placement)
- 3- Install the flange nut and coupling nut on the threaded portion of the shaft
- 4- Install the supplied bolt and an existing strut cap washer coming down through the top of the strut cap. Install the flange nut on the bottom side of the strut cap
- 5- Decompress the spring from step 1 (if applicable) according to the tool's suggested procedure and use strut spring compressors to compress the new spring. **IMPORTANT NOTES:**
  - a. Lowering the adjustment nut will lower the ride height of the car
  - b. **DO NOT USE THE ADJUSTMENT NUT TO COMPRESS THE SPRING, IT WILL STRIP and kits returned with stripped sleeves will NOT BE REFUNDED.**
  - c. The adjustment nut can decompress the spring, but only strut spring compressors can compress the spring.
  - d. There will be no preload in the suspension if the springs are not compressed before installation in the car, this may result in poor handling and bottoming out.
- 6- Once the spring has been compressed enough, the bolt from the strut cap will be able to thread into the coupling nut. Be sure to hold the coupling nut still and torque **BOTH** the flange nuts against the coupling nut. **THEN** torque the top hex head nut. **IT IS STRONGLY SUGGESTED TO USE THREAD LOCKING COMPOUND.** Torque all to a minimum of 27 ft-lbs. Do not exceed 45 ft-lbs if dry or 35 ft-lbs if lubricated.
- 7- Reinstall new strut assembly into vehicle per manufacturer suggestions.

All Supplied Parts highlighted in RED



PLEASE NOTE:  
 Spring must be compressed during installation to provide desired ride height and quality. Spring size and weight are specified to provide correct height and ride character, do not replace with other springs. DO NOT USE THE THREADED SLEEVE TO COMPRESS THE SPRING!!!!!!