

## Installation Instructions for 64-67 A-Body GM Cars



The Moser Engineering adjustable coil over conversion for GM A Body vehicles was designed for enthusiasts looking for more tunability and greater ride height adjustability in their rear suspension when they update the rear end assembly in their car. This package will work with either the ME 12 bolt, heavy duty 9" or the M-9.

### Tools Required

Floor jack, jack stands, 5/16" drill bit and drill motor, 24" level, tape measure, safety glasses and common hand tools.

### Disassembly

Begin by jacking the vehicle up, supporting it at all four corners with jack stands. This must be done on a hard-concrete surface. The vehicle must be level side to side and front to rear. Make sure you have it high enough to get the old rear end assembly out from the vehicle once it's removed. Remove the existing driveshaft, shocks, brake lines, springs emergency brake cables or any other parts required to complete this project. All brake lines and/or fuel lines must be removed or capped to prevent any leakage or fire.

### Installation

Begin by installing the upper coil over mounts with the 6, 5/16" bolts, nuts and washers supplied with the kit. The two slots that are perpendicular to each other attach to the existing shock mount holes. Upon installation pay attention to the orientation of the upper shock mounts. The single slot points towards the outside/front of the vehicle. With the brackets attached through the existing mounting holes, mark the center of the 3<sup>rd</sup> slot. Remove the brackets and drill the two 5/16" holes for each of the brackets. Re install the brackets. The shoulder on the coil over bracket should butt against the lip on the frame.

A-Body Upper



Using jack stands to support the rear end assembly, attach the lower control arms to the lower control arm mounts. Start at the midpoint of the mounting holes. attach the uppers, start with the upper left, then the upper right. The closer the housing is to the actual ride height the easier it will be to get the bolts in. if the upper control arms are adjustable, check that the housing is centered in the car. Use the level (or a plumb bob), off of the fender lip in line with the axle and measure this distance. It should be equal. If it is not, lengthen the short side and shorten the long side to equal both sides. You'll want to double check this dimension after the pinion angle is set.

Attach the lower shock mounts to the lower control arm mounts using the supplied 3/8" hardware. Start towards the bottom two thirds of the holes. this may need to be adjusted up or down depending on the final ride height.

The coil over shocks used with this kit should have a 7" stroke and 1" width bearings on both ends. The coil springs should be 14" tall and between #125 and #150 depending on the weight of the vehicle. Assemble the coil overs per manufacturer's instructions. This kit is designed for a coil over with a 15.5" to 18.5 installed height. Use the supplied 1/2" hardware to install the shocks, starting with the top. Raise or lower the rear end assembly to allow for the installation of the lower bolts. As stated earlier, with the weight of the vehicle on all four tires, the installed height of the shocks should be 15.5" to 17.5". raise or lower the spring seat to achieve this dimension. Once this is done you can fine tune the ride height or the lower control arm angle by moving the lower shock up or down on the back of the lower control arm mount. Usually to determine whether you have the right coil spring rate is by the location of the spring seat location on the threaded portion on the shock. If the spring seat is in the middle of the adjustment the spring rate is correct.

Once ride height is correct, check and adjust pinion angle (if you have adjustable upper control arms). The pinion should be 1 to 2 degrees down from the engine angle at ride height. For example, if the engine/transmission is at a 3-degree downward angle towards the rear of the car, the pinion should be at a 1-degree upward angle if you're looking for a 2-degree differential. Lengthen or shorten both upper both upper control arms equally to achieve your desired pinion angle. Any more than 2 degrees of pinion angle may cause harmonics in the drivetrain.

Finish up the installation by installing the brake lines, emergency brake cables and/or anything else required to complete the job. Bleed and test the brakes on stands before attempting to test drive the vehicle.



A-Body Lower

### **Material List**

#### Shock Hardware

4	1/2 20x 2 1/4" cap screw
4	1/2 20 nylock nut
4	1/2" SAE flat washer

#### Upper Shock Mount Hardware

6	5/16 24x 1 1/4" cap screws
6	5/16 24 nylock nuts
6	5/16" flat washers

#### Lower Shock Mount Hardware

4	3/8 24x 7/8" socket head cap screws
4	3/8 24 top lock nuts

#### Brackets

1	RH A-body Upper Mount(72807234R)
1	LH A-Body Upper Mount(72807234L)
1	RH A-Body Lower Mount(72803234R)
1	LH A-Body Lower Mount(72803234L)