



Q: Once the rod comes through, pop off the fuel line, drop the bushing and washer onto the shaft, and cinch down the main nut and locknut (photo 28). Return the coolant reservoir to the fender (photo 29), then go ahead and dial the adjusters to your preferred starting settings.

R: Up front, the oil-filled adjustables won't hold the car up the way the original gas ones did. Depending on your desired ride height, you can adjust the jack-screw snubbers at each end of the front leaf spring (photo 30) to get it dialed in just right.

If stock ride height is your goal, four full turns moves the snubbers up about one-quarter

of an inch, getting you more or less back where the factory placed the car. You can also lower the front of the car by a tad more than a quarter-inch simply by not turning the snubbers at all. If you want to lower the ride height beyond 3/8ths, MSI has figured out a different QAI shock option that drops the car further at the front while preserving the regular range of travel at both ends.

5: Repeat the front-shock installation procedure for the opposite side, noting that this time there's no reservoir to pull out of the way first. Re-check all your fasteners, settle the car down on its tires, and that's it—you've just finished a high-performance shock installation.

Once the car is all snugged up and back on the ground, torque the lugs to 100 lbs-ft (photo 31) and take it out for a spin (photo 32). On the road, the difference in Terry's Z06, now fit with QAIs set three clicks away from full-soft, was striking. Between these new dampers and trading the OE runflats for non-EMT performance rubber, the car felt smooth and compliant to the point of near-absurdity—more like a luxury sedan than a Z06.

That's the purpose of high-quality adjustables, of course: Being able to go from plush to performance in minutes. Best of all, the whole installation shouldn't burn up more than a fun afternoon in the garage. **O**