



1994-2004 Coil Overs

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****Important Notes:**

Professional alignment is highly suggested after installation to prevent poor handling, and premature tire wear.

Tools Required:

- Floor Jack and Jack Stands
- Ratchet
- Socket Set

Shock Adjustment:

Using the supplied adjustment knob/Allen Key, turn the shock adjustment fully clockwise to the firmest setting. Then turn the shock counter-clockwise 10-12 clicks from full firm. Use this as your starting point and adjust as needed.

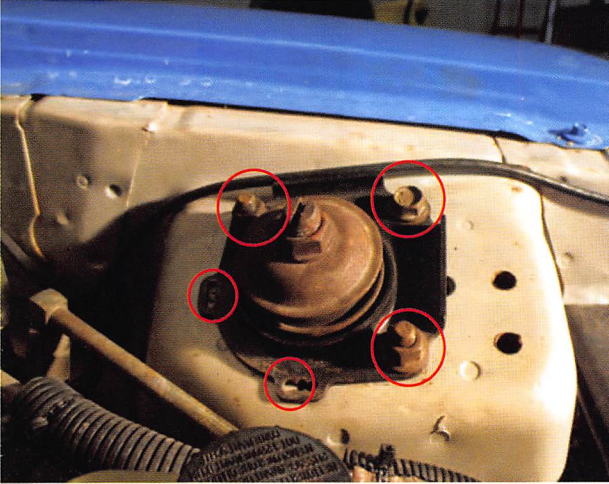
Front

Step 1:

On a level surface, raise and support the vehicle on jack stands. Remove front wheels. With the car supported on jack stands, place the floor jack under the lower control arm, keeping some light tension on the lower control arm.

Step 2:

Next, drill the factory rivets that hold the upper shock plate in place. Loosen the upper shock bolts. ****Note:** Do not remove the nuts all the way at this time.



Step 3:

Remove the brake caliper and secure it out of the way. Remove the abs bracket, (2) lower shock bolts, (3) upper strut nuts, and then remove the shock. Keep tension on the lower control arm using a floor jack, then remove the sway bar end link.



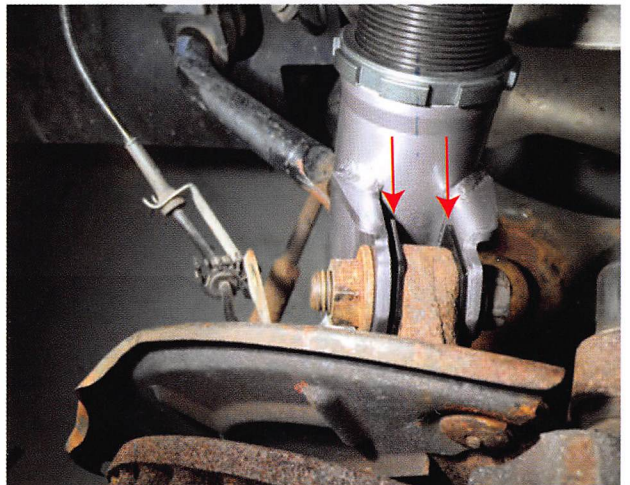
Step 4:

With the sway bar disconnected, slowly lower the jack releasing any tension off the spring. Lower the control arm until you can remove the spring. ****Note:** It may be necessary to create some slack for the abs sensor wiring.



Step 5:

Loosely install the SR coil over using the provided (3) top hat nuts. Then Raise the lower control arm using the floor jack so that you can mount the spindle to the lower strut mount. When mounting the spindle to the strut use the provided spacers on both sides of the spindle as seen below. Then tighten the upper top hat mounts. ****Note:** When adjusting the ride height, spin the strut assembly in and out of the lower strut mount. Do not make your adjustment on the spring.



Step 6:

Make sure all locking collars are tight on the spring and shocks. Re-install in reverse order. Adjust as need to produce the desired ride height. ****Note: Professional alignment is highly suggested after installation to prevent poor handling, and premature tire wear.**

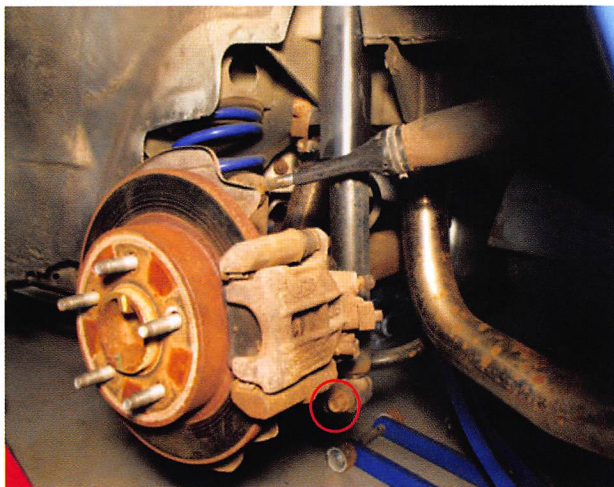
Rear

Step 1:

Raise the rear of the vehicle and support with jack stands under the rear frame rails. Keep the axle supported by a floor jack. Remove wheels.

Step 2:

Remove the lower shock mounting bolt. Note: you may need to jack the rear up or down so that the bolt comes out easily.



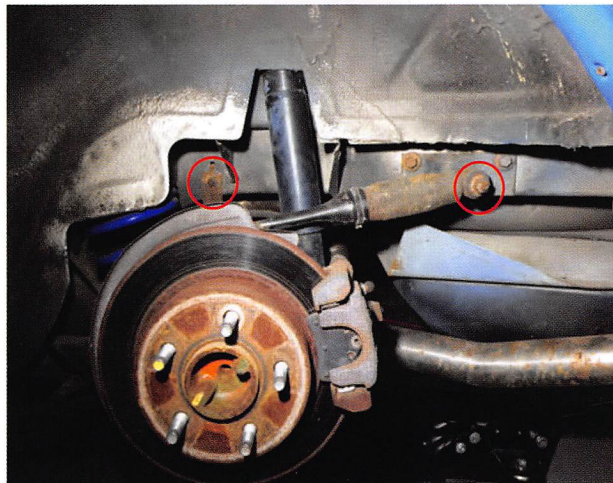
Step 3:

Fold the inner trunk liner out of the way so that you can access the upper shock mount nut. Remove the shock.



Step 4:

Remove the brake line bracket so that you can lower the rear axle without putting strain on the brake line. Removing the quad shock will allow you to lower the axle further.



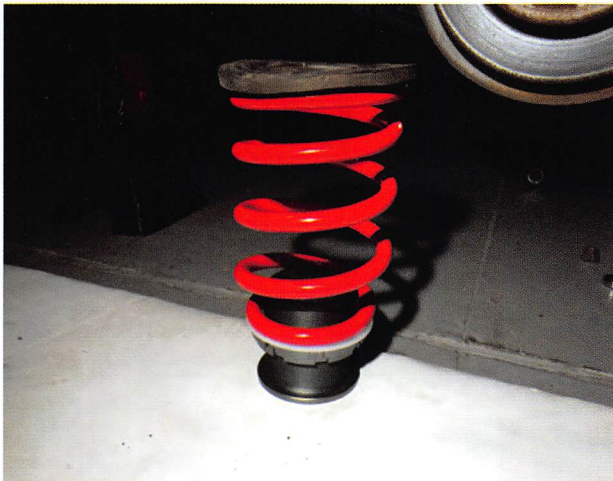
Step 5:

Lower the axle slowly and remove the factory spring and factory rubber bushing.



Step 6:

Re-use the factory upper rubber isolator. Stack the new rear spring as seen below. Threaded lower mount, 2 locking collars, supplied plastic spring isolator, spring, and then the factory rubber isolator.



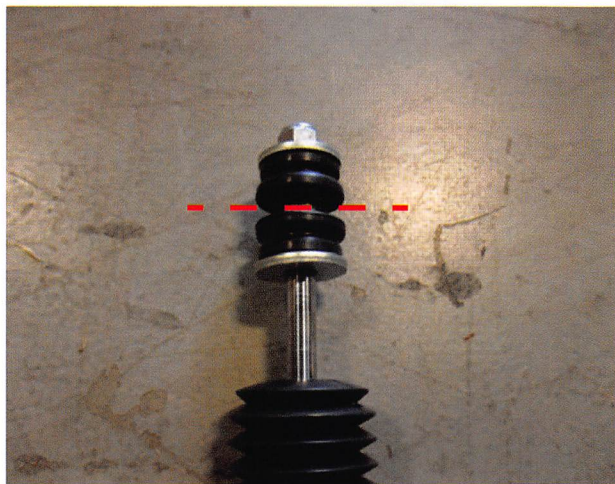
Step 7:

Once the spring is installed, raise the axle so that the springs are just making contact with the upper perch on both sides. ****Note:** This is important for setting your shock length in step 9.



Step 8:

Loosely install the shock through the upper shock mount. The dashed line below represents the shock mount, above the line is the trunk.



Step 9:

With the springs barely making contact with the upper perch and the upper shock loosely mounted, thread the shock body into the lower shock housing until the lower mounting hole lines up with the lower axle bracket. Reinstall the lower mount bolt. With the suspension loaded, tighten the lower mount bolt.



Step 10:

Make sure all locking collars are tight on the spring and shocks. Adjust as needed to produce the desired ride height. ****Note: Professional alignment is highly suggested after installation to prevent poor handling, and premature tire wear.**