Part # 11326110
78-88 GM “G” Body Rear CoilOver Kit
Single Adjustable

Shock Assembly:

2	24159999	5” stoke single adjustable shock
2	90002024	1.7” Eyelet –adjustable
4	90001994	.625” bearing
8	90001995	Bearing snap ring

Components:

2	59120200	Coil spring – 12” long / 200 # rate
2	90002222	Spring retainer kit
8	90002043	Aluminum spacer - .5” I.D.
2	90002327	Upper shock bracket
1	90002325	Driver side lower shock bracket
1	90002326	Passenger side lower shock bracket

Hardware:

4	99311001	5/16”-18 x 1” Gr. 5 bolt	Upper bracket to frame
4	99312001	5/16”-18 Nylok nut	Upper bracket to frame
8	99313002	5/16” SAE flat washer	Upper bracket to frame
2	99501027	1/2"-13 x 3 ¾” Gr. 5 bolt	Shock bracket to trailing arm bracket
2	99501002	1/2"-13 x 1 ½” Gr.5 bolt	Shock bracket to factory shock bracket
4	99501003	1/2"-13 x 2 ½” Gr. 5 bolt	Shock to upper & lower brackets
8	99502001	1/2"-13 Nylok nut	Lower shock bracket
8	99503001	1/2" SAE flat washer	Lower shock bracket

COILOVER

Installation Instructions

1. Raise and safely support the vechile by the frame rails.
2. Using a jack, slightly raise the axle approximately 1". Remove the shock absorbers.
3. Lower the axle down enough to remove the coil springs.
4. The exhaust tail pipes may need to be removed and/or modified for Shockwave installation.

5. Fasten the new upper shock bracket into the factory shock location using the 5/16" x 1" bolts, flat washers and Nylok nuts supplied.

Note: Position the bracket to offset the shock toward the center of the car.

6. Remove the lower trailing arm mounting bolt. (Do one side at a time to keep the axle from rotating).

7. Place the new lower shock bracket up against the factory lower shock bracket. Use a ½" x 1 ½" bolt, Nylok nut and flat washers to fasten the new bracket to the factory bracket. Install the longer ½" x 3 ¾" bolt through the lower trailing arm mount, secure w/ the supplied flat washers and Nylok nuts.

8. Install the aluminum spacers into the upper and lower eyes of the shock.

9. Fasten the shock to the upper bracket using a ½" x 2 ½" bolt and Nylok nut.

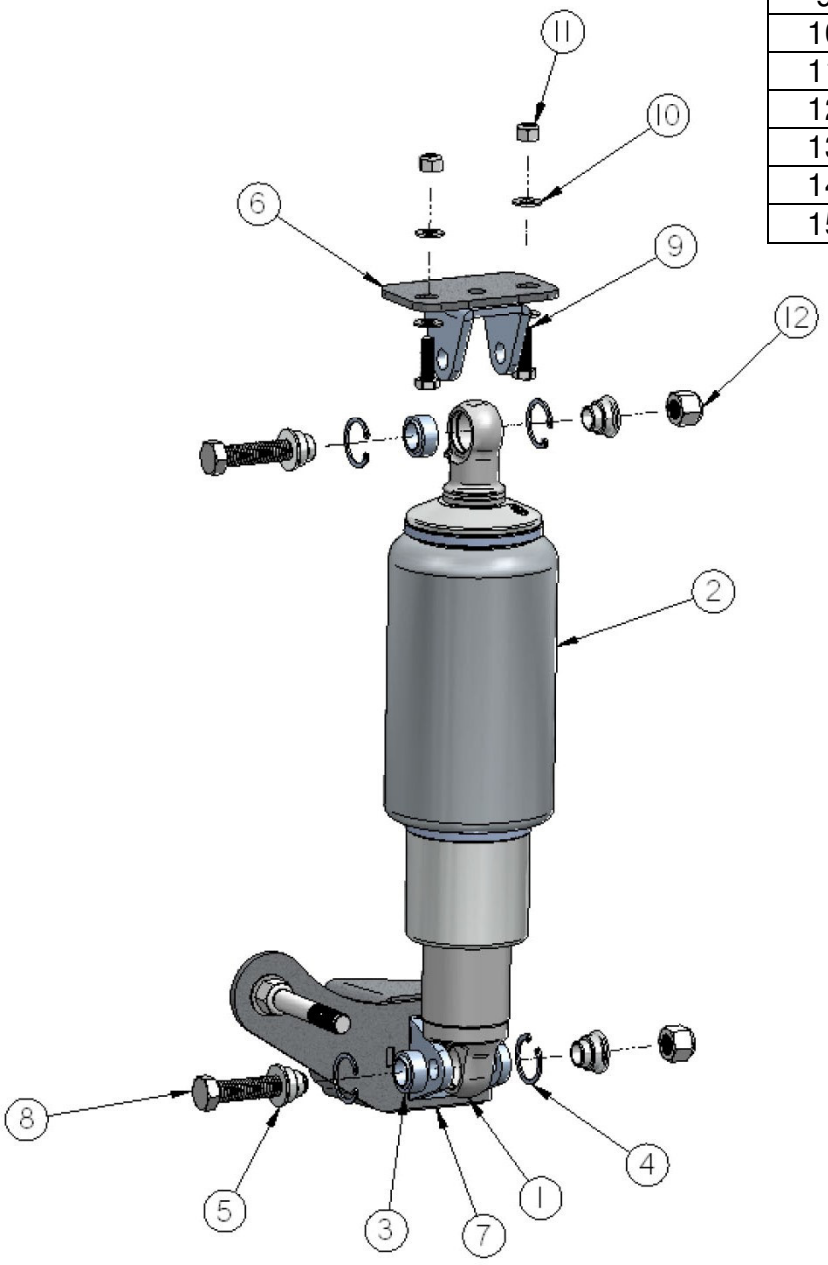
10. Fasten the ShockWave to the lower bracket using a ½" x 2 ½" bolt and Nylok nut.

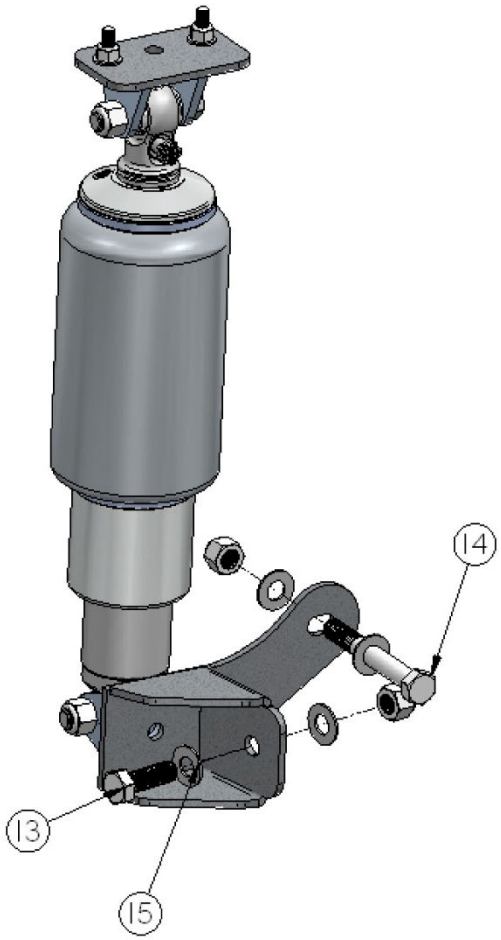
12. Double check CoilOver clearances throughout full suspension travel.

13. Ride height on this shock is 14.5" from center eye to center eye.

COILOVER

Item #	Description	Qty.
1.	5” stroke monotube shock	2
2.	7000 Series bellow assembly	2
3.	.625” I.D. bearing	4
4.	Snap ring	8
5.	.5” I.D. aluminum spacer	8
6.	Upper shock mount	2
7.	Lower shock mount	2
8.	½”-13 x 2 ½” bolt	4
9.	5/16”-18 x 1” bolt	4
10.	5/16” SAE flat washer	8
11.	5/16”-18 Nylok nut	4
12.	½”-13 Nylok nut	8
13.	½”-13 x 1 ½” bolt	2
14.	½”-13 x 3 ¾” bolt	2
15.	½” SAE flat washer	8





Ride Height

We have designed most cars to have a ride height of about 2” lower than factory. To achieve the best ride quality & handling, the shock absorber needs to be at 40-60% overall travel when the car is at ride height. This will ensure that the shock will not bottom out or top out over even the largest bumps. Measuring the shock can be difficult, especially on some front suspensions. Measuring overall wheel travel is just as effective and can be much easier. Most cars will have 4-6” of overall wheel travel. One easy way to determine where you are at in wheel travel is to take a measurement from the fender lip (center of the wheel) to the ground. Then lift the car by the frame until the wheel is just touching the ground, re-measure. This will indicate how far you are from full extension of the shock. A minimum of 1.5” of extension travel (at the wheel) is needed to ensure that the shock does not top out. If you are more than 3” from full extension of the shock then you are in danger of bottoming out the shock absorber.

Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). After entire weight of car is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind.

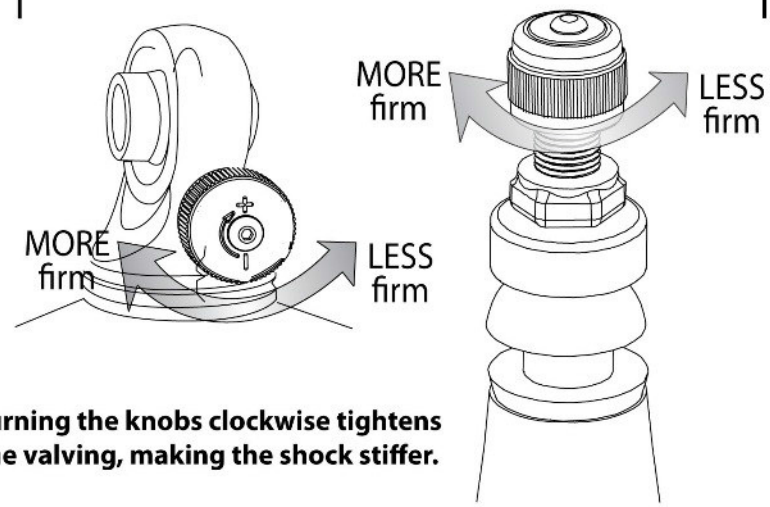
- If the car is too high w/ 0 preload then a smaller rate spring is required. Although threading the spring retainer down would lower the car, this could allow the spring to fall out of its seat when lifting the car by the frame.

- If the car is too low w/ 0 preload, then preload can then be added by threading the spring retainer up to achieve ride height. On 2.6” - 4” stroke shocks, up to 1.5” of preload is acceptable. On 5-7” stroke shocks, up to 2.5” of preload is acceptable. If more preload is needed to achieve ride height a stiffer spring rate is required. Too much preload may lead to coil bind, causing ride quality to suffer.

Shock Adjustment Instructions

Rebound Adjuster

The rebound adjustment is made on the shaft end of the shock.



Turning the knobs clockwise tightens the valving, making the shock stiffer.

Rebound is the force required to open or "expand" the shock absorber back to its original position.

Adjusters knobs on a ring mount have 30 clicks of adjustment. On a stud top mount there are 20 clicks of adjustment.

Because of the fine adjustment range RideTech recommends adjusting 3-4 clicks minimum when making a shock valve change.

All RideTech Shocks are shipped from the factory at the FULL SOFT position.