



INSTALLATION INSTRUCTIONS



Part # 11164899



Steel Leaf Springs

1967-69 GM F-Body
1968-74 GM X-Body

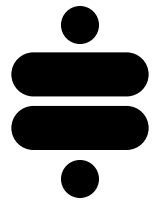


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

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Thank you for choosing Ridetech!

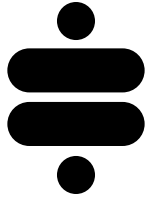
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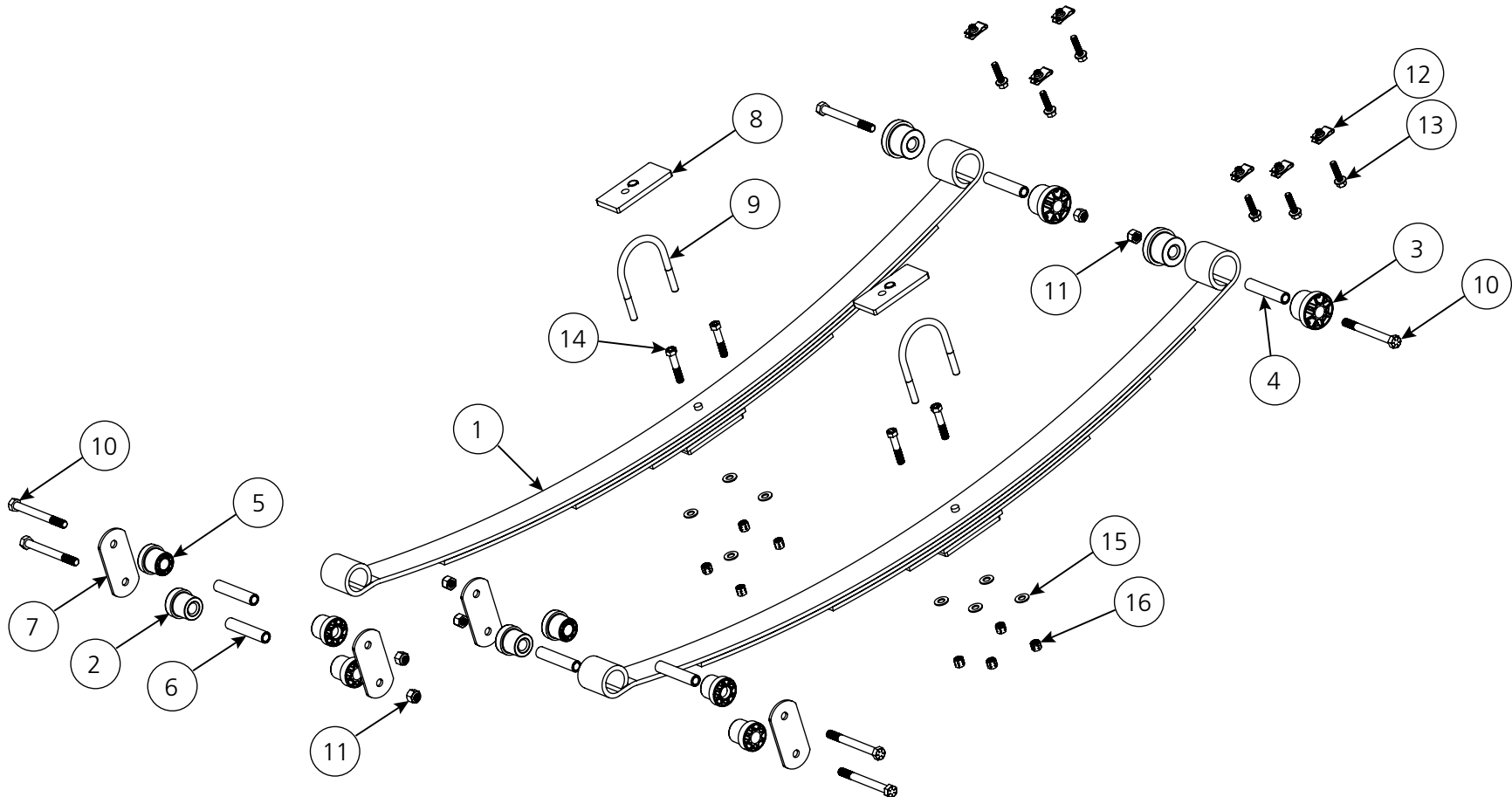
EXPLODED VIEWS AND PARTS LISTING

COMPONENTS			
ITEM #	PART #	DESCRIPTION	QTY
ASSEMBLED LEAF SPRING (90001480)			
1	70017194	STEEL LEAF SPRING ONLY	2
2	70012426	REAR LEAF SPRING BUSHING	4
3	70012427	FRONT LEAF SPRING BUSHING	4
4	90000526	INNER BUSHING SLEEVE	4
SPRING MOUNTING			
5	70012428	REAR SHACKLE BUSHING	4
6	90000526	INNER BUSHING SLEEVE	2
7	90002496	SHACKLE SIDE PLATE	4
8	90002497	LEAF SPRING SPACER	2
9	99436001	U-BOLT	2

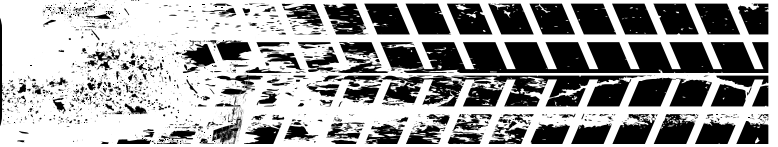
HARDWARE KIT: 99010270			
ITEM #	PART #	DESCRIPTION	QTY
FRONT MOUNT			
10	99501035	1/2"-13 X 5" HEX BOLT GR8	2
11	99502009	1/2"-13 NYLOK NUT GR8	2
12	99372009	3/8"-16 U-NUT	6
13	99371050	3/8"-16 X 1" CONICAL BODY BOLT	6
REAR MOUNT			
10	99501035	1/2"-13 X 5" HEX BOLT GR8	4
11	99502009	1/2"-13 NYLOK NUT GR8	4
AXLE MOUNT			
14	99431020	7/16"-20 X 2 1/2" HEX BOLT GR8	4
15	99433005	7/16" SAE FLAT WASHER GR8	8
16	99432009	7/16"-20 HIGH NUT GR8	8



EXPLODED VIEWS AND PARTS LISTING



Disassembly



1. Raise the vehicle by the frame rails to a safe and comfortable working height. You will need to be able to raise & lower the rear differential.
2. Place a jack under the rear end housing and raise just enough to support the differential.
3. Disconnect the lower shock mounts and rear spring shackles. Retain the OEM shock hardware.
4. Remove the leaf spring axle mount plates and allow the springs to hang down. Also be sure to remove the OEM rubber isolators. Retain the U-bolts and T-bolts. They may be reused.
5. Remove the rear shackle frame bushings on each side and clear any debris from the bushing holes to ease installation of the new bushings.

6. Disconnect the front leaf spring mount from the car, and then remove the mount from the leaf spring.

NOTE: If you have Ridetech subframe connectors in place of the OEM mounts, they will need to be removed and attached to the new leaf springs.

7. Remove the three existing U-nuts from the front spring pocket location (Figure 1).

A flathead screwdriver or something similar works well for prying them out.

8. Install the new U-nuts that are supplied with this kit (Figure 2).

DO NOT reinstall the front leaf spring mount at this time. It will be attached to the spring first in the following steps.

Repeat steps 6-8 on the opposite side.

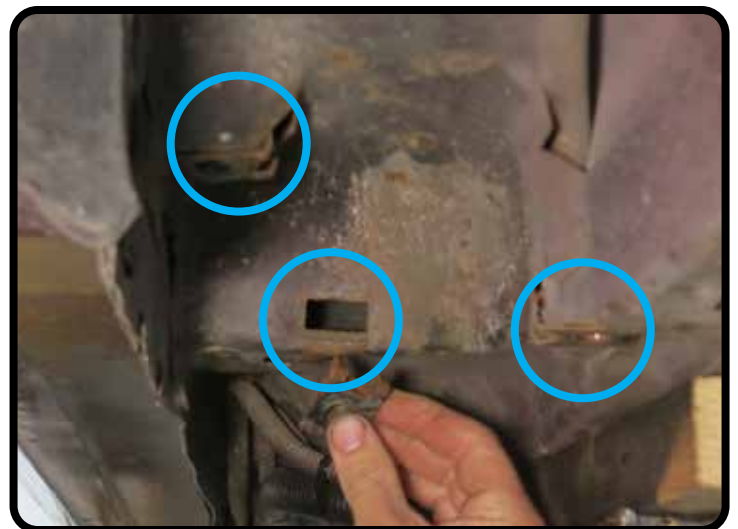


Figure 1



Figure 2

Front Mount

9. Position the front mount over the end of the leaf spring with the LARGER diameter bushing (Figure 3).

NOTE: If you have Ridetech subframe connectors, you'll attach the new leaf spring to the mount that is built into the connector.

10. Insert a 1/2"-13 x 5" bolt through the mount and bushing (Figure 4).

NOTE: For either the OEM spring mount or the Ridetech subframe connector, the threads of the bolt must be facing **outboard** as shown in Figure 5.

11. Install a 1/2"-13 Nylok nut on the bolt and torque to **75 ft-lbs** (Figure 6).

Repeat for the other leaf spring.



Figure 3



Figure 4

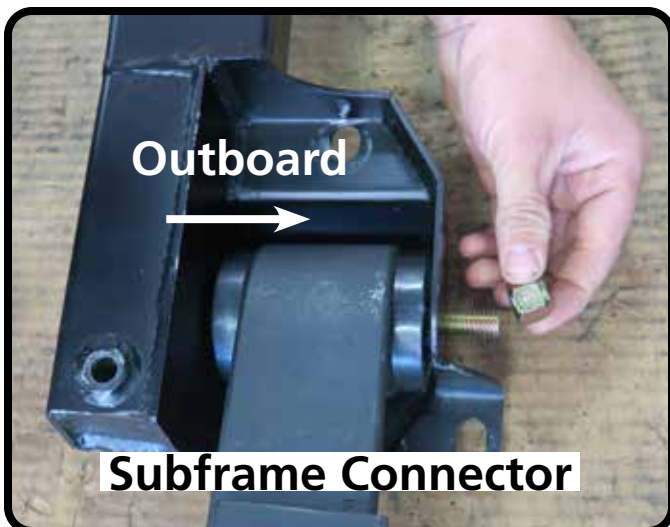


Figure 6

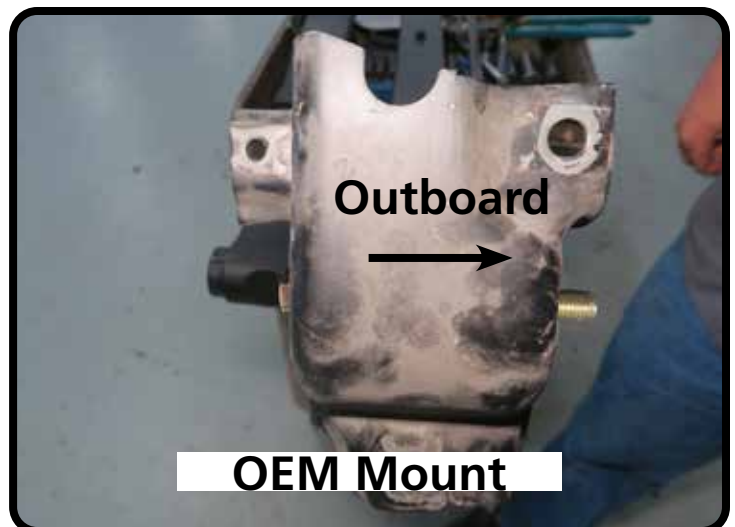


Figure 5

Front Mount/Rear Bushings

12. With the spring pocket (or subframe connector) mounted to the leaf spring, position the mount/spring assembly in the original mounting location and attach the assembly to the frame by installing a 3/8" -16 x 1.25" conical bolt into each of the three U-nuts that were installed in step 8 (Figures 7 & 8).

Torque the conical bolts to **30-35 ft-lbs.**

If you have subframe connectors, reinstall the remaining subframe connector hardware.

13. At the rear of the vehicle, insert a new shackle bushing into the inboard side of the original bushing location. Then insert an inner sleeve into that bushing from the opposite side (Figure 9).

14. Slide another shackle bushing over the outboard end of the inner sleeve (Figure 10).

Press the bushing onto the sleeve as far as you can by hand for now. It will be seated properly in the next steps.



Figure 7



Figure 8



Figure 10

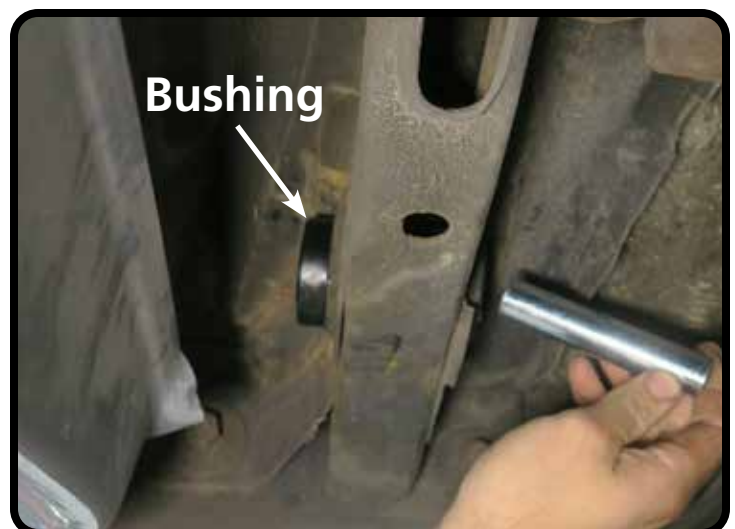


Figure 9

Rear Shackles

15. To seat the shackle bushings, slide one of the shackle side plates onto a 1/2" x 5" bolt, insert the bolt through the frame bushings (threads facing inboard), install a 1/2" nut and tighten until the bushings are seated against the frame (Figure 11). Then remove the nut. The bolt and shackle plate may remain in place.

16. Slide another shackle side plate onto a 1/2"-13 x 5" bolt and insert through the bushings on the rear end of the leaf spring. The bolt must be inserted with the threads facing outboard (Figure 12).

17. Swing the rear of the leaf spring up and hang the inboard shackle plate on the frame shackle bolt, and slide the outboard shackle plate onto the leaf spring bolt (Figure 13).

NOTE: You may have to adjust the height of the differential to attach the shackle plates.

18. Install a 1/2" Nylok nut on each of the shackle bolts. Torque each of the shackle bolts to **75 ft-lbs.**

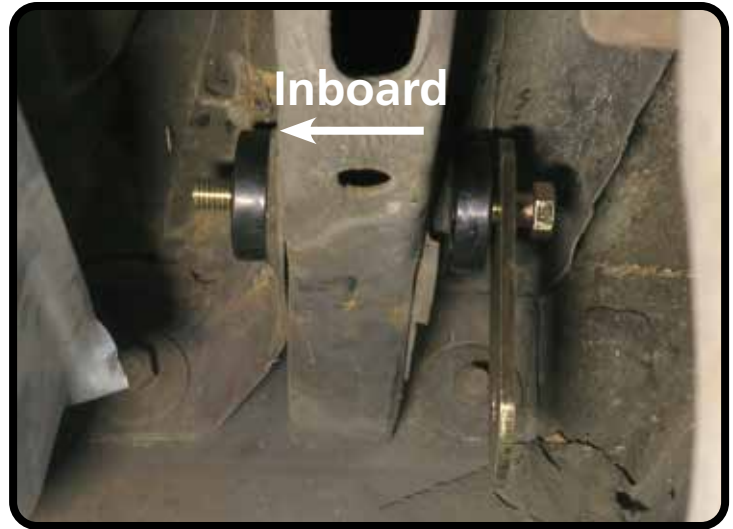


Figure 11

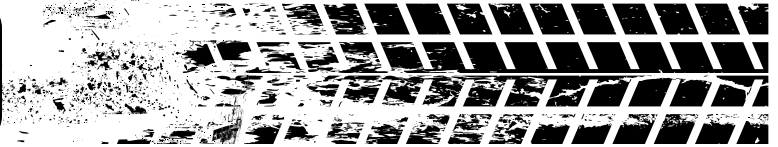


Figure 12



Figure 13

Axle Mount Spacers



19. Before attaching the leaf springs to the axle, first determine if you have a mono-leaf or multi-leaf car. As illustrated in Figure 14, the axle mount on a mono-leaf car will be approximately 1" tall, while a multi-leaf car will be about 2" tall.

20. Mono-leaf only: If you have a **mono-leaf** car, the center pin must be removed from each of the 90002497 spacer plates. See Figure 15.

The pin can be knocked out with a hammer and a punch.

Do Not remove the pin if you have a multi-leaf car.

21. The spacer plates in this kit contain two holes. Only the center hole is used in this application. As illustrated in Figure 16, the offset hole will **not** be used.

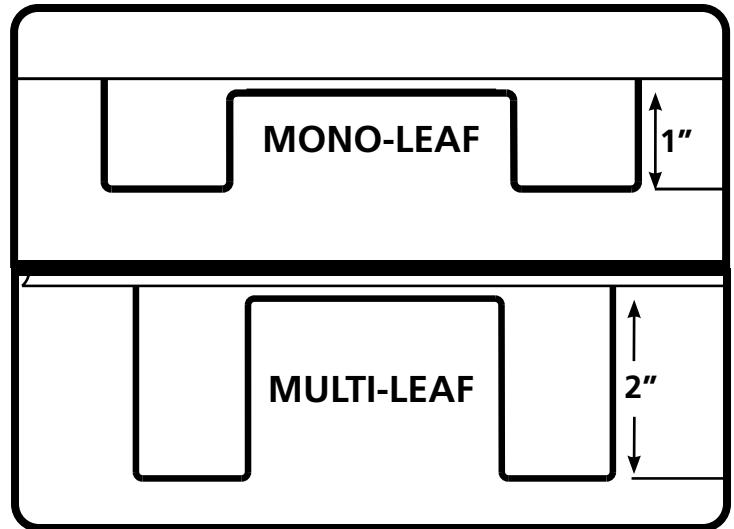


Figure 14

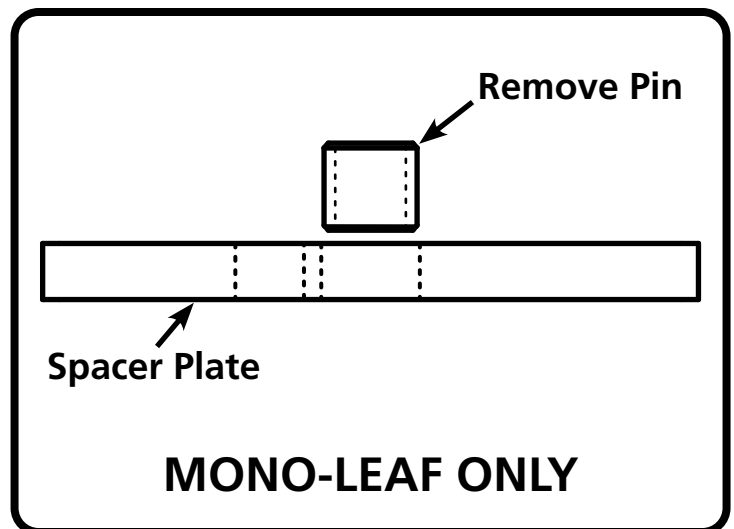


Figure 15

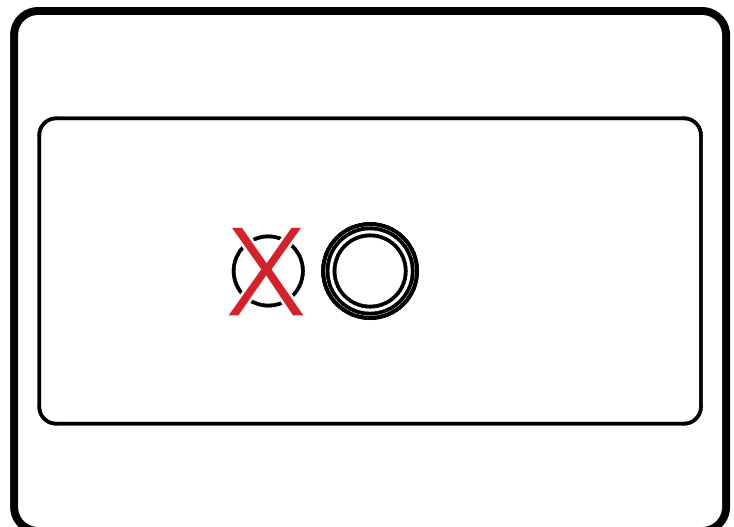


Figure 16

Multi-Leaf Mount

***If you have a mono-leaf car, skip to Step 27 on the next page.**

22. Position the larger center hole in the spacer plate over the bolt on the top of the spring pack. The locating pin must be facing up as shown in Figure 17.

23. With the spacer plate in place on top of the spring, lower the axle onto the leaf spring (Figure 18).

24. Reinstall the OEM clamping plate. Be sure to align the hole in the center of the plate with the bolt/nut on the spring pack.

25. Reinstall the original bolts, then install a supplied 7/16" washer and high nut on each of the bolts (Figure 20). Tighten evenly in a criss-cross pattern and torque to **55 ft-lbs**.

26. Reattach the shock to the lower mount.

Repeat on the opposite side.



Figure 17



Figure 18



Figure 20



Figure 19

Mono-Leaf Mount

27. Position the larger center hole in the spacer plate over the bolt on the top of the spring pack (Figure 21).

Reminder: The locating pin in the spacer plate must be removed (See Step 20).

28. With the spacer plate in place on top of the spring, lower the axle onto the leaf spring (Figure 22).

NOTE: On mono-leaf cars, the OEM mounting hardware is replaced with the 7/16" U-bolts and 7/16" x 2.5" hex bolts supplied with this kit.

29. Install a U-bolt in the outboard set of mounting holes (Figure 23).

30. Install a 7/16"-20 x 2.5" hex bolt in each of the inboard mounting holes (Figure 24).



Figure 21



Figure 22



Figure 24



Figure 23

Mono-Leaf Mount

31. Reinstall the OEM clamping plate. Be sure to align the hole in the center of the plate with the bolt/nut on the spring pack (Figure 25).

32. Install a $7/16$ " washer and high nut on each of the four bolts. Tighten evenly in a criss-cross pattern and torque to **55 ft-lbs**.

33. Reattach the shock to the lower mount.

Repeat on the opposite side.



Figure 25



Figure 26