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INSTALLATION INSTRUCTIONS

QA1 P/N RCK52474, RCK52475

'97-'13 C5/C6 Corvette Rear MOD Series Coil-overs

TOOLS AND SUPPLIES REQUIRED

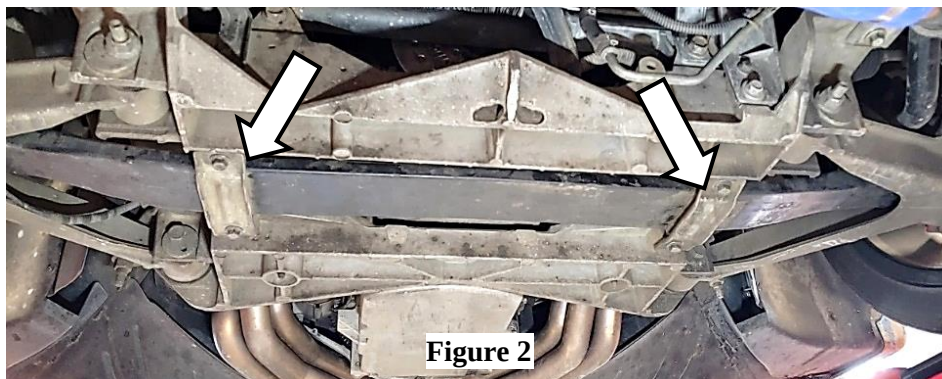
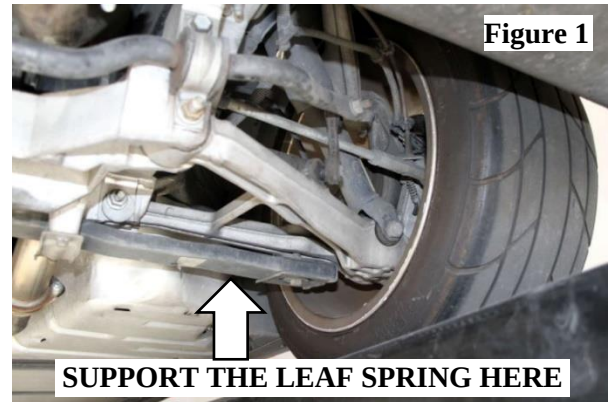
- Floor Jack
- Jack Stands
- Wrench Set (SAE and Metric)
- Spanner Wrench (QA1 p/n T115W)
- Socket Set (SAE and Metric)
- Safety Glasses
- Small Amount Of Motor Oil

PRE-INSTALLATION NOTE:

Vehicles equipped with magnetic ride control will need to install shock simulators. These are available through many retailers including p/n 25-241303-1 from Ecklers Corvette.

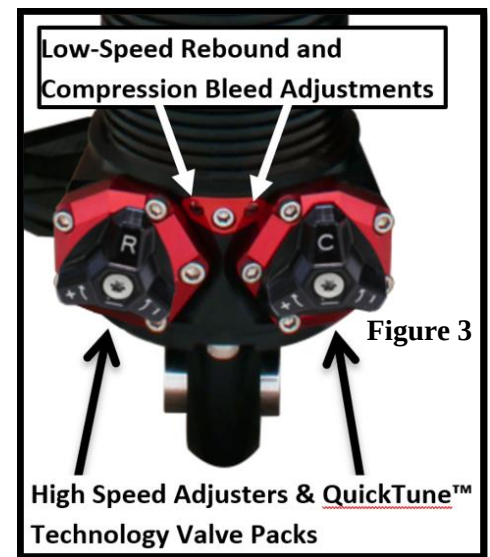
DISASSEMBLY

1. Measure and record the vehicle ride height from the ground to the fender at the center of the wheel. Determine whether 1" or 2" of lowering is desired before moving forward.
2. Raise and support the vehicle with jack stands on a stable surface. Refer to the owners manual for proper jacking points.
3. Remove the rear wheels from the car.
4. Support the leaf spring near the lower control arms to contain any remaining spring energy. **(Figure 1)**
5. Remove the upper shock hardware using a 13mm socket and the lower shock hardware using a 24mm socket and wrench.
6. Remove the shocks from the car.
7. **C5 corvettes-** Remove the leaf spring to control arm mounting bolt using a 21mm wrench on the top nut and an 18mm socket on the bolt head.
8. **C6 corvettes-** Mark the cam eccentrics of the lower control arm pivot points on one side of the car and remove the control arm. Remove the control arm to allow the spring to be under the control arm. Reinstall the control arm hardware/eccentrics to their original position when complete.
9. Remove the frame mounted leaf spring brackets using a 13mm socket and remove the leaf spring. **(Figure 2) The factory leaf spring is NOT USED in conjunction with coil-overs and can be discarded.**



SHOCK ASSEMBLY

1. Unthread the upper shock eyelet and jam nut from the shock rod in preparation for the bump stop spacer installation.
2. Pull on the shock rod to ensure the shock is fully extended then turn the high-speed compression (C) knob clock-wise until the knob stops. **(Figure 3)** This will aid in installing the bump stop and bump stop spacers without compressing the shock rod.
3. Reference the chart below to find your desired ride height change and install the appropriate amount of bump stop spacers onto the shock rod. If your desired ride height calls for the 1/2" spacer it should go onto the shock rod first. **(Figure 4)** This system comes with one 1/2" shouldered base shim and (4) thinner .125" slotted shims per shock that can be added to achieve the necessary shim thickness of the chart. The thinner slotted shims can be added or removed from the shock rod with the shocks installed on the vehicle. **(Figure 4)**



BUMP STOP SHIMS		
SPRING RATE	RIDE HEIGHT CHANGE	SHIMS NEEDED
450	-1"	One .5" Shim + Three .125" Shims = .875" Total
	-2"	None
550	-1"	One .5" Shim + Three .125" Shims = .875" Total
	-2"	None
700	-1"	One .5" Shim + One .125" Shims = .625" Total
	-2"	None
900	-1"	One .5" Shim + Two .125" Shims = .750" Total
	-2"	None



4. Apply a small amount of motor oil to the range of coil-over threads shown. **(Figure 5)**

5. Thread the spring seat nut down the body of the coil-over to the lowest thread, followed by the thrust bearing kit. **(Figure 6)**

6. Install the helper spring onto the shock followed by one stainless washer, then the spring slider, with one more stainless washer on top of the spring slider. **(Figure 7)**

7. Install the main coil spring onto the shock followed by the upper spring seat.

8. Re-thread the jam nut onto the shock rod followed by the upper shock eyelet. Tighten the jam nut into the eyelet to 31 lb. ft.



Figure 7

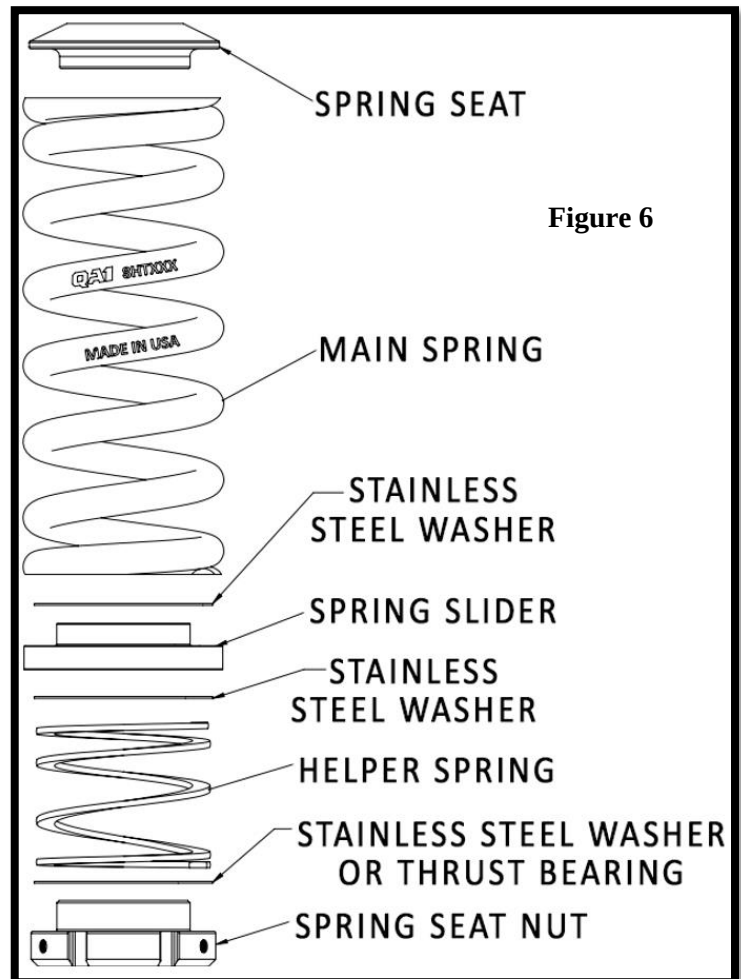


Figure 6

7. Using c-clip pliers and safety glasses, install one internal c-clip into one of the two grooves in the upper shock eyelet. **(Figure 8)** Double check that the c-clip is seated in the groove.
8. Remove the external c-clips on the t-bar so it can be fit through the shock eyelet. **(Figure 9)**
9. From the opposite end of the installed c-clip, insert the bearing mounted t-bar into the shock eyelet. **(Figure 9)**
10. Install another c-clip into the shock eyelet to secure the bearing into the eyelet. **(Figure 10)** Lightly push on the c-clip with a flathead screwdriver or similar to ensure the c-clip is seated in the groove.



Figure 8



Figure 9



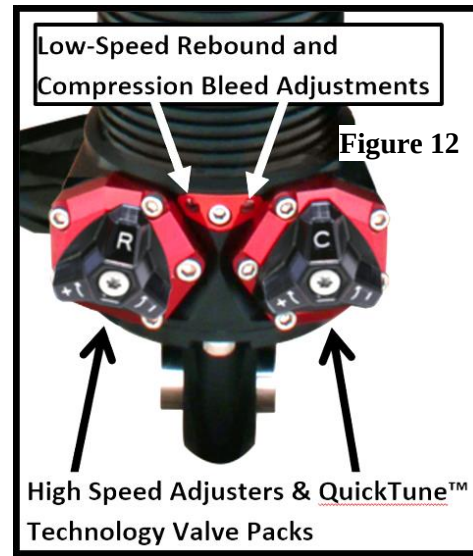
Figure 10



Figure 11

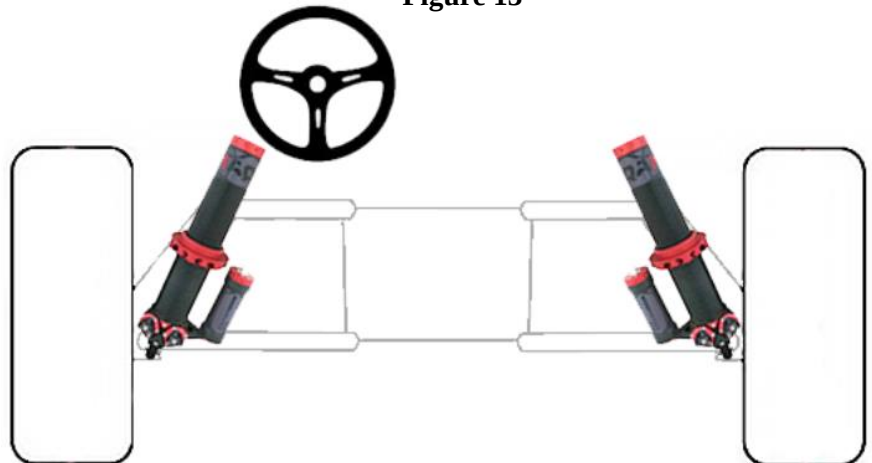
11. Install one external c-clip onto each side of the t-bar shaft to complete the upper shock mount. **(Figure 11 is shown out of the shock eyelet for demonstration)**

1. The coil-over will be easiest to install in its shortest possible length. The MOD Series shocks have high speed compression and rebound adjustments (marked C & R on the knobs) as well as low speed compression and rebound adjustments. **(Figure 12)**



2. Turn the High Speed Rebound knob (Marked "R") clockwise until the knob stops.
3. Using a 3/32" hex key, loosen the Hex Screw between the Low Speed adjustments. **(Figure 12)**
4. Using the same 3/32" hex key, turn the rebound side Low Speed bleed (left of the center hex screw) adjustment clockwise until the hex screw stops. The shock now has the maximum amount of rebound valving to help keep the shock compressed during installation.
5. With the compression knob (C) turned fully counter-clockwise the shock can now be compressed against a hard surface (ground) to its shortest possible length. The rebound valving will help keep the shock compressed while it is installed in the car.
12. Install the upper shock mount to the factory mounting point with **the adjustment knobs facing the rear of the car and the reservoir to the inside of the car. (Figure 13)** Secure the upper mount using the included M8 x 30mm bolts with one M8 washer under the bolt head. Torque to 22 lb. ft.
13. Secure the lower clevis to the control arm re-using the factory hardware. Torque the lower mount to the factory spec of 162 lb. ft.
14. If the vehicle was equipped with magnetic ride control from the factory install shock simulators.
15. Re-install the wheels and torque to factory spec.

Figure 13



16. Turn all shock adjustment knobs counter-clockwise to the softest position as to prevent the valving from showing inaccurate ride height adjustments.
17. Using the T115W spanner wrench, adjust the spring seat to achieve the desired ride height. This kit was designed for the spring seat collar to be just above the CV boot at full droop. Adjust the spring seat high enough to allow for clearance between the nut and the CV boot at full droop. This will be the lowest recommended ride height.

NOTE:

Roll the vehicle 2-3 feet to un-scrub the tires before measuring each ride height adjustment. Un-scrubbing the tires will usually show an additional 3/8" of drop vs. without un-scrubbing the tires.

18. Once final ride height is achieved, install the nylon tipped, stainless set screw into one of the threaded holes of the spring seat collar to secure. The set screw should be no tighter than finger tight.

19. Refer to the Quick Tuning Guide for recommended shock valving settings. (Page 9, Quick Tuning Guide)

A PROFESSIONAL FOUR-WHEEL ALIGNMENT IS REQUIRED BEFORE DRIVING THE VEHICLE.



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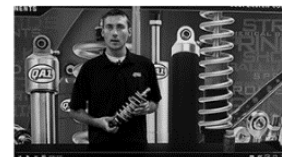
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