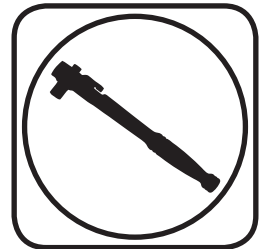




### Part # 11369510 - 1973-1987 C10 Rear Shock Kit



#### Recommended Tools



## HQ Series Rear Shock Kit Installation Instructions

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THE RIDETECH COMPOSITE LEAF SPRINGS (11364799) DELRIN BUSHIND KIT (11369510) ARE RECOMMENDED TO ACHIEVE MAXIMUM PERFORMANCE.





### 5.75" HQ Series Smooth Body Shocks

#### Major Components .....In 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 for Lower Mount	4
90002648	Lower Shock Mount Bracket - Driver	1
90002649	Lower Shock Mount Bracket - Passenger	1
90001617	Shock Stud Kit	2

#### HARDWARE

Part #	Description	Usage	QTY
99431002	7/16"-14 x 1 1/4" Hex Bolt	Lower Shock Mount to Axle	2
99433002	7/16" Flat Washer	Lower Shock Mount to Axle	4
99432001	7/16"-14 Nylok Nut	Lower Shock Mount to Axle	2
99501011	1/2"-20 x 2 1/2" Hex Bolt	Mount to Axle	2
99501010	1/2"-20 x 2 1/4" Hex Bolt	Shock to Lower Mount	2
99503001	1/2" Flat Washer	Shock to Lower Mount	4
99502003	1/2"-20 Thin Nylok Nut	Shock to Lower Mount	4

The Rear Shocks will be installed in conjunction with the Rear Leaf Springs and Delrin Bushing 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. Unbolt the bottom of the shock and disconnect it. Remove the nut from the upper shock stud.

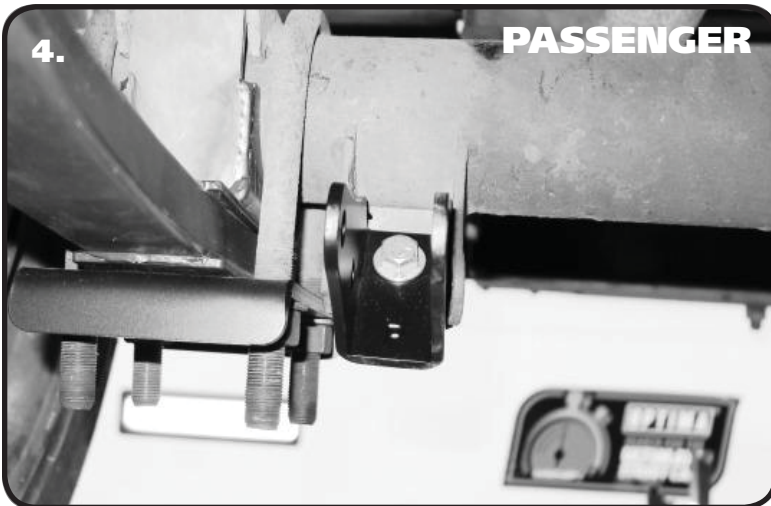
2. Remove the shocks from the truck.



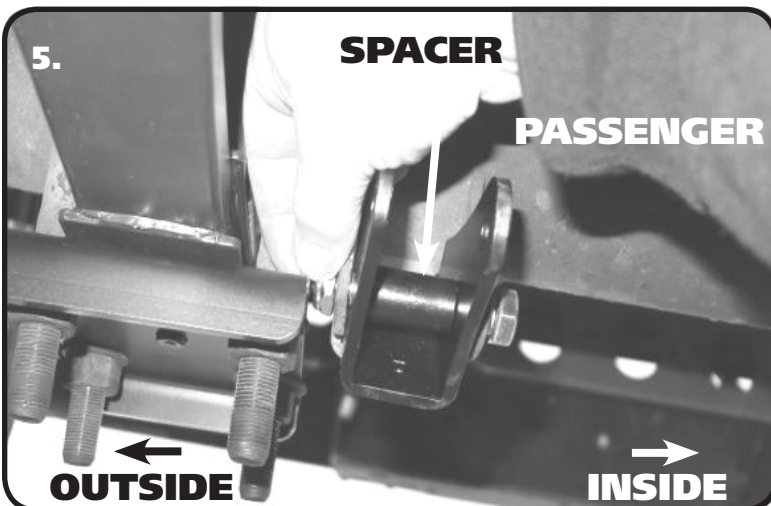
### Getting Started.....



**3.** This Kit includes new upper Shock Studs to replace the existing ones. Replace the Studs and install the eyelet of the Shock on the Stud. The passenger shock gets installed with the Knob forward, install the driver with the Knob to the rear. Once the Shock is installed on the Stud, install a 7/16" Flat Washer & 7/16-20 Nylok Nut on each Stud and tighten.



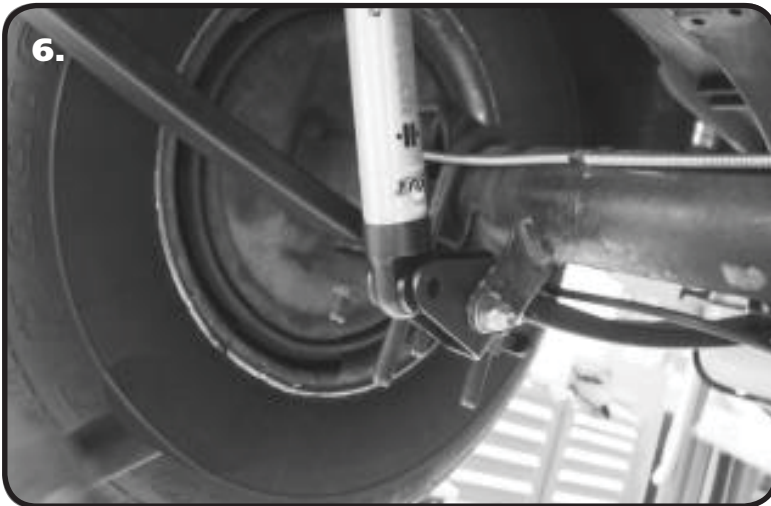
**4.** The Kit includes Shock Relocation Brackets for the bottom of the shock. These brackets improve the shock angle. There is a Driver and Passenger Shock Bracket, each is marked with a "D" & "P" on the inside of the bracket. Slide each bracket into their correct OEM shock mounts. The brackets will bottom out against the back of the OEM bracket with the OEM shock mounting holes lining up with holes in the bracket. Install a 7/16" Flat Washer on a 7/16"-14 Bolt and insert it through the back of the bracket. It will go through the back of Shock Bracket and a hole in the OEM mount. With the Bolt/Washer in place, install a 2nd 7/16" Flat Washer on the bolt followed by a 7/16"-14 Nylok Nut. Do this for both sides. DO NOT TIGHTEN YET.



**5.** The kit includes a spacer that goes inside the New Bracket. Install the 1/2" ID spacer into the Bracket lining it up with the OEM shock holes and holes in the Bracket. Insert a 1/2"-20 x 2 1/2" Bolt through the lined up holes with the THREADS TOWARD THE WHEEL. Install a 1/2"-20 THIN Nylok Nut. Do this for both Shock Mounts. Tighten the 1/2" & 7/16" Hardware on both mounts.



### Attaching Shock & Adjustment



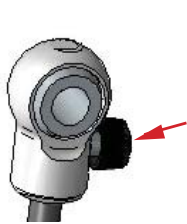
**6.** Slide the bottom of the Shock into the new Mount. Line up the Shock with the Mounting Hole in the Lower Mount. You may need to jack up the differential to get the holes lined up. Install a 1/2" Flat Washer on a 1/2"-20 x 2 1/4" Bolt. Insert the Bolt/Washer into the Mount/Shock. Install a 1/2"-20 THIN Nylok Nut on the threads sticking through. Do this for both sides and tighten hardware.

### 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.**