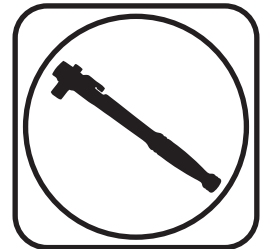




Part # 11530110 - 1963-1982 Corvette HQ Series Shocks



Recommended Tools



1963-1982 Corvette HQ Series Shocks Installation Instructions

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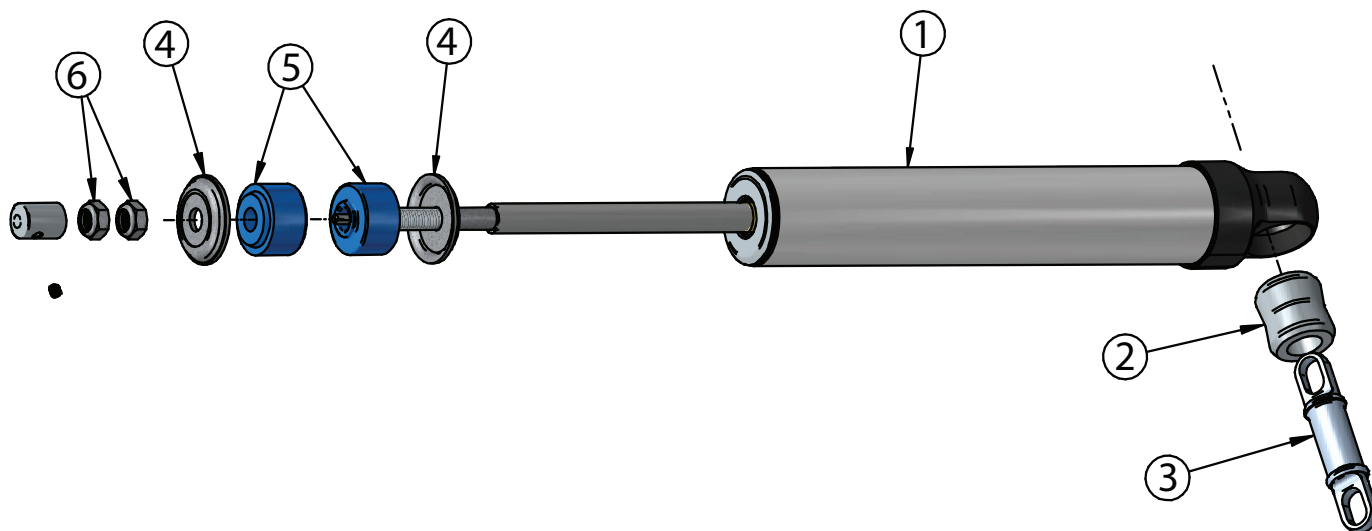




1963-1982 Corvette HQ Front Smooth Body Shocks

Major ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-043	5.25" Stroke Shock	2
2	70011139	5/8" ID Shock Bushing	2
3	90002068	Wide Trunnion	2
4	70011141	Bushing Support Washer	4
5	70011140	Stem Bushing	4
6	99372006	3/8"-24 Thin Jam Nut	4
	85000020	5/64" Hex Wrench - for Adjuster Knob Set Screw	1



Shock Removal

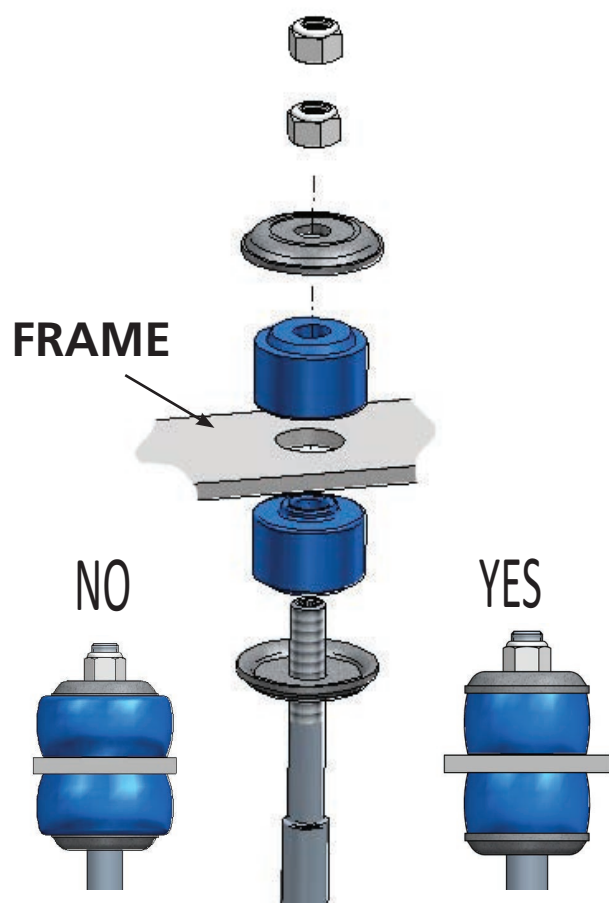
1. Using a floor jack or lift to raise the vehicle to a safe and comfortable working height
2. Support the frame accordingly with jack stands or a lift. Keep in mind, you will need to be able to move the rear trailing arms up and down.
3. The rear shock will usually have pressure against it from the rear leaf spring. Jack up the rear of the trailing arms accordingly to relieve the tension on the shock bolts to be removed.

Note: Retain the OEM hardware while removing the shocks.



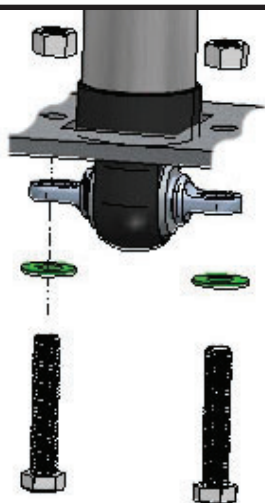
Front Shock Installation

4.



4. With the OEM shock removed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. 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 the Adjuster Knob, align the set screw with the FLAT side of the adjuster shaft that is sticking out of the top of the shock shaft.

5.



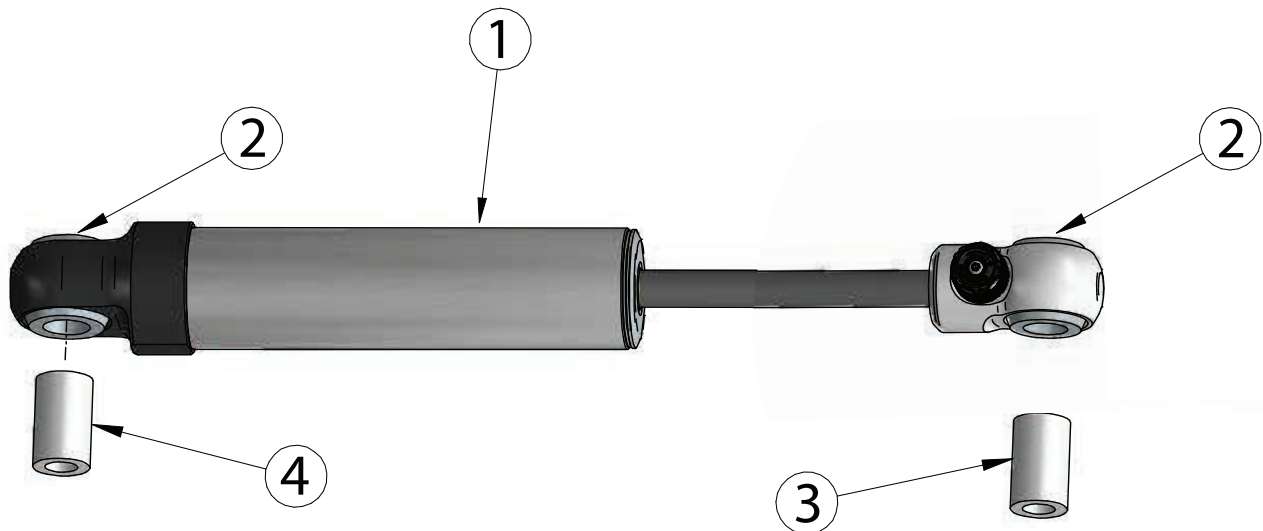
5. Attach the Trunnion to the OEM Control arm using the OEM hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.



1963-1982 Corvette HQ Rear Smooth Body Shocks

Major ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-036	4.75" Stroke HQ Series Shock	2
2	70011138	3/4" ID Shock Bushing	4
3	90002103	.625 ID Shock Sleeve	2
4	70011195	.437" ID Shock Sleeve	2



Shock Installation



6. Attach the shock to the OEM frame mount with the shock body up. Use the OEM hardware to attach the shock.



Rear Shock Installation



7. Jack the trailing arm up to align the shock eyelet with the OEM stud. Attach the shock eyelet to the OEM shock stud. To ease adjustment, position the adjuster knob to the front of the car. Use the OEM hardware to attach it.

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 position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-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 clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 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.