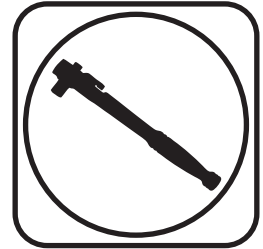




Part # 11339510 - 1963-1972 C10 Rear Shock Kit



Recommended Tools



HQ Series Rear Shock Kit Installation Instructions

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THE RIDETECH DUAL RATE COIL SPRINGS (11334799) & PANHARD BAR KIT (11339099) ARE RECOMMENDED TO ACHIEVE MAXIMUM PERFORMANCE.





5.75" HQ Series Smooth Body Shocks

Major ComponentsIn the box

Part #	Description	QTY
986-10-031	5.75" Stroke Shock	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	4
90002103	5/8" ID Shock Sleeve (Installed in Shock Eyelet)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock Body)	2
90002594	Upper Shock Mount Brackets	2
90002595	Lower Shock Mount Bracket - Passenger	1
90002596	Lower Shock Mount Bracket - Driver	1
90001617	5/8" Shock Stud Kit	2

HARDWARE

Part #	Description	Usage	QTY
99431002	7/16"-14 x 1 1/4" Hex Bolt	Upper Shock Mount to Frame	4
99433002	7/16" Flat Washer	Upper Shock Mount to Frame	8
99432001	7/16"-14 Nylok Nut	Upper Shock Mount to Frame	4
99501003	1/2"-20 x 2 3/4" Hex Bolt	Shock to Upper Shock Mount	2
99503001	1/2" Flat Washer	Shock to Upper Shock Mount	4
99502008	1/2"-20 Nylok Nut	Shock to Upper Shock Mount	2

The Rear Shocks will be installed in conjunction with the Rear Coil Springs and Panhard Kit.

Getting Started.....

1. Jack the truck 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 truck 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 lower clamping plate/shock mount.
2. Remove the shocks from the car.



Getting Started.....



3. The rivets holding the OEM upper shock mount will need to be removed. One way is to cut a "+" in the head of the rivet and chisel the 4 pieces of the head off the rivet, then knock the rivet out of the frame with a hammer and punch. They can also be drilled out.



4. Drill the 4 rivet holes out to 7/16".



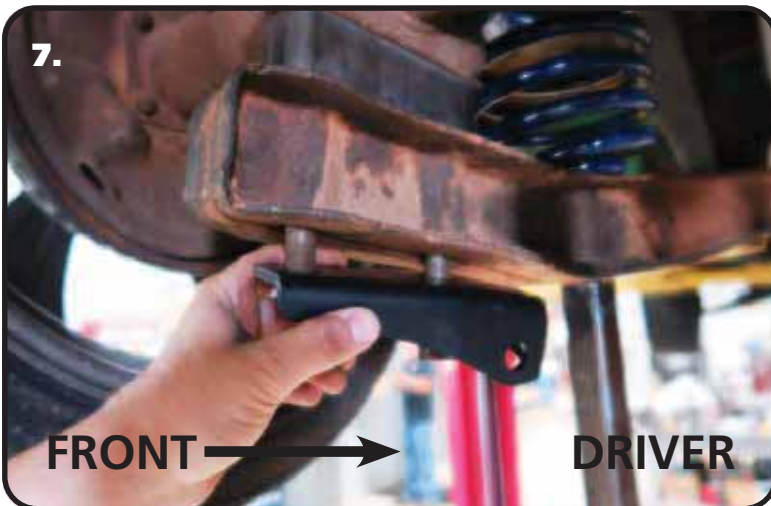
5. Install a 7/16" Flat Washer on each 7/16"-14 x 1 1/4" Bolts. Position the Shock Bracket in the same location as the OEM shock mount with the shock mounting holes to the rear of the truck. Line up the front and rear holes and insert the 7/16" Bolt/Washer from the bottom with the threads pointing up. Install a 7/16" Flat Washer and 7/16"-14 Nylok on the threads of the bolt. Repeat steps 3-5 on both shock mounts. Tighten Hardware.



Upper Mount Installation



6. Remove the OEM lower shock mount by removing the u-bolt nuts. **IF INSTALLING THE STREETGRIP PANHARD KIT, INSTALL THE SPACER BLOCKS AT THIS TIME. REFER TO THE PANHARD KIT INSTRUCTIONS FOR THE PROPER PROCEDURE.** Retain the OEM hardware if not installing the StreetGrip Panhard Kit.



7. Install the Lower Shock Mount on the U-Bolts sticking through the bottom side of the trailing arm. The shock mounting hole should be positioned with the hole to the front and to the inside of the truck. Once the Mount is installed, install a 3/4" Flat Washer and 3/4"-16 Nylok Nut on each leg of the U-Bolts. Tighten the Nylok Nuts to 350ftlbs.



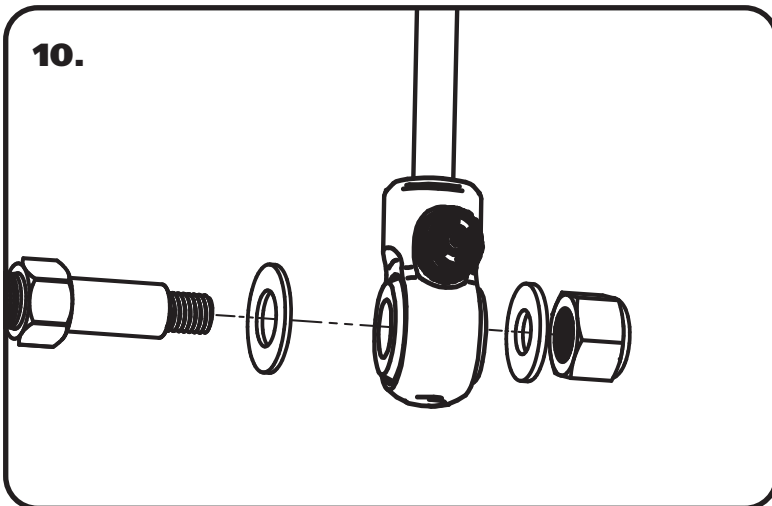
8. Install the supplied Shock stud in the Lower Shock Mount. The stud should be installed with the STUD pointing to the center of the truck. Install a 5/8" Washer (supplied with stud kit) on the 5/8"-18 Thread side of the Stud and insert it into the Shock Bracket. Install a 5/8" Washer and Nylok Nut on the threads and tighten. Do this for both shock brackets, installing the Studs with the small threads pointing to the center of the truck.



Shock Installation



9. The Shock is mounted in the Upper Mount with the BODY UP. It is held in place with a 1/2"-20 x 2 3/4" Hex Bolt & 1/2"-20 Nylok with a 1/2" Flat Washer on each side of the bracket.



10. The Eyelet end of the Shock needs to be installed on the Stud. First, install a 5/8" Washer on the Stud. Next, slide the Shock Eyelet on the Shock Stud. You will have to jack the rear differential up to get the shock installed on the stud. Once the Shock is on the Stud, install a 7/16" washer and 7/16"-20 Nylok Nut. Repeat on other side and tighten hardware.

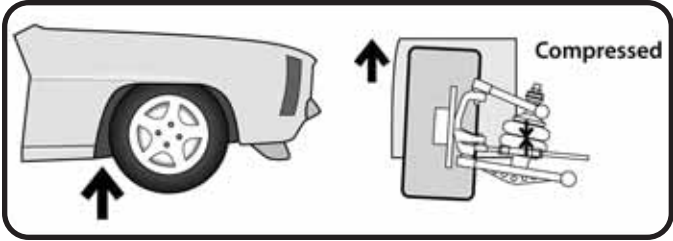


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

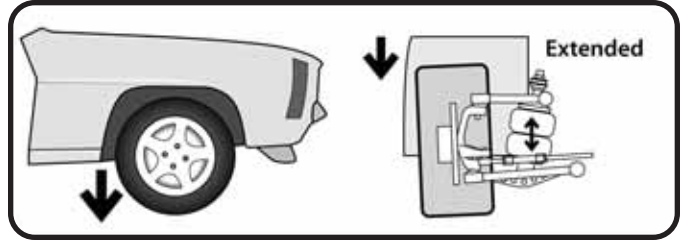


The Basics...



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.



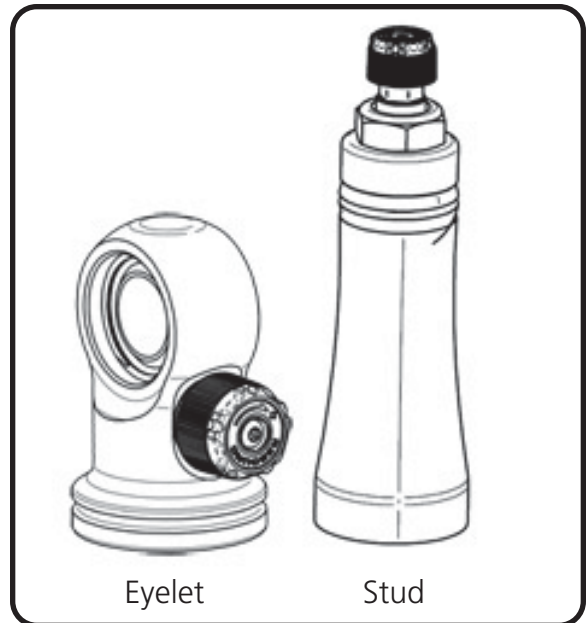
REBOUND

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

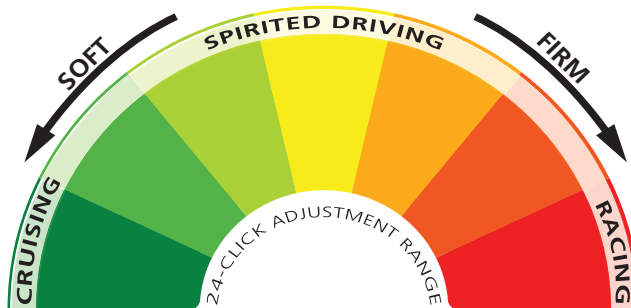
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



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 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.