



Part # 11250201 - 1962-1967 Chevy II HQ Series CoilOver System

Front Components:

| | |
|----------|-------------------|
| 11259599 | Front TruTurn Kit |
| 11253510 | Front CoilOvers |
| 11259100 | Front SwayBar |

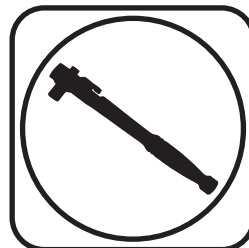
Rear Components:

| | |
|----------|----------------------------|
| 11257199 | Rear 4Link System |
| 11256510 | Rear Coilover Instructions |

Miscellaneous Components:

| | |
|----------|----------------|
| 85000000 | Spanner Wrench |
|----------|----------------|

Recommended Tools



1962-1967 Chevy II Coilover Installation Instructions

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| Pages 59-61..... | Rear CoilOvers |
| Pages 62..... | Shock Adjustment |

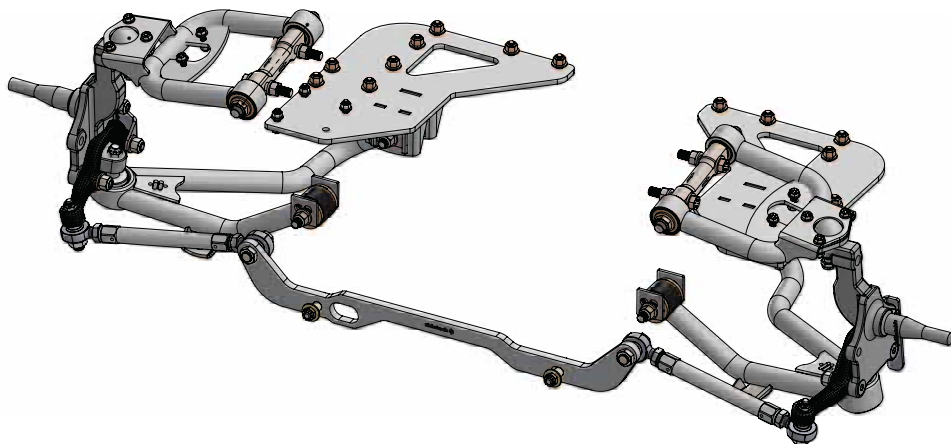
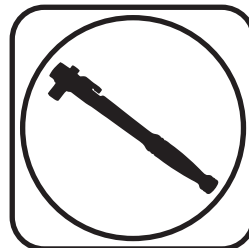
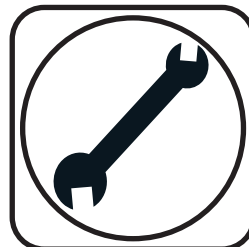
THE DRAGLINK ADAPTER IN THIS KIT IS DESIGNED FOR FACTORY STYLE FRONT SUMP OIL PANS. IF YOU HAVE A REAR SUMP OIL PAN, YOU WILL NEED DRAGLINK ADAPTER #90003358.





Part # 11259599 - 1962-1967 Chevy II Front TruTurn System

Recommended Tools



1962-1967 Chevy II TruTurn System Installation Instructions

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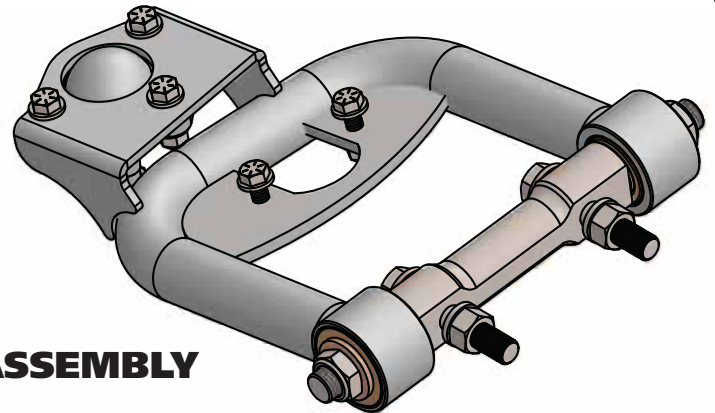
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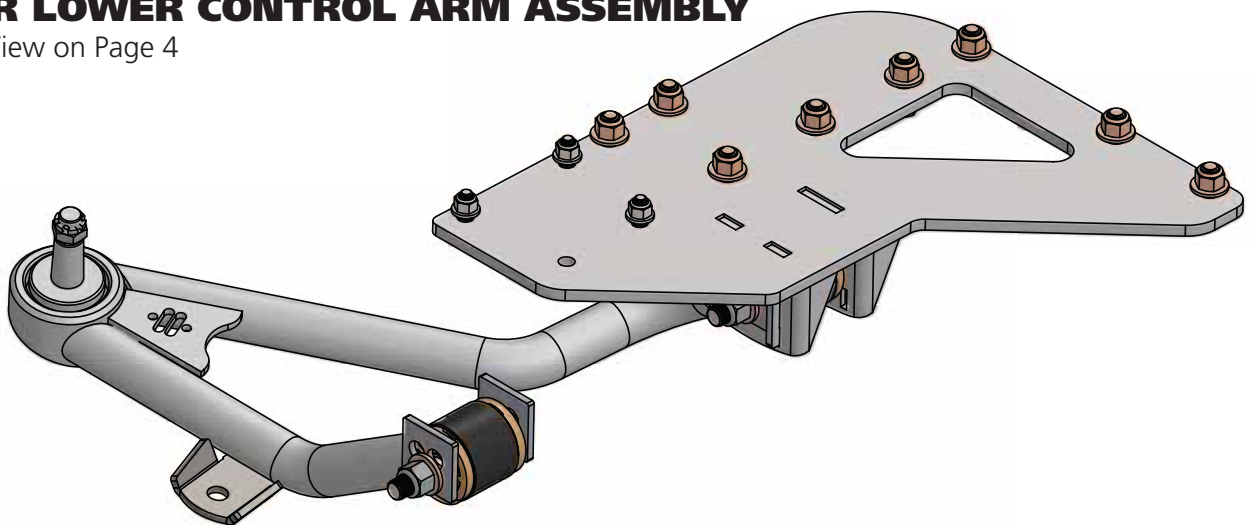


Major Components AssembledIn the box



DRIVER UPPER CONTROL ARM ASSEMBLY

Exploded View on Page 3



DRIVER LOWER CONTROL ARM ASSEMBLY

Exploded View on Page 4



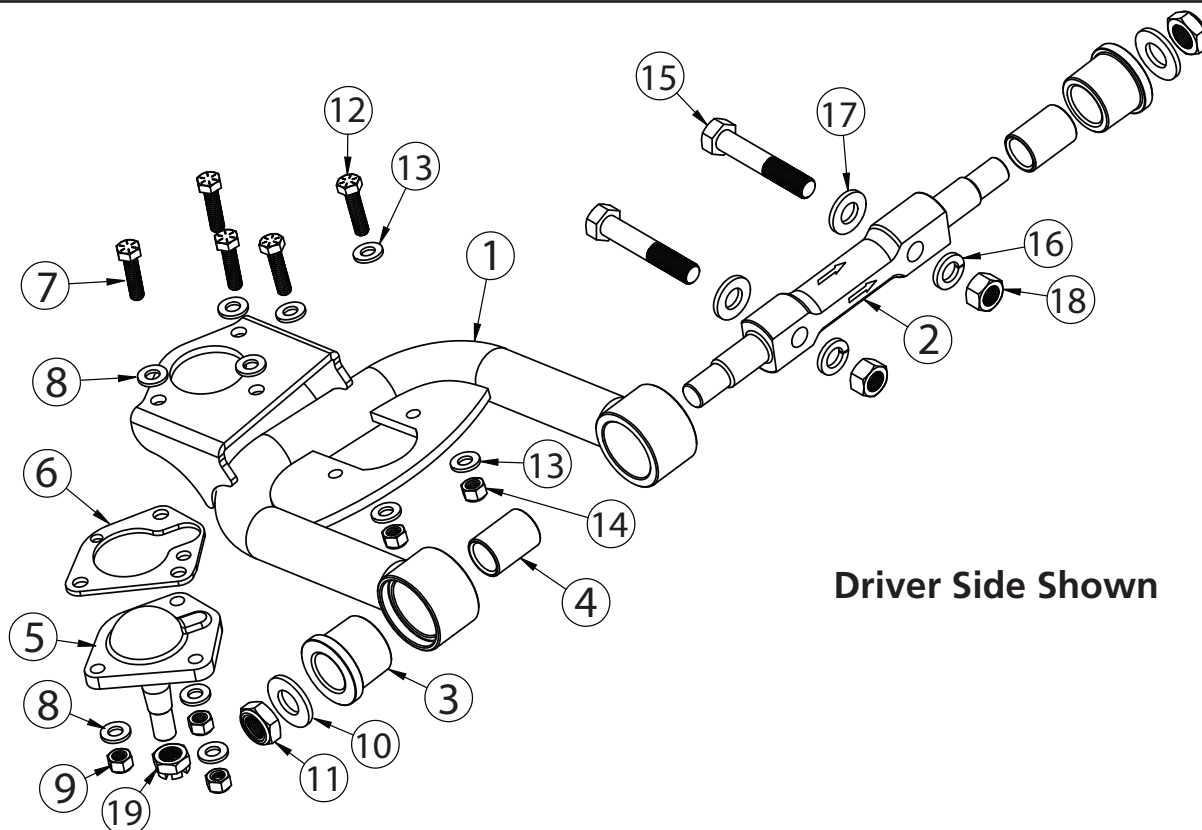
STEERING COMPONENTS ASSEMBLY

Exploded View on Page 5



Upper Control Arm ComponentsIn the box

| Item # | Part Number | Description | QTY |
|--------|-------------|---|-----|
| 1 | 90003261 | Driver Upper Control Arm (Shown) | 1 |
| 1 | 90003262 | Passenger Upper Control Arm | 1 |
| 2 | 90003263 | Upper Cross Shaft | 2 |
| 3 | 70015252 | Delrin Upper Control Arm Bushing | 4 |
| 4 | 90003340 | Inner Bushing Sleeve | 4 |
| 5 | 70010866 | Ball joint Assembly - Proforged # 101-10083 | 2 |
| 6 | 90002633 | Ball joint Spacer | 2 |
| 7 | 99311011 | 5/16"-18 x 1 1/4" Hex Bolt | 6 |
| 8 | 99313001 | 5/16" SAE Flat Washer | 12 |
| 9 | 99312002 | 5/16"-18 Nylok Nut | 6 |
| 10 | 99623010 | 5/8" SAE Flat Washer | 4 |
| 11 | 99622006 | 5/8"-18 Nylok Nut | 4 |

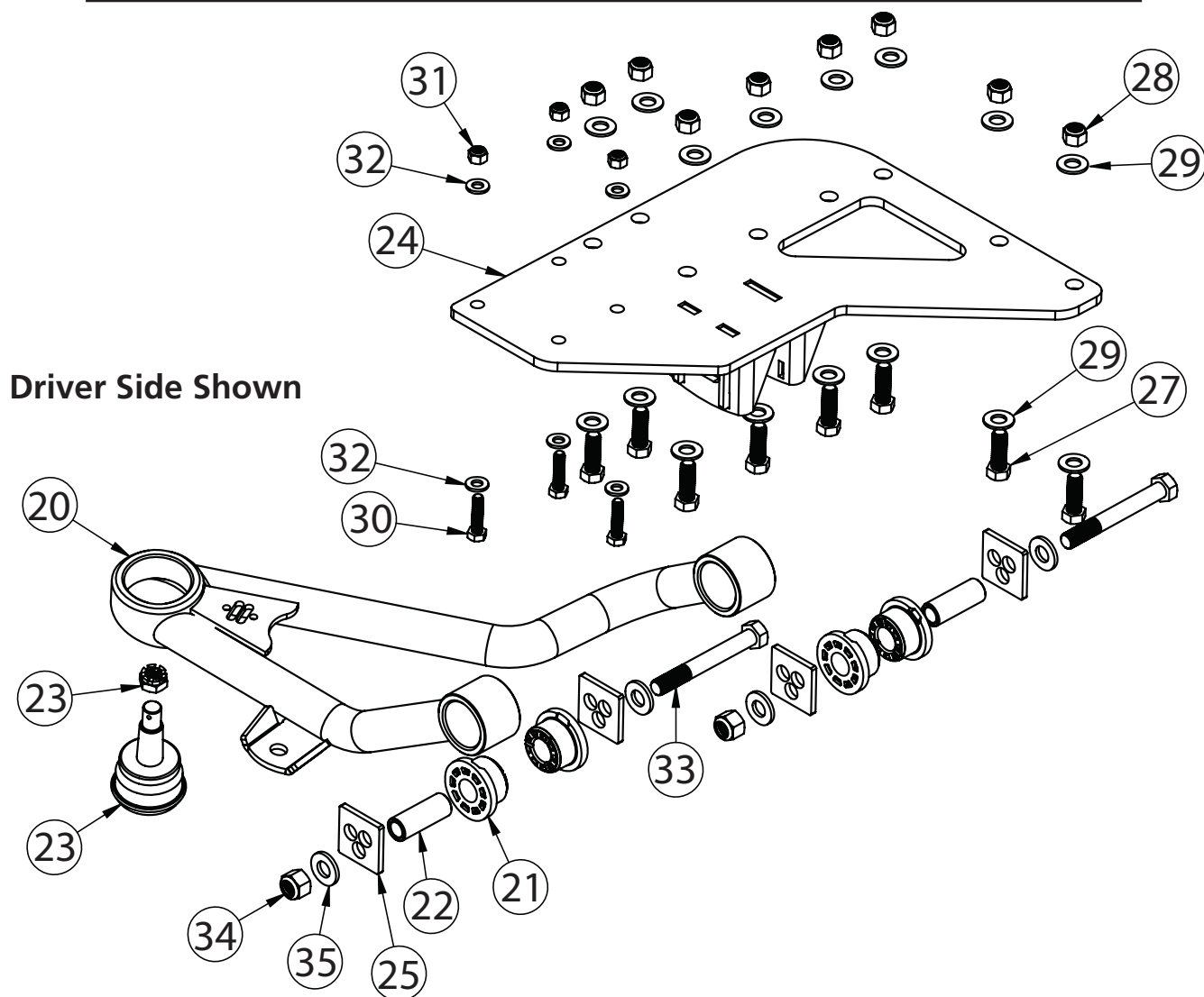


NOTE: DISCARD THE BALL JOINT NUT INCLUDED WITH THE BALL JOINT KIT. A NEW BALL JOINT NUT IS SUPPLIED IN THE HARDWARE KIT.



Lower Control Arm ComponentsIn the box

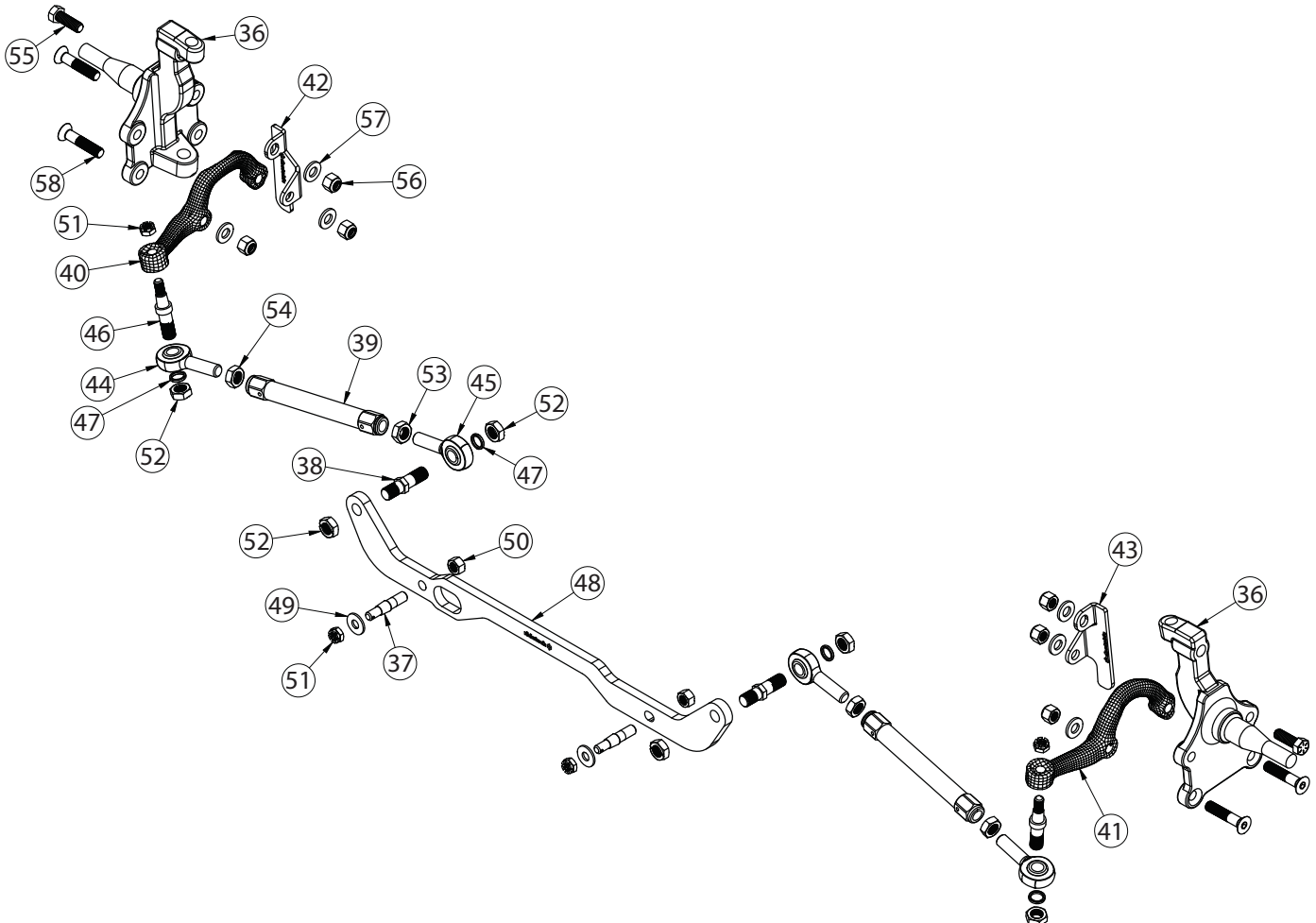
| Item # | Part Number | Description | QTY |
|--------|-------------|---|-----|
| 20 | 90003264 | Driver Lower Control Arm (Shown) | 1 |
| 20 | 90003265 | Passenger Lower Control Arm | 1 |
| 21 | 70010759 | Delrin Bushing | 8 |
| 22 | 90000549 | Delrin Bushing Inner Sleeve | 4 |
| 23 | 90000898 | Lower Ball joint - Proforged # 101-10013 | 2 |
| 24 | 90003338 | Lower Chassis Plate - Driver | 1 |
| 24 | 90003339 | Lower Chassis Plate - Passenger | 1 |
| 25 | 90000112 | Eccentric Plate | 8 |





TruTurn Steering ComponentsIn the box

| Item # | Part Number | Description | QTY |
|--------|-------------|--|------|
| 36 | 11009300 | Ridetech Tall Spindle | 1 pr |
| 37 | 90009933 | Drag Link Stud | 2 |
| 38 | 90002351 | Inner Tie Rod Stud | 2 |
| 39 | 90003337 | Tie-Rod Adjuster | 2 |
| 40 | 90002347 | Driver Steering Arm | 1 |
| 41 | 90002348 | Passenger Steering Arm | 1 |
| 42 | 90002349 | Bolt On Steering Stop - Driver | 1 |
| 43 | 90002350 | Bolt On Steering Stop - Passenger | 1 |
| 44 | 90001582 | Heim End - 5/8"-18 x 5/8" Bolt - LH Thread | 2 |
| 45 | 90001590 | Heim End - 5/8"-18 x 5/8" Bolt - RH Thread | 2 |
| 46 | 90009931 | Outer Tie Rod Stud | 2 |
| 47 | 90002676 | Outer Tie Rod Spacer - 5/8" ID x .125" | 4 |
| 48 | 90003329 | Drag Link Adapter | 1 |





Hardware Shown in DiagramsKit# 99010151

Kit# 99010188

| Item # | Shock Mount | | QTY |
|-----------------------------|-------------|------------------------------------|-----|
| 12 | 99311011 | 5/16-18 X 1 1/4" HEX CAP SCREW GR8 | 4 |
| 13 | 99313001 | 5/16" FLAT WASHER GR8 | 8 |
| 14 | 99312002 | 5/16-18 NYLON LOCKNUT GR8 | 4 |
| Cross Shaft to Car | | | |
| 15 | 99501021 | 1/2-20 X 2.75 HEX BOLT GR8 | 4 |
| 16 | 99503015 | 1/2" SPLIT LOCK WASHER GR8 | 4 |
| 17 | 99503014 | 1/2" SAE FLAT WASHER GR8 | 4 |
| 18 | 99502004 | 1/2-20 HEX NUT GR8 | 4 |
| Upper Ball Joint To Spindle | | | |
| 19 | 99502017 | 1/2-20 Castle Nut | 2 |

Kit# 99010187

| Item # | Chassis Plate | | QTY |
|-----------------------------|---------------|------------------------------|-----|
| 27 | 99431021 | 7/16-14 X 1.25" HEX BOLT GR8 | 16 |
| 28 | 99432010 | 7/16-14 NYLON LOCK NUT GR8 | 16 |
| 29 | 99433005 | 7/16" SAE FLAT WASHER GR8 | 32 |
| 30 | 99311011 | 5/16-18 X 1.25" HEX BOLT GR8 | 6 |
| 31 | 99312002 | 5/16-18 NYLON LOCK NUT GR8 | 6 |
| 32 | 99313001 | 5/16" SAE FLAT WASHER GR8 | 12 |
| Lower Control Arms Mounting | | | |
| 33 | 99501016 | 1/2-20 X 4.00" HEX BOLT GR8 | 4 |
| 34 | 99502002 | 1/2-20 NYLON LOCK NUT GR8 | 4 |
| 35 | 99503014 | 1/2" SAE FLAT WASHER GR8 | 8 |

Kit# 99010186

| Item # | Drag Link Stud | | QTY |
|--------------------|----------------|---------------------------------|-----|
| 49 | 99433002 | 7/16" SAE FLAT WASHER | 2 |
| 50 | 99502010 | 1/2-20 MECHANICAL LOCK NUT | 2 |
| 51 | 99432005 | 7/16-20 CASTLE NUT | 2 |
| | 99952002 | 3/32" COTTER PIN | 2 |
| Outer Tie Rod Stud | | | |
| 51 | 99432005 | 7/16-20 CASTLE NUT | 2 |
| 52 | 99622005 | 5/8-18 THIN MECHANICAL LOCK NUT | 2 |
| | 99952002 | 3/32" COTTER PIN | 2 |
| Inner Tie Rod Stud | | | |
| 52 | 99622005 | 5/8-18 THIN MECHANICAL LOCK NUT | 4 |
| Tie Rod | | | |
| 53 | 99800002 | 5/8-18 LH JAM NUT | 2 |
| 54 | 99800003 | 5/8-18 RH JAM NUT | 2 |
| Steering Stop | | | |
| 55 | 99501053 | 1/2-13 X 1.50 HEX BOLT GR 8 | 2 |
| 56 | 99502009 | 1/2-13 NYLON LOCKNUT GR8 | 2 |
| 57 | 99503014 | 1/2" SAE FLAT WASHER GR8 | 2 |
| Steering Arm | | | |
| 58 | 99501054 | 1/2-20 FLAT HEAD CAP SCREW | 2 |

Getting Started.....

Congratulations on your purchase of the Ridetech TruTurn System. This System has been designed to give your Chevy II excellent handling along with a lifetime of enjoyment. Some of the key features of the TruTurn System: Ball joint angles have been optimized for the lowered ride height, eliminated rubber bushings to get rid of bushing deflection and provide free suspension movement through the entire range of travel. The geometry has been optimized for excellent handling, driveability and minimal bump steer.

Note: These control arms are designed for use with the Ridetech CoilOvers and the MuscleBar swaybar. **The factory shocks and springs or the factory sway bar will not fit these arms.**

THE DRAGLINK ADAPTER IN THIS KIT IS DESIGNED FOR FACTORY STYLE FRONT SUMP OIL PANS. IF YOU HAVE A REAR SUMP OIL PAN, YOU WILL NEED DRAGLINK ADAPTER #90003358.

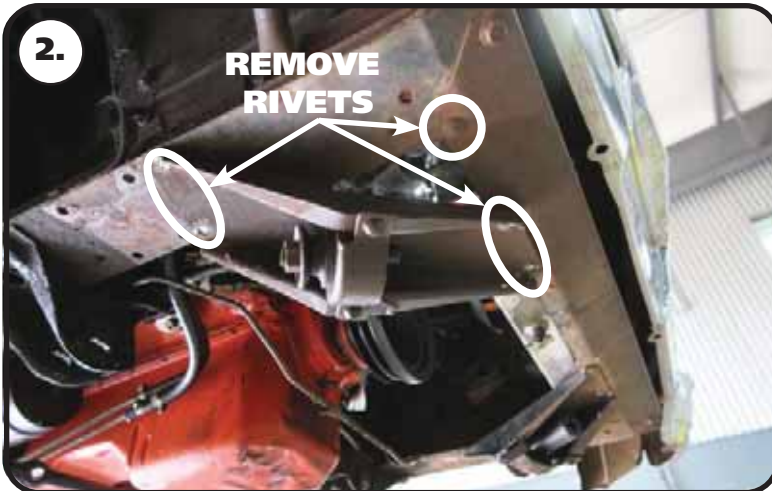
Brake Kits

These spindles are designed around stock disc brake spindles and will accept any disc brake set up designed for those. **The only modification we discovered to be necessary, was a small trim on the bottom of the stamped 1/4" steel caliper bracket that holds the caliper.** It is an area that is not stressed and will not cause any loss of strength. Trim only enough to make the caliper bracket clear the spindle. If you are using the factory dust shields, they will also require trimming. If your car came with drum brakes, be sure to swap to the appropriate disc brake master cylinder and valving.

1. The shocks, coilsprings, control arms, tie rods, and sway bar need to be removed from the car.



Disassembly



2. The OEM strut rod mounts will need to be removed from the car. The strut rod mount is attached to the car with 4 rivets. There is a 5th rivet that attaches the radiator support to the frame rail that will also need removed. We have seen some cars that have a bolt/nut here instead of a rivet.



3. We cut a "+" in the head of the rivets.



4. With the "+" cut in the head of the rivet, chisel the head of the rivet off. The head of the rivet should come off in 4 pieces.



Disassembly



5. With the rivet heads removed, the strut rod mount can be removed from the car.



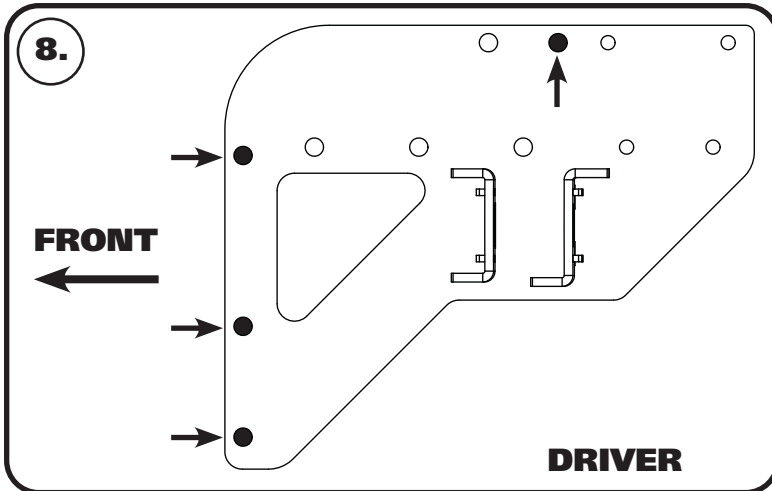
6. The remainder of the rivets will need to be removed from the frame of the car.



7. The crossmember will need to be removed from the car. **The crossmember will be reinstalled later.**



Installing Lower Control Arm Mount



Use **Images 8 - 12** as a guide to install the lower control arm mounts.

8. **Image 8** shows the DRIVER lower control arm mount. The lower control arm mounting plate will attach to some of the OEM rivet holes. The mounting holes that will use the OEM rivet holes are pointed out with arrows in **Image 8**. You may need to use a 7/16" drill bit to clean up the rivet holes that will be used to attached the lower control arm mounting plate. The (4) crossmember mounting bolts will also line up with the crossmember holes in the frame.



9. Align the lower control arm mount with the OEM rivet holes. Install a 7/16" flat washer on each of (4) 7/16"-14 x 1 1/4" bolts. Insert the bolts/washers in the holes that align with the OEM rivet holes. The threads of the bolts need to be pointing up before final tightening. We installed a few of the bolts with the threads pointing down for alignment purposes. We removed them and installed them with the threads pointing up after we got some of the other bolts installed correctly. Install a 7/16" flat washer and 7/16"-14 nylok nut on each of the bolts.



10. Use a 7/16" drill bit to drill the (4) holes in the frame rail that don't exist.



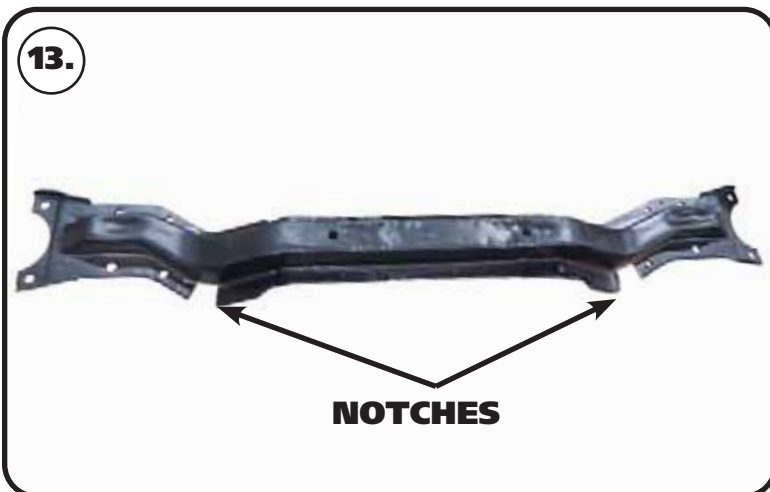
Installing Lower Control Arm Mount



11. Install a 7/16" flat washer on each of (4) 7/16"-14 x 1 1/4" bolts. Insert the bolts/washers in the holes that align with the holes that were just drilled. The threads of the bolts need to be pointing up. Install a 7/16" flat washer and 7/16"-14 nylok nut on each of the bolts. Torque the bolts to 80 ft-lbs. Repeat Step 8-12 on the other side.



13. The crossmember will need to be notched to clear the lower control arm mount. Hold the crossmember up in position to see where you will need to notch it.



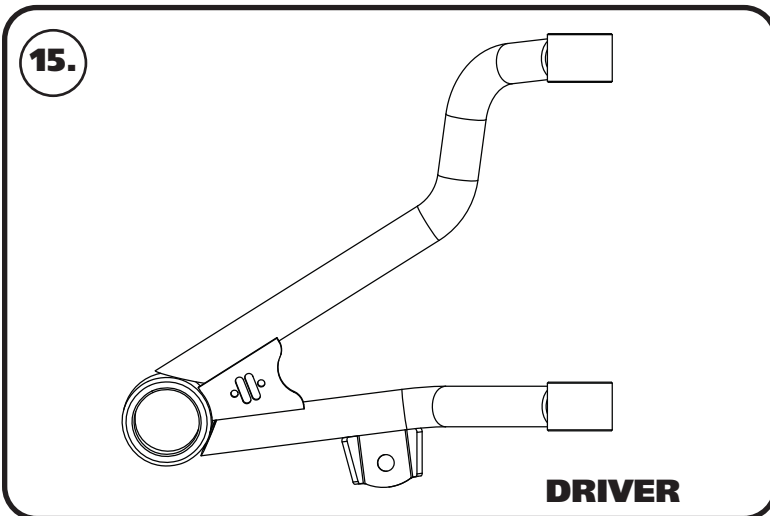
13. Image 13 shows the crossmember after it as been notched.



Installing Crossmember & Lower Control Arm



14. Hold the crossmember in position, aligning it with the mounting holes of the control arm plate and frame. The kits includes new 5/16" hardware to reattach the crossmember. Install a 5/16" flat washer on each of (6) 5/16"-18 x 1 1/4" bolts. THE REAR INNER CROSSMEMBER BOLT WILL NOT BE INSTALLED AT THIS TIME, IT WILL BE INSTALLED WITH THE INSTALLATION OF THE SWAY BAR. Insert the bolts/washers in the (2) front holes and the rear outer holes. With a bolt installed in each hole, install a 5/16" flat washer and 5/16"-18 nylok nut on each of the bolts. Torque the hardware to 25 ft-lbs.



15. Image 15 is of the DRIVER lower arm as viewed from the top.

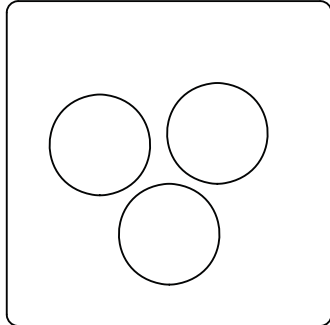


16. Insert the lower control arm into the mounts. The rear bushing goes into the OEM mount. The front bushing gets installed into the mount on the new lower control arm plate. Align the through hole of the bushing with the slots in the mounts.



Installing Lower Control Arm

17.



17. Eccentric eliminator plates are included, one must be installed on each side of the frame. Start out with it in the center, make sure both plates are in the same position. The CENTERED position is shown in **Image 17**.

18.



18. Install a 1/2" flat washer on each of (4) 1/2"-20 x 4" hex bolt. Insert the bolt in the eccentric eliminator plate. Install the assembly in the lower control arm mount. Repeat for the 2nd bushing.

19.

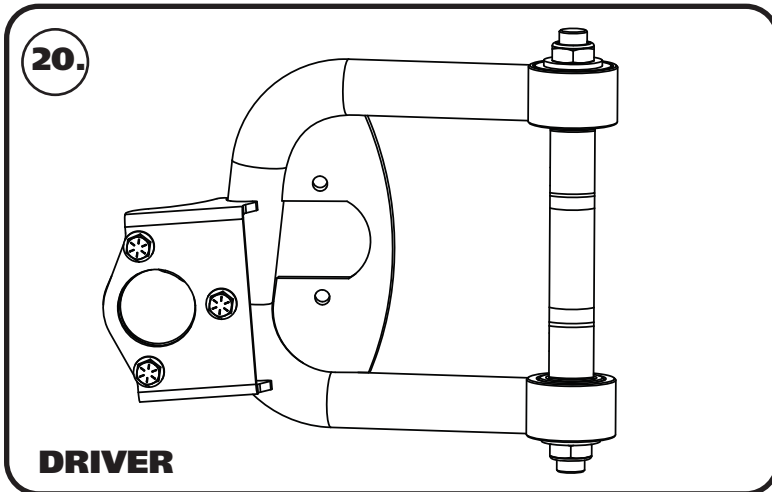


19. Install another eccentric eliminator on the threads of the bolt. Make sure the plate is orientated the same as the other plate. Install a 1/2" flat washer and 1/2"-20 nylok nut on the bolt. Repeat for the 2nd bushing. Torque the hardware to 120 ft-lbs.

Repeat **Steps 16-19** on the 2nd control arm.



Installing Upper Control Arm



20. Image 20 is of the DRIVER upper arm as viewed from the top.



21. The OEM upper control arm holes need to be drilled out using a 1/2" drill bit.



22a. Steps 22a & 22b illustrate mounting the upper control arm. The upper StrongArm gets bolted to the body using 1/2"-20 x 2 1/2" bolts & flat washers. **The ARROW points to the front of the vehicle.**



Installing Upper Control Arm & Spindle

22b.



22b. Hold the arm in place and install the bolt/washers. Install a 1/2" split lock washer and 1/2"-20 nut on the threads of the bolts that are sticking through the shock tower. Torque the hardware to 110 ft-lbs.

23.



23. DISCARD THE BALL JOINT NUT THAT IS SUPPLIED IN THE BALL JOINT KIT. A NEW 1/2"-20 CASTLE NUT IS SUPPLIED IN THE HARDWARE KIT. Install the spindle on the upper ball joint pin. THREAD THE 1/2"-20 CASTLE NUT SUPPLIED IN THE HARDWARE KIT ON THE THREADS OF THE BALL JOINT PIN. Torque the ball joint castle nut to 50 ftlbs and tighten to align the cotter pin holes. Install the cotter pin in the ball joint pin hole and bend the ends of the cotter pin to hold it in place. Install the grease zerk supplied with the ball joint.

24.



24. The spindles included in this kit are identical for each side. They are not side specific until the steering arm is attached. Install the spindle on the lower ball joint pin. Torque the ball joint castle nut to 65 ft-lbs and tighten to align the cotter pin holes. Install the cotter pin in the ball joint pin hole and bend the ends of the cotter pin to hold it in place. Install the grease zerk supplied with the ball joint.



Spindle & Centerlink Adapter Installation

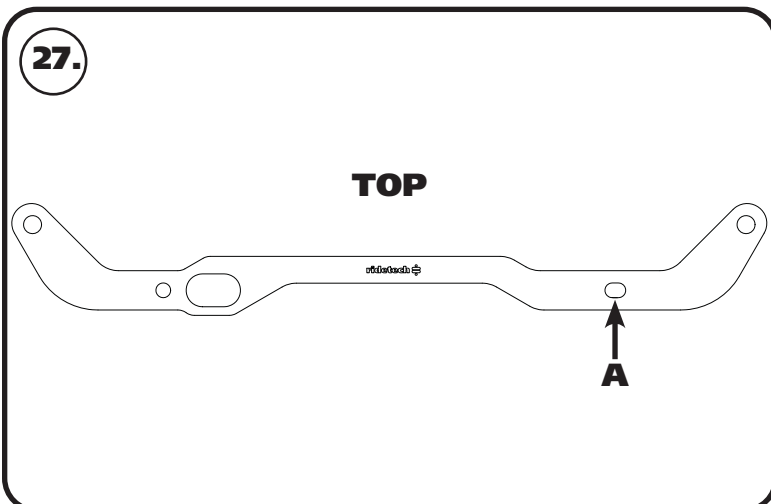


25. The SMALL tapered studs will get installed into the factory centerlink with the taper going into the centerlink, a 7/16" castle nut is used to attach it to the centerlink. The straight shank will point to the front of the car.

Note: It may be necessary to install 7/16" washers under the castle nut to get the cotter pin engaged properly.



26. Torque the nuts to 35 ft-lbs and tighten as needed to align cotter pin. Install cotter pin and bend the ends.



27. The centerlink bracket has one attachment hole [A] that is slotted. This is to accommodate the variations in manufacturing and machining processes, as well as any wear that may have occurred to the original centerlink over time. The slot goes on the passenger side centerlink adapter stud.



Centerlink Adapter Installation

28.



28. Install the draglink adapter on the studs sticking out of the OEM draglink. Install a 1/2"-20 mechanical locking nut on the threads of each stud sticking through the draglink adapter. Torque the nuts to 50 ft-lbs.

29.



29. The studs with the short hex get installed into the centerlink adapter. The short side goes into the adapter attached with the 5/8"-18 thin top lock nut, with the long side of the stud pointing forward.

30.

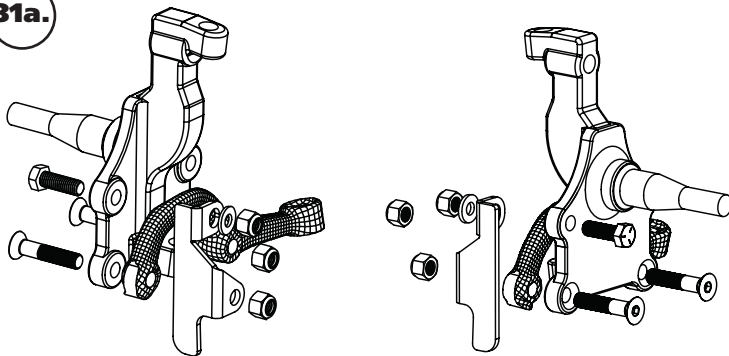


30. Install the 5/8"-18 **THIN** mechanical locking nut on the threads of the stud sticking through the centerlink adapter and torque to 45 ft-lbs.



Centerlink Adapter, Steering Arm & Stop Installation

31a.



PASSENGER

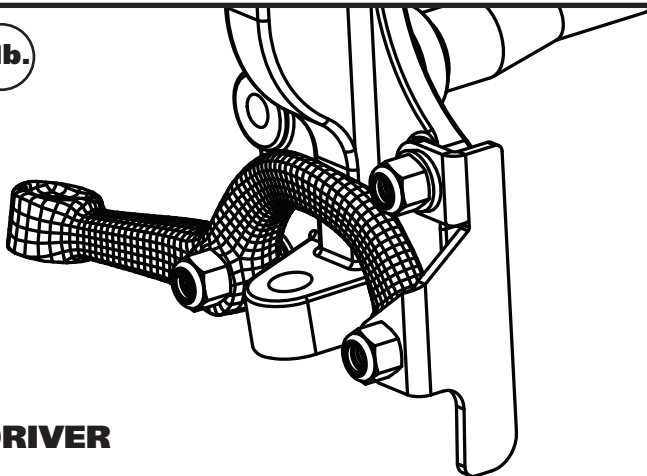
DRIVER

31a. Install the steering arms and steering stops onto the spindle using **Images 31a & 31b** as a reference. The steering arms angle toward the centerlink, and the tie rod mounting holes are to the rear of the car. The steering stops are marked D and P.

The steering arm is attached to the spindle using 1/2"-20 x 2 1/2" flat socket cap bolts and nylok nuts. Torque to 100 ft-lbs.

The upper tab of the steering stop is attached to the spindle using 1/2"-13 x 1 1/2" hex head bolt, 1/2" SAE flat washer, and Nylok. Torque to 75 ftlbs.

31b.



DRIVER

31b. You will notice in **Image 31b**, the bottom hole of the steering stop is mounted on top of the front steering arm mounting hole. The top mounting tab of the steering stop is on the engine side of the spindle.

32.

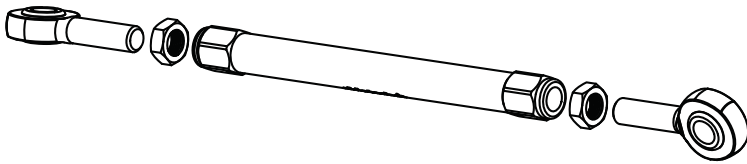


32. Install the stud with the round flange into the steering arm with the taper going into the steering arm. Torque the nuts to 35 ft-lbs and tighten as needed to align cotter pin hole and install cotter pin.



Tie Rod Assembly & Installation

33.



33. The tie rod adjuster has 2 threads in it; 5/8"-18 RH & 5/8"-18 LH. The 5/8"-18 LH thread is marked with a groove on the outside of the adjuster. The tie rod can now be assembled to a center to center length of 11 3/8" to start with, having equal amount of threads on both ends. These aluminum adjusters have a left hand thread on one end and a right hand thread on the other. You should use anti seize when threading the heim ends into the adjuster. **FOR YOUR SAFETY, THE TIE ROD & HEIM NEED A MINIMUM OF 15/16" OF THREAD ENGAGEMENT INTO THE TIE ROD ADJUSTER.**

34.



34. Install one end of the tie rod onto the stud of the centerlink adapter.

35.



35. Install the 5/8" ID x .125" spacer on the stud followed by a 5/8"-18 mechanical locking nut. Torque to 45 ft-lbs.



Tie Rod Installation

36.



36. Install a 5/8" ID x 3/8" spacer on the steering arm stud, followed by the outer end of the tie rod.

37.



37. Install the 5/8" ID x .125" spacer on the stud followed by a 5/8"-18 mechanical locking nut. Torque to 45 ft-lbs.

Final Tightening & Alignment Specifications

38. Double check that you have tightened all hardware to the proper torque. If you are going to install the Ridetech MuscleBar, now is a good time to do it.

Suggested Alignment Specs:

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



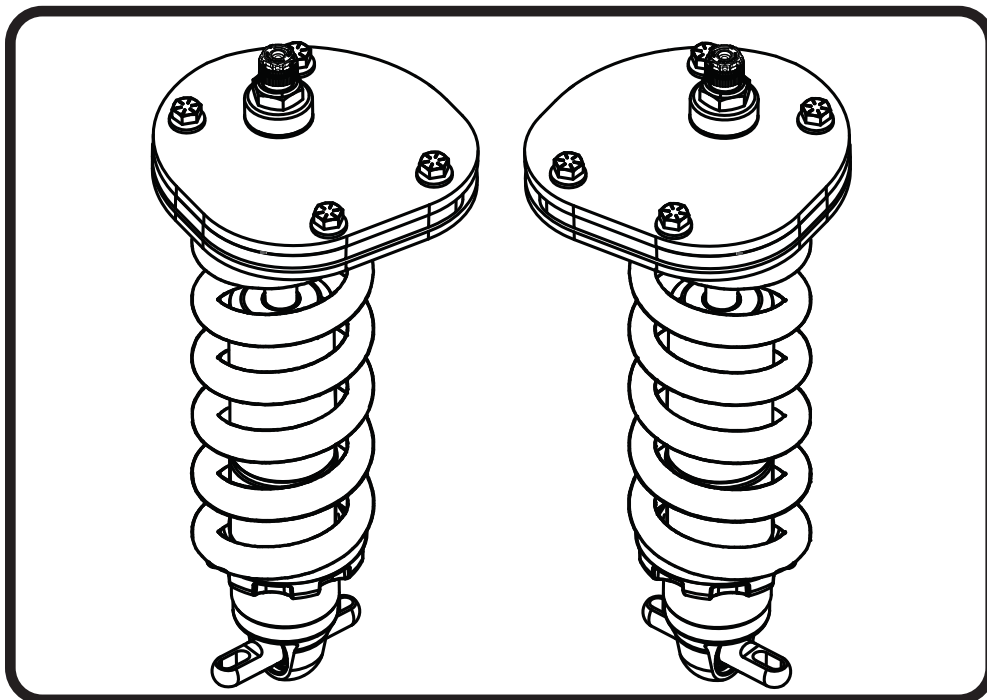
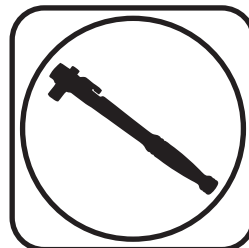
Torque Specifications

| COMPONENTS | TORQUE |
|--|------------|
| LOWER CONTROL ARM MOUNT - 7/16"-14 | 80 FT-LBS |
| CROSSMEMBER MOUNTING | 25 FT-LBS |
| FRONT UPPER SHOCK MOUNT TO FRAME | 50 FT-LBS |
| LOWER CONTROL ARM MOUNTING | 120 FT-LBS |
| UPPER BALL JOINT (tighten to align cotter pin hole after torquing) | 50 FT-LBS |
| LOWER BALL JOINT (tighten to align cotter pin hole after torquing) | 65 FT-LBS |
| CENTERLINK STUD NUT - 7/16"-20 | 35 FT-LBS |
| CENTERLINK ADAPTER TO STUD - 1/2"-20 | 50 FT-LBS |
| INNER TIE ROD STUD - 5/8"-18 | 45 FT-LBS |
| STEERING ARM TO SPINDLE | 100 FT-LBS |
| STEERING STOP TO SPINDLE | 75 IN-LBS |
| OUTER TIE ROD STUD - 7/16"-20 | 35 FT-LBS |
| INNER & OUTER TIE ROD MOUNTING - 5/8"-18 | 45 FT-LBS |



Part # 11253510 - 1962-1967 Chevy II Front HQ CoilOver for StrongArms

Recommended Tools



1962-1967 Chevy II HQ Series Front CoilOvers

Installation Instructions

THESE COILOVERS ARE DESIGNED TO BE USED WITH RIDETECH STRONGARMS

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| Page 28..... | CoilSpring Adjusting |

CoilOver Dimensions:

Center of bearing to Stud Mounting Surface:

Compressed: 10.43"

Ride Height: 12.50"

Extended: 14.53"

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This exploded view diagram illustrates the assembly of a vehicle suspension system. The components are numbered as follows:

- 1**: Lower coil spring
- 2**: Upper coil spring
- 3**: Lower control arm bracket
- 4**: Upper control arm bracket
- 5**: Lower control arm
- 6**: Lower control arm bush
- 7**: Lower control arm pin
- 8**: Lower control arm pin bush
- 9**: Lower control arm pin
- 10**: Lower control arm pin bush
- 11**: Lower control arm pin
- 12**: Lower control arm pin bush
- 13**: Lower control arm pin
- 14**: Lower control arm pin bush
- 15**: Lower control arm pin
- 16a**: Lower control arm pin bush
- 16b**: Lower control arm pin bush
- 16c**: Lower control arm pin bush
- 16d**: Lower control arm pin bush
- 17**: Lower control arm pin bush
- 18**: Lower control arm pin bush
- 19**: Lower control arm pin bush
- 20**: Lower control arm pin bush
- 21**: Lower control arm pin bush
- 22**: Lower control arm pin bush
- 23**: Lower control arm pin bush

| Item # | Part # | Description | QTY |
|--------|----------|----------------------------|-----|
| 21 | 99311022 | 5/16"-18 x 1 3/4" Hex Bolt | 8 |
| 22 | 99312002 | 5/16"-18 Nylok Nut | 8 |
| 23 | 99313001 | 5/16" SAE Flat Washer | 16 |



Getting Started.....

THESE COILOVERS ARE DESIGNED TO BE USED WITH RIDETECH STRONGARMS!

The front OEM Shock and Spring assemblies will need to be removed from the front of the car.

1. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. Remove the wheels.
2. If you haven't installed the front StrongArms, do so before installing the CoilOvers. Refer to the StrongArms instructions.

Disassembly



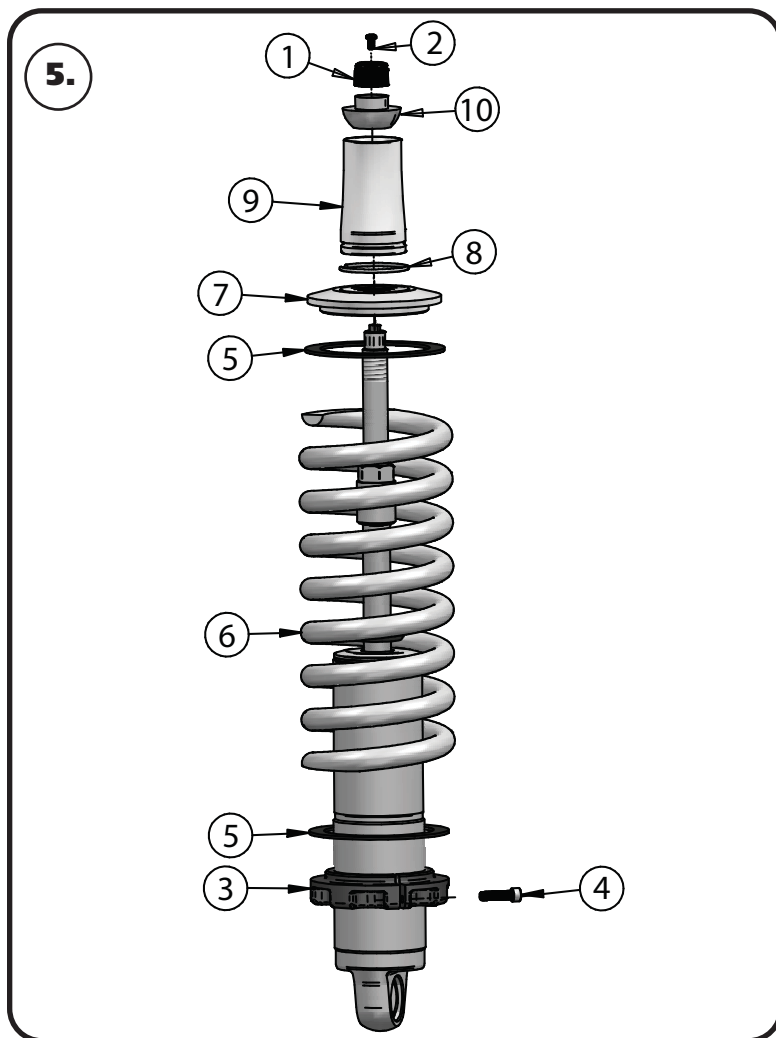
3. The OEM upper shock mount will need to be removed from the car. Remove the upper shock nut and unbolt the mount.



4. If you haven't done so already, remove the shock spring assembly out of the car.



CoilOver Assembly



- 5.** To Assemble the CoilOver you need to:
- a.** Remove Screw (2) from center of Adjustment Knob (1) and remove Adjustment Knob.
 - b.** Remove Nylok Nut, Delrin Upper Cap, Delrin Upper and Lower Balls, along with the base from the CoilOver stud.
 - c.** Thread Adjuster Nut (3) onto the CoilOver body. Once it is threaded on the shock body, lightly thread in the locking screw (4) into the Adjuster Nut.
 - d.** Install a Delrin Spring Washer (5) onto the Adjuster Nut.
 - e.** Slide the CoilSpring (6) onto the CoilOver.
 - f.** Install another Delrin Spring Washer (5) on top of the CoilSpring.
 - g.** Install the Upper CoilSpring Plate (7) onto the CoilSpring.
 - h.** Install the CoilSpring Retaining Ring (8) onto the Stud Top Base (9). It fits into the groove in the base.
 - i.** Slide the Stud Top Base onto the shock until it bottoms out on the stud. It may be necessary to thread the Adjuster Nut down the shock body (to lower the spring) if the base will not slide all the way down onto the stud.
 - j.** Slide the Lower Delrin Ball (10) (it has the collar sticking up around the center hole) on to the Stud Top.

Repeat on second CoilOver.



- 6.** The lower plate will fit the contours of the OEM shock tower opening.



CoilOver Installation



7. The kit includes an upper spacer due to different metal thicknesses at the upper shock mounting area. Place the upper spacer on top of the shock tower with the opening to the FRONT of the car and the curves side toward the engine. The mounting holes will align with the outer slots of the upper shock mount.



8. The upper mounting plate sits on top of the spacer. The mounting holes will align with the holes in the spacer plate.



9. The outer (2) holes of the upper mount will align with the OEM slots. The inner (2) holes will need to be drilled. The easiest way to do this is to bolt the upper mounting plates together in the car. Install a 5/16" SAE flat washer on each of (2) 5/16"-18 x 1 3/4" hex bolt. Insert the bolt/washers through the (2) outer mounting holes. Install the lower plate from the bottom side, making sure the contour fits the shock tower. Install a 5/16" flat washer and 5/16"-18 nylok nut on each of the bolts. Snug the hardware down.



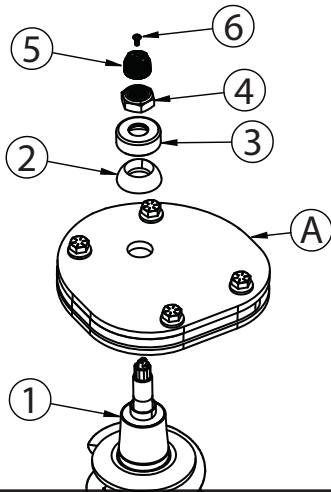
CoilOver Installation

10.



10. Drill the inner (2) holes using a 5/16" drill bit. Install a 5/16" on each of (2) 5/16"-18 x 1 3/4" hex bolts. Insert the bolts/ washer through the inner 2 holes. Install a 5/16" flat washer & 5/16"-18 nylok nut on each bolt. Torque the hardware to 25 ft-lbs.

11.



11. Place the CoilOver into the coil spring pocket with the stud sticking through the upper mount (A). See assembly **Diagram 11**.

- 1. CoilOver Assembly
- A. Upper Shock Mount
- 2. Delrin ball upper half
- 3. Aluminum cap
- 4. 9/16" SAE Nylok jam nut
- 5. Rebound adjusting knob
- 6. Screw

TIGHTENING THE TOP 9/16"-18 NUT: SNUG THE NUT DOWN AGAINST THE TOP CAP. YOU NEED TO BE ABLE TO ARTICULATE THE SHOCK BY HAND. WE TORQUE THE NUT TO 80 IN-LBS USING A 7/8" CROWS FOOT WRENCH ON A TORQUE WRENCH.

12.



12. Raise the upper arm up to the CoilOver. Line up the shock mounting holes with the through hole of trunnion. Install a 5/16" flat washer on each of (2) 5/16"-18 x 1 1/4" hex bolts. Insert the bolt/washers in the aligned holes. Install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of each bolt. Torque to 25 ft-lbs.



CoilSpring Adjustment

13. Preload the springs of the CoilOver 1" to start. **Steps 13a - 13e** will assist you with preloading the coil spring. You may need to adjust the amount of preload in the spring, but this will be determined after the vehicle has been sat on the ground.

13a. Verify the adjuster nut locking screw is installed in the adjuster nut, but not tight.

13b. Thread the spring adjuster nut up the shock body until it is snug against the spring. You should NOT be able to move the spring up and down on the shock (0 preload). Verify the dropped upper coil spring cap is seated correctly on the upper shock stud.

13c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

13d. Using a spanner wrench, thread the adjuster up the shock an additional 1" (from the measurement you took in step 2) to preload the spring.

13e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

14. Reinstall the front wheels and tires and set the front of the vehicle back on the ground.

15. After entire weight of vehicle is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**

16. If you determine you need to adjust the ride height of the front suspension after getting the vehicle on the ground, **Steps 16a - 16e** will assist you in adjusting the ride height.

16a. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. You do NOT need to remove the front wheels, but you may want to turn the steering wheel to gain better access to the CoilOver.

16b. Loosen the locking screw in the adjuster nut, but do not remove the locking screw.

16c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

16d. Using a spanner wrench, thread the adjuster up or down the shock to obtain the correct ride height. One complete revolution of the adjuster nut is approximately 1/8" at the wheel. Threading the adjuster nut up the shock will raise the ride height, threading it down will lower the ride height.

16e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

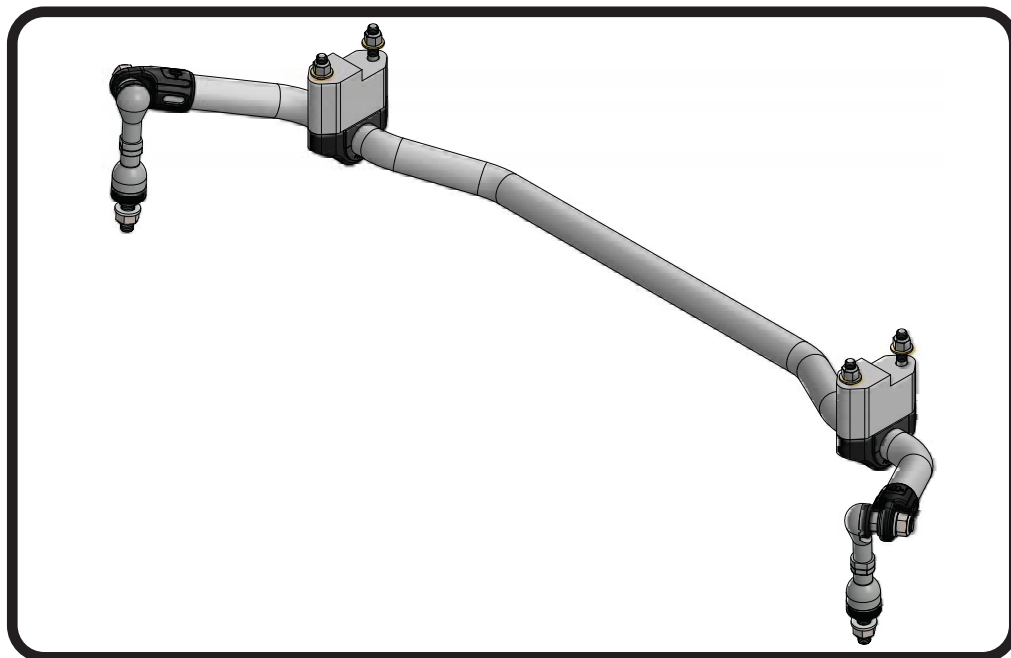
17. Turn the steering wheel until the front wheels are straight and set the front of the vehicle back on the ground.

18. After entire weight of vehicle is on the wheels, jounce the suspension and roll the vehicle forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**

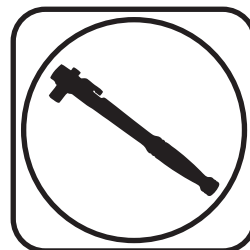
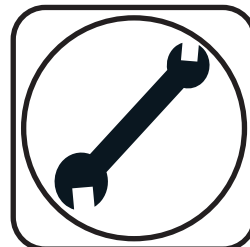
19. Recheck your ride height. If you need to readjust, repeat **Steps 16-18**.



Part # 11259100 - 1962-1967 Chevy II Front MuscleBar



Recommended Tools



1962-1967 Chevy II Front MuscleBar Installation Instructions

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Page 30..... Included Components and Hardware List

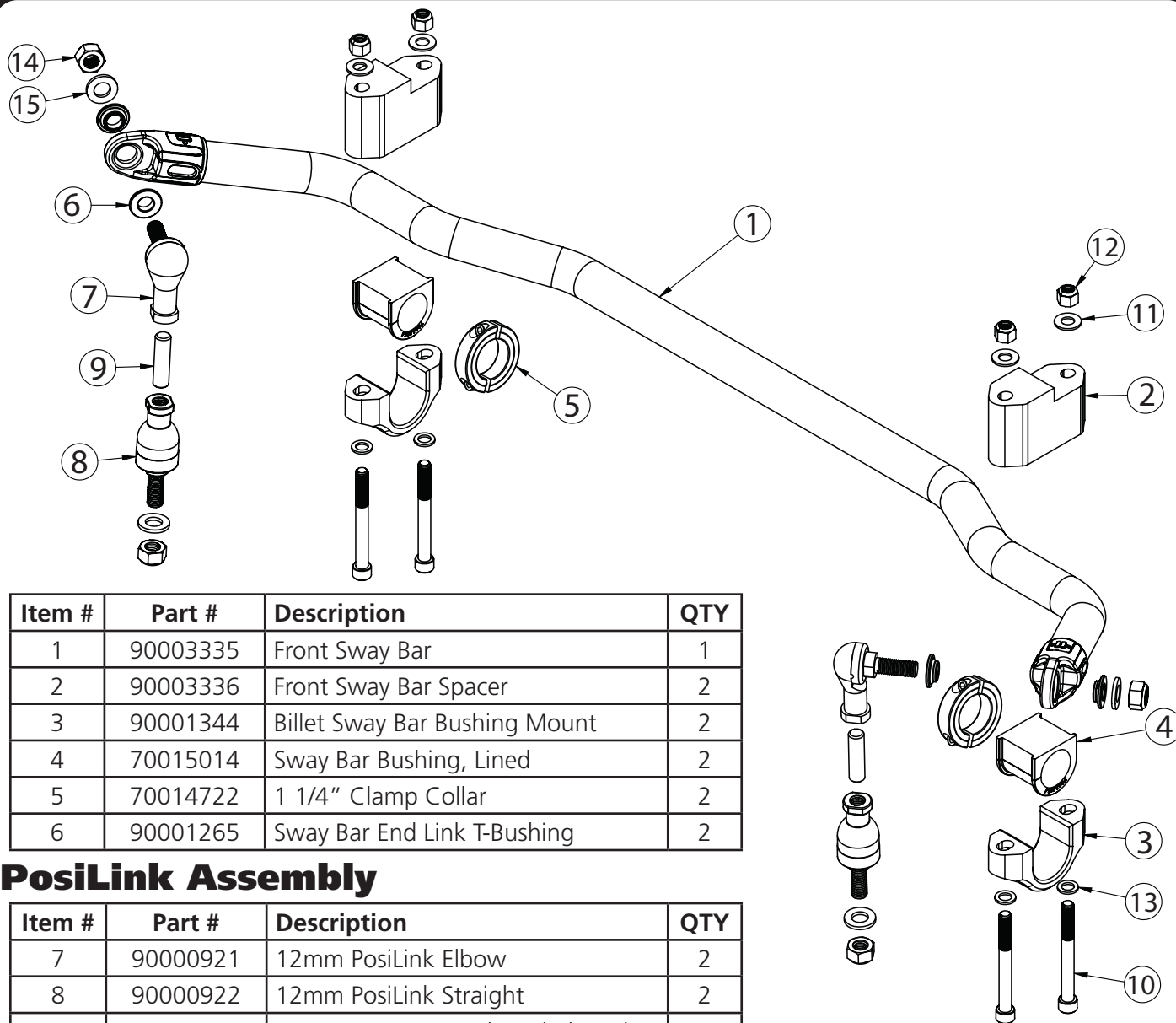
Page 31-35..... Sway Bar Installation

THIS SWAYBAR KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS ONLY. IT WILL NOT FIT THE OEM CONTROL ARMS.





Major ComponentsIn the box



| Item # | Part # | Description | QTY |
|--------|----------|-------------------------------|-----|
| 1 | 90003335 | Front Sway Bar | 1 |
| 2 | 90003336 | Front Sway Bar Spacer | 2 |
| 3 | 90001344 | Billet Sway Bar Bushing Mount | 2 |
| 4 | 70015014 | Sway Bar Bushing, Lined | 2 |
| 5 | 70014722 | 1 1/4" Clamp Collar | 2 |
| 6 | 90001265 | Sway Bar End Link T-Bushing | 2 |

PosiLink Assembly

| Item # | Part # | Description | QTY |
|--------|----------|--------------------------------|-----|
| 7 | 90000921 | 12mm PosiLink Elbow | 2 |
| 8 | 90000922 | 12mm PosiLink Straight | 2 |
| 9 | 99125001 | M12-1.75 x 1.75" Threaded Stud | 2 |

Hardware ListIn the box (Kit# 99010185)

| Item # | Part # | Description | Usage | QTY |
|--------|----------|------------------------------|------------------------------|-----|
| 10 | 99371073 | 3/8"-16 x 3 1/2" Socket Head | Bushing Strap to Frame Mount | 4 |
| 11 | 99373002 | 3/8" Flat Washer | Bushing Strap to Frame Mount | 4 |
| 12 | 99372001 | 3/8"-16 Nylok Nut | Bushing Strap to Frame Mount | 4 |
| 13 | 99373020 | 3/8" x 5/8" OD Flat Washer | Bushing Strap to Frame Mount | 4 |
| 14 | 99122001 | M12-1.75 Nylok Nut | PosiLink Attaching | 4 |
| 15 | 99123001 | M12 Flat Washer | PosiLink Attaching | 4 |



Getting Started.....

THIS SWAYBAR KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS ONLY. IT WILL NOT FIT THE OEM CONTROL ARMS.

Install all Front suspension components before installing the MuscleBar.

If you haven't done so already, remove the OEM sway bar to prepare for the MuscleBar installation.

A.

FRONT VIEW



IMAGE A SHOWS THE SWAY BAR AS VIEW FROM THE FRONT. **IMAGE B** SHOWS THE SWAY BAR INSTALLED IN THE CAR.

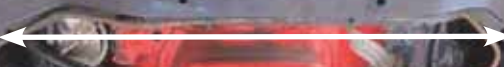
B.

FRONT



1.

FRONT



1. Remove the rear inner crossmember bolts if they are installed.



Sway Bar Installation



3. Open up the poly sway bar bushings and install them on the sway bar.



4. Install bushing straps over the poly sway bar bushings.



5. Insert the sway bar into position. The front bolt of the sway bar bushing/spacer will align with the rear inner bolt of the crossmember.



Sway Bar Installation



6. The supplied spacer needs to be installed between the bushing/strap and frame. The spacer is stepped on the frame side. The notch will be to the front of the car.



7. Line up the bushing mount a spacer with the rear inner hole of the crossmember.



8. With the sway bar lined up with the front mounting hole. Install a 3/8" x 5/8" OD flat washer on (2) 3/8"-16 x 3 1/2" socket head cap screw. Insert the bolt/washer in the front hole of the bushing strap and spacer. .



Sway Bar Installation



9. Install a 3/8" SAE flat washer & 3/8"-16 nylok nut on the threads of the bolt. Snug the hardware down to hold the sway bar in place.



10. Use the bushing mount as a guide to drill a 3/8" hole in the frame for the rear hole.



11. Insert the straight end of the PosiLink into the sway bar tab of the lower control arm. Install a 12mm flat washer and M12-1.75 nylok nut on the threads of the PosiLink.



Sway Bar Installation



12. Install a t-bushing on the lower 90 degree end link. The t-bushings are installed with the large diameter against the shoulder of the end link. Insert the 90 degree end link/t-bushing into the swaybar end with the threads pointing toward the spindle.



13a & 13b. Install a 2nd t-bushing with the small diameter into the swaybar. Install a M12 flat washer & M12-1.75 nylok nut. Torque the top and bottom nuts to 50 ftlbs. Do this for both sides.

14. The bushing strap hardware can now be tightened. Torque to 30 ftlbs.



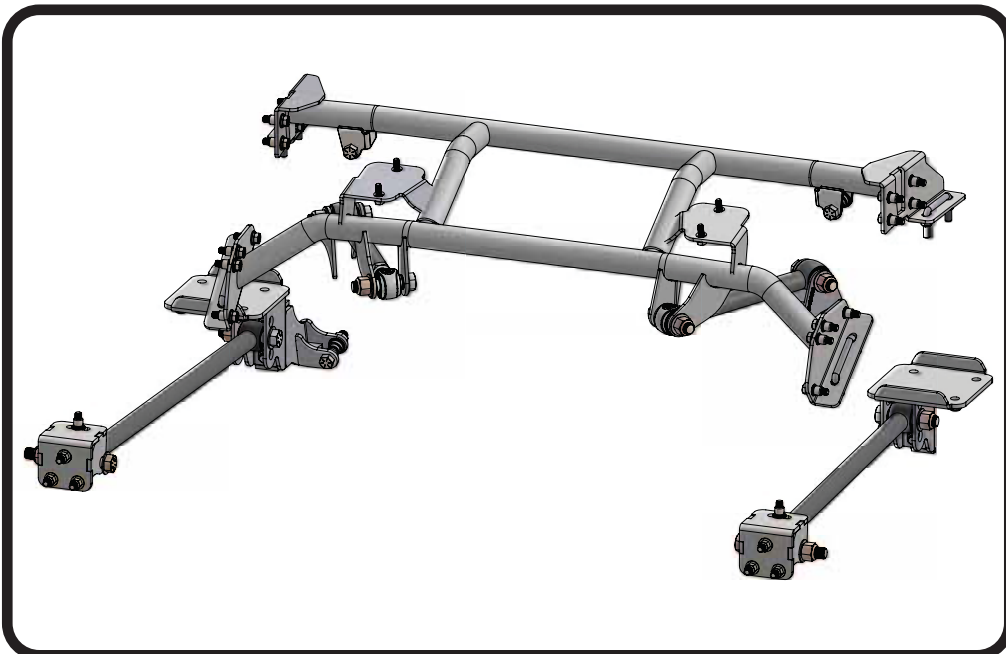
15. Install the locking rings on the inside of each bushing assembly. Use a hex key to take the locking ring apart. Reassemble it on the bar positioned next to the inside of the bushing assembly. Push the locking ring up against the bushing assembly and tighten.

16. Check sway bar and end link clearance through full suspension travel.

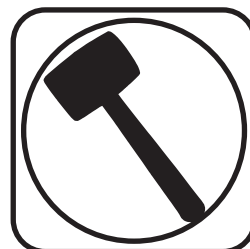
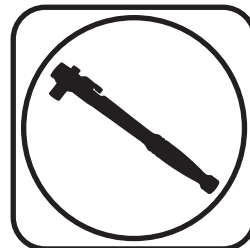
17. Ensure that the end links do not bind through full suspension travel.



Part # 11257199 -1962-1967 Chevy II Rear Bolt-in 4 Link



Recommended Tools



1962-1967 Chevy II Rear Bolt-in 4 Link Installation Instructions

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| Page 47-48..... | Installing Lower Axle Mount |
| Page 48..... | Lower Shock Mount Installation |
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| Page 54..... | Upper Bar Axle Tab Installation |
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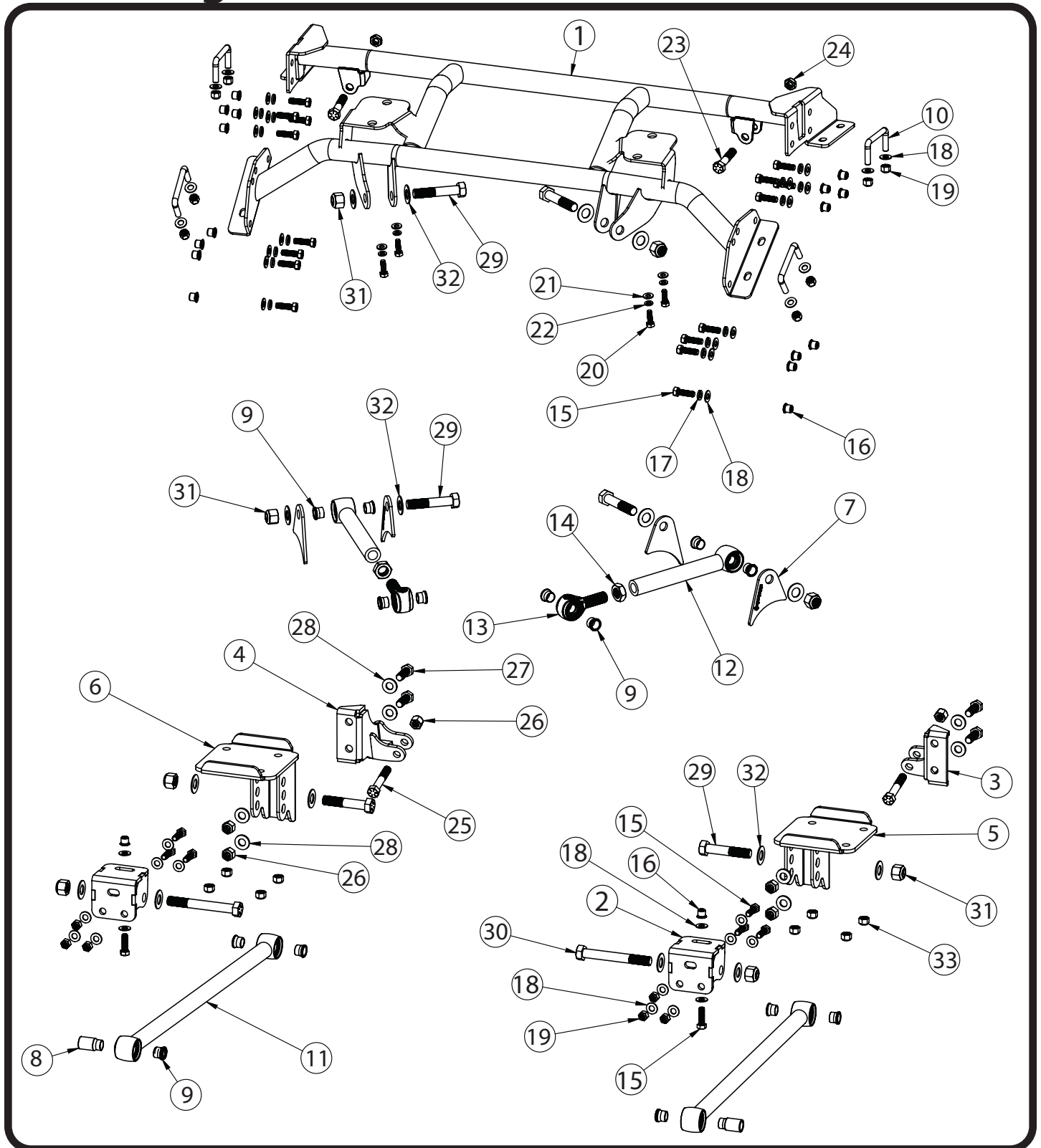


Major ComponentsIn the box

| Item # | Part # | Description | QTY |
|---|----------|---|-----|
| 1 | 90003319 | 4-Link Rear Cradle | 1 |
| 2 | 90003332 | Lower Frame Bracket | 2 |
| 3 | 90003333 | Rear Lower Shock Mount-Driver | 1 |
| 4 | 90003334 | Rear Lower Shock Mount-Passenger | 1 |
| 5 | 90003337 | Rear Lower Bar Axle-Driver | 1 |
| 6 | 90003338 | Rear Lower Bar Axle-Passenger | 1 |
| 7 | 90000144 | Upper Bar Axle Tabs | 4 |
| 8 | 70015642 | R-Joint Spacers - 5/8" ID x 1.620" W | 2 |
| 9 | 70013334 | R-Joint Spacers - 5/8" ID x .620" W | 14 |
| 10 | 90002285 | Square U-Bolts | 8 |
| 11 | 90002819 | 4 Link Lower Bar - 25.0625" center to center | 2 |
| 12 | 90002855 | 4 Link Upper Bar - 10.00" center to center set length | 2 |
| 13 | 90001318 | RH R-Joint Threaded Housing End (installed in upper bars) | 2 |
| 14 | 99752004 | 3/4"-16 Jam Nut (installed on upper bar R-Joint) | 2 |
| | 70010694 | Bar Tab Setting Jig | 2 |
| R-Joint Components - (Installed in bar ends) | | | |
| | 70013279 | Retaining Ring | 6 |
| | 70013280 | Wavo Wave Spring | 6 |
| | 70013275 | R-Joint Center Ball | 6 |
| | 70013276 | R-Joint Composite Center Ball Cage | 6 |



Part Diagram





Hardware ListIn the box (Kit# 99010183)

The 4-Link Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different parts of the installation. The bags are labeled to help determine the correct hardware for the installation of the specific parts of the kit. The instructions will aid you in selecting the correct hardware during the installation. The kit includes Rivnuts and installation tool for installation of the rear cradle. Refer to Page 9 for the correct installation procedure of the Rivnuts.

| Item # | Cradle To Frame | | QTY |
|-----------|---------------------------------|-------------------------------|-----|
| not shown | 85000007 | 17/32" DRILL BIT FOR RIV-NUTS | 1 |
| 15 | 99371005 | 3/8-16 X 1.25" HEX BOLT GR8 | 16 |
| 16 | 99372007 | 3/8-16 RIV-NUT | 16 |
| 17 | 99373006 | 3/8" SPLIT LOCK WASHER GR8 | 16 |
| 18 | 99373002 | 3/8" SAE FLAT WASHER GR8 | 16 |
| | Lower Frame Mount | | |
| 15 | 99371005 | 3/8-16 X 1.25" HEX BOLT GR8 | 8 |
| 16 | 99372007 | 3/8-16 RIV-NUT | 2 |
| 17 | 99373006 | 3/8" SPLIT LOCK WASHER GR8 | 2 |
| 18 | 99373002 | 3/8" SAE FLAT WASHER GR8 | 16 |
| 19 | 99372001 | 3/8-16 NYLON LOCKNUT GR8 | 6 |
| | Cradle U-Bolts | | |
| 18 | 99373002 | 3/8" SAE FLAT WASHER GR8 | 16 |
| 19 | 99372001 | 3/8-16 NYLON LOCKNUT GR8 | 16 |
| | Cradle To Shock Mounts | | |
| 20 | 99311030 | 5/16-18 x 1" HEX BOLT GR8 | 4 |
| 21 | 99313006 | 5/16" USS FLAT WASHER GR8 | 4 |
| 22 | 99313005 | 5/16" SPLIT LOCKWASHER GR8 | 4 |
| | Shock To Cradle | | |
| 23 | 99501010 | 1/2-20 X 2.25" HEX BOLT GR8 | 2 |
| 24 | 99502003 | 1/2-20 THIN NYLOK JAM NUT | 2 |
| | Shock To Lower Mount | | |
| 25 | 99501021 | 1/2-20 X 2.75" HEX BOLT GR8 | 2 |
| 26 | 99502002 | 1/2-20 NYLON LOCKNUT GR8 | 2 |
| | Shock Mount To Lower Axle Mount | | |
| 26 | 99502002 | 1/2-20 NYLON LOCKNUT GR8 | 4 |
| 27 | 99501008 | 1/2-20 X 1.50" HEX BOLT GR8 | 4 |
| 28 | 99503014 | 1/2" SAE FLAT WASHER GR8 | 8 |
| | Upper & Lower Control Arms | | |
| 29 | 99621018 | 5/8-18 X 3.25" HEX BOLT GR8 | 6 |
| 30 | 99621007 | 5/8-18 X 5" HEX BOLT GR8 | 2 |
| 31 | 99622001 | 5/8-18 NYLON LOCKNUT GR8 | 8 |
| 32 | 99623001 | 5/8" SAE FLAT WASHER GR8 | 16 |
| | Lower Axle Mount | | |
| 33 | 99432007 | 7/16-20 NYLON LOCK NUT GR8 | 8 |

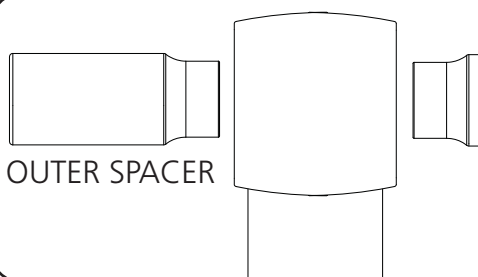


R-Joint Information

R-JOINT SPACER INSTALLATION

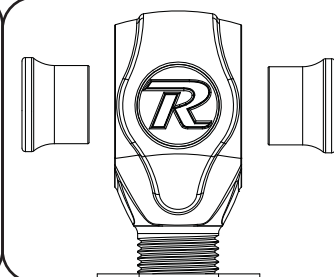
Install the Spacers by inserting the SMALL side of the SPACER into the Center Pivot Ball. Push them in until they bottom out and stop.

LOWER FRONT R-JOINT



OUTER SPACER

ALL OTHER R-JOINTS



New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.

Getting Started.....

Congratulations on your purchase of the Ridetech Rear 4-link System. This system has been designed to give your Chevy II excellent handling along with a lifetime of enjoyment. This system provides tunability, replaces the leaf springs, and allows the 4-Link to locate the rearend and the CoilOvers/ShockWaves to support the car.

Note: This system is designed for use with the Ridetech Shockwaves or CoilOvers. **The factory shocks and springs will not fit this setup.**

1. Raise the vehicle to a safe and comfortable working height. Use jack stands to support the vehicle with the suspension hanging freely.
2. Support the axle and remove the leaf springs, shocks and tail pipes. Refer to the factory service manual for proper disassembly procedures. The rear seat will also need to be removed.



3. Remove the emergency brake cable hold down from the pinion stop.



Cradle Installation



4. Remove the fuel line from the hold down that is beside the passenger upper shock mount.



5. **WAGON ONLY!** The wagons have a brace on the rear floor pan that will need to be removed. This brace is right above the rear cradle tube. The tube will support the floor pan.



6. Use a jack under the rear crossmember of the cradle to help hold it up in place.



Cradle Installation



7. Use a pry tool to help align the cradle with the OEM shock mounting holes..



8. Install a 5/16" SAE flat washer and 5/16" split lock washer on each of (4) 5/16"-18 x 1" bolts. Thread each bolt into the OEM shock mounting holes. Tighten the (4) bolts that attach the cradle to the OEM shock mounting holes.



9. Use the frame plates as a template to drill the holes in the bottom of the frame rails. Use a 7/16" drill bit to drill the holes. Drill the slotted hole to the outside of the slot.



Cradle Installation



10. Feed one end of the u-bolt through the round hole of the pair of holes, using the other end of the u-bolt as a handle. You need to get the end of the u-bolt that you are using as a handle fed in until it is past the 90 degree bend to be able to drop the other end through the drilled hole. If the u-bolt will not line up with the drilled holes, it may be necessary to slot the frame hole in the slotted hole of the frame mount.



11. Install (1) 3/8" Flat washer and (1) 3/8"-16 nylok nut onto each stud sticking through the cradle. Do not tighten them until all washers and nuts are installed. Tighten each leg of the u-bolt evenly. Torque to 30 ftlbs. Do this for all (4) u-bolts..



12. Mark or center punch the holes of the vertical surfaces of the frame mounts. These holes use Riv-nuts to bolt the cradle to the frame. The holes need to be centered as much as possible. Mark or center punch the holes for the driver and passenger frame rails.



Riv-nut® Installation & Specs

1. Drill Hole in Frame using the SUPPLIED DRILL BIT keeping the Drill square with the metal.

2. We recommend installing (2) 3/8" Flat Washers between the bolt head and the lower anvil of the installation tool. Thread a Riv-nut® onto the supplied Tool. Thread the Riv-nut all the way onto the Tool until it stops.

3. Insert the Tool and Riv-nut® into the drilled hole 90° to the Frame Rail.

4. The Tool requires (2) 9/16" Wrenches to use. A Ratchet can be used on the top of the Tool.

KEEP THE TOOL AND RIV-NUT 90° TO THE SURFACE WHILE TIGHTENING

5. Put a 9/16" Wrench on the Lower Hex of the tool. Use a Wrench or Ratchet on the Top hex to Tighten.

6. Hold the Wrench in one position and turn the TOP HEX CLOCKWISE to engage the Riv-nut®. Keep Turning the TOP WRENCH until you feel a positive stop and you can't turn the TOP WRENCH anymore.

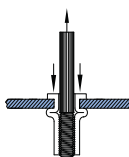
7. Break the Tool loose by turning the TOP HEX counterclockwise and thread the Tool out of the Riv-nut®

THE DATA BELOW ILLUSTRATES THE STRENGTH OF THE RIV-NUT®

RIVNUT® Fastener Engineering Data

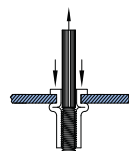
| Upset Load (lbs.) | | |
|-------------------|-----------|-----------|
| RIVNUT * Size | Steel | |
| | Min. Grip | Max. Grip |
| 3/8-16 | 4965 | 5325 |

Fig. 1



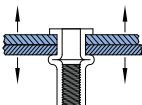
| Ultimate thread strength (lbs.) | | |
|---------------------------------|-----------|-----------|
| RIVNUT * Size | Steel | |
| | Min. Grip | Max. Grip |
| 3/8-16 | 11500 | 10450 |

Fig.2



| Ultimate tensile strength (lbs.) | |
|----------------------------------|-------|
| RIVNUT * Size | Steel |
| 3/8-16 | 3900 |

Fig. 3



**Single Shear Strength 3/8" Grade 5 Bolt
3,975.8 lbs**

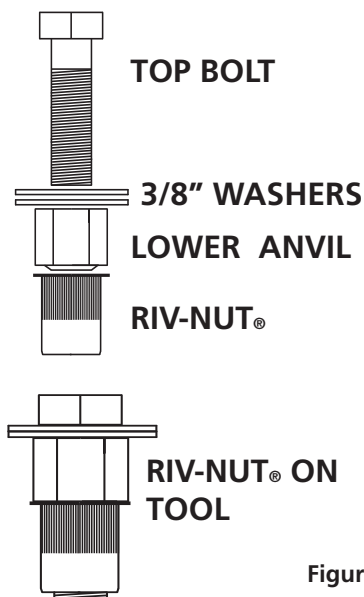


Figure 2

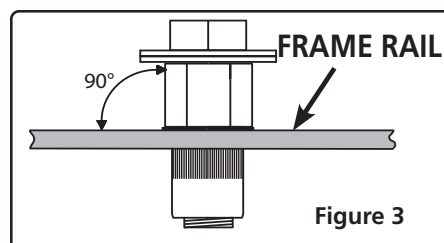


Figure 3

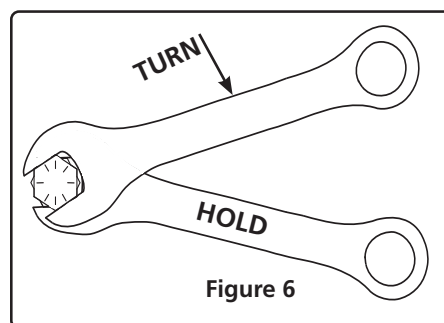


Figure 6



Cradle Installation



13. The cradle will need to be removed to allow for drilling of the holes and installing the riv-nuts



14. The holes for the Riv-nuts NEED to be drilled with the supplied 17/32" drill bit. We suggest drilling the holes with a smaller drill bit first to make it easier to drill with the 17/32" drill bit. Drill all (16) holes in the sides of the frame rails.



15. Install the Riv-nuts in the sides of the frame rails. **Refer to the Riv-nut installation instructions on PAGE 9 for proper Riv-nut installation.** Image 15 illustrates a Riv-nut being installed. Install all (16) Riv-nuts in the frame rails.



Cradle Installation



16. Image 16 shows the Riv-nuts installed in the passenger side frame rail.



17. Reinstall the cradle in the car. Reinstall the 5/16" hardware that attaches the cradle to the OEM shock mounting holes. Torque to 9 ft-lbs.



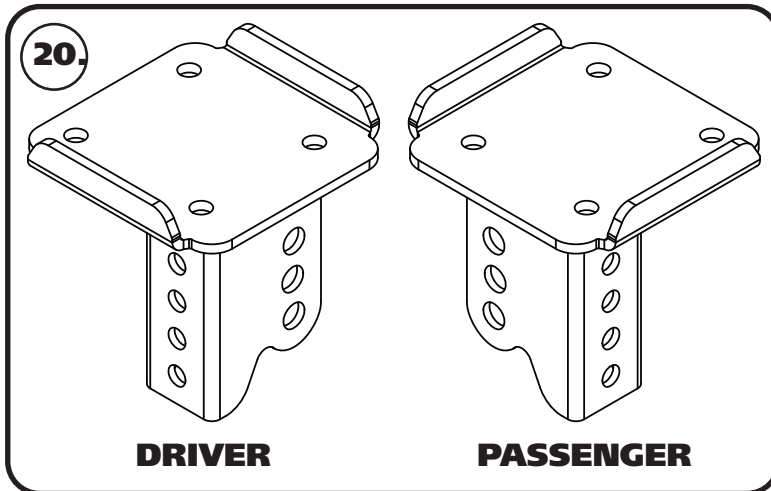
18. Reinstall the 3/8" hardware on the u-bolts. Do not tighten them until all washers and nuts are installed. Tighten each leg of the u-bolt evenly. Torque to 30 ftlbs. Do this for all (4) u-bolts.



Cradle & Axle Mount Installation



19. Install a 3/8" split lock washer, and a 3/8" flat washer on each of (16) 3/8"-16 x 1 1/4" hex bolts. Thread a bolt/washer in to each of the Riv-nuts installed in the frame rails. Make sure the bottom tabs are against the frame rails before tightening the bolts. Torque the bolts to 23 ftlbs.



20. The lower axle mounts are side specific. The bar/shock mount is offset to the inside to help get more wheel and tire clearance.



21. The lower axle bracket will be fastened to the leaf spring pad using the factory T-bolts/U-bolts. The bar mount is offset to the inside of the car to provide more wheel and tire clearance.

Image 21 shows the Driver side.



Axle & Shock Mount Installation



22. New 7/16" nyloks are supplied in the hardware kit. Torque the nuts to 55 ftlbs.



23. The lower shock mount attaches to the lower axle mount. The shock mounting ears will be to the center of the car. The shock mount has (2) mounting holes with the axle mount having (4) holes. The lower mounting hole of each will need to be lined up. Install a 1/2" flat washer on each of (2) 1/2"-20 x 1 1/2" bolts. With the lower mounting holes aligned, insert a bolt/washer in each mounting hole.



24. Install a 1/2" flat washer and 1/2"-20 nylok nut on the threads of each bolt. Torque to 90 ft-lbs.



Front Lower Bar Mount Installation



25. Steps 25 - 29 cover the installation of the front lower bar mount. We recommend reading through the steps before trying to do the installation. The front of the mount has (2) mounting holes and a slot. This surface will get bolted to the front of the OEM leaf spring mount. Using the supplied 17/32" drill bit, drill out the INNER hole that will be above the bar mount.



26. Install a Riv-nut in the inner hole that was drilled out in the previous step. **Refer to the Riv-nut installation instructions on PAGE 9 for proper Riv-nut installation.**



27. The OEM inner leaf spring mounting hole will need to be drilled out to at least 5/8". **After drilling the hole out, hold the new mount in position to check alignment. It may be necessary to drill the inner OEM leaf spring bolt hole out if it doesn't line up with the new mount.** We used a unibit to drill the OEM hole out.



Front Lower Bar Mount Installation



28. The mount will be bolted to the Riv-nut using a 3/8" split lock washer, 3/8" flat washer, & 3/8"-16 x 1 1/4" bolt. A 3/8" flat washer will need to be installed on the top side of the mount in between the mount and the sheet metal of the car. Make sure the mount is sitting against the front of the OEM leaf spring mount and lightly tighten the bolt.



29. Drill the (3) holes in the front of the OEM leaf spring mount using the mount as a drill guide. Use a 3/8" drill bit to drill the holes. The upper slotted hole needs to be drilled in the center of the slot.



30. Install a 3/8" flat washer on each of (3) 3/8"-16 x 1 1/4" bolts. Insert the bolts through the mount and drilled holes. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of each bolt. Torque the bolts to 45 ft-lbs. Torque the top bolt to 23 ft-lbs.



Lower Bar Installation



31. The R-joint setup is designed to be offset to the inside of the car. The wider spacer is used on the outside with a narrow spacer on the inside. This will offset the bar to the inside of the car for better wheel and tire clearance. Insert the R-joint and spacers into the front lower bar mount. Align the through hole of the r-joint/spacers with the mounting holes of the lower mount.



32. The front of the Lower Bar is attached with 5/8"-18 x 5" Hex Bolt. Install a 5/8" flat washer on the 5/8"-18 x 5" bolts supplied in the hardware kit. With the R-joint through holes aligned with the OEM leaf spring hole, insert the 5/8" bolt/washer through the aligned mounting holes. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt. Tighten enough to eliminate any gaps in the front mount.



33. Install a 5/8" flat washer and 5/8"-18 nylok nut on the threads of the bolt. Tighten enough to eliminate any gaps in the front mount.



Lower Bar Installation



34. The Axle end of the bar gets a NARROW(70013334) R-Joint spacer inserted into each side of the R-Joint. Align the R-joint with the **CENTER** hole of the axle mount.



35. Install a 5/8" flat washer on a 5/8"-16 x 3" hex bolt. Insert the bolt/washer through the axle mount/bar. Install a 5/8" flat washer and 5/8"-16 thin nylok nut on the threads of the bolt. Do this for both sides. Tighten the bolt/nut enough to eliminate any gaps.



36. Install a 5/8" flat washer and 5/8"-16 nylok nut on the threads of the bolt. Do this for both sides. Tighten the bolt/nut enough to eliminate any gaps.



Setting Pinion Angle

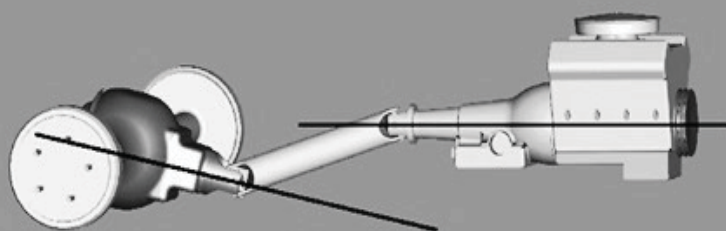
READ PAGES 54 & 55 ON SETTING PINION ANGLES, UPPER BAR TAB JIG INSTALLATION, & SETTING RIDE HEIGHT.

How do you set the pinion angle? On a single-piece shaft you want to set it up where a line drawn through the center of the engine crankshaft or output shaft of the transmission and a line drawn through the center of the pinion are parallel to each other but not the same line.

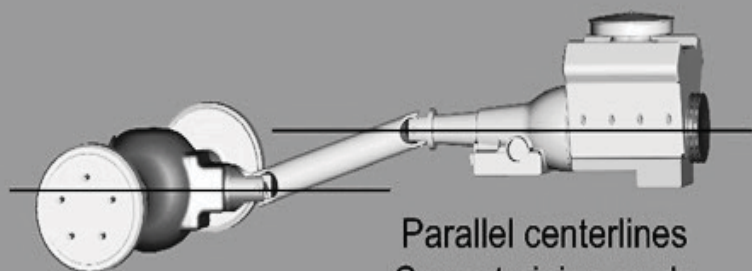
Your transmission angle should be around 3 degrees down in the rear. If it is more or less than 3 degrees, you might want to consider changing it. Too little angle on the transmission reduces the amount of oil getting to the rear bushing. Too much transmission angle will increase the working angles of the u-joints which will increase the wear. With the transmission at 3 degrees down in the rear, you will want to set the pinion 3 degrees up in the front.

A simple way to do this is to place a digital angle finder or dial level on the front face of the lower engine pulley or harmonic balancer. This will give you a reading that is 90 degrees to the crank or output shaft unless you have real problems with your balancer. At the other end, you can place the same level or angle finder against the front face of the pinion yoke that is also at 90 degrees to the centerline. If you rotate the yoke up or down so both angles match, you have perfect alignment.

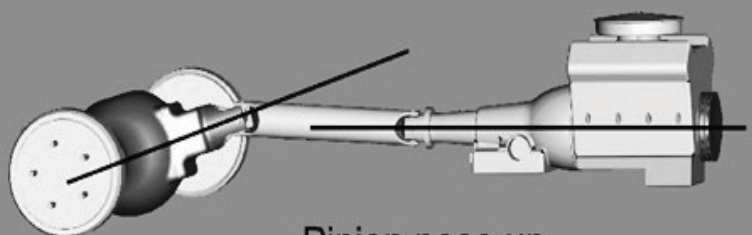
Road testing will tell you if you have it right. If you accelerate and you get or increase a vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get or increase a vibration when decelerating, then the pinion yoke is too LOW. Rotate it upward to correct it.



Pinion nose down



Parallel centerlines
Correct pinion angle



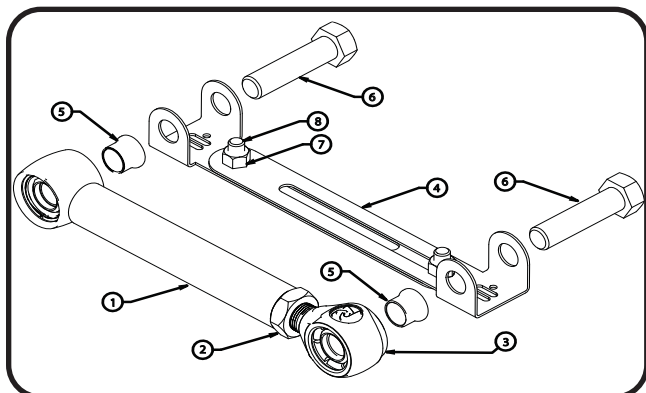
Pinion nose up



Upper Bar Tab Installation Jig

Upper Bar Installation Jig

- This jig has been supplied to aid in the installation of the upper 4 link bar. It can be temporarily used to properly align, locate and weld the tabs onto the axle. It will also ensure that the mounting bolts are parallel to each other.
- Follow the diagram below to set the jig to the same length as the upper bar, use the 3/8" x 3/4" bolt and nuts to set the length.
- Position the axle at ride height. Center the axle left to right between the quarter panels. Set pinion angle.
- Bolt one end of the jig to the cradle using a 5/8" x 3" bolt.
- Using another 5/8" x 3" bolt, fasten the axle tabs to the other end. The tabs will get bolted to the jig inner tab having the long side forward. The outer tab will have the long side rearward. The tabs must be bolted to the outside of the jig.
- Swing the bar down letting the tabs rest onto the axle.
- Check pinion angle, ride height and axle center. Tack-weld the tabs in place.
- Remove jig and install upper bar.
- Repeat this process for the other side.
- Recheck pinion angle, ride height and axle center. (Sound familiar?)
- After the tabs have been tack welded on both sides, remove the setting jig. Let the axle drop down for better access to the tabs. Lay 1" welds on the inside and outside of the tabs. Skip around from one side to the other to avoid overheating the tube.



| Item# | Description |
|-------|---------------------|
| 1 | Upper Bar |
| 2 | 3/4"-16 Jam Nut |
| 3 | R-Joint End |
| 4 | Alignment Jig |
| 5 | Aluminum Spacer |
| 6 | 5/8" x 3" Bolt |
| 7 | 3/8"-16 Nut |
| 8 | 3/8"-16 x 3/4" Bolt |



Installing Axle Tabs & Upper Bars



37. Before welding the tabs you must center the axle and set the pinion angle. This must be done at ride height. Raise the axle until the is 14 1/2" from center eye to center eye on the Shockwave mounts, this is ride height. One trick that we use to maintain the settings are to tack weld a 4" spacer between the axle and the frame.



38. Insert NARROW(70013334) spacers into each side of the R-Joints of the Upper Bar.



39. Align the R-joint with the upper bar mounts in the cradle.



Installing Axle Tabs & Upper Bars



40. Install a 5/8" flat washer on a 5/8"-16 x 3 1/4" hex bolt. Insert the bolt/washer through the upper bar mount/bar. Install a 5/8" flat washer and 5/8"-16 nylok nut on the threads of the bolt. Do this for both sides. Tighten the bolt/nut enough to eliminate any gaps. Do this for both upper bars.



41. When the tabs cool down, insert NARROW(70013334) spacers into each side of the R-Joints of the Upper Bar. Align the R-joint with the upper bar mounts on the axle.



42. Install a 5/8" flat washer on a 5/8"-16 x 3 1/4" hex bolt. Insert the bolt/washer through the upper bar mount/bar. Install a 5/8" flat washer and 5/8"-16 nylok nut on the threads of the bolt. Do this for both sides. Tighten the bolt/nut enough to eliminate any gaps. Do this for both upper bars.

Note: Steps 36 & 37 cover the CoilOver/ ShockWave installation. CoilOvers can be installed with the shock body up or down. ShockWaves must be installed with the shock body down.



Installing Shockwaves/Coilovers



43. Ridetech CoilOvers or ShockWaves require a spacer on each side of the bearing. The upper shock uses a 1/2" ID spacer that is 3/8" long (90002043). The overall width with a spacer on each side will be 1 1/4". **The small side of the spacer goes into the shock bearing.** Insert the Shock with the 1/2" ID Spacers into the shock mount.



44. Line up the holes in the mount with the spacers and shock bearing. Insert a 1/2-20 x 2 1/4" hex bolt into the lined up holes. Install a 1/2"-20 Thin Jam Nylok Nut. Torque to 22 ftlbs



45. Ridetech CoilOvers or ShockWaves require a spacer on each side of the bearing. The lower shock uses a 1/2" ID spacer that is 3/8" long (90002043). The overall width with a spacer on each side will be 1 1/4". **The small side of the spacer goes into the shock bearing.** Insert the shock with the 1/2" ID spacers into the shock mount.



Installing Shockwaves/Coilovers



46. Line up the holes in the mount with the spacers and shock bearing. Insert a 1/2-20 x 2 3/4" hex bolt into the lined up holes. Install a 1/2"-20 Nylok Nut. Torque to 22 ftlbs.

NOTE: BEFORE INSTALLING SHOCKWAVES
The correct pinion angle must be set first. Failure to do so could result in damage to the ShockWave by the bag rubbing the Lower Axle Mount.

Note: If installing Shockwaves and you want to locate the air fitting in a different location, the air spring assembly can be rotated on the shock by grabbing the shock and air spring assembly by hand and spinning the shock in the air spring assembly.

The designed ride height of the CoilOver/Shockwave is 14 1/2" center to center.

Double check all the hardware to ensure it is tight.

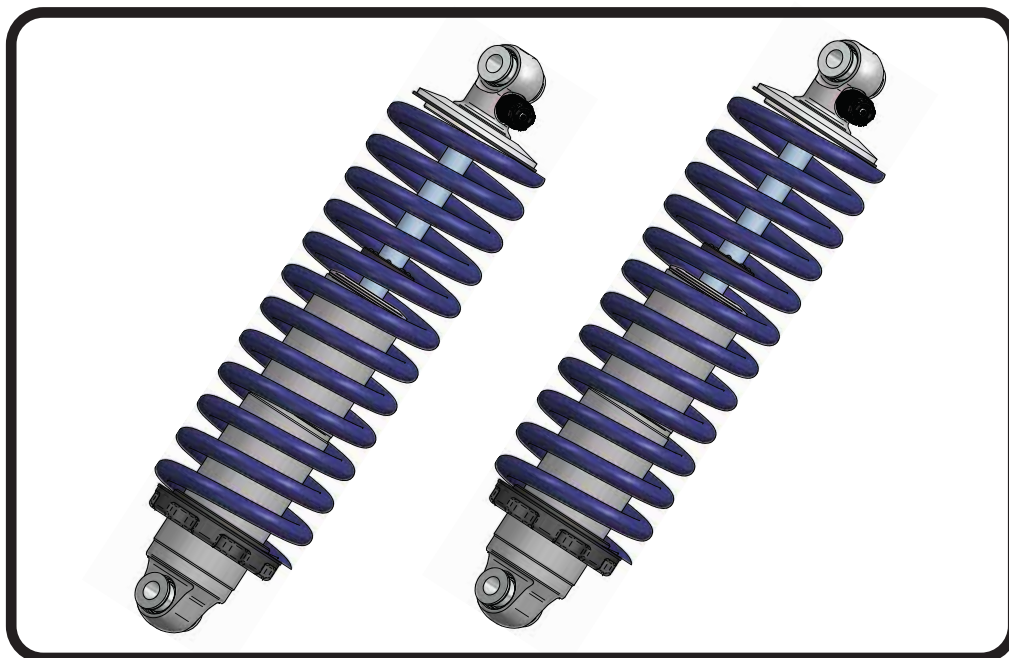
Torque Specifications

| COMPONENTS | TORQUE |
|--|---------------------------|
| CRADLE U-BOLTS | 30 FT-LBS |
| CRADLE TO OEM SHOCK MOUNTS | 9 FT-LBS |
| CRADLE RIV-NUT HARDWARE | 23 FT-LBS |
| LOWER AXLE MOUNT TO AXLE | 55 FT-LBS |
| FRONT LOWER BAR MOUNT RIV-NUT HARDWARE | 23 FT-LBS |
| FRONT LOWER BAR MOUNT 3/8" NYLOK NUT | 45 FT-LBS |
| 4-LINK BAR HARDWARE | TIGHTEN TO ELIMINATE GAPS |
| SHOCK MOUNTING HARDWARE | 22 FT-LBS |

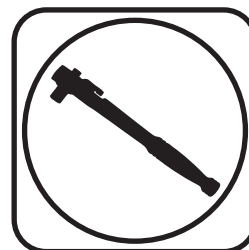
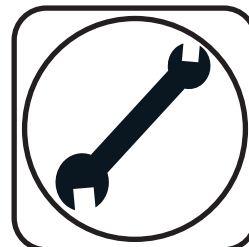


Part # 11256510

1962-1967 Chevy II HQ Rear CoilOvers



Recommended Tools



1962-1967 Chevy II HQ Series Rear CoilOvers

Installation Instructions

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Page 61..... Assembly and CoilSpring Adjustment

Page 62..... CoilSpring and Shock Adjustment

CoilOver Dimensions:

Center of bearing to Center of bearing:

Compressed: 11.23"

Ride Height: 14.50"

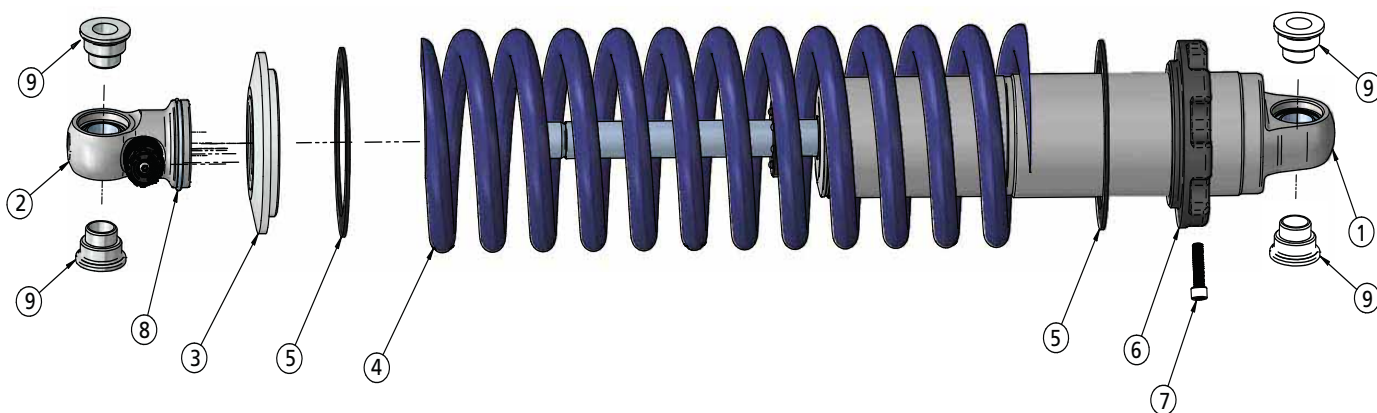
Extended: 16.43"





Major ComponentsIn the box

| Item # | Part # | Description | QTY |
|--------|-----------------|---|-----|
| 1 | 982-10-805 | 5.2" Stroke HQ Series Shock | 2 |
| 2 | 815-05-022-KIT | 1.7" Shock Eyelet | 2 |
| 3 | 803-00-109(kit) | Upper CoilSpring Retaining Plate (803-00-109 kit) | |
| 4 | 59120175 | CoilSpring 12" 175lb | 2 |
| 5 | 70010828 | Delrin Spring Washer | 4 |
| 6 | 803-00-109(kit) | Lower Spring Adjuster Nut (803-00-109 kit) | 2 |
| 7 | 803-00-109(kit) | Adjuster Nut Locking Screw (803-00-109 kit) | 2 |
| 8 | 803-00-109(kit) | Retaining Ring (803-00-109 kit) | 2 |
| 9 | 90002043 | 1/2" ID Upper Shock Bearing Spacer Half | 8 |
| | 90001994 | 5/8" ID Bearing (installed in shock and eyelet) | 4 |
| | 90001995 | Bearing Snap Ring (installed in shock and eyelet) | 8 |





CoilOver Assembly...



1

First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.



2

Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.



3

Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.



4

Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.



5

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.

Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.

NOTE: Remember to adjust the shock valving before driving, the shock is currently set to full stiff.

CoilSpring Adjustment

6. Preload the springs of the CoilOver 1" to start. **Steps 6a - 6e** will assist you with preloading the coilspring. You may need to adjust the amount of preload in the spring, but this will be determined after the vehicle has been sat on the ground.

6a. Verify the adjuster nut locking screw is installed in the adjuster nut, but not tight.

6b. Thread the spring adjuster nut up the shock body until it is snug against the spring. You should NOT be able to move the spring up and down on the shock (0 preload). Verify the upper coilspring cap is seated correctly on the upper shock stud.

6c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

6d. Using a spanner wrench, thread the adjuster up the shock an additional 1" (from the measurement you took in step 2) to preload the spring.

6e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

7. Reinstall the rear wheels and tires and set the rear of the vehicle back on the ground.

8. After entire weight of vehicle is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**



CoilSpring Adjustment

9. If you determine you need to adjust the ride height of the rear suspension after getting the vehicle on the ground, **Steps 9a - 9e** will assist you in adjusting the ride height.

9a. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. You do NOT need to remove the rear wheels.

9b. Loosen the locking screw in the adjuster nut, but do not remove the locking screw.

9c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

9d. Using a spanner wrench, thread the adjuster up or down the shock to obtain the correct ride height. One complete revolution of the adjuster nut is approximately 1/16" at the wheel. Threading the adjuster nut up the shock will raise the ride height, threading it down will lower the ride height.

9e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

10. After entire weight of vehicle is on the wheels, jounce the suspension and roll the vehicle forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**

11. Recheck your ride height. If you need to readjust, repeat **Steps 9-10**.

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.

You must first begin at the ZERO setting, then set the shock to a medium 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.