



Professional Grade Suspension

Installation Instructions (X-0006)

1963-1987 C10, R10, C1500/R1500, Front Coilover Conversion Kit

Part #: 300136, 300137, 300140, 300141, 300142, 300143, 300144, 300145, 300152, 300153
(Single Adjustable)

Item #	Part #	Description	QTY
1	PAS-656	13.0" Phantom Series Coil-Over Shock	2
2	9-XXXBK	9" Coil-Spring (Black)	2
3	91019	C10 Upper Front Bracket, Left	1
4	91020	C10 Upper Front Bracket, Right	1
5	91021	C10 Crossmember Cutting Template	1
6	ALD-1	Adjustable Spanner Wrench	1
7	TCA-LXXXXC	C10 Coilover, Lower Tubular Control Arm	2
8	TCA-UXXXX	C10 Coilover, Upper Tubular Control Arm	2

*This kit is designed to replace your factory shocks and springs with coil-overs for 1963-1987 GM Chevrolet and GMC 2wd, 1/2 ton trucks. Adjustable coil-overs will offer greater performance, handling and ride quality when installed properly.

*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. 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 Chock, Torque Wrench, socket set, Drill & 4" hole saw (Depending on application), Basic Hand Tools



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov

1963 – 1987 Chevy/GMC C10 Front Coilover Shock Conversion



Part # 300136 shown



Part # 300152 shown

The Aldan kits are designed to use spindles, brakes, ball joints and tie rods specific to select year/make/model GM trucks. Please make sure you are fitting the proper spindle to the specific year ball joints included with your new control arms. This kit is not designed to be used with factory sway bars. This installation requires care to install. If you feel that you are not capable please consult a professional. This kit should be considered a permanent installation.

Please follow all safety precautions and use personal safety protection.

Tools required:

- ½" drill motor
- 4" hole saw available from most home stores or tool supply. Home Depot Part # 49-56-9645
- Jack and Jack stands or lift.
- Assortment of Hand tools with enough range for front end work.

The Aldan American front coil over kit is designed to be used as a complete package. The package includes:

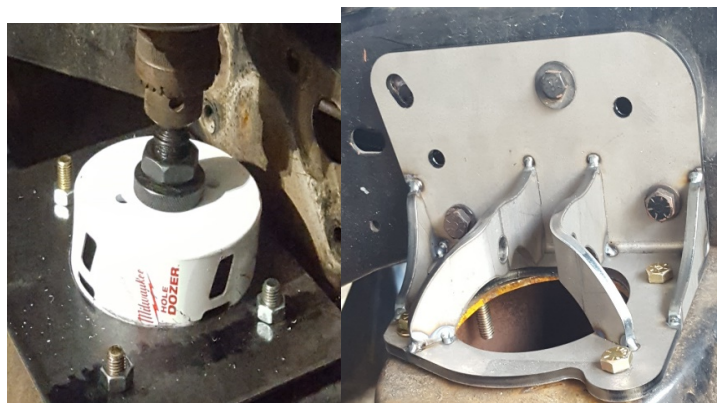
1. Aldan front coil over shocks.
2. Upper coil over shock and upper A-arm brackets.
3. Hardware kit.
4. Upper & lower tubular A-arms.

Before starting this project, it is a good idea to use a high-pressure washer to clean the frame and suspension areas where you will be working.

Measure and record the ride height of all 4 corners on a flat level surface

With the truck safely supported by the frame and the front wheels removed you can begin the disassembly.

- Remove the brake calipers and support them out of the way. If the calipers are not going to be reused or the truck has drum brakes, they should be detached at the frame end of the rubber hoses.
- Remove the sway bar if equipped. The stock style sway bar will not be reused.
- Remove the shocks, spindles, coil springs and A-arms. The alignment shims and misalignment washers will be reused. It is a good idea to record the location and thickness for reassembly.
- Remove the Upper A-arm brackets from the frame and cross member. The bracket has 4 bolts that go horizontally through the frame rail and 4 rivets vertical to the crossmember. The rivets will need to be carefully removed. Do not damage the original holes in the crossmember these holes will be needed for alignment if the new A-arm coil over bracket.
- Now is a good time to clean the frame and crossmember.



Preparation to install the new Aldan upper coil over bracket.

- The crossmember will need have a 4" clearance hole cut for the Coil over shock to fit through.
- Using the supplied sheet metal hole cutting template. Use 4 of the 3/8" X 1 1/4" bolts with the set-up nuts and washers to hold the template. Stack washers between the frame and the guide so the hole saw teeth are below the template.
- The hole can be cut using the template and a 4" hole saw. The template may be used to mark the crossmember and cut with an alternative method of your choice and tool availability. A cutting torch, plasma cutter or an abrasive wheel are all options of your discretion. The important thing here is that the 4 mounting holes must not be damaged because this is where the bracket will be bolted on. The hole must be large enough so the shock fits without rubbing the frame. After the hole is cut and deburred the top surface may need to be flattened with a grinder. The bracket needs to sit flat, and all the holes line up without rocking.
- Install the brackets with supplied hardware. Do not tighten until everything is lined up. The 3/8" x 1 1/4" bolts, lock nuts and washers will be used on the new bracket to crossmember. The 7/16" x 1" bolts, nuts and washers will be used between the bracket and the frame rail.
- When all the hardware is installed and the bracket fits correctly, tighten and torque.

3/8" bolt torque spec: 30 ft lbs.

7/16" blot torque spec: 50 ft lbs.

1/2" bolt torque spec: 75 ft lbs.

5/8" bolt torque spec: 75 ft lbs.

Upper A-arms

- Install the assembled upper A-arm on the alignment studs.
- Re-use the saved shims and misalignment washers. Use non-locknuts for preassembly.

Lower A-arms

- Install the assembled lower A-arms.
- Test fit the new U-bolts in the crossmember, if the hole is too small for the U-bolts the crossmember holes will need to be drilled to fit.
- The lower shafts have an alignment hole that must be carefully aligned in the saddle with the pin.
- Torque U-bolts to 90 ft lbs.

- Grease the A-arm pivot bushings moving them up down on the pivot to be sure they are greased throughout the inside

Coil over shock

- Install the coil over shock
- Torque the bolts to 75 ft lbs.

Spindle & Brake Assembly

- The Spindle and brakes can now be assembled. Kit is designed to use a 73-87 spindle, brake assembly and tie rod ends. The earlier components will not work.
- Brake line and brake hose will need to be exchanged to fit if new brakes are installed.
- If changing from drum brakes to disc brakes; the Brake lines, brake hoses, master cylinder and prop valve must be compatible with the new brakes.

Sway Bar

- The OEM style sway bar will not work with the new A-arms. The new style sway bar may be purchased separately.

Final Assembly

- Upon final assembly inspect to be sure all the hardware is correctly tightened and there is no interference or binding in the suspension and steering travel. Inspect the brakes to be sure everything is correctly bleed, installed and operating correctly.

Setting ride-height

- The lower A-arms should be close to parallel with the ground for a good starting point for ride height.
- The front end must be aligned after installation.

Alignment specifications

Camber

-1/8 to -¼ degree street use.

-1/4 to -1 degree track use depending on conditions and driving style.

Caster.

+ 4.5 to 8 degrees street use with additional ½ degree stagger to right side.

Track use depends on conditions, driving style with caster without stagger.

Toe 1/8" total toe in.9043

