



Professional Grade Suspension

Installation Instructions (X-0018)

Aldan American, RCX – Double Adjustable, Front Coilover Conversion Kit

Item #	Part #	Description	QTY
1	AS-7XX	Striker SS Series Coil-Over Shock	2
2	10XXXUSX	Conical Coil-Spring (Black)	2
3	ALD-16	GM 3.5" T-Bar Mount, Set	1
4	71006	Lower GM T-Bar Hardware Kit	1
5	ALD-50	One Piece Spring Retainer Assembly	2

*This kit is designed to replace your front factory shocks and springs to a coilover shock system on select cars & trucks

*The user understands that Aldan is not responsible for any direct or indirect use or misuse of any Aldan product. Specialized equipment and race parts within this kit are exposed to varied conditions based on how they are installed and used by the user. A professional shop and installer is recommended for all Aldan products. Aldan is not responsible for fitment issues outside the OEM mount locations (Exhausts, Aftermarket Axles, Sway Bars, Fuel Cells, etc.). Use proper safety equipment along with jacking locations and jack stands at all times when installing. Aldan shall not be liable for any claims, injuries, actions or causes of action with the use of any Aldan product.

*Recommended Tools: Floor jack or vehicle lift (User proper jacking locations per the manufacturer). Jack Stands, Tire chocks, Torque Wrench and other hand tools and safety equipment as recommended by the OEM.

Visit www.aldanamerican.com for additional guides, video and installs updated regularly.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov



Professional Grade Suspension

RCX (Rebound) Adjustment Rebound Knob Assembly Instructions

*NOTES:

- DO NOT REMOVE BLACK SET SCREWS IN STEM OR IN KNOB
- DO NOT REMOVE BRASS ADJUSTER FROM ADJUSTMENT KNOB
- BE SURE TO REINSTALL FLOATING STEEL STEM-PIN BEFORE KNOB REASSEMBLY
- GM APPLICATIONS – INSTALL LARGE BUSHING BOTTOM/SMALL BUSHING TOP
- FORD APPLICATIONS – INSTALL SMALL BUSHING BOTTOM/LARGE BUSHING TOP



RCX Coilover
shown without
coil-spring
installed



RCX Upper Stem
with Rebound
Knob Assembly
Fully Assembled

Spring
Pocket/Frame



Step #1: When you're ready to install your coilovers, you'll need to remove the upper rebound knob, jam nuts, upper washer and upper bushing. Unscrew the rebound knob by turning counter clockwise until the knob fully unscrews from the shock stem.



Step #2: The knob once loose will slide out of the stem assembly. *Caution – There is a steel floating stem-pin. Be sure to not lose this and make sure it is installed prior to reassembly.



Step #5: To use your rebound adjustment knob; turn the knob clockwise until the knob bottoms (Firm or Zero). From there, adjust the knob counter clockwise 20 clicks to get to a mid-point setting (Softer). If the ride is too soft, add 3 clicks clockwise and test drive. Add another 3 clicks if ride is still soft. Repeat in adding rebound until you're satisfied with your ride quality.



Step #4: With your stem assembly installed in your shock tower with the washers, bushings, jam nuts, floating pin and rebound knob assembled – You're now ready to adjust your rebound.



Step #3: To begin reassembly of the stem, all pieces below need to be accounted for. GM vehicles will use the large bushing on the bottom and small bushing top. Ford applications will use the small bushing bottom and the large bushing on top.



Professional Grade Suspension

RCX (Compression) Adjustment



Compression
adjustment knobs
are located on the
bottom mount of
RCX coilovers.



Step #6: Your RCX coilovers offer a compression adjustment series of settings controlled by a knob located at the bottom of the coilover.

The coilover compression can be adjusted by turning the knob clockwise or counter clockwise. #1 is Soft and #6 is Firm (12 o'clock is the top-dead center – whatever number is in the 12 o'clock position is what setting the compression will be set at). We recommend a #2 setting as a starting point for street applications.

*The compression adjustment uses an internal barrel style valve and will spin a full 360 degrees. If you remove the adjustment. Knob, the cam it's attached to is clocked and has an indicator on where the knob should be assembled back to. *Before removing the lower knob, set #1 to the 12 o'clock position and reinstall accordingly to this setpoint.



Professional Grade Suspension

Installation (X-0015)

Instructions – ALD-50; One Piece Spring Retainer

***NOTES:**

- DO NOT OVERTIGHTEN SET SCREW.
- SET SCREW HAS PRE-APPLIED THREAD LOCKER APPLIED ON THREADS.



Step 1. Remove retainer and supplied set screw from bag (If not already installed).



Step 2. Install your coil spring on your Aldan shock.



Step 3. With anti-seize applied on your spring retainer threads, set screw installed (hand tight at this point); thread the retainer onto the coilover shock body.



Step 4. With the spring preload set at a baseline setting (We recommend starting at 1.0" of pre-load on our coil-springs). With the spring retainer installed; anti-seize applied on threads and set screw installed, you can now move to Step 5.



Step 5. With the set screw hand tight in the retainer, use a 5/32" Allen wrench and turn an additional 1/4 turn by hand.
(*Do not over tighten)



Step 6. Retainer should be tight on the shock body with zero movement or play once installed. Your spring and spring retainer installation is now complete.



Step 7. You may need to re-adjust the retainer further using a spanner wrench to get your final ride-height once the coilover is installed on your chassis. Loosen the set screw and repeat steps if additional pre-load and height adjustments are needed for your application.

Visit www.aldanamerican.com for additional guides, video and installs updated regularly.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov

RCX, Front Coilover Kit Installation Instructions

- Prior to disassembly measure and record the ride height at all four corners on a flat level surface. This is the only way to determine that the vehicle is level before disassembling. (Fig. 1)
- Follow the use of personnel safety precautions and protection.
- Jack vehicle up and use jack stands under the frame rails to safely support it.
- Remove the front wheels.
- Remove the front shocks and coil springs. Follow a service manual if necessary.
- Loosen the lower A-arm bolts so the A-arm moves freely.
- Drill out the lower shock mounting holes to 3/8" if necessary. Check fit the lower T-bar to the lower A-arm. The inside edges may need to be filed to fit the flats on the T-bar. Remove the lower nuts from the A-arm.
- Assemble the coil springs on the shocks. Anti-seize compound is necessary on spring seat adjusting threads to prevent them from seizing.
- Install the upper shock bushings and allow front coil over shock to hang. Do not tighten yet. Make sure the upper spring is located in the spring pocket. (Fig. 2)
- Put the 3/8" bolts and washers in the T-bar with the threads pointing down.
- Bring the lower A-arm up to the T-bar and attach the nuts from the underside. The shock will now be bolted to the topside of the A-arm. Torque shock bolts to 35 ft. lbs.
- Reassemble the front suspension. (Fig. 3)
- Reinstall wheels and place your car back on the ground.
- With the wheels on the ground, the upper shock bushings can now be tightened.
- Measure and compare new height with the previously recorded height.
- See spring retainer adjustment instructions above. We recommend using an Aldan American spanner wrench to adjust spring preload (Aldan Part # ALD-1).
- After ride height is set torque the lower control arm bolts to 75 Ft. lbs. with wheels on the ground.
- To adjust the rebound and compression settings, please reference shock adjustment diagram on previous pages.
- *Your vehicle will require that the front-end alignment is checked by a qualified wheel alignment specialist.*



Fig. 1



Fig. 2



Fig. 3



RCX Coilovers Fully Assembled



Professional Grade Suspension

Installation (X-0015)

Instructions – ALD-50; One Piece Spring Retainer

***NOTES:**

- DO NOT OVERTIGHTEN SET SCREW.
- SET SCREW HAS PRE-APPLIED THREAD LOCKER APPLIED ON THREADS.



Step 1. Remove retainer and supplied set screw from bag (If not already installed).



Step 2. Install your coil spring on your Aldan shock.



Step 3. With anti-seize applied on your spring retainer threads, set screw installed (hand tight at this point); thread the retainer onto the coilover shock body.



Step 4. With the spring preload set at a baseline setting (We recommend starting at 1.0" of pre-load on our coil-springs). With the spring retainer installed; anti-seize applied on threads and set screw installed, you can now move to Step 5.



Step 5. With the set screw hand tight in the retainer, use a 5/32" Allen wrench and turn an additional 1/4 turn by hand.
(*Do not over tighten)



Step 6. Retainer should be tight on the shock body with zero movement or play once installed. Your spring and spring retainer installation is now complete.



Step 7. You may need to re-adjust the retainer further using a spanner wrench to get your final ride-height once the coilover is installed on your chassis. Loosen the set screw and repeat steps if additional pre-load and height adjustments are needed for your application.

Visit www.aldanamerican.com for additional guides, video and installs updated regularly.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov