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UPPER ALUMINUM CONTROL ARMS

Orientation of the cross shaft:

The pivot holes are offset lower than the stock pivot and the thicker portion (as viewed from about) installs towards the rear of the car.

Installation Of The Ball Joint Boot:

The boot will not completely cover the stud and that is acceptable. Zip ties will secure the boot to the ball joint housing.

FRONT COIL OVER SUSPENSION KIT

Ride Height Adjustment:

Normal Adjustment - The front coil over suspension kits have adjustable ride height settings available. Before installing the kit, the instructions tell you to measure the distance from the ground to the top of your fender. This is your starting point for once the coil over kit is installed. Once installed, use the spanner wrench provided with the kit to thread the adjuster nut up or down the body of the shock. As the nut threads up the body of the shock it will push the spring up with it, raising the ride height of the vehicle. The same will happen when threading the adjuster nut down the body of the shock. If you are unsure of the stock ride height, start with the adjuster nut in the middle of the shock body threads. Remember, different spring rates will change the ride height of the vehicle. Softer springs will compress

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under the weight of the car more than stiffer springs – but now you have the adjustability to compensate for this.

Extreme Lowering Adjustment – If you are not able to lower the car as much as you wanted, there is an option to cut a coil off of the TOP of the spring. Start with cutting off one coil on the top of the spring. You will still have adjustable ride height and suspension travel.

Shock Valving Adjustment:

If turning the adjuster knob appears to make no difference in valving use a small allen wrench to tighten the knob setscrew. If the setscrew isn't tight the knob will still “click” when turned but it will not adjust the valving.

Single Adjustable Shocks – The dial on the side of the shock controls both the rebound and the compression strokes at the same time. By rotating the dial in the direction of the ‘+’ it will make the valving stiffer. By rotating the dial in the direction of the ‘-’ it will make the valving softer.

Double Adjustable Shocks – Double adjustable shocks have two dials on the side of the shock body, one for compression and one for rebound. The dial with the ‘C’ is for adjusting the compression and the dial with the ‘R’ is for rebound. By rotating the dial in the direction of the ‘+’ it will make the valving stiffer. By rotating the dial in the direction of the ‘-’ it will make the valving softer.

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Assembly Diagrams:

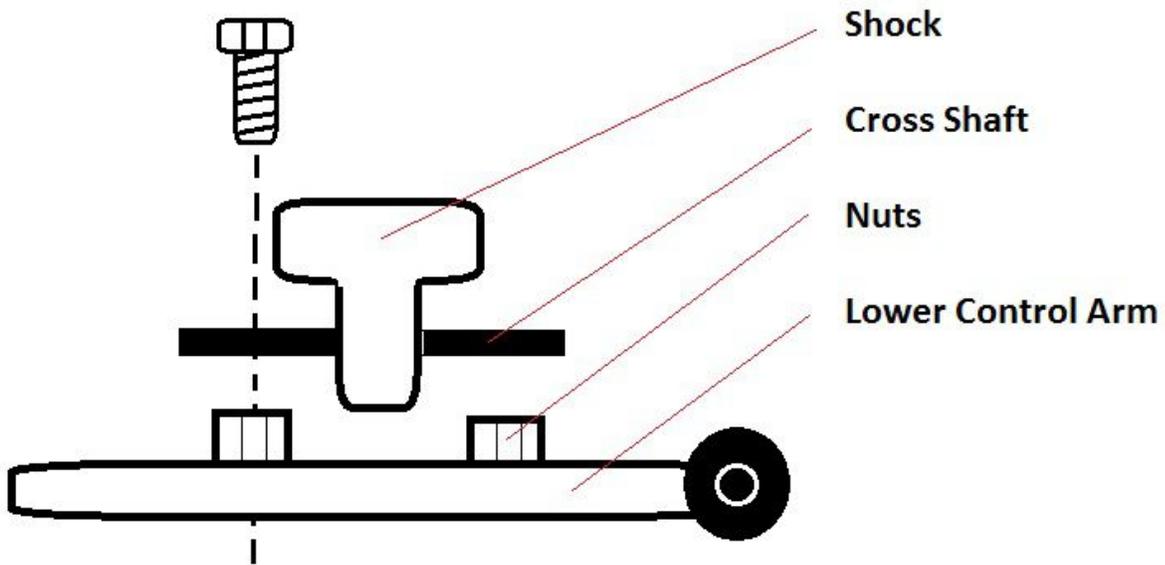
The cross shaft on the lower portion of the shock installs on the top side of the lower control arm. See below:

The installation instructions included in the QA1 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 this kit:

- 1) The cross shaft attaches to the top of the nuts on the lower control arm. **DO NOT CHISEL THESE NUTS OFF** (see Fig A).
- 2) The springs that we include with the Shark Bite front coil over kit are **NOT** supposed to be tapered. Please note we use an aluminum spring adapter that the coil spring sets on top of (see Fig B).
- 3) The part number on the bearing kit you received may be different than the one mentioned in the QA1 instructions. This is normal.
- 4) The following diagrams (Fig A & B) will help you with the installation:

Fig A:

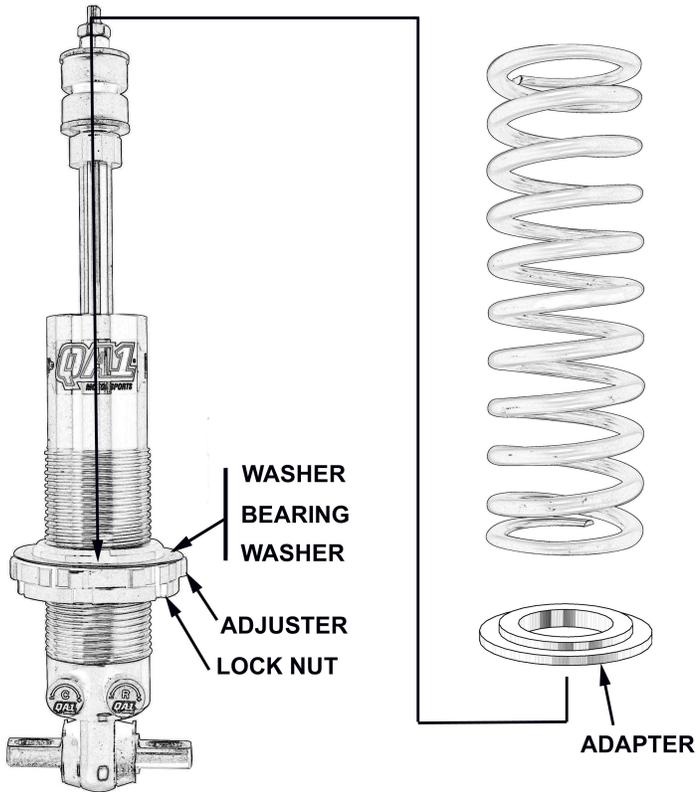
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Bolts travel through cross shaft. Cross shaft sets on top of nuts on A-arm.

Fig B:

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REAR COIL OVER SUSPENSION KIT

Ride Height Adjustment:

The rear coil over suspension kits have adjustable ride height settings available. Before installing the kit, the instructions tell you to measure the distance from the ground to the top of your fender. This is your starting point for once the coil over kit is installed. Once installed, use

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the spanner wrench provided with the kit to thread the adjuster nut up or down the body of the shock. As the nut threads up the body of the shock it will push the spring up with it, raising the ride height of the vehicle. The same will happen when threading the adjuster nut down the body of the shock. If you are unsure of the stock ride height, start with the adjuster nut in the middle of the shock body threads.

Remember, different spring rates will change the ride height of the vehicle. Softer springs will compress under the weight of the car more than stiffer springs – but now you have the adjustability to compensate for this.

Shock Valving Adjustment:

If turning the adjuster knob appears to make no difference in valving use a small allen wrench to tighten the knob setscrew. If the setscrew isn't tight the knob will still “click” when turned but it will not adjust the valving.

Single Adjustable Shocks – The dial on the side of the shock controls both the rebound and the compression strokes at the same time. By rotating the dial in the direction of the ‘+’ it will make the valving stiffer. By rotating the dial in the direction of the ‘-’ it will make the valving softer.

Double Adjustable Shocks – Double adjustable shocks have two dials on the side of the shock body, one for compression and one for rebound. The dial with the ‘C’ is for adjusting the compression and the dial with the ‘R’ is for rebound. By rotating the dial in the direction of the ‘+’ it will make the valving stiffer. By rotating the dial in the direction of the ‘-’ it will make the valving softer.

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After Market Trailing Arms:

The Rear Coil Over kit for C2-C3 Corvette is designed to match up with stock factory trailing arms. The kit is designed to bolt on to the factory trailing arms but installing this kit with offset trailing arms, or other non-factory trailing arms, will require special weld on tabs for those style of arms. For this non-factory trailing arm installation order P/N 560-61215-01 and 560-61215-02.

Exhaust System Fitment:

The kit is designed to work with factory exhaust routing and muffler mounting location. Any aftermarket system that conforms to that routing and envelope should be fine.

Spare Tire Fitment:

The Rear Coil Over Kit is designed to accommodate the factory spare tire size location and mounting.

Rocker Arm & Mounting Bkt Interference:

Verify that the thrust washers are installed in the proper locations. The thick washer (.125") installs toward the front of the car. There should be no flat washer used on the 7/16 bolt that attaches the bracket to the frame.

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Clearance / Interference With Differential Mount Bolt:

If the support strut interferes with the front shock mount bolts then the lock washer for the shock mount bolt can be removed. Additionally, a small amount of material (less than 1/8") can be removed from the support strut and/or bolt head to gain the proper clearance.

Drag Vette Suspension Fitment:

Shark Bite should clear the Drag Vette kit and not cause any problems.

Technique For Changing Springs:

1. Jack up rear of car and support the frame with jackstands.
2. Turn spring adjuster on shock body until there is not spring pressure.
3. Remove lower bolt and upper pin securing the shock.
4. Remove upper spring retainer and slide spring off shock.
5. Reverse steps to instal.

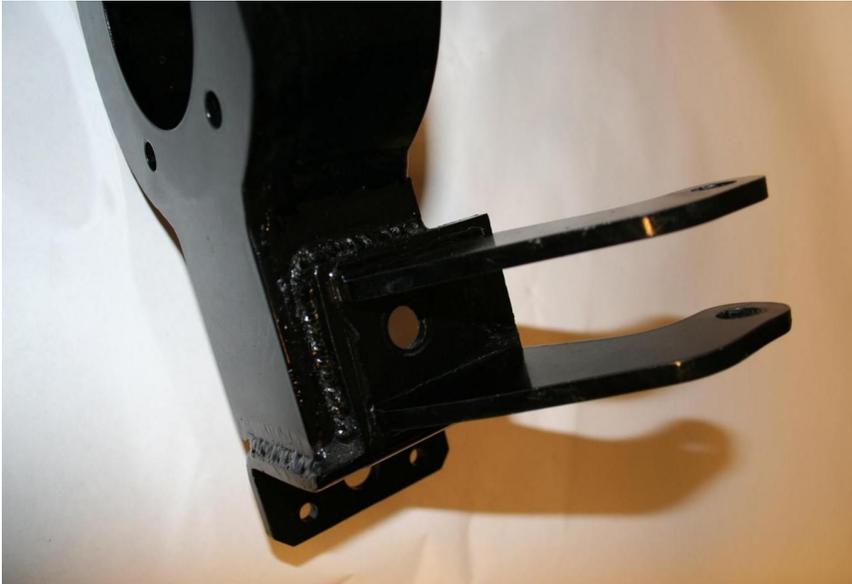
Use With Offset Trailing Arms:

Yes, offset trailing arms can be used with our rear coil over kit, but you will need to have two brackets welded into place. The weld in brackets are part numbers 560-61215-01 and 560-61215-02. There is no price increase to switch over to these brackets. Below are the instructions for installing them:

Rear coil over weld-in bracket instructions:

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1. First remove the paint or powder coating in the areas where the bracket and trailing arm will be welded. You may need to mock up the installation first to see what areas need to be cleaned.
2. Using the supplied $\frac{1}{2}$ "x1.5 long bolts attach the bracket to the trailing arm. Make sure the bracket seats flat on the trailing arm and doesn't angle or have any gaps between them. Orient the bracket so the mounting tabs for the rocker connection point inwards towards the center of the car and are also at a right angle to the trailing arm.



3. Weld all edges of the bracket to the trailing arm.

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