

## Shark Bite® Front Coil Over Installation Instructions

Part Number(s): 780-85056 through 780-85090

1963 - 1982 Corvette



### Verify Kit Contents:

- 2 SHOCKS
- 2 RIDE HEIGHT ADJUSTER NUTS
- 2 LOCK NUTS
- 2 SPRINGS
- 2 SHOCK ADAPTERS
- 1 BEARING PACKAGE (FOR 2 SHOCKS)
- 1 SPANNER WRENCH SET
- 4 HEX BOLTS
- 4 FLAT WASHERS



**PLEASE NOTE:** These shocks feature a small hydraulic bypass that allows them to be extended and compressed by hand. The actual shock valving does not begin to work until the velocities are higher than what can be applied by hand. Therefore, you will not be able to notice a change in stiffness when you change the valve settings and operate the shock by hand.

1. Begin by performing an inventory of all the components in the kit. Read entire instructions before beginning. These instructions may be different than instructions supplied with the shocks. Follow these instructions.

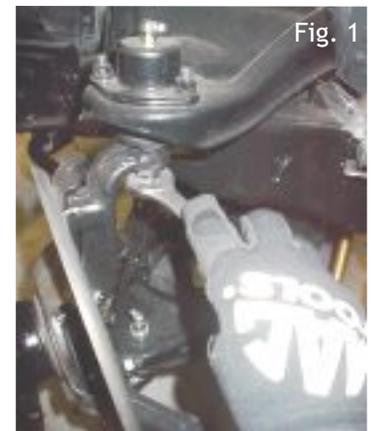
2. Place the car securely on jack stands. Never support the car with only a floor jack. To relieve stress on the on the fiberglass, open the doors and release the T-top locks (if



applicable) when putting a Corvette on jacks stands or a lift.

3. Remove the shocks and springs. It may be necessary to unbolt the brake caliper from the spindle. Remove the shock first.

4. Back the nut off the upper ball joint almost all the way, leaving the nut threaded on by a few threads. While carefully supporting the control arm with a floor jack or compressing the coil spring with a compressing tool, separate the spindle from the upper ball joint using a pickle fork. Lower the control arm slowly until the spring is no longer compressed. Remove the spring. Remove the ball joint nut completely. See Figures 1 and 2.



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**CAUTION:** Coil springs under compression have a lot of energy and can be very dangerous. Exercise extreme caution and care when working around them.

## INSTALLATION:

5. Thread the spring adjustment nut onto the body of the shock. The tapered part of the nut will be facing towards the top of the shock if properly installed.



6. The Timken bearing rests on the flat surface of the adjustment nut. Each bearing should be sandwiched between two bearing washers. Be sure to grease the bearing and its washers thoroughly to lubricate and to avoid rust from forming.

7. **NOTE:** Trial fit the shock without the spring and check the suspension's full range of motion for any interference. With the bearing on the adjuster nut, the spring adapter and spring can be placed on the shock. See Figure B, page 4.



8. From the top of the shock remove the nut, one washer and one bushing. Leave the other bushing and washer on the stud. Be sure that the shock is fully extended.

9. Raise the shock and spring into the upper spring pocket in the frame. Orient the upper end of the spring so that it fits into the spring pocket indentation. It is important for the end of the spring to be properly seated in the upper spring pocket. With the shock stud protruding from the upper hole place the bushing, then washer and finally the nut on the stud. See Figure 4.

**NOTE:** Hand-tighten the nut ONLY. Do not compress the spring by tightening the nut on the stud. Wait until all of the suspension is installed and the car is back on its wheels before you finally tighten the nut.



10. Note that the cross bar now attaches to the top of the control arm inside the spring pocket. Attach the cross bar to the lower control arm using the supplied fasteners. Torque to 20 ft/lbs. See Figure 5.

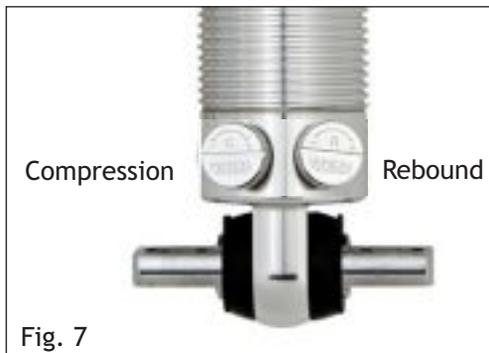
11. Reconnect the spindle to the upper ball joint and reinstall the brake caliper. You may have to compress the spring by using a floor jack under the a-arm.

12. Tighten the top nut on the shock stud only after the weight of the car is on the wheels. Check the tightness of the nut after the car has been driven for a few miles and the suspension has settled. Figure 6.



## Valving adjustments

Double adjustable shocks are set at the mid range of adjustment. Compression and rebound are adjusted at the bottom of the shock. See Figure 7 and instructions supplied with the shocks to make adjustments. Simply turn the knob to the desired number of clicks, clockwise for stiffer, counter clockwise for softer. Setting 0 is the softest valving and 19 is the stiffest.



## Spring adjustments

Using the smaller spanner wrench, loosen the lock nut on the adjuster nut. Using the larger spanner wrench, rotate the nut counter clockwise to raise ride height/increase corner weight, and turn clockwise to lower ride height/decrease corner weight. Re-tighten the lock nut when finished. See Figure 8. Spring adjustments are easier with the car jacked up to remove weight from the wheels.

## Supplemental Instructions

The installation instructions included in the shocks are designed for a standard coil over installation. The Shark Bite front coil over suspension system is slightly different. We want to emphasize the following details when installing:

- 1) The cross shaft attaches to the top of the nuts on the lower control arm. You DO NOT need to chisel these nuts off (see Figure A). If they are no longer present, use the hardware supplied with the shocks.
- 2) The springs included in the Shark Bite front coil over kit are NOT supposed to be tapered. Please note it uses an aluminum spring adapter that the coil spring sets on top of (see Figure B next page).
- 3) The part number on the bearing kit you received may be different than the one mentioned in the included instructions. This is normal.
- 4) The following diagrams (Figures A & B) will help you with the installation:

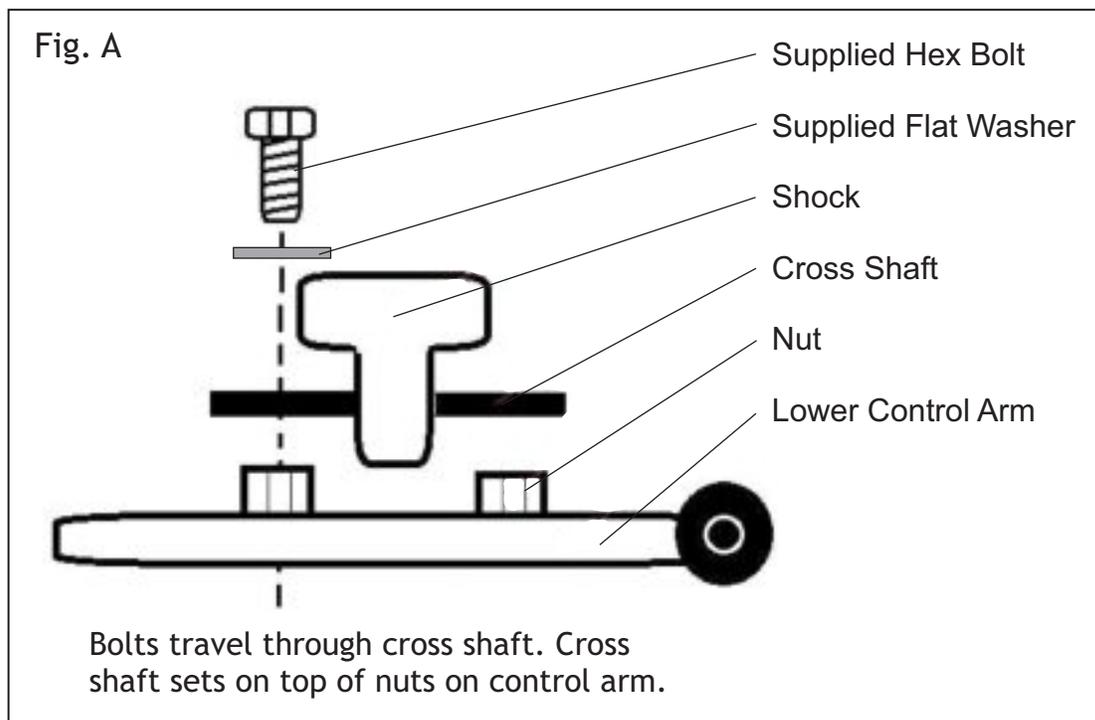
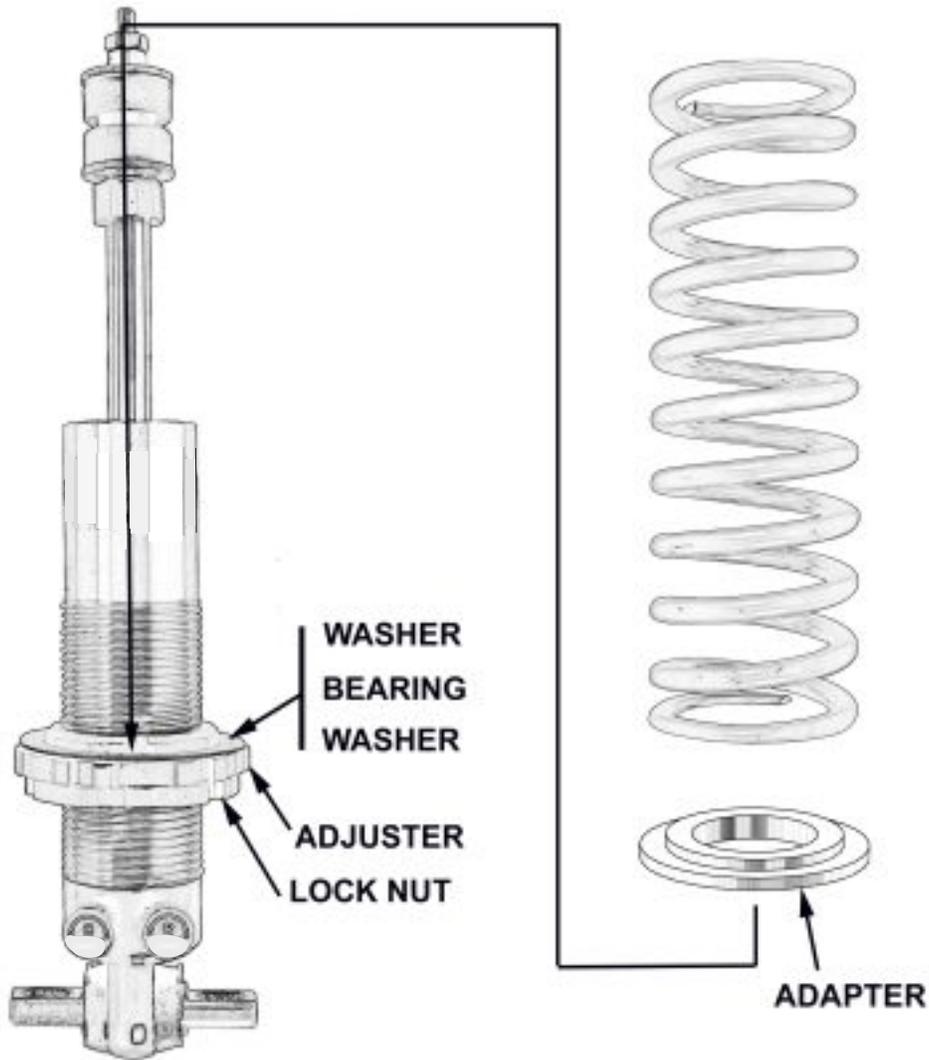


Fig. B



## SHARK BITE THREE YEAR WARRANTY TERMS

Our warranty can be found at [www.speeddirect.com/threewarranty](http://www.speeddirect.com/threewarranty). It is your responsibility to understand what Class M Corporation DBA: SpeedDirect is warranting on the components you have purchased. Be advised that our warranties change from time to time and it is our exclusive right to change the terms of the warranty at any time and for any reason.

## STEROIDS REPLACEMENT POLICY

Labor charges and/or damage incurred in installation, repair or replacement as well as incidental and consequential damages connected therewith are excluded and will not be paid by seller. Any and all costs for inspection, removal or replacement of the kit or its constituent parts or assemblies under the warranty are the responsibility of the original purchaser.