

C6 Corvette Lowering Kit with Bolts & Cushions

Product # SU-1003

Product # SU-1093

Installation Instructions

1. On a level surface, measure the distance from the ground to the bottom edge of the fender on all four corners of the car and make note of this measurement as it is your starting ride height. Secure vehicle on jack stands or a lift, if available, and remove the wheels.
2. Mark suspension washer position on lower a-arms so they can be properly aligned later. Also notice the adjustable stops on the spring and measure the amount of thread that is sticking out from the top of the spring and make a note of this measurement as it will be used later.
3. Remove the bolts that secure the lower a-arms to the sub-frame.
4. Swing the lower a-arms out far enough so that the stock pads and threaded stop can be unscrewed and removed from the spring.
5. Using a saw or similar tool cut off the rubber bushing and use a grinder/sander to remove the remaining rubber and adhesive from the metal.
6. Pop the poly bushings onto the metal stops and thread the stops back into the springs, adjusting them so that the same amount of thread is protruding from the top of the spring as before (stock). This will be your starting position for adjusting the lowering; it should be about 1/2" lower than stock at this position due to the difference in thickness of the stock pads and the new poly pads.
7. Reassemble the a-arms to the sub-frame and line up the marks you originally made on the alignment washers; this will insure that the suspension geometry and alignment does not change.
8. Put the wheels back on the car, put it back on the ground and drive it until the suspension settles (usually a mile or so on a bumpy road will do).
9. Measure the distance from the bottom edge of the fender to the ground on all four corners, making sure that each side is the same height as the opposing side. For the best aggressive appearance, the front of the car should be a little lower than the rear.
10. Make necessary adjustments to the spring stops in order to level out the sides of the car and get the appearance and ride height that you desire. It will not be necessary to remove the a-arms to adjust the spring stops, nor will removal of the wheels be required. Going too low may cause the wheels to rub the fenders during hard driving or severe bumps as well as endangering the bottom side of the car to road hazards.

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