

INSTALLATION GUIDE



5706-H30 and 5707-H30

**gStreet Coil-Over and Air-Spring Conversion
for 1965-1970 Chevy Impala and Full-Size GM**



Description:

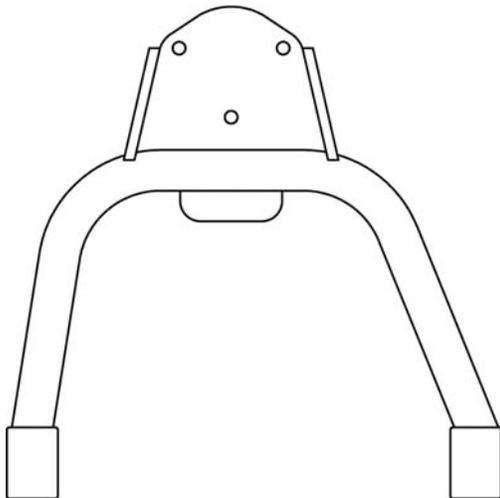
gStreet Coil-Over and Air-Spring conversions includes upper and lower control arms, and VariShock coil-over shocks with springs or air springs. Additional air compressor and control system are required for operation.

PARTS LIST

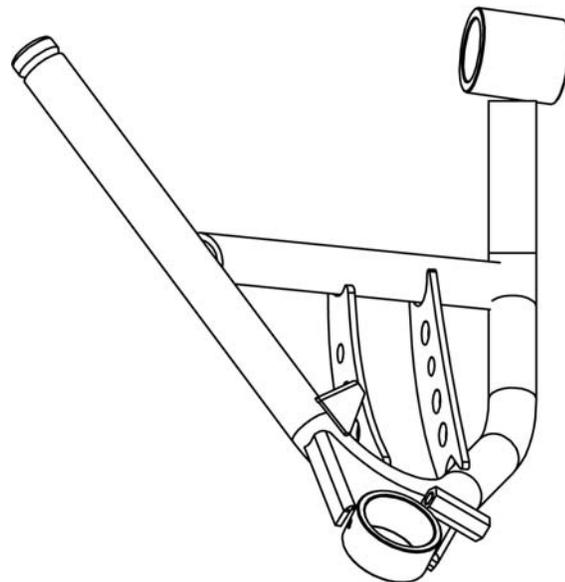
Qty	Part Number	Description
2	VAS 16XM1-425	VariShock coil-over, ball-stud upper, pivot-ball lower, 4.25" travel (option)
2	VAS 21-09XXX	VariSpring coil spring, 9" length (option)
2	SKW1048XA	ShockWave air-spring (option)
1	VAS 508-103	Shock spacers, set of 4
1	5704-H30	g-Street upper control arms, left and right pair
1	5705-H30	g-Street lower control arms, left and right pair

Driver-Side Components Shown Below

Upper



Lower

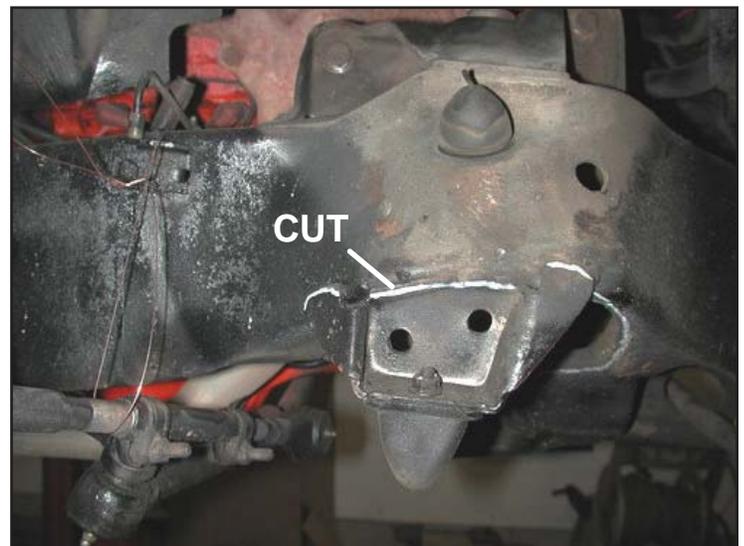


INSTRUCTIONS

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.

Remove Factory Components

1. Raise and support the vehicle at a safe and comfortable working height, so that the front suspension hangs freely.
2. Remove the coil spring, shock absorber, upper and lower control arms, sway bar and the strut rods. There is an eccentric washer on each side of the lower control arm frame bushing, these will be reused. The factory lower control arm frame bolt will be reused as well. Refer to a factory service manual for proper disassembly procedure.



3. Remove the factory upper bushing cup using a chisel or air hammer.

Install Lower Arm

This kit is designed for use with our gStreet™ sway bar. It is easier to install it before the lower arms.

4. Refer to the diagram to differentiate the driver side from the passenger side.
5. Bolt the lower control arm to the frame using the factory bolt.
6. Be sure to reinstall the eccentric washers that came off the factory arm.
7. The front leg of the lower arm will attach to the frame in place of the strut rod. Refer to the diagram on the next page for assembly order. The hole in the frame may need to be enlarged to allow bearing assembly to slide in.
8. Using the bearing retainer as a template; drill three 3/8" holes in the frame to secure the assembly. Use three 3/8" x 1-1/4" SHCS and lock washers to secure the assembly.
9. Screw a 3/8" x 1-1/4" bolt and nut into the hole in the side of the lower arm. This is the adjustable steering stop, and must be adjusted after installation is complete.

ShockWave Clearance

ShockWaves require a minimum of 3/4" clearance around the air bag to operate safely once inflated.

10. Apply thread sealant to one of the 90-degree air fittings and screw it into the top of the ShockWave.
11. Raise the ShockWave into position to determine the exact area of the frame rail that will need to be trimmed.
12. 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 ShockWave.
13. For clearance purposes, the air bag and upper cap can be twisted to rotate the location of the air fitting. Some ShockWaves have set screws along the bottom end of the bag that must be loosened first.

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.

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

Check Suspension Travel

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

17. Bolt the shock's top mount onto the vehicle.



18. Swing the lower arm up to the shock and secure using the bolt and locknut along with a spacer on each side of the shock.
19. Move the suspension from full compression to full extension while checking for clearance around the shock and spring.

NOTE: Some installations will require the anti-roll bar endlinks to be shortened to correctly angle the bar ends.

Install Upper Arm

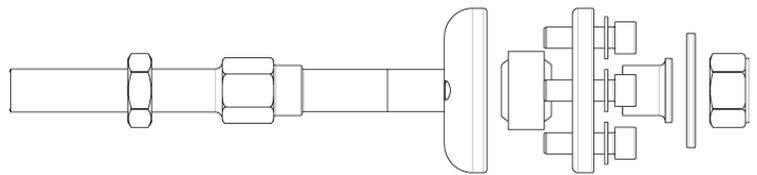
20. Place the larger sleeves over the ends of the upper cross shaft.
21. Slide the cross shaft through the arm.
22. Press the bushing over the shaft.
23. Insert the smaller sleeve inside the bushing and tighten the assembly with the 3/8"-24 x 1 1/2" bolts.
24. Bolt the upper arm to the frame re-using the factory bolts.

NOTE: The upper balljoint is bolted underneath the arm's mounting plate to provide additional arm travel.

25. Reassemble the spindles and tie rods. Refer to the factory service manual for proper assembly procedures.
26. Grease the upper and lower ball joints.

ShockWave Pressure

27. Air pressure on this system will be approximately 100-115 psi, but will vary due to vehicle weight differences and driver preference.
28. The caster setting on this system has a lot of adjustment. We recommend setting it at 3-3.5 degrees.



WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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