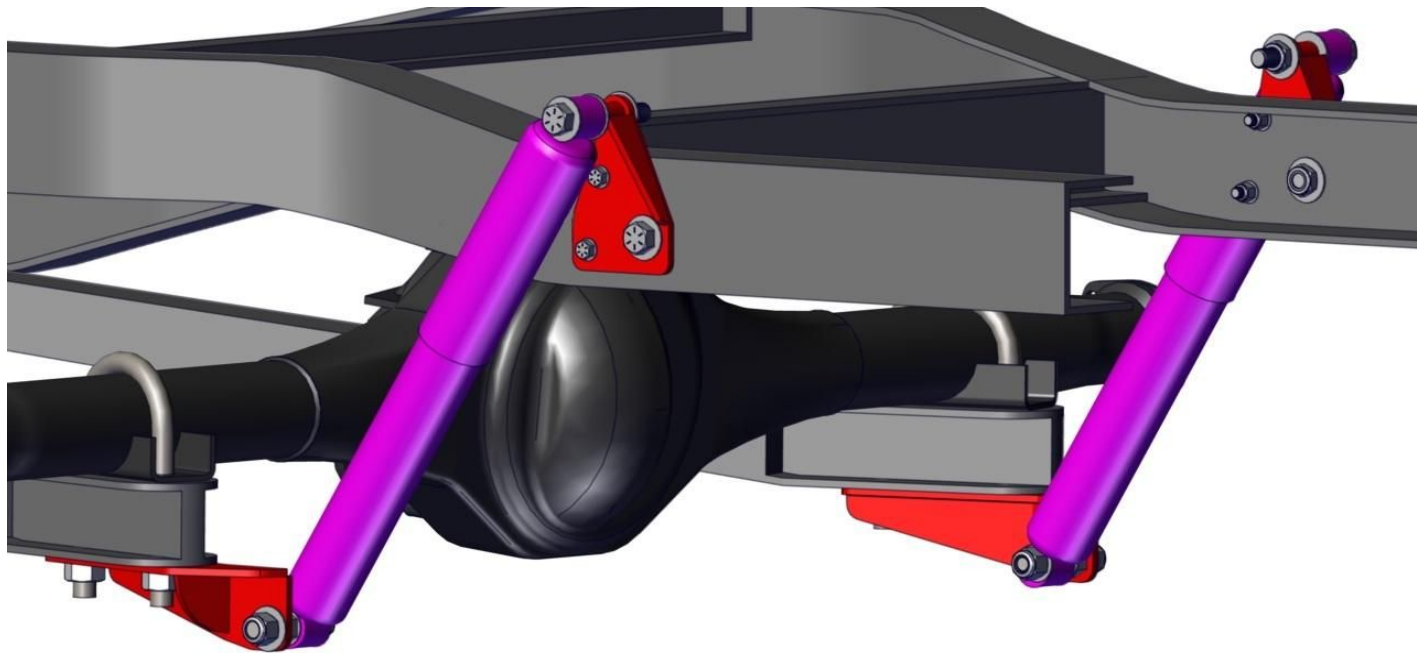




## 1963-72 CHEVY PICK-UP SHOCK RELOCATION KIT



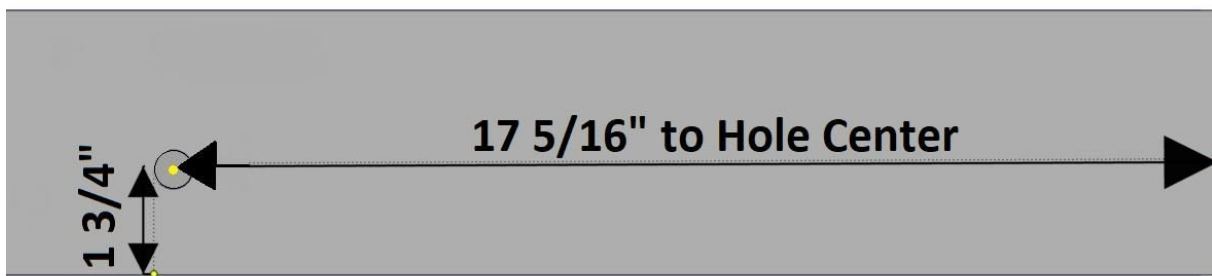
### What's Included:

1	Driver side Frame Shock Mount	4	3/8"-24 Nyloc Nuts	
1	Passenger side Frame Shock Mount	8	3/8" Washers	
1	Driver side Trailing Arm Shock Mount	2	5/8"-18 / 1/2"-20 Studs	
1	Passenger side Trailing Arm Shock Mount	2	5/8"- 18 Stover Nuts	
2	5/8"-11 x 1" Bolt	2	1/2"-20 Stover Nuts	
2	5/8"-11 Nyloc Jam Nut	2	1/2" Washers	
2	5/8"-18 x 4" Bolts	2	5/8" Large Washers	
2	5/8"-18 Nyloc Jam Nuts			
12	5/8" Washers			
4	3/8"-24 x 1 1/4" Bolts			

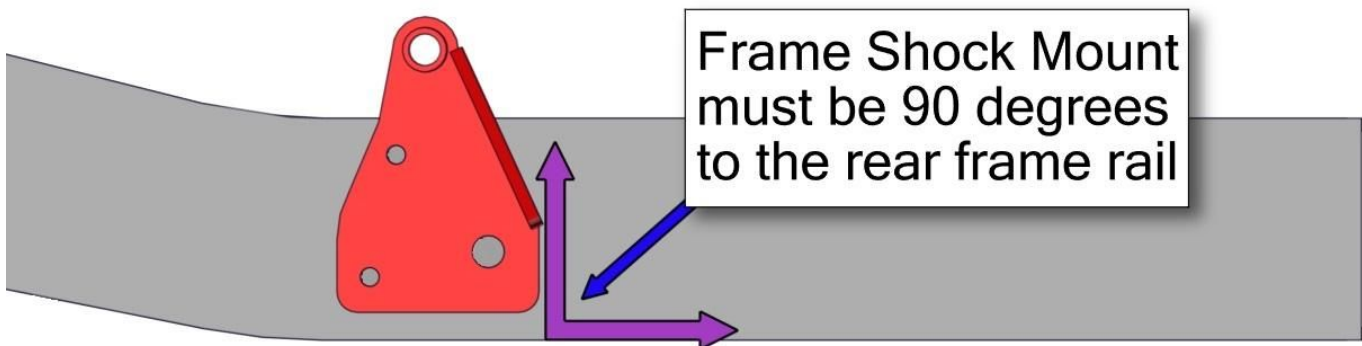
**Note:** For this installation the bed of the Truck **WILL NOT** have to be removed.

## Step 1:

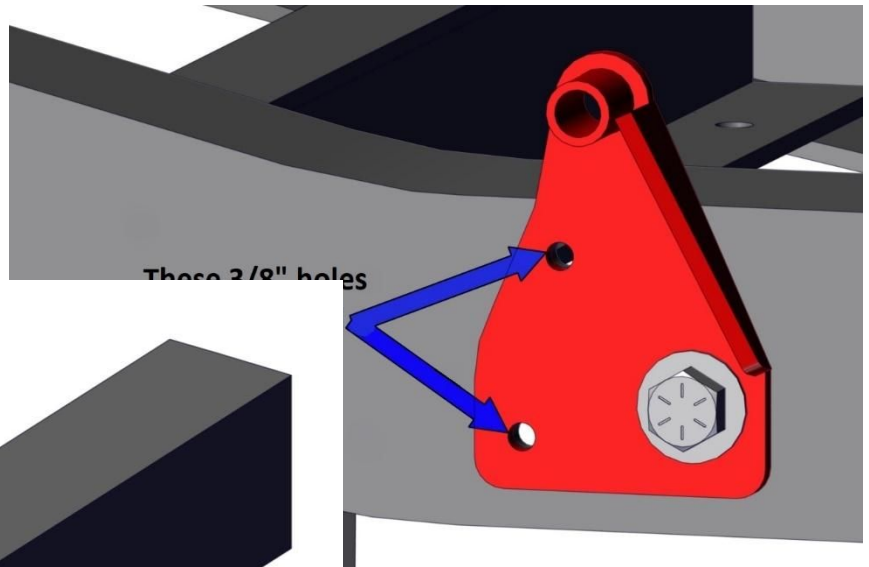
- Spray the U-Bolt nuts with a penetrating fluid such as **WD-40** or **PB Blaster** and let sit while installing other components if you want any chance of loosening them.
- Remove the original Shock Mounts because they are **inferior** to your new ones.
- Place the Driver Side Frame Shock Mount against the outside of the driver's side Frame Rail (**Note: some frame rails of this era have an existing hole in which the 5/8" hole on the Frame Shock Mount should line up with and bolt up to**).
- If your frame rail is missing this hole the Frame Shock Mounts can be positioned by drilling a 5/8" hole at **17 5/16"** from the end of the frame rail, and **1 3/4"** from the bottom of the rear frame section.



- The Frame Shock Mount can be easily positioned with the side being 90 degrees to the rear frame rail and the bottom of the Mount parallel with the bottom of the Frame.

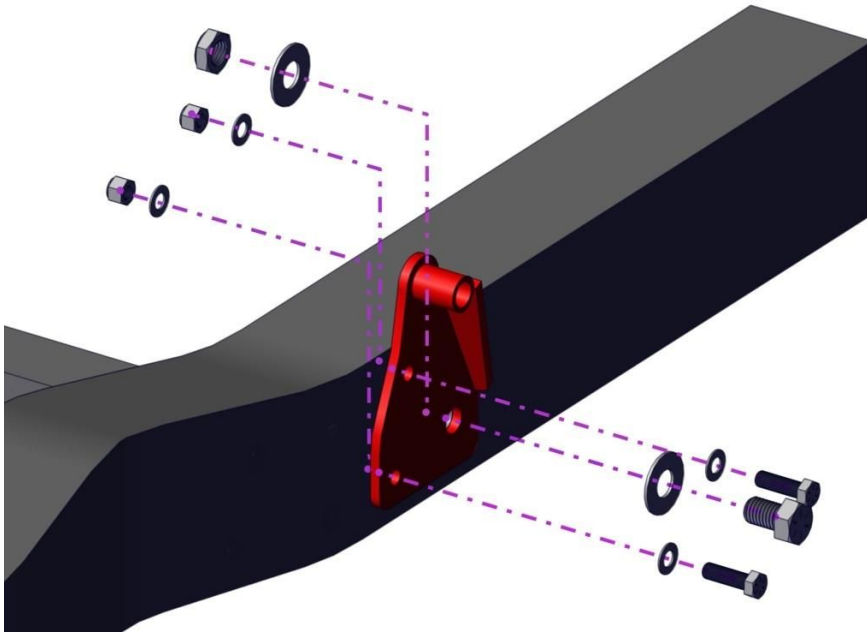


- Once the Frame Shock Mount is properly lined up mark and drill the remaining 3/8" holes and install the 3/8"-24 x 1 1/4" bolts and Nyloc Nuts
- Torque the bolts down to **40 lb-ft.** Repeat the **EXACT** same process



These 3/8" holes

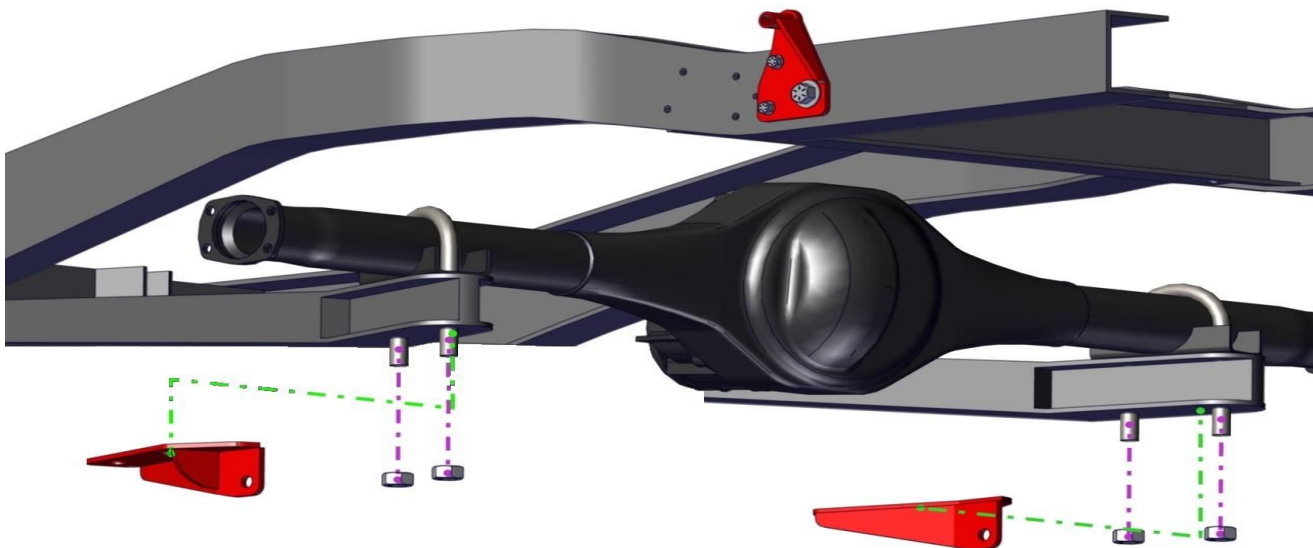
for the Passenger Side



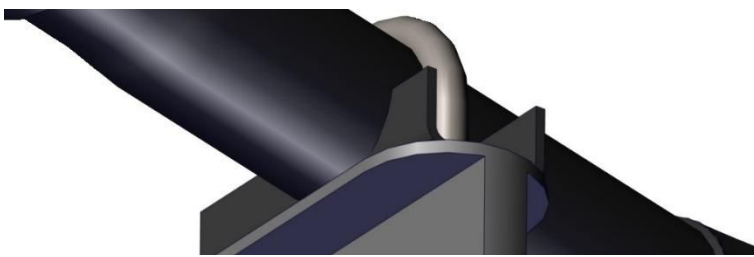
## Step 2:

- Remember those U-Bolts you were supposed to spray? Yeah, well

now its time to loosen them, I really hope you followed the first step. Loosen and remove the U-Bolt Nuts, you will not have to remove anything else. Slide the Trailing Arm Shock Mounts onto the bottom of each trailing arm and reinstall the U-Bolt Nuts. Torque each nut to **100-110 lb-ft.** if you don't you may lose your new shock mounts.



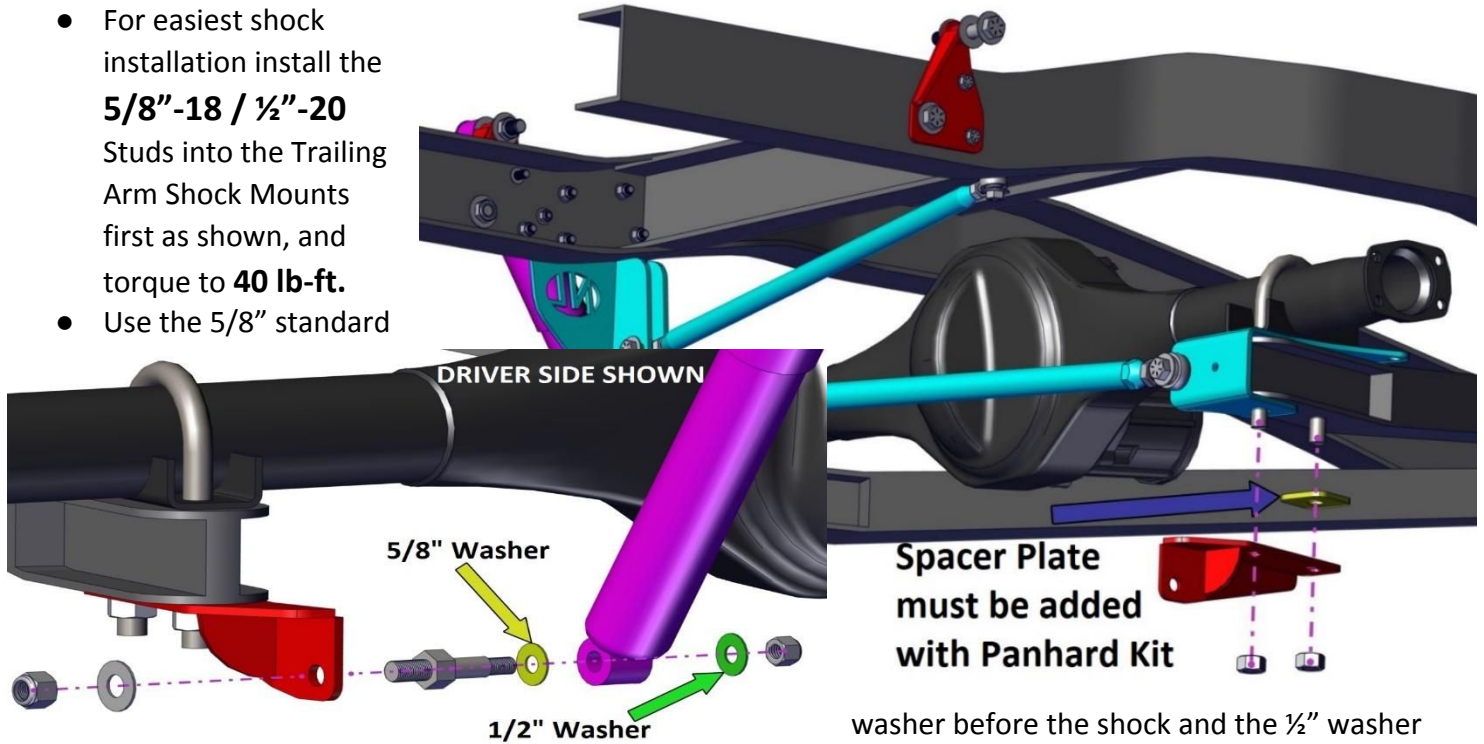
- Should you have made the wise choice and picked up our 1963-1972 Chevy Pick-Up Panhard Kit as well then an extra



step/component follows. The Panhard Kit (shown in Light Blue) uses the passenger side trailing arm, so a spacer is needed in order for the Trailing Arm Shock Mount to tighten properly. This spacer is available by request.

### Step 3:

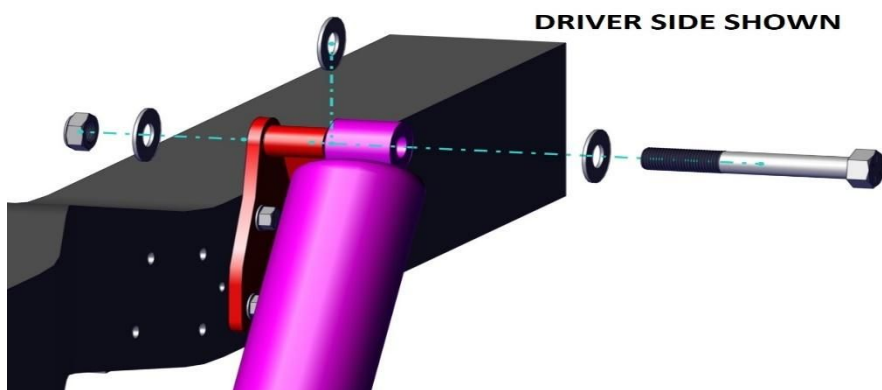
- For easiest shock installation install the **5/8"-18 / 1/2"-20** Studs into the Trailing Arm Shock Mounts first as shown, and torque to **40 lb-ft.**
- Use the 5/8" standard



Spacer Plate must be added with Panhard Kit

washer before the shock and the 1/2" washer after the shock because that's how it goes.

Wait to tighten the 1/2"-20 Stover nut until the top is installed, only then can you torque the 1/2"-20 Stover nut to **20 lb-ft.**



- Rotate the shock to the Frame Shock Mount and install the remaining Hardware and **tighten until snug.** Do not over tighten you will damage the rubber bushing of the shock.

Available Shock

Options:

Shock Specs:

(A) For Spring Drop 0-4 inches			(B) For Spring Drop 5-7 inches		
Closed	Open	Ride Ht.	Closed	Open	Ride Ht.
12"	21"	17"	11"	18"	14.5"

### Shocks Available Through No Limit:

	(A)	(B)
Monroe	# 59001	# 59017
Doetsch Nitrogen Gas	# 9163	# 9095
Doetsch Hydraulic	# 3163	# 3095
Doetsch Nitro Slammer	# 4163G	# 4112G
Ridetech	# 22189841	#22179841
Viking Shocks	# C211	# C209

\*Shock part numbers and availability subject to change.