



Installation Instructions

Professional Grade Suspension

Aldan American GM Front Coilover Conversion Kits Select Makes/Models From: 1955-1957, 1964-1988, 1982-2004

Item #	Part #	Description	QTY
1	AS-8XX	Phantom Series Coil-Over Shock	2
2	10XXXUSX	Conical Coil-Spring (Black)	2
3	ALD-16	GM 3.5" T-Bar Mount	2
7	71006	Lower GM T-Bar Hardware Kit	1
8	ALD-12	Spring Retainer - Medium	2
9	ALD-7	Lock Nut	2

*This kit is designed to replace your front factory shocks and springs to a coilover shock system on select GM cars & trucks

*The user understands that Aldan is not responsible for any direct or indirect use or misuse of any Aldan product. Specialized equipment and race parts within this kit are exposed to varied conditions based on how they are installed and used by the user. A professional shop and installer are recommended for all Aldan products. Aldan is not responsible for fitment issues outside the OEM mount locations (Exhausts, Aftermarket Axles, Sway Bars, Fuel Cells, etc.). Use proper safety equipment along with jacking locations and jack stands at all times when installing. Aldan shall not be liable for any claims, injuries, actions or causes of action with the use of any Aldan product.

*Recommended Tools: Floor jack or vehicle lift (User proper jacking locations per the manufacturer). Jack Stands, Tire chalk, Toque Wrench, Basic Hand Tools

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GM Front Coilover Kit Installation Instructions

- Prior to disassembly measure and record the ride height at all four corners on a flat level surface. This is the only way to determine that the car is level before disassembling. (Fig. 1)
- Follow the use of personnel safety precautions and protection.
- Jack car up and use jack stands under the frame rails to safely support it.
- Remove the front wheels.
- Remove the front shocks and coil springs. Follow a service manual if necessary.
- Loosen the lower A-arm bolts so the A-arm moves freely.
- Drill out the shock mounting holes to 3/8" if necessary. Check fit the lower T-bar to the lower A-arm. The inside edges may need to be filed to fit the flats on the T-bar. Remove the lower nuts from the A-arm.
- Assemble the coil springs on the shocks. Anti-seize compound is necessary on spring collar adjusting threads to prevent them from seizing.
- Install the upper shock bushings and allow front coil over shock to hang. Do not tighten yet. Make sure the upper spring is located in the pocket. Fig. 2
- Put the 3/8" bolts and washers in the T-bar with the threads pointing down.
- Bring the lower A-arm up to the T-bar and attach the nuts from the underside. The shock will now be bolted to the top side of the A-arm. Torque shock bolts to 35 ft. lbs.
- Reassemble the front suspension. Fig. 3
- Reinstall wheels and place your car back on the ground.
- Torque the lower A-arm bolts to 75 ft. lbs. With the wheels on the ground, the upper shock bushings can now be tightened.
- Measure and compare new height with the previously recorded height.
- To adjust the ride height, support with frame on jack stands with the A-arms at droop turn the adjusting collars using a spanner wrench (Aldan P/N ALD-1). Loosen the collar to lower or tighten to raise height.
- To adjust the dampening turn the adjuster knob counter clockwise to soften or clockwise to increase the dampening.
- *Your car may require that the front end alignment be checked by a qualified wheel alignment specialist.*



Fig. 1



Fig. 2

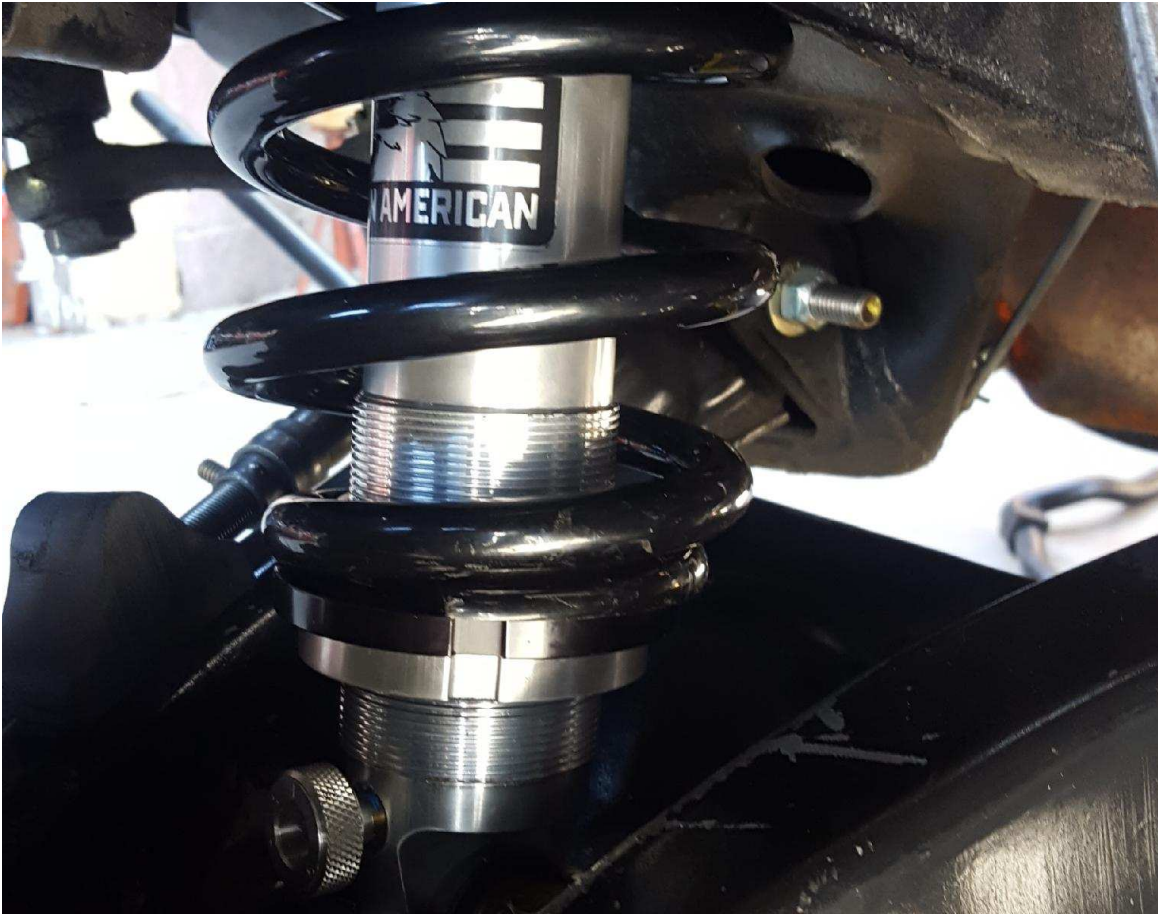


Fig. 3

