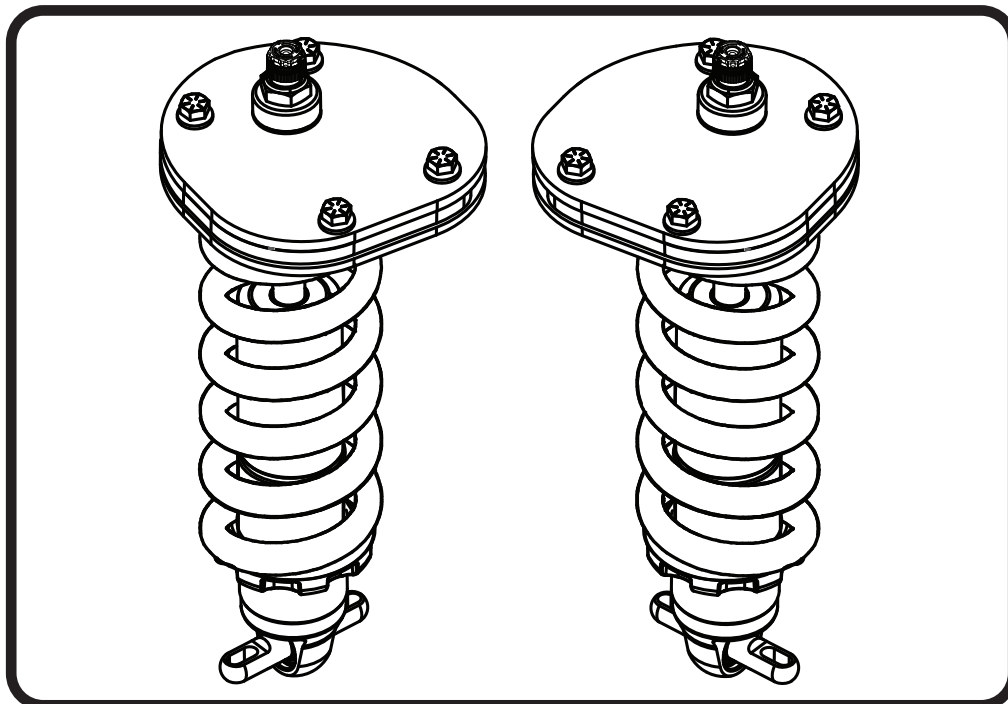
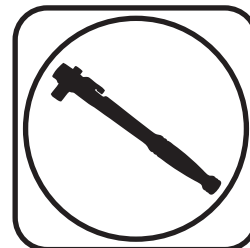
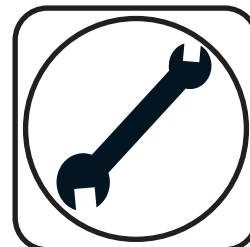




Part # 11253511 - 1962-1967 Chevy II Front TQ CoilOver for StrongArms



Recommended Tools



1962-1967 Chevy II TQ Series Front CoilOvers

Installation Instructions

THESE COILOVERS ARE DESIGNED TO BE USED WITH RIDETECH STRONGARMS

Table of contents

Page 2.....	Included Components
Page 3.....	Getting Started & Disassembly
Page 4.....	CoilOver Assembly
Page 5-6.....	CoilOver Installation
Page 7.....	CoilSpring Adjusting
Page 8-9.....	Shock Adjustment

CoilOver Dimensions:

Center of bearing to Stud Mounting Surface:

Compressed: 10.43"

Ride Height: 12.50"

Extended: 14.53"

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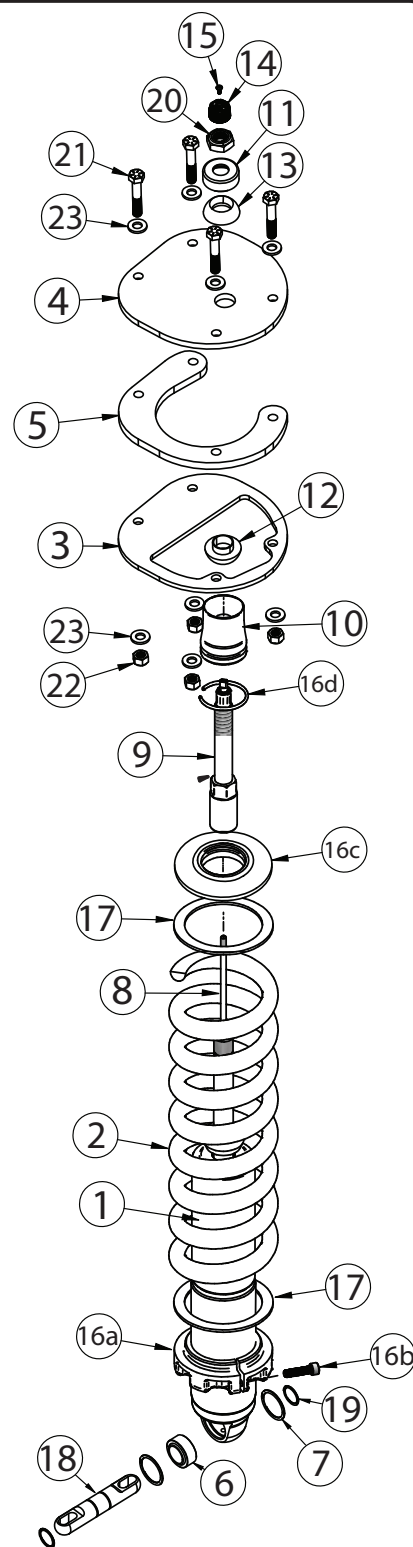


Major ComponentsIn the box

Item #	Part #	Description	QTY
1	982-10-071	4.1" Stroke TQ Series Shock	2
2	59080525	Coilspring 8" 525lb	2
3	90001637	Lower Shock Tower Mounting Plate	2
4	90001638	Upper Shock Tower Mounting Plate	2
5	90003320	Shock Tower Spacer	2
6	90001994	5/8" ID Bearing	2
7	90001995	Bearing Snap Ring	4
8	70012160	2.00" Metering Rod	2
9	90009988(kit)	2.00" Stud Adjuster Assembly	2
10	90002312	2.00" Stud Top Base	2
11	90001902	Delrin Ball Upper Cap	2
12	90001903	Delrin Ball Lower Half	2
13	90001904	Delrin Ball Top Half	2
14	210-35-120-0	Shock Adjuster Knob	2
15	90009969	Adjuster Knob Retaining Screw	2
16a	803-00-199(kit)	Lower Spring Adjuster Nut	2
16b	803-00-199(kit)	Adjuster Nut Locking Screw	2
16c	803-00-199(kit)	Upper CoilSpring Retainer	2
16d	803-00-199(kit)	CoilSpring Plate Retaining Ring	2
17	70010828	Delrin Spring Washer	4
18	90002060	Universal Trunnion	2
19	90001980	Trunnion Snap Ring	4
20	99562003	9/16"-18 Nylok Jam Nut	2
	026-05-000	Reservoir Mounts	4
	99050000	Reservoir Mounting Screws	12
	85000003	Allen Wrench for Reservoir Screws	1

Hardware Kit# 99010189

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



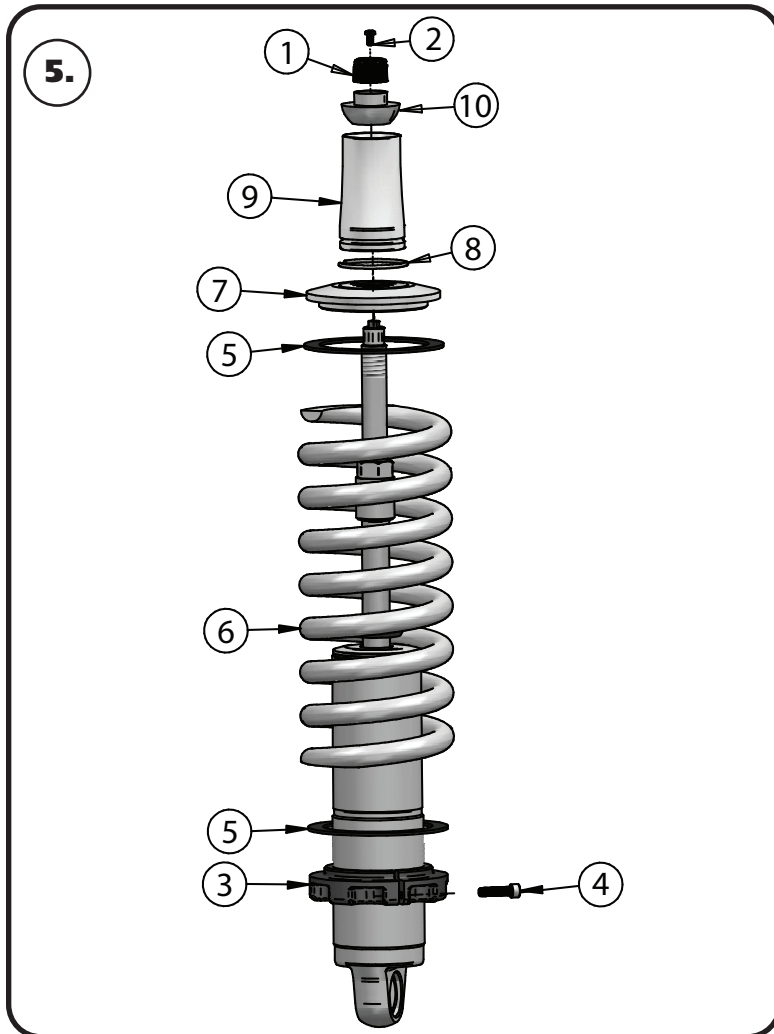
3. The OEM upper shock mount will need to be removed from the car. Remove the upper shock nut and unbolt the mount.



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.

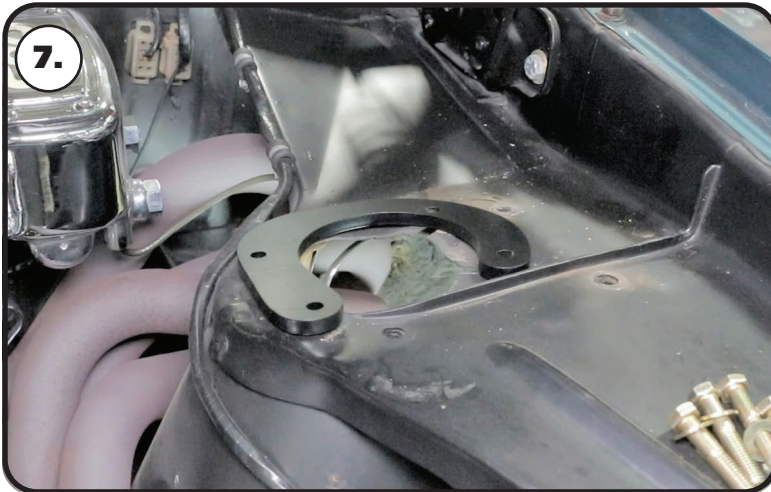
Repeat on second CoilOver.

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

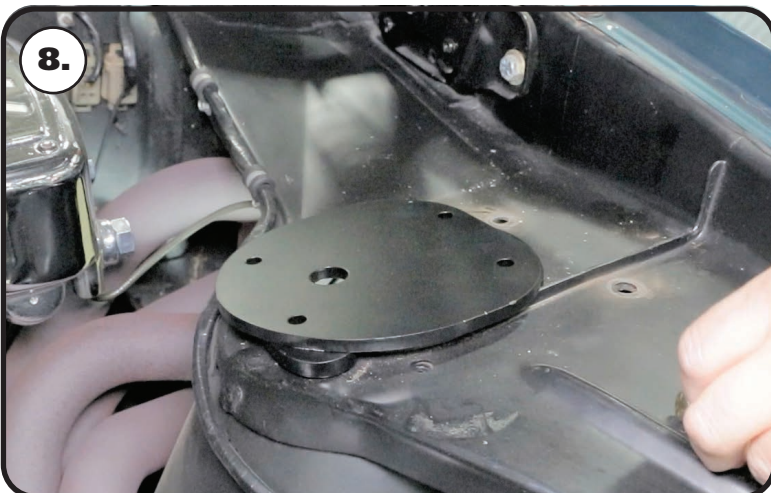




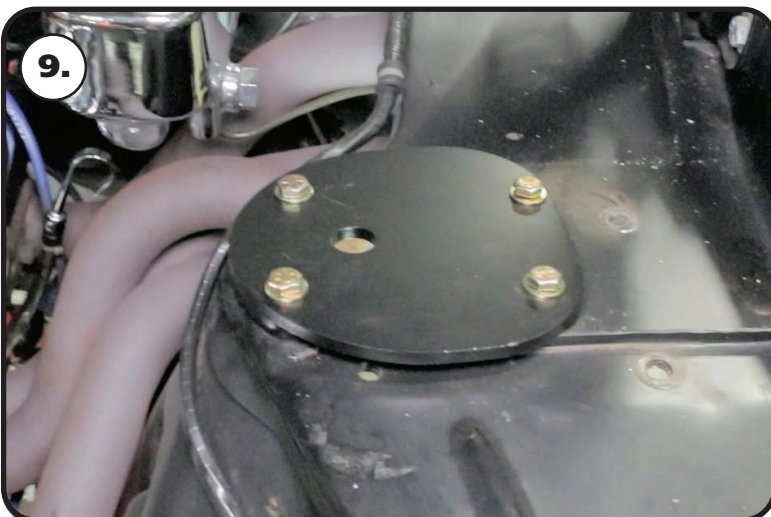
CoilOver Installation



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.



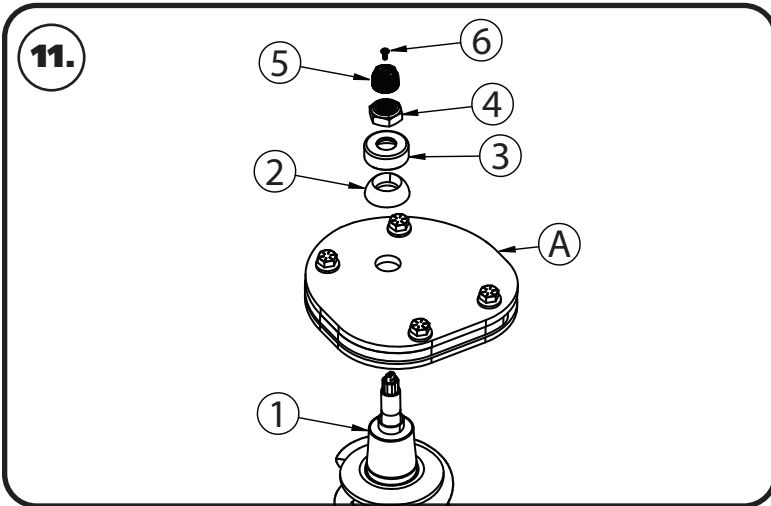
9. The outer (2) holes of the upper mount will align with the OEM slots. The inner (2) holes will need to be drilled. The easiest way to do this is to bolt the upper mounting plates together in the car. Install a 5/16" SAE flat washer on each of (2) 5/16"-18 x 1 3/4" hex bolt. Insert the bolt/washers 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. 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. 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. 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**.



Shock Adjustment

Shock Adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

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.

Shock Adjustment 101-Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.



-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.



Shock Adjustment

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.



-Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (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 low speed compression 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 low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression 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.

Step 3:

Adjust rebound according to Single Adjustable instructions.

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.