ridetech

INSTALLATION INSTRUCTIONS

Part # 11226210

HQ Series Rear Coil-Overs

64-72 A-Body w/ Moser/GearFX Rear Ends

www.ridetech.com
812.482.2932

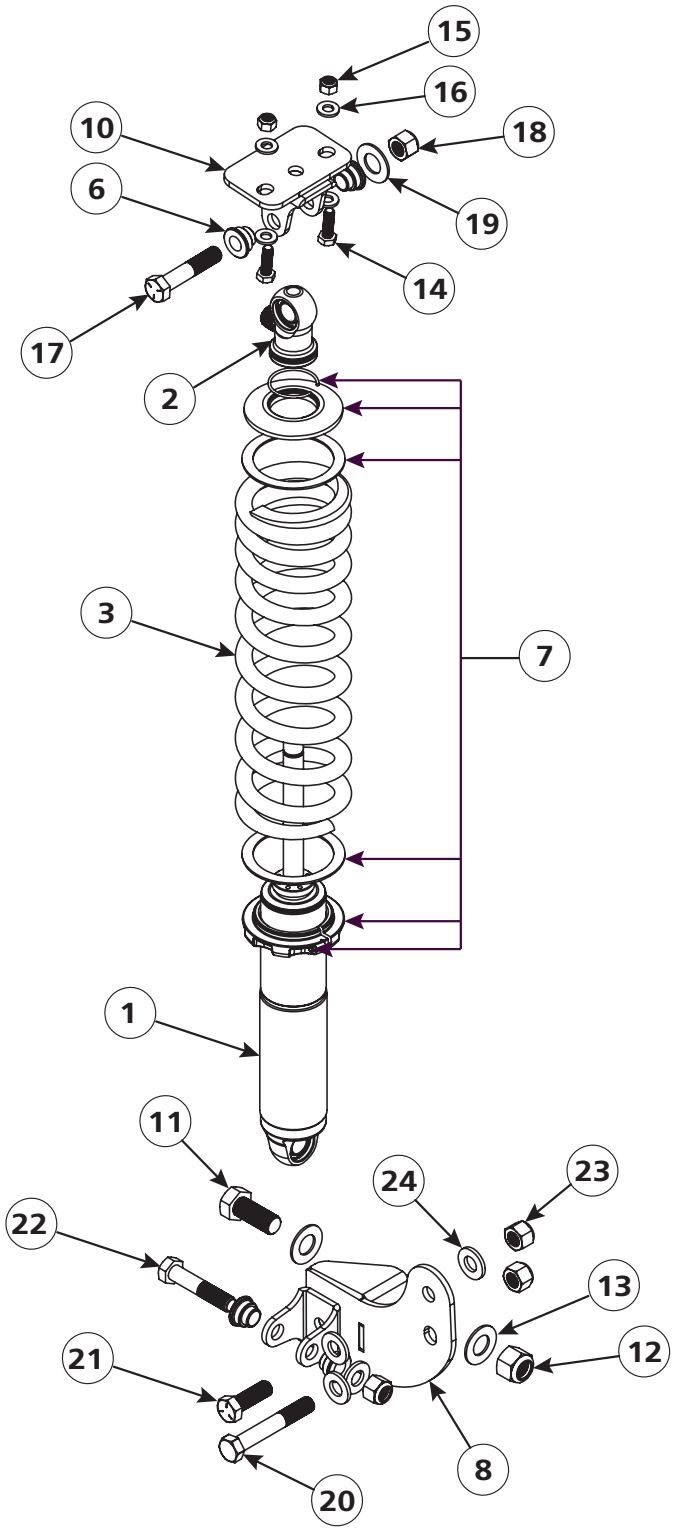
Please Read And Understand All Instructions And Warnings Prior To The Installation Of This Product.

Congratulations on your new ridetech product! It's an honor that you've selected the ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing ridetech!

Road Map

Coil-Over Dimensions	
Measured From Center-To-Center Of Shock Bearings	
Compressed	**11.23"**
Ride Height	**14.50"**
Extended	**16.43"**

EXPLODED VIEWS AND PARTS LISTING



EXPLODED VIEWS AND PARTS LISTING

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	59120225	Coil Spring, 12" 225 lbs/in	2
4	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
5	90001995	Bearing Snap Ring (installed in shock and eyelet)	8
6	90002043	.500" ID spacer	8
7	803-00-199	Locking Screw (99050001)	2
		Retaining Ring (038-01-006-A)	2
		Upper Spring Retaining Plate (234-14-200)	2
		Spring Adjuster Nut (234-15-200)	2
		Delrin Washer (70010828)	4
8	90002307	Lower Shock Bracket - Driver	1
9	90002308	Lower Shock Bracket - Passenger	1
10	90002327	Upper Shock Mount	2
11	99621014	5/8-18 X 1 1/2 SAE HCS GR8	2
12	99622001	5/8-18 NYLON INSERT L/N GR8	2
13	99623001	5/8 SAE FLAT WASHER GR8	4

Hardware Kit: 99010110			
Item #	**Part #**	**Description**	**Qty**
Upper Mounting			
14	99311011	5/16"-18 X 1 1/4" BOLT GR8	4
15	99312002	5/16"-18 NYLOK NUT GR8	4
16	99313001	5/16" SAE FLAT WASHER GR8	8
17	99501050	1/2"-13 X 2 1/2" BOLT GR8	2
18	99502009	1/2"-13 NYLOK NUT GR8	2
19	99503014	1/2" SAE FLAT WASHER	2
Lower Mounting			
20	99501065	1/2"-13 X 3 3/4" BOLT GR8	2
21	99501053	1/2"-13 X 1 1/2" BOLT GR8	6
22	99501050	1/2"-13 X 2 1/2" BOLT GR8	2
23	99502009	1/2"-13 NYLOK NUT GR8	10
24	99503014	1/2" SAE FLAT WASHER	16

COILOVER ASSEMBLY INSTRUCTIONS

1. Thread the preload adjustment nut onto the shock from the bottom (Figure 1). A few threads of engagement is ok for now.

Figure 1

2. The rebound adjustment knob must be removed prior to installing the upper spring mount in step 4. Turn the adjustment knob clockwise until it stops, then remove the torx screw and the knob (Figure 2).

Figure 2

3. Slide a Delrin washer over the shock and onto the adjustment nut, followed by the coil spring (Figure 3).

Figure 3

4. With the adjustment knob removed, slide a Delrin washer over the eyelet and place on top of the coil spring, followed by the upper spring mount (Figure 4).

Figure 4

COILOVER ASSEMBLY INSTRUCTIONS

5. Slide the retainer clip over the upper eyelet and into the groove at the base of the eyelet. Make sure it snaps into place and is fully seated in the groove (Figure 5).

Figure 5

6. Reinstall the adjustment knob (Figure 6).

Once you have reinstalled the knob, you may want to turn the knob about 12 clicks counterclockwise since the rebound is currently set at "full stiff".

Figure 6

7. Thread the adjustment nut up the shock body to remove the slack and secure the spring and upper mount against the eyelet. Install the locking screw in the adjustment nut, but do not tighten yet (Figure 7).
This screw will be tightened after your preload has been set.

Figure 7

8. Your assembled coilover is ready to be installed on the vehicle.

Figure 8

Axle Bracket Installation

1. Raise the vehicle to a safe and comfortable working height.

2. Remove the existing rear shocks and springs. Refer to the factory service manual for proper disassembly and removal instructions.

3. Remove the lower trailing arm bolt on one side of the car and allow the trailing arm to drop out of the OEM bracket. Only do one side at a time to prevent the axle from rotating.

4. Install the longer ½" x 3 ¾" bolt through the lower trailing arm from the outside in. Install the lower bracket over the bolt and secure with a ½" Nylok nut and flat washer (Figure 1).

5. The bolt hole in the back of the bracket will align with the factory shock stud hole. Use a 5/8" x 1 ½" bolt, Nylok nut and flat washers (Figure 2).

6. Drill the upper bracket hole with a ½" bit. The edge of the bracket should be parallel to the axle bracket (Figure 3).
We recommend using a centering punch and 1/8" bit to drill a pilot hole.

Insert a ½" x 1 ½" bolt and secure with a 1/2" Nylok nut and flat washers.

Torque the 1/2" hardware to **75 ft-lbs**.
Torque the 5/8" hardware to **162 ft-lbs**.

Figure 1

Figure 2

Figure 3

Coil-Over Installation

7. Position the new upper shock mount bracket in the factory shock location. Install a 5/16" x 1.25" bolt with a 5/16" flat washer on each side, and secure with the 5/16" nylok nuts (Figure 4). Torque to **17 ft-lbs**.

NOTE: The bracket positon should be offset to the centerline of the car.

8. Install a 90002043 shock spacer into each side of the coilover eyelet bearing. The small end of the spacer will snap into the bearing (Figure 5).

9. Position the coilover eyelet into the upper shock mount. Insert a 1/2" x 2.5" bolt through the mount/eyelet and secure with a 1/2" nylok nut (Figure 6).

Torque to **75 ft-lbs**.

10. Install a 90002043 shock spacer into each side of the lower coilover bearing.

11. Position the coilover into the lower shock mount. Insert a 1/2" x 2.5" bolt through the mount/eyelet and secure with a 1/2" nylok nut (Figure 7). Torque to **75 ft-lbs**.

12. Repeat on the opposite side.

Figure 7

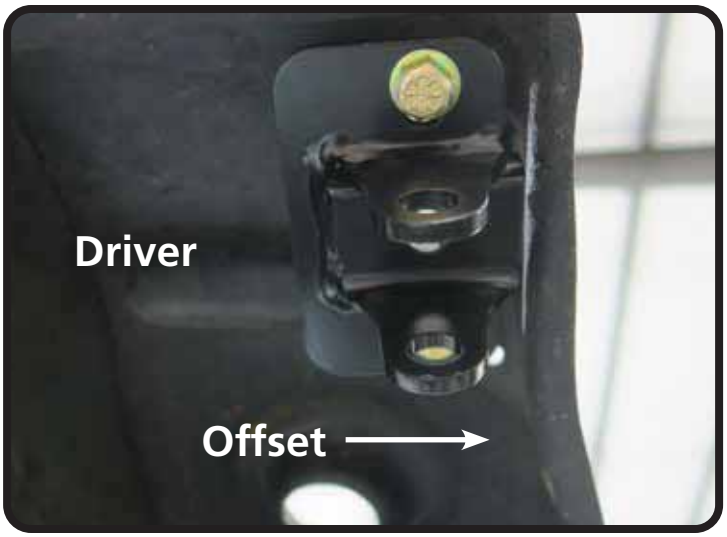


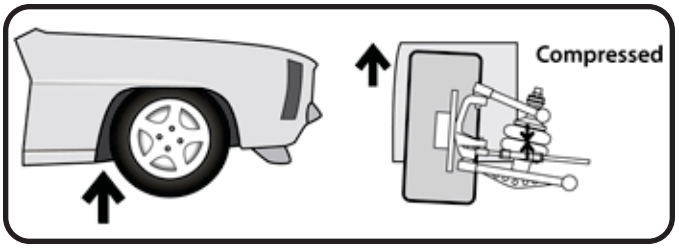
Figure 4

Figure 5

Figure 6

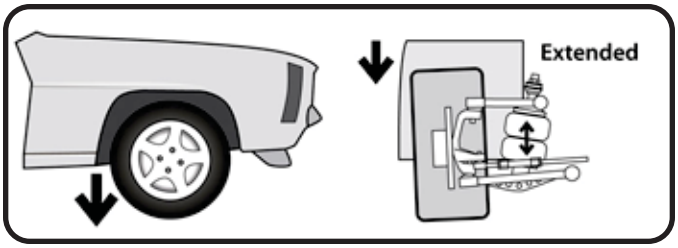
TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

The Basics...



COMPRESSION

This typically occurs when you hit a bump in the road. The bump forces the wheel/tire/suspension assembly to "compress" or move upwards into the car.



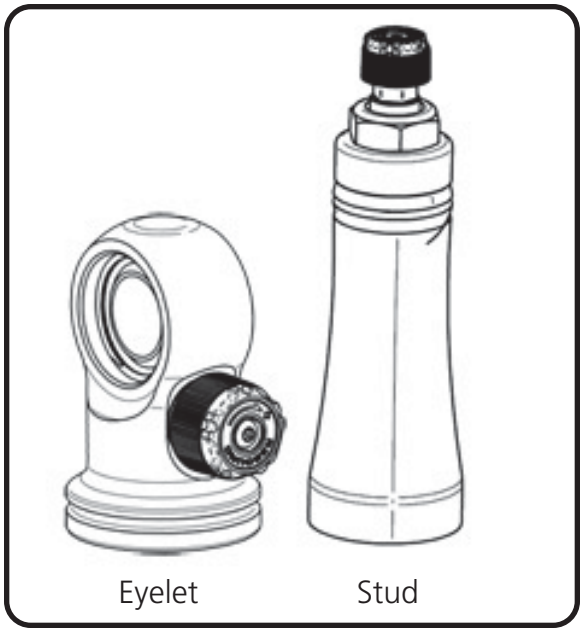
REBOUND

Rebound is the opposite of compression. This occurs when the wheel/tire/suspension assembly falls into a pothole, or simply "rebounds" from being compressed.

Where Are The Knobs?

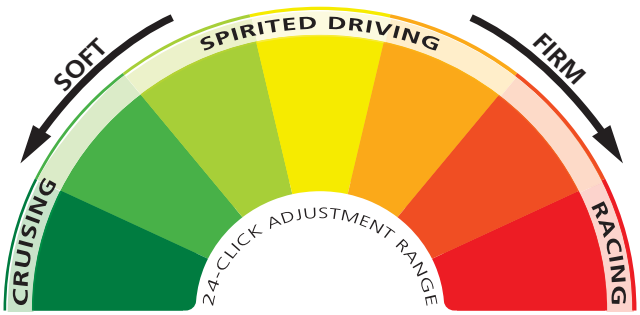
HQ Series Shocks

- **The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.**
- **This knob provides rebound adjustment only.**



Knob Function

Counterclockwise = Softer



Clockwise = Firmer

TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

Initial Rebound Setting

NOTE: Before jumping straight to a middle-of-the-road shock setting, we recommend you experience the full range of adjustment potential of your new shocks by first driving your vehicle at both the "full stiff" and "full soft" settings. Understanding how your shocks behave at these extremes will provide recognizable reference points as you attempt to dial in your settings.

1. Begin by setting your shocks to the "full stiff", or minimal rebound position. You do this by turning the adjustment knob clockwise until it stops.

2. Now turn the adjustment knob counterclockwise 12 clicks. This is the approximate center of the adjustment range.

3. Take the vehicle for a test drive. Try to determine if you are experiencing any of the unwanted behaviors found at the extremes of the adjustment range. If you are satisfied with the ride quality and handling, you're all set. Enjoy the ride!

4. If the vehicle feels too "floaty" or soft, turn the knob a few clicks clockwise to increase the damping effect.

If the ride quality is still too harsh or stiff, turn the knob a few more clicks counterclockwise to decrease the damping effect.

5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.

General Guidelines

- The rear shocks typically have the most influence on ride quality. This is due to your seating position being closer to the rear than the front.
- Adjustments to the front shocks will generally require 3-4 clicks in any direction to be noticeable, while adjustments to the rear shocks may only require 1-2 clicks to be felt.
- Don't be afraid to turn the knobs and experience the full adjustment range. You are not going to hurt anything and you can always go back if you adjust too far one way or the other.