



The QAI adjustables we'll be fitting today have 18 levels of adjustment that simultaneously vary compression and rebound. They run about \$1200 per set (hardly chickenfeed, but not outrageous in this market), and are best suited to cars that will alternate between street duty, track days, and/or club racing. If you plan to run longer track sessions (more than an hour at a time), costlier remote-reservoir options from Ohlins, Penske, or Moton might prove a better choice.

Technically, QAI doesn't list a C6 damper in its catalog yet, but Stein did his homework on C5/C6 suspension geometry and determined that the shock lengths are the same and the operating angles almost identical. Ditto

the mountings. Jeff Young, our wrench guy, will take us through the install; the car we'll be working on belongs to MSI co-owner Terry Fong, who uses his new Z06 for daily driving and occasional track excursions.

A: Break the lugs loose, then lift the car up in the air and take off the wheels (*photo 1*). We'll start with the rears first, since there's less stuff to move around at that end.

B: Locate the upper shock bracket on the frame between the two upper-control-arm mounts. Loosen the two 13mm bolts (*photo 2*) and pull them out. Don't worry—the shock absorber isn't going anywhere. The gas charge

inside the unit wants to extend it up into the body, which keeps everything in place.

C: There's only one through-bolt securing the shock on the bottom (*photo 3*); go after this sucker with a 15/16ths socket and wrench. You'll probably need to use an impact gun on one side or a breaker bar on the other.

Once the long through bolt is loose, pull it out and find yourself a big, narrow pry bar (*photo 4*). Grab the shock body and compress it upward enough to slip the pry bar between the lower control arm and the fork of the lower shock bracket (*photo 5*). Pry up from the bottom while rotating counter-clockwise, so that the prong slips itself over the lower arm