



**Application:** 1984-1987



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# Lowering Kit

**Part Includes**

- 2 - Extended, Heavy Duty Rear Spring Bolts
- 2 - Nyloc Nuts
- 2 - Urethane Front Spring Wedges
- 6 - ABS Filler Pad Shims



**Tools Needed**



**NOTE:** Prior to installation, position car on flat surface and measure front and rear ride heights at the top center of the fender wells. Record measurements for future reference and adjustments. Whenever ride heights are adjusted, the vehicle must be realigned. This should be done as soon as possible to avoid accelerated tire wear.

### INSTALLATION OF EXTENDED SPRING BOLTS

**STEP 1.**

Consult Chevrolet Service Manual for proper procedure to remove stock rear spring end bolts. The spring is highly loaded and extreme caution must be used. Remove stock bolts and retain cushions and washers. The stock washers must be reused, as they are a hardened part made to withstand the forces generated by the rear spring.

**STEP 2.**

Install extended bolts and stock cushions and washers. Rear ride height may be adjusted by screwing the nyloc nuts up and down the bolts. The further up you screw the nut, the higher the ride height. Check the ride height against your earlier stock setting. Be sure to bounce the car a few times to settle the suspension to get a true reading. Check to make sure there is adequate tire clearance.

### INSTALLATION OF FRONT SPRING URETHANE WEDGES

**STEP 1.**

Consult the Chevrolet Service Manual for your year Corvette for the proper procedure to remove the front leaf spring. This spring is highly loaded and extreme caution must be used.

**STEP 2.**

After removing the front spring from the vehicle, you will note two rubber bumpers on the top of the spring. These control the ride height.

- 1984-87 Corvettes utilize two stamped steel retainers that clamp the leaf spring into place and compress the two rubber bumpers, (see diagram A). Most 1988-96 Corvettes use cast aluminum retainers to clamp the spring in place, (see diagram B). The cast aluminum retainers can be trimmed down, allowing the thinner wedges to be securely clamped in place. However, if your Corvette utilizes the stamped steel retainers, they must be replaced with the aluminum 1988-96 retainers and corresponding attaching hardware.



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## Description (cont.)

• On 1988–96 Corvettes, or if aluminum retainers are originally used, measure the thickness of the rubber bumpers on top of the spring. Compare the thickness to that of the urethane wedges. The difference in thickness will be approximately the amount that is necessary to trim from the ends of the aluminum retainers. The rubber bumpers must be cut flush with the spring and removed. On 1984–87 Corvettes, or if stamped steel retainers were originally used, the new aluminum retainers must be trimmed according to the stacked height of the spring and urethane wedge.

### STEP 3.

Discard any shims that may have been between the rubber bumpers and the frame. They will not be used. Using sand paper or emery cloth, rough up the surface where the blocks contacted the frame, and clean with brake cleaner or other degreaser.

### STEP 4.

On the flat side of the wedges apply weatherstrip adhesive or contact cement. When the adhesive becomes tacky, attach each wedge to the frame where the blocks made contact. Secure with masking tape.

### STEP 5.

When the adhesive has cured, lube the wedges with synthetic grease (Redline or Mobil 1).

### STEP 6.

After trimming the aluminum retainers so that the spring will be clamped securely in place, reinstall the front spring following the procedure in the Chevrolet Service Manual with one exception: tighten the lower control arm bolts so they are just snug.

### STEP 7.

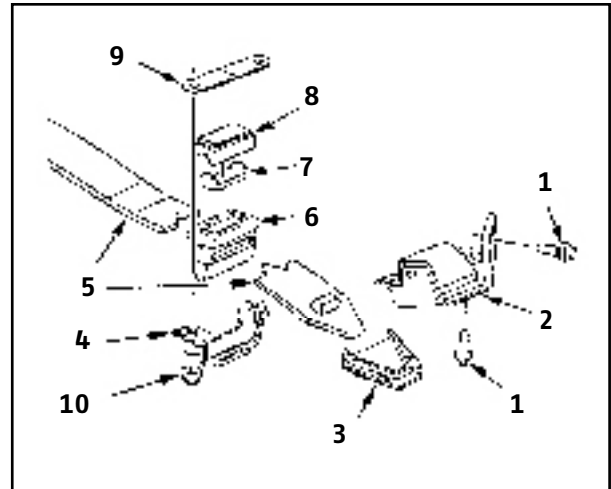
Drive the car around the block to settle the front suspension. Without raising the vehicle, tighten the lower arm bolts to 96 ft. lbs. This will keep the lower arm bushing from being put into a torsional load.

### STEP 8.

Check final ride height against initial settings. It is highly recommended to have the alignment checked.

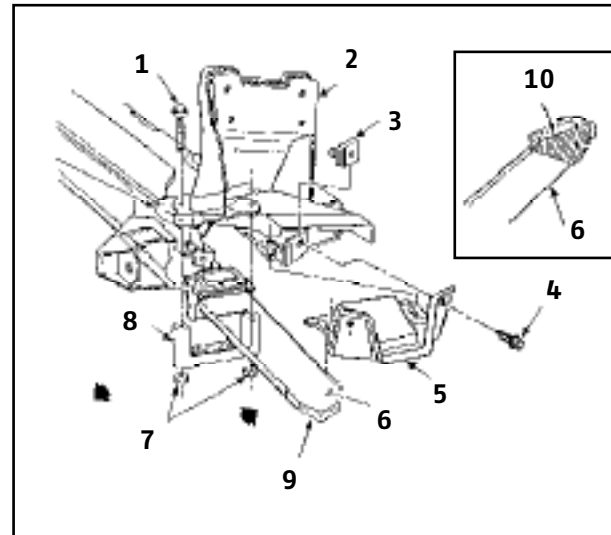
**Note:** We provide 6 ABS filler pad shims to fill any gap or looseness that may remain in the front spring retainer (Item #4).

### 1984–1987 STYLE FRONT SPRING MOUNTING DIAGRAM



- |                                   |                                 |
|-----------------------------------|---------------------------------|
| 1. Spring Protector to Frame Bolt | 6. Front Spring Cushion         |
| 2. Spring Protector               | 7. Front Spring Cushion Bearing |
| 3. Spring Pad                     | 8. Front Spring Cushion Seat    |
| 4. Front Spring Retainer          | 9. Front Spring Retainer Shim   |
| 5. Front Transverse Spring        | 10. Front Spring Retainer Nut   |

### 1988–1996 STYLE FRONT SPRING MOUNTING DIAGRAM



- |                                   |                            |
|-----------------------------------|----------------------------|
| 1. Spring Retainer Bolt           | 6. Front Transverse Spring |
| 2. Drive Train & Susp. Frame      | 7. Spring Retainer Nut     |
| 3. Multi-Thread "U" Nut           | 8. Front Spring Retainer   |
| 4. Spring Protector to Frame Bolt | 9. Spring Pad              |
| 5. Spring Protector               | 10. Apply Rubber Lubricant |