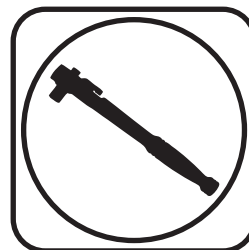




### Part # 11174800 - 1970-1981 F-Body Composite Leaf Springs & Delrin Bushings



#### Recommended Tools



### 1970-1981 F-Body Composite Leaf Springs & Delrin Bushings

## Installation Instructions

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

THESE COMPOSITE LEAF SPRINGS WILL ACCEPT OEM LEAF SPRING BUSHINGS. THE RIDETECH STREETGRIP KIT HAS THE DELRIN LEAF SPRING BUSHINGS (11165399) PREINSTALLED FOR MAXIMUM PERFORMANCE.

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### Major Components .....In the box

Part #	Description	QTY
90002907	Leaf Spring Blade Assembly w/70012426, 70012427, & 90000526 installed	2
90002498	Upper Leaf Spring Clamping Plates	2
90002499	Lower Leaf Spring Clamping Plate	2
70012428	Delrin Rear Shackle Frame Bushing	4
90000526	Inner Bushing Sleeve	2
90002496	Shackle Plate	4
99371050	3/8"-16 x 1 1/2" Conical Bolt	6
99372009	3/8"-16 U-Nut	6

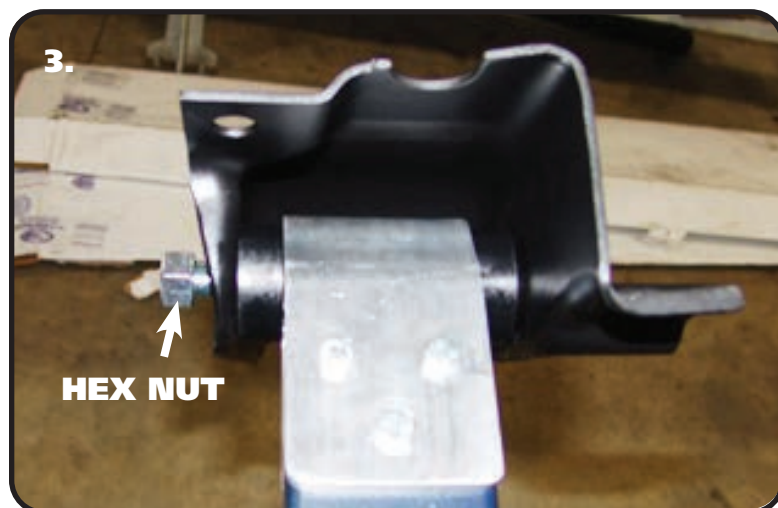
#### Hardware Bag - Leaf Spring Kit

99501035	1/2"-13 x 5" Hex Bolt	6
99502009	1/2"-13 Nylok Nut	6

### Getting Started.....

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

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. The OEM frame bushings will need to be removed and all debris removed from the holes to ease installation of the bushings.
2. The Shackle Plates and Hardware can be used to push the rear bushings into the frame location. Start the bushings into the frame and insert a 1/2"-13 bolt into a shackle plate. Insert the bolt/shackle plate into the bushing and install a second shackle plate on the bolt sticking through the bushing. Install a 1/2"-13 nut and tighten until the bushings bottom out on the frame. Remove the shackle plates and install the inner sleeve.

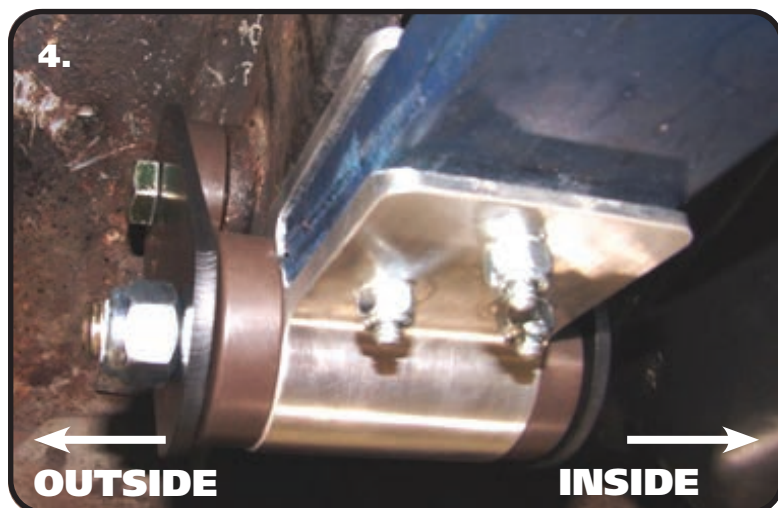


3. Bolt the **LARGE BUSHING END** of the Composite Leaf Spring into the OEM front leaf spring mount using a 1/2"-13 x 5" Hex Bolt and 1/2"-13 Nylok Nut. The Bolt must be installed with the threads pointing to the **OUTSIDE** of the car. Diagram #4 is the correct.

**NOTE: Front spring pocket must be removed from car before installing new springs. New Hardware is supplied in kit.**



### Leaf Spring Installation

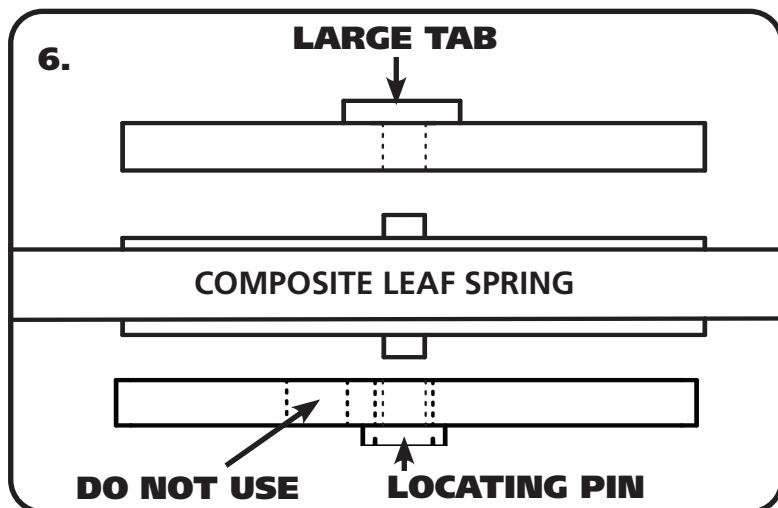


4. Attach the rear of the Composite Leaf Spring to the rear mount. If you are using the Ridetech Delrin Bushings, new Shackles and Hardware is supplied with them. Attach a Shackle Plate to each side of the Frame Bushing using a 1/2"-13 x 5" Bolt (WITH THREADS POINTING TO INSIDE OF CAR) and 1/2"-13 Nylok 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.



5. Swing the Leaf Spring up and attached the front mount to the car using the supplied 3/8"-16 x 1 1/2" Conical Body Bolts and U-Nuts. Tighten Hardware

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



6. The Composite Leaf Spring has to be clamped in place with the OEM lower plate. A new Lower Plate is supplied, if you are also installing Ridetech Shocks. The composite leaf spring requires a Clamping Plate on the top and bottom of the leaf spring. The TOP clamping plate has a LARGE TAB attached to the top of it. The BOTTOM clamping plate has a LOCATING PIN on the bottom of it. **The top and bottom leaf spring locating pins need to be inserted into the holes in the Clamping Plates on the FLAT SIDE.** The tab on the top clamping plate will nest in the leaf spring mount. The bottom clamping plate pin will need to be inserted into the hole in the lower plate to correctly position the rear differential.

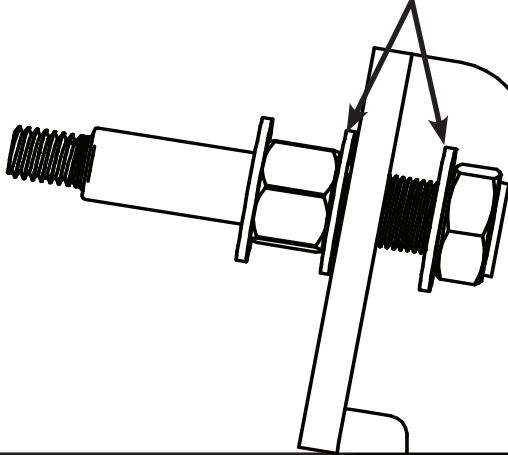
**NOTE:** The rear hole of the bottom plate is NOT used.



### Clamping Plate & Stud Installation

7.

5/8" WASHER



7. We recommend installing the Shock Studs in the Leaf Spring Clamping Plate **before** installing the plates in the car. The Shock Studs are supplied in the kit. Refer to **Images 7-9** for proper installation. The shock stud hardware is packaged with the stud. Install a 5/8" washer onto the 5/8" threads. Insert the stud into the hole on the plate. Install a washer on the threads, followed by a 5/8"-18 Locknut. Tighten 5/8" Nut.

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DRIVER

8. The OEM leaf spring clamping plate will be replaced with the clamping plate supplied in the kit. Retain the OEM Hardware when removing clamping plate. The driver and passenger sides use the same plate. When installing each plate, the shock mounting location needs to be in the proper location. The driver side shock mount is to the rear of the car, on the wheel side of the spring. Passenger shock mount is to the front of the car, on the wheel side of the spring. Diagram "7" & "8" show the Driver clamping plate installed.

9.

DRIVER

LOCATING PIN

9. Lower the differential onto the Leaf Spring with the top Clamping Plate in place like shown in Diagram "6". The TAB on the Top Clamping Plate will nest in the NEW leaf spring mount. Install the lower Clamping Plate followed by the NEW lower mount **being sure the Pins and Holes are aligned**. Install the OEM hardware. Evenly tighten the hardware in a crisscross fashion. Torque the nuts to 55 ftlbs.