Strange Engineering

Kit Summary:

Kit #	S5084 Double Adjustable Shock
	S5284 Single Adjustable Shock
Description	Bolt-in coil over shock
Applications	1982-2002 F-Body
Page	1 of 2 total pages
Date Modified	Oct 13, 2015

Important Notes
- Spring are not included but are available. Contact Strange Engineering
- The required spring inside diameter is 2.50" and a recommended spring length is 14"
- Factory spring rate is 100 lbs/in
- A spring compressor may be required for this installation depending on the spring length

Before you begin installation
Read these instructions thoroughly and save for future reference.
If after reading these installation instructions, you have any questions or comments, please do not hesitate to call us.

Kit Contents

ITEM#	PART#	QTY	DESCRIPTION
1	S5001Y	1	3/8"-24 Lock nut
2	S5001X	2	Cushion washer
3	S5001W	2	Shock cushion
4	S510V	1	Top spring seat
5	B4160B	2	1/2"-20 x 1-1/2" HHCS
6	S5001KB	4	1/2" washer
7	S5001KA	2	1/2"-20 Lock nut
8	A1026AM	1	1/2"-20 x 2-1/4" HHCS
9	H1135C	1	1/2"-20 Flexloc nut
10	H1106E	1	Lower shock mount

Shock Dampening Adjustment
Strange Engineering struts and shocks are designed for a variety of unique vehicle and drivers
The dampening adjustments listed are starting points to begin fine tuning
Single adjustable are only adjusted on extension

Rear Extension Dampening

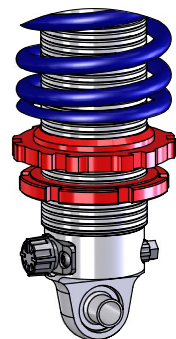| APPLICATION	KNOB POSITION
Drag Race	5
Street	4 or 5
Road Race	7 or 8

- 10 settings
- Full clockwise is the firmest position
- Full counter-clockwise is the softest position
- Shipped at softest settings
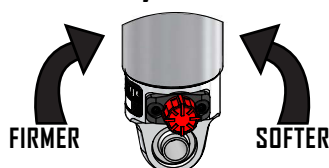
Rear Compression Dampening

APPLICATION	KNOB POSITION
Drag Race	2 or 3
Street	4 or 5
Road Race	7 or 8

- Compression is adjustable only on double adjustable shocks
- 9 compression settings
- Full clockwise is the firmest position
- Full counter-clockwise is the softest position
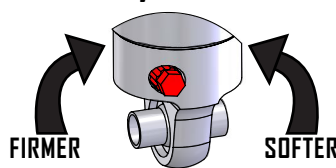- "Clicks" ⅛ every turn for fine adjustment

Ride Height Adjustment

Extension Dampening Adjustment

FIRMER   SOFTER

Compression Dampening Adjustment

FIRMER   SOFTER

1. Remove the rear interior panels and fold the interior carpet forward to expose the shock upper mounting points.
2. Raise and support the rear of the vehicle on a level surface using suitable equipment with the tires at least 6" off the ground.
3. Place a jack under the rear end housing and raise only the rear end slightly to take weight off the rear shocks.
4. Remove the bottom shock nut then remove the top nut by using a 6mm wrench to prevent the rod from spinning.
5. Remove the shock and factory rubber bushings.
6. Lower the rearend slightly to remove the factory coil springs.
7. To begin installation, attach the lower shock mount (10) to the factory shock mount location on the rear end housing using one 1/2 x 1-½" (5) bolt provided as shown in figure 1. Ensure the mount is vertical and torque to 75 ft-lbs.
8. Using the upper hole in the shock mount as a template, drill a 1/2" hole through the factory shock mount bracket on the rear end housing.
9. Use the same hardware on the upper bolt hole and torque the bolt to 50 ft-lbs.
10. Install the spring onto the shock assembly. Screw the spring seat and jam nut all the way to the bottom of the shock and then slide the spring over the shock. If needed, use a spring compressor to compress the spring only enough to slide the top spring seat (4) into place.
11. Next install the cushion washer (2) and cushion (3) on the shock stud.
12. Slide the shock up from the bottom of the car extending the top stud mount through the hole in the body. Slide a rubber cushion (3) and washer (2) over the top stud and install the top nut (1). Use a ¾" open wrench under the vehicle to hold the piston rod from spinning and torque the top nut (1) to 35 ft-lbs.
13. Raise the rear end housing with the jack and position the shock in the lower shock mount.
    Note: Double adjustable shocks must have the extension knob facing towards the housing tube.
14. Install the bolt (8) into the lower shock mount from the outboard side then install the lock nut (9). Torque to 50 ft-lbs
15. Adjust the spring seat and jam nut accordingly and then lower the rear end and vehicle.

FIGURE # 1: Exploded view