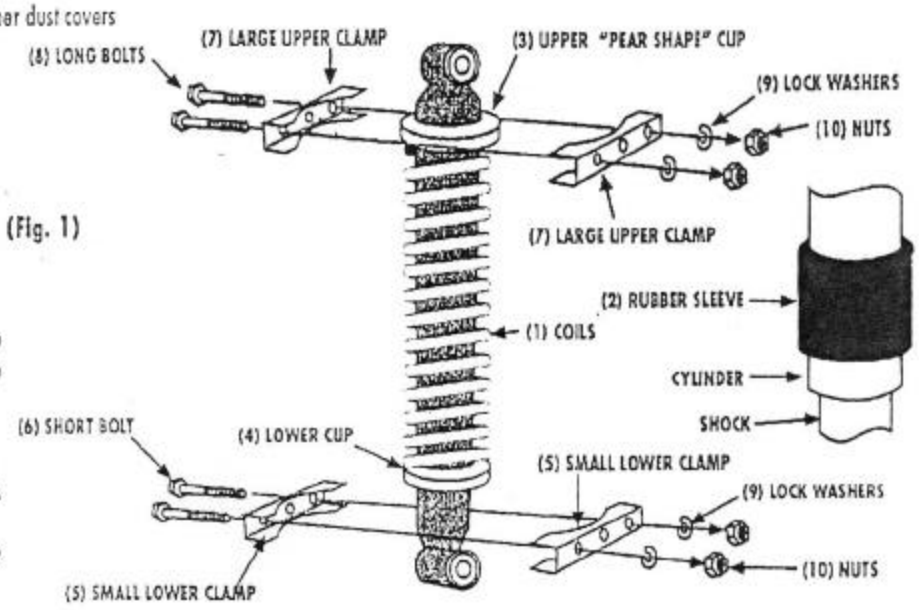
Part #18925

Rear Shock Absorber Springs

Before installing this set of shock absorber helper springs, unpack the contents and identify the following:

1) 2 heavy duty coil springs that fit around the vehicle's shock absorbers
2) 2 thick rubber sleeves that fit over the vehicles shock absorber dust covers
3) 2 metal mounting bases for the top of the coil springs
4) 2 metal mounting bases for the bottom of the coil springs
5) 2 pair of smaller metal brackets
6) 4 shorter bolts
7) 2 pair of larger metal brackets
8) 4 longer bolts
9) 8 lock washers
10) 8 nuts



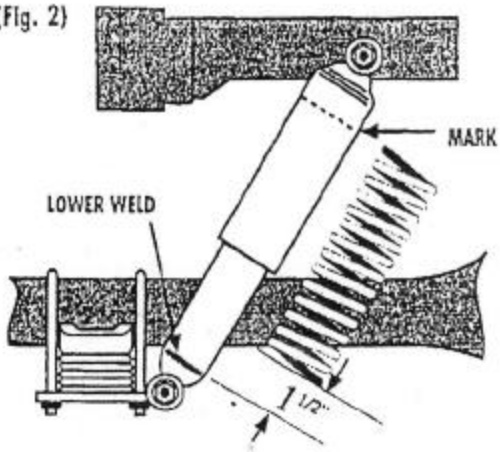
(Fig. 1)

We recommend that an axle jack be used to raise the rear end of the vehicle. Please take all of the precautions that you do when changing a tire. Engage the emergency brake, block the front wheels so they cannot roll, use heavy duty jack stands or blocks to support the vehicle under it's frame. Please refer to your vehicle manual for guidelines to use when changing a tire. NEVER DO UNDERCAR WORK WHEN ONLY USING A JACK. ALWAYS USE JACK STANDS OR HEAVY DUTY BLOCKS UNDER THE FRAME OF THE CAR.

1. Raise the rear end of the vehicle, put jack stands or blocks under the frame to support it, and check to see if there are any obstructions that will get in the way of the shock absorber springs. Pay special attention to gas tank clearance and also brake lines. If there is any contact with these, do not install this particular kit. 1966 Valiant Wagons, for instance, have an interference problem. This kit should not be used with that particular vehicle.

2. Do not remove the shock absorbers, but wipe off the surfaces of them. You are going to draw a line on the top portion of the shock (dust cover). Use a magic marker or something similar that leaves an easily seen mark. Hold one of the coil springs against a shock absorber, approximately 1" above the shock's lower weld seam. Make a mark on the upper portion of the shock absorber (dust cover) where the top of the coil spring ends (**Fig. 2**). These two points are very important because they relate to the spots that the upper and lower metal brackets are attached.

(Fig. 2)

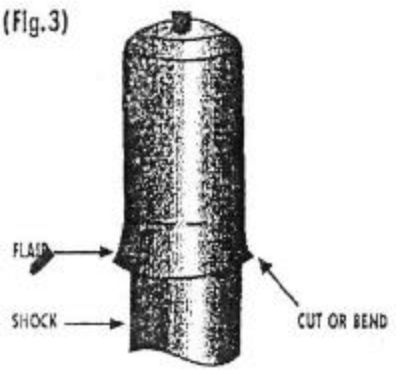


3. Remove the shock absorbers and examine them for any kind of damage. If there is any damage present, replace the unit. Clean the shock absorber body and also the mounting points on the car.

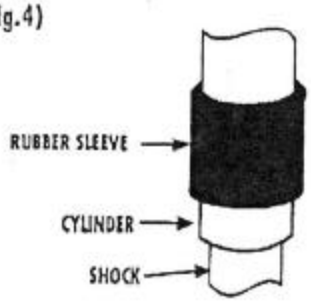
4. If the shock absorbers have a flare dust cap you should either cut off the flare portion, or bend it in (**Fig. 3**), since it is possible for the flared metal to come in contact with the shock absorber coil springs. DON'T CUT INTO THE CYLINDER ROD. After making your modifications, carefully clean off any residue or metal filings.

5. Slip the rubber sleeve over the shock absorber dust cap (**Fig. 4**). If it is unusually tight, lubricate it with soapy water or a suitable rubber lubricant.

(Fig.3)



(Fig.4)



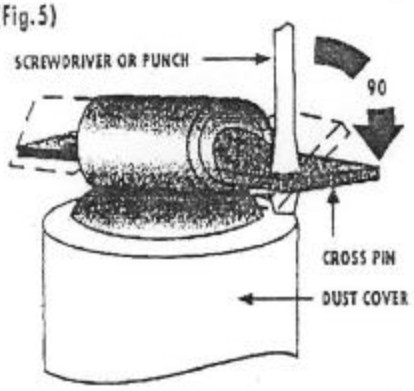
6. Slide the coil spring over the shock absorber. If the shock has a mounting cross pin, as many GM vehicles have, use a screw driver to turn the pin so it is horizontal **(Fig. 5)**. You will thread the coil spring around the shock absorber cylinder and a flat pin is simple to work with compared to one that is still in it's original, half extended, position. If your vehicle does not have this cross pin then the shock should slide inside the coil spring very simply.

7. Slide the bottom mounting base with the squarish, four sided cutout around the bottom of the shock absorber. Slide the corresponding top metal mounting base, with the oval shaped cutout, over the top of the shock absorber **(Fig.6)**.

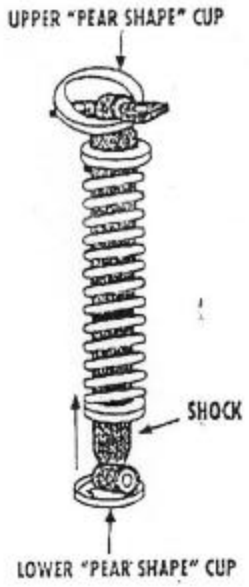
8. Take the smaller bracket, and shorter bolts, and affix the bracket to the bottom portion of the shock absorber 1" above the weld seam. Just snug up the bolts so the bracket does not move **(Fig. 7)**.

9. Take the larger bracket, and longer bolts, and affix the bracket to the top portion of the shock absorber 1" above the mark you made prior to taking the shock off the vehicle. Just snug up the bolts so the bracket does not move **(Fig. 7)**.

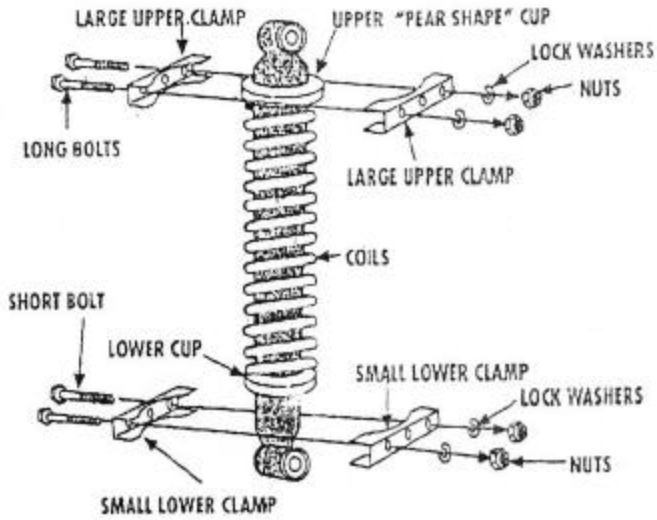
(Fig.5)



(Fig.6)



(Fig.7)



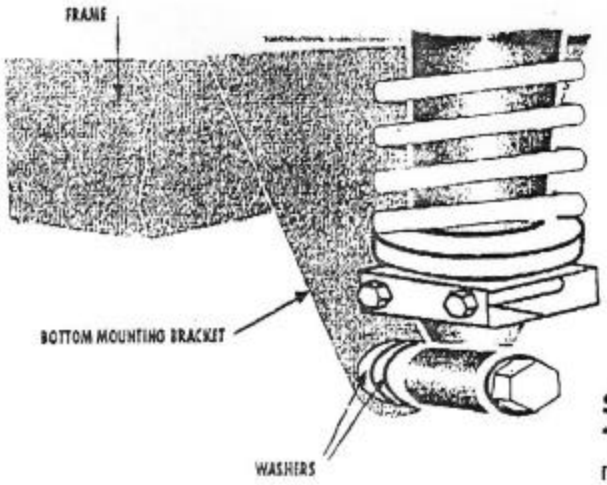
10. Remount the shock absorbers, but do not final install them yet **(Fig. 8)**. Check to make sure there are no obstructions and that the operation of the shock absorber & spring kit is free and clear of all body parts.

11. After ensuring that everything is satisfactory, tighten up the bolts on the brackets. A torque wrench is recommended and the nuts should be tightened to a maximum of 40 inch/lbs. of torque. Do not tighten them to the point of bending the metal of the shock absorber.

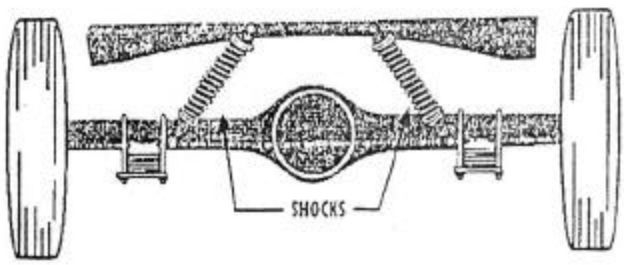
12 Repeat all of these steps for the other shock absorber kit.

13. Final install the shock absorbers onto the vehicle. Double check to make sure all clearances are generous and that no obstructions exist **(Fig. 9)**. Test drive the vehicle and then make any fine tuning of the shock absorber springs now.

(Fig.8)



(Fig.9)



Special Installation Comments

* When mounting the shock absorbers back on the vehicle, if you need a small amount of clearance room for the mounting brackets, use 1 or 2 flat washers to bring the brackets away from obstruction.