

Installation Instructions for 64900, 64905, 64910 & 64915 Coil-Over Shocks

Before starting the installation of your new shocks, read the instructions carefully and thoroughly. Inspect your vehicle and check for worn suspension bushings, rod ends, ball joints, tie-rod ends, etc. If anything is worn or suspect replace those components before proceeding.

Ride Height:

To maintain the integrity of the product, it is recommended that the shock be installed at the specific ride height for each model size to protect the piston and valve assembly from possibly topping or bottoming out.

<u>Part Number:</u>	<u>Recommended Ride Height</u>	<u>Recommended Spring Length</u>
555-64900	11-1/2" – 12-1/2"	9", 10"
555-64905	13-1/4" – 14-1/2"	12"
555-64910	15-1/4" – 15-3/4"	14"
555-64915	16" – 16-3/4"	14"

Installing Bearings:

These coil-over shocks come with Kevlar/Teflon bearing ends. Optional special bearings ends are also available – part number 555-64920 (2/pkg. Available Separately). Test fit the bearings in both ends of the shock. Assemble by inserting the bearing in a twisting motion. Install snap rings on both sides of the bearing. In some cases it may be necessary to press the bearings into the mount. Be sure to only press on the race of the bearing (do **NOT** press on the ball or sleeve where the bolt goes through).

Assembly of Shock:

Install the spring cap, spring, spring seat washer, spring seat, and spring seat jamb nut as shown in the drawing below. Add anti-seize to the threads on the shock at this time.

Shock Mounts:

These coil-over shocks must use fabricated or race style coil-over mounts. The coil-over mounts use 1/2" bolts to attach the shocks to the mounts.

Valve Adjustments:

These shocks have 18 clicks of adjustment for both rebound and compression. There are 6 clicks of adjustment per revolution of each knob, so each knob has 3 complete revolutions of travel. The knob set fully counter clockwise is the softest setting – start your adjustments from that point. The recommended starting points to begin testing are shown below:

<u>Application:</u>	<u>Compression (C)</u>	<u>Rebound (R)</u>
Drag Racing	12-16 Clicks	0-4 Clicks
Other Applications – Nice Ride	2-8 Clicks	2-8 Clicks
Other Applications – Firm Ride	8-12 Clicks	8-12 Clicks
Other Applications – Aggressive Handling	13-18 Clicks	13-18 Clicks

NOTE: Do **NOT** Force the adjuster knob. Do **NOT** use pliers or any other tools on the piston rod or the adjuster knob. Do Not exceed 18 clicks under any circumstances. This could damage the shock and cause it to not adjust. Do not use the shock absorber as a suspension travel limiter since this will damage the shock.

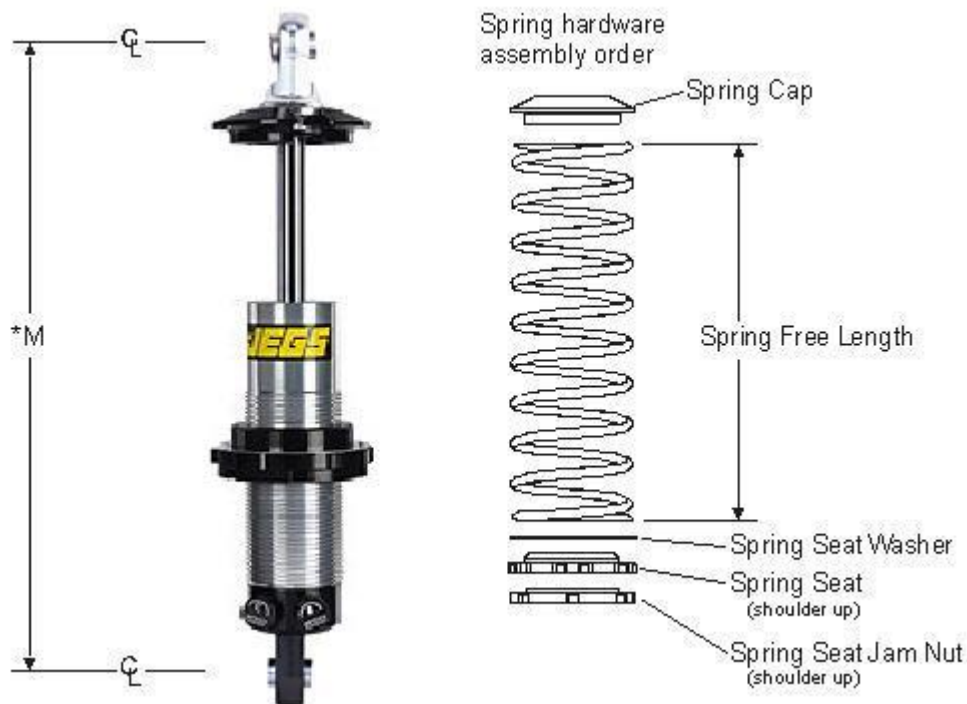
Ride Height Adjustments:

Note: Apply **anti-seize** or equivalent on the threads of the coil-over shock prior to making any ride height adjustments. All ride height adjustments must be made with the vehicle weight completely unloaded from the suspension.



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Check the ride height of the shocks and make sure there is adequate travel in both directions. A good rule of the thumb is that about 60% of the stroke should be used for compression. If the ride height is not correct, this may damage the shocks.



*M = Proper measurement of shock length, extended, compressed, and shock ride height are taken from the centerline of the top shock mount to the centerline of the lower shock mount.