

# Spohn Performance, Inc.

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## Part #736-A Rear Coil Over Kit | 1964-1977 GM A-Body

### USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller nor the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

### **INSTRUCTIONS**

**Notice:** Failure to lubricate the coil over threads with anti-seize or equivalent prior to adjusting ride height will cause damage to the shock absorber and will void the QA1 shock warranty. All ride height adjustments must be made with the vehicle weight completely unloaded from the suspension.

1. Follow the factory service manual to remove the stock rear shock absorbers and springs.
2. Check the underside of the upper mounting location on the vehicle for debris where the t-bars will sit. These areas must be free of any undercoating, dirt, rust or other debris to ensure the t-bar will sit flat against the sheet metal.
3. Remove the upper mount from the shock. Mount just the upper shock mount with t-bar to the upper mounting area on the car using the supplied 5/16" flange bolts and flanged lock nuts. Tighten to 20 ft./lbs.
4. Now thread the top of the shock shaft into the upper shock mount that is mounted on the car. Turn the shock until the shock shaft is fully threaded into the upper shock mount and the adjuster knob on the bottom of the shock is facing rearward. Keep the jam nut loose.
5. With the spring seat turned all the way down on the shock you can access and tighten the jam nut at the top of the shock shaft to secure the shock to the top mount.
6. Mount the lower mounting bracket onto the vehicle. Install the 1/2" washers and lock nuts. The brackets will mount perpendicular to the axle tube. Torque the stud to 50 ft./lbs.
7. Repeat steps 1-6 on the other side.
8. Place the vehicle on the ground and check vehicle ride height. Adjust the spring seat adjuster nut up or down the threaded shock body to gain your desired ride height. Be sure you have lubricated the shock body threads first. Once ride height has been set tighten the jam rings against the spring seats using the supplied spanner wrenches.
9. Check around the shock and spring assembly and verify proper clearance for brake lines, cables and exhaust.