

# SHARK BITE™

## CORVETTE SUSPENSION

### UPPER CONTROL ARM INSTALL INSTRUCTIONS

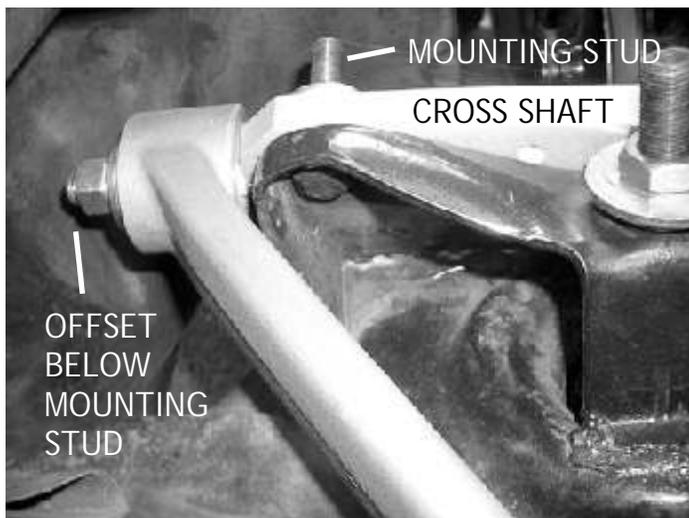
Kit contents:

- 2 control arms
- 4 washers
- 2 cotter pins
- 2 ball joint dust boots (if ball joints are supplied)
- 2 zip ties (for dust boot, if ball joints are supplied)

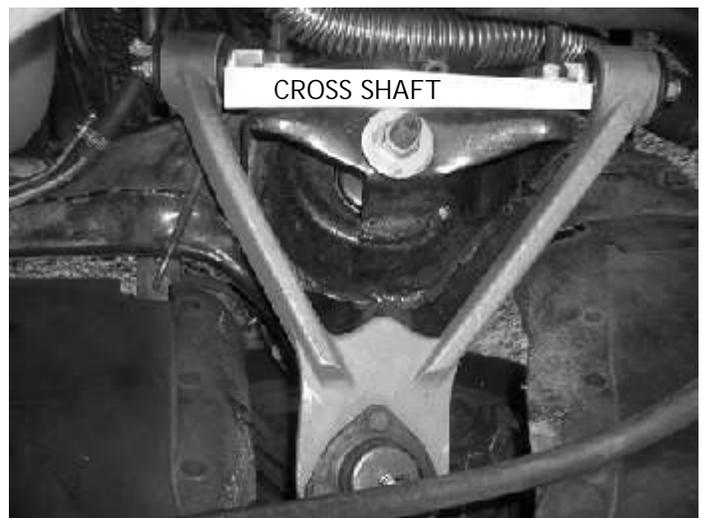


1. Begin by checking the contents of the kit you received with the list.
2. Place the vehicle securely on jack stands and remove the front wheels. Remove the cotter pin and loosen (but do not remove) the nut attaching the upper ball joint to the spindle.
3. Using a ball joint separator (not a pickle fork) break the ball joint stud free from the spindle. Now remove the control arm cross shaft nuts.
4. Depending on clearance it may be necessary to remove the radiator and fan shroud as well as the power steering pump in order to remove the control arms.
5. Place a hydraulic jack under the lower control arm and slightly compress the spring. Now remove the ball joint nut and pull the ball joint stud free of the spindle. The control arm can now be removed.
6. Install the new control arm in the reverse order of the stock control arm. P/N -02 is the driver's side and P/N -01 is the passenger side.
7. It is important that the cross shaft is oriented in the proper direction during install. See photos here & reverse.

← FRONT OF CAR (Drivers Side)



(Passenger Side) FRONT OF CAR →



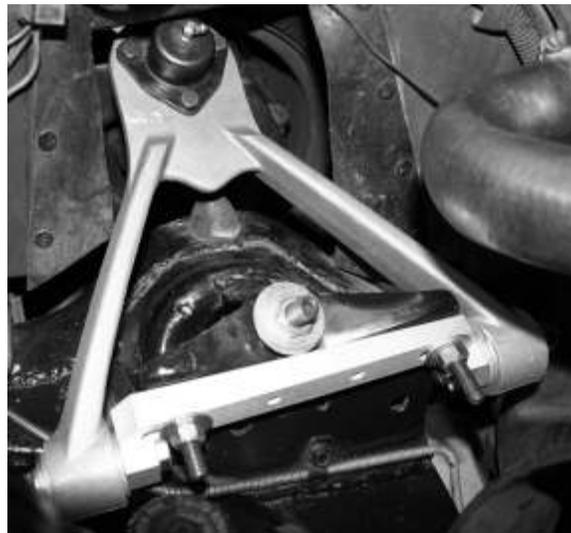
This view is of the drivers side control arm shows the installation of the cross shaft with the tapered end (as viewed from above) facing the front of the car. Notice that the offset of the cross shaft is below the mounting studs on the frame.

This view is of the passenger side control arm shows the installation of the cross shaft with the tapered end (as viewed from above) facing the front of the car.



This view is of the passenger side a-arm viewed as if you were looking toward the back of the car. Notice that the end where the ball joint attaches is bent up.

8. Place a flat washer on each cross shaft stud and then the nut but don't tighten completely. Installing the dust boot now insert the ball joint stud into the spindle and tighten the nut to 50 ft. lbs. Install the cotter pin.
9. Tighten bushing bolts and nuts to 30 ft. lbs.
10. Slide the cross shaft as far back as possible making sure that no part of the control arm touches the frame. Tighten the cross shaft stud nuts to 50 ft/lbs. Grease the ball joints.
11. Have the car professionally aligned. Recommended alignment settings are: negative .5 degrees camber, 0-1/8th inch toe in, and positive 4-5 1/2 degrees caster.
12. Recheck and re-torque all bolts after 100 miles of driving.



Install complete.



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