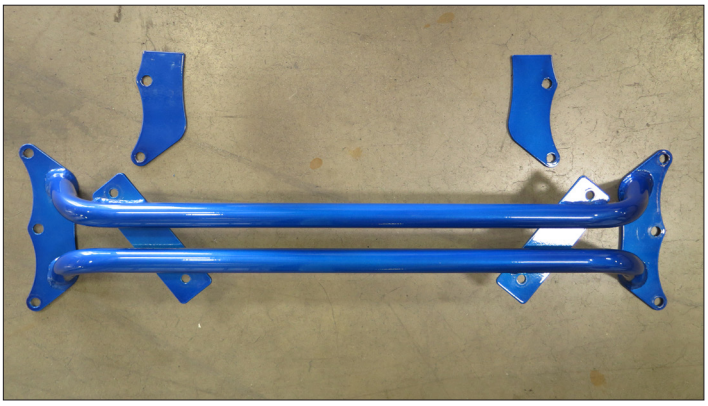
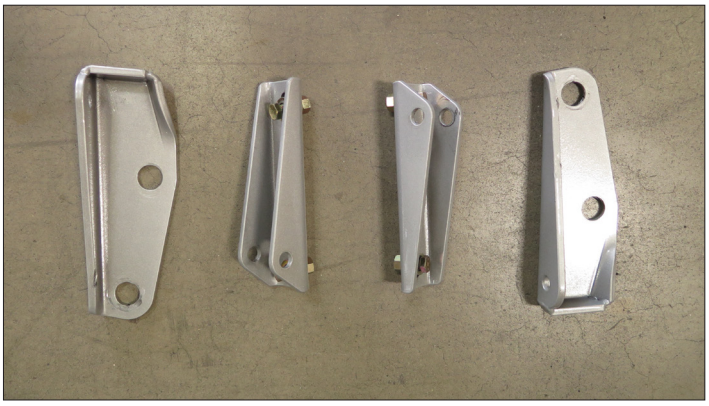
Steering, Brake & Suspension Specialists

#6372RTSC & #6372SRK - Installation Instructions

For 1963-72 Chevy C10 Rear Shock Crossmember & Shock Relocation Kit





Notes:

This set of instructions was created using CPP's Totally Tubular™ Trailing Arms and Rear Shock Crossmember(products sold separately). However, the Rear Shock Relocator Kit is designed to work perfectly with BOTH the stock '63-72 C10 rear crossmember and stamped-steel trailing arms and CPP's Totally Tubular Crossmember/Trailing Arm upgrade. (For just Shock Relocator install instructions, skip to Step 6.)

Instructions:

1. In order to facilitate rivet access to the top of the rear shock cross member, remove the bed from the truck, which will also require disconnecting the fuel filler to the gas tank.

2. Once the bed is unbolted and set aside, support rear of chassis so that you may safely remove the coil springs and shocks.

3. Locate the series of factory rivets attaching the crossmember to the frame—there are 3 on the upper framerail flange and 2 on the lower flange. There are various methods in which to remove heavy sheetmetal rivets; grinding the head flush on one side and drilling out (with the additional aid of a hammer and punch) usually works well. (Fig 3)

4. The CPP tubular rear shock crossmember will locate directly off the existing lower two holes as well as integrate the upper mount for the coil spring. The two-hole shims are for use on frames that have the additional gussets—they go between the crossmember and the lower framerail flange. (Fig 4)

5. The Totally Tubular crossmember mounts with the shock perch flanges pointing inwards, toward the cab. (Fig 5)

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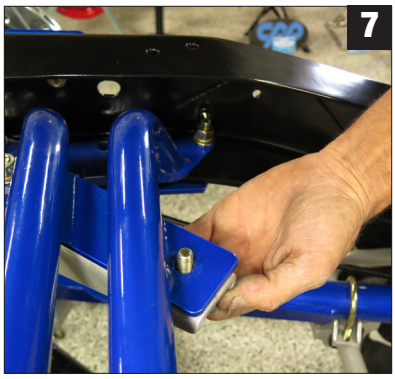
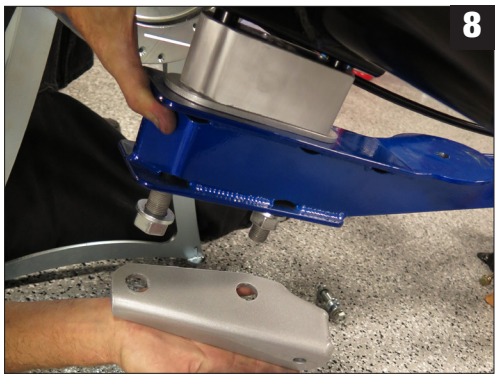
1. Install the upper Shock Relocator bracket with the slotted hole forward; the shock will mount at the rear side of the bracket. (Fig 6)

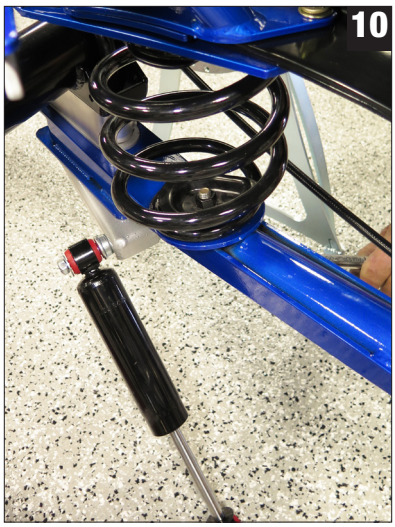


2. Note: bolts (at least the rear one) must be inserted from the bottom so as to not interfere with the shock absorber itself. (Fig 7)



3. The lower shock brackets mount (in the stock location) with the stud hole facing in towards the driveshaft, in the forward position. (Fig 8)

4. CPP offers new lower shock studs (CPP-SMS) as well as three shock options: (CPP-4163G) stock; (CPP-4095G) 2-4" lowered; and (CPP-4052G) 5" lowered. (Fig 9)



5. With the shock attached to the lower mount, reinstall the coil spring; the upper pocket will use the supplied hardware to attach and secure the shock crossmember. (Fig 10)

6. Carefully raise the rear end to locate and install shock into the new upper bracket. (Fig 11)

7. Before reinstalling bed, cycle rear suspension through its range of travel to ensure no interference between any chassis components such as exhaust, etc.

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.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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