



Part # 11015010/11015110 (Car) **11025010/11025110** (Wagon) - 55-57 StreetGrip

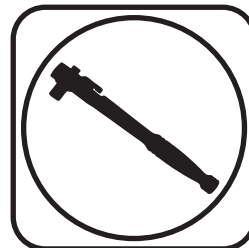
Front Components

11019590	Delrin Control Arm Bushings
90003041	Tall Upper Ball Joint
11012350/11012351	Front Dual Rate CoilSprings
22159847	Front HQ Series Shocks
11019120	Front Sway Bar

Rear Components

11014799	Composite Leaf Springs
11015399	Delrin Leaf Spring Bushings
11019510/11029510	Rear HQ Series Shocks

Recommended Tools



1955-1957 GM B-Body Street Grip Installation Instructions

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The majority of the StreetGrip components will be installed together. For example, the Front CoilSprings, Ball Joint, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The front Sway Bar will need to be installed **after** the rest of the front components are installed.





Major ComponentsIn the box

Part #	Description	QTY
55480700/55518800	Front CoilSprings- Small Block/Big Block	2
11014799	Rear Leaf Springs w/ Delrin Bushings & Inner Sleeves Installed	2
90002556	Leaf Spring Clamp Plate/Lower Shock Mount	2
90003041	Tall Upper Ball Joint	2
90000916	Lower Ball Joint	2
70012382	Delrin Bushing Outer Shell - Upper Control Arm	4
70012517	Delrin Bushing Outer Shell - Lower Control Arm	4
70012419	Delrin Bushing - Upper Control Arm	4
70012572	Delrin Bushing - Lower Control Arm	4
90002521	Upper Bushing Inner Sleeve	4
90002538	Lower Bushing Inner Sleeve	4
	Front & Rear Shocks	
986-10-043	5.255" Stroke Stud Top Shock - Front	2
70011139	5/8" ID Shock Bushing (Installed in Shock) - Front	2
90002068	Extended T-bar (Installed in Shock) - Front	2
70011140	Stud Top Bushing - Front	4
70011141	Stud Top Bushing Washer - Front	4
99372006	3/8"-24 Jam Nut - Front	4
986-10-020-1	7.55" Stroke Eyelet Top Shock - Rear - CAR	2
23289999	7.55" Stroke Stud/Eye Shock - Rear - WAGON	2
70011138	3/4" ID Shock Bushing (Installed in Shock) - Rear	4
90002103	5/8" ID Shock Sleeve (Installed in Shock Eyelet)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock Eyelet)	2
90001617	Shock Stud	2
11019120	Front Swaybar Kit	1
90002555	Leaf Spring Shackle Plates	4
70012461-A	Frame Shackle Bushing	4
90002547	Frame Shackle Inner Bushing Sleeve 2.500" (1955 Only)	2
90002569	Frame Shackle Inner Bushing Sleeve 3.500" (1956-1957 Only)	2
90002553	Rear Upper Shock Mount - Driver - CAR	1
90002552	Rear Upper Shock Mount - Passenger - CAR	1
90002551	Upper Shock Mount Clamp Plate - CAR	2



Getting Started.....

Congratulations on your purchase of the Ridetech StreetGrip Kit. This system has been designed to give your car excellent ride and handling along with a lifetime of enjoyment. Some of the key features of this Kit: Dual Rate CoilSprings, Composite Leaf Springs, Delrin Control Arm & Leaf Spring Bushings, Larger Swaybar with Delrin Liners and a Taller Upper Ball Joint.

The majority of the StreetGrip Components will be installed together. For example, the Front CoilSprings, Ball Joint, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the Leaf Springs, Delrin Bushings and Shocks will be installed in conjunction with each other. The front Sway Bar will need to be installed after the rest of the front components are installed.

Hardware Kit#99010065

The StreetGrip Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different kits within the main kit. The bags are labeled to help determine the correct hardware for the installation of the specific kits. The instructions will aid you in selecting the correct hardware for each component. The bags included in this kit are:

- Front Sway Bar Kit
- Control Arm Kit
- Leaf Spring Kit
- Front Shock Kit
- Rear Shock Kit

Front Suspension

The front components that will need to be installed are: Control Arm Bushings, Upper Ball Joints, Shocks, and CoilSprings. The Sway Bar needs to be installed after the rest of the front components are installed.

If you have never done this type of work before, we recommend getting a Factory Service Manual for proper procedures of disassembly and reassembly of the components for your car.

Rear Suspension

The rear components that will be installed are rear Composite Leaf Springs, Delrin Leaf Spring Bushings, and rear HQ Series Shocks. The Composite Leaf Springs and Delrin Leaf Spring Bushings will be installed at the same time. The Delrin Leaf Spring Bushings are preinstalled in the Leaf Springs.

Alignment Specs

Anytime you change suspension components, you should have the car alignment checked.

Suggested Alignment Specs:

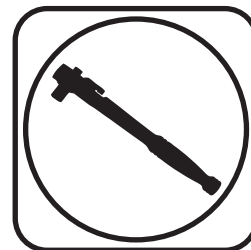
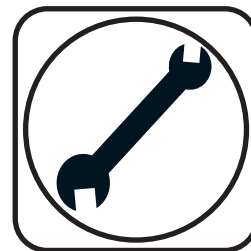
- Camber: Street: -.5 degrees
- Caster: Street: +3.0 to + 5.0 degrees
- Toe: Street: 1/16" to 1/8" toe in



Part # 11019590 - 1955-1957 B-Body Delrin Control Arm Bushings



Recommended Tools



1955-1957 B-Body Delrin Control Arm Bushings Installation Instructions

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Page 6..... Bushing Installation



Major ComponentsIn the box

Part #	Description	QTY
70012382	Upper Control Arm Bushing Outer Shell	4
70012517	Lower Control Arm Bushing Outer Shell	4
70012419	Delrin Upper Control Arm Bushing	4
70012572	Delrin Lower Control Arm Bushing	4
90002521	Upper Bushing Inner Sleeve	4
90002538	Lower Bushing Inner Sleeve	4

Hardware Bag - Control Arm Kit

Part #	Description	Usage	QTY
99433003	7/16" Split Lock Washer	Lower Control Arm Shaft Bolts	10
99373005	3/8" Split Lock Washer	Upper Control Arm Shaft Bolts	4
90002263	Red Loctite	Control Arm Shaft Bolts	1

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This B-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same and the Lower Bushings are the same. Be sure to match the correct Bushings with the correct locations.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.

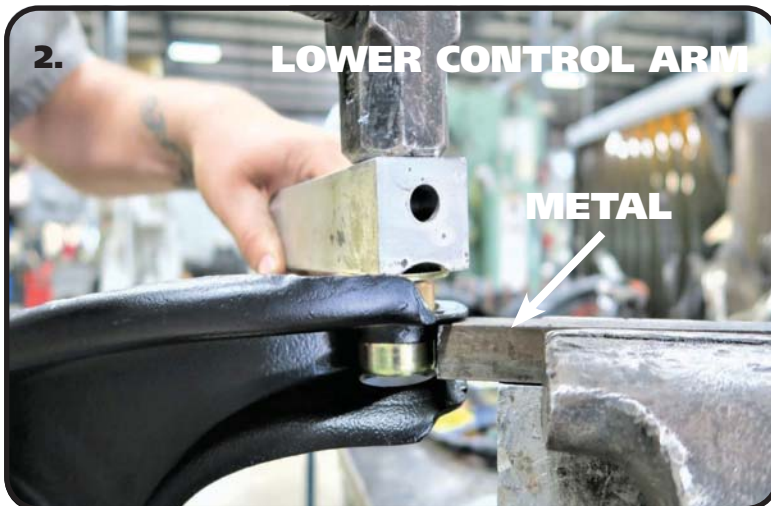


Delrin Bushing Installation

The Cross Shaft must be put in place and in the correct orientation before installing the Bushing Shells in the Upper & Lower Control Arms.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies. We are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press in the Delrin Bushing, followed by the Inner Sleeve. **WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.



2. Disassemble the Bushing being installed. When installing Bushings in the Control Arms, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms (**Figure 2**). The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through (**Figure 3**).

3. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.



4. Press the Delrin Bushing into the Bushing Shell followed by the Inner Sleeve. **DO NOT DRIVE IN WITH HAMMER.**

5. Reinstall the Outer Washer using the OEM Bolt, but replace the Lock Washer with the supplied Lock Washer and apply Loctite to the threads. Tighten Hardware to eliminate any gaps between the Bushings and Cross Shaft.

6. Reattach Control Arms to Car. Use the OEM Hardware to attach the Lower and Upper Control Arms. New Lock Washers are included for the Lower.



Part # 90003041 - B-Body Tall Upper Ball Joint



Recommended Tools



B-Body Tall Upper Ball Joint Installation Instructions

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Page 8..... Included Component & Ball Joint Installation

DUE TO THE SHANK OF THE BALL JOINT BEING LONGER, THE BALL JOINT BOOT IS DESIGNED TO SEAL ON THE BALL JOINT SHANK. IT DOES NOT SEAL AGAINST THE SPINDLE.



Major ComponentsIn the box

Part #	Description	QTY
90003041	B-Body Tall Upper Ball Joint	2
90000916	Lower Ball Joint	2

Ball Joint Installation

The Tall Upper Ball Joint is used in the StreetGrip Kit to help correct the camber gain. The camber gain on the OEM Suspension is incorrect and the Tall Ball Joint repositions the upper control arm to help improve the camber gain.

The Upper Ball Joint will need to be disconnected from the Spindle. Refer to the Factory Service Manual for Disassembly.



1. If your Ball Joints are Bolted to the Control Arms, simply unbolt them. If your car has the Original Ball Joints, they will be Riveted to the Control Arms. The Rivets can be removed by Grinding the Heads off and driving them out with a Hammer and Punch.

NOTE: WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS.



2. Insert the Ball Joint into the Control Arm from the top side of the Control Arm with the Ball Joint Pin Sticking down. Attach it to the Control Arm with the Hardware Supplied with the Ball Joint. Torque the Hardware to 25 ftlbs. Engage the Ball Joint Pin into the Spindle and install the Castle Nut Supplied. Torque the Castle Nut to 50 ftlbs and tighten to align Cotter Pin Hole. Install Cotter Pin through Hole and Bend Pins to prevent falling out.

3. Bolt in the new Lower Ball Joint using the same procedure to change the upper ball Joint.



Part # 11012350/11012351 - 1955-1957 B-Body Front CoilSpring



Recommended Tools



1955-1957 GM B-Body Front CoilSprings Installation Instructions

CoilSpring # 55480700 Small Block /**55518800** Big Block **Installation**

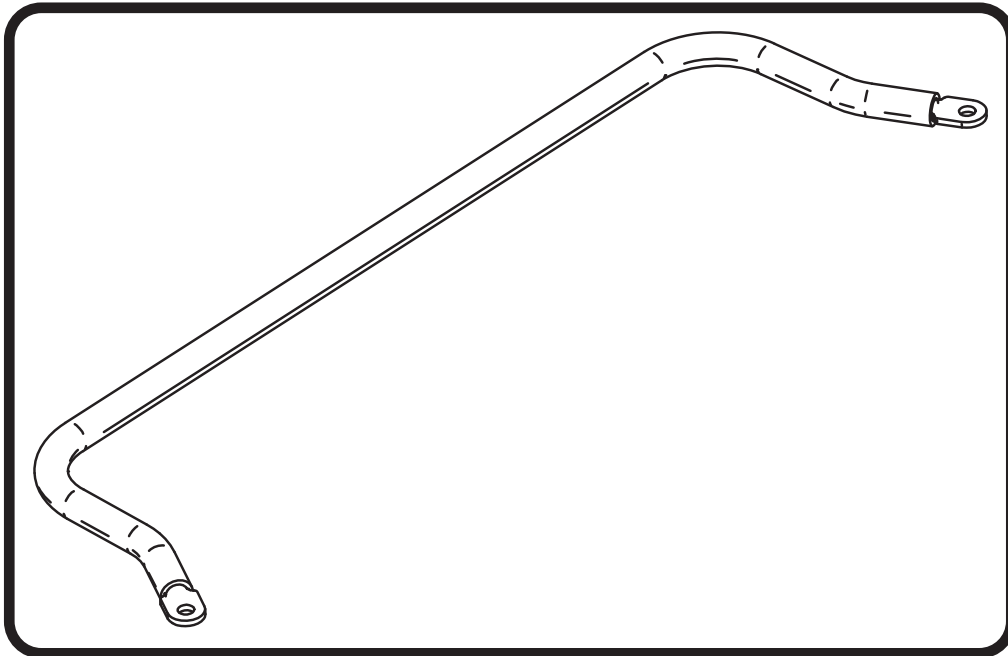
Front dual-rate coilsprings will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Front Control Arm Bushings and Upper Ball Joint should be installed before installing spring. The Front Suspension should be assembled with the Lower Ball Joint disconnected from the Spindle.

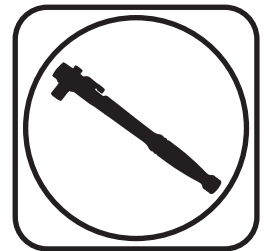
1. Compress the CoilSpring with an Internal Spring Compressor with the **CLOSE COILS TO THE BOTTOM**.
2. With the OEM Spring Removed, insert the CoilSpring into the Pocket. **SPECIAL ATTENTION NEEDS TO BE PLACED ON THE LOCATION OF THE ENDS OF THE SPRINGS TO MAKE SURE THEY ARE CLOCKED CORRECTLY** . The end of the CoilSpring will nest into the receiver area of the Control Arm. If you line up the bottom, the top will be correct.
3. While holding the Spring in place, Slowly Jack the Lower Control Arm up until the Lower Ball Joint can be Engaged into the Spindle. Install the Castle Nut and Torque to 65 ftlbs then tighten as needed to align cotter pin hole. Install Cotter Pin. Once the Ball Joint is tight, remove the Spring Compressor.



Part # 11019120 - 1955-1957 B-Body Front Sway Bar



Recommended Tools



1955-1957 GM B-Body Front Sway Bar Installation Instructions

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- Page 12..... Sway Bar Installation
- Page 13..... Frame Mount Installation
- Page 14..... Frame Mount Installation
- Page 15..... End Link Installation

Install all Front StreetGrip Components before installing the Sway Bar.



Major ComponentsIn the box

Part #	Description	QTY
90002549	Front Sway Bar	1
90002930	End Link Kit	1
70012401	Delrin Sway Bar Bushing Liner	2
90002513	Bushing Strap	2
90001099	Sway Bar Bushing	2
90000729	Sway Bar Bushing Frame Plate	2
90002548	Control Arm Mount	2

Hardware Bag - Front Sway Bar Kit

Part #	Description	Usage	QTY
99371003	3/8"-16 x 1" Hex Bolt	End Link Mount to Control Arm	4
99371004	3/8"-16 x 1 1/4" Hex Bolt	Bushing Mount & Bushing to Frame	8
99373003	3/8" Flat Washer	End Link & Bushing Mounts	16
99372002	3/8"-16 Nylok Nut	End Link & Bushing Mounts	12

Getting Started.....

Install all Front StreetGrip Components before installing the Sway Bar.

The Tri5 didn't come equipped with a swaybar. This kit contains the mounts needed to add a swaybar to your Tri5. If your car already has a swaybar, it will need to be removed.

This Sway Bar kit utilizes a Delrin Liner in the Sway Bar Bushing. The Delrin Liner allows the Swaybar to move freely and quietly in the Bushing. The Delrin is self-lubricating, no lubrication is required.



1. The Delrin Liner is split on one side to ease installation. We found it easier to install by opening up the Liner enough to slide it onto the end of the Sway Bar, then sliding it into position. It will open up and slide over the curves in the Bar. Install a Liner on each side of the Sway Bar in the approximate location they will need to be when installing the Sway Bar on the Car.

Note: The Delrin is self-lubricating, no lubricant is needed.



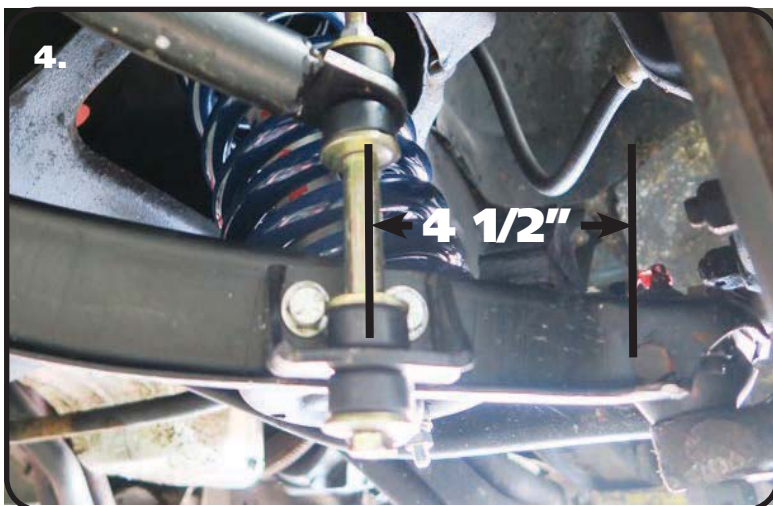
Sway Bar Installation



2. Open up the Poly Sway Bar Bushings and install them over the Delrin Sleeves.



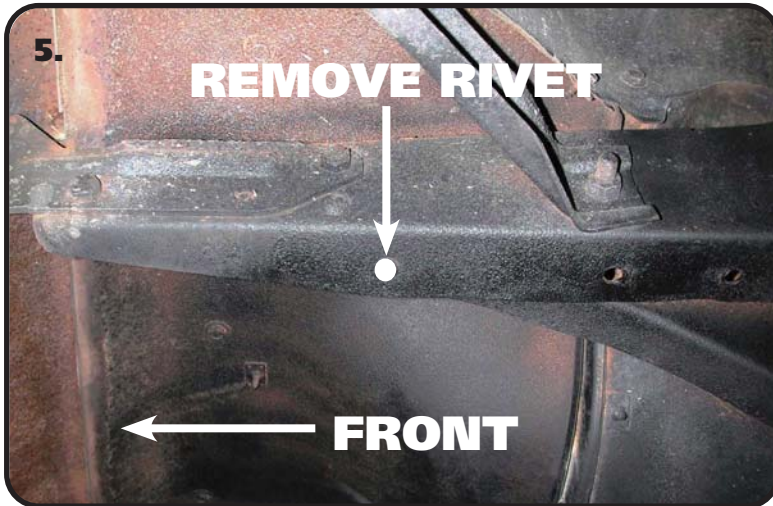
3. Install Bushing Straps Over the Poly Sway Bar Bushings.



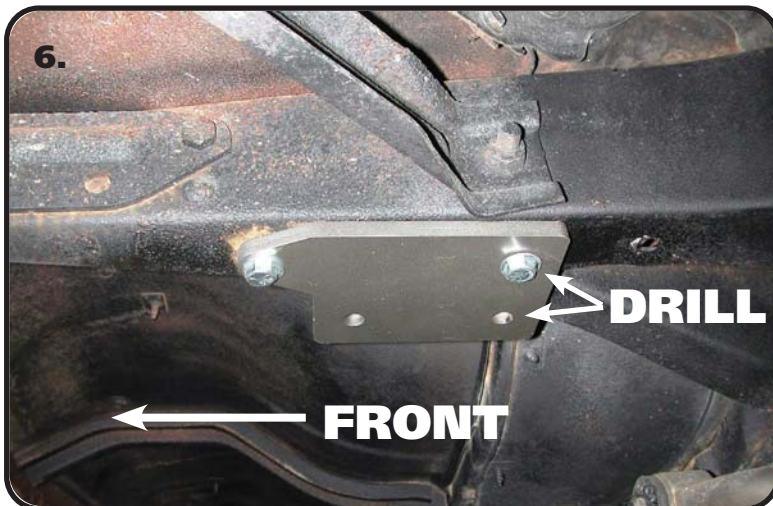
4. An End Link Mount will need to be added to the control arms, this requires drilling mounting holes in the control arm. The CENTER of the End Link Mount needs to be positioned 4 1/2" from the BACK edge of the ball Joint mounting bolt. The bottom of the mount will sit against the lip of the control arm. Use the End Link Mount as a template to drill the holes 3/8". Attach the mount using (2) 3/8" x 1" Hex Bolts, (4) 3/8" Flat Washers, & (2) 3/8" Nylok Nuts. Repeat on other control arm.



Frame Mount Installation



1955-1956 FRAME MOUNT INSTALLATION
5. The Rivet shown in Diagram "5" will need to be removed. This hole will be used to locate the swaybar Frame Mount.



6. Diagram "6" shows the Mounting Plate installed on the driver side. Use a 3/8" Flat Washer on a 3/8" x 1 1/4" Hex Bolt to attach the frame plate to the frame. Insert the bolt into the rivet hole with the plate positioned as it is in Diagram "6". With the bolt inserted into the rivet hole, use a 3/8" Flat Washer and 3/8" Nylok Nut to snug it down. Align the Mounting Plate parallel with the outside of the frame rail and drill the rear 2 holes through the frame. Insert a second 3/8" Hex Bolt and 3/8" Flat Washer into the rear hole with a 3/8" Flat Washer and 3/8" Nylok Nut to tighten. Repeat process on other side and tighten hardware. The rear inner hole will be used later.



7. Install 3/8" Flat Washers on (2) 3/8" x 1 1/4" Hex bolts. Install them through the top side of the of the remaining holes in each Mounting Plate with the threads pointing down. The rear bolt will also go through the frame rail.



Frame Mount Installation



8. With the Delrin Liners/Bushings and Straps installed on the Sway Bar, put the swaybar in position on the 3/8" Bolts. Attach it using 3/8" Flat Washers and 3/8" Nylok Nuts. Do **NOT** Complete tighten the Hardware. It will be left partially loose until the End Links are installed.



1957 FRAME MOUNT INSTALLATION

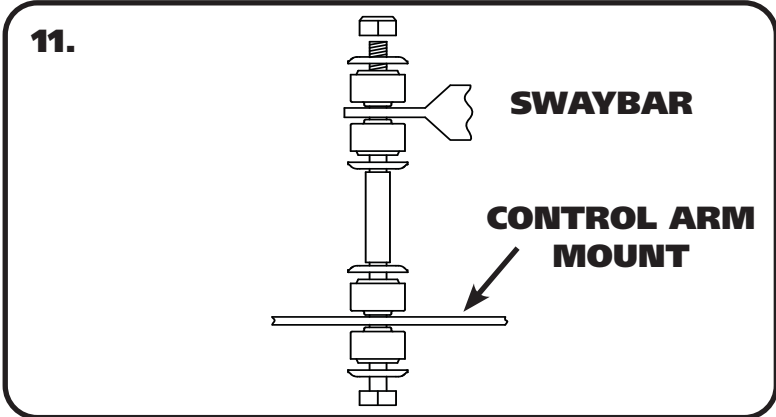
9. There isn't a rivet to use as a locator on the 1957 Frame. The Frame Mount is position 5" from the FRONT of the frame rail to the FRONT EDGE of the Frame Mount. The Center of the Bolt hole is 1 1/2" from the outside edge of the frame. Use the Frame Mount as a template to drill the 2 holes. The hardware will need to installed from the top with the threads pointing down. Use a 3/8" x 1 1/4" Hex Bolt with a Flat Washer in each one. Do this for both sides. With the hardware installed, install a Frame Mount on the hardware with the SMALL bolt pattern to the inside of the car. Tighten down with a 3/8" Flat Washer and 3/8" Nylok Nut



10. Install 3/8" Flat Washers on (2) 3/8" x 1 1/4" Hex bolts and install them through the top side of the of the remaining holes in each Mounting Plate with the threads pointing down. With the Delrin Liners/Bushings and Straps installed on the Sway Bar, put the swaybar in position on the 3/8" Bolts. Attach it using 3/8" Flat Washers and 3/8" Nylok Nuts. Do **NOT** completely tighten the Hardware. It will be left partially loose until the End Links are installed.



End Link Installation



Part # 22159847 - 5.25" Stroke HQ Series Shocks



Recommended Tools



Stud/ Wide Trunnion HQ Series Installation Instructions

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Page 16..... Components & Shock Installation

Page 17..... Shock Installation & Adjustment

Due to manufacturing tolerances it may be necessary to clearance the Control Arm to get the Shock through the Control Arm opening.



5.25" HQ Series Smooth Body Shocks

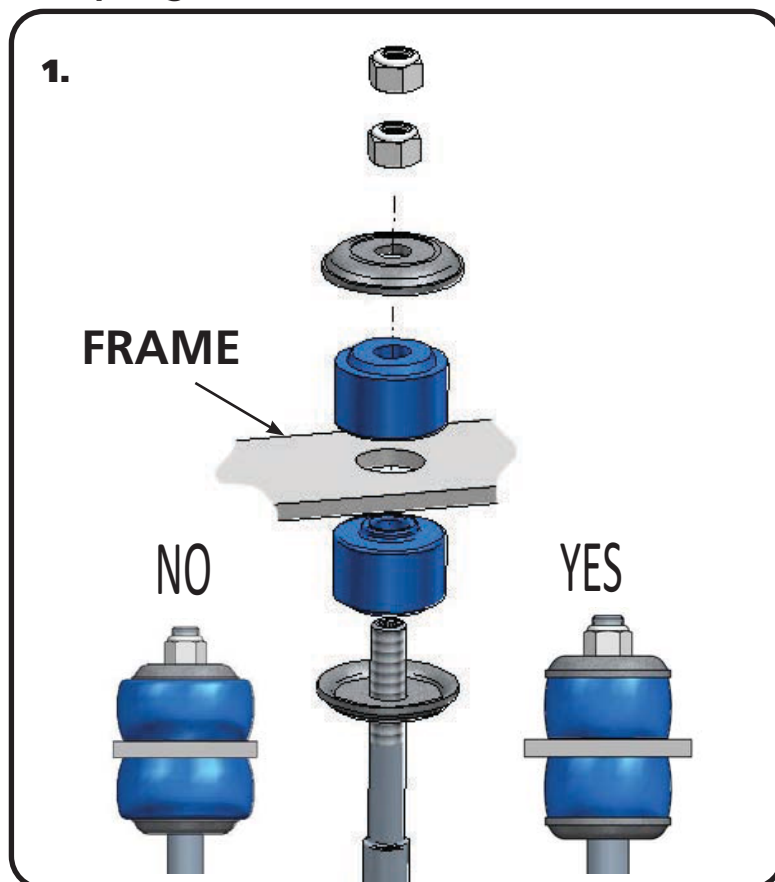
Major ComponentsIn the box

Part #	Description	QTY
986-10-043	5.25" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011141	Bushing Support Washer	4
70011140	Stem Bushing	4
99372006	3/8"-24 Thin Jam Nut	4

Hardware Bag - Front Shock Kit

Shock Installation

Before installing the Shocks, the Control Arm Bushings, Upper Ball Joint, and CoilSprings should be installed.



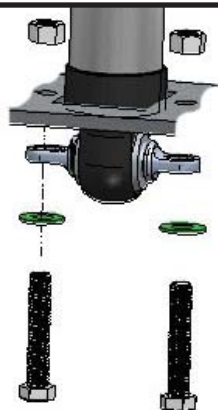
1. With the OEM shock removed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 inlbs. The Bushing should be tight, but not to the point that the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut. Reinstall the Adjuster Knob, align the set screw with the FLAT side of the adjuster shaft that is sticking out of the top of the shock shaft.

NOTE: It may be necessary to remove the OEM Speed Nuts from the Control Arm to allow room for the Shock to slide through the opening in the Control Arm. The Speed Nuts can be reinstalled after the Shock is in position.



Shock Installation and Adjustment

2.

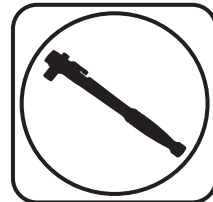
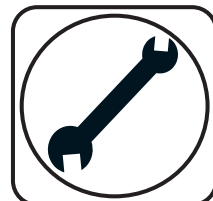


2. Attach the Trunnion to the OEM Control arm using the OEM hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.

Part # 11014799 - 1955-1957 B-Body Composite Leaf Springs



Recommended Tools



1955-1957 B-Body Composite Leaf Springs Installation Instructions

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- Page 18..... Included Components and Hardware List
- Page 19..... Delrin Frame Bushing Installation
- Page 20..... Leaf Spring Installation

IT IS VERY IMPORTANT THAT NOTHING COMES IN CONTACT WITH THE COMPOSITE LEAF SPRINGS.



Major ComponentsIn the box

Part #	Description	QTY
90002908	Leaf Spring Blade Assembly w/70012456, 70012457, 90002547, & 90000519 installed	2
70012458	Leaf Spring Eyelet (Blade Assembly)	4
70012461	Delrin Rear Shackle Frame Bushing - 1/4" Flange	4
90002547	Inner Bushing Sleeve - 2.50" Front Leaf Spring, 1955 Rear Frame	2
90002569	Inner Bushing Sleeve - 3.50" 1956-1957 Rear Frame	2
90002555	Shackle Plate	4

Hardware Bag - Leaf Spring Kit

99501035	1/2"-13 x 5" Hex Bolt GR8 - Use with 3 1/2" Sleeve	2
99501034	1/2"-13 x 4 1/2" Hex Bolt GR8 - Use with 3" Sleeve	2
99501037	1/2"-13 x 4" Hex Bolt GR8 - Use with 2 1/2" Sleeve	4
99502009	1/2"-13 Nylok Nut GR8	6
99432009	7/16"-20 High Nut	8
99433005	7/16" Flat Washer GR8	8

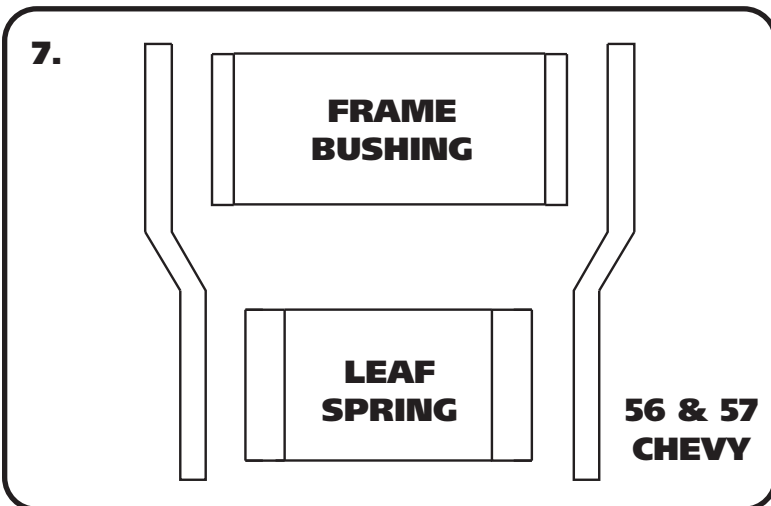
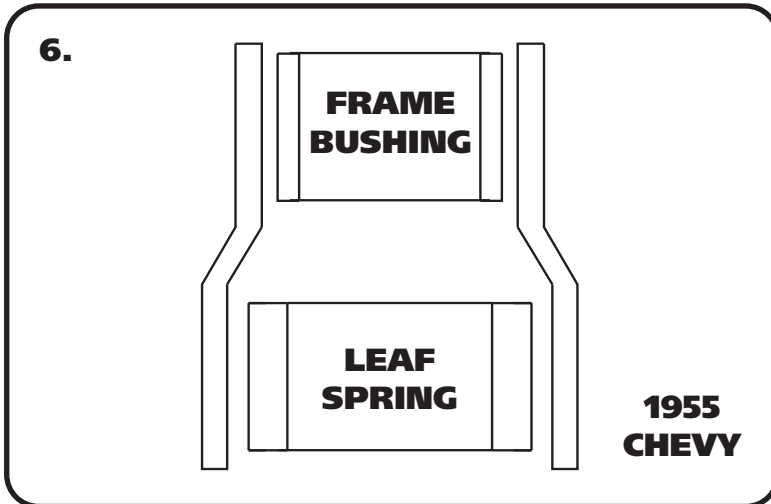
Getting Started.....

IT IS VERY IMPORTANT THAT NOTHING COMES IN CONTACT WITH THE LEAF SPRING.

1. Jack the car up and support it by the frame rails. You will need to raise and lower the rear differential with a jack to ease installation. With the car supported by the frame, put the jack underneath the rear end housing and raise the jack up just enough to support the differential. Disconnect the bottom of the shock and remove the rear leaf springs. Retain the OEM hardware.
2. The Frame bushing is different depending on the year of the frame. 1955 uses a 2 1/2" Inner Sleeve, 1956 & 1957 utilizes a 3 1/2" inner sleeve.
3. The Shackle Plates and Hardware can be used to push the rear bushings and sleeves into the frame location. Start by inserting the correct length Inner Sleeve(1955 Uses a 2 1/2" Sleeve, 1956 & 1957 use a 3 1/2" Sleeve) into a Bushing from the inner side (opposite of the flange). Push the sleeve in until it is flush with the flange side of the bushing. Insert the bushing/sleeve into the shackle bushing hole. Insert a 2nd bushing half in the opposite side pushing it onto the sleeve as far as you can by hand. Insert a 1/2"-13 bolt into a shackle plate. Insert the bolt/shackle plate into the bushing/sleeve and install a second shackle plate on the threads sticking out of the bushing. Install a 1/2"-13 nut and tighten until the bushings bottom out on the frame.



Delrin Frame Bushing Installation



4. The orientation of the Shackle Plates is determined by the year of the car. The Frame bushing is 2 1/2" wide on a 1955, 3 1/2" wide on 1956-1957. 1955 is shown in Diagram "6". The 1955 uses 1/2"-13 x 4" in the FRAME bushing and 1/2"-13 x 4 1/2" in the REAR leaf spring bushing.

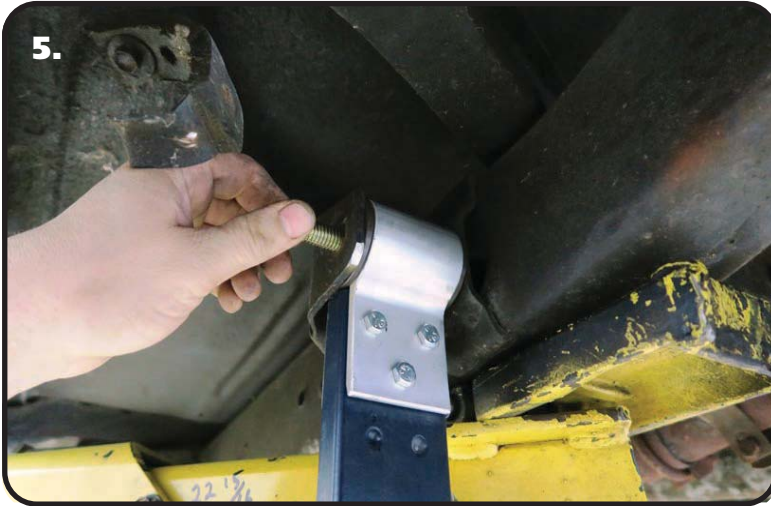
7. Diagram "7" shows the Shackle Plate orientation for 1956 & 1957. These cars use 1/2"-13 x 5" in the FRAME bushing and 1/2"-13 x 4 1/2" in the REAR leaf spring.

8. ALL models use 1/2"-13 x 4" in the FRONT leaf spring bushing.

4. Attach the rear of the Composite Leaf Spring (**WIDE BUSHING**) to the rear mount. If you are using the Ridetech Delrin Bushings, new Shackles and Hardware are supplied with them. Orientation of the Shackle Plates is shown in the Delrin Bushing instructions. Attach a Shackle Plate to each side of the Frame Bushing using the correct length 1/2" Bolt (WITH THREADS POINTING TO INSIDE OF CAR) and 1/2"-13 Nylok Nut. Do not tighten. Align the remaining bolt holes in the shackle plates with the sleeve in the rear Leaf Spring bushing. Install a 1/2"-13 x 4 1/2" Bolt (WITH THREADS POINTING TO OUTSIDE OF CAR) and 1/2"-13 Nylok Nut. Do Not tighten hardware, it will get tightened later.



Leaf Spring Installation



5. Bolt the **NARROW BUSHING END** of the Composite Leaf Spring into the OEM front leaf spring mount using a 1/2"-13 x 4" Hex Bolt and 1/2"-13 Nylok Nut.

Note: You may have to jack the rear differential up enough to swing the leaf spring in place.



6. Lower the differential onto the Leaf Spring. Align the top PIN into the HOLE in the OEM leaf spring mount. Install the lower Clamping Plate/Shock Mount, supplied in the Staggered Shock Kit being sure the Pins and Holes are aligned. The Clamping Plates have the shock mounts built in, the driver mount is installed with the shock mount to the inside rear with the passenger installed with the shock mount to the inside front. Driver is shown in Diagram "6". Install the 7/16" U-Bolts.

7. Install a 7/16" Flat Washer and 7/16-20 Nylok Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.

Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030"- .060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.

8. Tighten the Bushing hardware, torquing it to 75 ftlbs. The Delrin Bushings will not bind, so it isn't necessary to have the car at ride height. If using OEM style rubber bushings, the car will need to be on the ground at ride height before tightening the bushing hardware.

9. Install the Ridetech HQ Series shocks. Refer to the shock instructions.



Car & Wagon Rear Shock Installation

THESE INSTRUCTIONS COVER BOTH CAR AND WAGON, PAY CLOSE ATTENTION TO THE STEPS THAT ARE NEEDED FOR YOUR APPLICATION.

Major ComponentsIn the box

Part #	Description	QTY
986-10-020-1	7.55" Stroke Eyelet Shock -CAR	2
23289999	7.55" Stroke Stud Top Shock -WAGON	
70011138	3/4" ID Shock Bushing (Installed in Shock) -4 IF CAR, 2 IF WAGON	4
90002103	5/8" ID Shock Sleeve (Installed in Shock) -BOTH	2
90002102	1/2" ID Shock Sleeve (Installed in Shock) -CAR	2
90002553	Upper Shock Mount Assembly - Driver -CAR	1
90002552	Upper Shock Mount Assembly - Passenger -CAR	1
90002551	Upper Shock Mount Clamping Plates -CAR	2
90001617	Shock Stud -BOTH	2
90002556	Leaf Spring U-Bolt Plates- both sides on CAR, Passenger on WAGON	2
90002653	Leaf Spring U-Bolt Plate - Driver on WAGON	1
72000224	Universal Bottom Shock Stud (Installed in Wagon Shock)	2

Hardware Bag - Rear Shock Kit

Part #	Description	Usage	QTY
99431008	7/16"-14 x 1 1/2" Hex Bolt	Upper Shock Mount to Body -CAR	2
99433002	7/16" Flat Washer	Upper Shock Mount to Body -CAR	4
99432001	7/16"-14 Nylok Nut	Upper Shock Mount to Body -CAR	2
99372006	3/8"-24 Thin Jam Nut	Shock Stud Top -WAGON	4
99371004	3/8"-16 x 1 1/4" Hex Bolt	Upper Shock Mount to Body -CAR	4
99373003	3/8" Flat Washer	Upper Shock Mount to Body -CAR	8
99372002	3/8"-16 Nylok Nut	Upper Shock Mount to Body -CAR	4
99501003	1/2"-13 x 2 1/2" Hex Bolt	Shock to Upper Shock Mount -CAR	2
99503001	1/2" Flat Washer	Shock to Upper Shock Mount -CAR	4
99502001	1/2"-13 Nylok Nut	Shock to Upper Shock Mount -CAR	2
99436001	7/16"-20 U-Bolt	U-Bolt Plate -BOTH	4
99432009	7/16"-20 High Nut	U-Bolt Plate -BOTH	8
99433005	7/16" SAE Flat Washer	U-Bolt Plate -BOTH	8

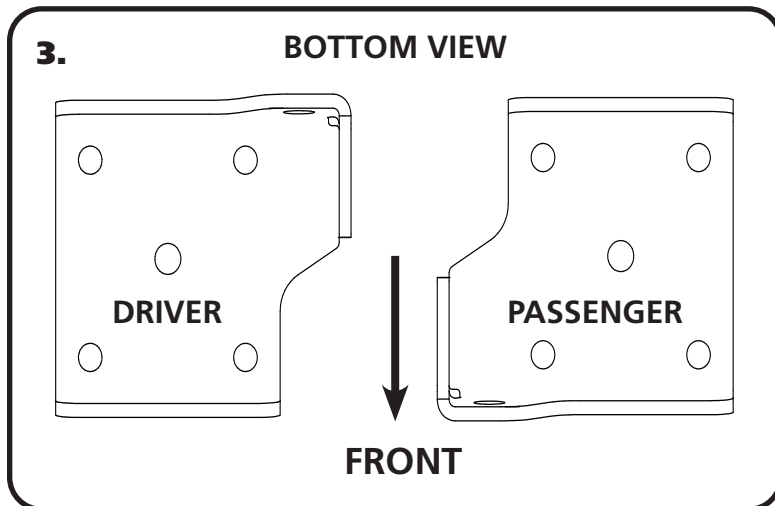


7.55" HQ Series Smooth Body Shocks

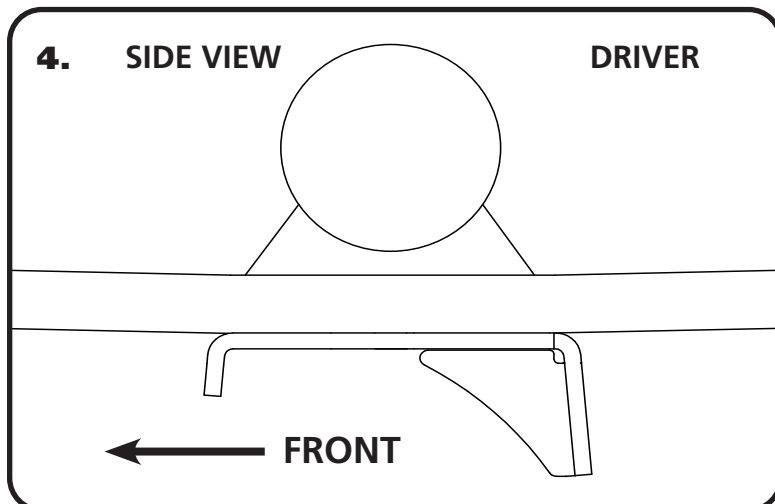
THESE INSTRUCTIONS COVER BOTH, CAR AND WAGON. PAY CLOSE ATTENTION TO WHICH STEPS APPLY TO YOUR APPLICATION.

1. Jack the car up and support it by the frame rails. You will need to raise and lower the rear differential with a jack to ease installation. With the car supported by the frame, put the jack underneath the rear end housing and raise the jack up just enough to support the differential. Disconnect the bottom of the shock and remove the lower clamping plate/shock mount.
2. Remove the shocks from the car.

CAR ONLY!! WAGON, SKIP TO STEP #9



3. Diagram "3" shows the U-Bolt Plates/Shock Mounts as viewed from the bottom. Diagram "4" shows the Driver Mount viewed from the outside of the car. The Driver Mount positions the bottom of the shock to the inside behind the axle. The Passenger Mount positions the bottom of the shock to the inside in front of the axle. Install the 7/16" U-bolts on the axle tube in place of the OEM u-bolts. Slide the New U-Bolt Plates onto the U-bolts using Diagram "3" as a reference. Verify that the lower locating pin is indexed into the locating hole of the Plate. Install a 7/16" Flat Washer and 7/16-20 High Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.



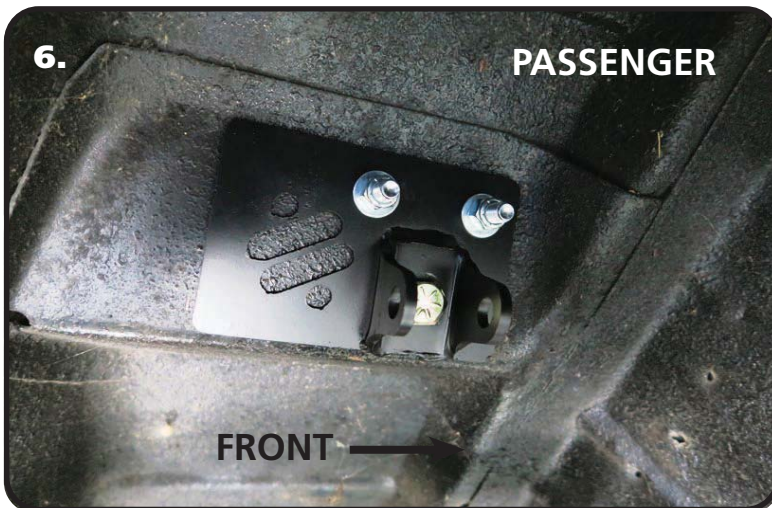
Composite Leaf Spring Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030" - .060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.



Mount Installation



5. The Driver upper Shock Mount repositions the top of the shock. There are 3 holes in the bracket for mounting, (2) 7/16" & (1) 1/2". The 1/2" hole uses the OEM shock hole as a locator. Insert a 7/16"-14 x 1 1/2" bolt into the 1/2" hole. Position the mount with the 7/16" bolt inserted into the OEM shock hole. Align the inside edge of the mount with the body. Mark and drill the 2 remaining holes with a 3/8" drill bit.



6. The Passenger upper Shock Mount keeps the shock in the OEM location, but converts the shock to an eyelet. There's 3 holes in the bracket for mounting, (2) 7/16" & (1) 1/2". The 1/2" hole uses the OEM shock hole as a locator. Insert a 7/16"-14 x 1 1/2" bolt into the 1/2" hole. Position the mount with the 7/16" bolt inserted into the OEM shock hole. Align the inside edge of the mount with the body. Mark and drill the 2 remaining holes with a 3/8" drill bit.



7. Position the Backer Plate on the top side of the OEM shock mount aligning the 1/2" hole with the OEM hole and the (2) 7/16" with the drilled holes. Install a 3/8" Flat Washer on each of (2) 3/8"-16 x 1 1/4" bolts and insert them through the backer plate into the drilled holes. The remaining bolt **MUST BE INSTALLED FROM THE BOTTOM**. Install the 7/16"-14 x 1 1/2" bolt through the Shock mount and slide it in place over the 3/8" bolts. Install a 3/8" Flat Washer and 3/8"-16 Nylok Nut on each 3/8" bolt and tighten. Install a 7/16" Flat Washer & 7/16"-14 Nylok Nut on the 7/16" bolt sticking through the backer. Repeat on both sides and tighten Hardware.

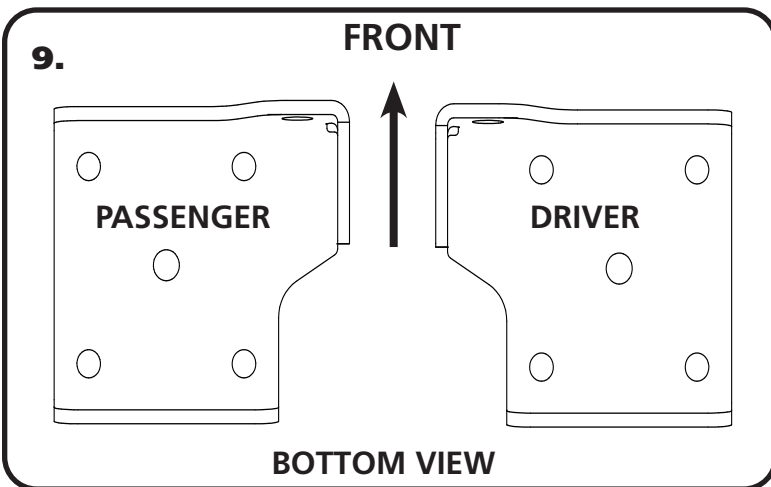


Mount Installation



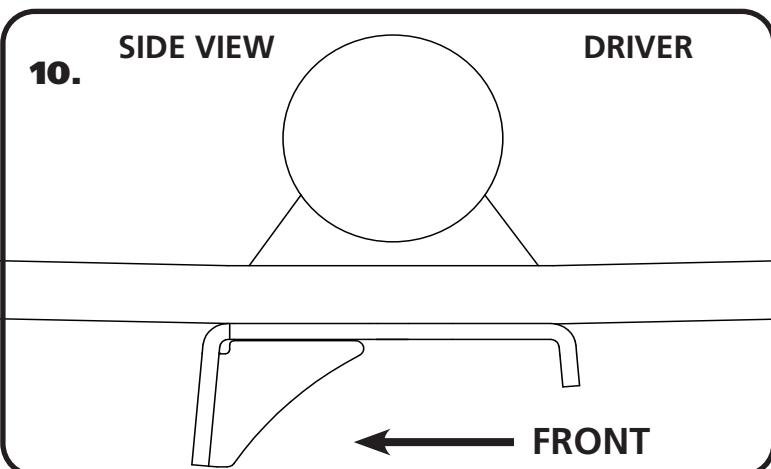
8. The Shock is mounted in the Upper Mount with the BODY UP. It is held in place with a 1/2"-13 x 2 1/2" Hex Bolt & 1/2"-13 Nylok with a 1/2" Flat Washer on each side of the bracket. **SKIP TO STEP #12**

WAGON ONLY!!



WAGON ONLY!!

9. Diagram "9" shows the U-Bolt Plates/Shock Mounts as viewed from the bottom. Diagram "10" shows the Driver Mount viewed from the outside of the car. The Shock Mounts position the bottom of the shock to the inside behind the axle. Install the 7/16" U-bolts on the axle tube in place of the OEM u-bolts. Slide the New U-Bolt Plates onto the U-bolts using Diagram "9 & 10" as a reference. Verify that the lower locating pin is indexed into the locating hole of the Plate. Install a 7/16" Flat washer and 7/16-20 Nylok Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.

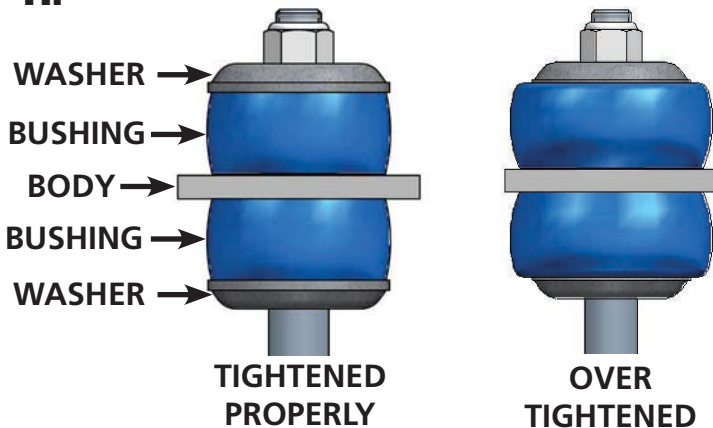


Composite Leaf Spring Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030"-.060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.



Wagon Upper, Both Lower

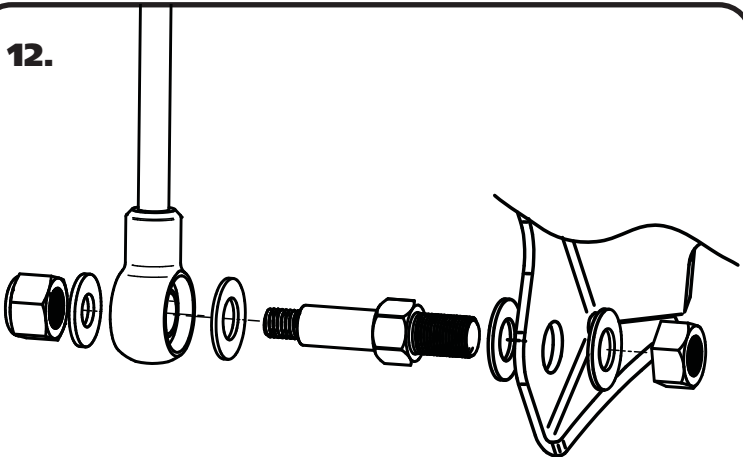
11.



11. To install the shock, remove the adjuster knob by loosening the set screw. Install a Bushing Washer followed by a Shock Bushing with the small diameter up. Insert the Shock through the OEM shock hole. With the Shock inserted into the OEM hole, install a Shock Bushing with the small diameter down. Next, install a Shock Bushing Washer followed by a 3/8"-24 jam nut. Tighten the Nut until the Bushings just starts to bulge. Install the 2nd 3/8"-24 jam nut tightening it against the nut that was previously tightened. Reinstall the adjuster knob.

BOTH CAR AND WAGON.....

12.



12. The Lower Shock is Bolted to the Lower Shock Mount using the supplied Shock Stud. Insert the Shock Stud into Lower Mount with a 5/8" Flat Washer on EACH side of the mount. Install a 5/8" Lock Nut on the threads and tighten. Next, slide a Washer on the Shock Stud. Jack the Rear Differential up until the Shocks can be slid onto the Shock Studs. Install a 7/16" Flat Washer and 7/16" Hex Nut onto the Threads and tighten.



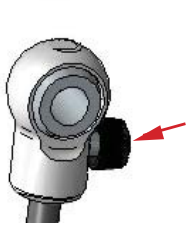
Shock Adjustment

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 or handling setting of 8.



-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 clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



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

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 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.