

INSTRUCTIONS

916-49060 Plain
916-49065 Chrome

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DELUXE COIL OVER REAR SUSPENSION KIT

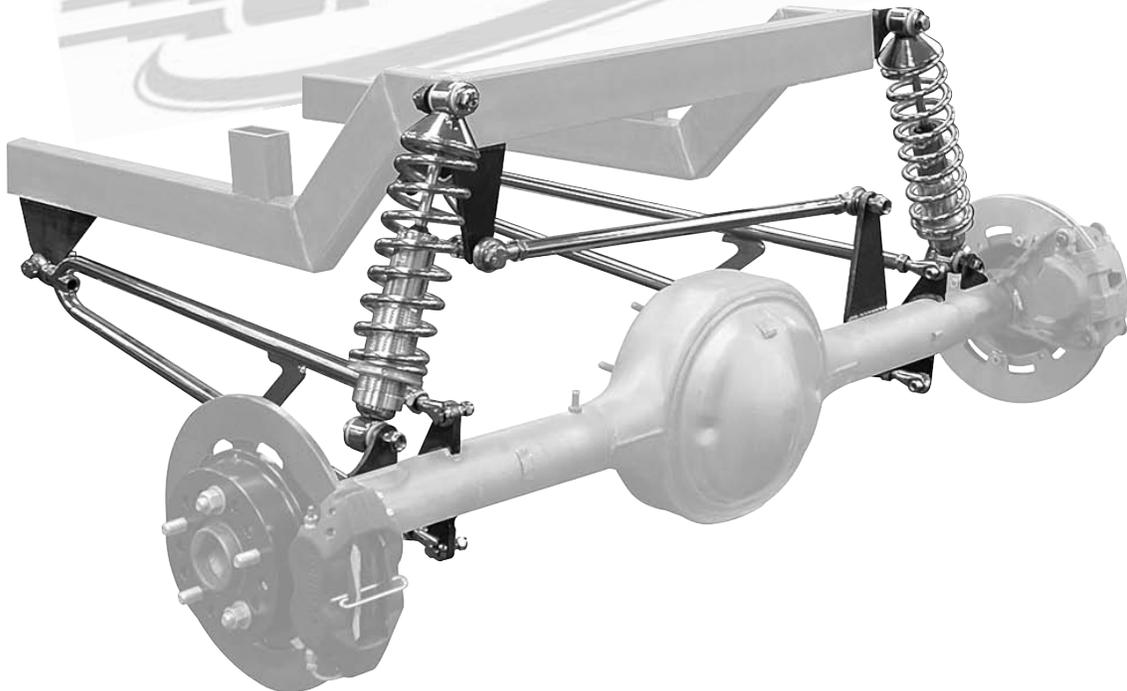
**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION**

Parts List 916-49060 Plain

Description	Part Number	Qty
Plain radius rods 32"	916-45110	1pr
Radius rod front mounts	916-35051	1pr
Radius rod brackets	916-45006	2
Std. heim 5/8" RH male	175-6046-RH	2
Clevis 5/8" RH plain steel	910-02006	4
5/8" RH steel jam nuts 6/pk	175-6046-RH	1
Panhard bar kit—rear	916-49022	1
Street rod shock	255-2254	2
10" coil over spring 140lbs	25510-140	2
Coil over kit 1.63 body	255-1951	2
Nut/bolt kit dix coil suspensions	916-49021-1	1
Shock mounting bolts & nuts	916-49060-2	1
Chassis tab 1/2" hole 8/pk	910-07230-1	1

Parts List 916-49065 Chrome

Description	Part Number	Qty
Chrome radius rods 32"	916-45111	1pr
Radius rod front mounts	916-35051	1pr
Radius rod brackets	916-45006	2
Chrome heim 5/8" RH male	910-02106	2
Clevis 5/8" RH chrome	910-02006	4
5/8" RH chrome jam nuts	910-01006	6
5/8" LH chrome jam nut	910-01106	1
Panhard bar kit—rear	916-49022	1
Street rod shock	255-2254	2
10" coil over spring 140lbs	25510-140	2
Coil over kit 1.63 body	255-1951	2
Chrome bolt kit	916-49065-2	1
Shock mounting bolts & nuts	910-07230-1	1
Chassis tab 1/2" hole 8/pk	910-07230-1	1
5/8" chrome link	916-32-25.5	1



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RADIUS ROD INSTALLATION:

- 1) Position frame securely on jack stands, simulating the ride height and rake of the frame.
- 2) Determine the rear axle centerline either by the location of the original rear axle or by the wheel opening of the body. Mark this location on the frame rails for reference.
- 3) Place the rear axle under the frame and center it using the reference marks on the frame. The rear axle should be mocked up at ride height. Choose a common hole in the frame or make a mark on each side as a reference to measure from, also measure from the frame to the axle flange or other common point to center axle side to side. Also set the pinion angle as required.
- 4) Assemble the radius rods. **NOTE:** Anti-seize must be used on the threads of the rod ends and clevis. Failure to use anti-seize will cause the threads to gall and seize up. There is no warranty on galled threads. Thread the rod ends and jamb nuts in approximately $\frac{3}{4}$ of the length of the threads; counting the number of turns assures the bars will be the same length. Assemble the radius rod brackets onto the radius rods with the clevis supplied.
- 5) Clamp or hold the rear radius rod assembly in place. The front bracket will normally need fitting to the frame. Each car is a little different and needs to be dealt with on a one on one basis. Mark the front bracket, trim as required and tack weld in place. Fit the rear brackets to the axle and tack weld in place. The rear brackets should be spaced equally from the end of the axles. Make sure you double check that the rear axle location and the pinion angle has not changed. Disassemble and finish welding the brackets all around.

PANHARD BAR INSTALLATION:

The chassis and rear end should be mocked up at final ride height before installing the panhard bar. Install the jamb nuts onto the left and right hand heim ends and thread them into the panhard bar about 1". The panhard bar comes with two brackets. The shorter 2" bracket will typically mount to the bottom or the inside of the frame rail and can mount on either rail. The longer bracket typically mounts to the top of the rear end housing. The panhard bar should be mounted as level as possible at ride height or slightly higher at the frame end. The brackets can be trimmed to fit. Make sure the panhard bar has clearance at full suspension travel. Once in position tack weld brackets in place, disassemble and weld all around.

COIL OVER SHOCK ASSEMBLY:

Install the snap ring into the groove on the shock. Slide the threaded aluminum sleeve over the shock body making sure the end of the sleeve captures the OD of the snap ring. Thread the spring seat adjuster nut onto the threaded aluminum sleeve. The tapered side goes toward the spring. Install the spring over the shock shaft and onto the spring seat. Slide the spring cap over the shock shaft and onto the top of the spring. Turn the spring seat adjuster nut clockwise until seated against the bottom of the spring. Install the spring cap retainer pin into the spring cap. Install the wire ties through the holes in the spring cap and around the spring.

COIL OVER SHOCK INSTALLATION:

The shocks that come with this kit are 14 $\frac{1}{2}$ " fully extended and 9 $\frac{1}{2}$ " compressed. Mount your brackets with a center to center distance at 12 $\frac{7}{8}$ "; this is the installed length of the shocks. The upper shock brackets typically mount to the outside or the bottom of the frame rail depending on ride height or shock location. The lower shock mounts weld to the top of the axle housing. The shocks should be mounted at about a 20 degree angle with the shocks angling inward at the top. Mock up the shocks and brackets then tack weld in place. Double check all your dimensions and check clearances with the panhard bar. Tack weld the radius rod support to the radius rods. Disassemble and weld the shock brackets and radius rod supports in place.

COIL OVER SHOCK ADJUSTMENT:

After all the weight is on car the coil over shocks need to be adjusted. Failure to do this could result in damage to your shocks. Measure the center to center mounting distance on the shocks; it should measure 12 $\frac{7}{8}$ " with all the weight on the car. Turn the adjusting ring clockwise to increase this dimension or counter clockwise to decrease it. A spanner wrench will be needed for this adjustment. All adjustments should be done with the weight off the springs. After the springs have settled (500 miles or so) it's a good idea to double check this dimension again.

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