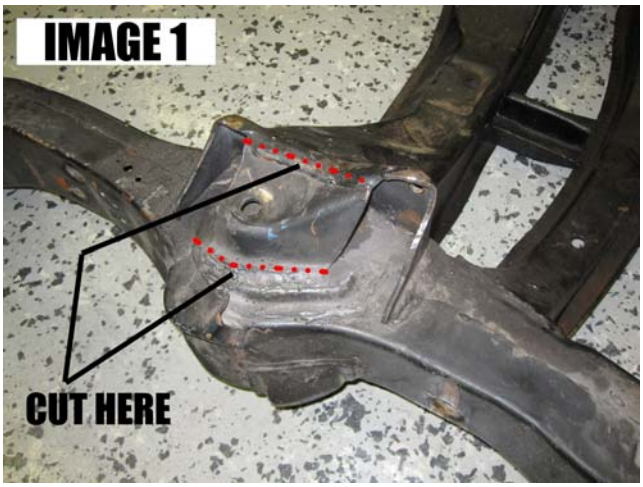
COIL-OVER CONVERSION KIT INSTALLATION

CCK001 *– 1967-1969 Camaro, Firebird, 1968-1974 Nova*

NOTE: This installation can be performed with the engine in the car however the install is much easier if the inner fenders have been removed. For illustrative purposes the following installation was partially performed on a bare subframe.
NOTE: Do not use bushing-type coil-overs with this setup, use only bearing-type coil-overs.



INSTALLATION:

1. Safely support the vehicle. Remove the upper and lower A-arms and remaining front suspension to gain access to the upper A-arm mount.
2. Using an angle-grinder or die grinder with a cut-off wheel, remove the upper shock mount as shown in **IMAGE 1** and **2**.
3. Smooth the remaining weld and contour the upper A-arm bracket using a sanding disc. The frame should appear similar to **IMAGE 3** when finished.
4. As shown in **IMAGE 3**, lay the drill template into the spring pocket and weld in place with 2-3 tack welds.

5. Using a drill with a 4" bi-metallic hole saw, cut out the top of the frame as shown in **IMAGE 4**. De-bur the opening.

6. Properly positioning the upper shock perch requires an assembled coil-over and lower A-arm. In the images shown below, we used an AFCO coil-over with a lower shock T-bar. This allows the shock to bolt to the lower A-arm without any modifications. Most coil-over shocks can be ordered this way or you can buy T-bar adapters from AFCO and QA1. NOTE: Most coil-overs will have an upper mount that is somewhere between 1"- 1.5" wide. Your BMR coil-over brackets will easily accommodate this range however may require slight trimming to fit the frame properly.
7. Bolt the lower A-arm in place. Leave bolts loose to allow the A-arm to freely pivot. Bolt the BMR coil-over brackets to the upper mount of your coil-over as shown in **IMAGE 5**. Position the coil-over assembly into the frame and mount to the lower A-arm. Insure that the coil-over is centered in the hole then position the coil-over brackets until they fit with minimal weld gap as shown in **IMAGE 5**. (NOTE: frame contours and OE welds vary slightly and will require trimming to get the best fit. Also, varying widths of different brand coil-overs will position the brackets differently, requiring slight trimming to compensate.
8. Once the assembly is properly positioned and fit, tack-weld the brackets into place then remove the coil-over and lower A-arm.
9. Weld the entire bracket in all accessible areas. The finished installation should look similar to **IMAGE 5** below.
10. Sand, rust prevent, and paint entire area then reassemble.