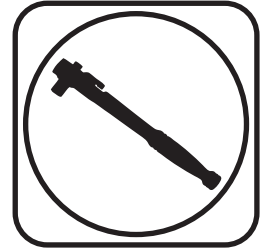




Part # 11237210 - 1964-1967 GM A-Body Rear Tune Up Kit



Recommended Tools



1964-1967 GM A-Body Rear Tune Up Kit Installation Instructions

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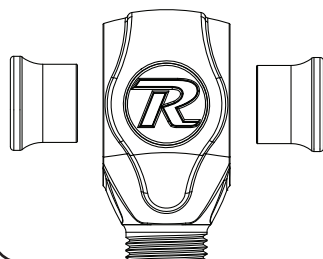


Major ComponentsIn the box

Part #	Description	QTY
90002826	R-Joint Bushing Housing	2
90002868	BARWW22.00 - Lower Bar	2
90001116	Rear Upper Control Arm - Set to 12.750"	2
70013364	RH R-Joint Threaded Housing End (installed in upper bars)	2
70013784	R-Joint Spacers	16
99752004	RH 3/4" -16 Jam Nut (installed on upper bar ends)	2
Rear Shocks		
986-10-020	7.55" Stroke Eye Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002068	Wide T-Bar (Installed in Shock)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock)	2
90001619	Cantilever Pin Bolt Kit	2
Hardware		
99501005	1/2" -20 x 3 1/2" Hex Bolt	8
99502009	1/2" -20 Nylok Nut	8
99503014	1/2" SAE Flat Washer	8
R-Joint Components - (Installed in bar ends)		
70013279	Retaining Ring	8
70013280	Wavo Wave Spring	8
70013275	R-Joint Center Ball	8
70013276	R-Joint Composite Center Ball Cage	8

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.

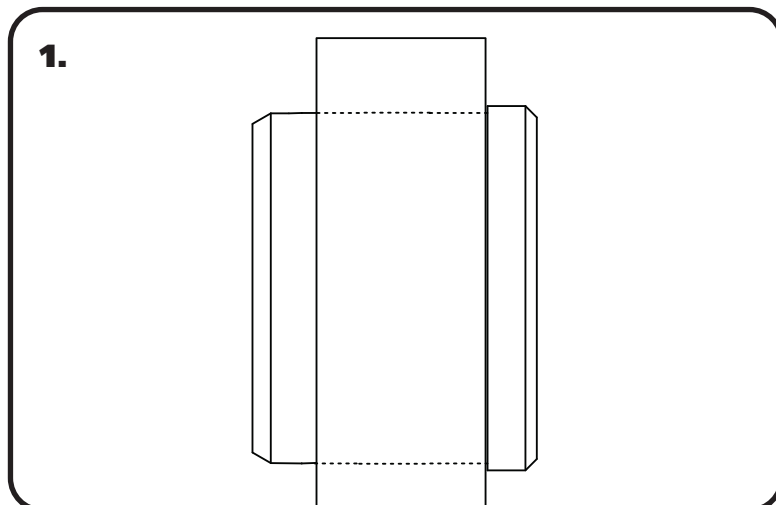


New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self lubricating ingredients, no additional lubrication is needed or desired. Any additional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



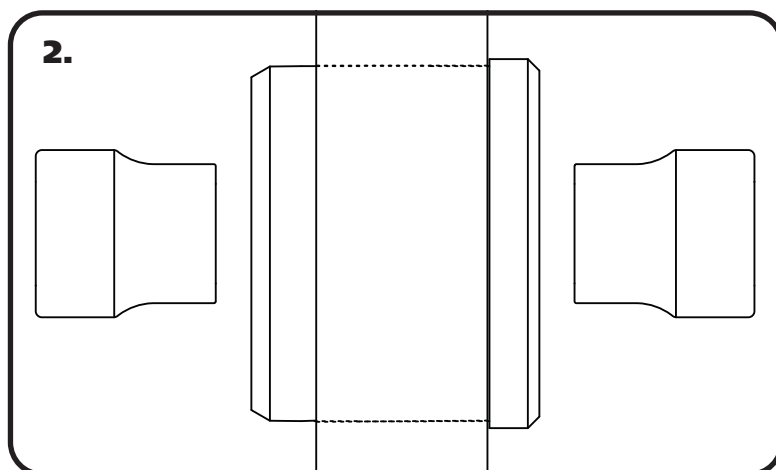
R-Joint & Upper Bar Installation

It is important to not get the bushings crooked on installation.



Start by removing the upper bars. Next, remove the upper axle housing bushings.

1. Install the R-Joint Housing into the OEM bushing hole, making sure it goes in straight.



2. 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.

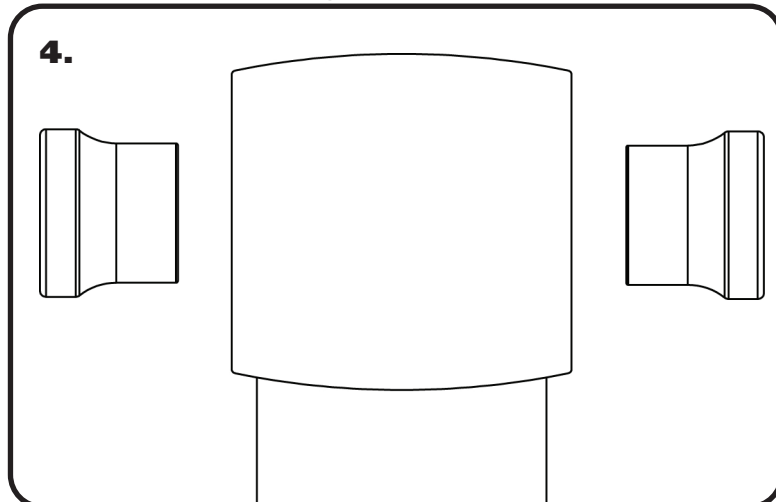


3. Install the R-Joint Spacers into the R-Joint End. Remove the OEM Upper Control Arms and replace them with the StrongArms.



Lower Bar Installation

Remove the sway bar (if equipped) and factory lower trailing arm. Do one side at a time to keep the axle from rotating. .



4. 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.



5. Attach to front on the lower StrongArm to the frame using the 1/2" x 3 1/2" bolts, flat washers and nylok nuts supplied.



3. Attach to rear of the lower StrongArm to the frame using the 1/2" x 3 1/2" bolts, flat washers and nylok nuts supplied.



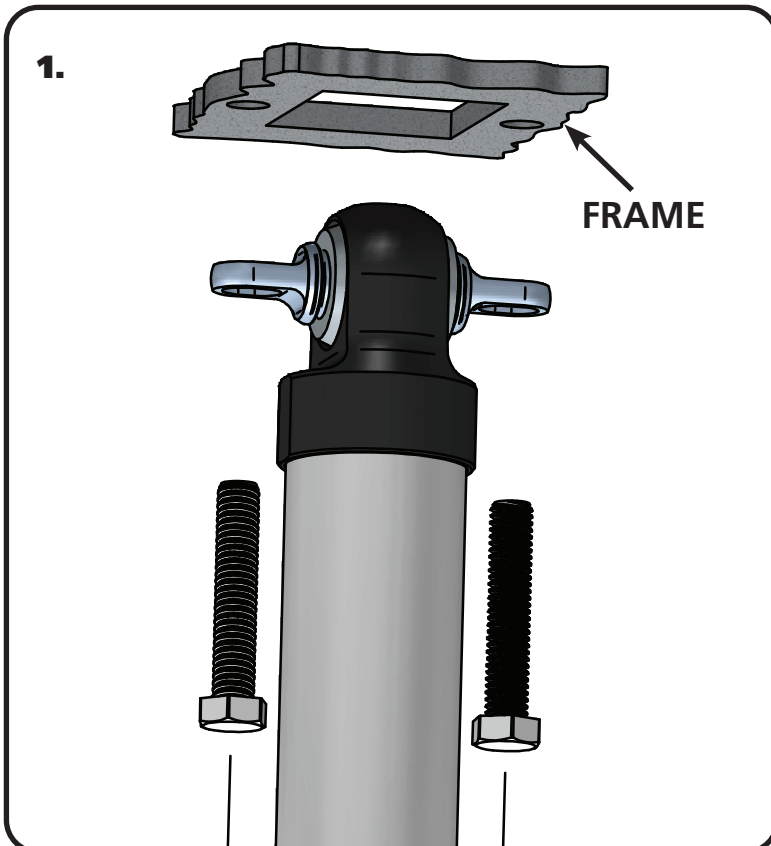
7.55" HQ Series Smooth Body Rear Shocks

Major ComponentsIn the box

Part #	Description	QTY
986-10-020	6.65" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock)	2
90001619	Cantilever Pin Bolt Kit	2

Shock Installation

The Rear Shocks will be installed in conjunction with the Rear CoilSprings.

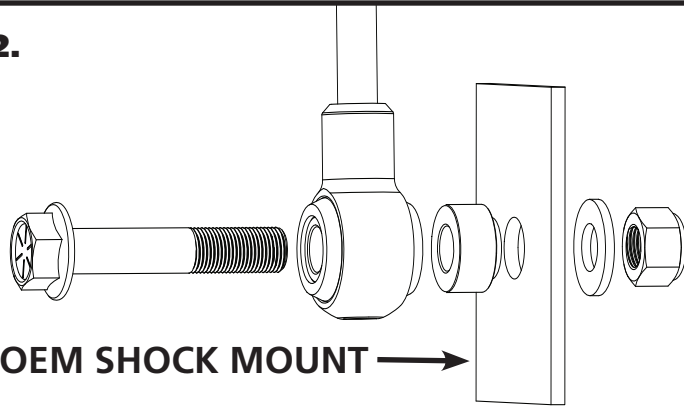


1. With the OEM Shock removed, install the Ridetech shock. Attach the Top of the Shock in the OEM Location using the OEM Hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.



Shock Installation and Adjustment

2.



OEM SHOCK MOUNT →

2. The Lower Shock is Bolted to the Lower OEM Mount using the supplied Cantilever Bolt Kit. Insert the Cantilever Bolt into the Shock Bushing. Next, Slide the Aluminum Spacer onto the Threads of the Cantilever Bolt. With the CoilSprings in place, Jack the Rear Differential up until the Shocks can be Bolted in place. Insert the Assembly into the OEM Shock Hole. Install the supplied Flat Washer and Nylok Nut onto the Threads and tighten.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks

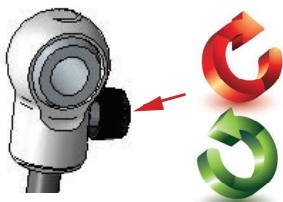
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12 or handling setting of 8.



-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.