



Installation Instructions

Professional Grade Suspension

1962-1967 Chevy 2 / Nova Front Coil-Over Shock Conversion Kit

Part #: 300174, 300175, 300176, 300177
(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	81011A	Upper Front Shock Mount	2
4	81011B	Lower Crescent shaped Mount, Plate	6
5	81011C	Full ring	2
6	81010	Lower Shock Bracket	2
7	71016	Hardware Kit	1

*This kit is designed to replace your factory shocks and springs with coil-overs for 1962-1967 Chevy 2 / Nova. 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, Drill & 3/8" Bit (Depending on application), Basic Hand Tools

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- Following service manual and using proper personnel safety precautions.
- Prior to disassembly measure and record the ride height at all four corners on a flat level surface. This is the only way to determine that the car is level before disassembling.
- Jack up the car and place jack stands under the frame rails of the car to safely support it.
- Remove the front wheels.
- Remove the front shocks, the inner wheel well spring cover – bump stop, coil springs and lower spring seat. The firewall support if equipped may stay bolted at firewall as this will help locate the new upper shock mounts.
- Remove one upper shock bracket stud from slot.
- Using the remaining studs to locate the new upper bracket and firewall supports and tighten the nuts. Drill a 3/8" hole using the shock bracket as the drill guide. The slot only requires a small amount to be drilled out.
- Remove the bracket and repeat with the remaining studs.
- Where the heads of the original shock bracket bolts (T-slot/carriage bolts) were, place washers as required to take up the space of the bolt heads. **Fig. 02**
- Place the upper shock bracket and drop the 1 ¾ long (3/8") bolts with washers down through (including any shock tower brace if equipped) so that the full ring may be installed in upper spring pocket. The full ring will not fit flat against the pocket and have a gap. Use one of the crescent shaped pieces to fill the gap and use remaining two crescents to retain the full ring with lock nuts and washers. Torque to 35 ft. pounds. The upper and lower shock bolts must be parallel to each other (not crossed). **Fig. 03**
- Install the coil over shock assembly through the bottom with adjusting knob towards the outside and install the ½" X 2 3/4" long bolt and washer through the bracket with nut towards rear. Torque the nut and washer to 50-75 ft. pounds. **Fig. 04**
- Install the lower shock bracket on to the upper control arm with the 3/8" X 1 ¼" bolts washers and nuts. Torque to 35 ft. lbs.
- Place jack under lower arm and jack it up until the lower shock bolt hole aligns with the lower bracket. Install the 2 ½" bolts washers and nuts. Torque 50-75 ft. pounds. **Fig. 05**
- Reinstall wheels and put your car back on the ground. Measure the car on the same level surface and compare new height with the previous height. If you want to adjust the ride

height up or down, place on jack stands remove the wheels and turn the spring seat to change the spring preload. Loosen to lower or tighten to increase preload raising the car. Make sure that the threads have Anti seize to prevent seizing or galling before adjusting.

- When you are finished with adjusting the ride height reinstall anything removed during installation.
- Your car will require that the front end be aligned by a qualified wheel alignment specialist.



Fig. 01



Fig. 2



Fig. 03



Fig.4



Fig. 05