Spohn Performance, Inc.

Part# 736-B Adjustable Rear Coil Over Kit

1965-1970 Chevrolet B-Body & 1971-1996 GM B-Body

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

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INSTRUCTIONS

Notice: Failure to lubricate the coil over threads with anti-seize or equivalent prior to adjusting ride height will cause damage to the shock absorber and will void the QA1 shock warranty. All ride height adjustments must be made with the vehicle weight completely unloaded from the suspension.

1. Follow the factory service manual to remove the stock rear shock absorbers and coil springs.
2. Check the underside of the upper rear shock mounting location on the vehicle for debris where the t-bars will sit. These areas must be free of any undercoating, dirt, rust or other debris to ensure the t-bar will sit flat against the sheet metal.
3. Remove the upper mount from the shock. Mount just the upper shock mount with t-bar to the upper mounting area on the car using the supplied 5/16" flange bolts and flanged lock nuts. Tighten to 20 ft./lbs.
4. Now thread the top of the shock shaft into the upper shock mount that is mounted on the car. Turn the shock until the shock shaft is fully threaded into the upper shock mount and the adjuster knob on the bottom of the shock is facing rearward. Keep the jam nut loose.
5. With the spring seat turned all the way down on the shock you can access and tighten the jam nut at the top of the shock shaft to secure the shock to the top mount.
6. Mount the u-shaped lower shock mounting bracket onto the vehicle. Install the 1/2" washers and lock nuts. The brackets will mount perpendicular to the axle tube. Torque the stud to 50 ft./lbs.
7. Repeat steps 1-6 on the other side.
8. Place the vehicle on the ground and check vehicle ride height. Adjust the spring seat adjuster nut up or down the threaded shock body to gain your desired ride height. Be sure you have lubricated the shock body threads first. Once ride height has been set tighten the jam rings against the spring seats using the supplied spanner wrenches.

9. Check around the shock and spring assembly and verify proper clearance for brake lines, cables and exhaust.

10. Finally, the u-shaped lower shock mounting brackets should be welded to the rear axle housing's mount. Sand the powder coating from the areas of the bracket that you will be welding and then touch up with gloss black paint after welding. Be sure to unbolt and remove the bottom of the shock from the mount before any welding is performed so you don't melt the shock bushing.