

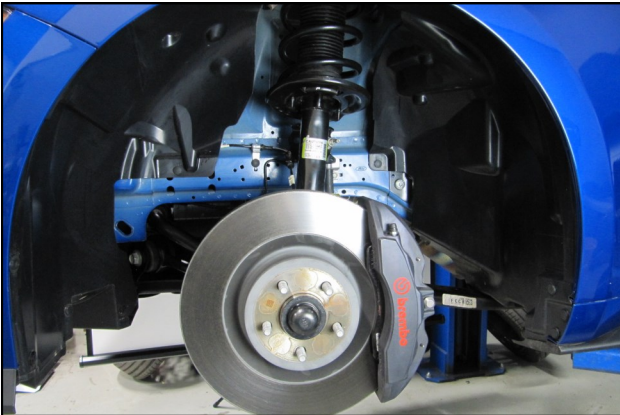


Installation instructions for:

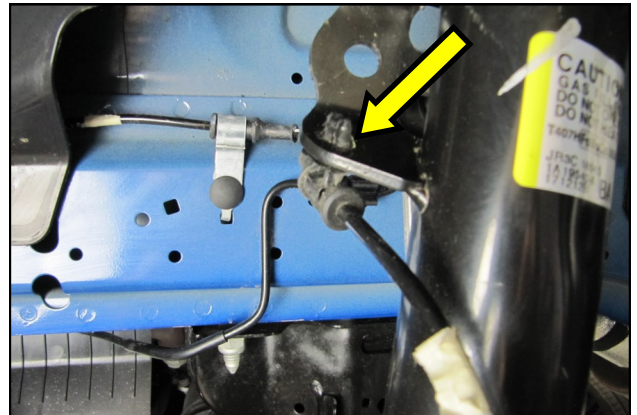
RTR Tactical Performance Struts and Shocks 2015-2024 GT Fastback, EcoBoost

NOTE: All non locking fasteners removed in this installation require LOCTITE® 243 or equivalent to be applied prior to reassembly.

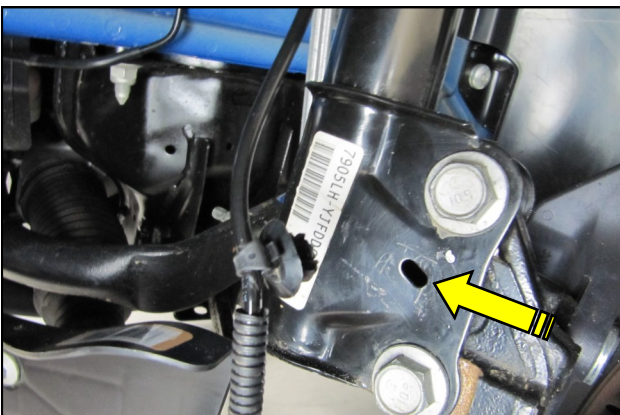
This installation illustrates the installation of both RTR Shocks, Struts and Springs. If you have purchased any of these components separately, disregard any non applicable information. The general installation procedure will be the same.



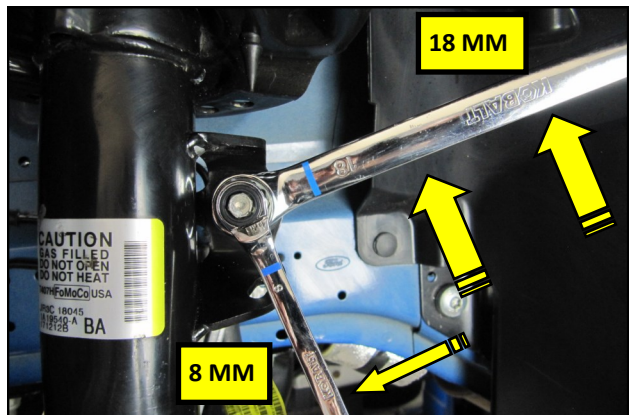
1. Raise the vehicle and remove all four wheels.



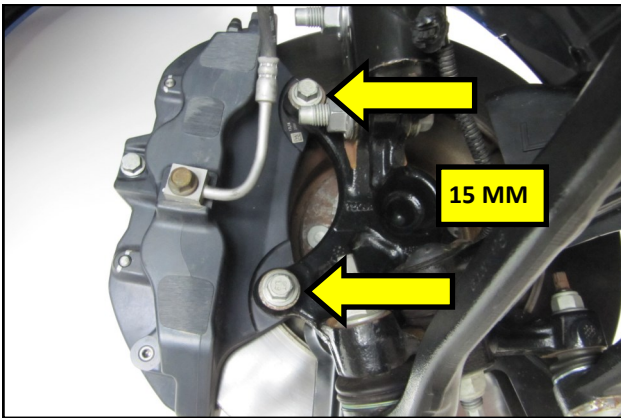
2. Pry the wheel speed sensor anchor out of the strut tab.



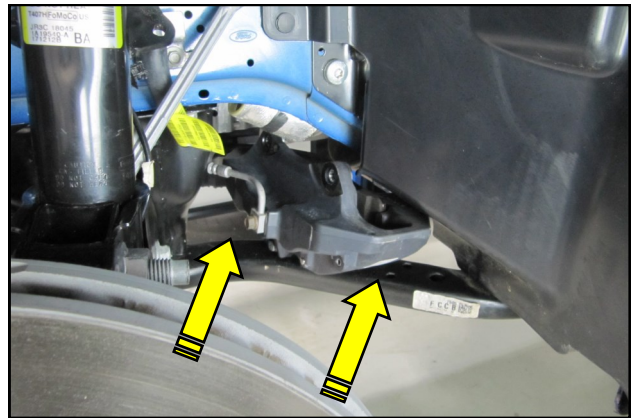
3. Pry the second wheel speed sensor anchor out of the strut mount.



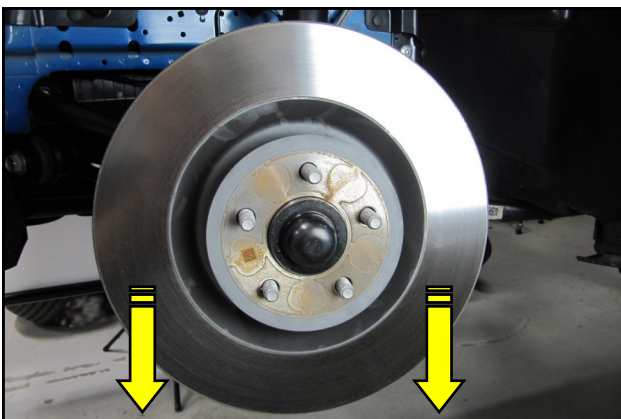
4. Disconnect the sway bar link from the strut as shown.



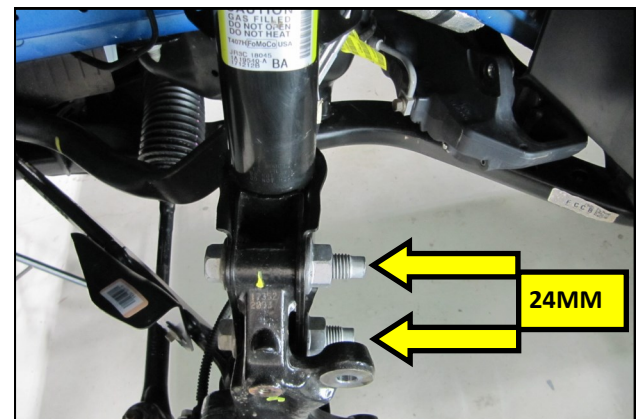
5. Remove the caliper anchor bolts and slide the caliper off of the brake rotor. **NOTE:** Some models will require the unbolting of the brake hose from the strut body.



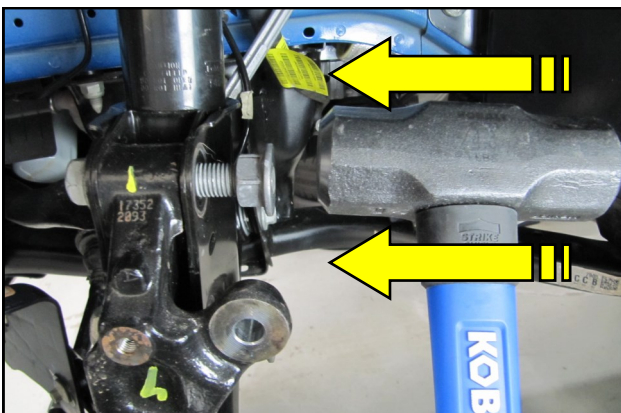
6. Slide the caliper up onto the K member or support it using a suitable strap.



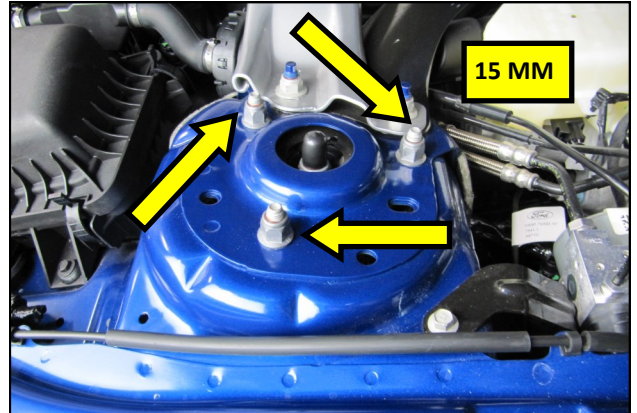
7. Slide the brake rotor off of the hub and set it aside.



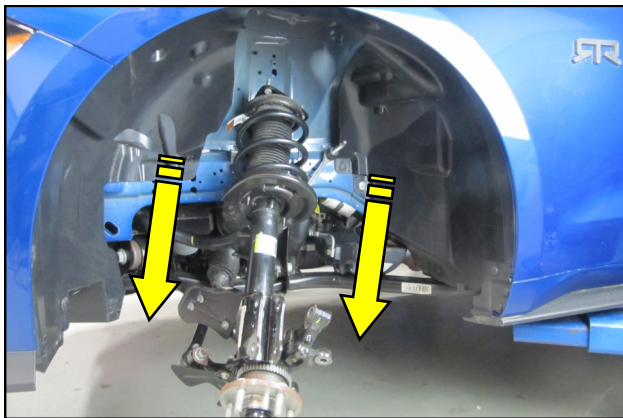
8. Remove the strut to spindle nuts.



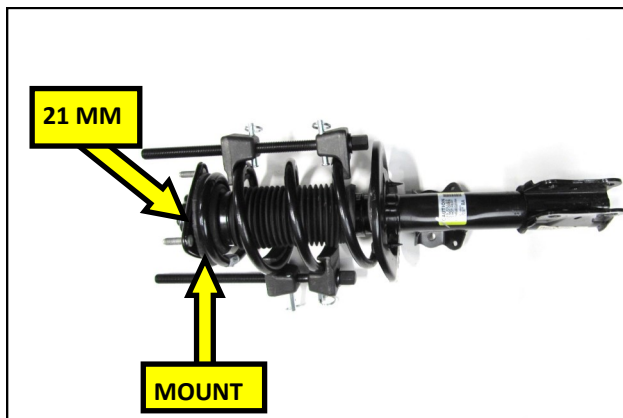
9. Reinstall the nuts, flange side out until flush with the bolt. Using a 5 Lb. sledge hammer or air hammer, carefully drive the bolts out of the spindle.



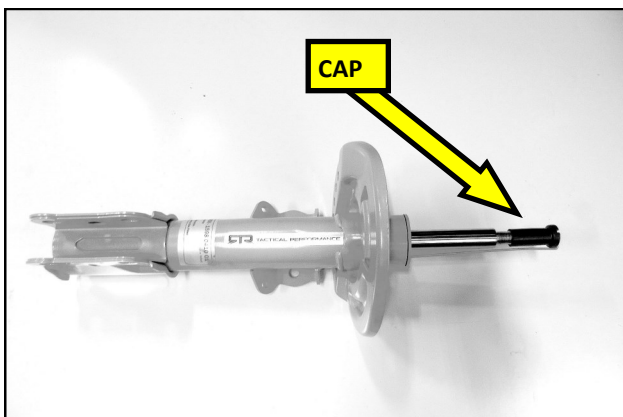
10. Remove the upper strut nuts and set them aside, but within arms reach. These nuts will be reused.



11. Pull the spindle away from the vehicle and remove the strut assembly.



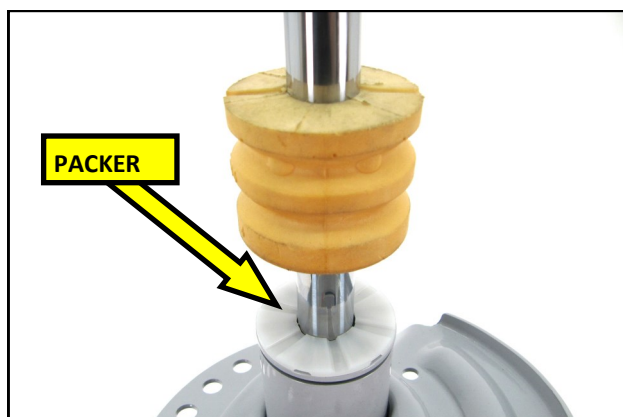
12. Compress the OEM spring in the strut assembly until the tension is fully relieved. Remove the nut and upper strut mount and set them aside.



13. Remove the shipping cap and restraining wire from the RTR Strut.



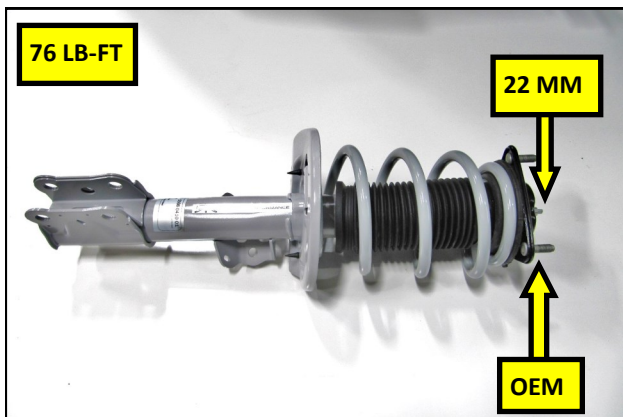
14. Transfer the Coil isolator from the OEM into the RTR Strut as shown.



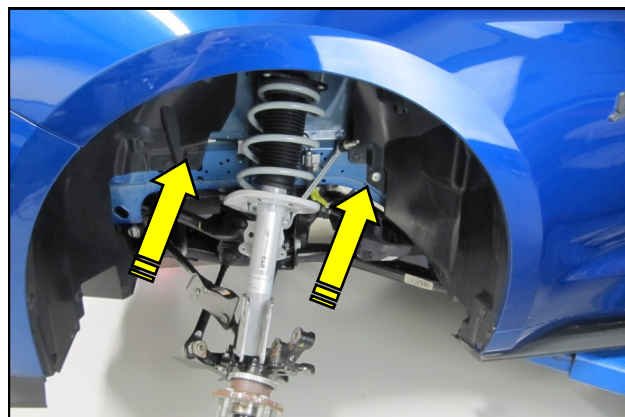
15. Slide the RTR Shock Packer and transfer the OEM bump stop onto the RTR Strut as shown.



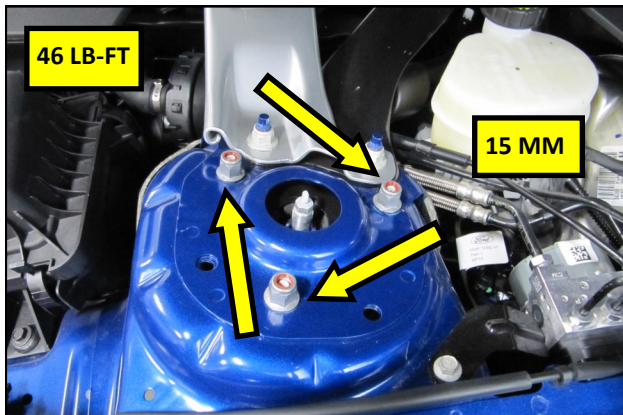
16. Install the boot onto the Strut.



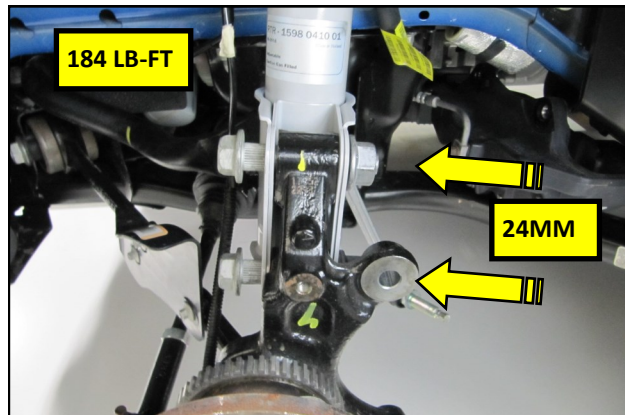
17. Compress the RTR Spring and reuse the OEM strut mount and the supplied Nut and Lock Washer to build the assembly. Torque the Nut to 76 Lb.ft



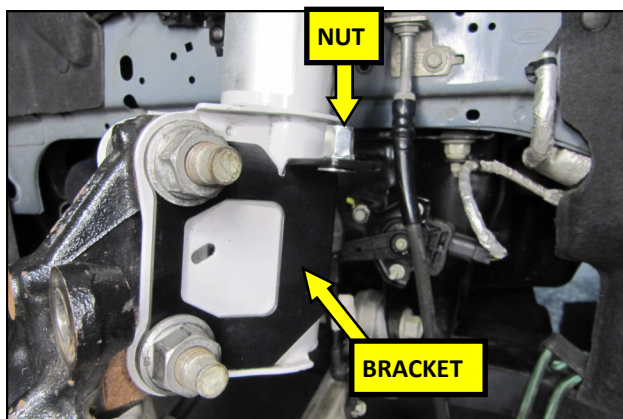
18. Lift the RTR Strut assembly into the vehicle and align the studs with the holes in the strut tower.



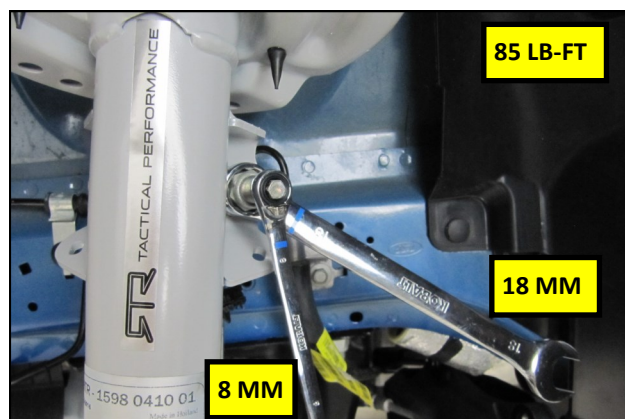
19. Hand tighten the upper strut nuts onto the studs. Torque the nuts to 46 lb.ft.



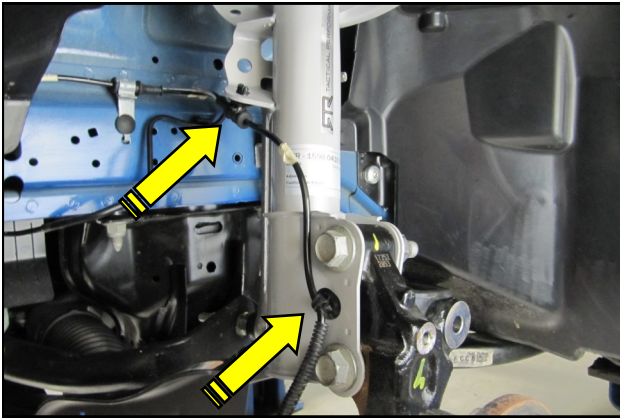
20. Slide the spindle into the strut and re install the strut-to-spindle bolts and nuts. Torque the fasteners to 184 lb.ft. **NOTE:** For Performance Pack vehicles with brake hose bolts, see step 21 for additional information.



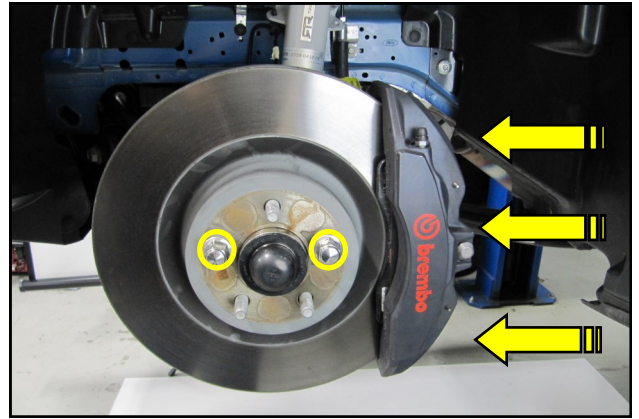
21. On Performance pack vehicles, use the supplied Brake Hose Bracket as shown.



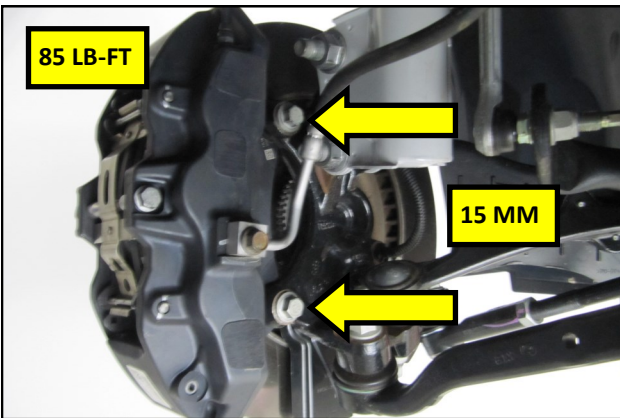
22. Insert the front sway bar link into the RTR Strut tab and re use the OEM nut to secure it. Torque the link nut to 85 lb.ft.



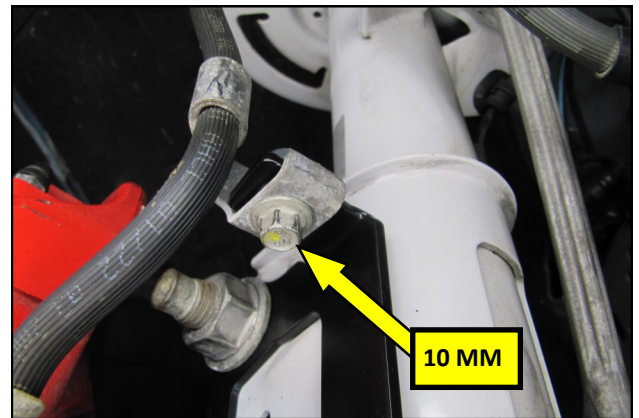
23. Insert the wheel speed sensor wire anchors into the RTR Strut as shown.



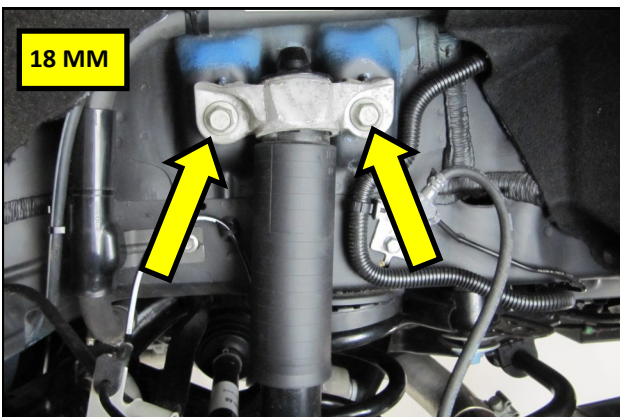
24. Slide the brake rotor back onto the hub and secure it using two lug nuts. Slide the brake caliper back onto the rotor.



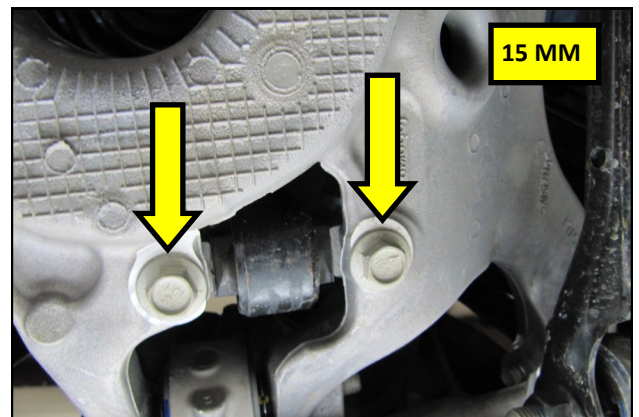
25. Reinstall the anchor bolts and torque them to 85 lb.ft. Repeat steps 2-26 on the opposite side of the vehicle.



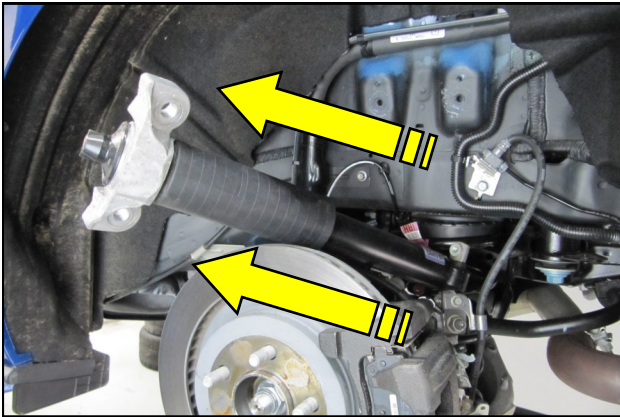
26. On performance Pack equipped vehicles, secure the brake hose to the RTR Bracket using the OEM bolt from the strut body.



27. Remove the rear upper shock mount bolts and set them aside.



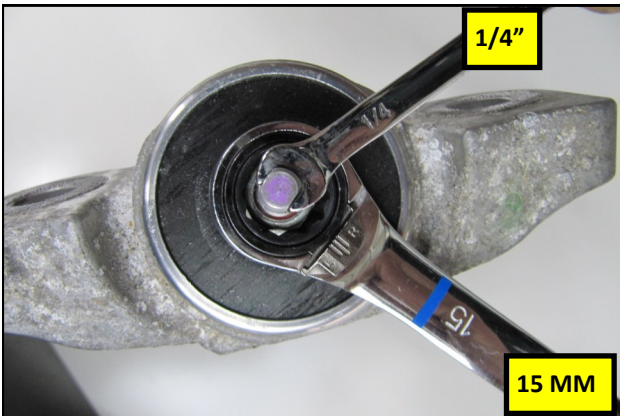
28. Remove the lower shock bolts in the control arm and set them aside.



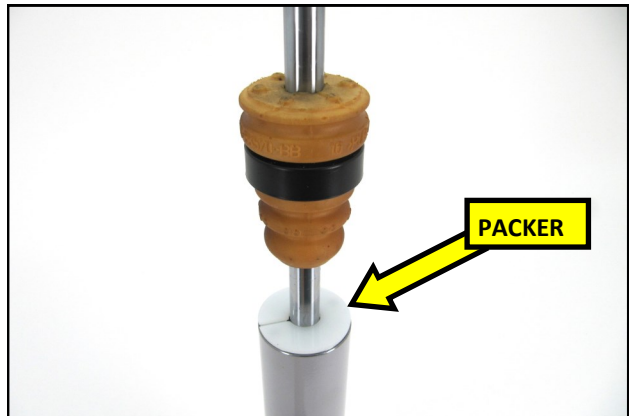
29. Remove the shock from the vehicle as shown.



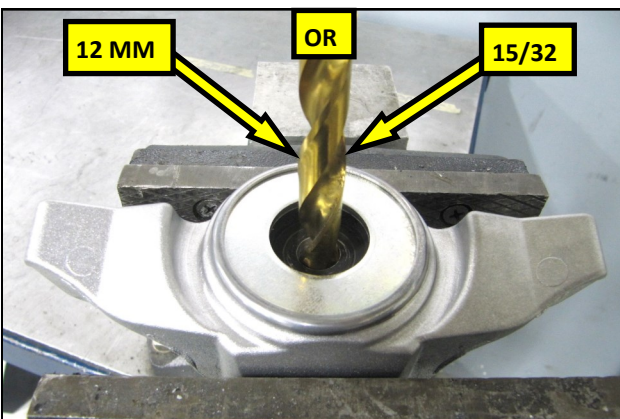
30. Remove the debris cap from the upper shock mount.



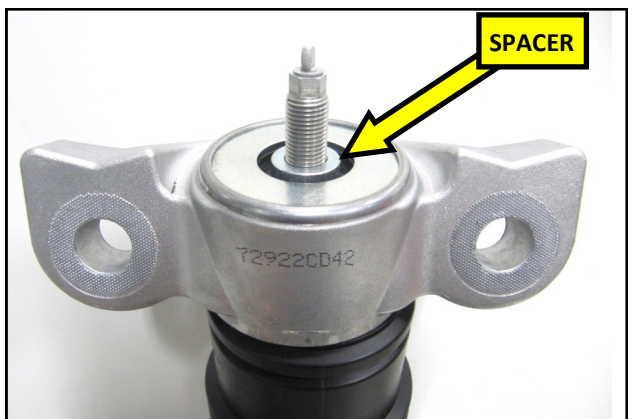
31. Remove the upper shock lock nut and mount.



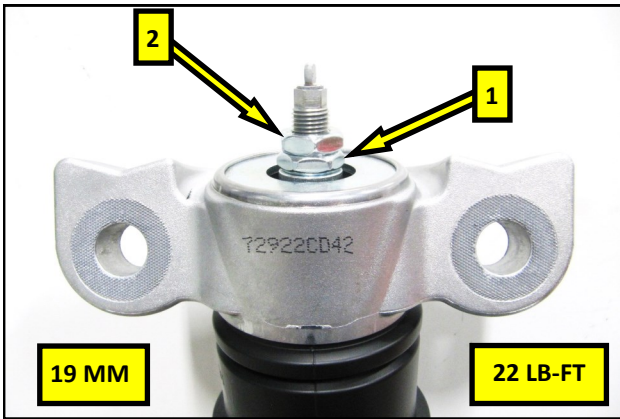
32. Slide the RTR Shock Packer and the OEM Bump Stop onto the piston rod.



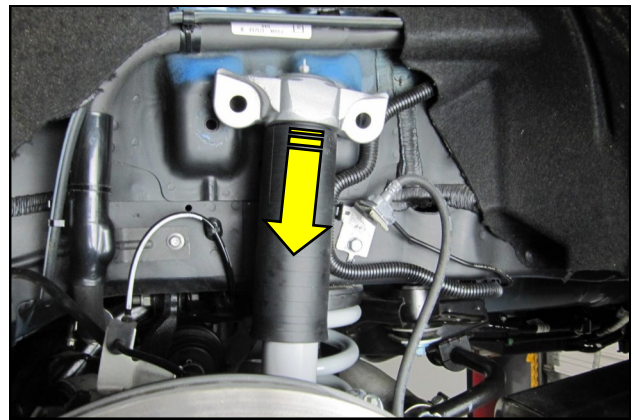
33. If using the OEM shock mount , the mount will need to be drilled out to 12mm or 15/32" to accommodate the larger piston rod.



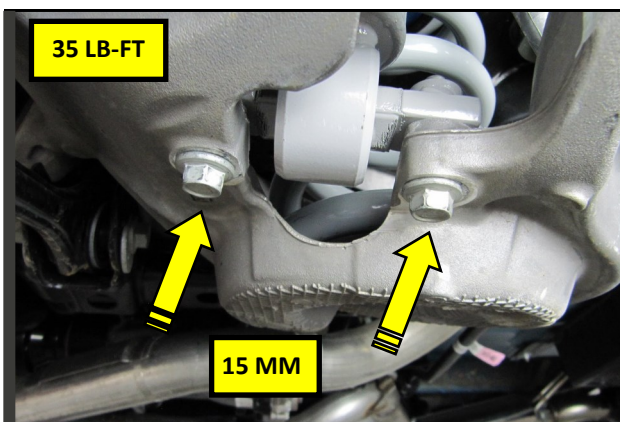
34. Slide the shock boot onto the Bump Stop and re-install the modified shock mount onto the Shock. Place the supplied Spacer on top of the Shock mount as shown.



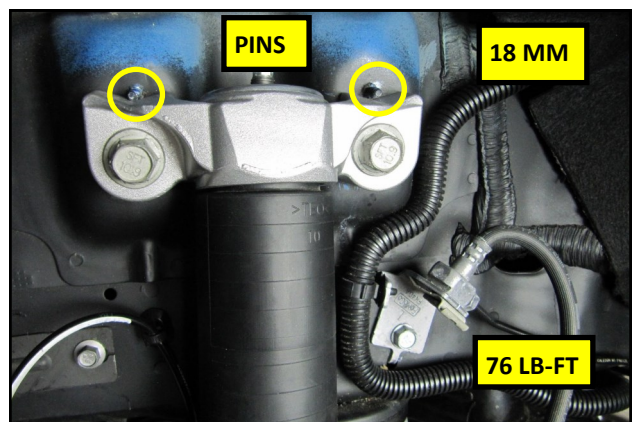
35. Torque the supplied Shock Nuts to 22 lb.ft.



36. Lower the shock into the lower control arm.



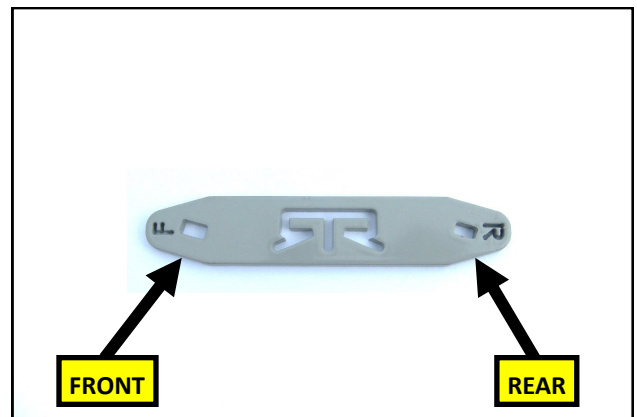
37. Install the lower Shock bolts. Torque the bolts to 35 lb.ft.



38. Compress the rear Shock and align the upper mount under the body alignment pins. Install the rear Shock upper bolts and torque them to 76 lb.ft . Repeat steps 27-38 on the opposite side of the vehicle.



38. Tighten the lug nuts and torque them to 148 lb.ft
Perform a comprehensive test drive, and have the vehicle aligned.



TUNING- The Rebound Damping forces can be fine-tuned to personal driving style and road conditions by rotating the adjuster at the top of the Struts and Shocks using the RTR Shock Wrench. Rotating the adjuster Clockwise will soften the Shock. Rotating the adjuster Counterclockwise will increase firmness.