



Part # 11389510 - 99-06 Silverado Rear Shock Kit for Flip Kit



Recommended Tools



99-06 Silverado HQ Series Shock Kit Installation Instructions

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THIS IS KIT IS DESIGNED TO BE USED WITH THE RIDETECH FLIP KIT (11389611).





6.65" HQ Series Smooth Body Shocks

Major ComponentsIn the box

Part #	Description	QTY
986-10-032	6.65" Stroke Shock	2
70011138	3/4" ID Shock Bushing	4
90002102	1/2" ID Shock Sleeve (Installed in Shock Eyelet)	2
70011186	9/16" ID Shock Sleeve Half (Installed in Shock Body)	4
90003243	Lower Shock Relocation Bracket	2
90002103	Shock Relocation Bracket Spacer	2

HARDWARE KIT # 99010165

Part #	Description	QTY
Rear Upper Shock Mount		
99561013	9/16"-18 x 3" Hex Bolt	2
99566003	9/16" SAE Flat Washer	4
99562001	9/16"-18 Nylok Nut	2
Rear Lower Shock Mount		
99501064	1/2"-13 x 2 3/4" Hex Bolt	2
99502009	1/2"-13 Nylok Nut	2
99503014	1/2" Flat Washer	4

Part #	Description	QTY
Rear Lower Shock Bracket		
99561008	9/16"-18 x 3 1/4" Hex Bolt	2
99566003	9/16" SAE Flat Washer	4
99562001	9/16"-18 Nylok Nut	2
99311030	5/16"-18 x 1" Hex Bolt	2
99312002	5/16"-18 Nylok Nut	2
99313001	5/16" SAE Flat Washer	4

The Rear Shocks will be installed after the Flip Kit is installed.

1. Install the Rear Flip Kit.
2. If you haven't already, remove the rear shocks from the truck.



3. This kit includes new lower shock mounts to correct the angle of the shocks. They attach to the OEM shock mounts. Slip the lower mount into the OEM shock mount lining up the 2 side holes with the OEM shock hole. You will need to drill the rear hole into the OEM mount. Use the bracket as a template to mark the location of the hole that will need to be drilled.



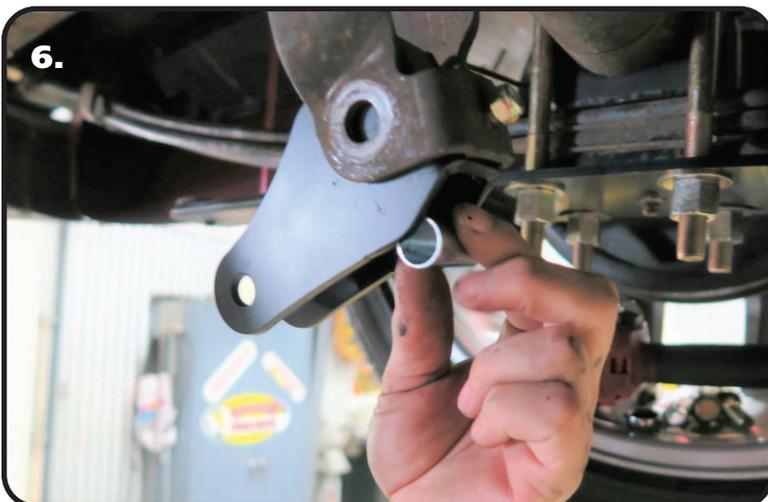
Lower Shock Mount Installation



4. You will need to remove the new mount to be able to drill the hole in the OEM mount. Use a 5/16" drill bit to drill the hole.



5. Reinstall the new shock mount, aligning the holes. Install a 5/16" Flat Washer on a 5/16"-18 x 1" Bolt and insert in through the small hole with the bolt head on the INSIDE of the new shock mount. Install a 5/16" flat washer followed by a 5/16"-18 Nylok Nut on the threads of the bolt sticking through the bracket. Do not tighten at this time.



6. Insert the spacer (1.312" Long) into the new shock mount. Align the center hole with the OEM shock holes.



Shock Installation



7. Install a 9/16" flat washer on a 9/16"-18 x 3 1/4" Bolt, insert the bolt/washer through the lower mount, OEM mount, and spacer. Install a 9/16" Washer and 9/16"-18 Nylok Nut on the threads sticking through the mounts/spacer. Tighten the 5/16" hardware to 25 ftlbs. Tighten the 9/16" hardware to 100 ftlbs. Repeat for the other shock bracket.



8. Insert the shock into the OEM upper mount. Install a 9/16" flat washer on a 9/16"-18 x 3" bolt, insert the bolt/washer through the upper mount. Install a 9/16" Washer and 9/16"-18 Nylok Nut on the threads sticking through the mounts/spacer. Tighten the 9/16" hardware to 100 ftlbs. Repeat for the other shock bracket.



9. Install a 1/2" flat Washer on a 1/2"-13 x 2 3/4" Bolt. Line the center of the inner sleeve of the shock with the mounting holes in the lower shock bracket. Insert the bolt/washer through the lined up holes. Install a 1/2" Flat Washer and 1/2"-13 Nylok Nut on the threads sticking through. Torque to 50 ftlbs.



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 or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12 or handling setting of 8.



-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 clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



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

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