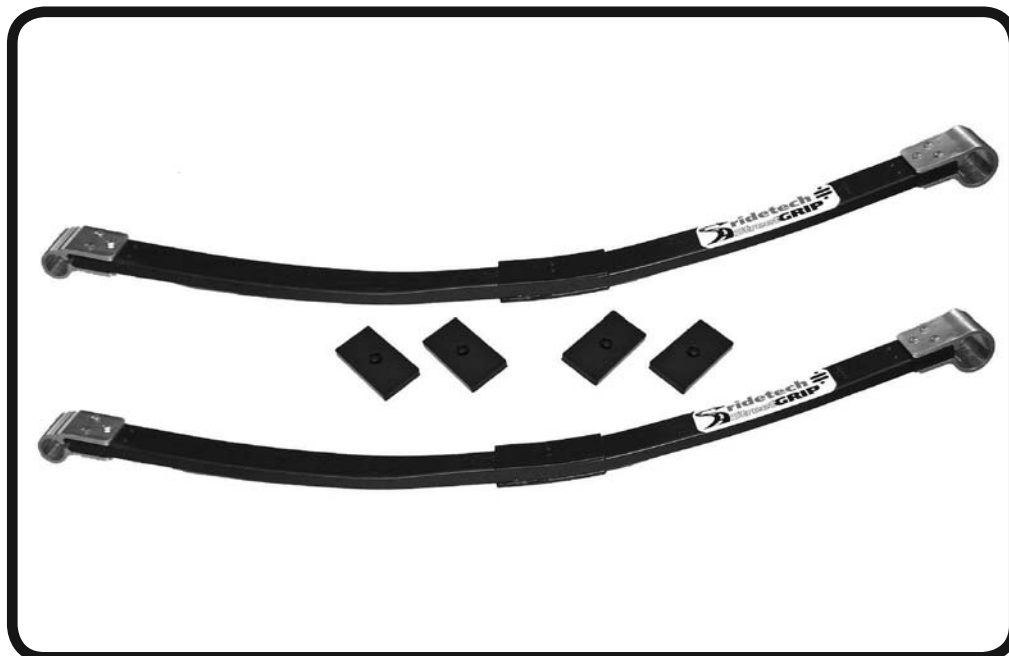
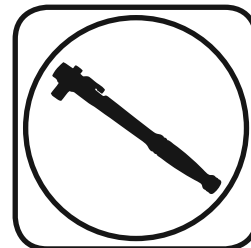




Part # 11164799 - 1967-1969 F-Body Composite Leaf Springs



Recommended Tools



1967-1969 F-Body Composite Leaf Springs Installation Instructions

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

THESE LEAF SPRINGS WILL ACCEPT OEM LEAF SPRING BUSHINGS. THE RIDETECH DELRIN LEAF SPRING BUSHING KIT (11165399) IS RECOMMENDED TO ACHIEVE MAXIMUM PERFORMANCE.





Major ComponentsIn the box

Part #	Description	QTY
90002550	Leaf Spring Blade Assembly	2
90002497	Leaf Spring Clamping Plates	4
90002526	Mono Leaf Clamping Plate	2
99436001	7/16"-20 U Bolt	2
99431015	7/16"-20 x 2 1/4" Hex Bolt	4
99432002	7/16"-20 Nylok Nut	8
99433005	7/16" SAE Flatwasher	8

Getting Started.....

IF INSTALLING DELRIN LEAF SPRING BUSHINGS, THEY SHOULD BE INSTALLED IN CONJUNCTION WITH THE LEAF SPRINGS.

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

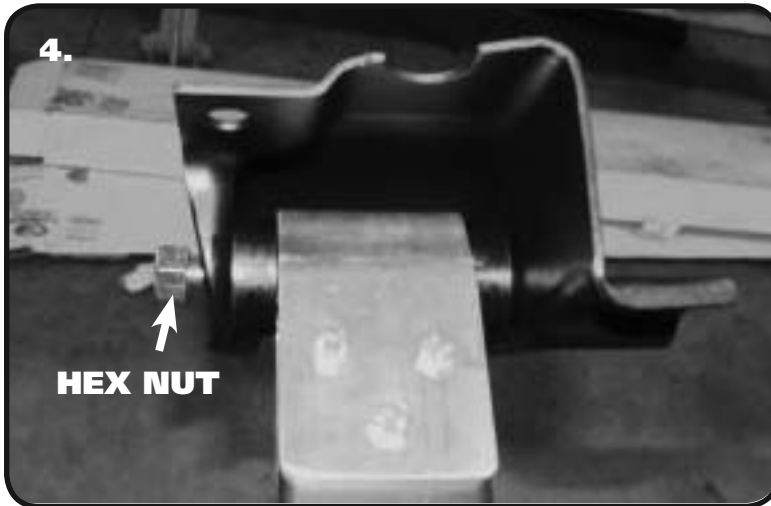
THIS LEAF SPRING KIT WILL WORK WITH MONO LEAF OR MULTI LEAF DIFFERENTIALS, BUT THE INSTALLATION PROCESS VARIES BETWEEN THE TWO. THESE INSTRUCTIONS COVER BOTH SET-UPS, BE AWARE THAT YOU ARE DOING THE CORRECT STEPS FOR YOUR DIFFERENTIAL.

The Ridetech Composite Leaf Springs are setup to use the Ridetech Delrin Bushing Kit (11165399) or OEM style bushings. The are also designed to fit into the OEM front leaf spring mount.

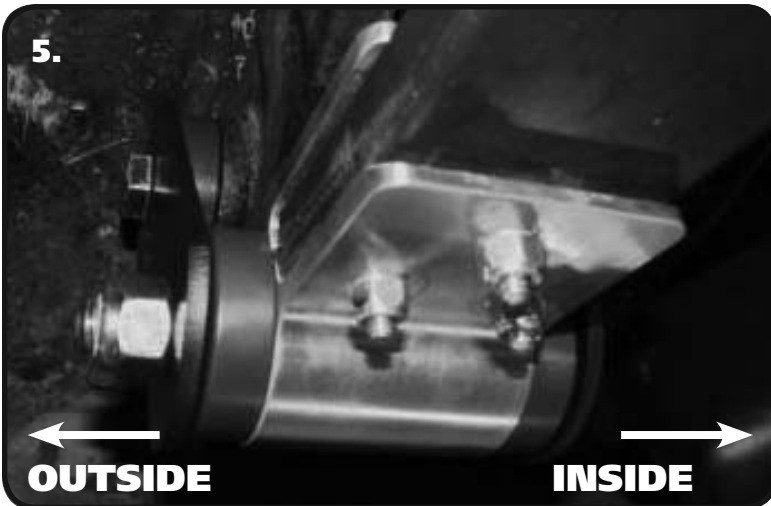
1. Jack the car up and support it by the frame rails. You will need to raise and lower the rear differential with a jack to ease installation. With the car supported by the frame, put the jack underneath the rear end housing and raise the jack up just enough to support the differential. Disconnect the bottom of the shock and remove the rear leaf springs. Retain the OEM hardware.
2. If you purchased the Leaf Springs only, you will need to install bushings into Leaf Spring eyes. If a complete StreetGrip kit was purchased, Delrin Bushings will be preinstalled.
3. If using the Ridetech Delrin Bushings, the rear Frame Bushings will need to be installed before the Leaf Spring can be installed. Refer to the Delrin Bushing instructions for the correct procedure.



Leaf Spring Installation



4. Bolt the **LARGE BUSHING END** of the Composite Leaf Spring into the OEM front leaf spring mount using a 1/2"-13 x 5" Hex Bolt and 1/2"-13 Nylok Nut. The Bolt must be installed with the threads pointing to the **OUTSIDE** of the car. Diagram #4 is the correct orientation.



5. Attach the rear of the Composite Leaf Spring to the rear mount. If you are using the Ridetech Delrin Bushings, new Shackles and Hardware is supplied with them. Attach a Shackle Plate to each side of the Frame Bushing using a 1/2"-13 x 5" 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 5" Bolt (WITH THREADS POINTING TO OUTSIDE OF CAR) and 1/2"-13 Nylok Nut. Do Not tighten hardware, it will get tightened later.



6. Swing the Leaf Spring up and attached the front mount to the car using the OEM hardware. Tighten Hardware

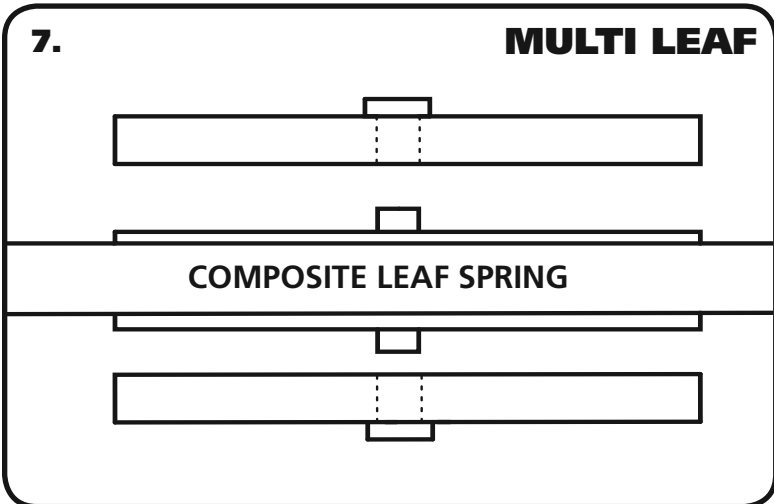
Note: You may have to jack the rear differential up enough to swing the leaf spring in place.

IF YOU HAVE A MONO LEAF DIFFERENTIAL, SKIP TO STEP 9.

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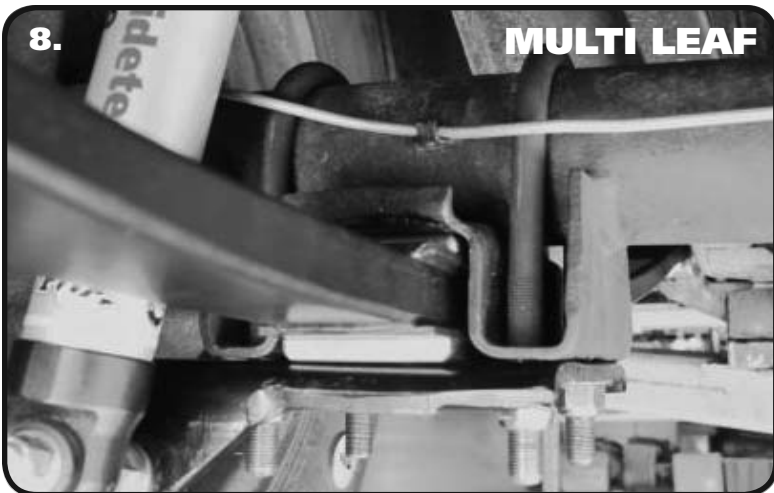


MULTI LEAF DIFFERENTIAL Installation



STEPS 7 & 8 ARE FOR MULTI LEAF ONLY!

7. The Composite Leaf Spring has to be clamped in place with the OEM lower plate. A Multi-Leaf car requires a Clamping Plate on the top and bottom of the leaf spring. The top and bottom locating pins need to be inserted into the holes in the Clamping Plates on the FLAT SIDE. The Clamping Plates have a pin on each one of them. They will need to be inserted into the holes on the leaf spring mount and lower plate to correctly position the rear differential.

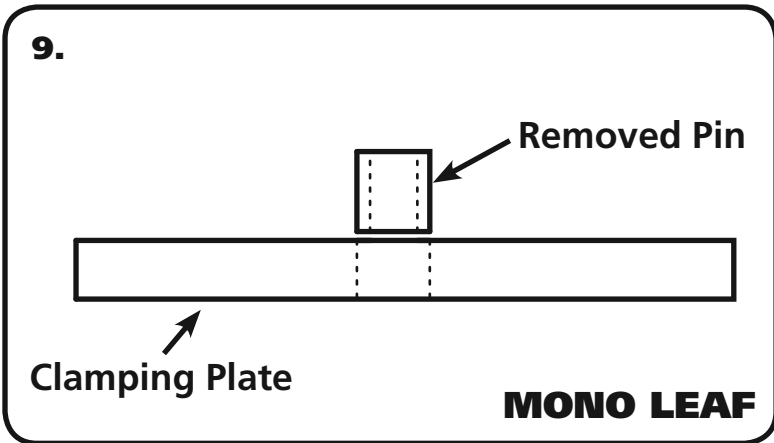


8. Lower the differential onto the Leaf Spring with the top Clamping Plate in place, shown in Diagram "7". Align the top PIN into the HOLE in the OEM leaf spring mount. Install the lower Clamping Plate followed by the OEM lower mount being sure the Pins and Holes are aligned. Install the OEM hardware. Evenly tighten the hardware by tighten 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.

SKIP TO STEP #14 TO FINISH THE LEAF SPRING INSTALLATION

MONO LEAF DIFFERENTIAL Installation

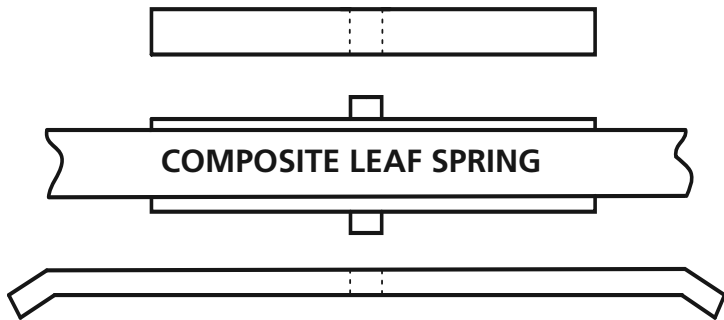


9. The kit contains 4 Clamping Plates that are all the same. For a Mono Leaf installation, the center pin will need to be removed from **2** of the plates. The pin can be knocked out with a hammer and punch.



MONO LEAF Installation

10.

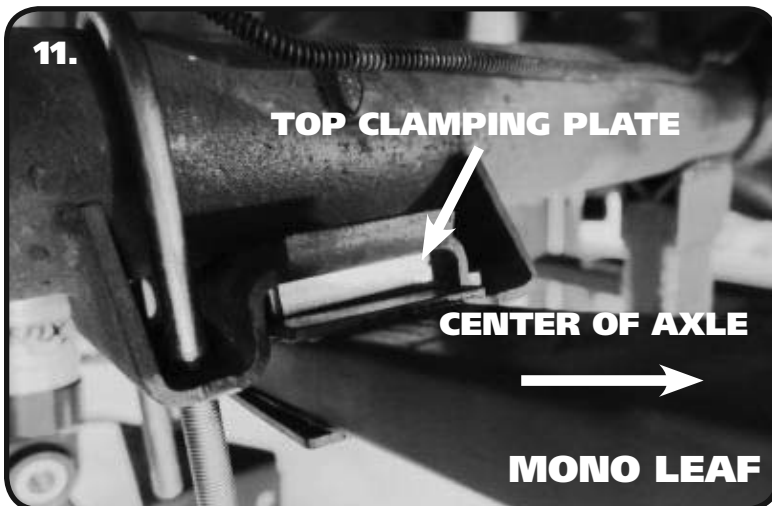


MONO LEAF

Diagrams 10, 11, & 12 will be used to aid in the installation of the Clamping Plates on a Mono Leaf Differential.

10. The Composite Leaf Spring will be clamped in place with the OEM lower plate. This setup utilizes a Clamping Plate on the top and bottom of the leaf spring. **The Locating Pin on the Composite Leaf Spring needs to be inserted into the holes on the Clamping Plates.** The Clamping Plate with the **Pin REMOVED** is used on the **TOP**. The Locating Pin on the bottom of the leaf spring will need to be inserted into the center hole in the Lower Clamping Plate, this will position the differential correctly.

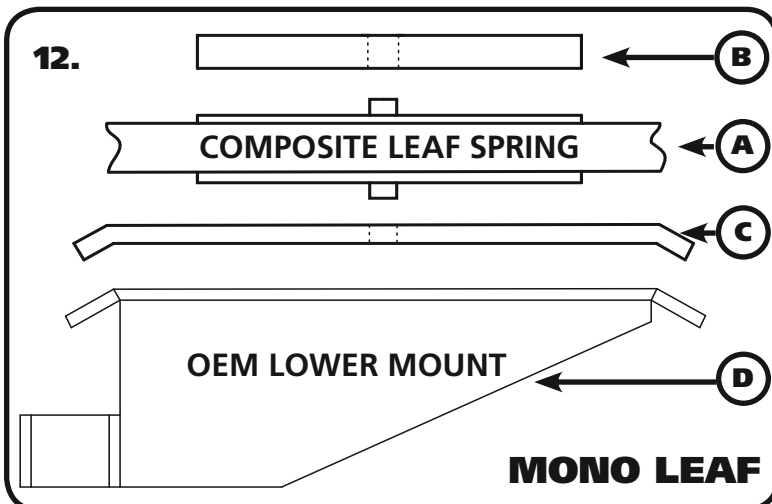
11.



MONO LEAF

11. Remove the OEM Hardware from the OEM leaf spring mount, it will be replaced with hardware supplied in the kit. The new Hardware includes (1) 7/16 U Bolt, (2) 7/16"-20 x 2 1/4" Hex Bolts, (4) Flatwashers, & (4) 7/16-20 Nylok Nuts per side. The U Bolt will replace the outer OEM hardware, the 7/16" x 2 1/4" bolts replace the inner OEM hardware. Install the U Bolt and Hex Bolts.

12.



MONO LEAF

12. Align the top **PIN** into the **HOLE** in the Top Clamping Plate(**B**). Lower the differential onto the Leaf Spring(**A**) with the Top Clamping Plate(**B**) centered on the pin. Install the Lower Clamping Plate(**C**) by sliding it up on the mount hardware. It may be necessary to reposition the differential to get the **BOTTOM** Locating pin in the **HOLE** in the Lower Clamping Plate(**C**). Next, install the OEM lower mount(**D**) being sure the Pins and Holes are aligned and the lower shock mount is in the correct position.



Installation Instructions



MONO LEAF Installation

13. Install a 7/16" Flatwasher and 7/16-20 Nylok Nut on each U bolt and Hex Bolt. Evenly tighten the nuts to a Torque of 55ftlbs.

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.

Continue to Step 14

Finalizing Installation

14. 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 tighten the bushing hardware.

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

16. DOUBLE CHECK TO MAKE SURE NOTHING IS COMING INTO CONTACT WITH THE LEAF SPRING.

