

COIL OVER SHOCK
for 1993-2001 Camaro & Firebird
Catalog #33031
INSTALLATION INSTRUCTIONS

PostScript Picture
(ShockLogo.eps)

Please read these instructions entirely before beginning. It is recommended to consult a service manual for additional service procedures. Proper installation is a must to realize the maximum performance gains. If you have any questions, please call our **Technical Hotline at 1-800-416-8628**, 7:00 am - 5:00 pm, Monday-Friday, Pacific Standard Time or e-mail us at edelbrock@edelbrock.com.

IMPORTANT NOTES:

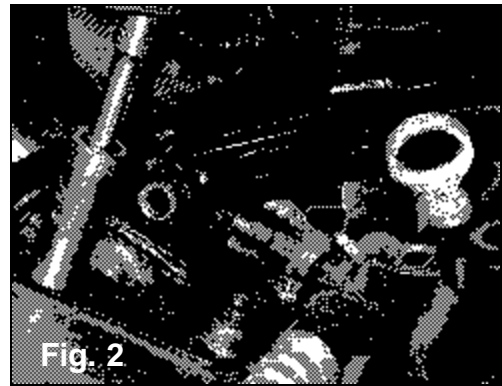
1. Upon initial inspection, some new shocks may have a small amount of oil in the area of the seal. This is a normal occurrence following manufacture and does not indicate a problem with your shocks.
2. Any time you are working under a vehicle, be sure to use the proper jackstands and tire chocks to prevent any shifting or slipping of the car. Never use a jack as the sole support of the vehicle while changing shocks.
3. Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
4. **Do not attempt to disassemble the Edelbrock IAS shocks.** Contact your point of purchase or Edelbrock for any necessary service or repairs.
5. **Measure and record ride heights at all four corners before disassembly.** The car must be on a flat level surface with a full tank of gas. It is important that the tire pressure is checked and corrected as necessary.

INSTALLATION INSTRUCTIONS

- Step 1** Raise and support the car on the proper locations with jackstands or on a lift.
Step 2 Remove the front wheels.
Step 3 Removal of the front shocks:

3(a) Support the lower control arm with a jack.

3(b) The brake master cylinder will need to be unbolted from the power booster to access the left upper hardware. Do not disconnect the brake lines from the master cylinder. Carefully remove the master cylinder for access (**see Fig. 1**). Remove the upper shock mounting hardware (**see Fig. 2**).

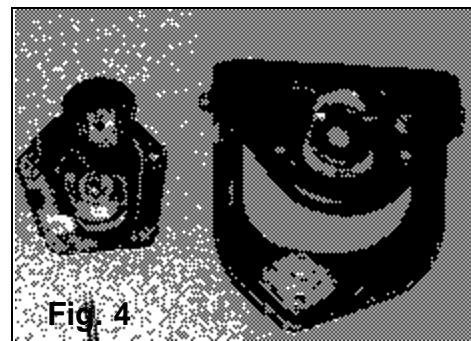
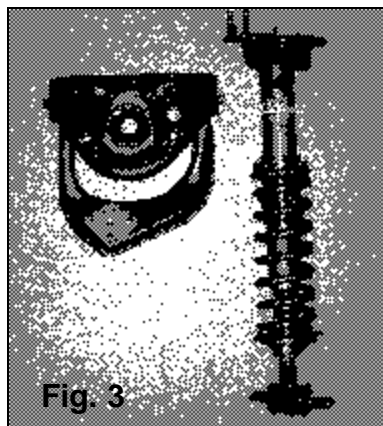


- 3(c) Remove the upper ball joint cotter pin and loosen but do not remove the nut. Carefully pop the upper ball joint loose.
- 3(d) Remove the sway bar end links.
- 3(e) Remove the lower shock nuts and bolts.

- 3(f) Remove the upper ball joint nut.
- 3(g) Slowly lower the jack, be careful so that the flexible brake hoses are not extended and damaged. Remove the shock assembly from the car. Care must be taken when removing the assembly not to damage the paint on the fender. The coil spring is part of the OEM coil over shock assembly and will be contained by the shock. The upper A-arm will come out with the shock assembly. Mark the A-arm and the shock upper mount to ensure that they are re-assembled in the correct location and orientation.
- 3(h) The original upper shock mount and retainer (triangular-shaped piece) will need to be re-used for the installation of the IAS coil over shock. It is necessary to use a "strut style" external coil spring compressor to remove the coils from the shock. The retaining nut may be rusted and require penetrating oil to remove.

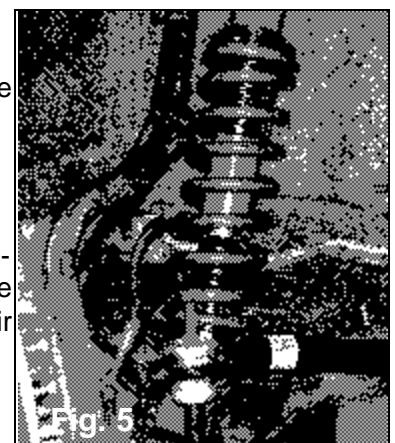
Step 4 Assembly of the front coil over shock:

- 4(a) The IAS coil over shock is assembled with the coil spring adjusted to lower the car approximately 1-1/2" - 1-3/4" from stock.
- 4(b) Apply anti-seize to the shock post for protection from corrosion. Install the original upper mount and the mount retainer (triangular shaped piece) on the top of the shock post. Torque the nut to 35 ft. lbs., tighten the jam nut to 35 ft. lbs. (see Fig. 3 & 4).



Step 5 Installation of the front coil over shock:

- 5(a) After the IAS coil over shock is assembled, the installation is the reverse of the removal procedure.
- 5(b) Torque the upper and lower shock mounting hardware to 35 ft. lbs.
- 5(c) Tighten and replace the cotter pin on the upper ball joint. Do not re-use cotter pins. Re-install the swaybar end links. Re-install the master cylinder. Inspect brake hoses to confirm they are in their supports and not twisted or in a bind (see Fig. 5).



Step 6 Adjusting the front ride height:

- 6(a) The car must be assembled, driven and measured before making any adjustments in ride height.
- 6(b) Determine the desired ride height change.
- 6(c) Raise and support the vehicle. Remove the front wheels.
- 6(d) The coil over upper spring perch is threaded and depending on the direction it is moved will determine the change. Increasing the spring length will reduce the pre-load and lower the car (perch moved up). Reducing the spring length will increase the pre-load and raise the car (perch moved down).
- 6(e) The ride height should not be adjusted up or down more than 1/2" at the perch per adjustment. Measure and record the perch adjustment for reference before changing. The setscrew (1/8" Allen wrench) must be loosened on the perch before it will rotate. The ride height will change approximately 3/4" - 1-1/2" adjustment on the perch. After the final ride height is achieved, tighten the setscrew to hold the adjustment.
- 6(f) The front end will need to be aligned by an alignment shop after the installation is complete for the best handling and tire wear.

Note: After the car has been driven, the wheel torque must be checked. The springs and brake hoses must be inspected to ensure that there is no contact that can cause any damage. All nuts and bolts must be inspected to ensure that they are tight.

Enjoy the improved ride and handling from your new Edelbrock IAS shocks.

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