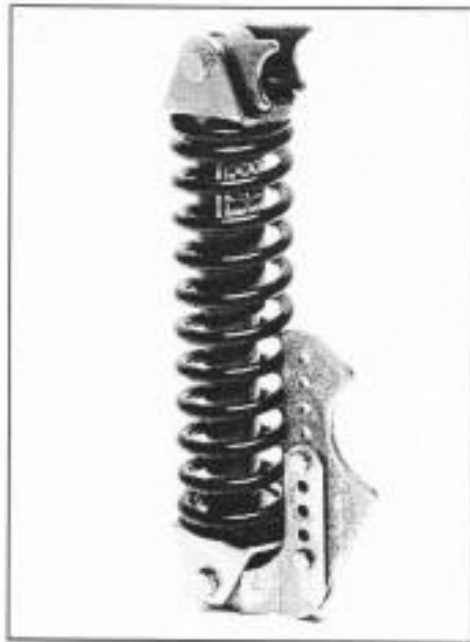


5076



Adjustable Rear Coil Spring & Shock Kit



Chassis Engineering Inc. ♦ 1500 Avenue R, Riviera Beach FL 33404
Tech / Info (561) 863-2188 ♦ Order Toll Free (800) 327-9402

Parts List

- 4...Spring Seats
- 4...Top Mounting Tabs
- 2...Drag Shocks
- 2...Lower Adj. Shock Mount Brackets
- 2...Shock Brackets Right
- 2...Shock Brackets Left
- 4...1/2" X 3-1/2" bolts Gr.5 Fine
- 4...1/2" Fine Lock Nuts
- 4...1/2" RH Jam Nuts
- 4...3/8" X 1-1/4" Gr.5 Bolts Fine
- 4...3/8" Fine Lock Nuts
- 4...3/8" RH Jam Nuts
- 8...Spacers With 1/2" Hole

Chassis Engineering rear coil spring mounts are a low cost alternative to the more expensive true coil overs while still offering many of the same benefits. Some of the benefits of a coil spring rear suspension are 1) Light weight 2) Fully adjustable for spring rate and ride height 3) Reduced under car clutter and ease of installation.

Please read and study the entire instruction procedure before starting your installation to familiarize your self with the steps necessary to complete the installation. Installation is simple and straight forward by reading and understanding the instructions in advance, your installation should go smoothly and quickly.

Safety Notes

- 1...Always use jack stands when working under the car! Never work under the car when supported only by a jack!
- 2...Never weld in the vicinity of fuel lines, brake lines, gas tank or other flammable items. Remove these items from the car or shield them from the welding area.
- 3...Always check any work done on the rear

suspension will not come in contact, rub, bind or interfere with any brake lines, fuel lines, fuel tank, suspension components or body work.

Installation:

The car should be located in large enough area to allow access from all sides where it will not be necessary to move the car until the job is complete.

1...Jack the car up to a good working height of at least 18 inches. Support the car with jack stands under the front and rear of the car. Use shims between the frame and jack stands to level the car from front to back and side to side.

2...Remove the rear wheels and tires. Jack up the rear end until the car just starts to lift off the rear jack stands. Place jack stand under the rear end housing to keep the rear end at this height. shim the jack stands so the car just sits back down on the jack stand that are under the rear of the car. This will put the rear suspension at ride height.

3...With the rear wheels and tires removed, use a plumb bob or square to mark the floor even with the wheel mounting flange on each side of the rear end and the center line of the rear axle. Also measure and record the height of the rear end center line from the ground. These mark and dimensions will be used to reinstall the rear end housing. NOTE: Once this step has been completed, the car can not be moved until the installation has been completed.

4...With all of your measurements taken, you can now inspect the rear suspension area for the best possible mounting locations for the upper and lower mounts of your coil spring kit. Keep in mind while

doing this, that your existing coil springs or leaf springs and their mounts will no longer be needed and will be removed from the car.

5...Now that you have determined the mounting location of the mounts, carefully remove the rear end from the car and cut off and grind smooth the factory spring perches, shock mounts and any other brackets that are not going to be used with the coil spring kit. Clean all under coat and rust off the axle tubes in the area that will be welded.

6...Reinstall the rear end back in the car at the correct height and center it using the lines marked on the floor. Bolt the drive shaft back to the rear end and rotate the rear end so there is 3 degrees down on the pinion angle. Use a jack stand or jack to hold it at this angle until the lower brackets are tack welded on.

7...Assemble the shock to the upper and lower mounting brackets without the spring. Hold the assembly in position with a measurement of 13 inches between the top mounting bolt and lower mounting bolt. Tack weld the lower mounting bracket to the housing when in position. The back of the lower mounting bracket should at a 90 degree angle to the ground. Measure from the axle tube end to the bracket. Use this dimension to tack weld the bracket on the other side of the rear end. (Go to step #9 if you are going to use a crossmember at the top.)

8... Weld the top brackets to the stock frame rails so the shocks are at a 5 degree angle to the rear of the car at the top with a measurement of 13 inches from the top mounting bolt to the lower bolt.

9...If you are using a crossmember to mount the top of the shock, go ahead and mount it in now. Assemble the shock to the lower mounting bracket to help position the tube so that the shock is on a 5 degree angle to the rear of the car at the top. Tack weld the crossmember and top brackets in when they are at the correct angle. Follow the same steps to mount the other side.

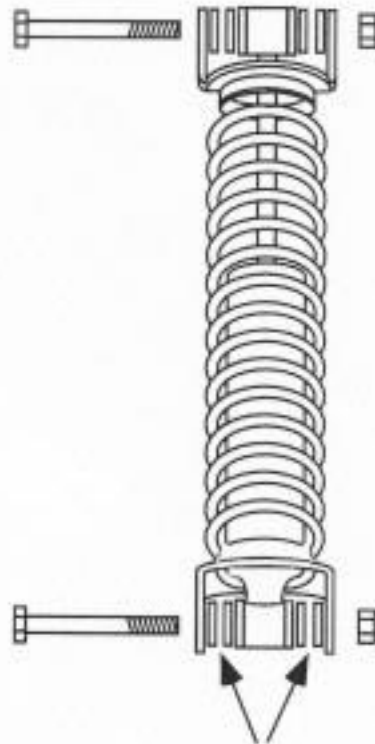
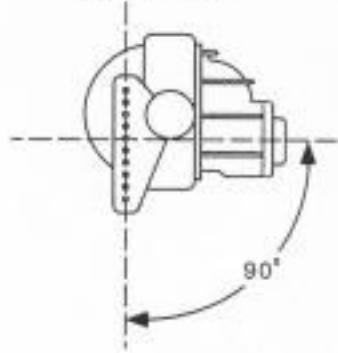
10...With all the brackets tack welded in place, re-check all of your dimensions. Also at this time, check if there will be any interference between the coil springs and brake lines, fuel lines or any body parts. If everything checks out ok, you can remove the rear end from the car and finish welding all welds. NOTE: When welding on the rear end housing, it's important to prevent excessive heat from warping the axle tubes. Weld only a little at a time and wrap wet rags around the tubes to contain excess heat.

11...Reinstall the rear end in the car and reconnect all suspension components, brake lines and coil spring mounts. Recheck the alignment of the rear end in the car using the marks made on the floor.

12...Install the wheels and tires, remove the jack stands and lower the car to the floor. Check the installed height. It must be between 13 and 14 inches. If your measurement is significantly more or less than the recommended distance with the car fully loaded with fuel and driver, you may need to exchange the springs for either a softer or stiffer spring to arrive at the correct installed height.

13...If the installed height is correct, you can now adjust the ride height by moving the "L" shaped bracket on the lower shock mounting brackets either up to raise the car or lower to lower the car.

Drawing #3



Shock Mounting Brackets
Mount Between the Spacers