



**INSTALLATION
INSTRUCTIONS**



Part # 8500013

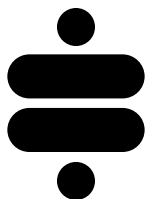


Aluminum Clamp Tool for 5/8" Shock Shaft



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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

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COMPONENTS

Item #	Part #	Description	Qty
1	70013884	Eye/Stud Removal/Install Tool	2
2	99501021	1/2-20 X 2 3/4 SAE HCS GR8	2
3	99502004	1/2-20 HEX FINISH NUT GR8	2
4	99503001	1/2 SAE FLAT WASHER GR5	2

IMPORTANT

Avoid marring the shock shaft when removing the eyelet or stud top. Damage to the shock shaft may result in damage to the internal shock components during shock travel.

Eyelet/Stud Top Removal

1. On a coil-over shock, remove the coil spring. If changing the eyelet or stud on a ShockWave, push the air spring down to expose the shock shaft. Insert one side of the tool into a vise leaving enough room for the Shock to hang beside it. Clamp the tool onto the shock shaft approximately 1" below the eyelet/stud as shown in Figure 1. Torque the nuts of the 2 clamp bolts evenly to 50 ft-lbs.

2. Use a propane torch, or similar heat source, to heat the eyelet from the bottom side (Figure 2). Concentrate the heat in the area where the shaft goes into the eyelet. If you are removing an adjustable eyelet, apply heat to the side opposite of the knob.

3. While heating the eyelet, insert a rod through the bearing in the eyelet. If you are removing a stud top, use a 3/4" wrench. Use the rod/wrench to put pressure on the eyelet as if you were trying to thread it off of the shaft. Keep putting pressure on the eyelet as you heat it until it breaks free. Thread the eyelet off the shaft.

CAUTION: THE EYELET WILL BE VERY HOT. DO NOT REMOVE THE TOOL. IT WILL BE USED TO INSTALL THE NEW UPPER MOUNT.



Figure 1



Figure 2



Figure 3

Eyelet/Stud Top Installation

4. Installing a stud top: Check inside the stud top to verify the short aluminum adjuster rod is installed in the center of the stud top as shown in Figure 4. If the rod is not in the stud top, the shock can not be adjusted. If the rod is hanging out, push it back into the stud top.

5. Installing an Eyelet: Check the center of the threaded hole in the bottom of the eyelet assembly to make sure the adjuster pin is threaded in far enough. You should see a small pin going completely across the hole (Figure 5). You should not see any of the adjuster threads protruding into the hole. These threads would be on the opposite side of the adjuster knob. If threads are exposed, thread the adjuster in by turning it clockwise.

6. Clean the threads of the shock shaft (Figure 6). Use Surface Prep Primer on both surfaces to be bonded. Allow both surfaces to completely dry.

We recommend Vibra-tite Excel Primer 611.

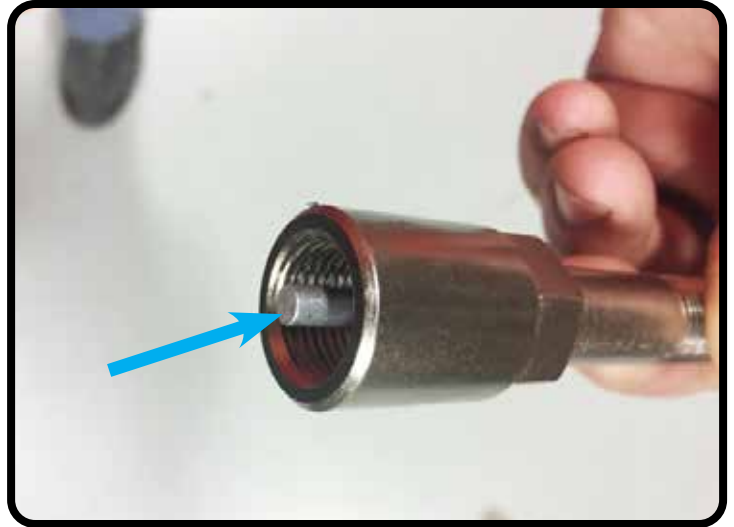


Figure 4



Figure 5



Figure 6

Eyelet/Stud Top Installation

7. Apply red thread locker to the threads of the shock shaft.

DO NOT APPLY THREAD LOCKER TO THE THREADS OF THE EYELET OR STUD. It could potentially contaminate the adjuster and lock it up.

DO NOT APPLY THREAD LOCKER ON THE END OF THE SHOCK SHAFT IN THE AREA OF THE ADJUSTER ROD.

We recommend Vibra-tite Thread Locker 137.

8. With the tool still clamped on the shaft, thread the new upper mount onto the shock shaft. Use a Crowfoot on a torque wrench to tighten the new eyelet/stud (Figure 8). See Torque Specifications below.

Eyelet: **35 ft-lbs**
Stud Top: **50 ft-lbs**

PROPER TORQUE IS CRITICAL TO THE PROPER FUNCTION OF THE SHOCK.

9. After torquing the eyelet or stud top, turn the adjuster knob to make sure it turns freely. The eyelet/stud is too tight if it doesn't turn or is very difficult to turn.



Figure 7



Figure 8



Figure 9