



Part # 11264800 - 1968-1974 X-Body Composite Leaf Springs & Delrin Bushings



Recommended Tools



1968-1974 X-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 (11265399) PREINSTALLED FOR MAXIMUM PERFORMANCE.

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Major ComponentsIn the box

Part #	Description	QTY
90002907	Leaf Spring Blade Assembly w/70012426, 70012427, & 90000526 installed	2
90002497	Leaf Spring Clamping Plates	4
90002526	Mono Leaf Clamping Plate	2
70012428	Delrin Rear Shackle Frame Bushing	4
90000526	Inner Bushing Sleeve	2
90002496	Shackle Plate	4
	Hardware	
99501035	1/2"-13 x 5" Hex Bolt GR8	6
99502009	1/2"-13 Nylok Nut GR 8	6
99436001	7/16"-20 U Bolt	2
99431015	7/16"-20 x 2 1/4" Hex Bolt	4
99432009	7/16"-20 High Nut	8
99433005	7/16" SAE Flat Washer	8
99371050	3/8"-16 x 1 1/2" Conical Body Bolt	6
99372009	3/8"-16 U-Nut	6

Getting Started.....

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

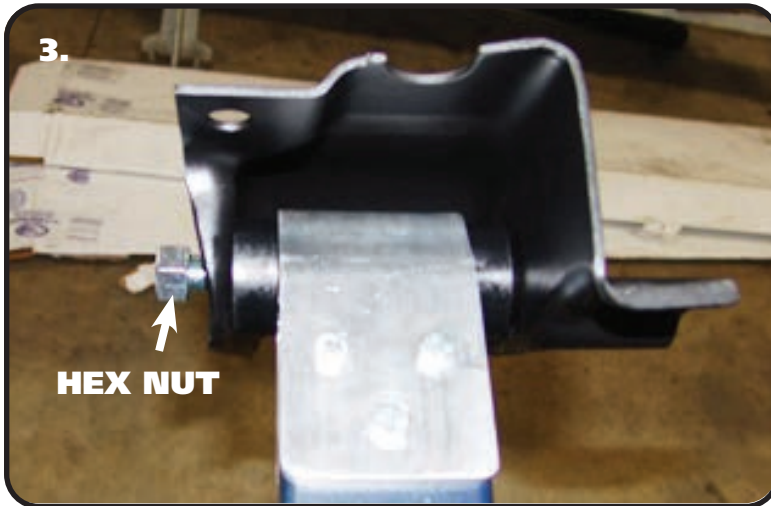
THIS LEAF SPRING KIT WILL WORK WITH MONO LEAF OR MULTI LEAF DIFFERENTIALS, BUT THE INSTALLATION PROCESS VARIES BETWEEN THE TWO. THESE INSTRUCTIONS COVER BOTH SETUPS, BE AWARE THAT YOU ARE DOING THE CORRECT STEPS FOR YOUR DIFFERENTIAL.

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.

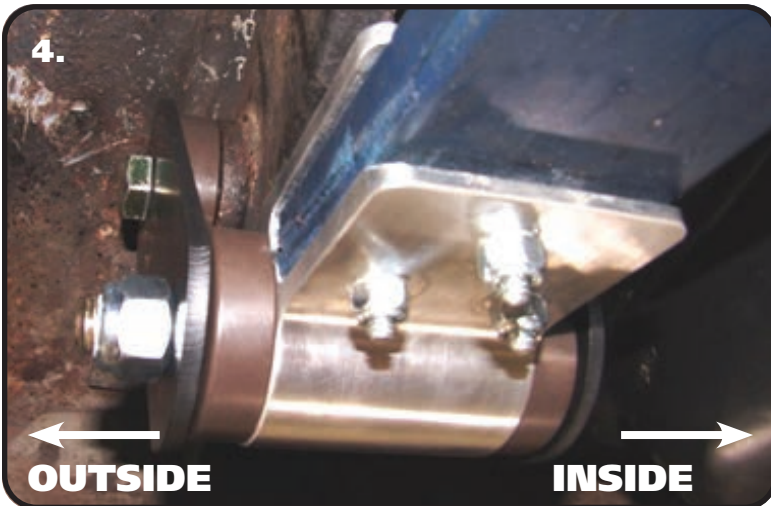


Leaf Spring Installation



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 #3 is the correct orientation.

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



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.

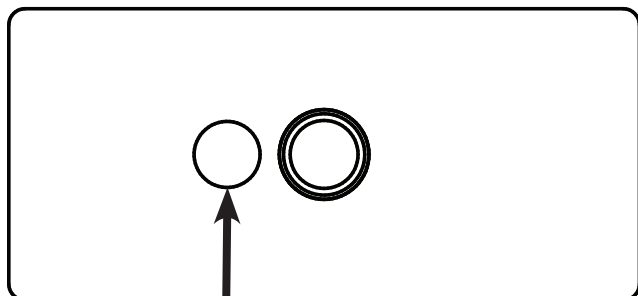
IF YOU HAVE A MONO LEAF DIFFERENTIAL, SKIP TO STEP 8.



CLAMPING PLATE INSTALLATION

7.

FRONT →

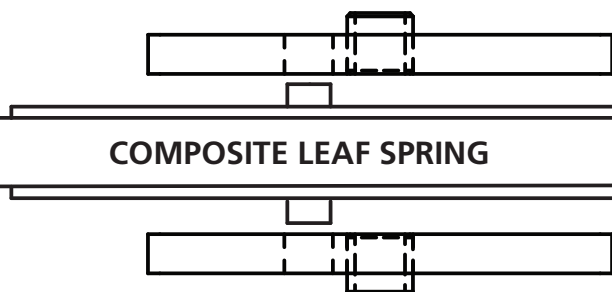


**LEAF SPRING
PIN HOLE**

7. The Composite Leaf Spring has to be clamped in place with the OEM lower plate. A Multi-Leaf car requires a Clamping Plate on the top and bottom of the leaf spring. The top and bottom Leaf Spring Locating Pins need to be inserted into the REAR holes in the Clamping Plates on the FLAT SIDE. The Clamping Plates have a pin on each one of them. The Clamping Plate Pins will need to be inserted into the OEM Locating holes in the leaf spring mount and lower plate WITH THE PINS TO THE FRONT OF THE CAR. This will position the differential correctly in the car. **Images 7 & 8** illustrate the correct location of the pins and offset hole.

8.

FRONT →

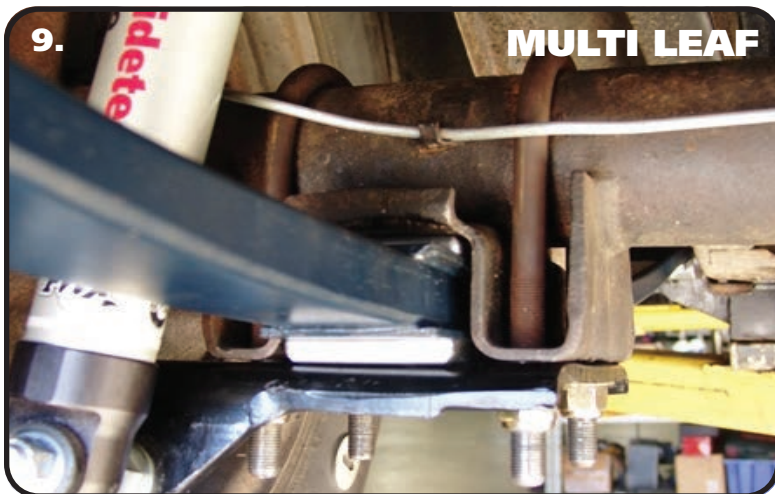


COMPOSITE LEAF SPRING

8. Before lowering the differential, install the top Clamping Plate on the leaf spring. Install the top Clamping Plate on the leaf spring aligning the Leaf Spring Locating Pin with the REAR hole of the Clamping Plate. The Clamping Plate Pin should be to the FRONT of the car.

9.

MULTI LEAF



9. Lower the differential onto the Leaf Spring with the top Clamping Plate in place, shown in **Image 8 & 9**. Align the top PIN into the HOLE in the OEM leaf spring mount. Make sure the Leaf Spring Pin is in the REAR hole of the Clamping Plate. Install the lower Clamping Plate followed by the OEM lower mount being sure the Pins and Holes are aligned correctly. Install the supplied hardware. Evenly tighten the hardware by tighten in a crisscross fashion. Torque the nuts to 55 ftlbs.

Note: When tightening the mounts, pay attention to the pads on the springs to make sure there is visible compression of the pads. .030" - .060" of compression is needed for the springs to be securely mounted. All of the clamping force needs to be on the spring itself.



Installation Instructions



Finalizing Installation

10. Tighten the Bushing hardware, torquing it to 75 ftlbs. The Delrin Bushings will not bind, so it isn't necessary to have the car at ride height. If using OEM style rubber bushings, the car will need to be on the ground at ride height before tighten the bushing hardware.

11. Install the Ridetech HQ Series shocks. Refer to the shock instructions.

12. DOUBLE CHECK TO MAKE SURE NOTHING IS COMING INTO CONTACT WITH THE LEAF SPRING.