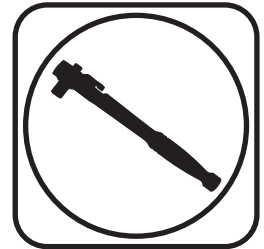




Part # 11364810 - 1973-1987 GM C10 Composite Leaf Springs Kit with HQ Series Shock Kit



Recommended Tools



1973-1987 GM C10 Composite Leaf Springs & Shock Kit

Installation Instructions

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



NOTE: THIS KIT IS DESIGNED TO BE USED WITH THE OEM FRONT LEAF SPRING HANGER. THE OEM HANGER IS STAMPED STEEL.





Major ComponentsIn the box

Part #	Description	QTY
90002910	Leaf Spring Blade Assembly w/70012652, 70012653, & 90002672 installed	2
90002711	Axle Flip Bracket	2
90002667	Leaf Spring Clamping Plate	2
70015643	Bump Stop	2
90002668	Leaf Spring Shackle Assembly	2
90002669	Leaf Spring Hanger Assembly - Driver	1
90002670	Leaf Spring Hanger Assembly - Passenger	1

Hardware Bag - Leaf Spring Kit

Part #	Description	Usage	QTY
99431002	7/16"-14 x 1 1/4" Hex Bolt	Hanger to Frame	8
99433002	7/16" Flat Washer	Hanger to Frame	16
99432001	7/16"-14 Nylok Nut	Hanger to Frame	8
99561011	9/16"-12 x 4 1/2" Hex Bolt	Leaf Spring Bushings	6
99562006	9/16"-12 Nylok Nut	Leaf Spring Bushings	6
99563003	9/16" Flat Washer	Leaf Spring Bushings	12
99371034	3/8"-16 X 1" Socket Head Bolt	Bump Stop	2
99373003	3/8" SAE Flst Washer	Bump Stop	2
99372002	3/8"-16 Nylok Nut	Bump Stop	2

Getting Started.....

THE COMPOSITE LEAF SPRINGS COME WITH THE RIDETECH DELRIN BUSHINGS INSTALLED.

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

The OEM leaf spring setup has the rear differential under the leaf springs. The Ridetech Composite Leaf Spring Kit relocates the axle to the top side of the leaf springs. An Axle Flip Bracket is included in the kit to relocate the differential.

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 rear leaf springs. Retain the OEM hardware.
2. This kit requires the removing of the OEM bump stop bracket and also the rear leaf spring hanger. A new hanger is supplied in the kit.
3. The rear Hanger/Shackle will need to be installed before the Leaf Spring can be installed. .



Delrin Leaf Spring Bushing Installation



3. The OEM bump stop and brackets need to be removed from the frame. Do this by cutting the rivet heads off and driving them out or drilling the rivets out. Remove the driver and passenger brackets.



5. Once the bump stop mount is removed, a new hole will need to be drilled for the included Bump Stop. Mark the hole 2" from the REAR OUTER rivet hole and 1 3/4" from the INNER Edge of the frame. Mark this location and drill with a 3/8" drill bit.



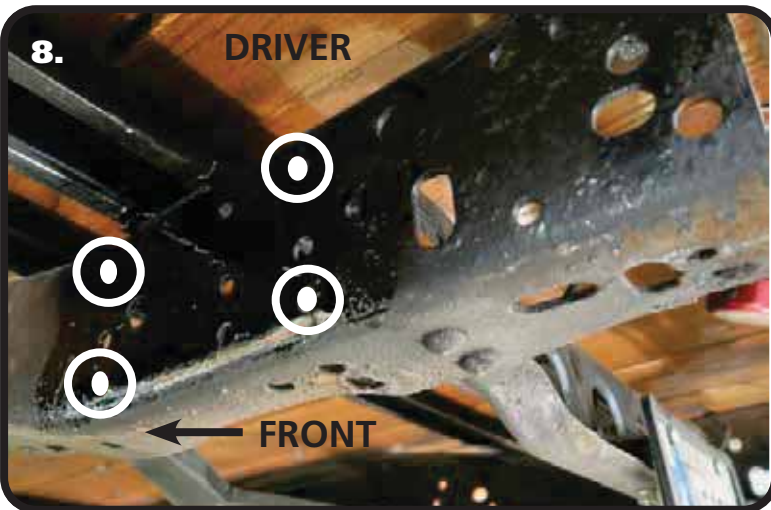
6. Install the Bump Stop using a 3/8"-16 x 1" socket head bolt, 3/8" flat washer, & 3/8"-16 nylok nut. Hold the Bump Stop with your hand and insert the bolt through the center of the bump stop. Line up the bolt of the bump with the drilled hole of the frame. Install a 3/8" flat washer and 3/8" nut on the threads of the bolt. Tighten to 120 in-lbs.



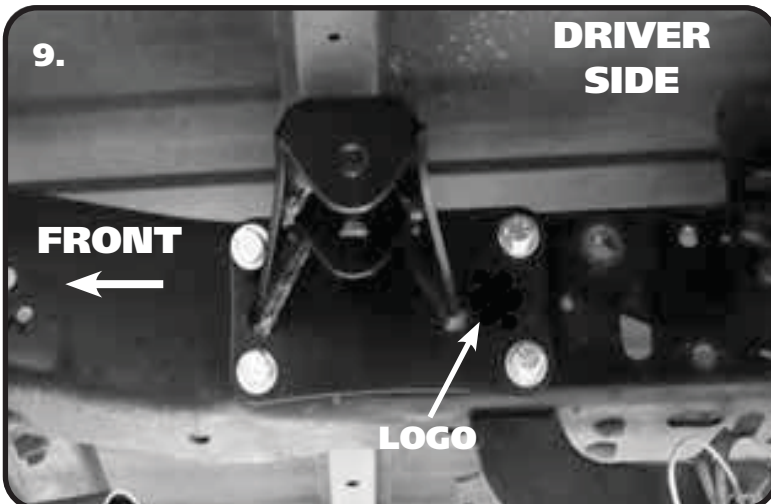
Rear Hanger Mount Installation



7. The rear leaf spring hanger will need to be removed from the frame and replaced with the one included in the StreetGrip Kit. This can be done by cutting a “+” in the head of the rivet and chiseling it off. With the head removed, you can drive the rivet out. The rivets can also be drilled out.



8. The rear of the frame has 2 sets of Hanger Mounting Holes, this Kit uses the FRONT set. The Driver side is shown in **Image 8**. Drill the (4) front Hanger mounting holes to 7/16”.



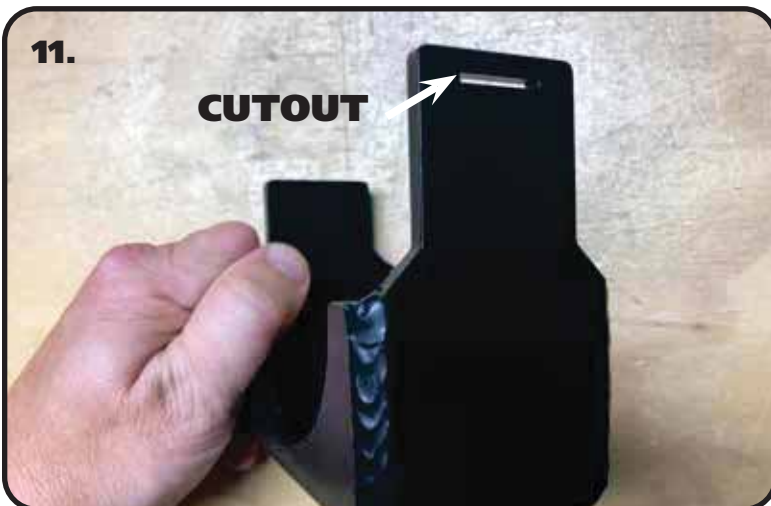
9. The Kit includes new Rear Leaf Spring Hangers. There is a Driver and Passenger Rear Hanger. The Hangers get mounted with the Logo to the rear and the Tabs pointing down. Install a 7/16” Flat Washer on (4) 7/16”-14 x 1 1/4” Hex Bolts. Hold the correct Hanger Bracket on the side of the frame aligning the (4) holes with the (4) FORWARD hanger mounting holes. The 2 Ears on the Hanger need to be pointing down with the Logo to the rear as seen in **Image 9**. Insert the Bolt/Washer assembly through each of the holes. Install a 7/16” Flat Washer & 7/16”-14 Nylok Nut on the Bolt Threads sticking through the frame. Tighten the Hardware to 50 ftlbs. Repeat steps 7-9 on the opposite side.



Leaf Spring Installation



10. Install the Shackle, with the OPEN side to the FRONT, by sliding it up into the tabs lining up the inside of the sleeve with the holes in the tabs. Install a 9/16" Flat Washer on a 9/16"-12 x 4 1/2" Bolt supplied in this kit. Insert the Bolt/Washer through the Hanger & Shackle. Install a 2nd 9/16" Flat Washer & 9/16"-12 Nylok Nut on the Threads sticking through. DO NOT tighten the 9/16" Hardware until the Leaf Springs are installed. Attach the rear of the Composite Leaf Spring (**SMALLER BUSHING**) to the Shackle. Insert the Leaf Spring into the Shackle, lining up the holes. Install a 9/16" Flat Washer on a 9/16"-12 x 4 1/2" Bolt supplied in this kit. Insert the Bolt/Washer through the Shackle & Leaf Spring. Install a 2nd 9/16" Flat Washer & 9/16"-12 Nylok Nut on the Threads sticking through.



11. The flip bracket in this kit is designed to be used with 10 bolt or 12 bolt differentials. The Flip Bracket has a CUTOUT in the TALL tab of the bracket. This TALL Tab goes to the rear of the truck. 10 bolt trucks will use the flip bracket as is. If it's a 12 bolt differential, the tall tab may need to remain on or get cut off even with the cut out line. **Some 12 bolt differentials require the tab to be trimmed off at the cutout. You will need to check if the tab needs cutoff. Do this by holding the flip bracket in position against the bottom of the leaf spring bracket. With the bracket held in position, check to see if the axle tube sits against the bottom of the saddles. If there is a gap, the tab will need cut off even with the bottom of the cutout. It can either be cut off or ground down even.**



12. Place the Flip Bracket on TOP of the Leaf Spring lining up the Hole in the Bracket with the Locating Pin on the Leaf Spring. The ears of the Flip Bracket point up toward the frame. The TALL tab goes to the rear of the truck even if it has been trimmed for some 12 bolt differentials.



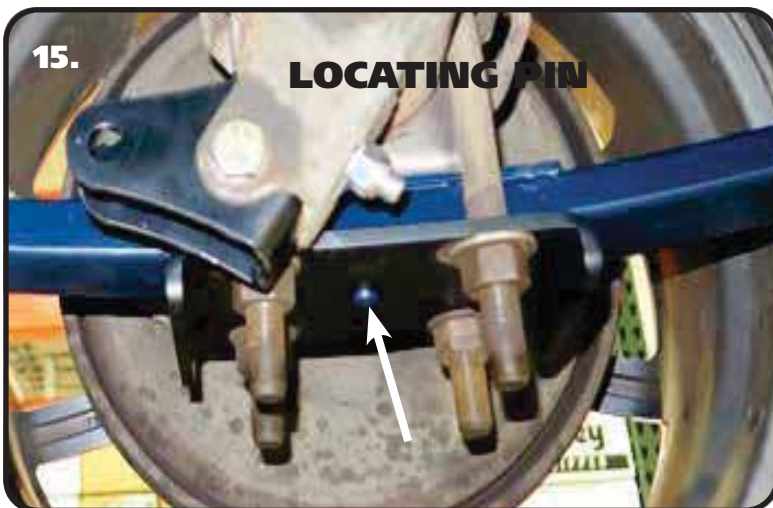
Leaf Spring Installation



13. Swing the front of the Leaf Spring up into the front Hanger aligning the Differential with the Flip Bracket. It may be necessary to raise the Differential up to get the Leaf Spring into the front hanger. Align the holes in the Hanger with the Bushing Sleeve. Install a 9/16" Flat Washer on a 9/16"-12 x 4 1/2" Bolt supplied in this kit. Insert the Bolt/Washer through the Hanger & Leaf Spring. Install a 2nd 9/16" Flat Washer & 9/16"-12 Nylok Nut on the Threads sticking through.



14. Lower the Differential down into the Flip Brackets. The Tabs that stick up will rest against the OEM leaf spring mount. This keeps the axle from slipping in the Bracket.



15. Slide the OEM U-bolts onto the Axle Tube with the threads pointing DOWN. Slide the Clamping Plate onto the U-bolts with the Bent Tabs pointing DOWN aligning the Locating Pin on the Leaf Spring with the center hole on the Clamping Plate. Install the OEM Flat Washers and Nuts onto the U-bolts. When tightening the hardware, make sure the Locating Pin stays in the center hole of the plate. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the U-bolt hardware to 55 ftlbs.



Leaf Spring Installation

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.

16. 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 tightening the bushing hardware.

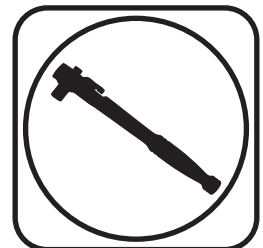
17. Install the Ridetech HQ Series shocks. Refer to the shock instructions.

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

Part # 11369510 - 1973-1987 C10 Rear Shock Kit



Recommended Tools



HQ Series Rear Shock Kit Installation Instructions

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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 for Lower Mount	4
90002648	Lower Shock Mount Bracket - Driver	1
90002649	Lower Shock Mount Bracket - Passenger	2
90001617	Shock Stud Kit	2

Hardware Bag - Rear Shock Kit

Part #	Description	Usage	QTY
99431002	7/16"-14 x 1 1/4" Hex Bolt	Lower Shock Mount to Axle	2
99433002	7/16" Flat Washer	Lower Shock Mount to Axle	4
99432001	7/16"-14 Nylok Nut	Lower Shock Mount to Axle	2
99501011	1/2"-20 x 2 1/2" Hex Bolt	Mount to Axle	2
99501010	1/2"-20 x 2 1/4" Hex Bolt	Shock to Lower Mount	2
99503001	1/2" Flat Washer	Shock to Lower Mount	4
99502003	1/2"-20 Thin Nylok Nut	Shock to Lower Mount	4

The Rear Shocks will be installed in conjunction with the Rear Leaf Springs and Delrin Bushing Kit.

Getting Started.....

1. Jack the truck up and support it by the rear differential at first to determine the correct shock mount for the drivers side. After you determine the correct driver shock mount, you will need to raise the truck up and support it by the frame to hook attach the bottom of the shocks. **Steps 3 & 4** will help you which shock mount to use on the driver side. Unbolt the bottom of the shock and disconnect it. Remove the nut from the upper shock stud.
2. Remove the old shocks from the truck.



Getting Started.....

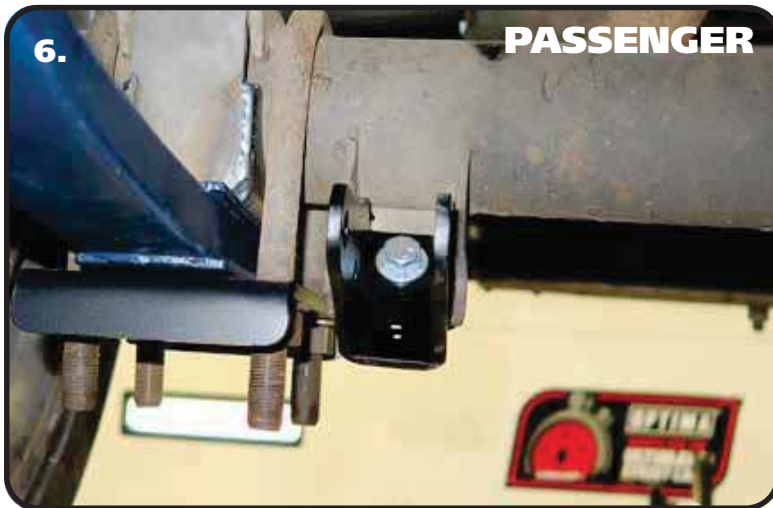


3 & 4. The kit comes with 3 rear shock mounts. 2 of them are stamped "P" for passenger, 1 is stamped "D" for driver. Do to variations in the truck, it is sometimes necessary to use a passenger mount on the drivers side. You need to determine which Shock Mount is going to be required on the Driver Side. The Passenger side will always use a Mount stamped with a "P". With the truck supported by the rear axle or sitting on the ground, measure the shock mounting length dimension of the OEM mounts. If it measures around 14 3/4", you will need to run a passenger mount on the driver side. With the shock mount installed, the shock should measure around 13 3/4" center to center. If you would run the Driver mount, the shock would measure less than 13" center to center. Image 4 illustrates how much shorter the shock would be if you installed a Driver mount when a Passenger is needed.

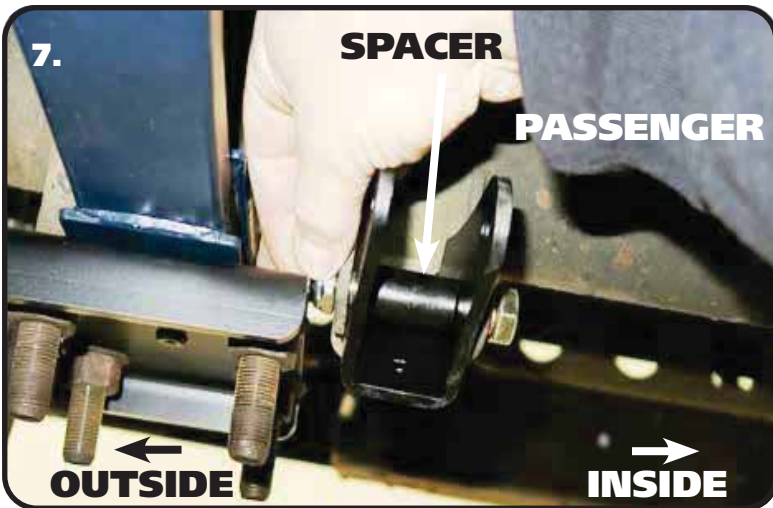
5. This Kit includes new upper Shock Studs to replace the existing ones. Replace the Studs and install the eyelet of the Shock on the Stud. The passenger shock gets installed with the Knob forward, install the driver with the Knob to the rear. Once the Shock is installed on the Stud, install a 7/16" Flat Washer & 7/16-20 Nylok Nut on each Stud and tighten.



Attaching Shock & Adjustment



6. Slide each bracket into their correct OEM shock mounts. The brackets will bottom out against the back of the OEM bracket with the OEM shock mounting holes lining up with holes in the bracket. Install a 7/16" Flat Washer on a 7/16"-14 Bolt and insert it through the back of the bracket. It will go through the back of Shock Bracket and a hole in the OEM mount. With the Bolt/Washer in place, install a 2nd 7/16" Flat Washer on the bolt followed by a 7/16"-14 Nylok Nut. Do this for both sides. DO NOT TIGHTEN YET.



7. The kit includes a spacer that goes inside the New Bracket. Install the 1/2" ID spacer into the Bracket lining it up with the OEM shock holes and holes in the Bracket. Insert a 1/2"-20 x 2 1/2" Bolt through the lined up holes with the THREADS TOWARD THE WHEEL. Install a 1/2"-20 THIN Nylok Nut. Do this for both Shock Mounts. Tighten the 1/2" & 7/16" Hardware on both mounts.



8. Slide the bottom of the Shock into the new Mount. Line up the Shock with the Mounting Hole in the Lower Mount. You may need to jack up the differential to get the holes lined up. Install a 1/2" Flat Washer on a 1/2"-20 x 2 1/4" Bolt. Insert the Bolt/Washer into the Mount/Shock. Install a 1/2"-20 THIN Nylok Nut on the threads sticking through. Do this for both sides and tighten hardware.



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 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.