



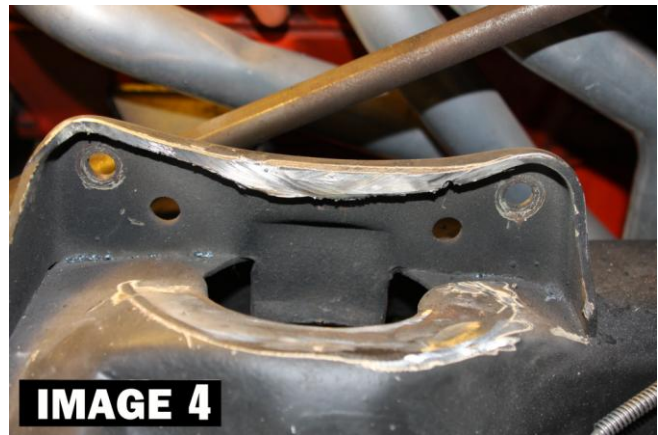
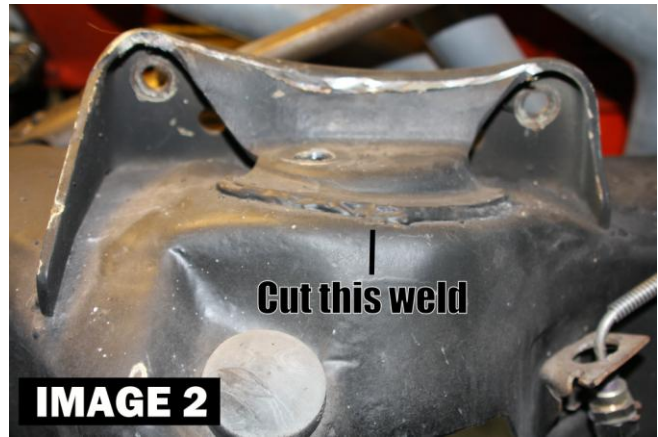
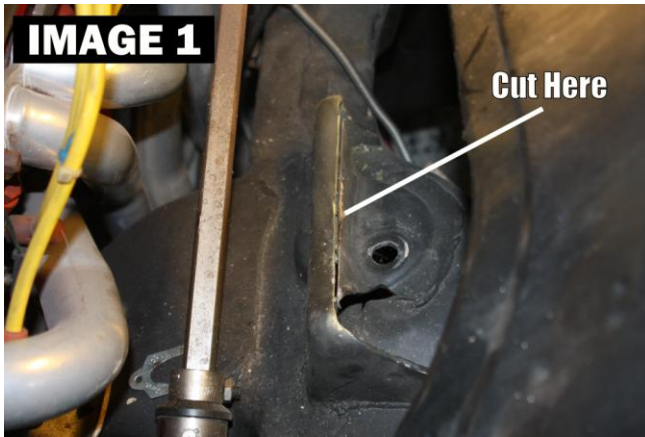
COIL-OVER CONVERSION KIT INSTALLATION

CCK002 – 1964-1972 A-BODY

NOTE: Do not use bushing-type coil-overs with this setup, use only bearing-type coil-overs with ½” ID bearings.

INSTALLATION:

1. Safely support the vehicle. Remove the upper and lower A-arms and remaining front suspension to gain access to the upper A-arm mount.
2. Using a cut-off wheel or plasma cutter, cut off the upper shock mount as shown in **IMAGE 1** and **2**. The removed portion should look similar to the piece shown in **IMAGE 3**.



3. Smooth the remaining weld and contour the upper A-arm bracket using a sanding disc. The frame should appear similar to **IMAGE 4** when finished.
4. Once the upper shock mount is removed, it will expose a hole in the frame that extends into the spring pocket. Find the center of the hole with a tape measure then mark it as shown in **IMAGE 5** on the following page.
5. As shown in **IMAGE 5**, lay the drill template into the spring pocket and line up the relief in the template with the previous mark.
6. Weld the drill template into place with 2-3 tack welds.

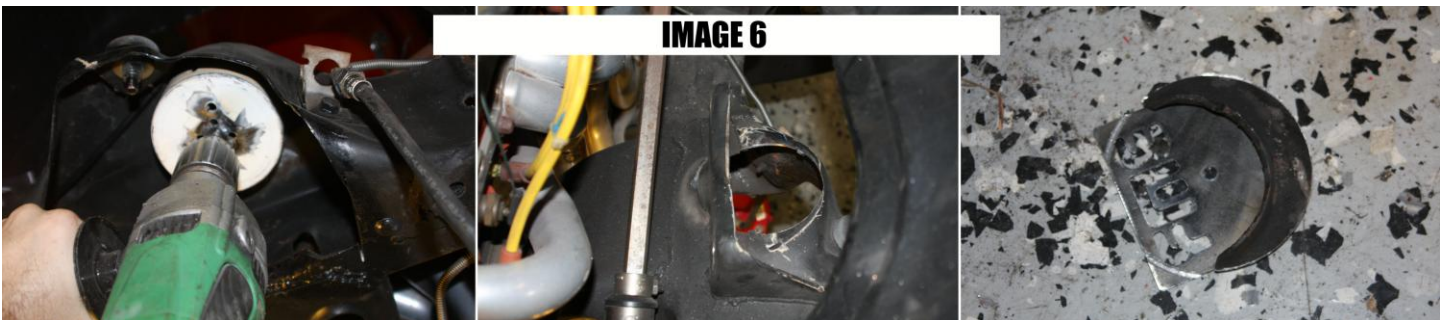
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7. Chuck a 4" bi-metallic hole saw into a drill and cut out the top of the frame using the drill template to locate the hole saw. The finished cut should look similar to **IMAGE 6**. De-bur the opening.



8. Properly positioning the upper shock perch requires an assembled coil-over and lower A-arm. In the images shown below, we used a Viking coil-over with a lower shock T-bar. This allows the shock to bolt to the lower A-arm without any modifications. Most coil-over shocks can be ordered this way or you can buy T-bar adapters from quality coil-over manufacturers such as AFCO, QA1, and Viking.

NOTE: Most coil-overs will have an upper mount that is somewhere between 1"- 1.5" wide. Your BMR coil-over brackets will easily accommodate this range.

9. Bolt the lower A-arm in place then bolt the BMR coil-over brackets to the upper mount of your coil-over as shown in **IMAGE 7**. Position the coil-over assembly into the frame and mount to the lower A-arm. Insure that the coil-over is centered in the hole then position the coil-over brackets until they fit with minimal weld gap as shown in **IMAGE 7**. (NOTE: frame contours and OE welds vary slightly and may require trimming of the bracket to get the best fit. Also, varying widths of different brand coil-overs will position the brackets differently, requiring slight trimming to compensate.



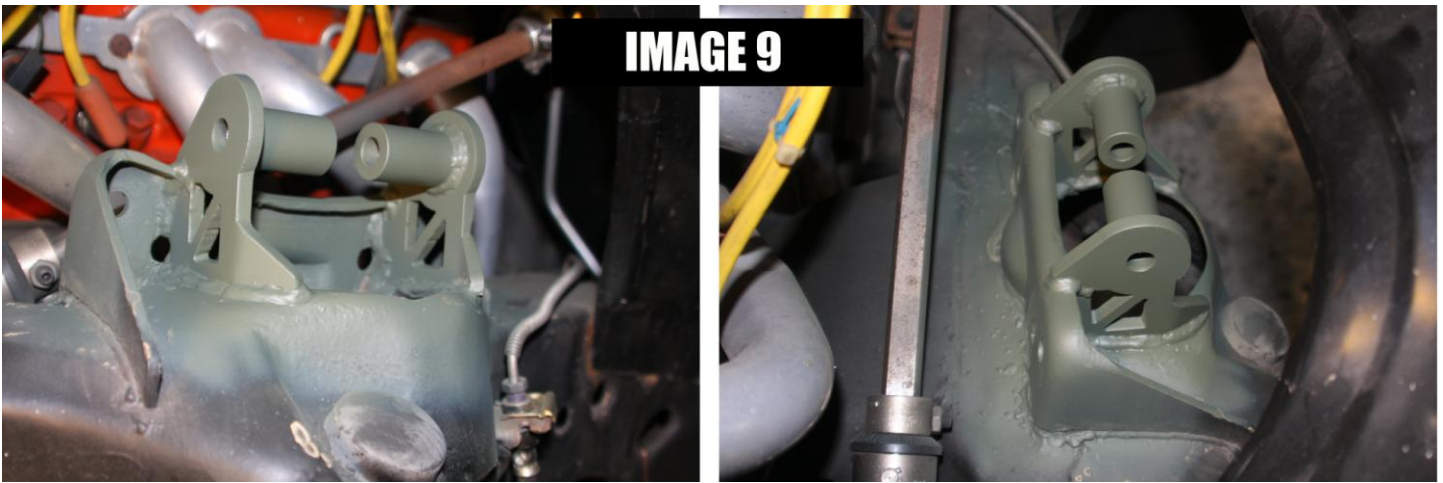
10. Once the assembly is properly positioned and centered in the opening, tack-weld the brackets into place.

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11. Weld the outside of the brackets with the coil-over bolted in place to insure that the brackets do not draw inward and lose concentricity. See **IMAGE 8**.
12. Remove the coil-over and weld the remaining portions of the bracket in all accessible areas.
13. Wire wheel and prep the area then seal with a rust-preventive primer. **IMAGE 9**
14. Paint entire area then re-assemble suspension.



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