

## Ronald L. Earp, Ph.D.

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**From:** Giordano Jeffery A <GiordanoJefferyA@JohnDeere.com>  
**Sent:** Thursday, October 31, 2013 11:49 AM  
**To:** 'Ronald L. Earp, Ph.D.'; 'jeffgio@nc.rr.com'  
**Subject:** RE: Koni Shock Work Order

Lee was great to talk to about this; I currently have a work order setup to send in both sets. The waiting clock starts now with the work order, which is currently about 8 weeks, so they would like to have the shocks there in 3-6 wks.

- Our current shocks are very solid and capable of handling racing. The rods are beefy and carry a thick coating. The next step up would be 2812's, at \$1400/ea, unnecessary in Lee's estimation.
- The current stock valving was developed for the Cobra R street use, not strong enough for our front springs.
- He said based on our springs he would recommend a rebuild with about their stiffest setup. Many internal options are available and will be discussed and decided on by Lee and their engineers. I explained the ranges we were running the fronts, car weight, sway bar, basic good handling, want more rear grip, etc.
- Costs are ~\$225/ea for revalving (\$165 labor + parts), which includes shock dyno data.
- He also mentioned many SN95 users put the fox body units on instead to allow for more lowering without bottoming. Apparently the mounting plates are located higher on the tube, which moves the bottom of the shock down a bit and reduces droop. I told him we didn't think we had any bottoming, but it's noted on the work order to inspect for this and let us know what they find. Our current shocks can be shortened for \$80/ea, which would of course leave our present tube spacing at the bottom in tack, which is a good thing.

Lee mentioned that a decent rule of thumb is that shocks run at the top of their adjustment often suggest the springs are too light, while those run at the bottom suggest a stiffer spring. We talked about the live axle and our attempts to gain more rear grip, noting that we may have been fighting binding by running the shocks much softer than would otherwise be optimal. Hopefully we can eliminate this question with a tri-link. So for the rear Lee suggested we send them in and they will dyno them, if they check out, leave them alone. He made the same comments about the rear shocks being very solid as well.

He said to pack them up well, as the stang shocks are heavy and they often get them back damaged in shipment:

Koni Rebuild Shop  
Attn RO 05366  
1961 International Way  
Hebron, KY 41048

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**From:** Ronald L. Earp, Ph.D. [mailto:ronearp@gmail.com]  
**Sent:** Thursday, October 31, 2013 9:10 AM  
**To:** Giordano Jeffery A  
**Subject:** RE: BOSS

Yep. I think I have those part numbers.

**Front Koni 8742-1122S**  
**Rear Shocks 8042-1134S**