



Installation Instructions



Part # 11029510 - 1955-1957 WAGON Rear Shock Kit

Recommended Tools



HQ Series WAGON Rear Shock Kit Installation Instructions

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THE RIDETECH COMPOSITE LEAF SPRINGS (11014799) & DELRIN LEAF SPRING BUSHING KIT (11015399) ARE RECOMMENDED TO ACHIEVE MAXIMUM PERFORMANCE.

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Installation Instructions



7.55" HQ Series Smooth Body Shocks

Major ComponentsIn the box

Part #	Description	QTY	
22889599	7.55" Stroke Shock	2	
70011138	3/4" ID Shock Bushing (Installed in Shock)	2	
90002013	5/8" ID Shock Sleeve (Installed in Shock)	2	
70011140	Stud Top Shock Bushing	4	
70011141	Stud Top Shock Bushing Washer	4	
90001617	Shock Stud	2	
90002556	Leaf Spring U-Bolt Plate - Passenger	1	
90002653	Leaf Spring U-Bolt Plate - Driver	1	
99372006	3/8"-24 Jam Nut	Shock Stud Top	4
99436001	7/16"-20 U-Bolt	U-Bolt Plate	4
99432007	7/16"-20 Nylok Nut	U-Bolt Plate	8
99433005	7/16" SAE Flat washer	U-Bolt Plate	8

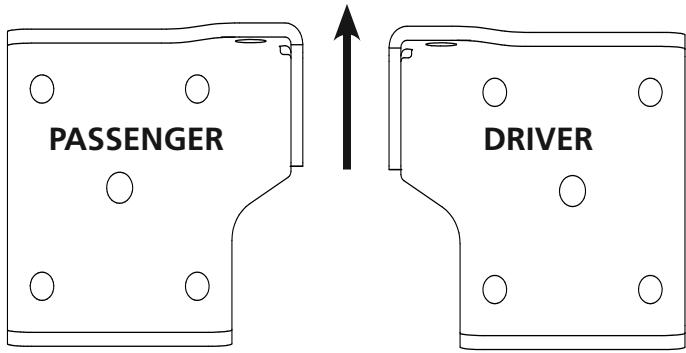
The Rear Shocks will be installed in conjunction with the Rear Leaf Springs.

THIS KIT WILL WORK WITH OEM LEAF SPRINGS, BUT WE RECOMMEND OUR COMPOSITE LEAF SPRING KIT #11014799 FOR MAXIMUM PERFORMANCE.

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.

FRONT



BOTTOM VIEW

(2)

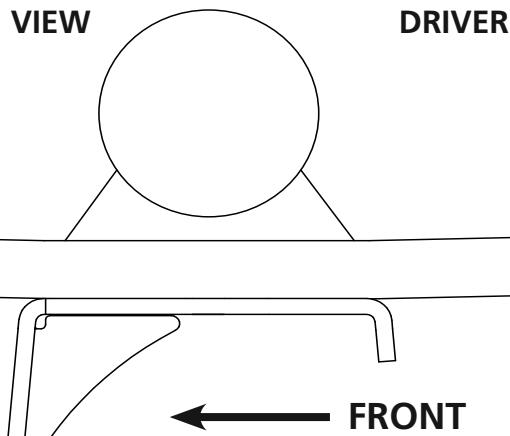
3. Diagram "3" shows the U-Bolt Plates/Shock Mounts as viewed from the bottom. Diagram "4" shows the Driver Mount viewed from the outside of the car. The Shock Mounts position the bottom of the shock to the inside behind the axle. Install the 7/16" U-bolts on the axle tube in place of the OEM u-bolts. Slide the New U-Bolt Plates onto the U-bolts using Diagram "3" 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.

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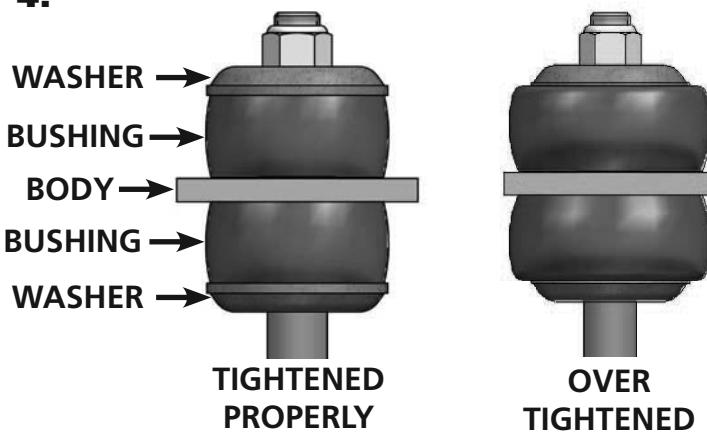


Getting Started.....

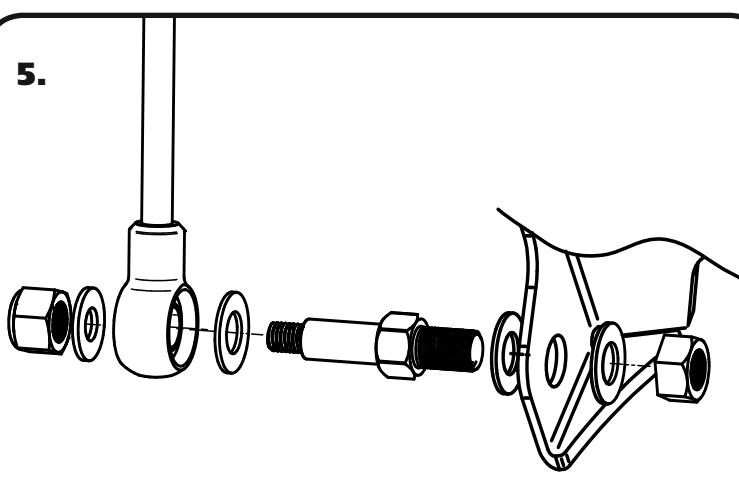
3. SIDE VIEW



4.



5.



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.

5. 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.

6. 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.



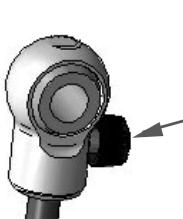
Shock Adjustment

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.