



Detroit Speed, Inc.
Front Coilover Conversion Kit
 1973-77 A-Body, 1978-88 G-Body
 P/N: 030310, 030315 & 030316

The Detroit Speed, Inc. Front Coilover Conversion Kit is a direct bolt-in kit that provides excellent ride quality along with the adjustability of a coilover. The kit uses an aluminum body coilover shock featuring "Detroit Tuned" valving. The kit allows the latest in coilover spring/shock technology to be bolted on to any late A-Body or G-Body, bringing your classic's handling and ride into the 21st century. This conversion allows you to easily adjust ride height and spring rate to suit your driving needs.



Quantity	Description
2	Detroit Speed "Detroit Tuned" Coilover Shock – Includes: <ul style="list-style-type: none"> • Coilover Shock Absorber • Coilover Spring Adjusting Nut • Flat Washer • Rubber Insulator (Qty 2) • 9/16"-18 Upper Mounting Nylock Nut
2	Coilover Spring (575 lb./in. or 700 lb./in.)
1	Coilover Conversion Hardware Kit - Includes: <ul style="list-style-type: none"> • Thrust Bearing (Qty 2) • Thrust Washer (Qty 4) • 3/8"-24 x 1 1/4" Hex Head Bolt (Qty 4) • 3/8"-24 Nylock Nut (Qty 4) • 3/8" AN Washer (Qty 4)
1	Instructions

Fastener Torque Specifications	
Application	Torque (ft-lbs.)
Coilover Shock Mounting Bolts	35 ft-lbs.
Upper Ball Joint	50 ft-lbs.

1. Chock the rear wheels and loosen the front lug nuts. Raise and support the front of the vehicle with jack stands under the frame. Remove the front wheels.
2. Remove the brake calipers and support them out of the way.
3. Disconnect the front sway bar from the lower control arm. Remove the existing shocks from the vehicle.
4. Support the lower control arm with a floor jack and separate the upper ball joint from the spindle. **CAUTION: The coil springs are under tension. The proper spring compressor must be used.** It is not necessary to separate the lower ball joint from the spindle. Remove the factory coil springs.
5. Assemble the coilover shock for installation in the vehicle. Thread the coilover adjusting nut onto the shock. The coilover adjuster nut must be threaded all of the way to the bottom of the threads. **NOTE:** Use anti-seize on the threads when installing the adjusting nut. Install a thrust washer followed by the roller bearing and then another thrust washer. Slide the rubber bumper over the threaded portion of the shock. Refer to Figure 1 for proper shock assembly.

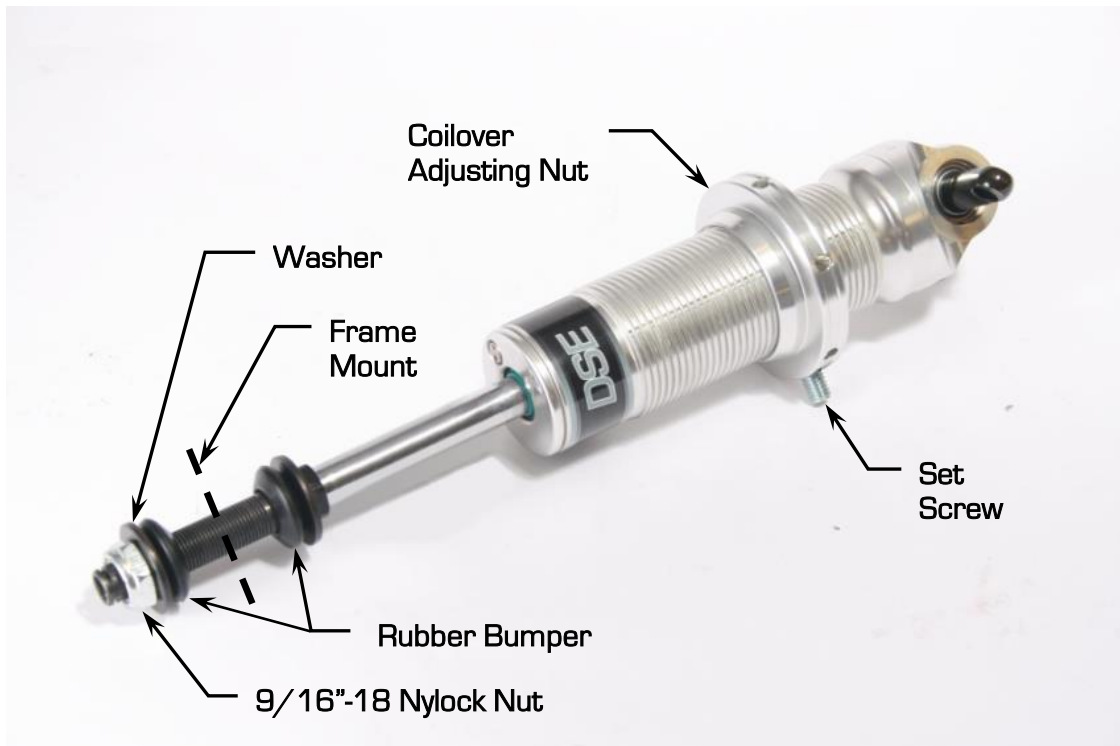


Figure 1 - Shock Assembly

6. Before installation of the coilover shock, enlarge the hole in the frame for the upper coilover shock mount to 3/4" in diameter. This can be done using a 3/4" drill bit or a Uni-Bit.
7. Slide the spring over the coilover shock. Insert the provided 3/8"-24 x 1-1/4"L hex head bolts through the lower shock crossbar. Place the shock assembly in the vehicle by angling the shock inward at the top and locating the spring in the upper locating ring in the frame. Turn the spring if necessary to locate the spring into the frame. Insert the bolts through the lower control arm. If using factory or other aftermarket lower control arms, it may be necessary to enlarge the original shock mounting holes in the control arms to 3/8" holes. **NOTE: The shock tie bar sits on top of the lower control arm.** Thread the 3/8"-24 Nylock nuts onto the bolts along with the 3/8" AN Washers. Torque the nuts to 35 ft. /lbs.
8. Raise the lower control arm. Insert the upper ball joint into the spindle. Using the original hardware, install the castle nut and torque to 50 ft/lbs. If necessary, tighten further in order to insert the cotter pin. Make sure to bend the cotter pin after sliding it through the ball joint to insure it does not slide out of the ball joint.
9. Slide the rubber bumper over the threaded shaft on the shock followed by the washer. Install and tighten the 9/16"-18 Nylock Nut. Tighten the nut until the rubber bumper starts to compress and turn the nut one additional turn. **NOTE: Do not over tighten the Nylock nut.**
10. Thread the coilover adjusting nut up until there is some tension on the spring. Once tension is reached, turn the spanner nut an additional 2 to 3 turns. Ride height will be adjusted later as this is simply a starting point. Detroit Speed recommends cleaning the threads of the shock. Once the threads are clean, Detroit Speed recommends applying dry bicycle chain lube to the threads of the shock body before adjusting the spanner nut and compressing the coilover spring. Allow the chain lube to dry before adjusting the spanner nut.
11. Reinstall the calipers as well as the sway bar. Install the wheels and tires and torque to the wheel manufacturer's recommended torque specs. Lower the vehicle to the ground.
12. Once the vehicle is on the ground, settle the suspension by jouncing both the front and rear by hand by pressing down on the body. Check the ride height at this point and adjust as necessary by turning the coilover adjusting nut. Detroit Speed does offer a spanner tool available as P/N: O31011 if needed. A photo can be seen in Figure 2.



Figure 2 - Detroit Speed Spanner Tool

13. Once the vehicle is adjusted to the desired ride height, tighten the set screw on the spanner nut. Have an alignment by a professional alignment shop performed at this point.
14. The installation is now complete.

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