



Installation Instructions

Professional Grade Suspension

C5/C6 Chevrolet Corvette Bolt-On Coil-Over Conversion Kit

Part #: C5SB4, C6SB4, C56SB4L

| Item # | Part # | Description | QTY |
|--------|-----------|---|-----|
| 1 | AS-892C | 15.0" Phantom Series Coil-Over Shock – Stud Top | 2 |
| 2 | 10-XXXBK | 10" Coil-Spring (Black) | 2 |
| 3 | 91010 | Upper C5/C6 Rear Shock Mount - Right | 1 |
| 4 | 91011 | Upper C5/C6 Rear Shock Mount - Left | 1 |
| 4 | 81003 | Lower C5/C6 Rear Shock Mount, Clevis | 1 |
| 6 | ALD-16 | Shock Mount, T-Bar Kit, 3.5 in. Pair, GM | 1 |
| 7 | 71008 | Upper C5/C6 Shock Mount Hardware Kit | 1 |
| 8 | PAS-656CB | 13.0" Phantom Series Coil-Over Shock - Threaded | 2 |
| 9 | 6-XXXBK | 6" Coil-Spring (Black) | 2 |
| 10 | COM8-103 | 1 ½" Wide x ½" I.D. Spherical Bearings | 2 |

*This kit is designed to replace your factory shocks and leaf springs with coil-overs for 1997-2013 Chevrolet Corvette's. Adjustable coil-overs offer greater performance, handling and ride quality by allowing you to fine-tune your suspension.

*The user understands that Aldan is not responsible for any direct or indirect use or misuse of any Aldan product. Specialized equipment and race parts within this kit are exposed to varied conditions based on how they are installed and used by the user. A professional shop and installer are recommended for all Aldan products. Aldan is not responsible for fitment issues outside the OEM mount locations (Exhausts, Aftermarket Axles, Sway Bars, Fuel Cells, etc.). Use proper safety equipment along with jacking locations and jack stands at all times when installing. Aldan shall not be liable for any claims, injuries, actions or causes of action with the use of any Aldan product.

*Recommended Tools: Floor jack or vehicle lift (User proper jacking locations per the manufacturer). Jack Stands, Tire Chock, Torque Wrench, Basic Hand Tools

C5/C6, Front Kit Installation Instructions

- 1.) The vehicle should be measured on a level surface before disassembling and record all current suspension measurements.
- 2.) Lift your vehicle and support your vehicle by the jacking points located on either side of the chassis allowing the front wheels to hang freely/at full extension.
- 3.) Remove the front tires and wheels
- 4.) Remove upper shock nuts from either under the hood and moving any items blocking the upper access points such as windshield fluid container and/or the coolant reservoir. The top nut is also accessible through the wheel well with a ratcheting box wrench.
- 5.) Unbolt the brake calipers. Support the caliper by a zip tie. Do not let the caliper hang by brake hose.
- 6.) Next, remove the leaf spring by unbolting the 4 bolts holding the leaf spring to the front sub-frame.
- 7.) Remove the 2 lower shock mount bolts. Support the lower control arm with a floor jack.
- 8.) Remove the sway bar lower nuts. The end of the stud has an internal 8mm Allen to keep it from turning while loosening the nut with a wrench.
- 9.) Remove the 4 bolts connecting the upper control arm to the frame. There may be shims behind these upper control arm mounts. (Upon re-assembly put shims back in the same location and order).
- 10.) Lower the jack under the lower control arm to remove the leaf spring.
- 11.) With the leaf spring now removed, install the Aldan coil over shock assembly to the upper mount but do not tighten the nuts yet.
- 12.) Bolt the upper control arm back into place using the shims in the same order as removed. Install the lower shock bolts in the control arm. Torque the upper control arm and lower shock bolts to factory specs. Reattach the brake caliper. Upper and lower shock nuts can now be tightened with a jack under the lower control arm to compress the suspension.
- 13.) The coil spring adjustment should be set with ¼" preload to start.
- 14.) Reinstall and tighten items under hood if removed.

- 15.) Inspect that all of the hardware to be sure everything is tight and there is not interference with the brake hose and sensor wire. Reinstall the wheels & tires. Inspect the sway bar to coil clearance with car on the ground. The sway bar may need to be slightly ground for clearance.
- 16.) Aldan suggests setting the compression adjustment in the #1 position then adjusting as necessary for driving style.

C5/C6, Rear Kit Installation Instructions

- 1.) Remove the rear tires and wheels.
- 2.) Support the lower control arm you're working on with a jack. Once supported, remove the two upper shock retainer plate bolts. Remove the bolts connecting the upper control arm to the frame.
- 3.) Remove the large bolt connecting the lower shock mount. Repeat this process on both sides to remove the rear shocks.
- 4.) Next, remove the leaf spring by unbolting the 4 bolts holding the leaf spring to the rear sub-frame. Remove one end of the sway bar to allow the lower control arm to drop further and remove the leaf spring.
- 5.) Install your new rear coil-over shocks. Each upper bracket is clocked for a Left Rear and Right Rear identified in the packaging (Upper shock mount should be positioned as far back in the shock tower as possible). Install the new brackets using the original factory hardware. Use supplied Aldan hardware to mount the coil-over into the upper bracket

Install the lower coil-over clevis mount using the original hardware. The lower shock has an offset. The large radius towards the outboard side. This will offset the lower end of the shock slightly outboard.

- 6.) Do not tighten yet.
- 7.) Set the spring preload to ½" this is recommended for initial install. See shock instruction guide provided for additional details. Once the car is back on the ground spring may be adjusted using spanner wrench.
- 8.) Reinstall the upper control arm using the original hardware. With a jack under control arm to compress the suspension torque the upper and lower control arm bolts to factory specs. Reinstall sway bar end link and torque to factory specs. Inspect all hardware and components and reinstall wheels & tires.

Aldan recommends having a four-wheel alignment done by a qualified alignment shop.

- 9.) Place vehicle on the ground. Rear Kit is now fully installed. Refer to the coil-over install guide provided for proper, fine tune adjustment of your coil-over shocks & springs.



Upper C5/C6 Left, Rear Shock Mount



Upper C5/C6 Right, Rear Shock Mount



Install This Side Towards Car on Lower Control Arm



Lower C5/C6 Rear Shock Mount, Fork





Professional Grade Suspension

Installation (X-0015)

Instructions – ALD-50; One Piece Spring Retainer

***NOTES:**

- DO NOT OVERTIGHTEN SET SCREW.
- SET SCREW HAS PRE-APPLIED THREAD LOCKER APPLIED ON THREADS.



Step 1. Remove retainer and supplied set screw from bag (If not already installed).



Step 2. Install your coil spring on your Aldan shock.



Step 3. With anti-seize applied on your spring retainer threads, set screw installed (hand tight at this point); thread the retainer onto the coilover shock body.



Step 4. With the spring preload set at a baseline setting (We recommend starting at 1.0" of pre-load on our coil-springs). With the spring retainer installed; anti-seize applied on threads and set screw installed, you can now move to Step 5.



Step 5. With the set screw hand tight in the retainer, use a 5/32" Allen wrench and turn an additional 1/4 turn by hand.
(*Do not over tighten)



Step 6. Retainer should be tight on the shock body with zero movement or play once installed. Your spring and spring retainer installation is now complete.



Step 7. You may need to re-adjust the retainer further using a spanner wrench to get your final ride-height once the coilover is installed on your chassis. Loosen the set screw and repeat steps if additional pre-load and height adjustments are needed for your application.

Visit www.aldanamerican.com for additional guides, video and installs updated regularly.



WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov