



350 S. St. Charles St. Jasper, In. 47546

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[www.ridetech.com](http://www.ridetech.com)

### Part # 11010501

## 55-57 Chevy HQ Series Front Shock Kit

For use w/ CoolRide on Stock Arms or StrongArms

#### Shock:

2	986-10-042	4.75" Stroke Stud Top Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Inner Sleeve

#### Components:

4	70011140	Stem Bushings
4	70011141	Stem Washers
2	90000471	Aluminum shock stud spacer
2	90001619	Round head shock stud
1	90000564	Driver side upper shock bracket
1	90000565	Passenger side upper shock bracket

#### Hardware:

4	99372006	3/8"- 24 Thin Jam Nut	Upper Shock Stud
8	99432001	7/16" USS Nyloc Nut	Upper shock mount to frame
8	99433002	7/16" SAE Flat Washer	Upper shock mount to frame
8	99431001	7/16" x 1" USS bolt	Upper shock mount to frame



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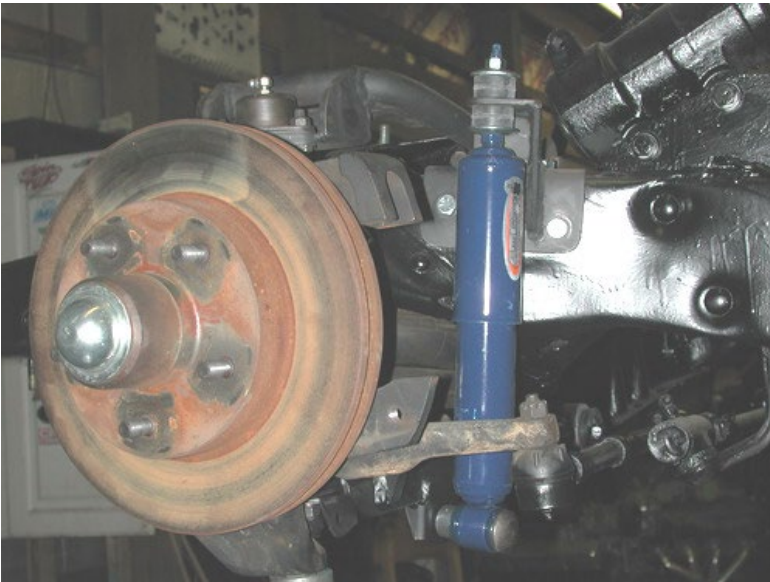
## 11010501 Installation Instructions



1. Place the upper shock mount on the corner of the frame behind the upper control arm. Slide it forward until it touches the rivet as shown the picture. This is the driver side.

2. Use the bracket as a template to mark and drill the two holes on top of the frame. Secure the bracket with 7/16" x 1" bolts, nyloc nuts, and washers. Then drill and bolt the one closest to the rivet, and finish up on the rear hole.

**Note:** This kit was designed for use on a two-piece frame. Installation on a one-piece frame may require modifications.



3. Bolt the stud end of the shock to the upper mount using the supplied hardware.

4. Insert the shock stud through the shock then spacer. The step in the spacer should go through the arm. Tighten the assembly with a nut on the backside of the arm.

**Note:** If using the factory lower arm; drill a 1/2" hole in the lower control arm approximately 10" from the cross shaft bolt.

## Shock adjustment 101- Single Adjustable

### Rebound Adjustment:

How to adjust your new shocks.

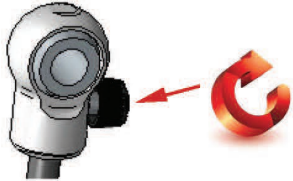
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

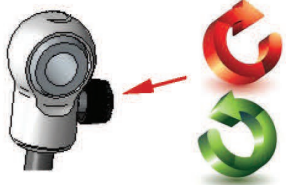
### Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

### Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

### Note:

**One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**