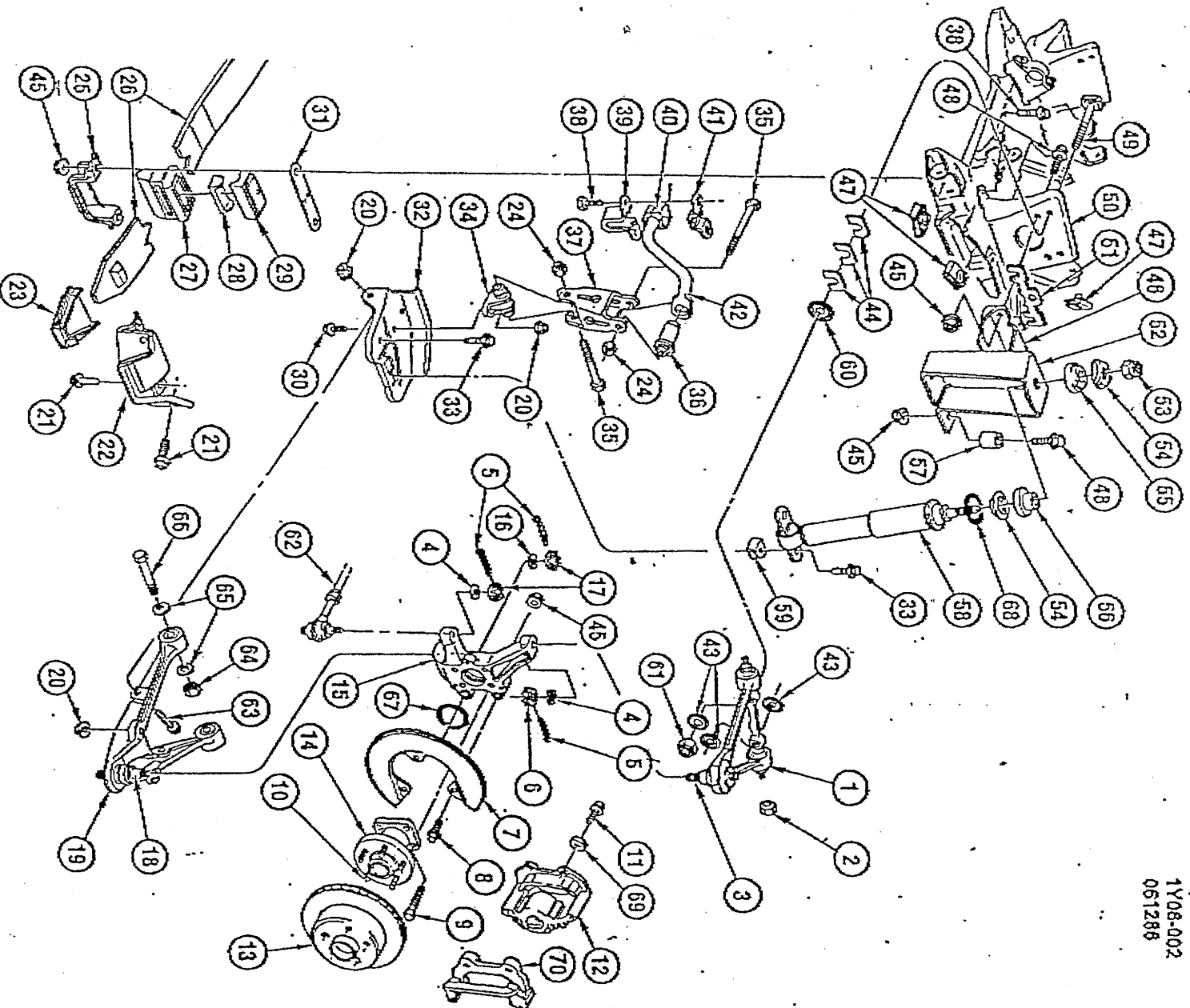


1. Raise front of vehicle and remove both front tires.
2. Remove both spring protectors (22).
3. Disconnect both lower shock plates from the lower control arms (32).
4. Disconnect both lower ball joints from spindle (18).
5. Loosen lower control arm mounting bolts and let A-arms drop down (66).
6. Remove front spring mounting bolts, remove brackets (25) and spring. (It may be necessary to remove one lower A-arm completely. Remove aluminum spacer (~~28~~)).
7. On the top side of the spring there are two rubber blocks (27,28,29) they need to be removed and cut flush with the spring.
8. In the area on the frame where the rubber blocks were connected, you need to take sand paper or emery cloth and rough up the surface, then clean with brake clean.
9. On the flat side of the polyurethane, apply some weather strip glue or good contact cement. When the glue becomes tacky, attach to frame in the location where you have sanded (make sure you center the poly wedge between the bolts). Use spacer (31) to hold wedge in place while glue is setting. Do not reuse shim.
10. Re-install spring and spring mounting hardware. Wedge and former location of rubber blocks should be lubed with Neo Z-12 grease.
11. Re-assemble the rest of the front end. NOTE: Do Not Tighten the lower A-arm bolts at this time, light torque only.
12. Re-install tires and place car on ground. Settle front of car by bouncing front end up and down.
13. At this time you can tighten the lower A-arm bolts. This is done by driving the front of the car up on ramps or blocks, so you can slide under and tighten the A-arm bolts with the chassis loaded. Replace spring protectors. (Torque specs 96 ft. lbs.)

This should lower the front of your Corvette $\frac{1}{2}$ " to $\frac{3}{4}$ ". If you feel you need to lower it more, you can remove the rubber pad on the bottom outer edge of the spring. If you install a new spring you may want to drive the car for three to four weeks and let the front settle before making any other modifications.

Remember: It is necessary to realign the front end after lowering or any disassembly of major front end components.

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1984-87 "V" SUSPENSION/FRONT

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