



## INSTALLATION INSTRUCTIONS

### COIL-OVER SHOCKS

Please read these instructions *completely* **before** starting your installation.

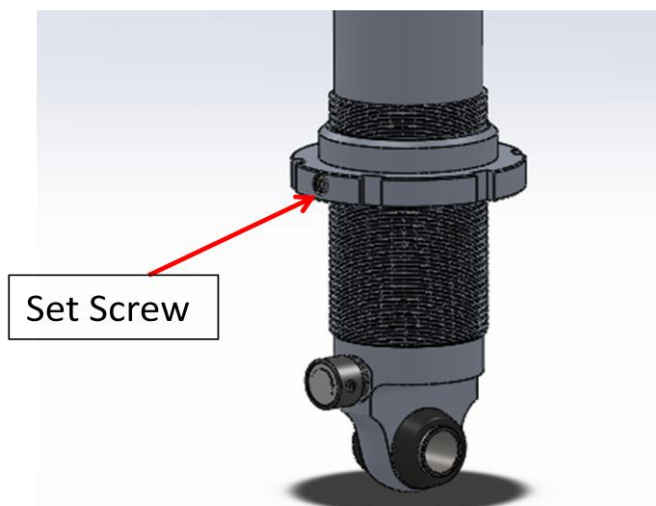
#### DOUBLE ADJUSTABLE SHOCKS

Check to make sure there are no air pockets in the shock valve before installing the coil spring.

1. Turn the Compression knob (left knob) counter-clockwise to the lowest setting
2. Turn the Extension knob (right knob) clockwise three (3) clicks
3. Hold the shock vertically with the adjustment knobs down and the top mount up (Fig 3)
4. Fully compress and extend the shock slowly several times to purge any air pockets out of the oil.
5. Motion of the shaft should be smooth with uniform resistance across the range of motion

SINGLE ADJUSTABLE SHOCKS – will automatically purge any air pockets when they are compressed and extended on the vehicle. You can also follow the steps above (skip step 2) to confirm there are no air pockets before installing the shocks on the vehicle.

Your HEIDTS coil-over shocks are shipped without springs installed.  
To install them follow the procedure below:



- 1.) Loosen the 1/4" set screw located on the spring seat nut. (Fig 1)

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Figure 2

2.) Place a light coating of Anti-seize compound on the threads of the shock body to prevent galling of the threads. Spin the spring nut down towards the bottom of the shock, but don't remove the nut. (Fig 2.)



Figure 3

3.) Remove the shock eyelet bushing and spring perch from the end of the shock. Leave the 9/16" jam nut on the end of the shock rod, as shown on left. (Fig 3.)

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Figure 4

4.) Slide the coil spring over the shock body as shown. Apply a small dab of removable Blue Loctite to the threads, if available. (Fig 4)

5.) Reinstall the top spring perch and shock eyelet bushing. Thread the eyelet end down completely until it bottoms on the end of the shock shaft. Tighten 9/16" Jam nut down against the shock eyelet bushing. (Fig 5.)

6.) Finally install the shocks in the car then thread the adjuster nut up to the desired ride height. The tighten down the 1/4" set screw on the adjuster nut to lock down the spring nut rotation. Be sure not to over tighten the locking set screw and damage the shock body threads.



Figure 5

**NOTE: When ride height is adjusted the car must be jacked up so there is no load on the coil-overs. Otherwise the threads will gall up on the shock bodies when the spring nuts are turned.**

**The shocks must be installed with the adjuster knob side down as shown in Fig 5. The shocks are not designed to be run inverted "upside down" or in the horizontal position.**

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Note if installing Progressive springs note the correct installation direction. The more tightly spaced coils should be installed on top.

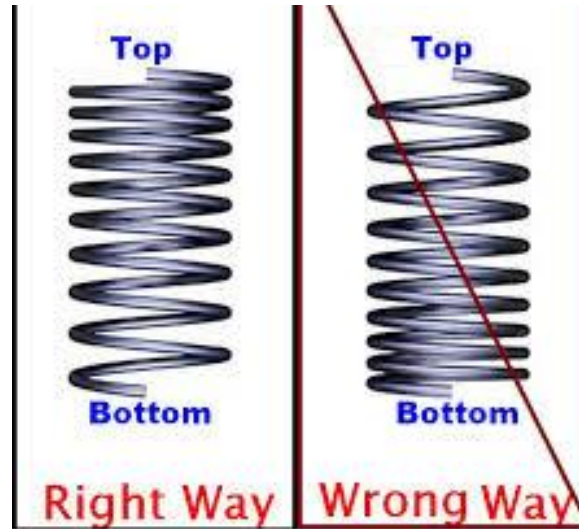


Figure 6

Since you are now to the point where you have a finished, it is time to test drive it. After a few hundred miles, double check the ride height and the alignment. The springs may have settled, which would change the ride height and the camber setting. Readjust the ride height before changing the alignment. After this initial setting period, the springs and bushings should have pretty much taken their final set, so you should be on your way to many miles of cruising in style.

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