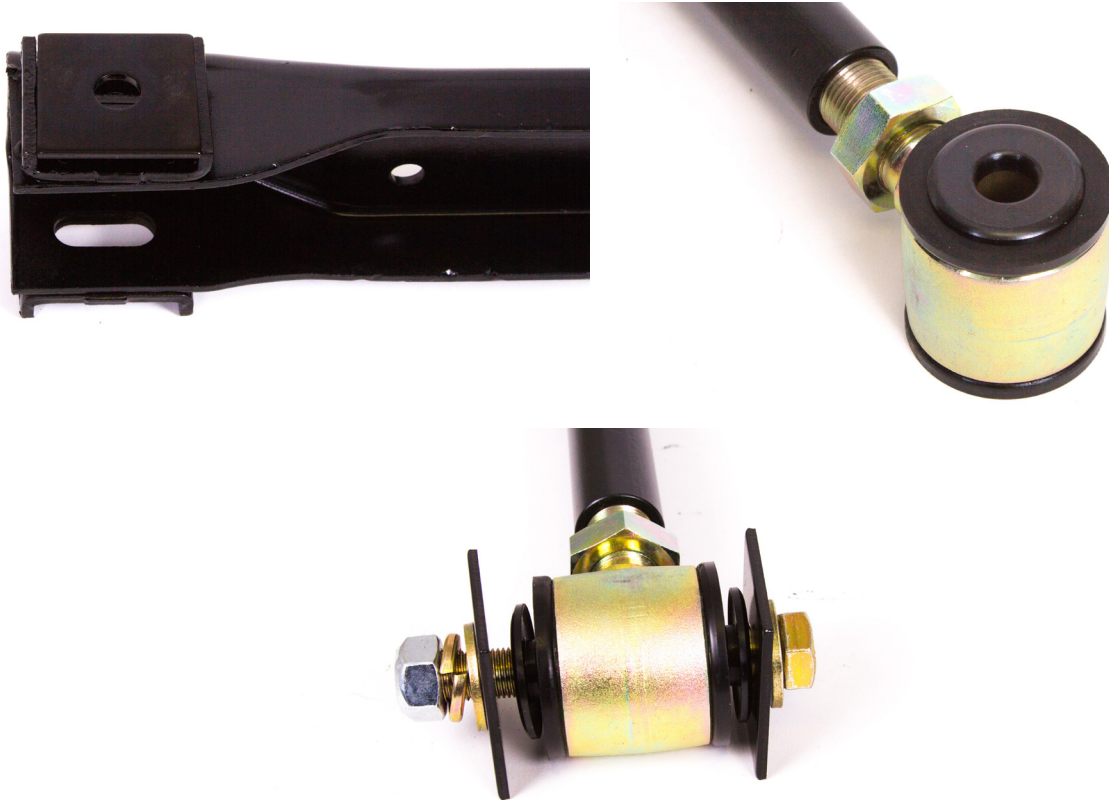


ZSU-400/ZSU-401 Installation Instructions

Both ZSU-400 and ZSU-401 will install just like the factory strut rods on your Corvette. Please read your Service Manual and take the same precautions for disassembly and installation.

The main difference between the factory strut rods and the new adjustable strut rods is how they adjust. Your factory strut rods have an eccentric bolt that will push or pull the strut in or out as you are turning the bolt. The new adjustable strut rod has threaded ends so by turning the body of the strut rod, you can pull the bottom of the tire in or push out depending on which direction you rotate the body. The only difference in the installation will be on the differential side where the strut rods bolt into the strut rod bracket.



In your kit, you will see a bolt kit that has 4 large metal squares. These will install onto the strut rod bracket. They go into the same housing on the bracket that the eccentric bolts went into. They will keep the strut rod from moving in and out on the bracket. You cannot leave these out for more adjustability. Without them, the strut rods will move on their own and could cause an accident. Also in the kit you will see 4 black washers that have a lip on them. These are just like the factory washers and they will reduce the hole size of the strut rod where it mounts to the strut rod bracket. These mount into the bushing, then the strut rod bushing is inserted into the strut rod bracket.

Now the bolt with a flat washer will go through the bracket with the square bushings in it and through the strut rod. You will secure the bolt with a flat washer, lock the washer and then the nut, in that order. You can go ahead and tighten this nut if you have already installed the shock mount through the other side of the strut rod. If you have not done that, you need to do that first. Once you have everything mounted, you can now adjust your strut rod by loosening the outer nuts that are on each side of the sleeve. Once they are loose, you can turn the body of the strut rod to achieve the correct camber on the wheel. Once you are done, re-tighten the nut on the strut rods and you are finished.