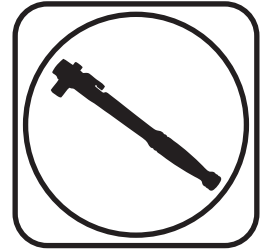




Part # 11570110 - 1953-1962 Corvette HQ Series Shocks



Recommended Tools



1953-1962 Corvette HQ Series Shocks Installation Instructions

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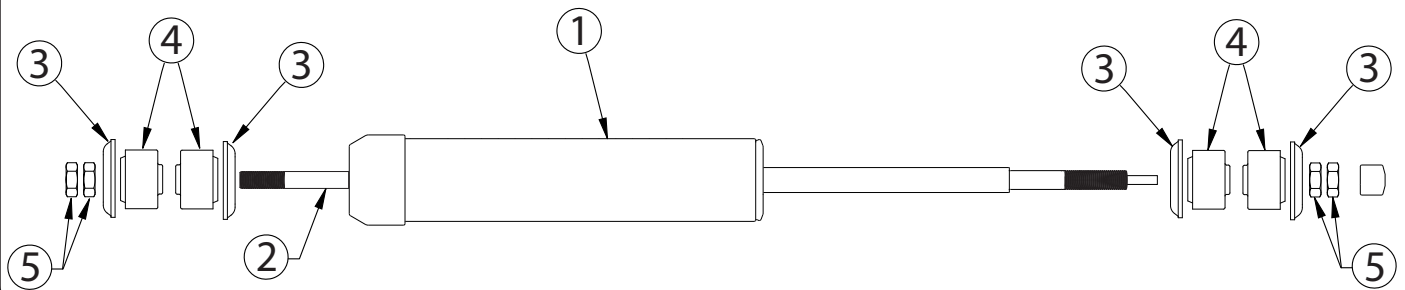




1953-1962 Corvette HQ Front Smooth Body Shocks

Major ComponentsIn the box

| Item # | Part # | Description | QTY |
|--------|------------|--|-----|
| 1 | 986-10-045 | 5.25" Stroke Shock | 2 |
| 2 | 72000224 | Shock Stud - installed in shock | 2 |
| 3 | 70011141 | Bushing Support Washer | 4 |
| 4 | 70011140 | Stem Bushing | 4 |
| 5 | 99372006 | 3/8"-24 Thin Jam Nut | 4 |
| | 85000020 | 5/64" Hex Wrench - for Adjuster Knob Set Screw | 1 |



Shock Removal

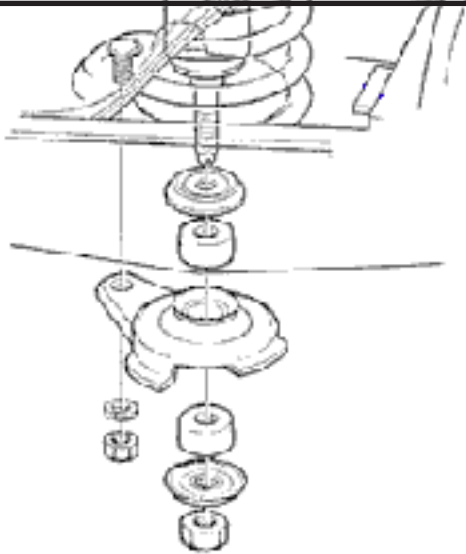
1. Using a floor jack or lift to raise the vehicle to a safe and comfortable working height
2. Support the frame accordingly with jack stands or a lift. Keep in mind, you will need to be able to move the rear trailing arms up and down.
3. The rear shock will usually have pressure against it from the rear leaf spring. Jack up the rear of the trailing arms accordingly to relieve the tension on the shock bolts to be removed.

Note: Retain the OEM hardware while removing the shocks.



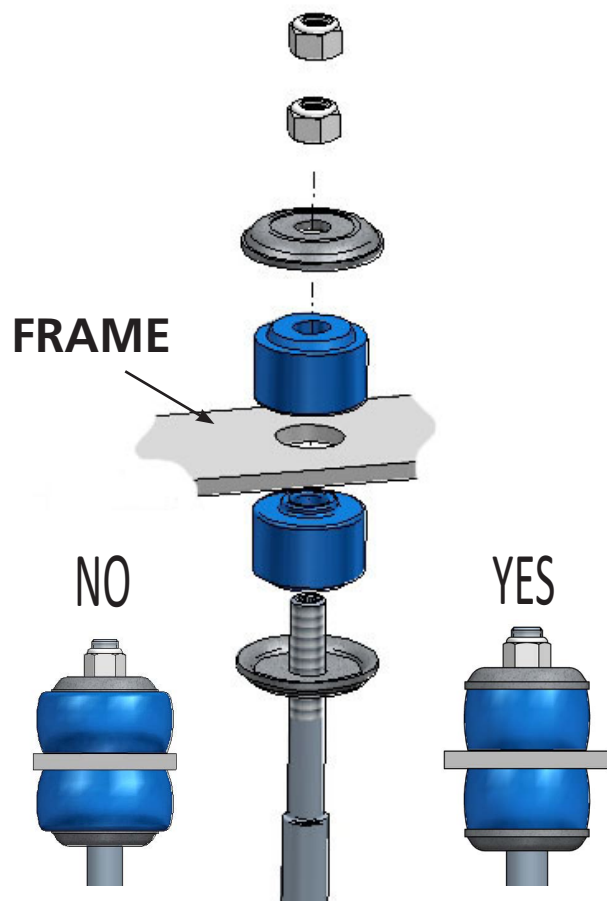
Front Shock Installation

4.



4. The lower shock mount will need to be unbolted from the lower control arm. This will allow the front shock to be removed along with the new shock to be installed.

5.



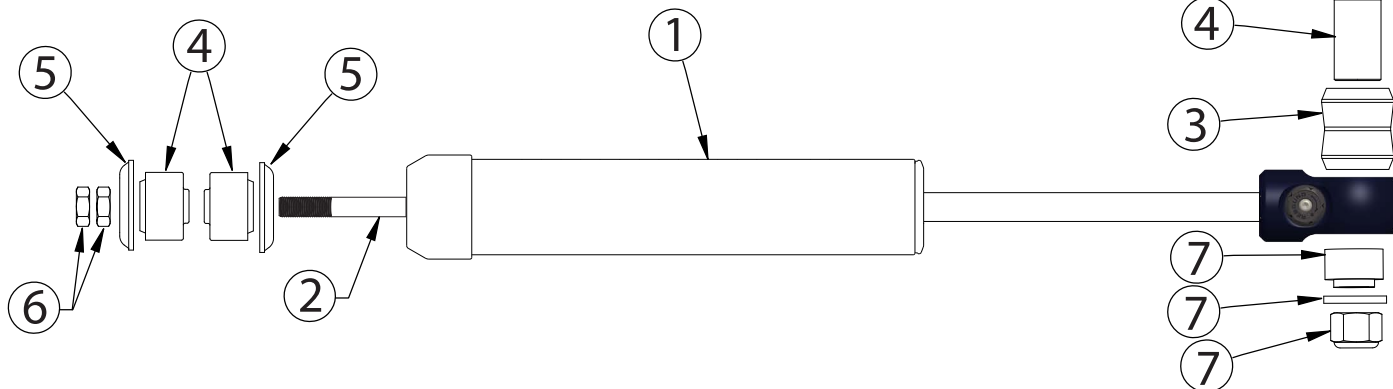
5. With the OEM shock removed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the 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 in-lbs. 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. The lower mount steps will be the same without the adjuster knob. Reinstall the lower control arm mount in conjunction with the shock.



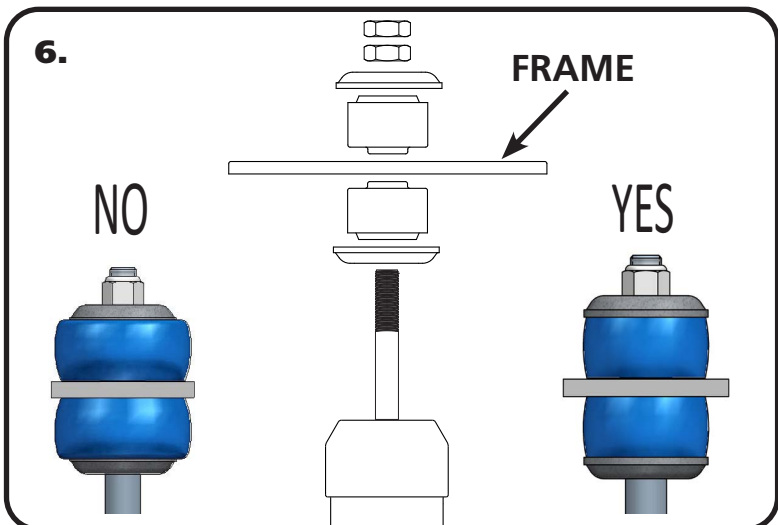
1953-1962 Corvette HQ Rear Smooth Body Shocks

Major ComponentsIn the box

| Item # | Part # | Description | QTY |
|--------|------------|---|-----|
| 1 | 986-10-034 | 6.65" Stroke Shock | 2 |
| 2 | 72000224 | Shock Stud - installed in shock | 2 |
| 2 | 70011138 | 3/4" ID Shock Bushing - installed in shock | 2 |
| 3 | 90002102 | 1/2" ID Bushing Sleeve - installed in shock | 2 |
| 4 | 70011141 | Bushing Support Washer | 4 |
| 5 | 70011140 | Stem Bushing | 4 |
| 6 | 99372006 | 3/8"-24 Thin Jam Nut | 4 |
| 7 | 90001619 | Cantilever Pin Bolt Kit | 2 |



Shock Installation

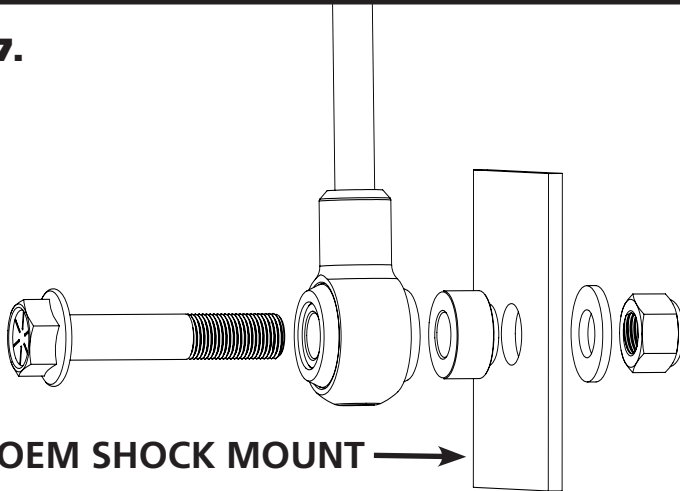


6. With the OEM shock removed, install the Ridetech shock. Install a Bushing Support Washer on to the shock stud followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 in-lbs. 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.



Rear Shock Installation

7.



7. 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. 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.



-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.