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The following page is an example of our cut-a-strut please see the **specific instructions** for your application included with your struts to determine the proper cutting length.

[Click here to view the KONI Cut-A-Strut installation procedure video.](#)

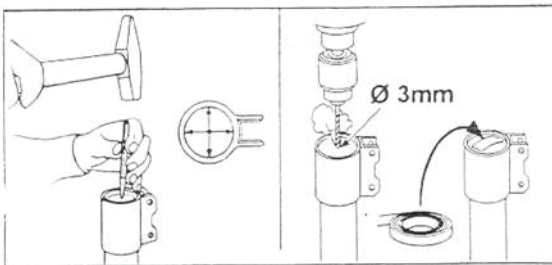


Installation of "Cut-A-Strut" Strut Inserts

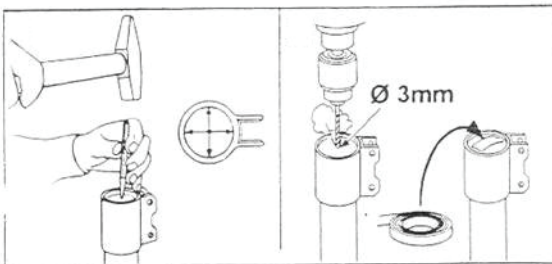


Items needed for installation of inserts

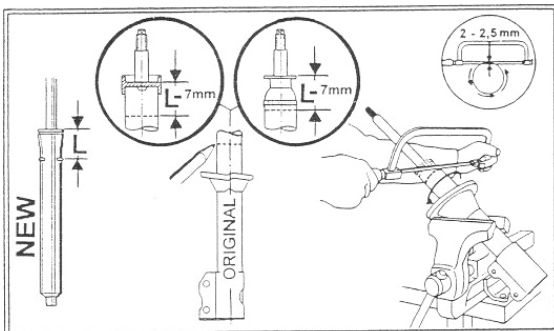
- Factory strut.
- Tape measure or ruler.
- Marking pen or pencil.
- Small centering punch.
- Masking tape.
- Electric drill.
- Thread Locker (optional)
- 3mm or 1/8" drill bit.
- 14mm or 9/16" drill bit.
- Cutting tool. (hacksaw or other)
- Round or half round file.
- Hex Socket or Allen Socket and torque wrench to fit lower attachment bolt.
- Soft Face Hammer



1. Remove factory strut assembly from the vehicle and remove upper strut mount and spring per factory workshop manual. Place the factory strut upside down in a vise.
2. Using a tape measure on the bottom of the strut find the exact center of the bottom of the tube and place a mark there with a marking pen.
3. Make a punch in the center at the mark from Step 2 with a centering punch.

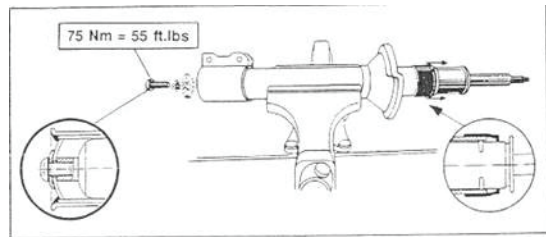
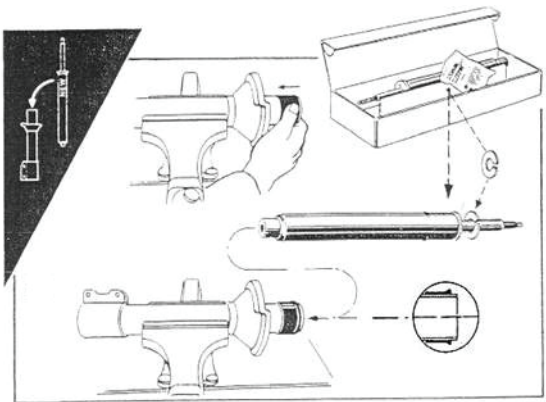
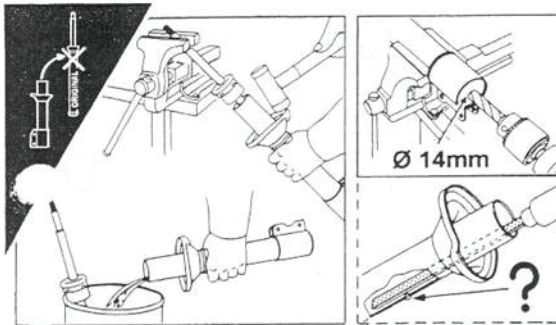
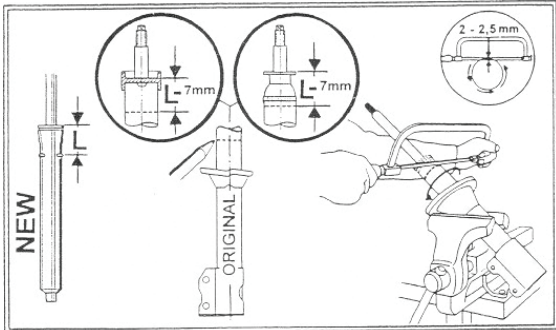


4. Using an electric drill and a 3 mm (approximately 1/8") bit drill a hole in the bottom of the strut at the punch mark. Be cautious as some gas and oil may escape out of the hole during this process.
5. When the gas pressure has escaped, place tape over the bottom hole to reduce spillage.



6. Using a tape measure or ruler on the NEW KONI insert measure the distance from the bumps on the body to the top of the body (where the chrome rod come out). Write down this measurement. Subtract 7mm (about 1/4 ") from this measurement. Then, using the calculated value, measure down the distance from the top of the original strut to that calculated value and mark a line around the factory strut.

Cutting the factory damper



A Hacksaw, Band-saw, tubing cutter, sawsall or cut-off wheel can be used for cutting the housing.

7. Cut off the tubing at the line using all proper precautions for the cutting tool. You only need to cut the outer tube and not all the way through the strut. Remember the strut still contains oil inside.
8. Drain the damper and dispose of the oil properly. Remove any burrs from the cut strut tube using a file or other tools available to you. Make sure that when finished the inside edge of the strut tube is smooth.
9. Enlarge the hole on the bottom to 14mm (approximately 9/16") using an electric drill. Remove any burrs from the hole.
10. If there are any protrusions sticking out from the inside of the housings, these must be smoothed down with a file.
11. Place the rubber dust boot provided over the cut end of the tube.
12. Insert the KONI insert into the tube and begin to install the lower bolt and washers, it is recommended but not required that you also use thread locker. The bumps on the side of the KONI insert are an interference fit and will require some force to go in. The bolt at the center bottom of the housing should be able to draw the insert in but some blows with a soft face hammer may be required to get it started inside. A soft face hammer (plastic or rubber) should only be used.
13. Torque the lower bolt to 75Nm or 55 FT.LBS. Slide the dust boot over the top of the cut tube.

The installation of the assembly is now the same as listed in the factory workshop manual.