

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE



5706-H10 and 5707-H10

gStreet™ Coil-Over and Air-Spring Shock Conversion for 1955-1957 Chevy



Description:

gStreet™ Coil-Over and Air-Spring Shock conversions includes upper and lower control arms, and VariShock coil-over shocks with springs or air-spring shocks. Additional air compressor and control system are required for operation.

PARTS LIST

5704-H10 - Upper Control Arms, '55-57 Chevy

Qty	Part Number	Description
1	7955-001	Upper control arm assembly, driver side '55-57 Chevy
1	7955-002	Upper control arm assembly, passenger side '55-57 Chevy

5705-H10 - Coil-Over Lower Control Arms, '55-57 Chevy

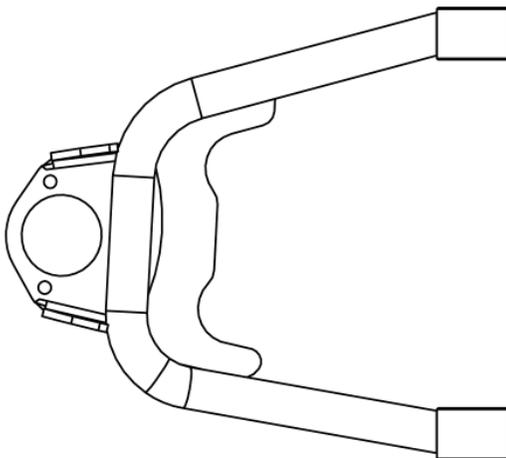
Qty	Part Number	Description
1	7955-009	Coil-over lower control arm assembly, driver side '55-57 Chevy
1	7955-010	Coil-over lower control arm assembly, passenger side '55-57 Chevy

Shocks, Springs and Air-Spring Shocks, '55-57 Chevy (one pair)

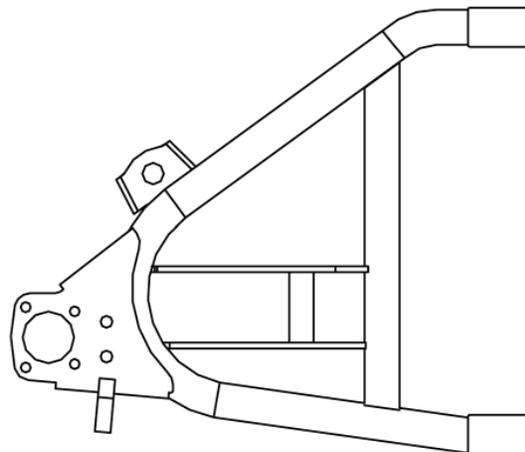
Qty	Part Number	Description
1	VAS 161M1-425	Quickset 1 VariShock 4.25" travel, pair (optional in 5706-H10)
1	VAS 162M1-425	Quickset 2 VariShock 4.25" travel, pair (optional in 5706-H10)
1	VAS 21-09XXX	VariSpring 9" 400 to 750 pound rate (optional, one pair)
1	899-012-201	Coil-over spanner wrench (coil-over shocks only)
1	VAS 131M1-350	Quickset 1 VariShock Air-Spring Shock 3.50" travel, pair (optional in 5707-H10)
1	VAS 132M1-350	Quickset 2 VariShock Air-Spring Shock 3.50" travel, pair (optional in 5707-H10)
1	VAS 508-103	Shock spacer set

Driver-Side Components Shown Below

Upper



Lower



Photos used in this instruction sheet were shot using a similar vehicle and may not exactly match your vehicle.

DO NOT install the coil springs on the shocks or inflate the air bags until after proper clearance during suspension travel has been verified. Shocks must be adjusted to the softest setting.

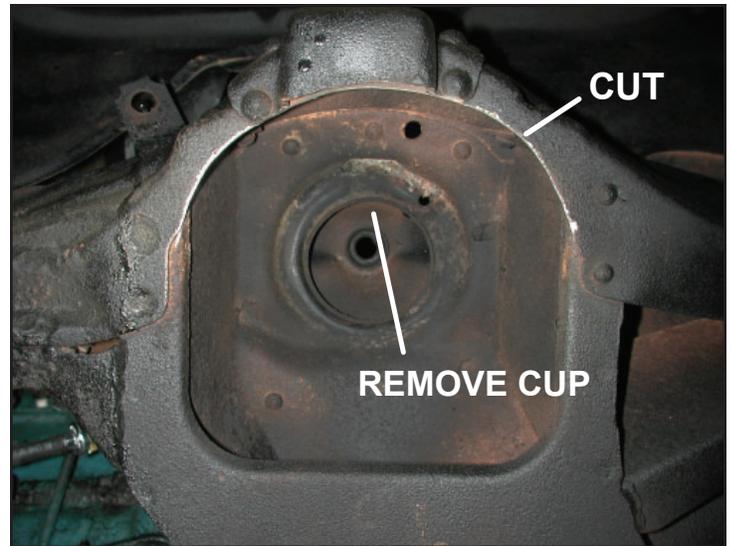
We recommend you refer to the factory service manual for more detailed disassembly instructions.

1. Raise the car to a safe comfortable working height.
2. Place jack stands under the frame and let the front suspension hang.
3. Remove the front wheels.
4. Place a floor jack under the lower control arm to hold it up once the lower balljoint is loosened at the spindle. Do not support the weight of the vehicle with the floor jack.
5. Remove the cotter pin and castle nut from the lower balljoint.
6. Use a balljoint separator or pickle fork, to separate the upper and lower balljoint from the spindle. A large hammer can also be used to strike the spindle, jarring the balljoint stud loose.
7. Once the balljoints are loose, lower the floor jack slowly until the coil spring can be removed.
NOTE: The coil spring is under tension. USE EXTREME CAUTION.
8. Unbolt the lower control arm from the chassis. Part of the factory mounting hardware will be reused.
9. Unbolt the upper control from the chassis. Save the factory hardware it will be reused.

Air-Spring Shock Clearance

Air-Spring Shocks require a minimum of 3/4" clearance around the air bag to operate safely once inflated.

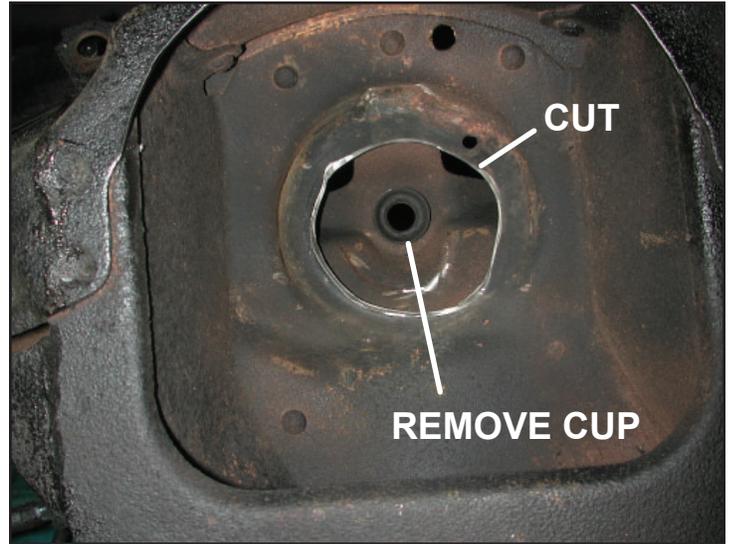
1. Apply thread sealant to one of the 90-degree air fittings and screw it into the top of the Air-Spring Shock.
2. Raise the Air-Spring Shock into position to determine the exact area of the frame rail that will need to be trimmed.
3. Use a torch or cutting wheel to trim the frame. Allow ample time for the frame to cool and/or grind smooth any sharp edges before test fitting the Air-Spring Shock.
4. For clearance purposes, the air bag and upper cap can be twisted to rotate the location of the air fitting. The Air-Spring Shocks have set screws along the bottom end of the bag that must be loosened first.
5. Drill a hole 2 times the diameter of the air line in the upper spring cup of the frame to run the air line to the Air-Spring Shock.



Coil-Over Top Mount Clearance

The material that forms the factory upper spring pocket may require trimming to allow The ball-stud upper shock mount to properly seat.

6. Raise the shock into position to determine the exact area of the spring pocket that will need to be trimmed.
7. Use a torch or cutting wheel to trim the pocket. Allow adequate room for the shock to pivot as it will during normal operation.
8. Grind smooth any sharp edges.



9. Mount the shock in the upper spring pocket.
10. Place the thick washer, with 11/16" hole, onto the shock stem and insert the shock (without the spring installed) up through the coil-spring pocket and into the factory mount.
11. Place a second thick washer, with 5/8" hole, over the stem and secure with the 5/8-18 half-height locknut. Hold the stem with a 7/16" box-end wrench while tightening the locknut with a 15/16" wrench.



Install Lower Control Arm

12. Install the driver side lower control on the frame using the hardware included with the arms.
13. Place one spacer on each side of the COM-8 bearing at the base of the shock. The ends of the bearing slip into the counter bore in the spacers.
14. Raise the lower control arm up and secure the shock with the 1/2-13 x 3-1/2" bolt, flat washers, and locknut.
15. Set the spindle onto the lower control arm balljoint stud.
16. Thread the castle nut onto the balljoint stud and tighten. Torque to 75 lb-ft.
17. Align the slot in the castle nut with the balljoint stud. Insert the cotter pin into the stud and wrap around the castle nut.
18. There are steering stop build in to the control to prevent having tire clearance issues on most combinations.



Install Upper Arm

19. Bolt the upper arm to the frame re-using the factory bolts.
NOTE: The upper balljoint is bolted underneath the arm's mounting plate to provide additional arm travel.
20. Set the upper A-arm ball joint stud into the spindle.
21. Thread the castle nut onto the balljoint stud and tighten. Torque to 75 lb-ft.
22. Align the slot in the castle nut with the balljoint stud. Insert the cotter pin into the stud and wrap around the castle nut.
23. Grease the upper and lower ball joints.



Check Suspension Travel

Clearance around the shock will need to be physically verified throughout the full range of suspension travel.

24. Move the suspension from full compression to full extension while checking for clearance around the shock and spring.

Air-Spring Shock Pressure

25. Air pressure on this system will be approximately 105-110 psi, but will vary due to vehicle weight differences and driver preference.
26. Repeat procedure for the passenger-side.

NOTES:

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