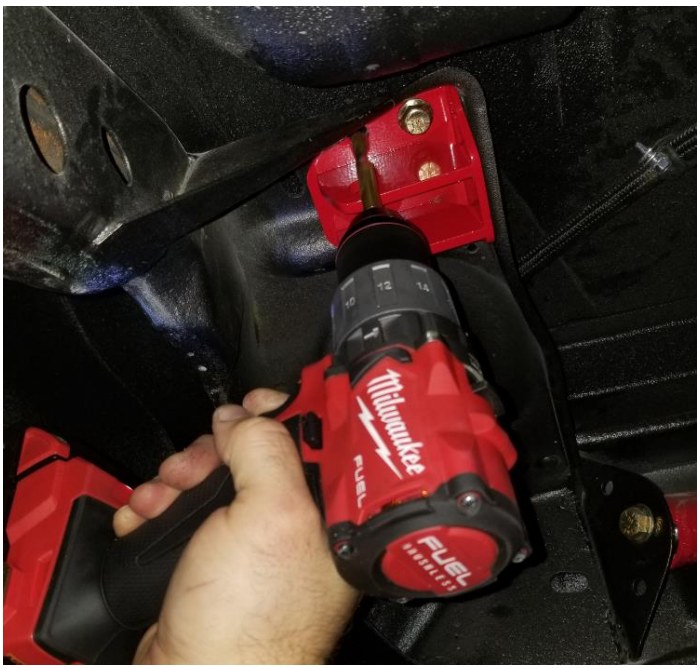
CCK402 INSTALLATION INSTRUCTIONS

Rear Coilover Conversion Kit – A-Body

Required Tools:

- Basic Socket Set and Wrenches
- 3/8” and 1/2” Drill Bits and Drill



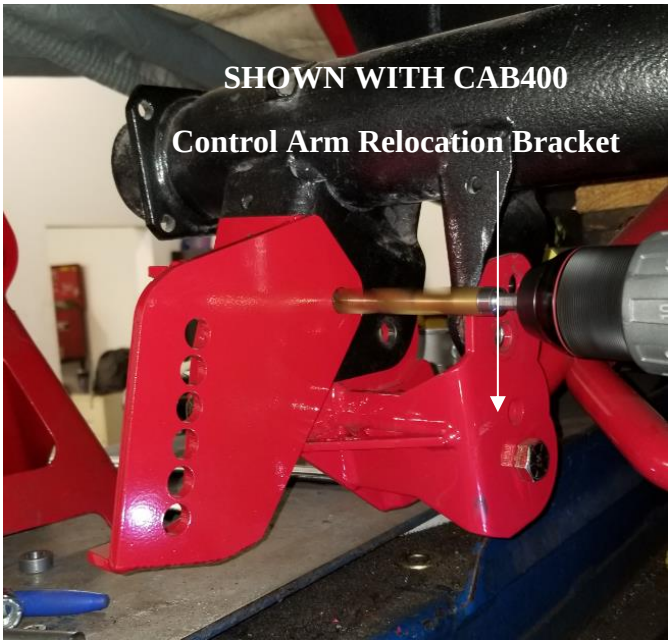
Coilover Conversion Kit Install:

1. Lift rear of vehicle and support with stands under the frame allowing the **rear end to hang**.

NOTE: Removing the rear portion of the exhaust may help with installation.

1. **Remove** the **rear sway bar** to allow better access to the work area.
2. Place a hydraulic jack under the rear end and lift just enough to take the **tension off** the **shocks**.
3. **Loosen** the **lower shock** bolts.
4. **Loosen** the **upper shock** bolts.
5. **Lower** the **rear end**, remove the shock and pull the springs out.
6. Support rear end with jack stands.
7. **Unbolt** the **lower control arms** from the rear end.
8. Place the **control arm bracket** over the control arm ear as shown.
9. Use the **lower shock stud** to **align** the **bracket** to the proper position. Loosely threading on the nut.

(Note: Due to production variations throughout the year range of this platform, minor grinding to the shock stud hole on the factory ear or bracket may be required for proper fitment)



10. Install the **bolt** going through the **factory control arm hole** using the included **sleeves** as shown.
11. **Reinstall the factory shock stud or use a supplied ½” bolt to keep the bracket aligned for the following steps.**

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12. **Torque** the **bolt** in the **factory control arm** hole to **85ftlbs**
13. **Coilover Conversion Kit Installation:**

1. Raise the rear of the vehicle and **support frame** with **jack stands. Allow rear end to hang and** support the differential with a hydraulic jack.
2. Using the **upper mount as a guide** and using a 3/8" drill bit, **drill the remaining two holes** into the formed upper shock ear.

NOTE: You make have to use the 3/8" drill bit to open up the factory shock mount holes.

3. Using the flanged 3/8" hardware, **mount the upper shock mount to the frame** and torque the bolts to 35ftlbs.
4. Next, using a ½" bolt and the **supplied thick washers**, **mount the lower coilover** mount to the **factory shock mounting hole**.
5. Using a dead-blow mallet, **ensure that the faces of the mount are aligned to the factory shock/ control arm ear** and tighten down the ½" fastener to keep the bracket in the proper location.

NOTE: Some <u>grinding of the factory ear and bracket may be required</u> for proper fitment between the ear and the lower bracket. During installation, you must ensure that the bracket fits as flush as possible to the factory shock ear.

6. Using a ½" drill bit and the **coilover bracket as a guide, drill through the shock ear** as shown for each of the reinforcement bolts.
7. **Install the ½" bolts, washers and nuts into the reinforcement holes** and torque to 85ftlbs.

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8. Install your **adjustable coilover bracket to the main lower bracket** as shown using ½" nuts, bolts and washers. It is recommended you **start in the middle** of the adjustment range. Torque fasteners to 85ftlbs.
9. With both the upper and lower mounts installed, assemble your coilover and install the lower portion into the bracket with **two (2) supplied aluminum spacers** as shown.
10. Tighten the ½" bolt going through the top and bottom eye of the coilover to 85ftlbs.
11. Ensure coilover is proper setup and assembled per manufacturers specs.
12. Lower vehicle **slowly,** ensuring that there is proper wheel and suspension clearance.