Product:

Lowering Springs

Part Numbers:

410-402003-N

Applications:

Chevrolet Camaro Gen 6 2.0T/V6 2016+

Contents in the box:

Qty	Part #	Description
2	**00P-0P2479-N**	**Front Coil Spring**
2	**00P-0P2480-N**	**Rear Coil Spring**

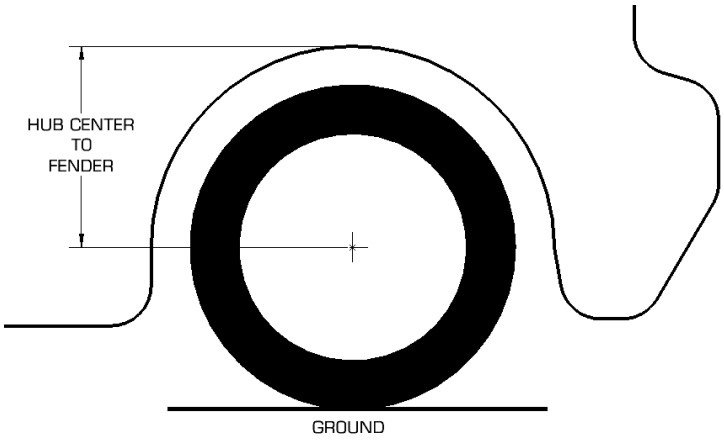
Difficulty of Installation: **Beginner** |----------x----------| **Advanced**
Reason: This is a straight forward installation that does require some automotive skill, and adequate tool availability.
Expected Installation Time: 4 Hours

Recommended Tools:

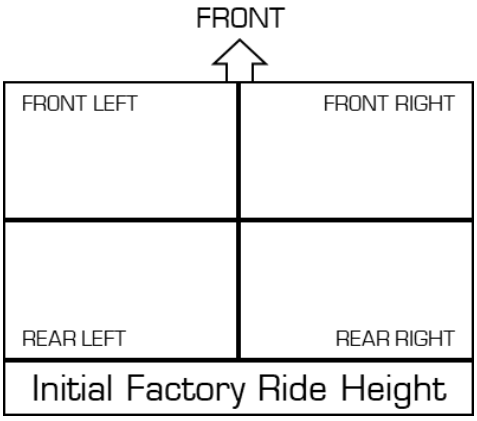
- 15/16” & 18mm box end
- 13 mm deep socket
- 10, 13, 15, 18, 21 mm sockets
- 3/8” drive ratchet
- 3/8” drive extension
- Allen Wrench Set
- 3/8” drive Torque Wrench
- 2 Post Lift and Screw Jack (preferred)
- Strut Compressor (Available to rent from local auto parts store)

Record Factory Measurements

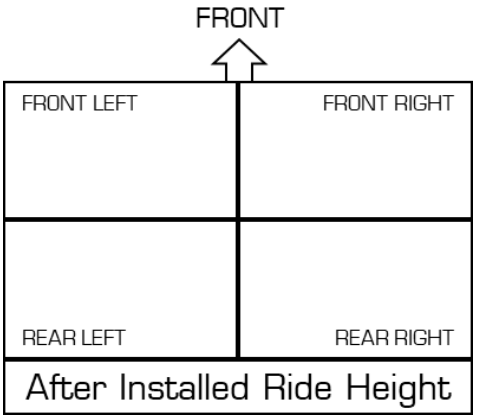
Make sure to have the vehicle on flat ground. Using a tape measure, measure from the center of the wheel to the edge of the fender as shown below.



Record the stock measurements in the boxes below.



(After Install) Record the same ride height measurements on the same flat ground after you have installed the kit and drove the car around the block to insure everything is settled. (See page 8 step 8 for settling procedures)



Front OEM Strut Removal

1. Using proper jacking points, lift and support the front of the car on jack stands.
2. Using a 22mm socket remove the front wheels.
3. Using a 18mm wrench and 7/32 allen wrench, disconnect the sway bar link at the sway bar, it is not necessary to disconnect at the strut.
4. Position a screw, or floor jack under the front control arm to hold in place.
5. Unbolt the clip that attaches the brake line to the strut using a 10mm socket.

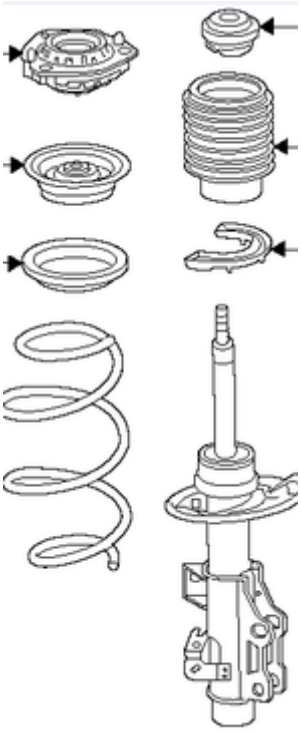
6. Using a 21 mm socket and 15/16 wrench, remove the 2 bolts that holds the OEM strut into the upright. Slowly lower the jack and slide strut free from upright.

7. If the vehicle is equipped with Selective ride you will need to disconnect the connector before removing the OEM strut from the vehicle.
8. Using a 13 mm socket, remove the (3) bolts that hold the strut housing into the vehicle. Be careful to use a helper to hold the strut from the bottom of the car.

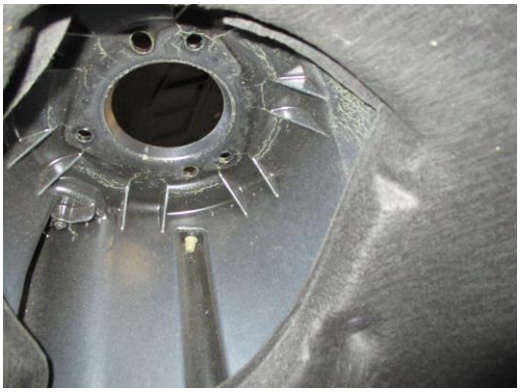
9. Using a strut compressor, remove the factory springs from the strut, by removing the top nut, using a 18mm socket. Remove the upper strut mount, spring seat, and spring isolator. It is not necessary to remove the rubber boot, or the bump stop.

Front aFe Control Coil Spring Installation

1. Using a strut compressor install the stock upper rubber isolator, spring seat, strut mount spring, and OEM strut. Using a 18 mm socket, tighten the top nut while still in strut compressor by using a impact driver.



2. Install the strut assembly into the vehicle by lifting into place, and positioning the upper mount to the body. Note there are 3 studs to pilot into the body. Having a helper on hand, reinstall the (3) upper bolts using a 13 mm socket. Torque to 25 lb-ft.

3. Slide the spindle upright back onto strut and attach the bolts and nuts. Using a 21 mm socket and 15/16” wrench, torque the 2 bolts that holds the OEM strut into the upright to 52 lb-ft.
4. Re-attach sway bar end link and torque to 25 lb-ft
5. Re-attach any brake line clips, and electrical connectors, that were moved during installation.
6. Move to other side of vehicle and repeat process.
7. Reinstall the front wheels using a 22 mm socket and torque to 90-110 lb-ft.

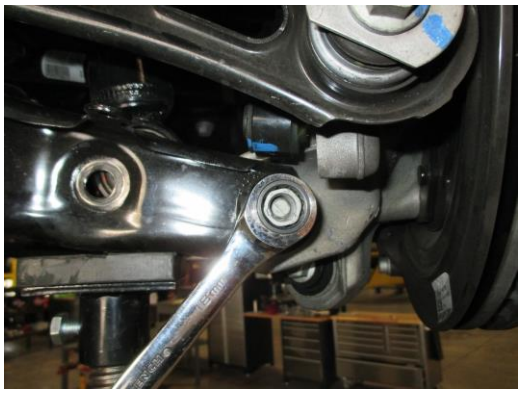
Rear OEM Coil Spring Removal

1. Using proper jacking points, lift and support the rear of the car on jack stands.
2. Using a 22mm socket remove the wheels.
3. Start by unbolting the sway bar end links from the upright using a 15mm wrench and 3/16” allen.

4. Using a 18 mm wrench, disconnect the OEM shock from the lower control arm.

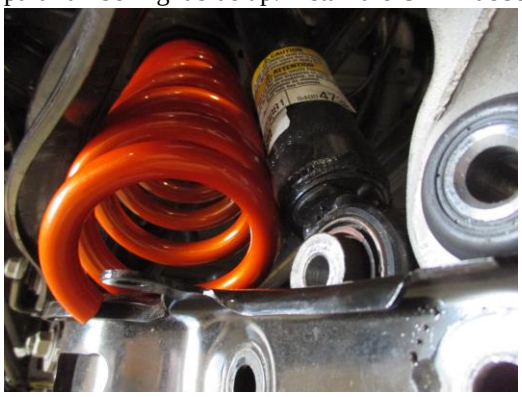
5. Using a 18 mm wrench, disconnect the trailing arm and rotate out of the way.

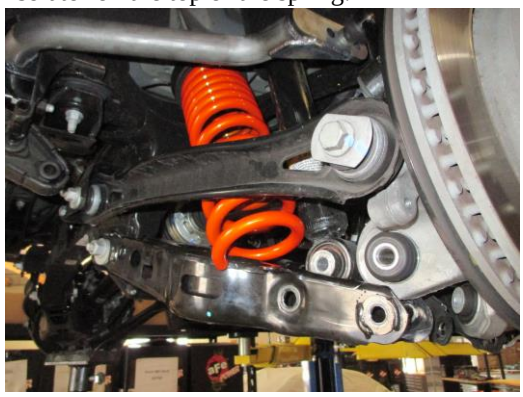
6. Using a 18 mm wrench and 15 mm socket remove the bolt holding the lower control arm to the upright. Slowly lower the control arm to release tension on the OEM springs, and remove spring from vehicle.



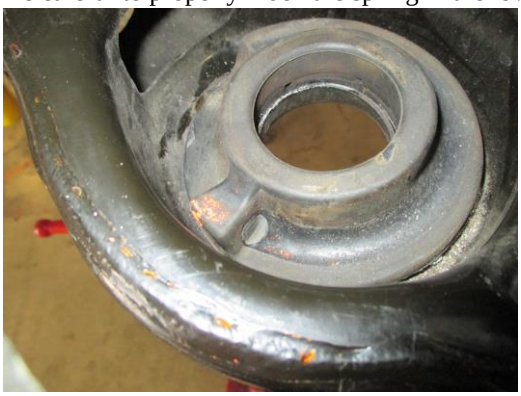
Rear aFe Coil Spring Installation

1. Install the factory upper spring seat, onto the new coil spring. Correct orientation would have the part number right side up. Install the OEM rubber isolator on the top of the spring.





2. Be careful to properly index the spring in the lower mount.



3. Using a screw, or floor jack, raise the lower control arm into position, and align the to the upright. Align bolt, and torque to factory specs using a 18 mm socket, and open wrench.

4. Using a 18 mm wrench and 15mm socket, reattach the trailing arm and torque to factory specs.

5. Install the lower shock bolt and Torque the 18 mm nut to factory specs.

6. Re-attach the end links to the upright and torque to 25 lb-ft.

7. Reinstall the rear wheels using a 22mm socket and torque to 90 -110 lb-ft.

8. To speed up the settling process, you can loosen all the control arm bolts and retighten at your new lowered ride height. This way, you are not fighting the rubber bushings that were originally timed for the factory ride height. Do this for the (2) lower control arms per side for the front and the (5) upper & lower control arms per side for the rear. You will need to use floor ramps or have access to a 4-post or alignment lift.

   This could typically yield up to an additional ¼" of lower ride height.

   After this point, you can record your after dimensions on page 2.

When complete take the vehicle to the alignment shop for a proper alignment.
Vehicle may take approximately 100 miles to fully settle especially if you skip step 8.

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