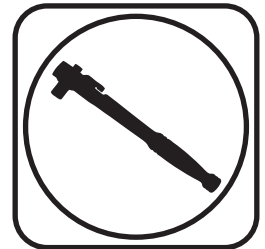




Part # 11560110 - 1989-1996 C4 HQ Series Shocks



Recommended Tools



1989-1996 C4 HQ Series Shocks Installation Instructions

Table of contents

Pages	2-3.....	Front HQ Shocks
Pages	4-5.....	Rear HQ Shocks
Page	6.....	Shock Adjustment

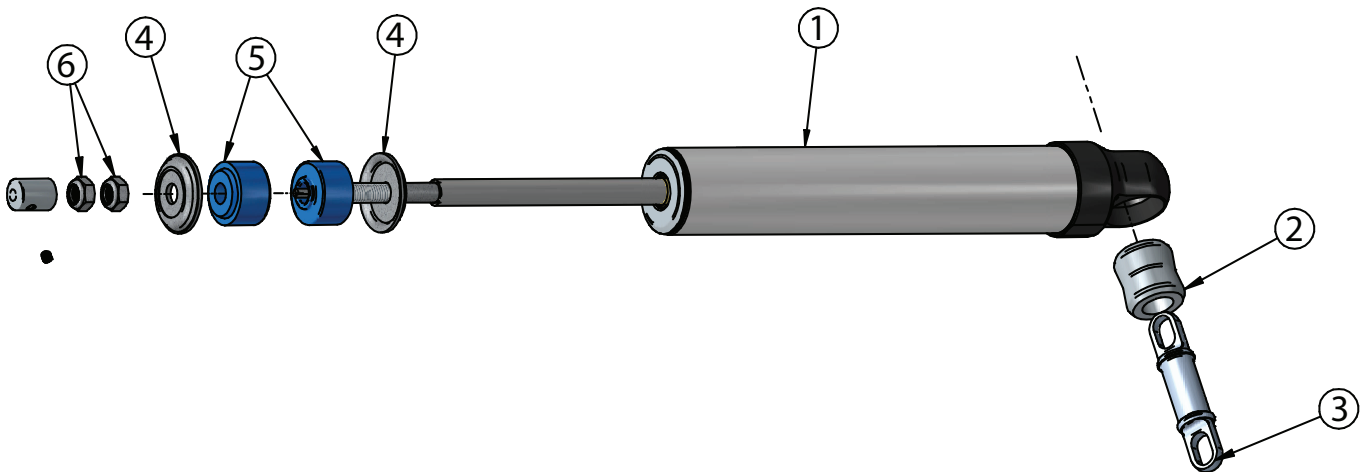




1989-1996 C4 HQ Front Smooth Body Shocks

Major ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-042	4.75" Stroke Shock	2
2	70011139	5/8" ID Shock Bushing	2
3	90002068	Wide Trunnion	2
4	70012188(kit)	Bushing Support Washer	4
5	70012188(kit)	Stem Bushing	4
6	99372006	3/8"-24 Thin Jam Nut	4
7	85000020	Hex Key for Adjustment Knob Set Screw	1

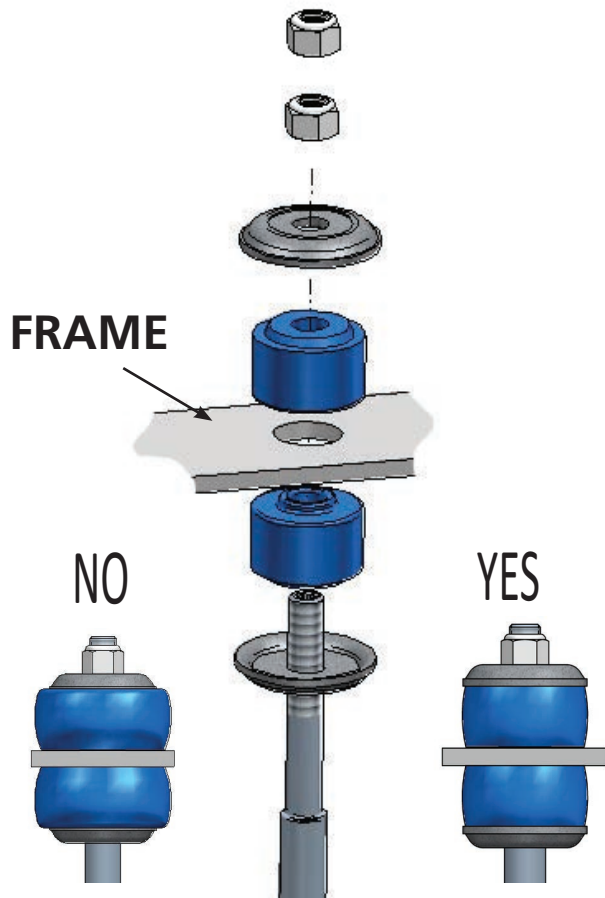


www.ridetech.com
812-482-2932



Front Shock Installation

1.



1. With the OEM shock removed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 inlbs. The Bushing should be tight, but not to the point that the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut. Reinstall the Adjuster Knob, align the set screw with the FLAT side of the adjuster shaft that is sticking out of the top of the shock shaft.

NOTE: It may be necessary to remove the OEM Speed Nuts from the Control Arm to allow room for the Shock to slide through the opening in the Control Arm. The Speed Nuts can be reinstalled after the Shock is in position.

2a.



2b.



2a. Attach the Trunnion to the OEM control arm using the OEM hardware. It made 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.

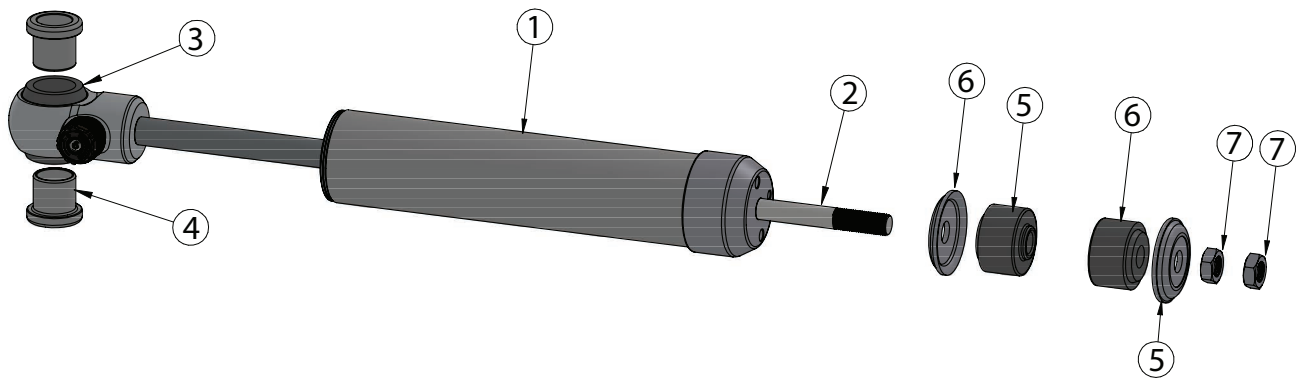
2b. If installing the Ridetech Front SwayBar, install the Control Arm Bracket at this time.



1989-1996 C4 HQ Rear Smooth Body Shocks

Major ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-039	4.75" Stroke HQ Series Shock	2
2	72000224	Shock Stud - threaded into shock body	2
3	70011138	3/4" ID Shock Bushing	2
4	70011190	5/8" ID Shock Sleeve Half - 2 per bushing	4
5	70011140	Shock Stud Bushing	4
6	70011141	Shock Stud Bushing Washer	4
7	99372006	3/8"-24 Thin Jam Nut	4



www.ridetech.com
812-482-2932



Rear Shock Installation



1. Start by removing the OEM shock. Remove the upper mount from the shock, it will be reused on the Ridetech shock. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten. Tighten until the bushing is tight, but not to the point to where the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut.



2. Install the shock/upper mount in the car. It will be reattached using the OEM hardware. Torque the hardware to 37 ftlbs.



3. With the upper Shock installed, attach the lower eyelet of the shock to the OEM shock stud. Use the OEM hardware to attach the shock.



Shock Adjustment

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

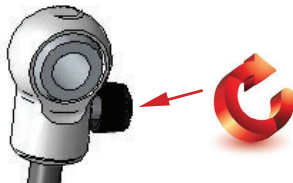
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

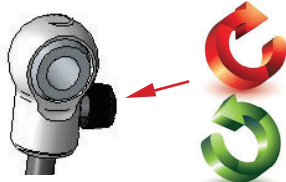
Take the vehicle for a test drive.



-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.

STILL HAVE QUESTIONS?

Tech line hours

Monday - Friday

8AM - 6PM (EST) 812-482-2932