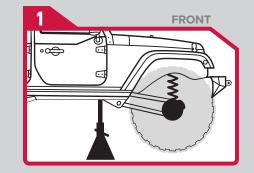


Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a "seat-of-the-pants" drive.

All Falcon Shocks are designed, engineered, and built with state-of-theart methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

FRICON SHOCKS



INSTALL PREP:

INSTALL PREP:

Remove rear shocks

(refer to factory service manual)

- Remove front shocks (refer to factory service manual)
- Removal of tire is optional



Install Falcon front shocks with shaft down

Install rear shocks with shaft down



Orient offset eyelet sleeve with spacer facing inward for maximum frame clearance Torque upper bolt to 56 ft-lb



pad clearance



- spacer facing inward for maximum frame clearance



- Orient offset eyelet sleeve with
- Torque upper bolt to 56 ft-lb



- guard faces forward



96-01-02-016-RevB



 Orient eyelet with the offset facing toward the axle for maximum shock body to spring • Torque lower bolt to 56 ft-lb



 Rotate shaft until lettering on roost • Torque lower bolt to 56 lb-ft



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