Universal Chapman

Strut Kit No. 75592

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MN-624
(04706)
ECR 6170

Please read these instructions completely before proceeding with installation

Hardware

Item	P/N	Description	Qty.
A	35066	Strut	2
B	35056-001	Adapter Tube	2
C	35056-002	Clevis	2
D	09735	Rubber Protector	2
E	21263	Air Fitting	2

IMPORTANT: Always keep safety in mind when working on your vehicle.

NOTE: This kit is sold without a warranty.

I. Preparing the Vehicle

1. Begin the installation by elevating the car. Secure the frame with jack stands or a frame-contact hoist.

2. Remove the wheels.

Figure 1

II. Strut Removal

1. Remove the nuts and bolts from the upper strut mount and save for reinstallation.

2. Remove the lower mounting bolt and nut from the clevis and save for reinstallation.

3. Raise the vehicle to lower the suspension. Remove the strut assembly from the vehicle.

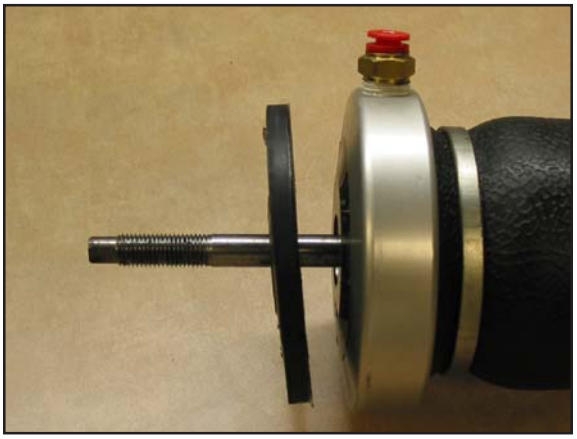

Figure 2

III. Assembling and Installing the Air Strut

1. Using a spring compressor for safety, remove the nut at the top of the stock strut assembly (Figure 1). Next, remove the stock upper mount and save for later use.

2. Place the rubber protector (D) onto the shaft of the new strut (A) (Figure 2). Next, place the stock mount and bushings onto the strut shaft. Fasten using the supplied nyloc nut (came on strut) (Figure 3).

   CAUTION: Failure to properly install the strut bushings or protectors in the proper order will cause the strut to fail.

Figure 3

Installation Tips

1. Check to make sure there is at least ½" of clearance around all parts of the air spring.

2. Spray down all fittings with a soapy water solution to make sure there are no leaks.

3. Check all welds to make sure the fillets are complete and there is no undercutting.

4. Make sure the air lines are secure and mounted away from heat sources.

IV. Designing the Lower Mount

CAUTION: **Use extreme caution when welding on the strut body. FAILURE TO DO SO COULD RESULT IN INJURY.**

1. Place the new strut assembly into the stock strut location and attach with previously removed hardware. Leave loose at this time.

2. Slide the adapter tube (B) onto the lower strut body (Figure 4). Mark where the strut body shows through the holes in the adapter tube. Remove the adapter tube from the strut and grind the paint off of the areas you marked on the strut body.

   NOTE: Welding surfaces must be free of paint.

3. Slide the adapter tube back onto the strut body (Figure 4). Tack weld the adapter tube to the paint-free portions of the strut using the holes provided in the adapter (Figure 5).

4. Place the supplied clevis (C) onto the vehicle's spindle and secure using the previously removed nut and bolt. Leave loose at this time.

5. Using a jack, raise the spindle until the clevis meets the adapter tube.

   NOTE: It may be necessary to remove a portion of the adapter tube depending on how low you want the vehicle to sit.

6. Once you have decided on the desired vehicle height and modified the adapter tube as necessary, tack weld the clevis to the adapter tube (Figure 6).

7. Remove the strut assembly from the vehicle.

Figure 4

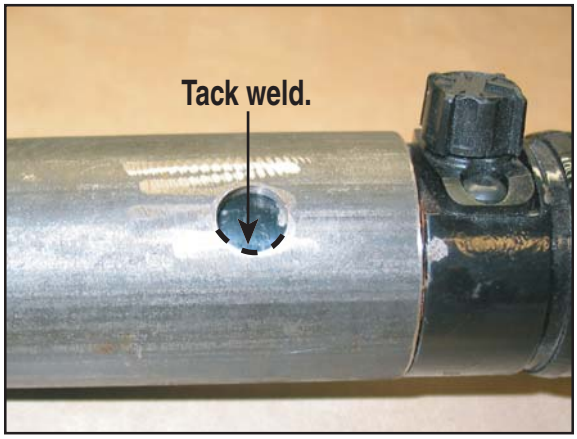

Figure 5

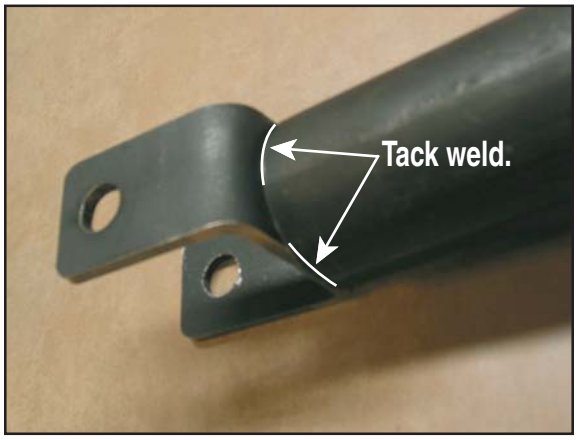

Figure 6

V. Welding the Adapter

1. Fully weld the adapter tube to the strut using the holes provided (Figure 7).
2. Fully weld the clevis to the adapter tube (Figure 8).
3. Paint the strut, making sure not to get paint near the adjustment knob.

VI. Reinstalling the Strut Assembly

1. Apply loctite or a similar thread sealant to the air fitting (E). Insert the air fitting into the port in the upper end cap of the strut assembly (Figure 9).
2. Reinsert the strut assembly into the vehicle and attach using retained stock hardware.
3. Repeat the above steps for the other side of the vehicle.
4. At this time, tighten all hardware securely.

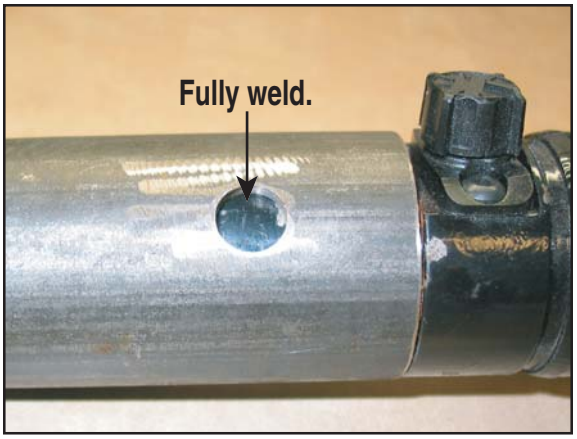

Figure 7

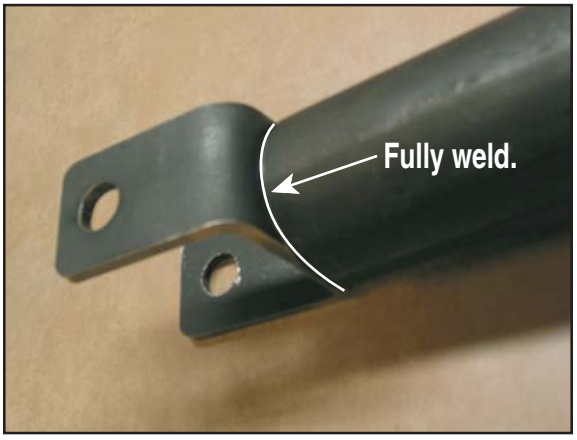

Figure 8

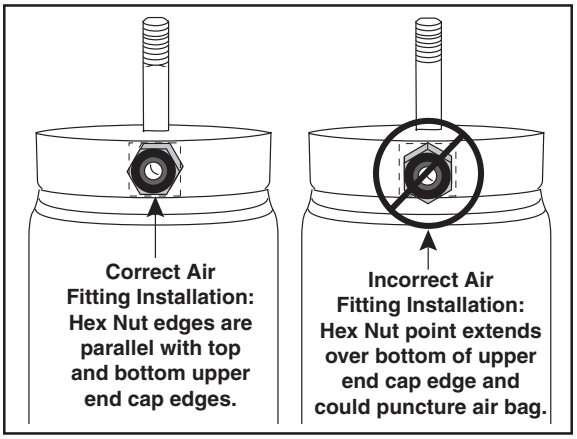

Figure 9

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