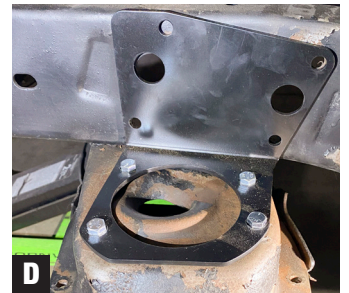




Steering, Brake & Suspension Specialists

#6387FC0-K Installation Instructions

FOR 1963-1987 CHEVY C10 TRUCKS COMPLETE FRONT COILOVER CONVERSION KIT



Instructions:

1. Begin by removing the tie rod from the spindle and the shock from the upper shock mount (Photo A).
2. Next, carefully use a floor jack to support the lower ball joint then break loose the upper ball joint from the spindle. Slowly lower the floor jack to relieve tension on the spring until it can fall out then remove the upper and lower control arms (Photo B).
3. Remove the factory upper control arm bracket using a cutoff wheel to slice an "X" in each rivet then an air chisel to completely remove them. If an air chisel is unavailable it is possible to use a hammer and chisel but significantly more effort will be required (Photo C).
4. With a 4-1/2" hole saw or plasma cutter, enlarge the opening on the crossmember using the 90-degree bracket as a template (Photos D and E).

CAUTION: On trucks with the factory-height springs it may be necessary to use a spring compressor to accomplish step 2 safely.

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FOR 1963-1987 CHEVY C10 TRUCKS COMPLETE FRONT COILOVER CONVERSION KIT

Continued from Previous Page



5. Then place the 90-degree bracket on top of the crossmember. The two-piece shock mount bracket goes on top and the upper spring seat goes underneath. Sandwich it all together using the provided hardware (Photo F).



6. Drill out the uppermost front hole—the other holes should already line up with the factory holes in the frame (Photo G).



7. Install the upper control arm mount using the two provided dual-captured nut tabs on the back side of the frame rail (Photo H).



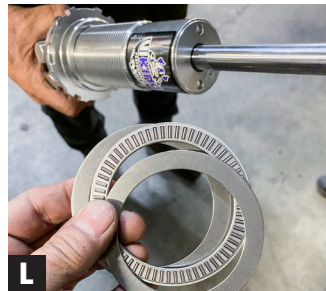
8. Once the complete upper mounting bracket has been assembled and tightened to spec, proceed to install the upper arm (Photo I).



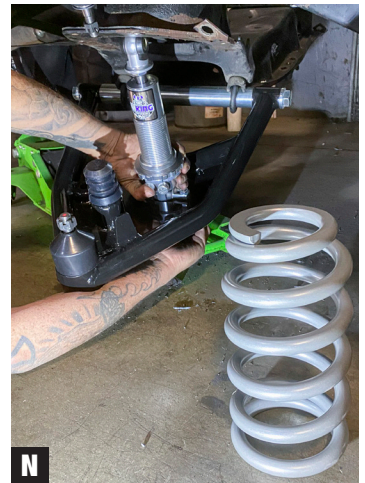
9. Then install the lower control arm using your original cross shaft U-bolts and the provided new lock nuts (Photo J).



10. Prepare the coilover shock by pressing in the upper through-bolt bushing and lower T-bar mount (Photo K).



11. Spin on the lock nut followed by the spring nut (shoulder facing up on both) and then the thrust bearing kit as shown (Photos L and M). Viking Recommends coating both sides of the thrust bearing washers with anti-seize prior to making ride height adjustments.



12. With the lower control arm at full droop, install the lower shock with hardware finger tight. Make sure the adjustment knobs are facing outward for easy future adjustment. (Photo N).

INSTALLATION NOTE: New U-bolts available; #6371LCUK for 7/16" or #6371LCUK-5 for 1/2". If unsure which U-bolt kit is needed, we recommend ordering the larger 7/16" and drilling out the holes on the crossmember if needed.

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FOR 1963-1987 CHEVY C10 TRUCKS COMPLETE FRONT COILOVER CONVERSION KIT

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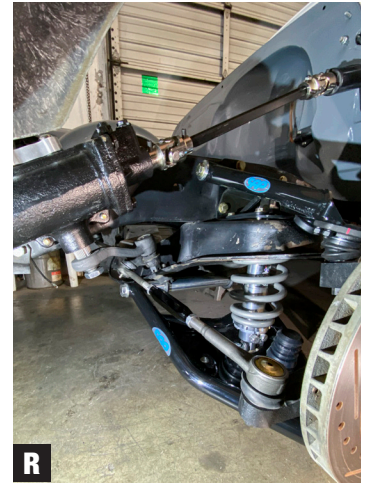
13. Place the spring over the shock body and use a floor jack to lift the lower control arm and coilover up into the spring pocket (Photo O).



14. Jack up the lower control arm until the upper shock mount can be attached but be cautious not to lift the vehicle off the jack stands (Photo P).



15. Install the spindle and/or wheel brake package onto the lower ball joint. Then bring the upper control arm down and secure the upper ball joint to the spindle (Photo Q).



16. Reattach the tie rod to the spindle and secure the tie rod and ball joint castle nuts with new cotter pins (Photo R).

ALSO AVAILABLE



4" OR MORE REAR DROP REQUIRES C-NOTCH KIT
Part Number: 6372CNK-HD / Part Number: 7387CNK

1963-87 C10 REAR COIL-OVER CONVERSION KITS

- Totally Tubular Trailing Arms
- Dual Adjustable Shocks
- Thrust Bearings make Adjusting Spring Load Easy
- Rear 0-3" or 3-6" Drop
- CNC-Bent & Laser-Cut Mounting Brackets
- D-Spec Performance Bushings
- Grade-8 Hardware & All Mounting Brackets - Simple Bolt-on
- Includes Spanner Wrench & Thrust Bearing Kit
- Available for 1963-72 C10 as well as 1973-87 Trailing Arm Converted Trucks
- Available in Black Powdercoated Finish

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

INSTALLATION, TECHNICAL, & TROUBLESHOOTING GUIDE



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