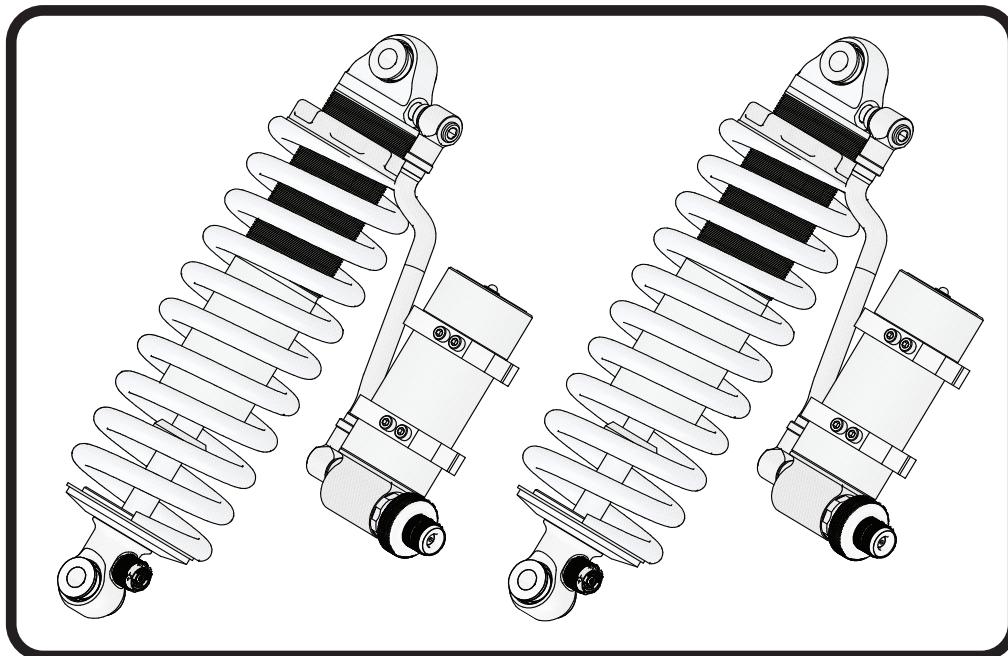


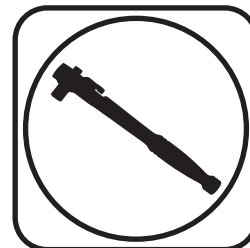
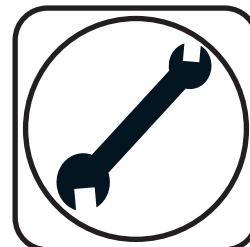


**Part # 11256511**

### 1962-1967 Chevy II TQ Rear CoilOvers



#### Recommended Tools



### 1962-1967 Chevy II TQ Series Rear CoilOvers

# Installation Instructions

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#### CoilOver Dimensions:

Center of bearing to Center of bearing:

Compressed: 11.23"

Ride Height: 14.50"

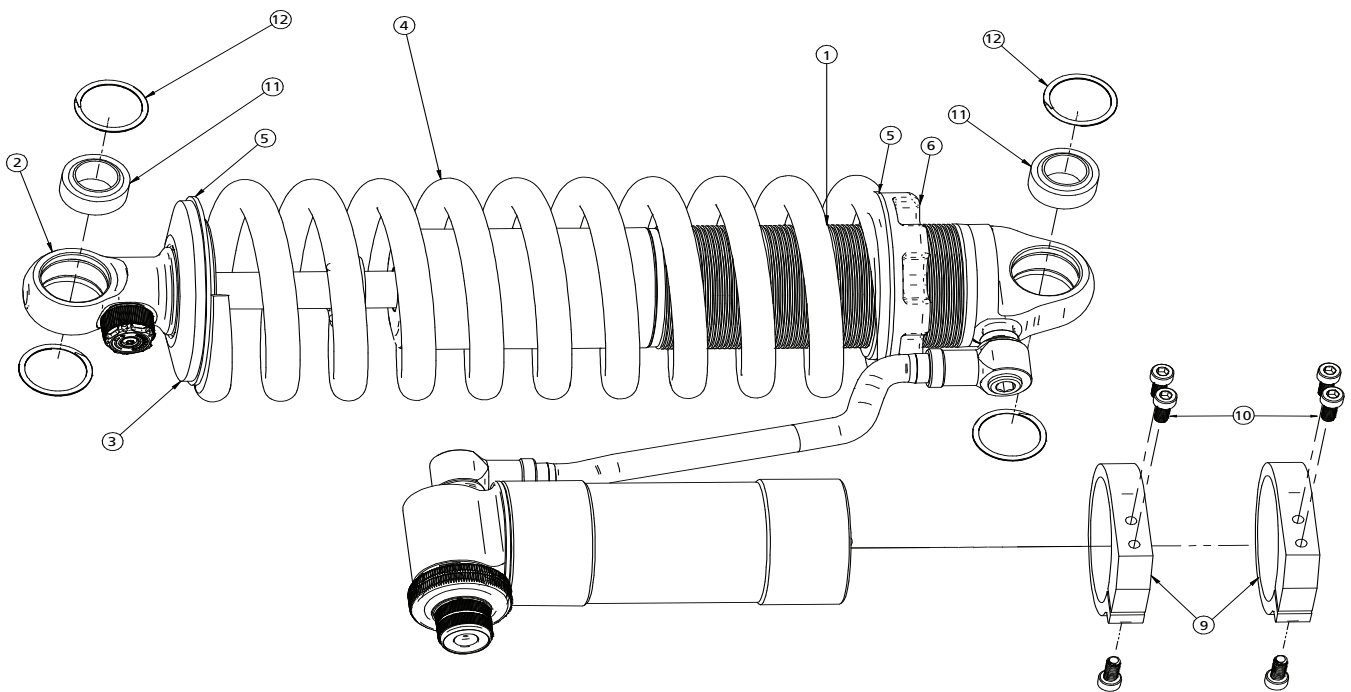
Extended: 16.43"





### Major Components .....In the box

Item #	Part #	Description	QTY
1	986-10-072	5.2" Stroke TQ Series Shock	2
2	815-05-022-KIT	1.7" Shock Eyelet	2
3	803-00-199(kit)	Upper Coilspring Mount (803-00-199 kit)	2
4	59100175	Coilspring 10" 175lb	2
5	70010828	Delrin Spring Washer	4
6	803-00-199(kit)	Lower Spring Adjuster Nut (803-00-199 kit)	2
	803-00-199(kit)	Adjuster Nut Locking Screw (803-00-199 kit)	2
	803-00-199(kit)	Retaining Ring (803-00-199 kit)	2
9	026-05-000	Reservoir Clamps	4
10	99050000	Reservoir Socket Head Cap Screws	12
11	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
12	90001995	Bearing Snap Ring (installed in shock and eyelet)	8
	90002043	1/2" ID Upper Shock Bearing Spacer	4



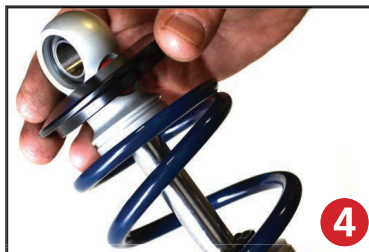


### CoilOver Assembly...



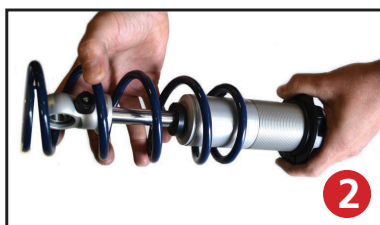
1

First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.



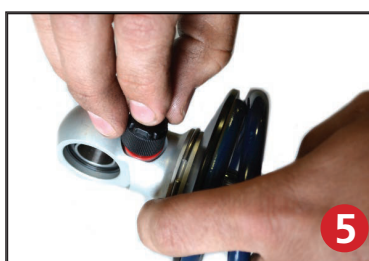
4

Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.



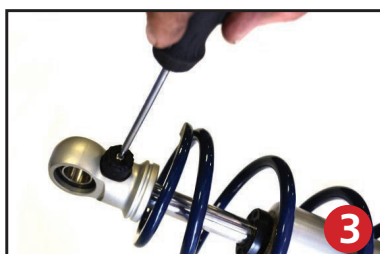
2

Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.



5

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.



3

Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.

**Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.**

**NOTE:** Remember to adjust the shock valving before driving, the shock is currently set to full stiff.

### CoilSpring Adjustment

**6.** Preload the springs of the CoilOver 1" to start. **Steps 6a - 6e** will assist you with preloading the coilspring. You may need to adjust the amount of preload in the spring, but this will be determined after the vehicle has been sat on the ground.

**6a.** Verify the adjuster nut locking screw is installed in the adjuster nut, but not tight.

**6b.** Thread the spring adjuster nut up the shock body until it is snug against the spring. You should NOT be able to move the spring up and down on the shock (0 preload). Verify the upper coilspring cap is seated correctly on the upper shock stud.

**6c.** Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

**6d.** Using a spanner wrench, thread the adjuster up the shock an additional 1" (from the measurement you took in step 2) to preload the spring.

**6e.** Lock the adjusting nut in place by tightening the adjuster nut locking screw.

**7.** Reinstall the rear wheels and tires and set the rear of the vehicle back on the ground.

**8.** After entire weight of vehicle is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**



### CoilSpring Adjustment

9. If you determine you need to adjust the ride height of the rear suspension after getting the vehicle on the ground, **Steps 9a - 9e** will assist you in adjusting the ride height.
  - 9a. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. You do NOT need to remove the rear wheels.
  - 9b. Loosen the locking screw in the adjuster nut, but do not remove the locking screw.
  - 9c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.
  - 9d. Using a spanner wrench, thread the adjuster up or down the shock to obtain the correct ride height. One complete revolution of the adjuster nut is approximately 1/16" at the wheel. Threading the adjuster nut up the shock will raise the ride height, threading it down will lower the ride height.
  - 9e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.
10. After entire weight of vehicle is on the wheels, jounce the suspension and roll the vehicle forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**
11. Recheck your ride height. If you need to readjust, repeat **Steps 9-10.**

### Shock Adjustment 101- Single Adjustable

#### Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

#### Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

#### Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

**Note: One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**



### Shock Adjustment

#### Shock Adjustment 101-Triple Adjustable

##### Triple Adjustable:

##### Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.

-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.

##### Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.

-Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use). Take the vehicle for a test drive.

-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 clicks.

##### Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the low speed compression adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

##### Step 3:

Adjust rebound according to Single Adjustable instructions.

##### **Note:**

**One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**