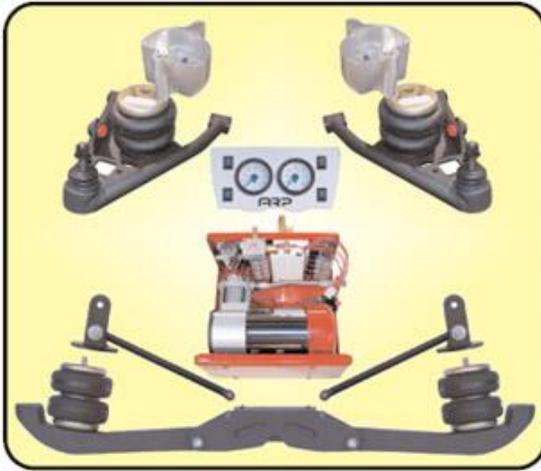


C4 CORVETTE PLUG & PLAY 100% BOLTON



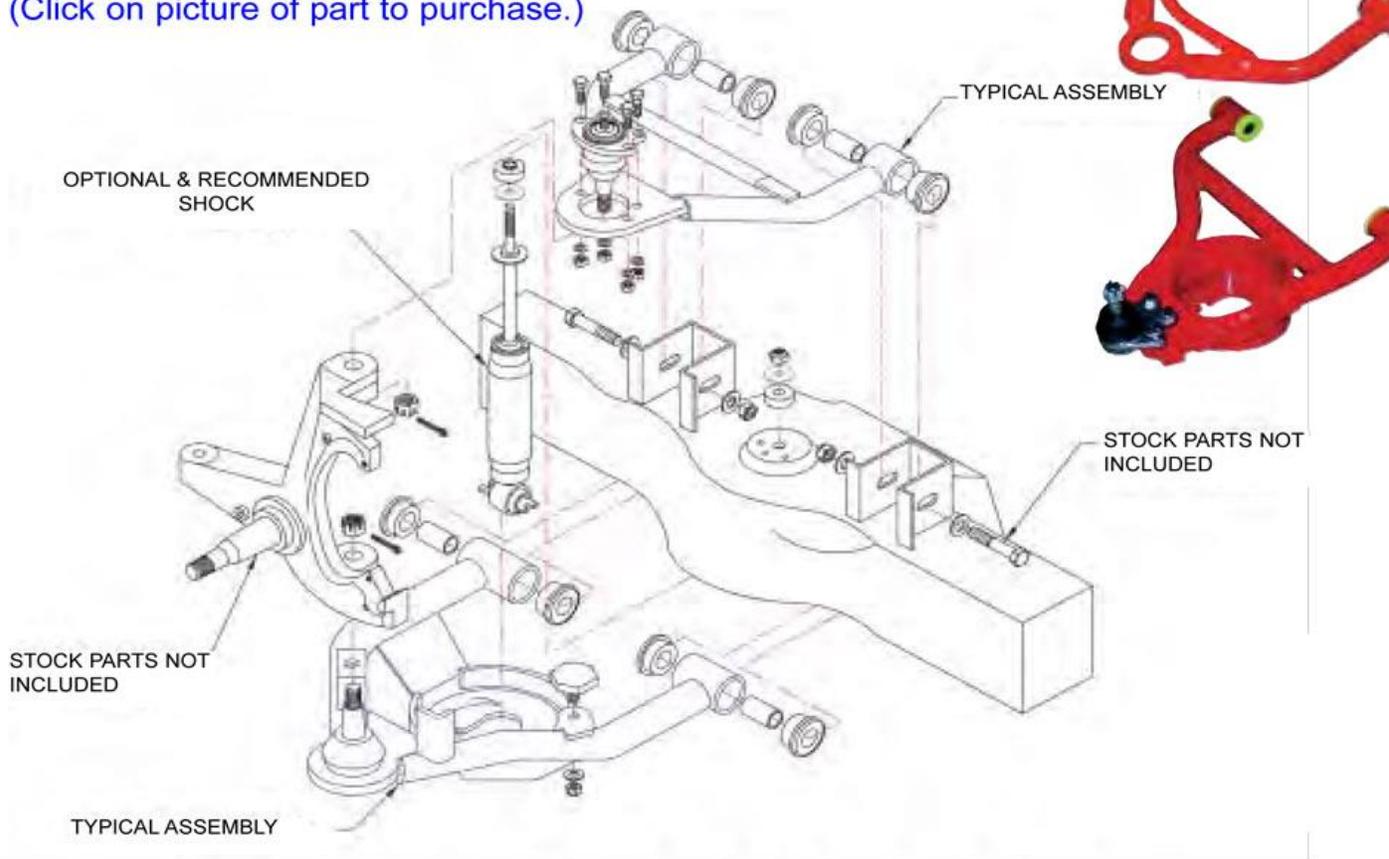
C3, C4, C5 Corvettes





Typical Upper/Lower Control Arm Installation Instructions

(Click on picture of part to purchase.)



1. ONCE JACK STANDS ARE PLACED UNDER THE FRAME REMOVE THE FRONT TIRES . REMOVE THE COTTER PIN THE THE TIE ROD END. LOOSEN NUT AND REMOVE.

PLACE FLOOR JACK UNDER LOWER CONTROL ARM FOR SUPPORT. REMOVE COTTER PINS FROM THE LOWER AND UPPER BALL JOINTS.

3.LOOSEN BALL JOINT NUTS ON BOTH UPPER AND LOWER ARMS. DO NOT REMOVE NUTS FULLY.

4.REMOVE THE UPPER CONTROL ARM FROM THE SPINDLE, USE A BALL JOINT SPREADER IF NECESSARY. MAKE SURE THE FLOOR JACK IS SUPPORTING THE WEIGHT OF THE CONTROL ARM BEFORE ATTEMPTING TO REMOVE. NEXT REMOVE THE SPINDLE WITH THE BRAKE ASSEMBLY FROM THE LOWER BALL JOINT.

NOTE: DO NOT ALLOW THE BRAKE LINE TO BE PULLED OR ALLOW THE SPINDLE TO HANG FROM THEM. THIS CAN DAMAGE OR BREAK THE LINE. USE A WIRE TO SUPPORT THE SPINDLE.

5.REMOVE THE BOLT FROM THE BOTTOM OF THE SHOCK AND THE NUT FROM THE TOP. DISCARD THE STOCK SHOCK. YOU WILL REPLACE WITH THE PROPER LOWERED SHOCK. REMOVE THE NUT AND WASHER FROM THE BOTTOM END LINK ON THE SWAY BAR.

6. FULLY REMOVE THE CONTROL ARM BOLTS AND THEN REMOVE THE CONTROL ARM.

7. NEXT ON SOME APPLICATIONS YOU WILL HAVE TO TAKE YOUR STOCK LOWER CONTROL ARM AND HAVE THE BALL JOINT PRESSED OUT AND INSTALL THEM IN THE NEW LOWERED CONTROL ARM.

8. NOW REINSTALL THE NEW ARM AND OTHER FRONT LOWERING COMPONENTS IN THE REVERSE ORDER.



C-4 CORVETTE INSTALLATION INSTRUCTIONS

FOR ALL C4 CORVETTES 1984 thru 1996

Notes: 1984 Control arms are shorter and narrower, but installation is the same.

The C4 Chassis is the same for all corvettes with the exception of Control Arms, wheel sizes, wheel offsets, and engine compartment changes. All steering and suspension components are the same from 1984 to 1987, and 1988 to 1996.

This kit is designed for a 2" to 3" drop, depending on the wheel offset and size you choose. In any event, you cannot use a stock offset wheel, or any wheel less than 18" in diameter. In some cases, you may be able to make a lessor offset wheel work with by purchasing wheel spacers, which are not included in this kit. When you drop the vehicle over 3" the lower arm will bind on the wheel because control arms are on a fulcrum causing the lower arm to move outward to the wheel.

If you attempt to go lower than 2 to 3" the geometry simply will not work because of the extremely limited travel of the C4 suspension. The parts will bind. You cannot alter the frame by lengthening or shortening, or adding any weight exceeding the factory weight of 53% front and 47% rear. Adding weight to a car that is already feather light fiberglass construction, will absolutely change the geometry of all suspension parts, both front and rear.

PLUG and PLAY refers only to the air management system if purchased. Total weight 3183, but is to be adjusted for the engine weight depending on aluminum heads or not.

This kit should not be installed by anyone other than a certified Corvette mechanic. In any event, our warranty does not include any issues where the frame or body has been altered. Our warranty covers only the components shown below, and labor for install is an issue between you and your installer.

Blah

Blah

The front kit consists of Lower Control Arms which are built in a fixture, insuring that each and every arm built is to precision tolerances of less than .060. An aluminum spacer is machined and receives the air spring.

To insure that each part is replicated exactly the same, they are welded in a fixture and air cooled to room temperature. Tolerances are less than .060 of an inch

Disassembly and installation of the control arms are the same as any other GM product. Only the Lower Control Arm with the Billet Adapter are used. Invert the bracket shown below and install the bracket both to the control arm and the bag through holes provided. On the C4, the control arms look the same, but they are DIFFERENT. If you install them backwards, they will bolt up, but your geometry will be wrong.

REAR ARTICULATING ARMS

Remove the factory Leaf Spring, and bolt the Articulating arm in the exact same holes as the factory Leafspring. Install the bags on the mounts shown below. The articulating arms are designed for #2500 air springs that are 6.25" in diameter. If you allow the articulating arms to go past the design height of 2 to 3", they will rub and it becomes your responsibility. Smaller bags will allow you to exceed the 2 to 3" so long as the vehicle is driven or moved below the absolute maximum design height of 2 to 3"

SPECIAL NOTE: The rear brackets can erroneously be installed backwards. If you do that, the bags/parts will not fit.

Revised July 27, 2012