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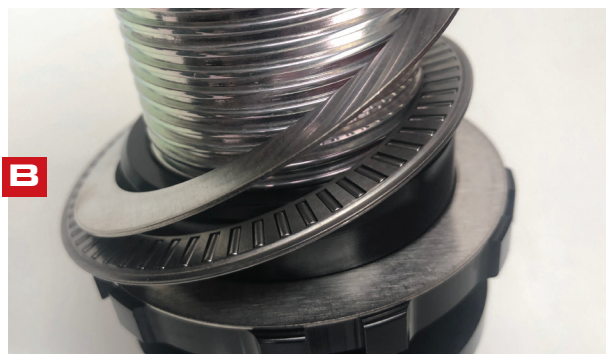
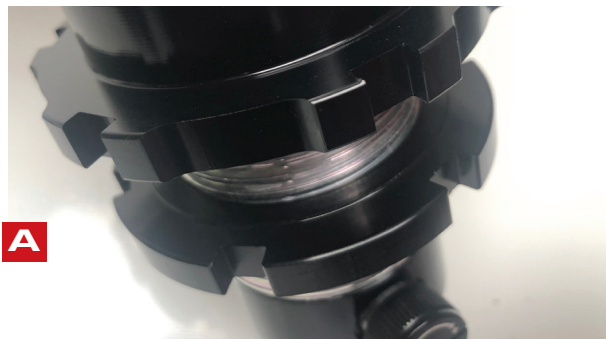
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63-82 Semi-Coilovers

FSC-01-400, FSC-02-450, FSC-03-550



1. Securely lift the car in the air on jack stands.
2. With the factory front springs and front shock out of the car, use a chisel and remove the 2 welded in nuts on top of the lower control arm spring pocket where the shocks mounted to. Note in photo **C** how the t-bar mounts flush to the control arm.
3. Take the supplied bolts that come with the shocks to see if they will go through the hole. If not, drill the hole out to 3/8". The factory hole should be close to that, if they are not already.
4. Assemble the shock with the thin jam nut first (**A**) and thread it all the way down. We recommend that you use anti-seize on the threads of the shock body.
5. Install the spring collar (**A**) and thread it down as well.
6. Install the thrust washer and 2 flat washers (**B**).
7. Bolt the shock loosely into place on the lower control arm.
8. Slide the spring over top with the flat ground part of the spring down so it sits flush on the flat washer.
9. With the cupped washer shock grommet on the top of the shock, tilt the shock and spring into the frame pocket and lift the control arm up with a floor jack. Ensure the top stud of the shock goes through the factory upper shock mount hole. Install the other shock grommet, washer and thick nut. Thread the thicker nut on a couple of threads for the time being.

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11. **Seat the upper part of the spring into the spring pocket of the frame.** There is a locating hole and you can see the end of the spring in that hole with a flash light. Once this is accomplished, thread the top collar on the shock up to put a little bit of tension on the spring so it will not fall out of place. Use white out or a piece of tape on the spring and aluminum disc to make sure the spring doesn't rotate out of place, as shown to the right (F).
12. Tighten down the lower control arm bolts that go through the T-Bar (D).
13. Tighten the upper shock mount nut and use the thinner nut supplied as a jam nut (E).
14. Install the rest of the front suspension back on the car, bolt the wheels on and check ride height. Use the supplied spanner wrenches to adjust up or down. Once ride height is achieved to your liking, tighten the jam nut to the collar to prevent the collar from moving (G).

NOTE: All ride height adjustments should be made with the shock adjustment knobs on the softest setting. We also recommend disconnecting one sway bar endlink when adjusting ride height.

G Coilover Jam Nut
- shown loose while adjusting ride height.