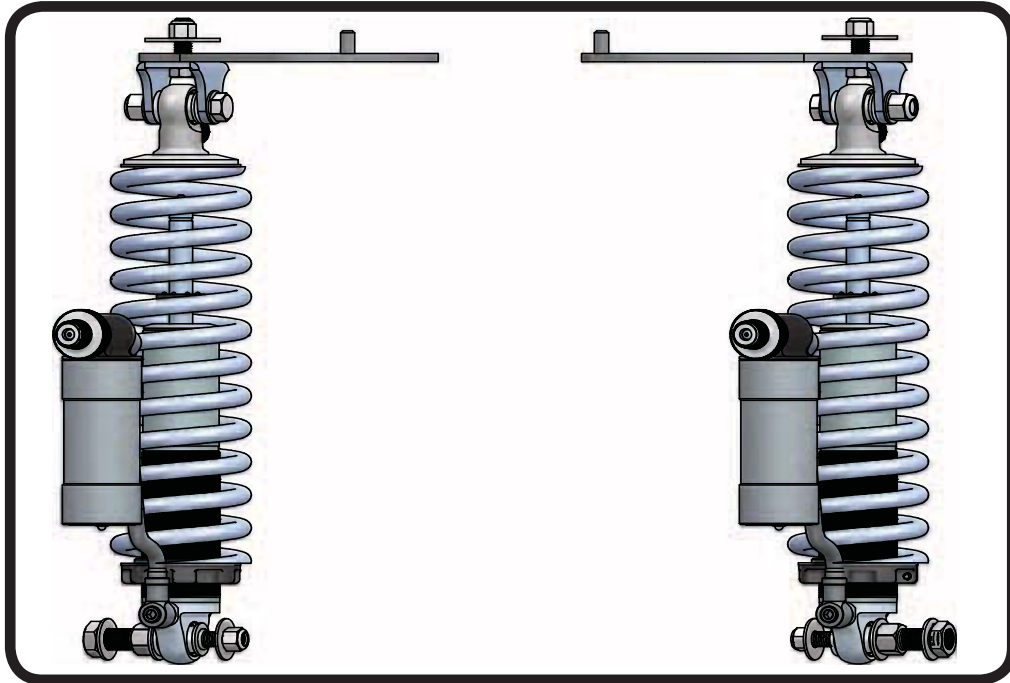
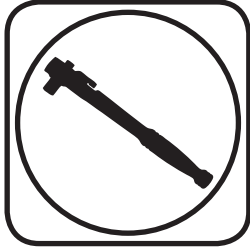




Part # 11216111 - 1982-2002 GM F-Body Rear CoilOvers



Recommended Tools



82-02 F-Body TQ Series Rear Coilovers Installation Instructions

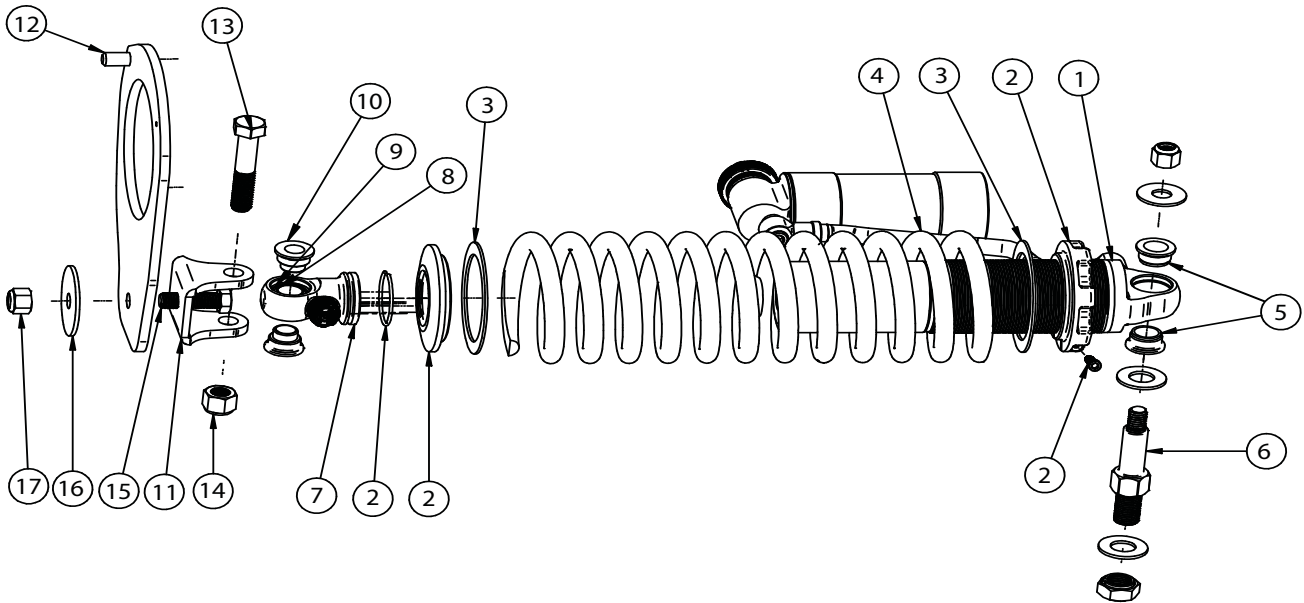
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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	24159999	5.2" Stroke HQ Series Shock	2
2	90002222	Coilspring Kit	2
3	70010828	Delrin Spring Washer	4
4	59120200	Coilspring 12" 200lb	2
5	90002067	5/8" ID Lower Bearing Spacers	4
6	90001617	Lower Coilover Mounting Stud with hardware	2
7	90002024	Shock Eyelet	2
8	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
9	90001995	Bearing Snap Ring (installed in shock and eyelet)	8
10	90002043	1/2" ID Upper Bearing Spacers	4
11	90000034	Upper Coilover Mount	2
12	90002150	Driver Upper Plate	1
12	90002151	Passenger Upper Plate	1
	90002221	Reservoir Mounts (Not Shown)	12
	85000003	Reservoir Mount Allen Wrench (Not Shown)	1





Hardware ListIn the box

Item #	QTY	Part Number	Description	Location
13	2	99501003	1/2"-13 x 2 1/2" Bolt	Upper Coliover to Mount
14	2	99502001	1/2"-13 Nylok Nut	Upper Coliover to Mount
15	2	99431008	7/16"-14 x 1 1/2" Bolt	Upper Mount to Car Body
16	2	99432001	7/16"-14 Nylok Nut	Upper Mount to Car Body
17	2	99433001	7/16" x 2" Washer	Upper Mount to Car Body
	12	99055000	5mm SHCS	Reservoir Mounts (Not Shown)

Getting Started.....

Congratulations on your purchase of the Ridetech Rear CoilOver System. This system has been designed to give your car excellent handling along with a lifetime of enjoyment. One of the key features of this system is the adjustability. With the CoilOver system you have an adjustable shock along with the height adjustment of the coil spring.

Disassembly

1. The rear springs, shocks and bumpstops will need to be removed from the car.
2. With the car on a lift or jack stands, support the rear differential with a jack and disconnect the bottom of the shock from its mount on the rear differential.
3. With the shock disconnected, **slowly** lower the rear differential until the rear spring comes loose. **Pay attention to the brake hose so that you don't pull it apart.** Remove the springs from the car.
4. The carpet in the hatch area right behind the seat will have to be pulled back to gain access to the top of the shock. The top of the shock is located right behind the back seat. There is a piece of foam that covers the top of the shock.

NOTE: Keep in mind the spring has pressure on it until you let the rear differential down to remove the springs.



Coilover Assembly



First using the supplied lower adjuster nut (90002222) thread the nut onto the shock from the bottom side as seen in figure 1



Slide the Derlin washer over the spring, Next slide the upper spring mount (90002222) over eyelet as seen in figure 4.



Next install delrin washers then coil spring over the top of the shock as seen in figure 2

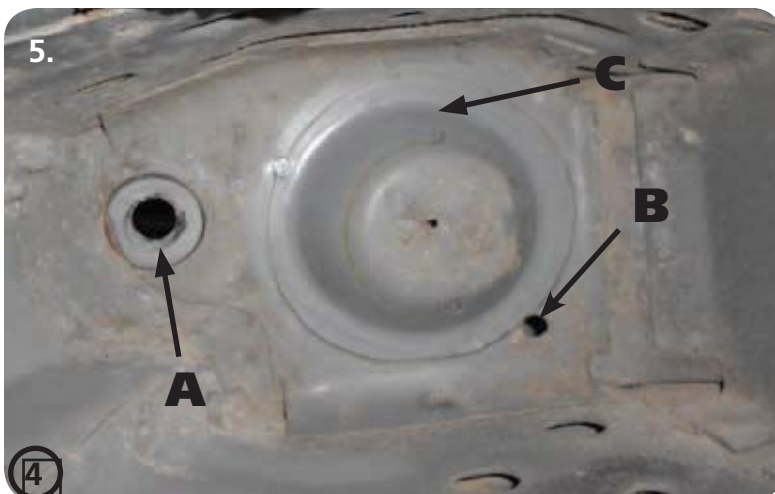


Install upper spring mount retainer clip (90002057) into the groove on the upper eyelet as seen in figure 5. Then reinstall adjuster to complete assembly.



Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3.

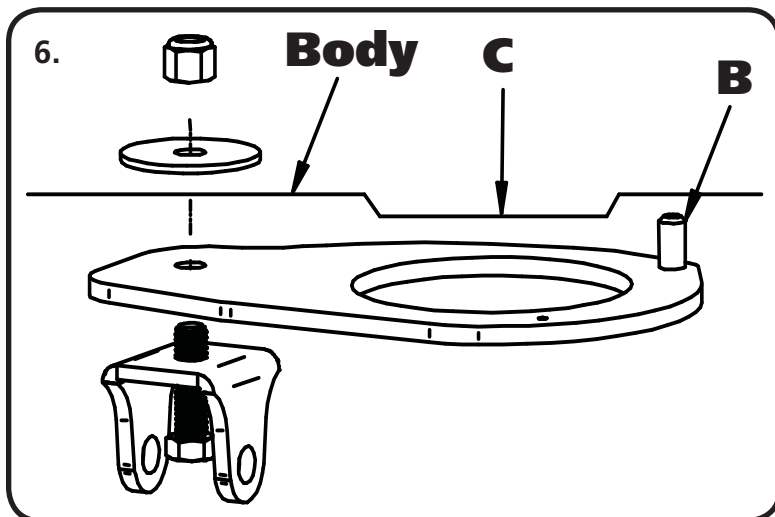
Coilover Installation



5. Picture "5" shows the factory upper coil-spring pocket in the car. (A) is the factory shock hole that the upper plate and mounting bracket will be bolted through, (B) is a locating hole in the body that will be used to help locate the new upper plate, (C) is the factory coilpring locator that will also help in locating the upper plate



Installation

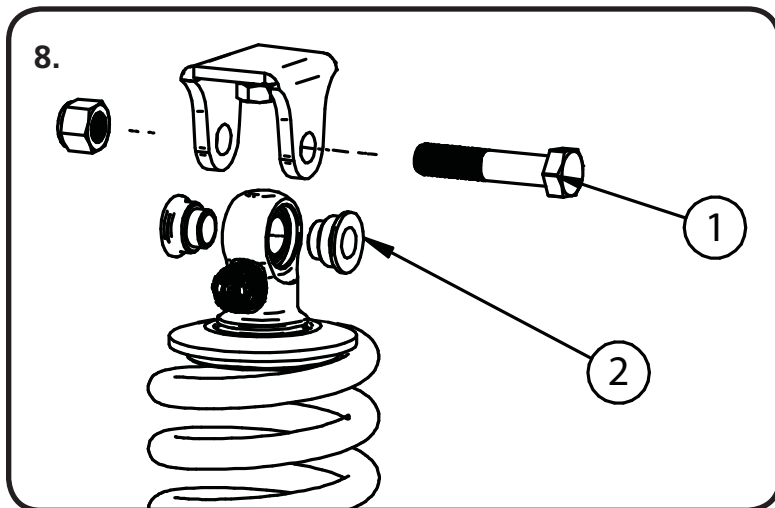


6. This step is a 2 person job. The upper plate and Coilover mount get bolted in the car using (1) 7/16" x 1 1/2" bolt, the large flat-washer and Nylok nut. Place the 7/16" bolt through the Upper mount and plate. Place the upper plate up into the factory coil spring pocket with the locating pin (B) going into the small hole. Put the 7/16" bolt through the Upper Mount and then insert it into the hole location at the factory shock hole. Have the person helping install the Large 7/16" washer and Nylok nut on the bolt from inside the vehicle.



7. Tighten the 7/16" Nut and bolt with the help of the second person. When tightening be sure the upper mount is clocked in a manner that the upper CoilOver mounting bolt will be in line with the lower stud.

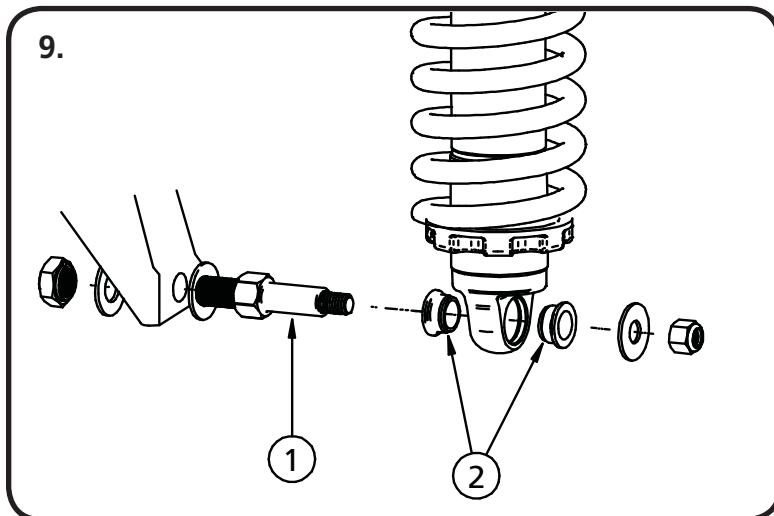
Note: The purpose of the upper plate is to distribute the load of the CoilOver over a larger area.



8. Install the 1/2" I.D. Spacers (1) into the bearing of the upper CoilOver eyelet. Insert the CoilOver into the upper mounting bracket aligning the holes in the spacers with the holes in the bracket. Insert 1/2" x 2 1/2" bolt through the bracket and CoilOver. Install 1/2" Nylok nut and tighten.



Final Assembly



9. Drill the factory shock stud hole out to 5/8" , this can be done using a Unibit. Install the (1) Shock stud (90001617) into the factory lower mount using the hardware supplied with the stud. Install a 5/8" I.D. spacer on the shock stud, then the bottom of the ShockWave on the stud, followed by another 5/8" I.D. spacer. Install 7/16" washer and Nylok nut.

Note: It may be necessary to raise or lower the rear differential with the jack to get the lower shock bearing to line up with the stud.

Setting Spring Height

Ride Height

We have designed most cars to have a ride height of about 1 1/2" 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.



Setting Spring Height Continued

- 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

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.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-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 20 clicks. This sets the shock at 20. (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. **CONTINUE ON NEXT PAGE.**

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.



Shock Adjustment

Shock adjustment 101- Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.



-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.



-Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (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 low speed compression 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 low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression 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.

Step 3:

Adjust rebound according to Single Adjustable instructions.

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.