



Part # 11015010/11015110 (Car) **11025010/11025110** (Wagon) - 55-57 StreetGrip

Front Components

| | |
|-------------------|-----------------------------|
| 11019590 | Delrin Control Arm Bushings |
| 90003041 | Tall Upper Balljoint |
| 11012350/11012351 | Front Dual Rate CoilSprings |
| 22159847 | Front HQ Series Shocks |
| 11019120 | Front SwayBar |

Rear Components

| | |
|-------------------|-----------------------------|
| 11014799 | Composite Leaf Springs |
| 11015399 | Delrin Leaf Spring Bushings |
| 11019510/11029510 | Rear HQ Series Shocks |

Recommended Tools



1955-1957 GM B-Body Street Grip Installation Instructions

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The majority of the StreetGrip components will be installed together. For example, the Front CoilSprings, Balljoint, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The front SwayBar will need to be installed **after** the rest of the front components are installed.





Major ComponentsIn the box

| Part # | Description | QTY |
|-------------------|--|-----|
| 55480700/55518800 | Front CoilSprings- Small Block/Big Block | 2 |
| 11014799 | Rear Leaf Springs w/ Delrin Bushings & Inner Sleeves Installed | 2 |
| 90002556 | Leaf Spring Clamp Plate/Lower Shock Mount | 2 |
| 90003041 | Tall Upper Balljoint | 2 |
| 90000916 | Lower Balljoint | 2 |
| 70012382 | Delrin Bushing Outer Shell - Upper Control Arm | 4 |
| 70012517 | Delrin Bushing Outer Shell - Lower Control Arm | 4 |
| 70012419 | Delrin Bushing - Upper Control Arm | 4 |
| 70012572 | Delrin Bushing - Lower Control Arm | 4 |
| 90002521 | Upper Bushing Inner Sleeve | 4 |
| 90002538 | Lower Bushing Inner Sleeve | 4 |
| | Front & Rear Shocks | |
| 22859599 | 5.255" Stroke Stud Top Shock - Front | 2 |
| 70011139 | 5/8" ID Shock Bushing (Installed in Shock) - Front | 2 |
| 90002068 | Extended T-bar (Installed in Shock) - Front | 2 |
| 70011140 | Stud Top Bushing - Front | 4 |
| 70011141 | Stud Top Bushing Washer - Front | 4 |
| 99372006 | 3/8"-24 Jam Nut - Front | 4 |
| 22989599 | 7.55" Stroke Eyelet Top Shock - Rear | 2 |
| 70011138 | 3/4" ID Shock Bushing (Installed in Shock) - Rear | 4 |
| 90002103 | 5/8" ID Shock Sleeve (Installed in Shock Eyelet) | 2 |
| 90002102 | 1/2" ID Shock Sleeve (Installed in Shock Eyelet) | 2 |
| 90001619 | Cantilever Pin | 2 |
| 90000471 | Cantilever Pin Spacer | 2 |
| 11019120 | Front Swaybar Kit | 1 |
| 90002555 | Leaf Spring Shackle Plates | 4 |
| 70012461-A | Frame Shackle Bushing | 4 |
| 90002547 | Frame Shackle Inner Bushing Sleeve 2.500" (1955 Only) | 2 |
| 90002569 | Frame Shackle Inner Bushing Sleeve 3.500" (1956-1957 Only) | 2 |
| 90002553 | Rear Upper Shock Mount - Driver | 1 |
| 90002552 | Rear Upper Shock Mount - Passenger | 1 |
| 90002551 | Upper Shock Mount Clamp Plate | 2 |



Getting Started.....

Congratulations on your purchase of the Ridetech StreetGrip Kit. This system has been designed to give your car excellent ride and handling along with a lifetime of enjoyment. Some of the key features of this Kit: Dual Rate CoilSprings, Composite Leaf Springs, Delrin Control Arm & Leaf Spring Bushings, Larger Swaybar with Delrin Liners and a Taller Upper Balljoint.

The majority of the StreetGrip Components will be installed together. For example, the Front CoilSprings, Balljoint, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the Leaf Springs, Delrin Bushings and Shocks will be installed in conjunction with each other. The front SwayBar will need to be installed after the rest of the front components are installed.

Hardware Kit#99010065

The StreetGrip Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different kits within the main kit. The bags are labeled to help determine the correct hardware for the installation of the specific kits. The instructions will aid you in selecting the correct hardware for each component. The bags included in this kit are:

- Front Sway Bar Kit
- Control Arm Kit
- Leaf Spring Kit
- Front Shock Kit
- Rear Shock Kit

Front Suspension

The front components that will need to be installed are: Control Arm Bushings, Upper Ball Joints, Shocks, and CoilSprings. The SwayBar needs to be installed after the rest of the front components are installed.

If you have never done this type of work before, we recommend getting a Factory Service Manual for proper procedures of disassembly and reassembly of the components for your car.

Rear Suspension

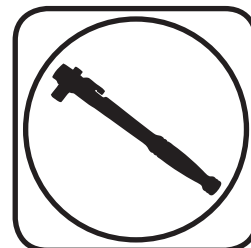
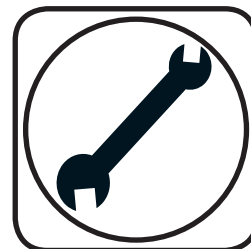
The rear components that will be installed are rear Composite Leaf Springs, Delrin Leaf Spring Bushings, and rear HQ Series Shocks. The Composite Leaf Springs and Delrin Leaf Spring Bushings will be installed at the same time. The Delrin Leaf Spring Bushings are preinstalled in the Leaf Springs.



Part # 11019590 - 1955-1957 B-Body Delrin Control Arm Bushings



Recommended Tools



1955-1957 B-Body Delrin Control Arm Bushings Installation Instructions

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Page 6..... Bushing Installation



Major ComponentsIn the box

| Part # | Description | QTY |
|----------|---------------------------------------|-----|
| 70012382 | Upper Control Arm Bushing Outer Shell | 4 |
| 70012517 | Lower Control Arm Bushing Outer Shell | 4 |
| 70012419 | Delrin Upper Control Arm Bushing | 4 |
| 70012572 | Delrin Lower Control Arm Bushing | 4 |
| 90002521 | Upper Bushing Inner Sleeve | 4 |
| 90002538 | Lower Bushing Inner Sleeve | 4 |

Hardware Bag - Control Arm Kit

| Part # | Description | Usage | QTY |
|----------|------------------------|-------------------------------|-----|
| 99433003 | 7/16" Split Lockwasher | Lower Control Arm Shaft Bolts | 10 |
| 99373005 | 3/8" Split Lockwasher | Upper Control Arm Shaft Bolts | 4 |
| 90002263 | Red Loctite | Control Arm Shaft Bolts | 1 |

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This B-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same and the Lower Bushings are the same. Be sure to match the correct Bushings with the correct locations.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.

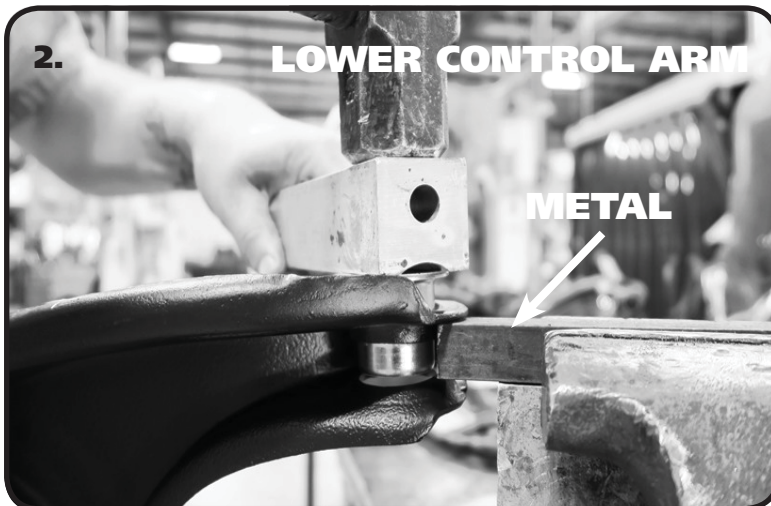


Delrin Bushing Installation

The Cross Shaft must be put in place and in the correct orientation before installing the Bushing Shells in the Upper & Lower Control Arms.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies. We are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press in the Delrin Bushing, followed by the Inner Sleeve. **WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.



2. Disassemble the Bushing being installed. When installing Bushings in the Control Arms, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms (**Figure 2**). The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through (**Figure 3**).

3. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.



4. Press the Delrin Bushing into the Bushing Shell followed by the Inner Sleeve. **DO NOT DRIVE IN WITH HAMMER.**

5. Reinstall the Outer Washer using the OEM Bolt, but replace the Lockwasher with the supplied Lockwasher and apply Loctite to the threads. Tighten Hardware to eliminate any gaps between the Bushings and Cross Shaft.

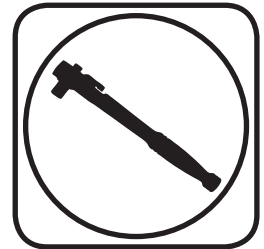
6. Reattach Control Arms to Car. Use the OEM Hardware to attach the Lower and Upper Control Arms. New Lockwashers are included for the Lower.



Part # 90003041 - B-Body Tall Upper Balljoint



Recommended Tools



**B-Body Tall Upper Balljoint
Installation Instructions**

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Page 8..... Included component & Balljoint Installation

DUE TO THE SHANK OF THE BALLJOINT BEING LONGER, THE BALLJOINT BOOT IS DESIGNED TO SEAL ON THE BALLJOINT SHANK. IT DOES NOT SEAL AGAINST THE SPINDLE.



Major ComponentsIn the box

| Part # | Description | QTY |
|----------|-----------------------------|-----|
| 90003041 | B-Body Tall Upper Balljoint | 2 |
| 90000916 | Lower Balljoint | 2 |

Balljoint Installation

The Tall Upper Balljoint is used in the StreetGrip Kit to help correct the camber gain. The camber gain on the OEM Suspension is incorrect and the Tall Balljoint repositions the upper control arm to help improve the camber gain.

The Upper Balljoint will need to be disconnected from the Spindle. Refer to the Factory Service Manual for Disassembly.



1. If your Balljoints are Bolted to the Control Arms, simply unbolt them. If your car has the Original Balljoints, they will be Riveted to the Control Arms. The Rivets can be removed by Grinding the Heads off and driving them out with a Hammer and Punch.

NOTE: WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS.



2. Insert the Balljoint into the Control Arm from the top side of the Control Arm with the Balljoint Pin Sticking down. Attach it to the Control Arm with the Hardware Supplied with the Balljoint. Torque the Hardware to 25 ftlbs. Engage the Balljoint Pin into the Spindle and install the Castle Nut Supplied. Torque the Castle Nut to 50 ftlbs and tighten to align Cotter Pin Hole. Install Cotter Pin through Hole and Bend Pins to prevent falling out.

3. Bolt in the new Lower Balljoint using the same procedure to change the upper balljoint.



Part # 11012350/11012351 - 1955-1957 B-Body Front CoilSpring



Recommended Tools



1955-1957 GM B-Body Front CoilSprings Installation Instructions

CoilSpring # 55480700 Small Block /**55518800** Big Block **Installation**

Front dual-rate coilsprings will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Front Control Arm Bushings and Upper Balljoint should be installed before installing spring. The Front Suspension should be assembled with the Lower Balljoint disconnected from the Spindle.

1. Compress the CoilSpring with an Internal Spring Compressor with the **CLOSE COILS TO THE BOTTOM**.
2. With the OEM Spring Removed, insert the CoilSpring into the Pocket. **SPECIAL ATTENTION NEEDS TO BE PLACED ON THE LOCATION OF THE ENDS OF THE SPRINGS TO MAKE SURE THEY ARE CLOKED CORRECTLY** . The end of the CoilSpring will nest into the receiver area of the Control Arm. If you line up the bottom, the top will be correct.
3. While holding the Spring in place, Slowly Jack the Lower Control Arm up until the Lower Balljoint can be Engaged into the Spindle. Install the Castle Nut and Torque to 65 ftlbs then tighten as needed to align cotter pin hole. Install Cotter Pin. Once the Balljont is tight, remove the Spring Compressor.





Part # 11019120 - 1955-1957 B-Body Front SwayBar



Recommended Tools



1955-1957 GM B-Body Front SwayBar Installation Instructions

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- Page 12..... SwayBar Installation
- Page 13..... Frame Mount Installation
- Page 14..... Frame Mount Installation
- Page 15..... Endlink Installation

Install all Front StreetGrip Components before installing the SwayBar.



Major ComponentsIn the box

| Part # | Description | QTY |
|----------|-------------------------------|-----|
| 90002549 | Front SwayBar | 1 |
| 90002570 | End Link Kit | 1 |
| 70012401 | Delrin Sway Bar Bushing Liner | 2 |
| 90002513 | Bushing Strap | 2 |
| 90001099 | SwayBar Bushing | 2 |
| 90000729 | SwayBar Bushing Frame Plate | 2 |
| 90002548 | Control Arm Mount | 2 |

Hardware Bag - Front Sway Bar Kit

| Part # | Description | Usage | QTY |
|----------|---------------------------|----------------------------------|-----|
| 99371003 | 3/8"-16 x 1" Hex Bolt | Endlink Mount to Control Arm | 4 |
| 99371004 | 3/8"-16 x 1 1/4" Hex Bolt | Bushing Mount & Bushing to Frame | 8 |
| 99373003 | 3/8" Flatwasher | Endlink & Bushing Mounts | 16 |
| 99372002 | 3/8"-16 Nylok Nut | Endlink & Bushing Mounts | 12 |

Getting Started.....

Install all Front StreetGrip Components before installing the SwayBar.

The Tri5 didn't come equipped with a swaybar. This kit contains the mounts needed to add a swaybar to your Tri5. If your car already has a swaybar, it will need to be removed.

This SwayBar kit utilizes a Delrin Liner in the SwayBar Bushing. The Delrin Liner allows the Swaybar to move freely and quietly in the Bushing. The Delrin is self-lubricating, no lubrication is required.



1. The Delrin Liner is split on one side to ease installation. We found it easier to install by opening up the Liner enough to slide it onto the end of the SwayBar, then sliding it into position. It will open up and slide over the curves in the Bar. Install a Liner on each side of the SwayBar in the approximate location they will need to be when installing the SwayBar on the Car.

Note: The Delrin is self-lubricating, no lubricant is needed.



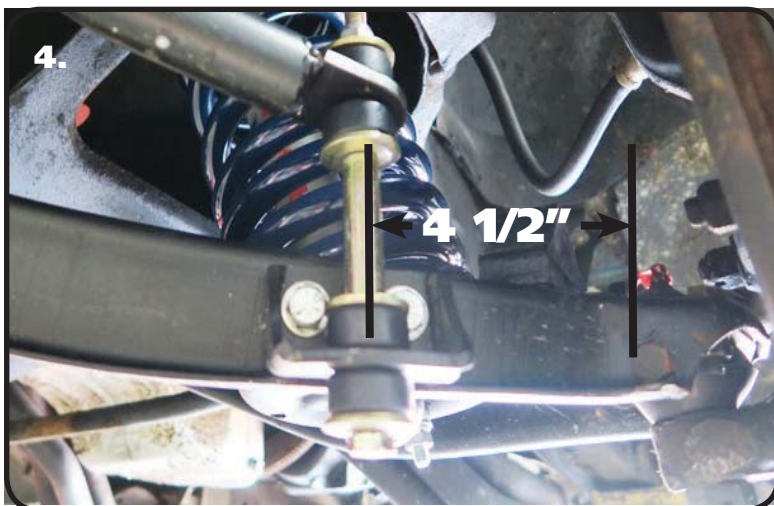
SwayBar Installation



2. Open up the Poly SwayBar Bushings and install them over the Delrin Sleeves.



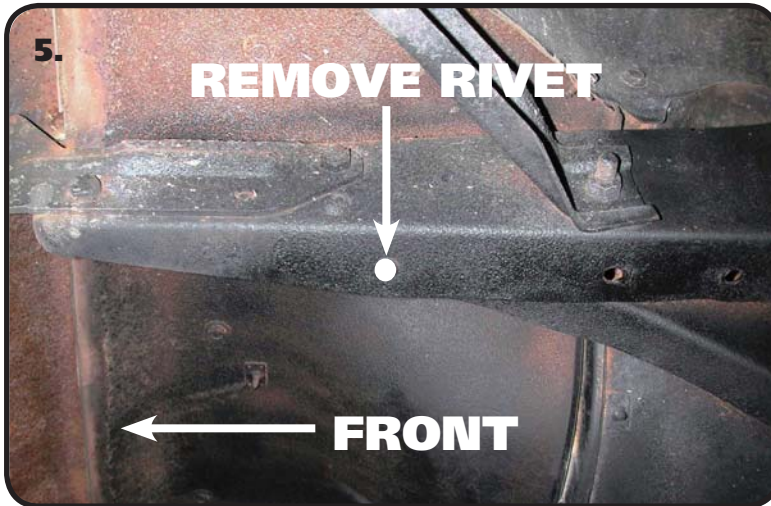
3. Install Bushing Straps Over the Poly SwayBar Bushings.



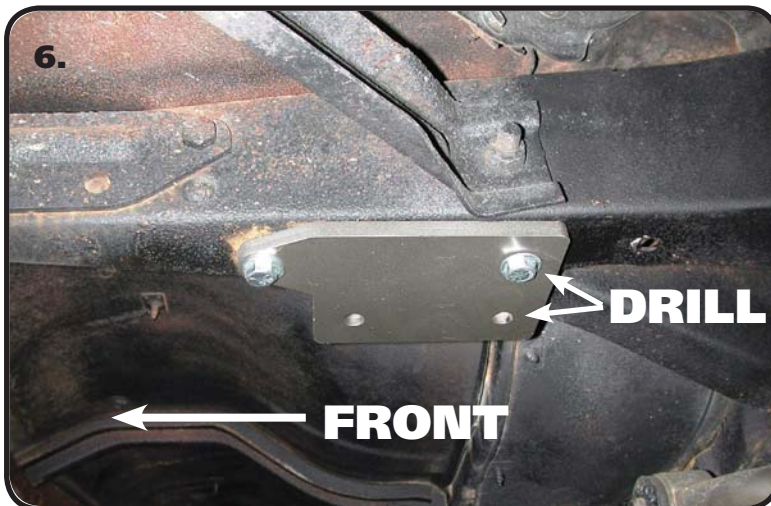
4. An Endlink Mount will need to be added to the control arms, this requires drilling mounting holes in the control arm. The CENTER of the Endlink Mount needs to be positioned 4 1/2" from the BACK edge of the balljoint mounting bolt. The bottom of the mount will sit against the lip of the control arm. Use the Endlink Mount as a template to drill the holes 3/8". Attach the mount using (2) 3/8" x 1" Hex Bolts, (4) 3/8" Flatwashers, & (2) 3/8" Nylok Nuts. Repeat on other control arm.



Frame Mount Installation



1955-1956 FRAME MOUNT INSTALLATION
5. The Rivet shown in Diagram "5" will need to be removed. This hole will be used to locate the swaybar Frame Mount.



6. Diagram "6" shows the Mounting Plate installed on the driver side. Use a 3/8" Flatwasher on a 3/8" x 1 1/4" Hex Bolt to attach the frame plate to the frame. Insert the bolt into the rivet hole with the plate positioned as it is in Diagram "6". With the bolt inserted into the rivet hole, use a 3/8" Flatwasher and 3/8" Nylok Nut to snug it down. Align the Mounting Plate parallel with the outside of the frame rail and drill the rear 2 holes through the frame. Insert a second 3/8" Hex Bolt and 3/8" Flatwasher into the rear hole with a 3/8" Flatwasher and 3/8" Nylok Nut to tighten. Repeat process on other side and tighten hardware. The rear inner hole will be used later.



7. Install 3/8" Flatwashers on (2) 3/8" x 1 1/4" Hex bolts. Install them through the top side of the of the remaining holes in each Mounting Plate with the threads pointing down. The rear bolt will also go through the frame rail.



Frame Mount Installation



8. With the Delrin Liners/Bushings and Straps installed on the SwayBar, put the swaybar in position on the 3/8" Bolts. Attach it using 3/8" Flatwashers and 3/8" Nylok Nuts. Do **NOT** Complete tighten the Hardware. It will be left partially loose until the End Links are installed.



1957 FRAME MOUNT INSTALLATION

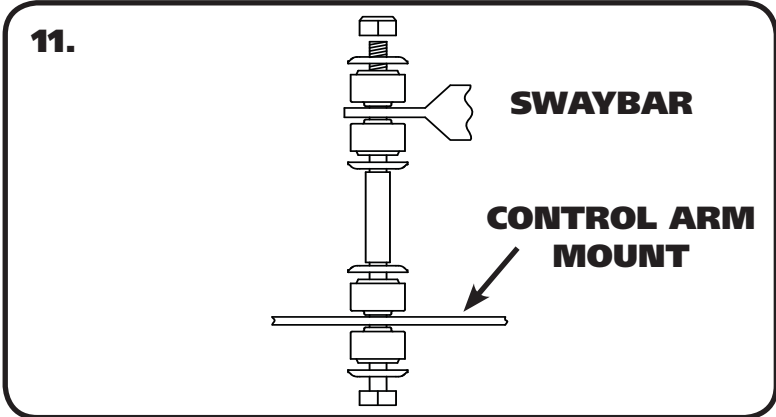
9. There isn't a rivet to use as a locator on the 1957 Frame. The Frame Mount is position 5" from the FRONT of the frame rail to the FRONT EDGE of the Frame Mount. The Center of the Bolt hole is 1 1/2" from the outside edge of the frame. Use the Frame Mount as a template to drill the 2 holes. The hardware will need to be installed from the top with the threads pointing down. Use a 3/8" x 1 1/4" Hex Bolt with a Flatwasher in each one. Do this for both sides. With the hardware installed, install a Frame Mount on the hardware with the SMALL bolt pattern to the inside of the car. Tighten down with a 3/8" Flatwasher and 3/8" Nylok Nut



10. Install 3/8" Flatwashers on (2) 3/8" x 1 1/4" Hex bolts and install them through the top side of the of the remaining holes in each Mounting Plate with the threads pointing down. With the Delrin Liners/Bushings and Straps installed on the SwayBar, put the swaybar in position on the 3/8" Bolts. Attach it using 3/8" Flatwashers and 3/8" Nylok Nuts. Do **NOT** completely tighten the Hardware. It will be left partially loose until the End Links are installed.



End Link Installation



Part # 22159847 - 5.25" Stroke HQ Series Shocks



Recommended Tools



Stud/ Wide Trunnion HQ Series Installation Instructions

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Page 16..... Components & Shock Installation

Page 17..... Shock Installation & Adjustment

Due to manufacturing tolerances it may be necessary to clearance the Control Arm to get the Shock through the Control Arm opening.



5.25" HQ Series Smooth Body Shocks

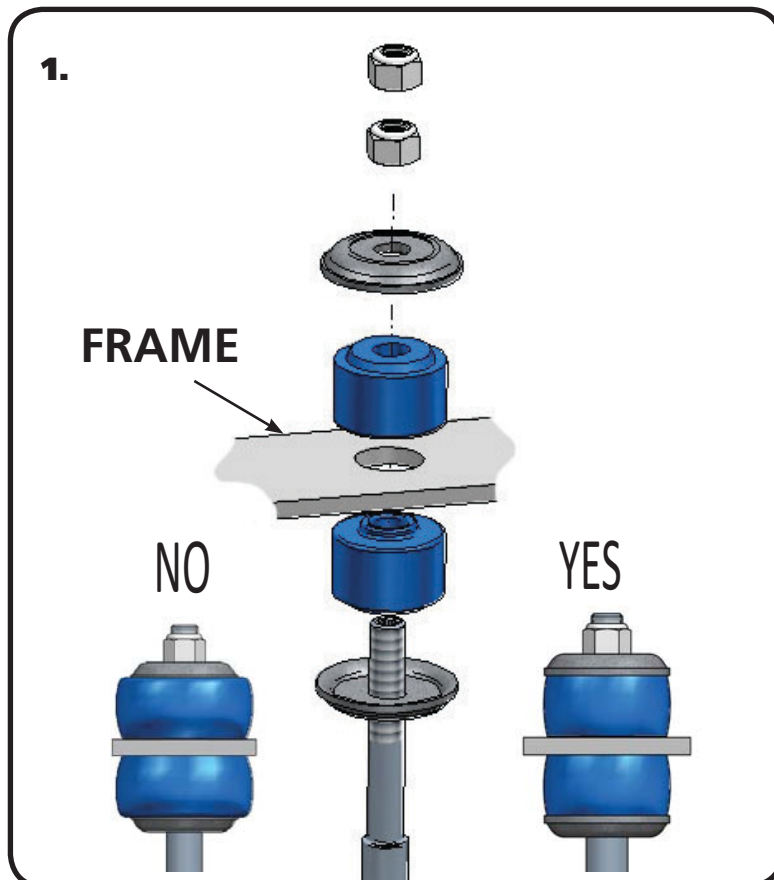
Major ComponentsIn the box

| Part # | Description | QTY |
|----------|--|-----|
| 22859999 | 5.25" Stroke Shock | 2 |
| 70011139 | 5/8" ID Shock Bushing (Installed in Shock) | 2 |
| 90002068 | Wide Trunnion (Installed in Shock) | 2 |
| 70011141 | Bushing Support Washer | 4 |
| 70011140 | Stem Bushing | 4 |
| 99372006 | 3/8"-24 Thin Jam Nut | 4 |

Hardware Bag - Front Shock Kit

Shock Installation

Before installing the Shocks, the Control Arm Bushings, Upper Balljoint, and Coil-Springs should be installed.



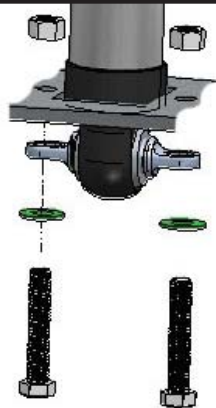
1. With the OEM shock removed, install the Ridetech shock. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock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

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.



Shock Installation and Adjustment

2.

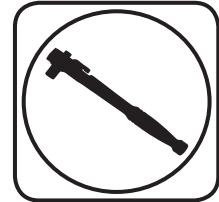


2. Attach the Trunnion to the OEM Control arm using the OEM hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.

Part # 11014799 - 1955-1957 B-Body Composite Leaf Springs



Recommended Tools



1955-1957 B-Body Composite Leaf Springs Installation Instructions

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- Page 18..... Included components and Hardware List
- Page 19..... Delrin Frame Bushing Installation
- Page 20..... Leaf Spring Installation

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



Major ComponentsIn the box

| Part # | Description | QTY |
|------------|---|-----|
| 90002908 | Leaf Spring Blade Assembly w/70012456, 70012457, 90002547, & 90000519 installed | 2 |
| 70012458 | Leaf Spring Eyelet (Blade Assembly) | 4 |
| 70012461-A | Delrin Rear Shackle Frame Bushing - 1/4" Flange | 4 |
| 90002547 | Inner Bushing Sleeve - 2.50" Front Leaf Spring, 1955 Rear Frame | 2 |
| 90002569 | Inner Bushing Sleeve - 3.50" 1956-1957 Rear Frame | 2 |
| 90002555 | Shackle Plate | 4 |

Hardware Bag - Leaf Spring Kit

| | | |
|----------|--|---|
| 99501035 | 1/2"-13 x 5" Hex Bolt GR8 - Use with 3 1/2" Sleeve | 2 |
| 99501034 | 1/2"-13 x 4 1/2" Hex Bolt GR8 - Use with 3" Sleeve | 2 |
| 99501037 | 1/2"-13 x 4" Hex Bolt GR8 - Use with 2 1/2" Sleeve | 4 |
| 99502009 | 1/2"-13 Nylok Nut GR8 | 6 |
| 99432009 | 7/16"-20 High Nut | 8 |
| 99433005 | 7/16" Flat Washer G8 | 8 |

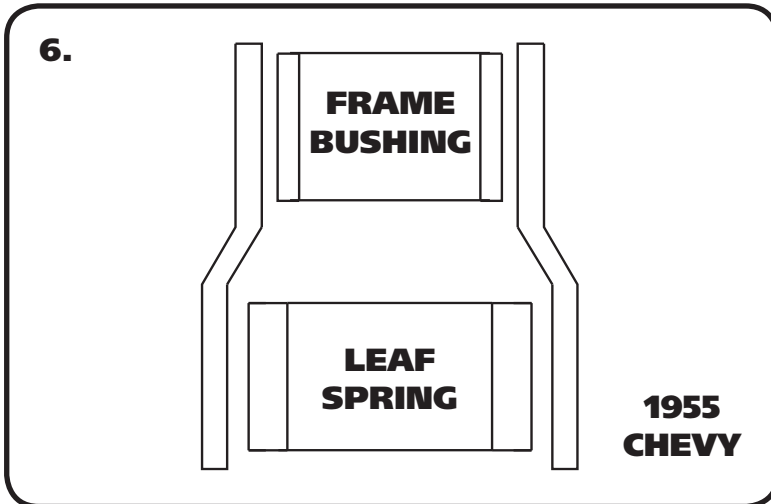
Getting Started.....

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

1. Jack the car 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 car 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. The Frame bushing is different depending on the year of the frame. 1955 uses a 2 1/2" Inner Sleeve, 1956 & 1957 utilizes a 3 1/2" inner sleeve.
3. The Shackle Plates and Hardware can be used to push the rear bushings and sleeves into the frame location. Start by inserting the correct length Inner Sleeve (1955 Uses a 2 1/2" Sleeve, 1956 & 1957 use a 3 1/2" Sleeve) into a Bushing from the inner side (opposite of the flange). Push the sleeve in until it is flush with the flange side of the bushing. Insert the bushing/sleeve into the shackle bushing hole. Insert a 2nd bushing half in the opposite side pushing it onto the sleeve as far as you can by hand. Insert a 1/2"-13 bolt into a shackle plate. Insert the bolt/shackle plate into the bushing/sleeve and install a second shackle plate on the threads sticking out of the bushing. Install a 1/2"-13 nut and tighten until the bushings bottom out on the frame.

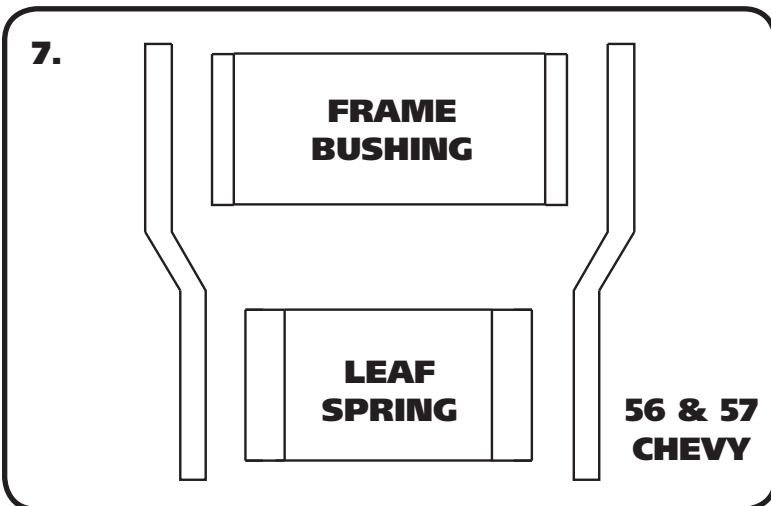


Delrin Frame Bushing Installation



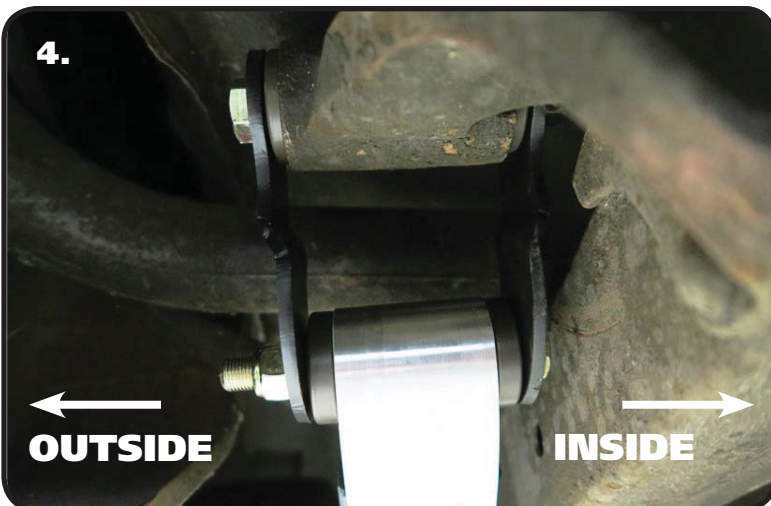
4. The orientation of the Shackle Plates is determined by the year of the car. The Frame bushing is 2 1/2" wide on a 1955, 3 1/2" wide on 1956-1957. 1955 is shown in Diagram "6". The 1955 uses 1/2"-13 x 4" in the FRAME bushing and 1/2"-13 x 4 1/2" in the REAR leaf spring bushing.

7. Diagram "7" shows the Shackle Plate orientation for 1956 & 1957. These cars use 1/2"-13 x 5" in the FRAME bushing and 1/2"-13 x 4 1/2" in the REAR leaf spring.



8. ALL models use 1/2"-13 x 4" in the FRONT leaf spring bushing.

4. Attach the rear of the Composite Leaf Spring (**WIDE BUSHING**) to the rear mount. If you are using the Ridetech Delrin Bushings, new Shackles and Hardware are supplied with them. Orientation of the Shackle Plates is shown in the Delrin Bushing instructions. Attach a Shackle Plate to each side of the Frame Bushing using the correct length 1/2" Bolt (WITH THREADS POINTING TO INSIDE OF CAR) and 1/2"-13 Nylok Nut. Do not tighten. Align the remaining bolt holes in the shackle plates with the sleeve in the rear Leaf Spring bushing. Install a 1/2"-13 x 4 1/2" Bolt (WITH THREADS POINTING TO OUTSIDE OF CAR) and 1/2"-13 Nylok Nut. Do Not tighten hardware, it will get tightened later.



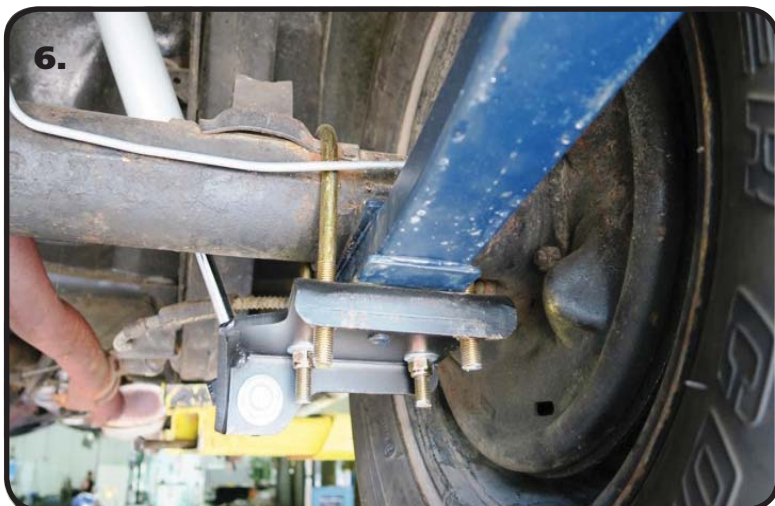


Leaf Spring Installation



5. Bolt the **NARROW BUSHING END** of the Composite Leaf Spring into the OEM front leaf spring mount using a 1/2"-13 x 4" Hex Bolt and 1/2"-13 Nylok Nut.

Note: You may have to jack the rear differential up enough to swing the leaf spring in place.



6. Lower the differential onto the Leaf Spring. Align the top PIN into the HOLE in the OEM leaf spring mount. Install the lower Clamping Plate/Shock Mount, supplied in the Staggered Shock Kit being sure the Pins and Holes are aligned. The Clamping Plates have the shock mounts built in, the driver mount is installed with the shock mount to the inside rear with the passenger installed with the shock mount to the inside front. Driver is shown in Diagram "6". Install the 7/16" U-Bolts.

7. Install a 7/16" Flatwasher and 7/16-20 Nylok Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.

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.

8. 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.

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



Car & Wagon Rear Shock Installation

THESE INSTRUCTIONS COVER BOTH CAR AND WAGON, PAY CLOSE ATTENTION TO THE STEPS THAT ARE NEEDED FOR YOUR APPLICATION.

Major ComponentsIn the box

| Part # | Description | QTY |
|----------|---|-----|
| 22989599 | 7.55" Stroke Eyelet Shock -CAR | 2 |
| 22889999 | 7.55" Stroke Stud Top Shock -WAGON | |
| 70011138 | 3/4" ID Shock Bushing (Installed in Shock) -4 IF CAR, 2 IF WAGON | 4 |
| 90002103 | 5/8" ID Shock Sleeve (Installed in Shock) -BOTH | 2 |
| 90002102 | 1/2" ID Shock Sleeve (Installed in Shock) -CAR | 2 |
| 90002553 | Upper Shock Mount Assembly - Driver -CAR | 1 |
| 90002552 | Upper Shock Mount Assembly - Passenger -CAR | 1 |
| 90002551 | Upper Shock Mount Clamping Plates -CAR | 2 |
| 90001617 | Shock Stud -BOTH | 2 |
| 90002556 | Leaf Spring U-Bolt Plates- both sides on CAR, Passenger on WAGON | 2 |
| 90002653 | Leaf Spring U-Bolt Plate - Driver on WAGON | 1 |

Hardware Bag - Rear Shock Kit

| Part # | Description | Usage | QTY |
|----------|----------------------------|--|-----|
| 99431008 | 7/16"-14 x 1 1/2" Hex Bolt | Upper Shock Mount to Body -CAR | 2 |
| 99433002 | 7/16" Flatwasher | Upper Shock Mount to Body -CAR | 4 |
| 99432001 | 7/16"-14 Nylok Nut | Upper Shock Mount to Body -CAR | 2 |
| 99372006 | 3/8"-16 jAM nUT | Shock Stud Top -WAGON | 4 |
| 99371004 | 3/8"-16 x 1 1/4" Hex Bolt | Upper Shock Mount to Body -CAR | 4 |
| 99373003 | 3/8" Flatwasher | Upper Shock Mount to Body -CAR | 8 |
| 99372002 | 3/8"-16 Nylok Nut | Upper Shock Mount to Body -CAR | 4 |
| 99501003 | 1/2"-13 x 2 1/2" Hex Bolt | Shock to Upper Shock Mount -CAR | 2 |
| 99503001 | 1/2" Flatwasher | Shock to Upper Shock Mount -CAR | 4 |
| 99502001 | 1/2"-13 Nylok Nut | Shock to Upper Shock Mount -CAR | 2 |
| 99436001 | 7/16"-20 U-Bolt | U-Bolt Plate -BOTH | 4 |
| 99432009 | 7/16"-20 High Nut | U-Bolt Plate -BOTH | 8 |
| 99433005 | 7/16" SAE Flatwasher | U-Bolt Plate -BOTH | 8 |

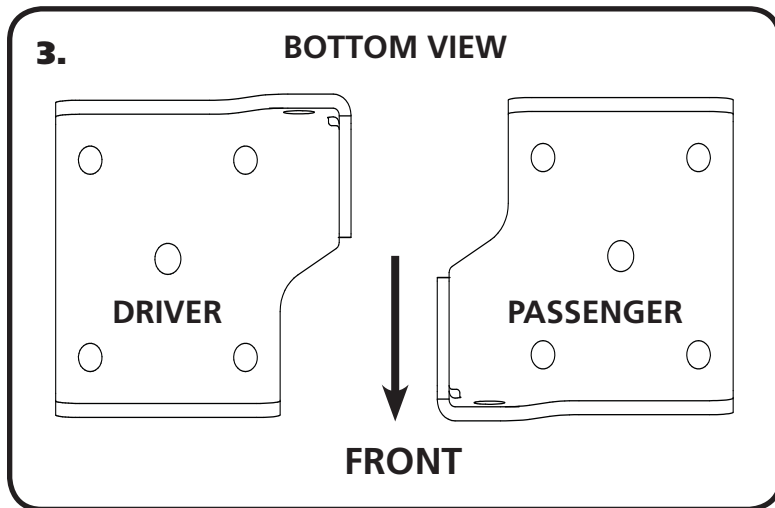


7.55" HQ Series Smooth Body Shocks

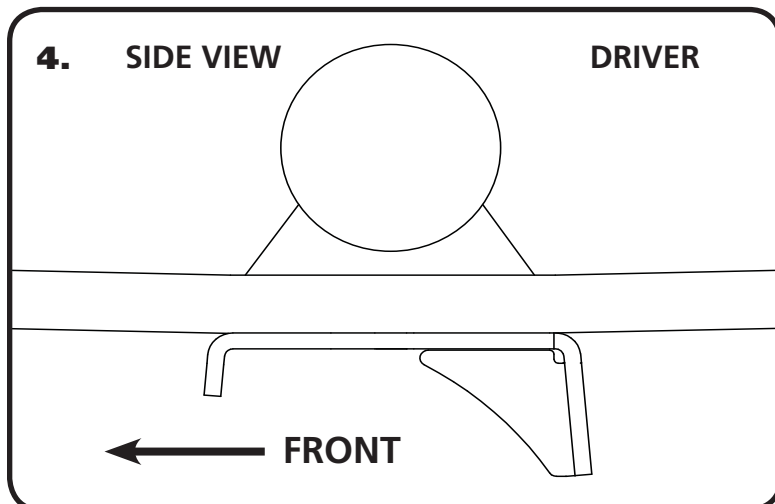
THESE INSTRUCTIONS COVER BOTH, CAR AND WAGON. PAY CLOSE ATTENTION TO WHICH STEPS APPLY TO YOUR APPLICATION.

1. Jack the car 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 car 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.

CAR ONLY!! WAGON, SKIP TO STEP #9



3. Diagram "3" shows the U-Bolt Plates/Shock Mounts as viewed from the bottom. Diagram "4" shows the Driver Mount viewed from the outside of the car. The Driver Mount positions the bottom of the shock to the inside behind the axle. The Passenger Mount positions the bottom of the shock to the inside in front of the axle. Install the 7/16" U-bolts on the axle tube in place of the OEM u-bolts. Slide the New U-Bolt Plates onto the U-bolts using Diagram "3" as a reference. Verify that the lower locating pin is indexed into the locating hole of the Plate. Install a 7/16" Flatwasher and 7/16-20 High Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.



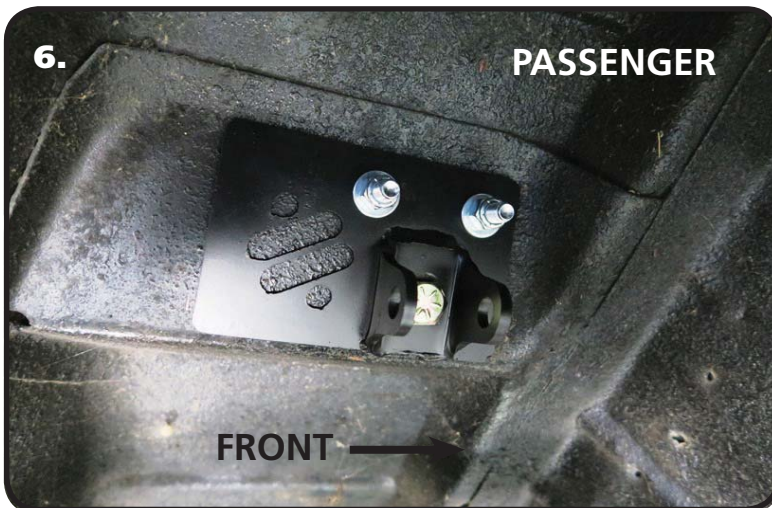
Composite Leaf Spring Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030"-.060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.



Mount Installation



5. The Driver upper Shock Mount repositions the top of the shock. There are 3 holes in the bracket for mounting, (2) 7/16" & (1) 1/2". The 1/2" hole uses the OEM shock hole as a locator. Insert a 7/16"-14 x 1 1/2" bolt into the 1/2" hole. Position the mount with the 7/16" bolt inserted into the OEM shock hole. Align the inside edge of the mount with the body. Mark and drill the 2 remaining holes with a 3/8" drill bit.



6. The Passenger upper Shock Mount keeps the shock in the OEM location, but converts the shock to an eyelet. There's 3 holes in the bracket for mounting, (2) 7/16" & (1) 1/2". The 1/2" hole uses the OEM shock hole as a locator. Insert a 7/16"-14 x 1 1/2" bolt into the 1/2" hole. Position the mount with the 7/16" bolt inserted into the OEM shock hole. Align the inside edge of the mount with the body. Mark and drill the 2 remaining holes with a 3/8" drill bit.



7. Position the Backer Plate on the top side of the OEM shock mount aligning the 1/2" hole with the OEM hole and the (2) 7/16" with the drilled holes. Install a 3/8" Flatwasher on each of (2) 3/8"-16 x 1 1/4" bolts and insert them through the backer plate into the drilled holes. The remaining bolt **MUST BE INSTALLED FROM THE BOTTOM**. Install the 7/16"-14 x 1 1/2" bolt through the Shock mount and slide it in place over the 3/8" bolts. Install a 3/8" Flatwasher and 3/8"-16 Nylok Nut on each 3/8" bolt and tighten. Install a 7/16" Flatwasher & 7/16"-14 Nylok Nut on the 7/16" bolt sticking through the backer. Repeat on both sides and tighten Hardware.

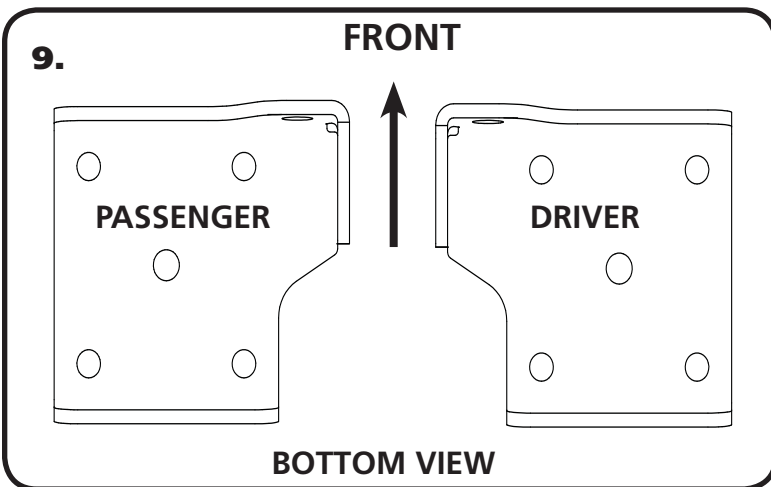


Mount Installation



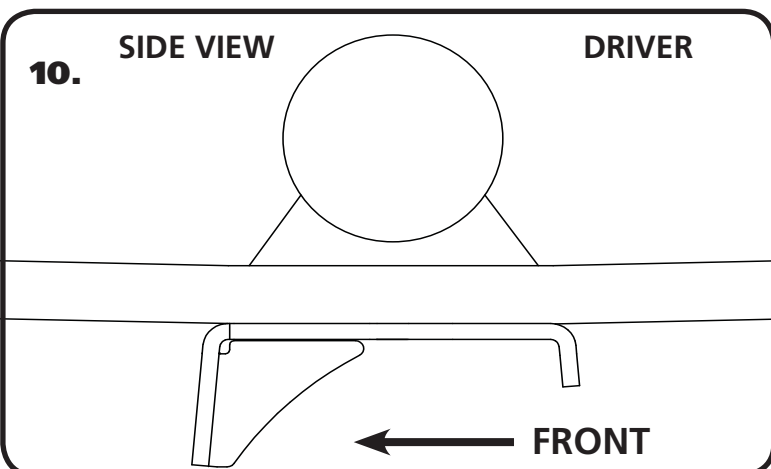
8. The Shock is mounted in the Upper Mount with the BODY UP. It is held in place with a 1/2"-13 x 2 1/2" Hex Bolt & 1/2"-13 Nylok with a 1/2" Flatwasher on each side of the bracket. **SKIP TO STEP #12**

WAGON ONLY!!



WAGON ONLY!!

9. Diagram "9" shows the U-Bolt Plates/Shock Mounts as viewed from the bottom. Diagram "10" shows the Driver Mount viewed from the outside of the car. The Shock Mounts position the bottom of the shock to the inside behind the axle. Install the 7/16" U-bolts on the axle tube in place of the OEM u-bolts. Slide the New U-Bolt Plates onto the U-bolts using Diagram "9 & 10" as a reference. Verify that the lower locating pin is indexed into the locating hole of the Plate. Install a 7/16" Flat washer and 7/16-20 Nylok Nut on each U-bolt. Evenly tighten the hardware by tightening in a crisscross fashion. Torque the nuts to 55 ftlbs.

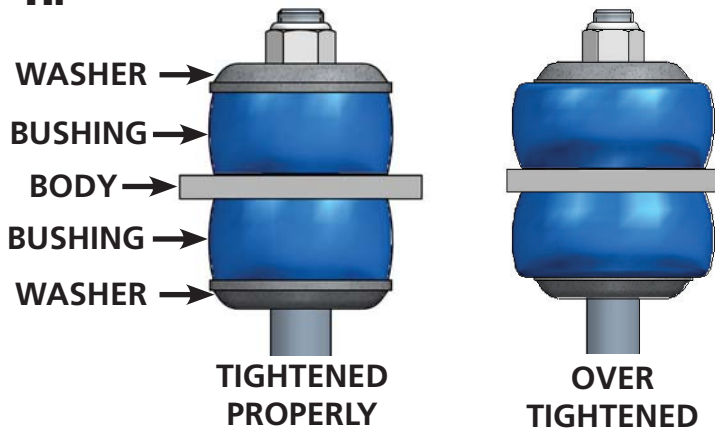


Composite Leaf Spring Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030"- .060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.



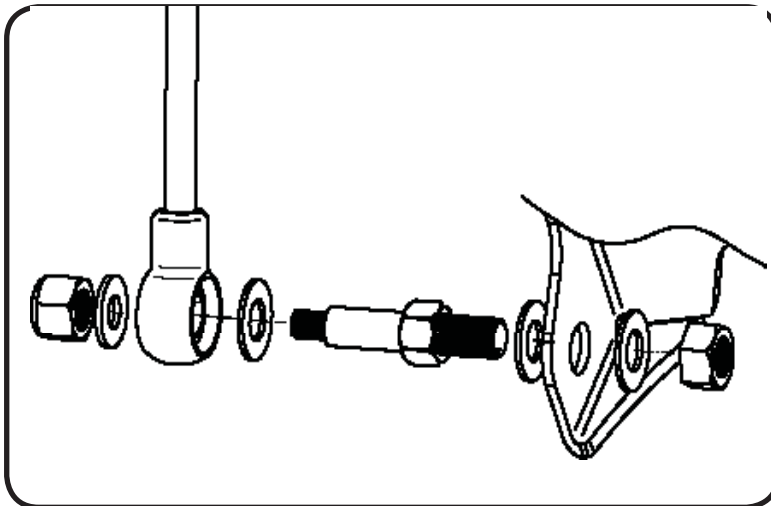
Wagon Upper, Both Lower

11.



11. To install the shock, remove the adjuster knob by loosening the set screw. Install a Bushing Washer followed by a Shock Bushing with the small diameter up. Insert the Shock through the OEM shock hole. With the Shock inserted into the OEM hole, install a Shock Bushing with the small diameter down. Next, install a Shock Bushing Washer followed by a 3/8"-24 jam nut. Tighten the Nut until the Bushings just starts to bulge. Install the 2nd 3/8"-24 jam nut tightening it against the nut that was previously tightened. Reinstall the adjuster knob.

BOTH CAR AND WAGON.....



12. The Lower Shock is Bolted to the Lower Shock Mount using the supplied Shock Stud. Insert the Shock Stud into Lower Mount with a 5/8" Flat Washer on EACH side of the mount. Install a 5/8" Lock Nut on the threads and tighten. Next, slide a Washer on the Shock Stud. Jack the Rear Differential up until the Shocks can be slid onto the Shock Studs. Install a 7/16" Flat Washer and 7/16" Hex Nut onto the Threads and tighten.



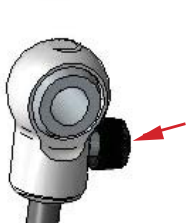
Shock Adjustment

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.