



These instructions can be found in color and expandable at QA1.net

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INSTALLATION INSTRUCTIONS

*1997-2004 Chevrolet Corvette (except ZO6) Rear Coil-Over Kit
QA1 P/N GD403-07450, GD403-07550 GD403-07650, GD403K*

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• DISCLAIMER / WARRANTY •

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TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Wrench Set (SAE and Metric)
- Spanner Wrench (QA1 P/N T114W)
- Snap Ring Pliers
- Jack Stands
- Socket Set (SAE and Metric)
- Permatex® Anti-Seize Lubricant

DO NOT VOID YOUR WARRANTY!

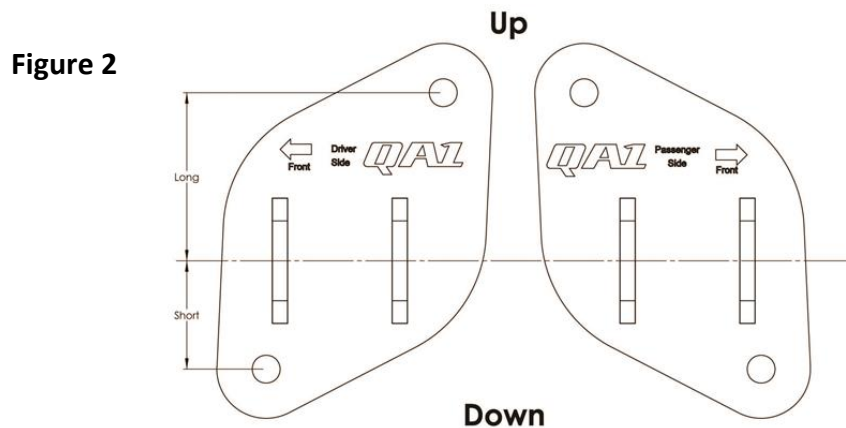
Permatex® Anti-Seize Lubricant should be used on coil-over threads to prevent galling. Failure to lubricate the coil-over threads with Anti-Seize prior to making ride height adjustments will cause damage to your shock absorber and will void any warranty. All ride height adjustments must be made with the vehicle weight completely unloaded from the suspension. Please call QA1 Technical Support with any questions.

Shock Assembly

1. Bearing Installation: Using a snap ring pliers, install a snap ring into one of the grooves in the shock eye followed by the spherical bearing and the other snap ring. When pressing the bearing in, only press on the race of the bearing.
2. Holding the shock as shown in Figure 1, screw the aluminum lock nut (shoulder down) and the spring seat adjuster nut (shoulder down) up to the last thread - NO FURTHER. Now is a good time to lubricate the threads of the shock with **Permatex® Anti-Seize lubricant**.
3. Coat the stainless steel spring seat washer with **Permatex® Anti-Seize lubricant**. Place the lubricated side of the washer on the spring seat.
4. With the piston rod fully extended, slide the spring over the shock to the spring seat adjuster and install the spring spacer and cap followed by the lower mounting bracket and jam nut as shown in **Figure 1**. Tighten the jam nut against the lower mounting bracket. Do not install the upper mounting bracket at this time.

Installation Instructions

1. Measure and record the vehicle ride height at the center of the rear wheel opening for later reference.
2. Raise and support the vehicle with jack stands on a stable surface. Refer to the owner's manual for proper jacking locations.
3. Remove the rear wheels from the vehicle.
4. With the rear suspension at full droop, remove the factory shocks from the car noting the direction of the lower shock mounting bolts.
5. Install the assembled QA1 coil-over shock into the car through the lower control arm. Install the lower mounting bracket over the control arm.
6. Install the upper mounting bracket on the upper shock eyelet with the arrow pointing towards the front of the car. The brackets are side specific and labeled. See **Figure 2**.



7. Bolt the upper mounting bracket to the car re-using the factory shock bolts and torque to 22 lb. ft. The lower shock mounting nuts should be torqued to 107 lb. ft.

Note: The upper control arm may contact the spring with the suspension at full droop. This will not affect the operation when the car is at its normal ride height.

8. Repeat steps one through seven on the other side of the car.
9. With both rear shocks installed, remove the transverse leaf spring.
10. Reinstall the wheels and tighten lug nuts to the factory specification.
11. Make all ride height changes with the car off the ground and the suspension unloaded. Apply **Permatex® Anti-Seize lubricant** before making any adjustments to the ride height. Moving the spring seat adjuster towards the spring will raise the car and moving the spring seat adjuster away from the spring will lower the car. Once you have the ride height set, tighten the lock nut against the spring seat adjuster using QA1 Spanner Wrench set T114W or T115W.

Note: A four wheel alignment should be performed by a qualified alignment shop after any changes to the suspension system.

Rear Shock Valving Adjustments

QA1 shocks have 18 damping settings per knob. There are 6 clicks per revolution of each knob, and each knob has 3 complete revolutions. The

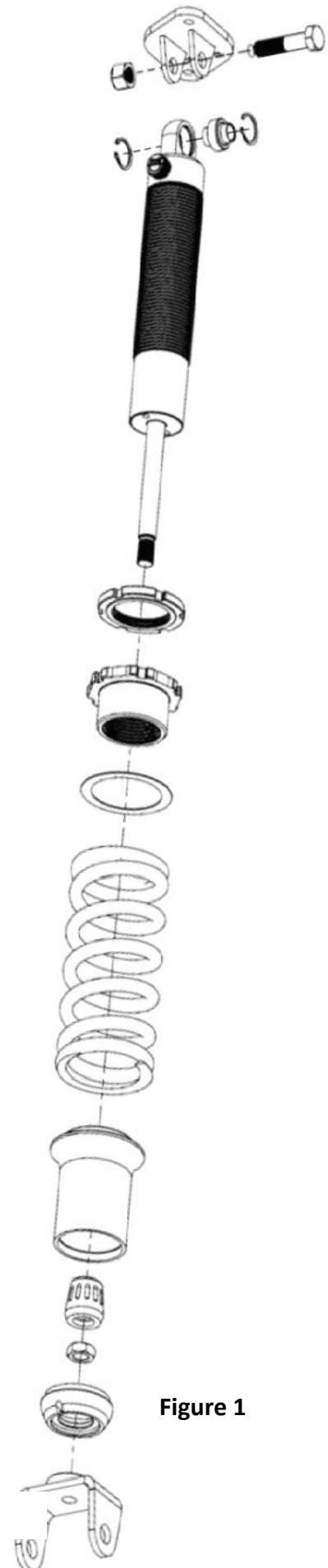
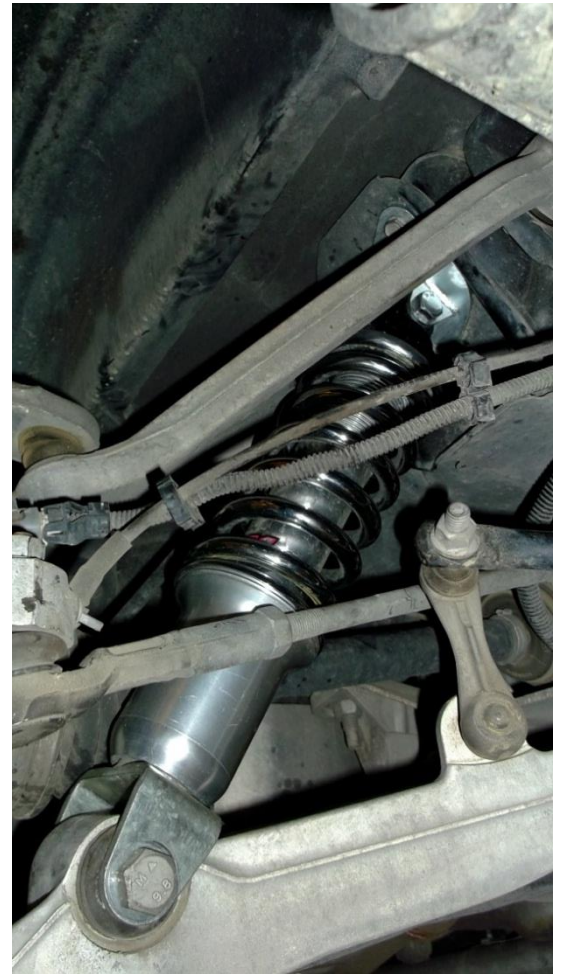


Figure 1

Figure 1

knob set fully counter clockwise is the softest setting - start your adjustments from that point. Recommended base settings to begin testing with are as follows:

Shocks with two adjuster knobs:	Compression	Rebound
Drag Racing:	4-10 clicks	0-6 clicks
Nice ride and handling:	0-4 clicks	4-10 clicks
Firm ride & improved handling:	4-10 clicks	8-14 clicks
Aggressive handling:	12-16 clicks	14-18 clicks



To further upgrade your suspension, use other QA1 suspension products such as coil-overs, shocks, struts, springs, K-members, torque arms, panhard rods, sub-frame connectors, strut tower braces, rod ends, sway bars, tubular control arms, spherical bearings, carbon fiber driveshafts and more. For more information, please visit www.QA1.net.

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- Quick Tips
- Install Information
- Tuning and Repair Guides
- Other technical information

Or call to speak with one of our experts: 1.800.721.7761

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