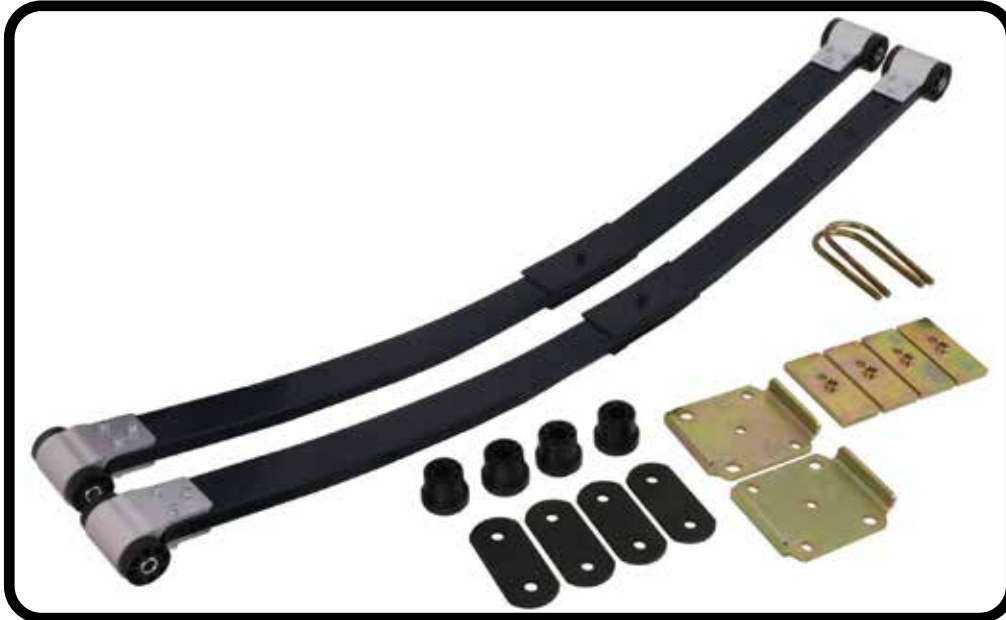




Part # 11164800

Recommended Tools



Composite Leaf Springs & Delrin Bushings

Installation Instructions

1967-69 GM F-Body

1968-74 Chevy Nova

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

THESE COMPOSITE LEAF SPRINGS WILL ACCEPT OEM LEAF SPRING BUSHINGS. THE RIDETECH STREETGRIP KIT HAS THE DELRIN LEAF SPRING BUSHINGS (11165399) PREINSTALLED FOR MAXIMUM PERFORMANCE.



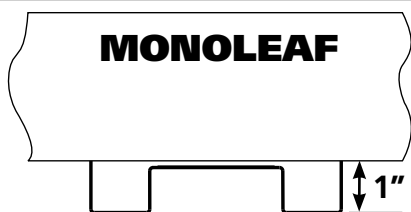
Major ComponentsIn the box

Part #	Description	QTY
90002907	Leaf Spring Blade Assembly w/70012426, 70012427, & 90000526 installed	2
90002497	Leaf Spring Clamping Plates	4
90002526	Mono Leaf Clamping Plate	2
70012428	Delrin Rear Shackle Frame Bushing	4
90000526	Inner Bushing Sleeve	2
90002496	Shackle Plate	4
99436001	7/16"-20 U Bolt	2
99372009	3/8"-16 U-Nut	6
99371050	3/8"-16 x 1 1/2" Conical Body Bolt	6

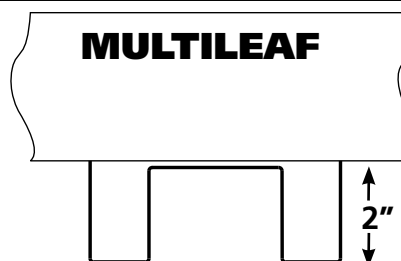
HARDWARE BAG - Leaf Spring Kit & Mono Leaf

Part #	Description	QTY	Part #	Description	QTY
99501035	1/2"-13 x 5" Hex Bolt GR8	6	99432009	7/16"-20 High Nut	8
99502009	1/2"-13 Nylok Nut GR 8	6	99433005	7/16" SAE Flat Washer	8
99431015	7/16"-20 x 2 1/4" Hex Bolt	4	99431020	7/16"-20 x 2 1/2" Hex Bolt GR8	4

Monoleaf & Multileaf Axle Mount



Monoleaf leaf spring pad is approximately 1" tall.



Multileaf leaf spring pad is approximately 2" tall.

Use the above diagrams to help you determine which leaf spring mount is on your car's axle.

Getting Started.....

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

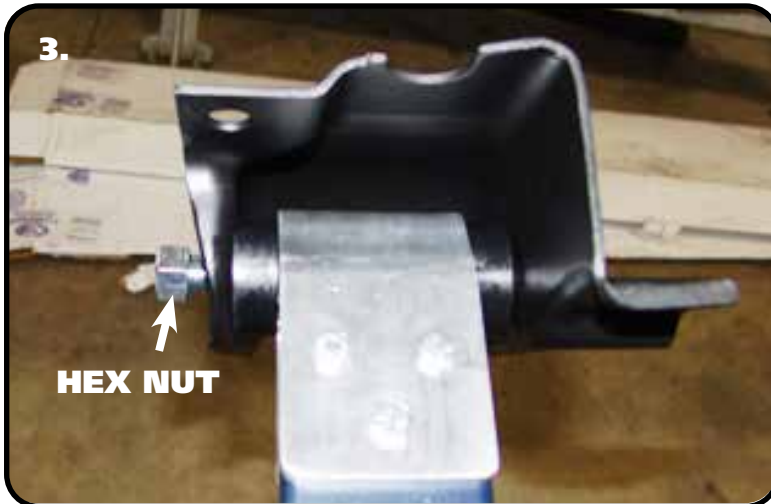
THIS LEAF SPRING KIT WILL WORK WITH MONO LEAF OR MULTI LEAF DIFFERENTIALS, BUT THE INSTALLATION PROCESS VARIES BETWEEN THE TWO. THESE INSTRUCTIONS COVER BOTH SETUPS, BE AWARE THAT YOU ARE DOING THE CORRECT STEPS FOR YOUR DIFFERENTIAL.

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. The OEM frame bushings will need to be removed and all debris removed from the holes to ease installation of the bushings.

2. The Shackle Plates and Hardware can be used to push the rear bushings into the frame location. Start the bushings into the frame and insert a 1/2"-13 bolt into a shackle plate. Insert the bolt/shackle plate into the bushing and install a second shackle plate on the bolt sticking through the bushing. Install a 1/2"-13 nut and tighten until the bushings bottom out on the frame. Remove the shackle plates and install the inner sleeve.

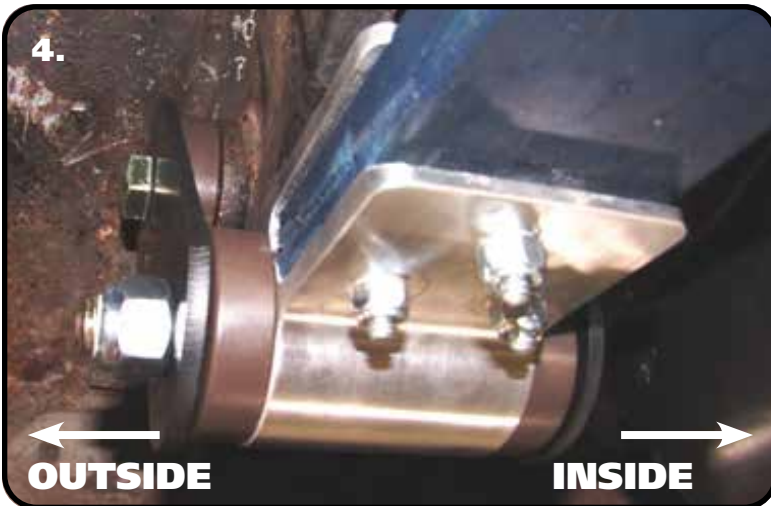


Leaf Spring Installation



3. Bolt the **LARGE BUSHING END** of the Composite Leaf Spring into the OEM front leaf spring mount using a 1/2"-13 x 5" Hex Bolt and 1/2"-13 Nylok Nut. The Bolt must be installed with the threads pointing to the **OUTSIDE** of the car. Diagram #3 is the correct orientation.

NOTE: Front spring pocket must be removed from car before installing new springs. New Hardware is supplied in kit.



4. Attach the rear of the Composite Leaf Spring to the rear mount. If you are using the Ridetech Delrin Bushings, new Shackles and Hardware is supplied with them. Attach a Shackle Plate to each side of the Frame Bushing using a 1/2"-13 x 5" 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 5" Bolt (WITH THREADS POINTING TO OUTSIDE OF CAR) and 1/2"-13 Nylok Nut. Do Not tighten hardware, it will get tightened later.



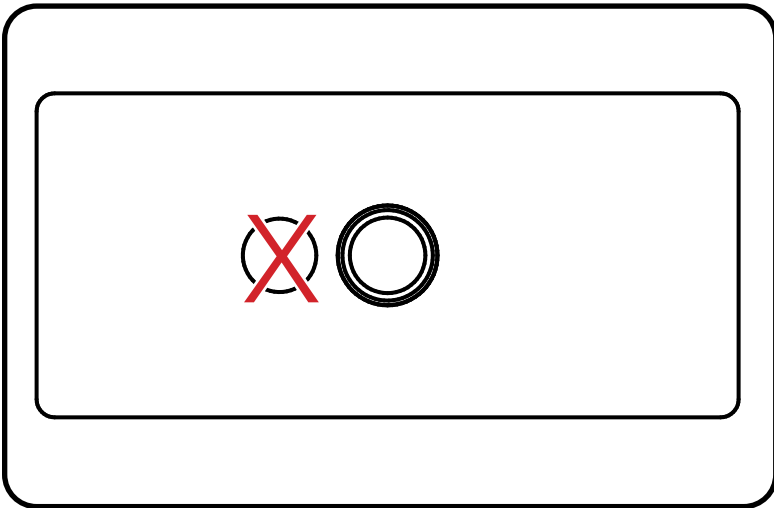
5. Swing the Leaf Spring up and attached the front mount to the car using the supplied 3/8"-16 x 1 1/2" Conical Body Bolts and U-Nuts. Tighten Hardware

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

IF YOU HAVE A MONO LEAF DIFFERENTIAL, SKIP TO STEP 8.



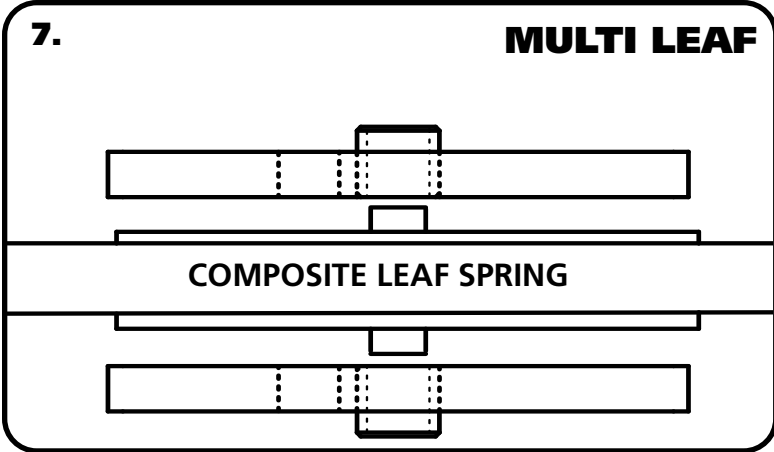
CLAMPING PLATES



THE LEAF SPRING CLAMPING PLATES IN THIS KIT CONTAINS 2 HOLES. THE CENTER HOLE IS THE ONLY HOLE USED IN THIS INSTALLATION. THE OFFSET HOLE WITH THE "X" OVER IT IN THIS IMAGE WILL **NOT** BE USED.

NOTE: Do not forget to remove the OEM rubber isolators from the mounting plates on the axle. This is necessary to achieve proper clamping of the composite springs.

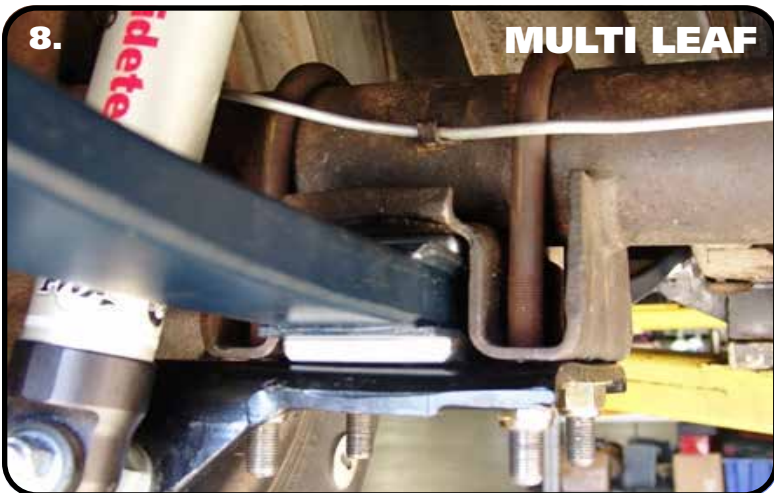
MULTI LEAF DIFFERENTIAL Installation



STEPS 7 & 8 ARE FOR MULTI LEAF ONLY!

7. The Composite Leaf Spring has to be clamped in place with the OEM lower plate. A Multi-Leaf car requires a Clamping Plate on the top and bottom of the leaf spring. The top and bottom locating pins need to be inserted into the holes in the Clamping Plates on the FLAT SIDE. The Clamping Plates have a pin on each one of them. They will need to be inserted into the holes on the leaf spring mount and lower plate to correctly position the rear differential.

8. Lower the differential onto the Leaf Spring with the top Clamping Plate in place, shown in Diagram "7". Align the top PIN into the HOLE in the OEM leaf spring mount. Install the lower Clamping Plate followed by the OEM lower mount being sure the Pins and Holes are aligned. Install the OEM hardware. Evenly tighten the hardware by tighten in a crisscross fashion. Torque the nuts to 55 ftlbs.



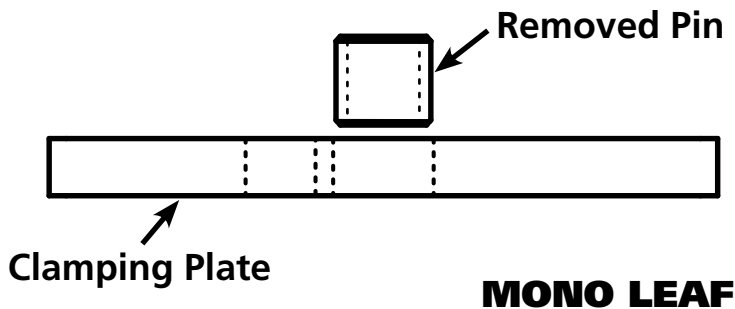
Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030" - .060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.

SKIP TO STEP #14 TO FINISH THE LEAF SPRING INSTALLATION



MONO LEAF Installation

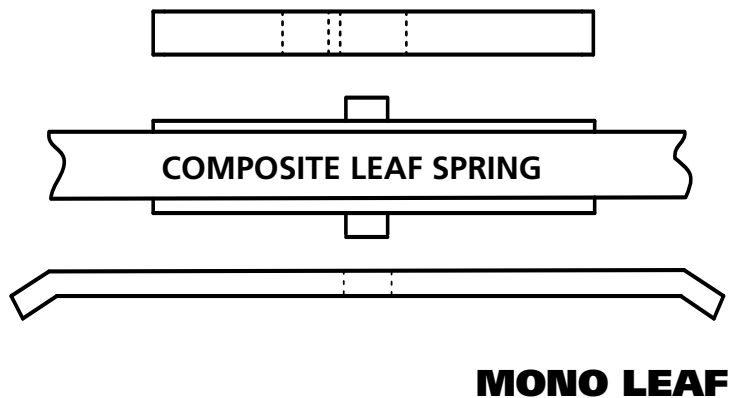
9.



9. The kit contains 4 Clamping Plates that are all the same. For a Mono Leaf installation, the center pin will need to be removed from **2** of the plates. The pin can be knocked out with a hammer and punch.

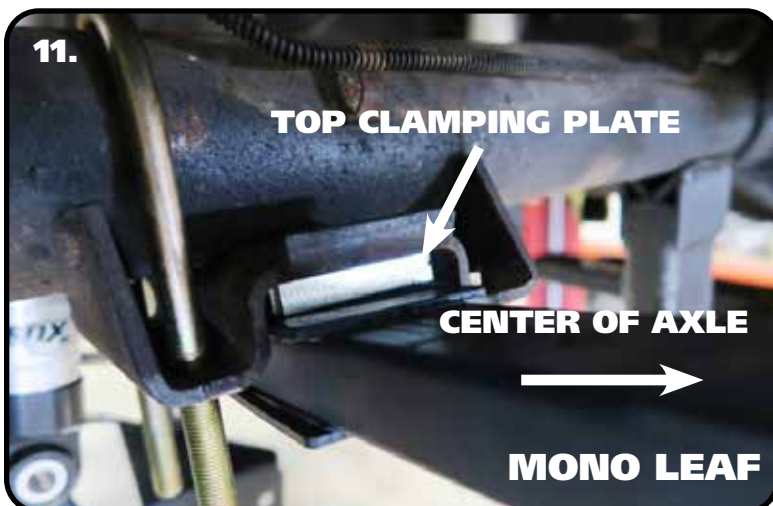
Diagrams 10, 11, & 12 will be used to aid in the installation of the Clamping Plates on a Mono Leaf Differential.

10.



10. The Composite Leaf Spring will be clamped in place with the OEM lower plate. This setup utilizes a Clamping Plate on the top and bottom of the leaf spring. **The Locating Pin on the Composite Leaf Spring needs to be inserted into the holes on the Clamping Plates.** The Clamping Plate with the **PIN REMOVED** is used on the **TOP**. The Locating Pin on the bottom of the leaf spring will need to be inserted into the center hole in the Lower Clamping Plate, this will position the differential correctly.

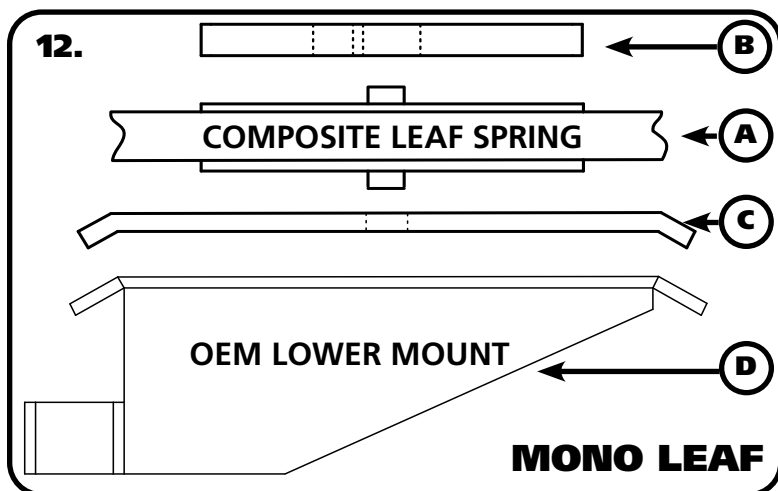
11.



11. Remove the OEM Hardware from the OEM leaf spring mount, it will be replaced with hardware supplied in the kit. The new Hardware includes (1) 7/16 U Bolt, (2) 7/16"-20 x 2 1/4" Hex Bolts, (4) Flat Washers, & (4) 7/16-20 Nylok Nuts per side. The U Bolt will replace the outer OEM hardware, the 7/16" x 2 1/4" bolts replace the inner OEM hardware. Install the U Bolt and Hex Bolts.



MONO LEAF Installation



12. Align the top **PIN** into the **HOLE** in the Top Clamping Plate(**B**). Lower the differential onto the Leaf Spring(**A**) with the Top Clamping Plate(**B**) centered on the pin. Install the Lower Clamping Plate(**C**) by sliding it up on the mount hardware. It may be necessary to reposition the differential to get the **BOTTOM** Locating pin in the **HOLE** in the Lower Clamping Plate(**C**). Next, install the OEM lower mount(**D**) being sure the Pins and Holes are aligned and the lower shock mount is in the correct position.

13. Install a 7/16" Flat Washer and 7/16-20 High Nut on each U bolt and Hex Bolt. Evenly tighten the nuts to a Torque of 55ftlbs.

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.

Continue to Step 14

Finalizing Installation

14. 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 tighten the bushing hardware.

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

16. DOUBLE CHECK TO MAKE SURE NOTHING IS COMING INTO CONTACT WITH THE LEAF SPRING.