

## Shark Bite™ Front Coil Over Installation Instructions

Part Number(s): 780-85056 through 780-85090  
 1963 - 1982 Corvette



### Verify Kit Contents:

- 2 SHOCKS
- 2 SPRINGS
- 2 CROSS BAR ADAPTER MOUNTS
- 1 BEARING PACKAGE
- 2 RIDE HEIGHT ADJUSTER NUTS
- 4 SNAP RINGS
- 4 HEAD BOLTS



**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.
2. Place the car securely on jack stands. Never support the car with only a floor jack.
3. Remove the shocks and springs. It may be necessary to unbolt the brake caliper from the spindle. Remove the shock first.

4. While carefully supporting the a-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 a-arm slowly until the spring is no longer compressed. Remove the spring.



Fig. 1



Fig. 2

**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 (Figure 3).



Fig. 3

Adjuster  
nut

6. Install the cross bar on each shock. The bar slides through the lower bearing.



Fig. 4

Installing snaprings



Fig. 5

Snaprings installed

7. Secure the cross bar using the snap rings, one on each side of the bearing. See Figures 4 and 5 at left.

8. 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.



9. **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 can be placed on the shock.

10. 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.

11. 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 7.



**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.

12. Note that the cross bar now attaches to the top of the a-arm inside the spring pocket. Attach the cross bar to the lower a-arm using the supplied fasteners. Torque to 20 ft/lbs. See Figure 8.



13. 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.



14. Tighten the top nut on the shock stud only after the weight of the car is on the wheels. Don't over-tighten (no more than 8 ft/lbs.) as the nut is aluminum and can easily strip. Check the tightness of the nut after the car has been driven for a few miles and the suspension has settled.

## Valving adjustments

Single adjustable shocks are set at the factory in the full soft position. Double adjustable shocks are set at the mid range (5 valve) of adjustment. To adjust rebound valving place a small flat blade screwdriver into the top of the stud. Turn the adjuster clockwise for stiffer valving. Adjust with ¼ turn increments. Fine tune the adjustments with ⅛ turn increments. Compression valving is adjusted at the bottom of the shock. Simply turn the knob to the desired number as it lines up with the groove in the shock. Setting 1 is the softest valving and 8 is the stiffest.

Fig. 12



## Spring adjustments

Loosen the set screw on the adjuster nut. Using the 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 set screw when finished.



## 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. **DO NOT CHISEL THESE NUTS OFF** (see Figure A).
- 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. A

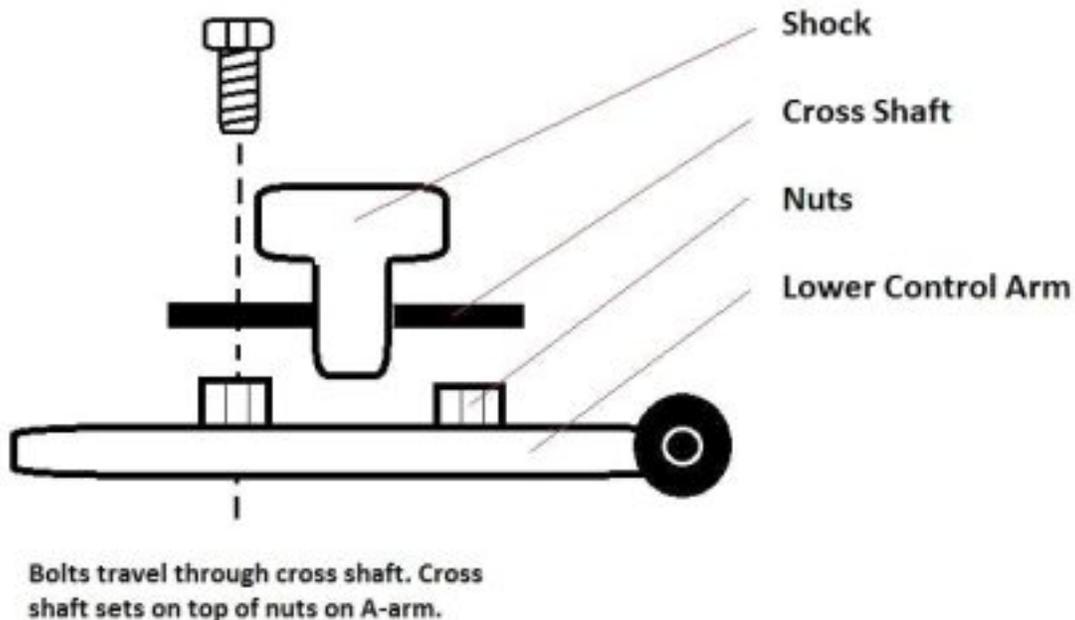
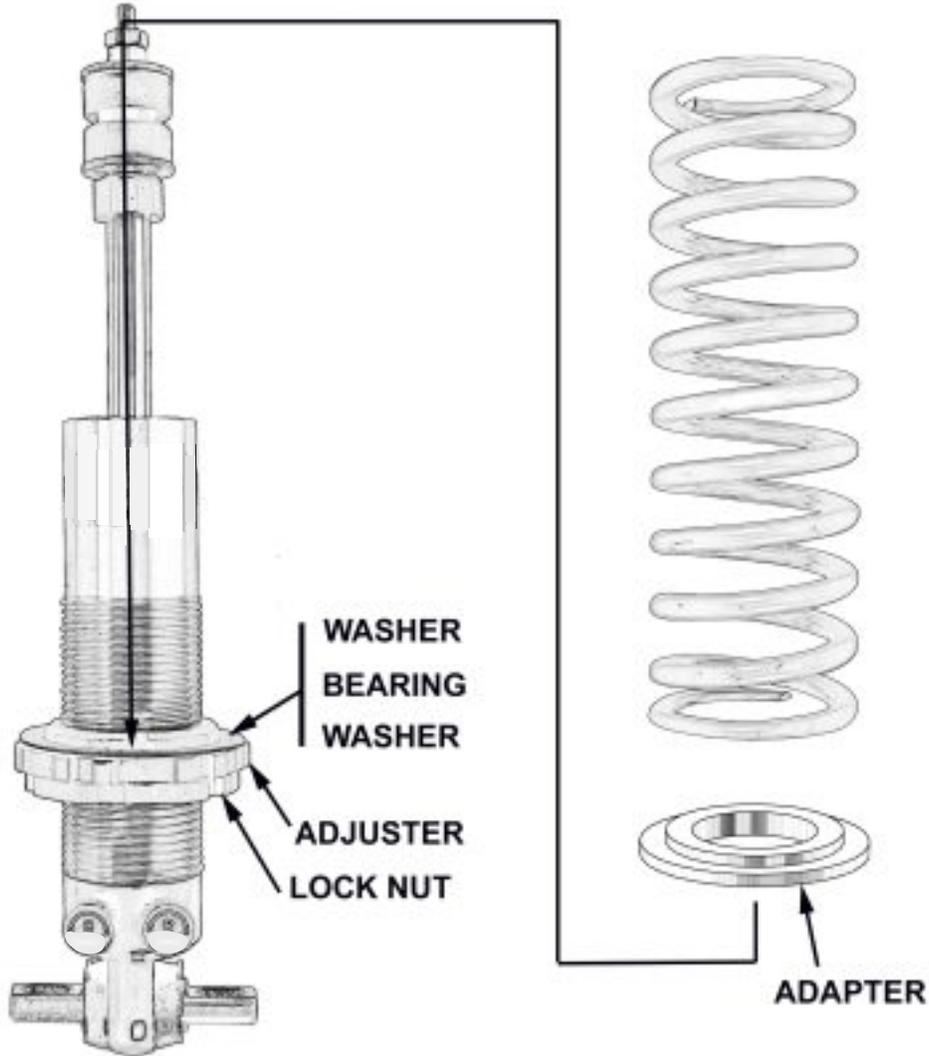


Fig. B



### SHARK BITE ONE YEAR WARRANTY TERMS AND WARRANTY DISCLAIMER

Seller disclaims any express or implied warranty of merchantability with respect to the goods sold. Seller disclaims any warranty of fitness for any particular purposes whatsoever with respect to the goods being sold.

Seller disclaims all liability for any personal injury or damage which may result from the sale, installation, or use of any product sold. 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. The installation of this product may adversely affect a manufacturer's warranty with respect to certain vehicles and/or manufactured goods. Improper installation, modification and/or abuse voids any warranty.

This warranty is the only express warranty made by seller. All Shark Bite Coil Over Kits (the Kit) purchased from Class M Corporation, DBA SpeedDirect, hereafter SpeedDirect, or an authorized reseller are warranted, subject to limitations and exceptions defined herein, against defects in materials and workmanship for a period of one year from the date of shipment from the SpeedDirect warehouse. During this one-year period, SpeedDirect will repair or replace any covered component found to be defective at no charge to the purchaser except freight costs which will be assessed for any claim made after 30 days from the original purchase date. All claims shall be sent to and from the nearest SpeedDirect office. Any and all costs for inspection, removal or replacement of the Kit or its constituent parts or assemblies under this warranty are the responsibility of the original purchaser. 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.

This warranty does not apply to equipment which in the judgment of SpeedDirect was used in racing or has been subjected to misuse, accidental or intentional damage, or has been installed in a manner or under conditions other than those expected in normal driving. This warranty is also void if the equipment has been modified (unless such modification has been expressly approved in writing by SpeedDirect).

Warranty applies only to the original purchaser. Purchaser is responsible for retaining the original Sales Invoice for the Kit as proof of purchase which shall be presented to SpeedDirect in order to receive any consideration of repair or replacement as defined within this warranty.

SpeedDirect may, at its sole discretion, extend warranty coverage on any product or assembly item beyond these stated limits on a case-by-case basis. This warranty is in lieu of all others expressed or implied, and no representative or person other than a corporate officer of Class M Corporation is authorized to assume any liability other than that expressed herein on behalf of Class M Corporation, DBA SpeedDirect.

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