



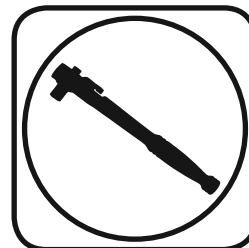
**Installation
Instructions**



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.

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5.75" HQ Series Smooth Body Shocks

Major ComponentsIn the box

Part #	Description	QTY
22969999	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 - Driver	1
90002596	Lower Shock Mount Bracket - Passenger	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

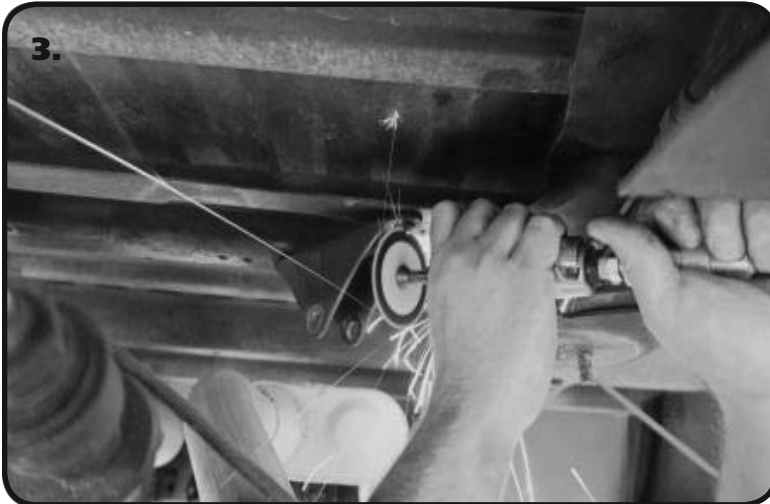
The Rear Shocks will be installed in conjunction with the Rear Coil Springs and Panhard Kit.

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.



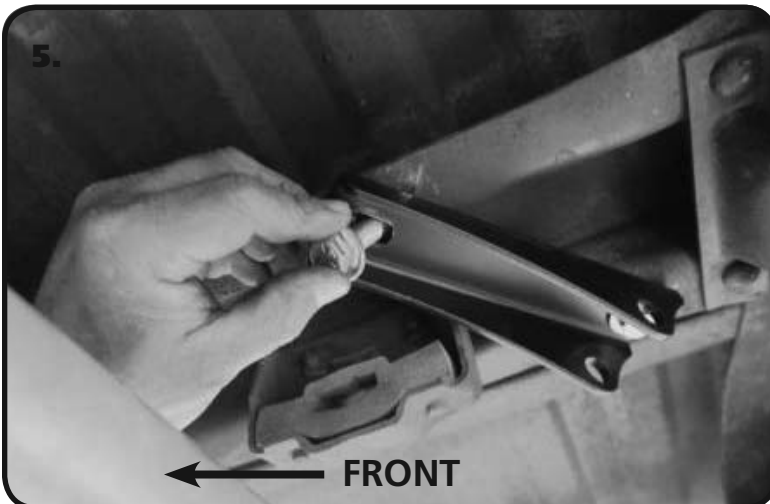
Getting Started.....



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".



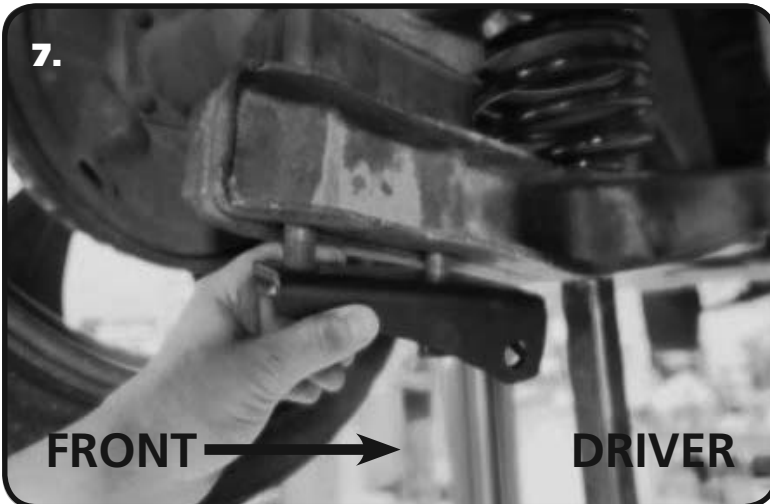
5. Install a 7/16" Flat Washer on each 7/16"-14 x 1 1/4" Bolts. Position the Shock Bracket in the same location as the OEM shock mount with the shock mounting holes to the rear of the truck. Line up the front and rear holes and insert the 7/16" Bolt/Washer from the bottom with the threads pointing up.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



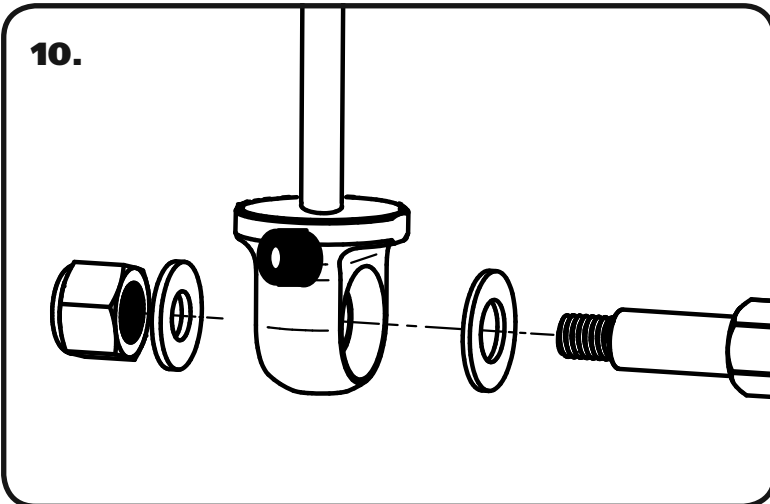
Shock Installation

9.



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.



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.



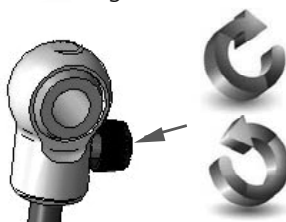
Shock Adjustment

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks

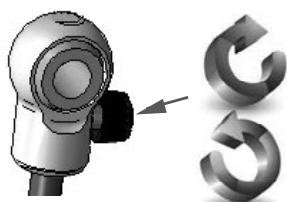
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12 or handling setting of 8.



-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.