

## 2 Way Monotube Coilovers

### Installation Instructions

ZZ-ZZCO-SLNG



### Component List:

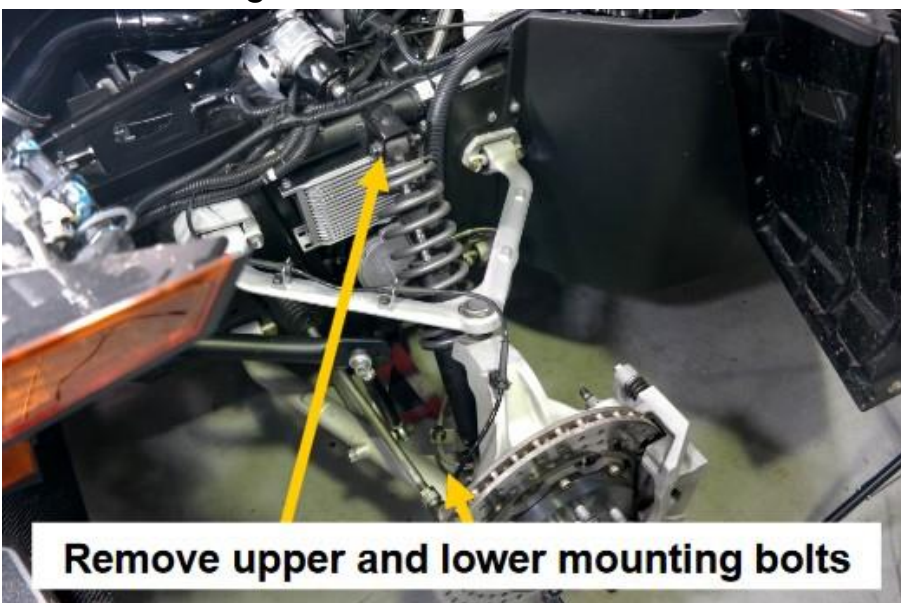
<u>QTY</u>	<u>Description</u>
2	Front Coilovers
1	Rear Inverted Coilover
2	Spanner Wrenches
4	M12x20 Low Clearance Bolts
4	M12 Lock Nuts

## Tools Needed:

15mm and 17mm deep well sockets and drive
Jack and Jack stands
Tape Measurer
A friends helping hand is helpful

## **Removing the Stock Front Shocks:**

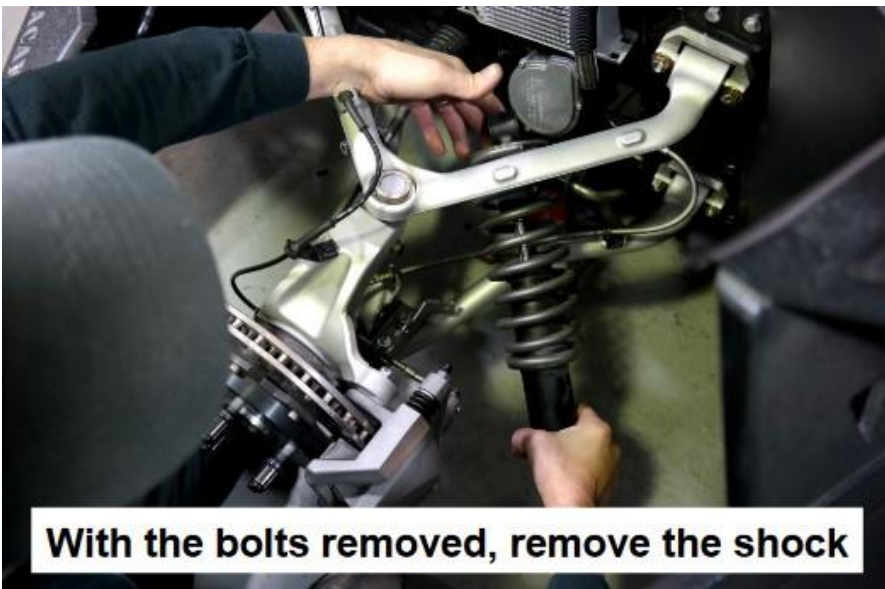
1. To remove the stock shocks, your Slingshot will need to be put up on jack stands. Lift from the frame rail underneath and support both sides of the front frame with jack stands. Before putting the Slingshot up on jack stands, make sure to just loosen your lug nuts slightly (do not remove), as once the Slingshot is in the air on the jack stands, it will be more difficult to break the lug nuts loose.
2. Now that the Slingshot is supported by jack stands, loosen the lug nuts all the way and remove the 2 front wheels.
3. With the wheels removed you will see the front shocks connecting between the upper frame and the lower control arm. There is a single bolt in each location that holds the shock in place. Using a combination of wrenches or sockets, remove the nut from the back of the bolt on the top and bottom. Once the nuts are removed, you can push the bolt out of the top mount first, angle the shock down toward the engine and then remove the lower bolt.





**A wrench and socket works well to  
remove bolt**

4. Now remove the lower mount bolt. With both bolts removed, you can remove the stock front shocks from the Slingshot.



**With the bolts removed, remove the shock**

5. Looking at the lower shock mount, look at the bolt heads. If you have a standard hex head bolt, like in the pic below, you will need to remove them and use the supplied M12 low clearance bolts and lock nuts that were included in your package. If you already have the low clearance bolts there from the factory, you will not need the supplied nuts and bolts.



## **Setting The Ride Height:**

Your coil overs have come preset at the factory ride height. If you are looking to maintain the factory ride height, skip to the next section regarding installation of the new coilovers. In this section, we will use the example of lowering the Slingshot 1". If you want to lower it more, use the same formula but measure accordingly to achieve the desired drop.

1. From the bottom of the bottom spanner nut, measure up 1" and mark it. White out or a paint pen will work great. I HIGHLY recommend also putting some anti-seize where the nut will be and on the threaded part of the strut body before you rotate it up. It can be wiped off after all adjustments are made.
2. Next, you will want to move the bottom of the spanner nut up to that mark.
3. You'll then rotate the lower strut body up to the bottom of the spanner nut and then snug the spanner nut tightly to the top of the lower strut body using the supplied spanner wrench. Repeat this process on the other side.

## **Installing New Front ZZPerformance Coil Overs:**

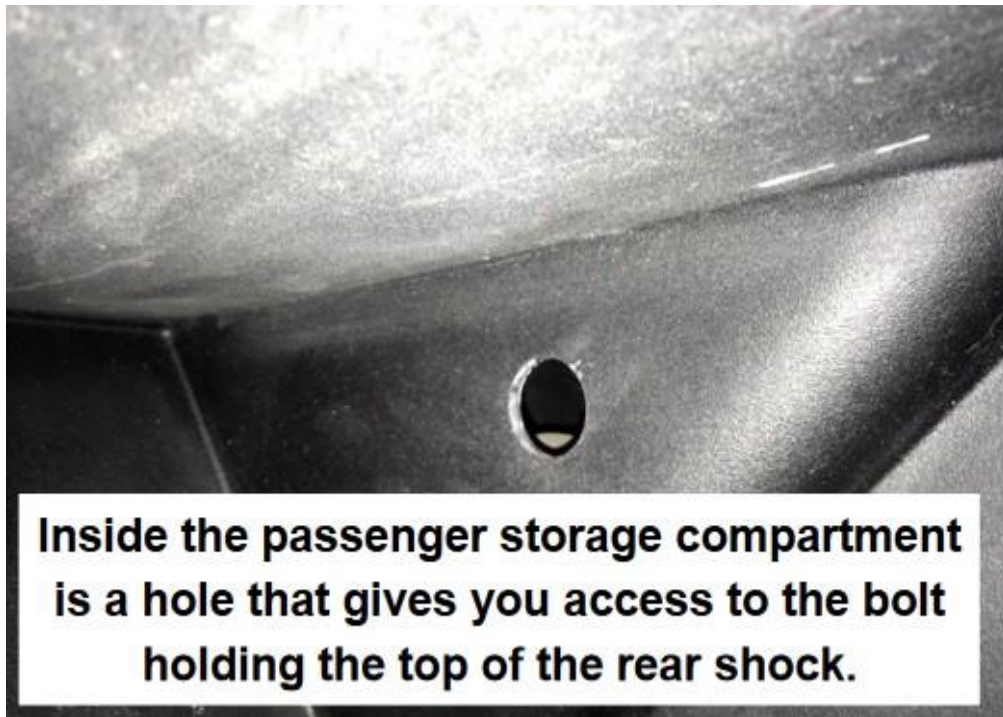
1. Installing the new shocks is going to be just a reverse process of removing the stock shocks. Start by installing the bottom of the new shock first and slide the bolt through the lower mount. Once the bolt is through, install the nut on the bolt, but do not tighten it down yet.
2. Next, install the top of the shock into position. Once it is in position, slide the bolt through and tighten the nut to 35 ft/lbs of torque. Also, tighten the lower nut to 35 ft/lbs at this point also. Repeat this process for the other side.

## **Removing The Stock Rear Shock:**

1. Removing the stock rear shock is very similar to the front shocks. We also recommend removing the rear wheel when doing this install. It is not required but it does make it a little easier. Start by jacking up the Slingshot and securing it onto the jack stands. There is a single 15mm bolt on the bottom and a single 17mm bolt on the top holding the shock in place.
2. Start by placing a floor jack under the swing arm to support it once you remove the bolts. If this is not done, there will be nothing to support the swing arm and it will drop down. Once you have the swing arm supported with the floor jack remove the lower 15mm bolt from the bottom of the stock rear shock using a wrench and socket.
3. With the bolt removed, lower the swing arm down a couple inches which will give you easier access for the top shock mount bolt.



4. To get to the top mount bolt, you will need to go into the storage compartment behind the passenger seat. In the back of the storage compartment, you will see a hole. Using a deep well socket or a shallow socket on a short extension you can loosen the bolt holding the top of the rear shock. I have seen this bolt be 15mm or 17mm.



5. Once that bolt is loose, from the back of the Slingshot, lift the shock up as much as you can and some people can reach up into the plastic and remove the bolt holding the shock with their hand and others will have to pull it out through the hole in the storage compartment. It will all depend on the size of your hands. Once the bolt is removed, the shock comes out easily.

## **Installing the new ZZPerformance Adjustable Rear Coil Over:**

1. We have designed the rear shock to be mounted inverted to keep the adjustment knob easily accessible. It comes preset to stock ride height from us. If you want to raise or lower the rear of your Slingshot, refer to the "Setting The Ride Height" section and do this BEFORE you install the rear shock. Remember to use some anti-seize on the threads when adjusting them.
2. You'll start by inserting the rear shock up into the hole where the stock shock was removed.
3. If you have someone that can help you for this next part, it makes the install a bit easier. You need to get the bolt started on the top mount of the new shock. With one person, it is a little tough to hold the shock and reach up to get the bolt in and started. With 2 people, one person can hold the shock and guide it into the mount while the other person either reaches up and get the top bolt started or puts the bolt back in through the access hole in the storage compartment. Once you get it started, do not tighten it down yet.
4. With the top bolt started, use the jack to raise the swing arm back up until the lower shock mount lines up with the mount on the swingarm and insert the bolt through the shock and swing arm mounts.
5. With the bolts in, tighten them both down to 35ft/lbs of torque.



## **Adjusting The Dampening On The ZZPerformance Adjustable Coil Overs:**

Your coil overs have 32 levels of dampening featuring a linear dampening curve. They are dual valved to simultaneously adjust the compression and rebound via the adjustment knobs. Below are some suggestions for settings based on the type of ride quality you want or activity you will be doing. All of the coil overs are set at the softest setting which can be referenced as 0.

### **Comfort Cruising:**

Fronts – 0-6

Rear – 0-4

### **Good Ride Quality Street Setup:**

Fronts – 5-10

Rear – 3-8

### **Taking On your Favorite Twisties Or Mountain Roads:**

Fronts – 7-15

Rear – 5-13

### **Autocross Or Road Course:**

Fronts – 16-25

Rear – 14-23

### **¼ Mile Drag:**

Fronts – 32

Rear - 0