

# ridetech

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[www.ridetech.com](http://www.ridetech.com)

## Part # 11050711 58-64 Chevy Impala Rear TQ Series Shock Kit

### Components:

2	24379999	7" Stroke TQ Series shock
2	90002024	Master Series 1.7" eyelet
4	90001994	.625" bearing
8	90001995	Bearing snap ring
2	90002060	Extended T-bar (installed in shock body)
2	90001980	Snap ring for T-bar
4	90002067	Aluminum spacer for .625" bearing
4	90002221	Reservoir Mount
1	85000003	4mm Allen Wrench

### Hardware:

4	99371004	3/8" x 1 1/4" USS bolt	Shock to frame
4	99372002	3/8" USS Nylok nut	Shock to frame
8	99373003	3/8" SAE flat washer	Shock to frame
2	99502002	1/2" SAE Nylok Nut	Shock to lower stud
2	99503001	1/2" SAE flat washer	Shock to lower stud
12	99050000	4mm Socket Head Screw	Reservoir Mount

## 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.

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## 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 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.**

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1. Attach shock T-Bar to frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers.



2. Attach the bottom of the shock to factory shock stud using the 1/2" Nylok nut & flat washer supplied. Install one aluminum spacer on each side of the bearing.