

# #6472RCOK - Installation Instructions

## for 1964-72 Chevelle Rear Coil-Over Conversion Kit

### Notes:

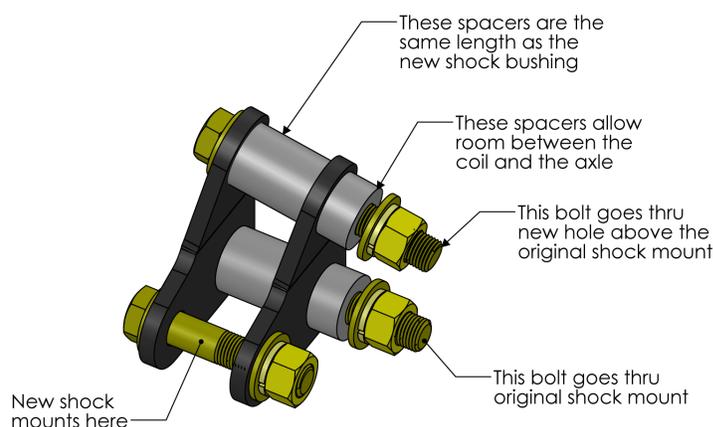
This kit is designed to lower the rear of the car from 1-7".

### Instructions:

- You will need to safely jack or lift the rear of the car off the ground. Support the car and the axle.
- Carefully remove the rear springs from the car.
- Remove the rear shocks from the car. Make sure the rear axle is supported in a way that the rear brake hose from the chassis to the axle is not over extended. If this hose is over extended it can leak causing the rear brakes to fail.
- Position the new lower shock mounting brackets on the rear axle. The lower hole in the mounting bracket will attach in the same location as the original shock mounting stud. The bend in the bracket should be above the lower hole. The new shock position will be inboard of the original shock location. Using a 1/2" bolt and spacers attach the mounting bracket to the axle. Using the mounting bracket and spacer as a guide drill a new 1/2" hole in the axle bracket. Loosely install the second 1/2 bolt to the axle, bracket and spacer. Refer to the illustration as needed.
- Prepare the shock assembly to be mounted:
  - Install the pivot sleeve into the lower shock bushing. If you have more than 1 size make sure to use the sleeve that fits the 1/2" bolt.
  - Thread the coil adjuster and back up nut all of the way onto the shock body. The smaller diameter of the coil adjuster nut will be up.
  - Place the thrust bearing or thrust washers onto the smaller diameter of the coil adjuster nut.
  - Extend the shock to the end of its travel.
  - Place the coil spring over the shock and onto thrust washer.
  - Install the cross bar into the upper shock bushing.
  - Install the 2 snap rings into the snap ring grooves on the cross bar.
  - Install the upper spring mount onto the top of the spring.
  - Adjust the coil adjuster nut so the top of the coil has a light pressure against the upper spring seat. This will help keep the shock assembled during the installation.
- Using the 5/16" nuts, bolts, flat washers and lock washers attach the cross bar to the upper shock mount. The cross bar will be in the same location as the original shock.
- Loosely attach the lower shock mount into the new mounting brackets. You may need to raise or lower the rear axle in order to connect the lower shock mount to the bracket. Take care not to damage the rear brake hose.

- Tighten all of the shock mounting hardware.
- Remove the original bump stop from the axle.
- Install the new bump stop onto the bump stop relocation bracket.
- Using the 3/8" hardware bolt the bump stop relocation bracket onto the flange that held the original bump stop. The lower end of the angled bracket will be toward the front. The 2 bolts will fit into the slots on the bump stop flange. The bump stop relocation bracket will protect the shock, lower shock mount, and upper shock mount from damage if the suspension is bottomed out during a hard bump. Failing to install the relocation bracket can cause damage to the axle, shock, or chassis.
- Lower the car so the weight of the car is acting on the new coil over assembly.
- Adjust the ride height as need by threading the spring adjuster nut along the shock body. After the ride height is adjusted tighten the backup nut against the bottom of the adjuster nut.

Using the knob at the bottom of the shock adjust the shock valve as needed.



### GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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