

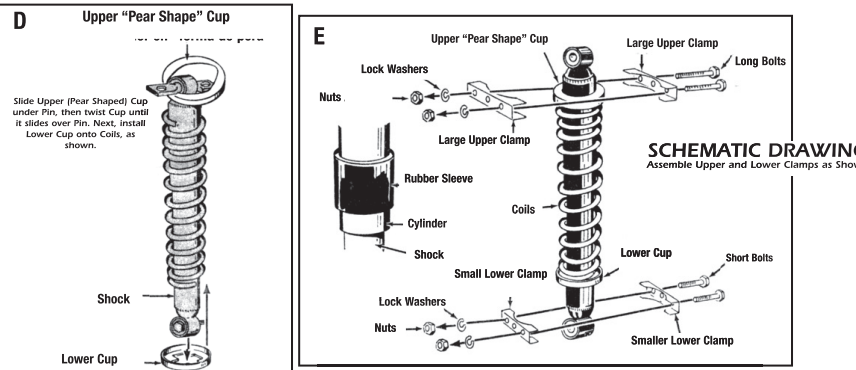
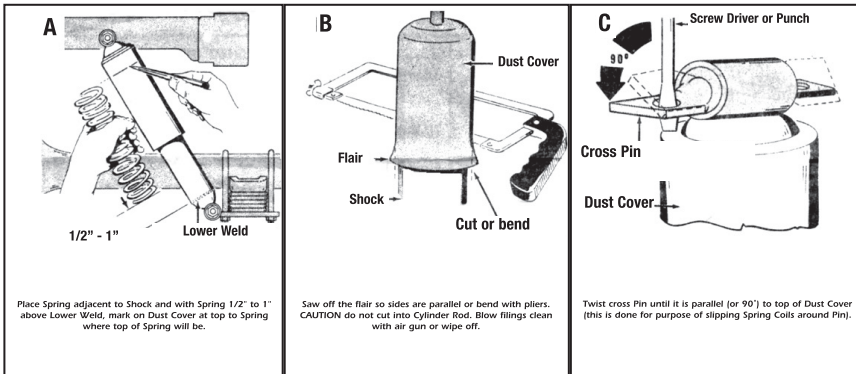


14-079B, 14-0490, 14-0890, 14-1890 REAR SHOCK SPRINGS INSTALLATION INSTRUCTIONS

WARNING - BEFORE INSTALLING, READ INSTRUCTIONS CAREFULLY. NOT FOLLOWING THESE INSTRUCTIONS MAY RESULT IN PROPERTY DAMAGES AND OR CAUSE SERIOUS INJURIES.

*YOU HAVE JUST BOUGHT THE FINEST OVERLOAD AND STABILIZING SPRING AVAILABLE.
DESIGNED TO PROVIDE A CONTROLLED RIDE, THE VARIABLE PITCH ACTION
IS AUTOMATIC AND PROVIDES THE SAME TYPE RIDE CONTROL AS EXPENSIVE AIR SUSPENSION SYSTEMS.*

1. Jack up rear end of car until wheels are free of the ground. It is recommended that an Axle Jack be used and support vehicle with Jack Stands.
2. Before removing Shocks check to see that there are no obstructions that will prevent a normal installation. In some cases it may be necessary to place Mounting Clamps higher or lower on Shock to clear parts on car.
3. Place Spring next to Shock (Shock is still on Car) and with Spring 1/2" to 1" from Shock Weld at lower end note mark on Dust Cover where top of Spring will be (see Illustration A) VERY IMPORTANT!
4. Remove Shocks, clean thoroughly.
5. It is recommended that shocks which have a flare on Dust Cover, the flare be removed by sawing off, filing or bending (see illustration B) this does not affect Shock at all (be careful not to saw into Cylinder Rod as this could affect Shock)
6. Rubber Sleeves: Slip Rubber Sleeve over Dust Cover. Slide to bottom of Dust Cover. If Sleeve is tight, use Rubber or soap Lubricant or pry downward with a Screw Driver.
7. Slip springs over Shock Absorber, (see Illustration C) for Shocks that have Cross Pin at top of Shock and refer to General Motors Instructions.
8. Place Pear shaped Cup over top of Spring and irregular Lower Cup at bottom of Spring. (see Illustration D)
9. Bolt Lower Clamps (small) approx. 1/2" to 1" from Lower Weld. (reread Instructions 2 and 3 above) Snug up Nuts but do not make final tightening at this time, (refer to Schematic illustration E) Install Upper Clamps (larger) approx. 1" above mark you made earlier on Dust Cover. Snug up but do not tighten.
10. Take Shock Assembly and place back on Car, do not install, check for clearance of all parts and correct if necessary. If you find that Shock Absorber has to be compressed in order for it to fit on Mounting Bolts and the Upper Clamps will not allow compression of Spring, move Upper Clamp Higher on the Dust Cover.
11. Tighten Nuts using Maximum 40 inch/lbs. of torque. Nuts and Bolts should be evenly tightened so Clamps are bearing on Cylinder and Dust Cover but not to the extreme of compressing any metal. Use a torque Wrench if available, if unavailable tighten only until Nuts are firm - never to excess.
12. Repeat all above instructions on the other Shock.
13. Install assembly back on car, recheck clearance and road test. Make any final corrections at this time.



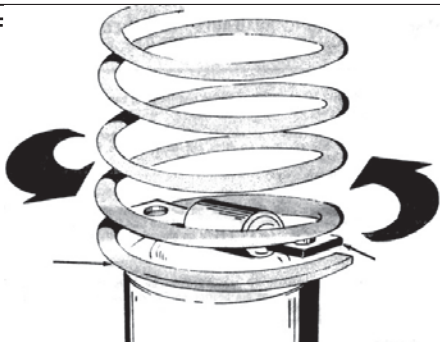
GENERAL MOTOR CARS AND SPECIAL NOTES

- If your shocks have cross Pin at top bushing, refer to illustration C, D, F and G.
- If your Shocks do not have a Cross Pin, follow complete instructions above as C, D, F and G DO NOT APPLY.
- Additional load capacity: If you wish more load from Springs, move Upper and Lower Clamps closer together. This will compress Spring and give you more load capacity.
- It is Okay to use any heavy grease to lubricate space between Springs and Dust cover. (All parts and workmanship are fully guaranteed for you protection).
- On some Shocks that have the Upper or Lower Mounting Bolt too close to Mounting Brace, it may be necessary to follow Illustration H.
- On some Cars installation can be made easier if the Rear Wheels are removed before installing shock Springs.
- Shocks that have Decorative Coil Wire around bottom or Fluted Rubber at lower end of Cylinder: Remove these before installing clamps and Cups. They serve no useful purpose.
- Filing Cups and Clamps: sometimes these may have to be filed slightly to fit over Shocks. Use any Round file to accomplish this.

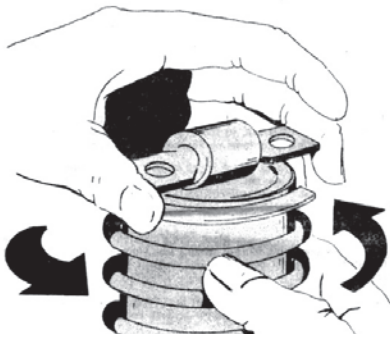


WARNING: This product contains chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

F

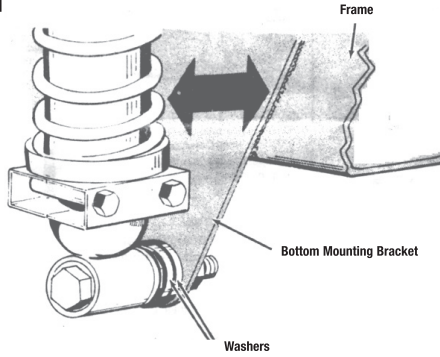


Slide Cross Pin between Coils of Spring and turn Coils, as shown.



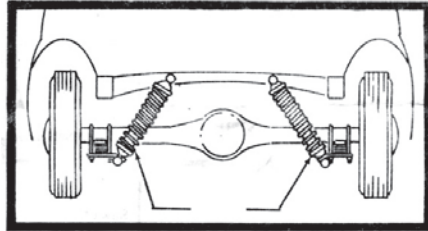
Hold Cross Pin with fingers and turn Coils until Pin extends through Coils.

H



When installing bottom or top Shock, check to see that there is no interference with Bracket and Clamp. Install (2) Flat Washers to move away from Bracket if necessary for clearance.

A VIEW OF FINISHES INSTALLATION



IMPORTANT INFORMATION:
 1966 Valiant Wagon and certain other vehicles may have an interference problem when the unit is installed on the shock. Make certain the assembly does not interfere (rub) on any of the original components of the vehicle. Pay special attention to the gas tanks and brake lines. Use standard type flat washers such as illustration H to eliminate problems.