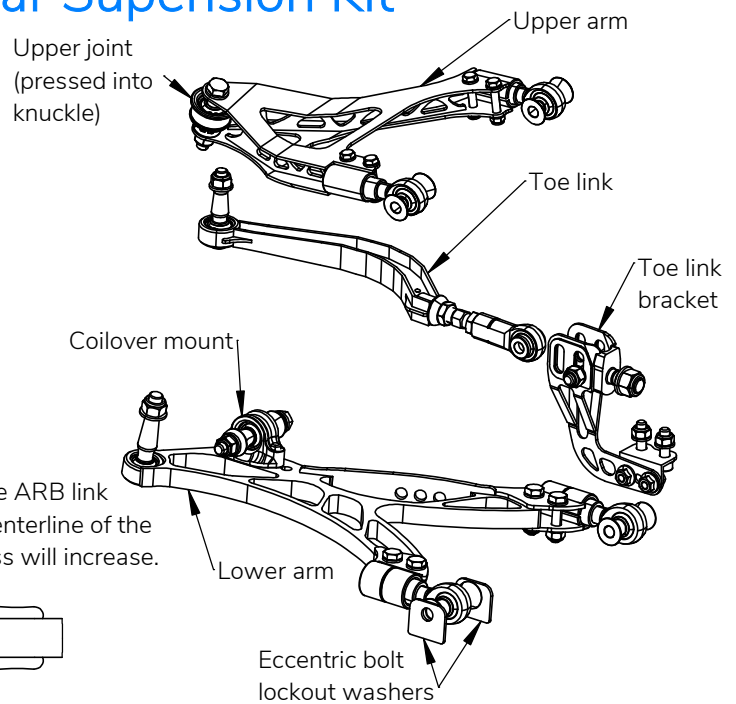


Chevrolet Corvette C5/C6 Rear Suspension Kit

Overall view of assembled components in the right corner

Control arm lengths are preset to C6 geometry. Bolts and nuts may need to be loosened to make assembling easier.

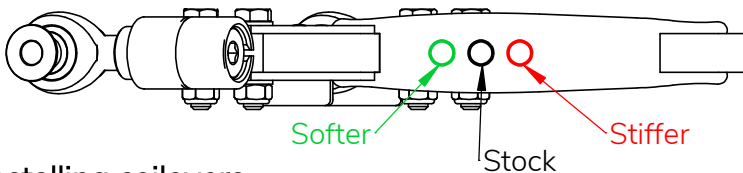


Installing the Lower Arm

Use factory bolts to install arm. Use the eccentric bolt lockout washers to keep the front bolt from moving under high load situations. Wisefab arms can be adjusted in camber in greater range than stock arms.

Adjusting anti-roll bar stiffness

The anti-roll bar (ARB) motion ratio can be adjusted by moving the ARB link attachment point on the arm. Moving the ARB link towards the centerline of the car will decrease the roll stiffness. Moving the link out, the stiffness will increase.



Installing coilovers

When installing coilovers with 16 mm mounting holes, make sure to use the reducing shoulder washers under the bolt and nut as shown in the picture.

Adjusting motion ratio

The motion ratio can be adjusted by moving the coilover mounting point on the arm. Outer attachment point has the same motion ratio as C5/C6 stock arm. Moving the mount inward, the motion ratio will decrease and the ride/roll will be softer.

Adjusting camber

Both lower and upper arms have built in camber adjustment by way of Wisefab Double Adjusters.

*Adjusting both rod ends in the same direction changes **camber**.

*Adjusting rod ends in opposite direction of each other can be used to clock the knuckle.

Attention! When adjusting camber, toe link correction is needed.

How to adjust Double Adjuster

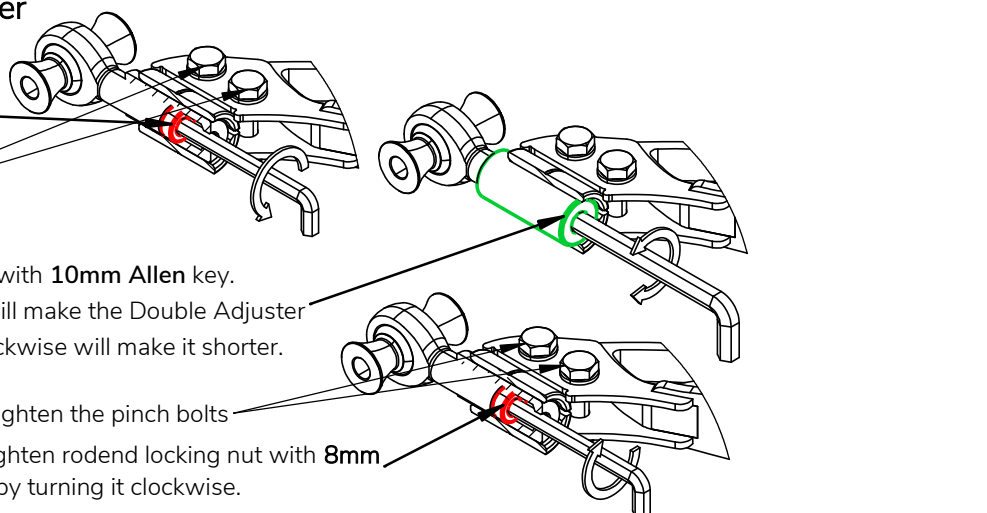
Step 1. Loosen rodend locking nut with **8mm Allen** key by turning it counter clockwise.

Step 2. Slightly loosen the pinch bolts

Step 3. Turn Double Adjuster with **10mm Allen** key. Turning it counter clockwise will make the Double Adjuster assembly longer, turning it clockwise will make it shorter.

Step 4. Tighten the pinch bolts

Step 5. Tighten rodend locking nut with **8mm Allen** key by turning it clockwise.



If you still have some trouble installing the kit, contact us at

sales@wisefab.com, or call us **+372 5562 5669**

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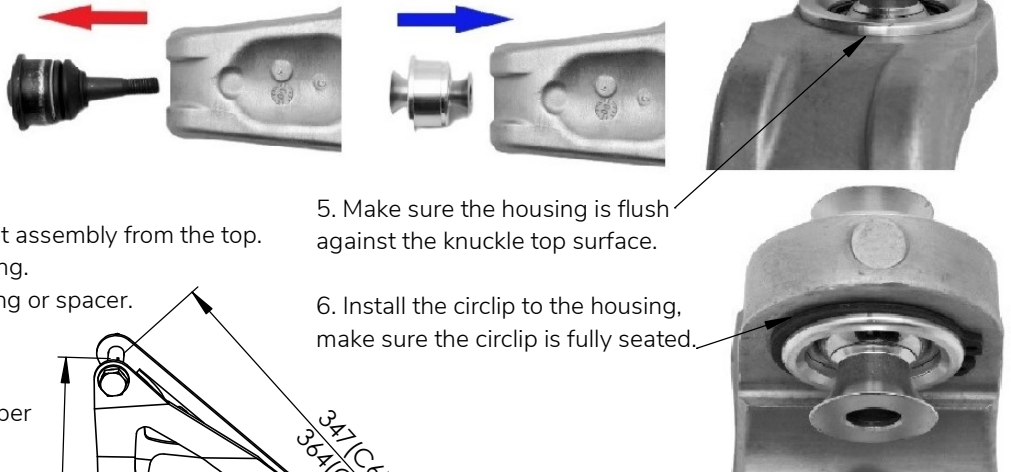
Upgrading the upper joint

1. Press out the stock joint.
2. Clean all surfaces.
3. Lightly lubricate the Wisefab upper joint housing and the bore in the knuckle.
4. Press in the Wisefab upgraded joint assembly from the top. Press from the outer ring of the housing.

Do not press from the spherical bearing or spacer.

5. Make sure the housing is flush against the knuckle top surface.

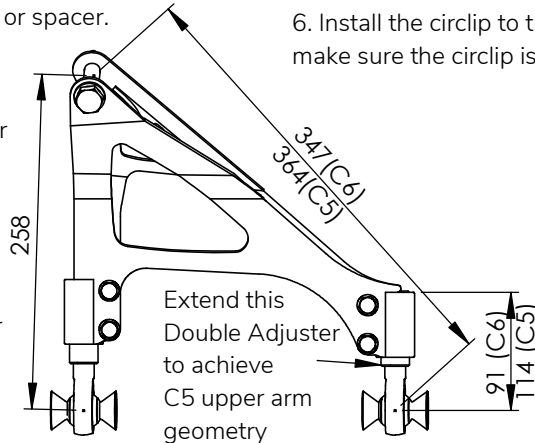
6. Install the circlip to the housing, make sure the circlip is fully seated.



Installing upper A-Arm

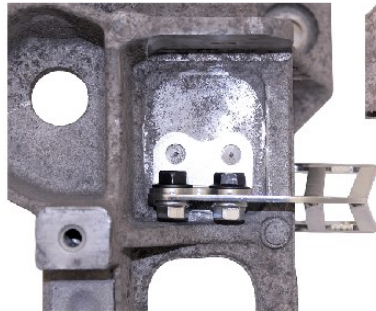
Use the factory bolts to mount the upper control arm. Upper control arm is preset to fit C6 pivot points.

To adjust the control arm to factory C5 pivot points, the rear double adjuster needs extending by 23 mm or approximately 1 inch. Reference dimensions are shown in the adjacent drawing.



Installing toe link bracket

Mount the bracket to the original toe link mount. Tighten all bolts finger-tight. Make sure the removable part of the bracket is flush against the subframe casting. Grind down higher casting marks if necessary. Mark the center of the holes and drill through with 10mm drill bit. Secure the bracket with M10 Allen bolts and tighten all bolts.



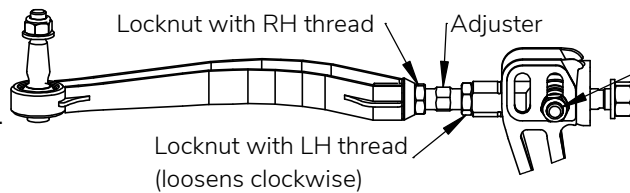
Adjusting bumpsteer

To adjust bumpsteer, move the toe link up or down in the slot. Lowest position in the slot equals to factory toe link position.

Installing toe link and adjusting toe

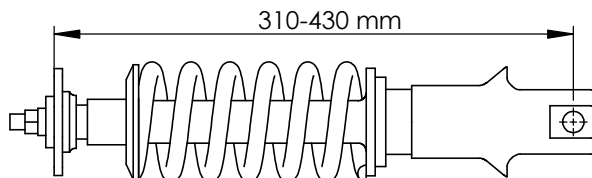
When installing toe link, make sure it clears the coilover and ARB link through all of suspension travel.

To adjust toe, loosen the locknuts (24 mm wrench) and turn the adjuster (17 mm wrench).



Recommended alignment specs

- Camber: 0° +/- 0,5°
- Toe: 3-10mm toe in/per side
- Wheel: Minimum 18" with backspacing not more than 206mm or 8 1/8"
- Coilover length: 310-430mm



Important information!

After installation check for clearance issues between car body and other suspension components. Make sure that nothing is fouling throughout all of suspension travel with suitable wheel. For that the coilover or coilover spring has to be removed.

If there is clearance issues then change your wheel alignment or limit the suspension travel.



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