

#6472RCOK-SA/DA – Installation Instructions

For 1964-72 Chevelle Rear Coil-Over Conversion Kit

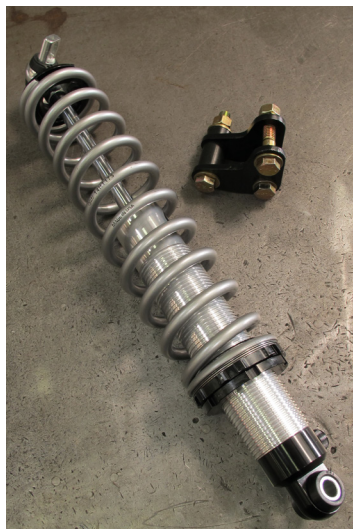
Notes:

The coil-over shocks are designed to bolt into the stock upper mounting locations—no modifications or additional bracketry needed. Contoured lower mounting brackets space the coil-over out from the rear end, however, verify adequate clearance with exhaust, brake lines, etc. before installing. Due to the longer shock length, taller bump stops are provided—the stock bump stops will allow the shock to bottom out before the bump stops contact the frame, ultimately causing severe damage to the shocks.



Instructions:

1. Coil-overs must be assembled prior to installation. A spanner wrench is also included for spring assembly and adjustment. (Fig. 2)



2. First, prep the thrust bearing kit by applying a coating of anti-seize to both sides of the roller bearings. (Fig. 3)



3. Sandwich the bearings between the two stainless shims placed atop the coil spring adjuster collar. The bearings will ease on-vehicle spring/ride height adjustment as well as prevent galling of the aluminum collar. (Fig. 4)



4. With the coil spring set low on the shock, slip the upper retainer on to capture the spring. (Fig. 5)



5. Pre set the coil based off your vehicle's existing (rear) ride height and your preferred new ride height—the CPP coil-over gives you the option of 1-inch lower than stock ride height up to 7 inches lowered. To avoid scratching the coil collar nuts, wrap the supplied spanner wrench jaws in tape. (Fig. 6)

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6. Swap out the through-bolt eyelet sleeve for the required T-bar mount. If a press is not available, a vise, dead-blow hammer, and appropriate-sized socket or tubing will suffice. Secure T-bar with provided C-clips. (Figs. 7-8)

7. With the wheels removed, compress the rear end on jack stands to take some load off the shock absorbers. First undo the lower mount on the axle, followed by the upper mounts. The tops of the upper shock bolts are accessible from underneath the vehicle. (Figs. 9-10)



8. The CPP coil-over will mount directly into the stock upper location—replace existing nuts and bolts with the Grade 8 hardware supplied in the kit. (Fig. 11)

9. To remove the coil springs, lower rear end to take tension off (unload) coils, allowing them to slide right out. (Figs. 12-13)



10. Undo and remove lower shock studs from rear end brackets—these will be replaced with the new contoured bracket mounts. (Fig. 14)

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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11. With the rear end still safely/securely supported, loosely hang the new coil-overs in the stock upper shock-mounting location. (Fig. 15)



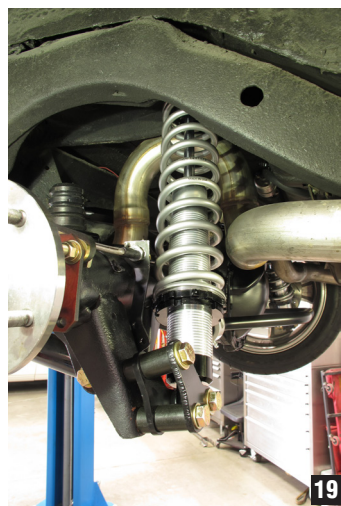
12. The four-piece lower mounting brackets are contoured to match the stock rear end—the dogleg will angle towards the front of the vehicle. Attach the lowest 1/2-inch bolt to the existing hole; using the bracket as a template, drill the upper 1/2-inch hole and attach supplied bolt. (Fig. 16)



13. With the rear end compressed, attach the coil-overs, making sure the adjuster knob(s) face inward, away from the bracket, so as to allow for future on-vehicle tuning. (Fig. 17)



14. Next, mount the new bump stop and accompanying perch onto the rear end in the stock bump stop location. (Fig. 18)



15. Securely tighten all hardware; check to ensure that coil-overs do not come in contact with any components such as exhaust, brake lines, etc. (Fig. 19)



16. The single-adjustable shocks offer 18 individual damping settings—duals have 18 additional adjustment options for rebound as well as compression. Start soft to midway firm (2-8 clicks) and fine-tune your ride characteristics from there. (Fig. 20)



17. Your particular ride height may dictate brake caliper placement in certain applications. Here, with a 12-inch brake kit, the calipers need to be mounted in the forward position to clear both the framerail as well as the coil-over and lower mounting bracket. (Fig. 21)

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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