



Part # 11325010 - 1978-1988 GM G-Body StreetGrip

Front Components	
11329590	Delrin Control Arm Bushings
90000913	Tall Upper Balljoint
11329300	Drop Spindle
11232350/11235110	Front Dual Rate CoilSprings
22149846	Front HQ Series Shocks
11329120	Front SwayBar
Rear Components	
11324799	Rear Dual Rate CoilSprings
22179853	Rear HQ Series Shocks

Recommended Tools



1978-1988 GM G-Body Street Grip Installation Instructions

Table of contents	
Page 2.....	Major components and Hardware List
Page 3.....	Getting Started
Page 4-8.....	Delrin Bushings
Page 9-10.....	Tall Upper Balljoint
Page 11.....	Drop Spindle
Page 12.....	Front Dual Rate CoilSpring
Page 13-16.....	Front SwayBar
Page 17.....	Rear Dual Rate CoilSpring
Page 18-21.....	Front and Rear HQ Series Shocks

The majority of the StreetGrip components will be installed together. For example, the Front CoilSprings, Balljoints, Drop Spindles, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The Sway Bars will, typically, be installed after the rest of the components are installed.



Major ComponentsIn the box

Part #	Description	QTY
56810109	Front CoilSprings	2
57150250	Rear CoilSprings	2
90000913	Tall Upper Balljoint	2
90002660	Upper Control Arm Bushing Outer Shell - Upper	4
90002662	Lower Control Arm Bushing Outer Shell - Lower - Front Bushing	2
70012386	Lower Control Arm Bushing Outer Shell - Lower - Rear Bushing	2
70012819	Delrin Upper Control Arm Bushing - Upper	4
70012822	Delrin Lower Control Arm Bushing - Lower - Front Bushing	2
70012424	Delrin Lower Control Arm Bushing - Lower - Rear Bushing	2
90002661	Control Arm Bushing Inner Sleeve - Upper	4
90002663	Control Arm Bushing Inner Sleeve - Lower - Front Bushing	2
90000516	Control Arm Bushing Inner Sleeve - Lower - Rear Bushing	2
11329300	Drop Spindles	2
	Front Shocks	
22849999	4.75" Stroke Stud Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002069	Standard T-Bar (Installed in Shock)	2
70011140	Stud Top Bushing	4
70011141	Stud Top Bushing Washer	4
99372006	3/8"-24 Jam Nut	4
	Rear Shocks	
22979999	6.65" Stroke Eye Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002068	Wide T-Bar (Installed in Shock)	2
90002103	5/8" ID Shock Sleeve (Installed in Shock)	2
90001617	Shock Stud	2
11239120	Front Swaybar Kit	1
11229102	Rear Swaybar Kit	1
99121001	M12-1.75 X 90 Hex Bolt - Lower Control Arm Mounting	2
99121006	M12-1.75 X 100 Hex Bolt - Lower Control Arm Mounting	2
99122001	M12-1.75 Nylok Nut - Lower Control Arm Mounting	4



Getting Started.....

Congratulations on your purchase of the Ridetech StreetGrip Kit. This system has been designed to give your Car excellent ride and handling along with a lifetime of enjoyment. Some of the key features of this Kit: Dual Rate CoilSprings, Delrin Control Arm Bushings, Larger Swaybars with Delrin Liners and a Taller Upper Balljoint.

The majority of the StreetGrip Components will be installed together. For example, the Front CoilSprings, Balljoint, Drop Spindles, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The Sway Bars will, typically, be installed after the rest of the components are installed.

Hardware Kit#99010071

The StreetGrip Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different kits within the main kit. The bags are labeled to help determine the correct hardware for the installation of the specific kits. The instructions will aid you in selecting the correct hardware for each component. The bags included in this kit are:

- Front Sway Bar
 - Adapter Plate
 - Bushing Strap
 - Frame Brace
- Front Shocks
- Front Control Arms
- Rear Shocks

Front Suspension

The front components that will need to be installed are: Control Arm Bushings, Upper Ball Joints, Shocks, Drop Spindles and CoilSprings. The SwayBar can be installed anytime after the rest of the front suspension is complete.

If you have never done this type of work before, we recommend getting a Factory Service Manual for proper procedures of disassembly and reassembly of the components for your car.

Rear Suspension

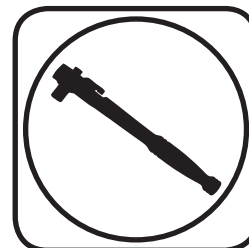
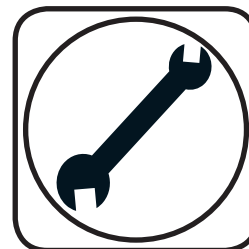
The rear components that will be installed are; rear Dual Rate CoilSprings, and rear HQ Series Shocks. The Swaybar can be installed after the rest of the suspension is assembled.



Part # 11329590 - 1978-1988 GM G-Body Delrin Control Arm Bushings



Recommended Tools



1978-1988 G-Body Delrin Control Arm Bushings Installation Instructions

Table of contents

Page 5..... Included components and Hardware List

Page 6-7..... Bushing Installation

Page 8..... Upper Control Arm Installation



Major ComponentsIn the box

Part #	Description	QTY
90002660	Upper Control Arm Bushing Outer Shell - Upper	4
90002662	Lower Control Arm Bushing Outer Shell - Lower - Front Bushing	2
70012386	Lower Control Arm Bushing Outer Shell - Lower - Rear Bushing	2
70012819	Delrin Upper Control Arm Bushing - Upper	4
70012822	Delrin Lower Control Arm Bushing - Lower - Front Bushing	2
70012424	Delrin Lower Control Arm Bushing - Lower - Rear Bushing	2
90002661	Control Arm Bushing Inner Sleeve - Upper	4
90002663	Control Arm Bushing Inner Sleeve - Lower - Front Bushing	2
90000516	Control Arm Bushing Inner Sleeve - Lower - Rear Bushing	2

Hardware Bag - Front Control Arms

Part #	Description	Usage	QTY
99121001	M12-1.75 X 90 Hex Bolt	Lower Control Arm to Frame	2
99121006	M12-1.75 X 100 Hex Bolt	Lower Control Arm to Frame	2
99122001	M12-1.75 Nylok Nut	Lower Control Arm to Frame	4

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This G-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same; there are 2 different size Lower Bushings in the kit. The Outside Diameter of the Bushing, in the area that goes into the Control Arm, is the difference between the 2. Be sure to match the correct diameters with the correct locations.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, Drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.



Delrin Bushing Installation

The Cross Shaft must be put in place before installing the Bushing Shells in the Upper Control Arm.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies, we are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press the Inner Sleeve in the Delrin Bushing and insert it into the Outer Shell. **DO NOT HIT ON THE OUTER FLANGE, DOING SO CAN BREAK THE BUSHING. WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.



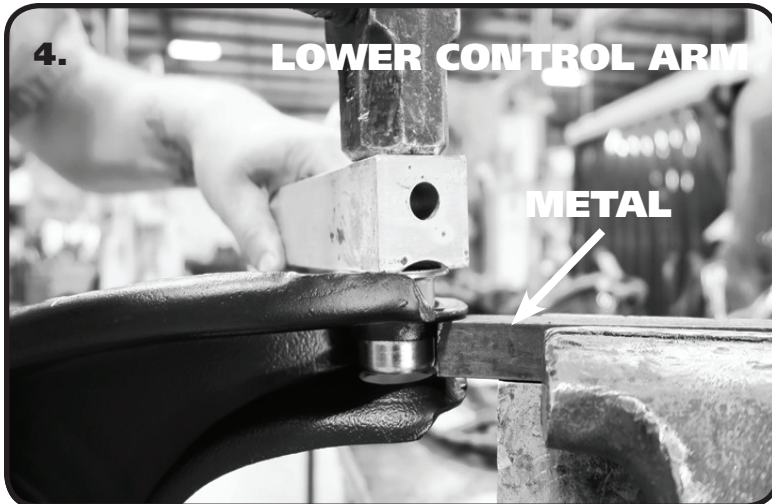
2. UPPER CONTROL ARM: The Upper Control arm has an inner washer on the cross shaft that needs to be removed before installing the Delrin Bushings. Remove each of the 4 washers from the cross shaft.



3. We recommend **LIGHTLY** sanding the bushing holes in the control arms to remove any debris that might be left in the holes after the bushings are removed. This will make the bushings easier to install.



Upper Bushing & Control Arm Installation



4. Disassemble the Bushing being installed. If installing Bushings in the Upper Control Arm, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms (**Image 4**). The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through (**Image 5**).



5. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.



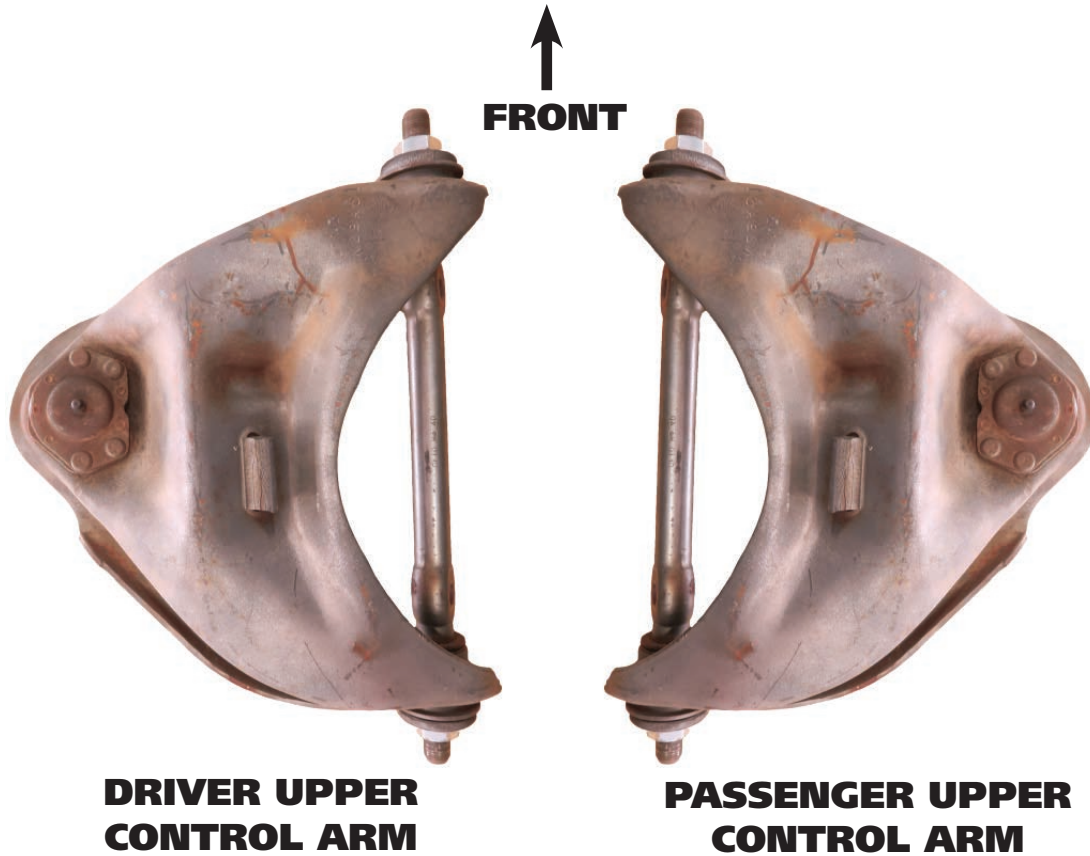
6. Press the Inner Sleeve into the Delrin Bushing and little tap them into the Shells. TAP THE CENTER OD THE BUSHING/SLEEVE, DO NOT HIT THE OUTER FLANGE.

7. UPPER CONTROL ARM: (Image 6) Push the Inner Sleeve into the Delrin Bushing. Push the Delrin Bushing/Inner Sleeve assembly into the Outer Shells. They will go in partially. Install the OEM washer and nut on each end of the cross shaft. Tighten the Hardware on each end until the Delrin Bushings are bottomed out against the lip of the Outer Shell installed in the control arm.



Control Arm Installation

7.



8. Reattach Control Arms to Car. Use the OEM Hardware to attach the Upper and the Supplied Hex Bolts and Nylok Nuts to Install the Lower Control Arms. **Image 7** is a top view of the Upper Control Arms. 78-88 G Body has the Upper Ball Joint positioned to the FRONT of the car.



Part # 90000913 - GM Tall Upper Balljoint



Recommended Tools



GM Tall Upper Balljoint Installation Instructions

Table of contents
Page 10..... Included components & Balljoint Installation

DUE TO THE SHANK OF THE BALLJOINT BEING LONGER, THE BALLJOINT BOOT IS DESIGNED TO SEAL ON THE BALLJOINT SHANK. IT DOES NOT SEAL AGAINST THE SPINDLE.



Major ComponentsIn the box

Part #	Description	QTY
90000913	GM Tall Upper Balljoint	2

Hardware Included with Balljoints

Getting Started.....

The Tall Upper Balljoint is used in the StreetGrip Kit to help correct the Camber Gain. The Camber Gain on the OEM Suspension is incorrect and the Tall Balljoint repositions the Upper Control to help improve the Camber Gain.

The Upper Balljoint will need to be disconnected from the Spindle. Refer to the Factory Service Manual for Disassembly.



1. If your Balljoints are Bolted to the Control Arms, simply unbolt them. If your car has the Original Balljoints, they will be Riveted to the Control Arms. The Rivets can be removed by Grinding the Heads off and driving the out with a Hammer and Punch.



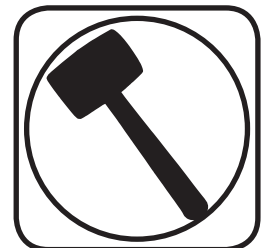
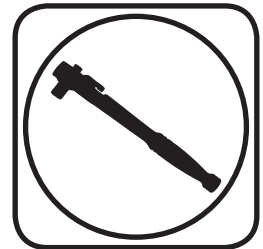
2. Insert the Balljoint into the Control Arm from the top side of the Control Arm with the Balljoint Pin Sticking down. Attach it to the Control Arm with the Hardware Supplied with the Balljoint. Torque the Hardware to 14 ftlbs. Engage the Balljoint Pin into the Spindle and install the Castle Nut Supplied. Torque the Castle Nut to 60 ftlbs and tighten to align Cotter Pin Hole. Install Cotter Pin through Hole and Bend Pins to prevent falling out.



Part # 11329300 - 1978-1988 G-Body Drop Spindles



Recommended Tools



Major ComponentsIn the box

1 11329300 Pair of 78-88 drop spindles

Installation

Balljoint nut Torque Specs:

Upper: Torque to 60 ft lbs and then tighten nut to align cotter pin hole not exceeding 100 ft lbs.
Lower: Torque to 83 ft lbs and then tighten nut to align cotter pin hole not exceeding 120 ft lbs.

Note: These spindles are set up for 1982-1988 Outer Spindle Bearings and Rotor.



Part # 11132350 - 1978-1988 GM G-Body Front CoilSpring



Recommended Tools



1978-1988 GM G-Body Front CoilSprings Installation Instructions

CoilSpring # 56810109 Installation

Front dual-rate spring will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

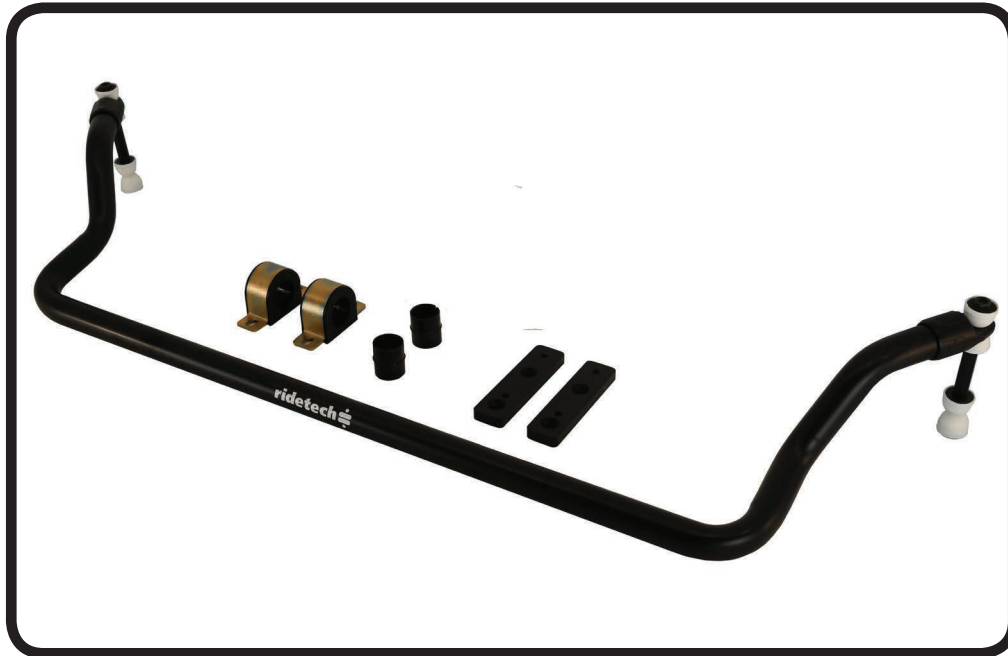
The Front Control Arm Bushings and Upper Balljoint should be installed before installing spring. The Front Suspension should be assembled with the Lower Balljoint disconnected from the Spindle.

1. Compress the CoilSpring with an Internal Spring Compressor with the **CLOSE COILS TO THE BOTTOM**.
2. With the OEM Spring Removed, insert the CoilSpring into the Pocket. **SPECIAL ATTENTION NEEDS TO BE PLACED ON THE LOCATION OF THE ENDS OF THE SPRINGS TO MAKE SURE THEY ARE CLOCKED CORRECTLY** . The end of the CoilSpring will nest into the receiver area of the Control Arm. If you line up the bottom, the top will be correct.
3. While holding the Spring in place, Slowly Jack the Lower Control Arm up until the Lower Balljoint can be Engaged into the Spindle. Install the Castle Nut and Torque to 65 ftlbs then tighten as needed to align cotter pin hole. Install Cotter Pin. Once the Balljoint is tight, remove the Spring Compressor.
4. Remove the OEM Bumpstop from the lower control arm.

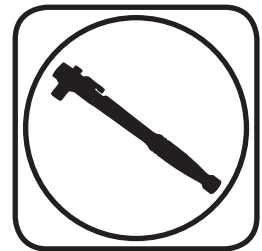




Part # 11329120 - 1978-1988 GM G-Body Front SwayBar



Recommended Tools



1978-1988 GM G-Body Front SwayBar Installation Instructions

Table of contents

- Page 14..... Included Components and Hardware List
- Page 15-16... SwayBar Installation

Hardware Torque Specifications

- M10-1.5..... 37 ftlbs
- 3/8"-16..... 30 ftlbs

Major ComponentsIn the box

Part #	Description	QTY
90001227	Front SwayBar	1
90002936	End Link Kit	1
70012394	Delrin Sway Bar Bushing Liner	2
90002513	Bushing Strap	2
90001099	SwayBar Bushing	2
90001254	Bushing Mount Adapter	2
70014210	Frame Brace Spacers	4

HARDWARE BAGS

QTY	Part Number	Description
ADAPTER PLATE		
2	99111001	M10-1.5 X 30MM Flat Head Bolt
2	99111002	M10-1.5 X 30MM Hex Head Bolt
2	99113001	M10 Split Lock Washer
2	99433002	7/16" SAE Flat Washer
1	90002263	Red Loctite

QTY	Part Number	Description
FRAME BRACE SPACERS		
4	99111004	M10-1.5 X 60MM Hex Head Bolt
2	99112002	M10-1.5 Nylok Nut
2	99113001	M10-1.5 X Split Lock Washer
6	99433002	7/16" SAE Flat Washer
BUSHING STRAP		
4	99371065	3/8"-16 x 3/4" Hex Bolt
4	99373002	3/8" Flat Washer
4	99373006	3/8" Split Lock Washer

Getting Started.....

This SwayBar Kit utilizes a Delrin Liner in the SwayBar Bushing. The Delrin Liner allows the SwayBar to move freely and quietly in the Bushing. The Delrin is self-lubricating, no lubrication is required.

Note: If your car is equipped with the front frame rail brace, the supplied spacers will need to be install for the brace to clear the new SwayBar.

1. Jack the vehicle up to a safe working height and support with jack stands. Make sure the jack stands are stable before working under the car.
2. Remove the stock sway bar.
3. After removing the stock sway bar, determine what size hardware the frame will require.



4. Open the Delrin Liner at the split and slip it over the SwayBar. Position it in the area that the bushing will ride based on the location of the stock swaybar. Do this on both ends of the swaybar.

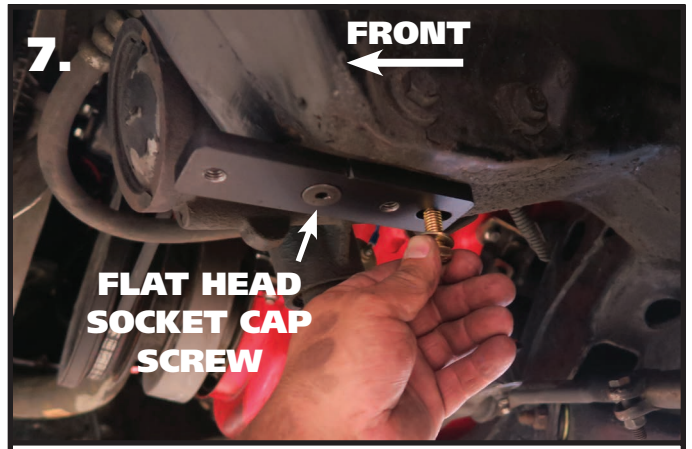


5. Open the SwayBar Bushing at the split and slide it **OVER** the Delrin Liner. Do this on both Delrin Liners.



6.

6. Slip the Bushing Straps over the SwayBar Bushings.



7.

FRONT
←

FLAT HEAD
SOCKET CAP
SCREW

7. Hold the Frame Plate up to the OEM holes, the Counter Sunk hole will be positioned over the front hole with the slot to the rear. Apply Red Loctite to the Flat Head Bolt. The rear 30mm long bolt uses a Split Washer and Flat Washer. Torque Hardware.



8.

8. Slide the SwayBar into position on the car with the SwayBar arms above the tie rods. Install a 3/8" Lock Washer & 3/8" Flat Washer on the 3/8"x 3/4" Hex Bolts. Do **NOT** Complete tighten the Hardware, it will be left partially loose until the End Links are installed.

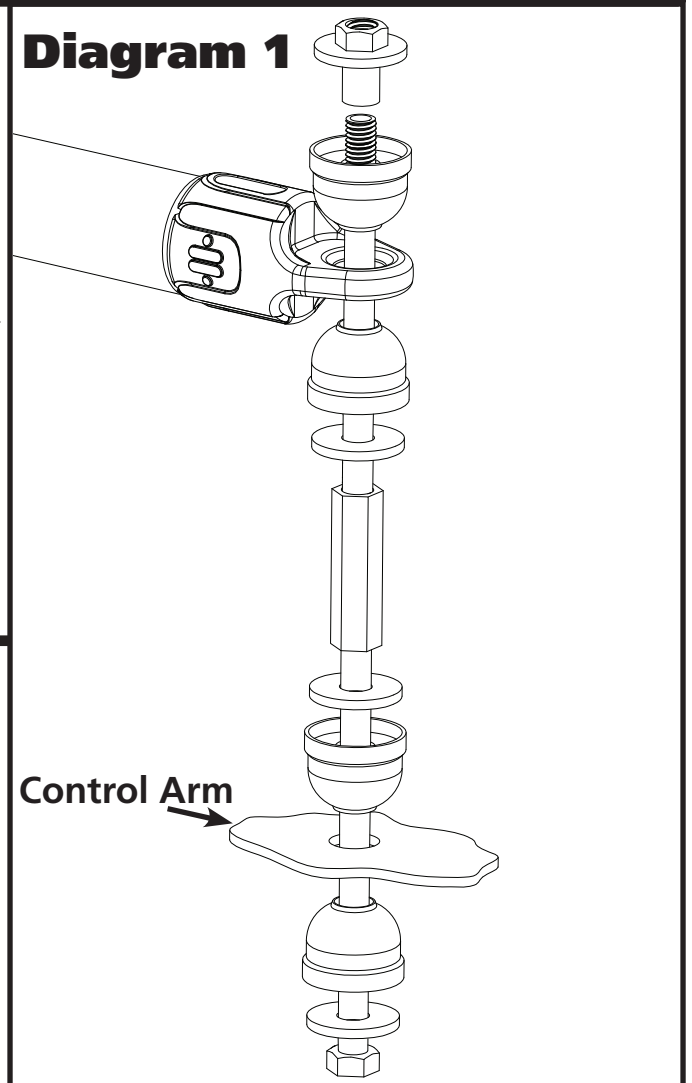


Diagram 1

Control Arm



9

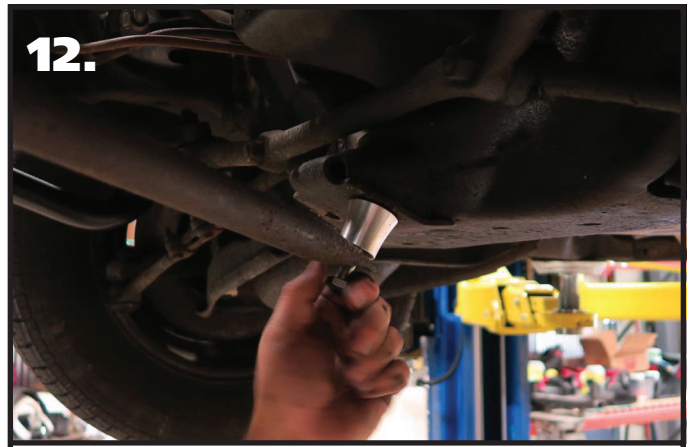
9. Install the End Links using **Diagram 1** as a reference. Install both end links before tightening the end link hardware. Tighten the end link barrel nut until it is flush with the end of the bolt, and then tighten it 2 more complete rounds.

10. Torque the SwayBar mounting hardware.



11.

11. This swaybar requires the frame brace to be spaced down for clearance. Starting with the rear, install a flat washer, and lock washer on each of (2)M10-1.5 x 60mm bolts and insert them into the holes of the frame brace. Slide the Spacer onto the bolt with the SMALL diameter against the brace.



12.

12. Hold the Frame Brace up in position and thread the bolts into the OEM threaded holes. Leave them loose for now.



13.

13. Install a Flat Washer onto each of the (2) remaining M10-1.5 x 60mm bolts and insert them into the holes of the frame brace. Slide the Spacer onto the bolt with the SMALL diameter against the brace.



14.

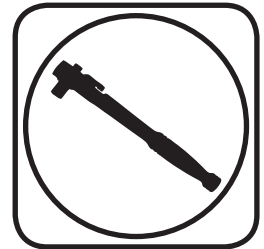
14. Push the Brace up and line up the bolt with the OEM mounting holes. While holding the bolt in position, install a Flat Washer & M10-1.5 Nylok Nut on the bolt. You will have to insert them through the large hole in the bottom of the frame. Torque the frame brace hardware.



Part # 11234799 - 1964-1967 A-Body Rear CoilSpring



Recommended Tools



1964-1967 A-Body Rear Dual Rate CoilSprings

Installation Instructions

CoilSpring # 57140260 Installation

Rear dual-rate spring will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Rear Shocks should be installed at the same time as the Rear CoilSprings.

1. Refer to the Factory Service Manual for CoilSpring Removal.
2. With the OEM Spring Removed and the Top of the StreetGrip Rear Shocks Bolted to the Frame, **Position the Spring in the Rear CoilSpring Pocket with the Large Diameter up in the Pocket.**
3. While holding the Spring in place, Slowly Jack the Differential up until the bottom Shock Mounting can be attached. Refer to Shock Instructions for proper Shock Assembly.

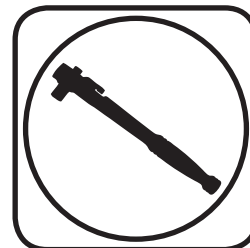
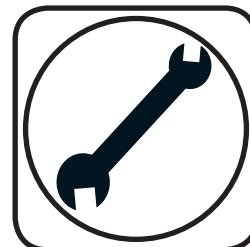




Front & Rear HQ Series Shocks



Recommended Tools



Front & Rear HQ Series Installation Instructions

Table of contents

Page	19.....	Rear Shock Installation
Page	20.....	Front Shock Installation
Page	21.....	Front Shock Installation & Adjustment





Rear - Part # 22179853 - 6.65" HQ Series Shocks

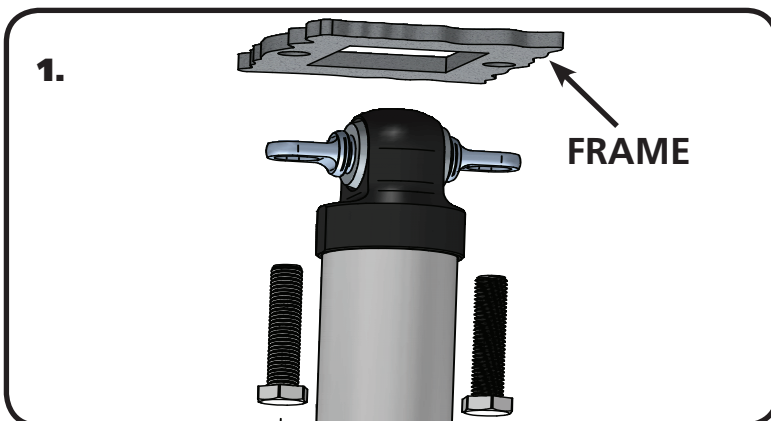
Major ComponentsIn the box

Part #	Description	QTY
22979999	6.65" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002013	5/8" ID Shock Sleeve (Installed in Shock)	2
90001619	Cantilever Pin	2
90000471	Cantilever Pin Spacer	2

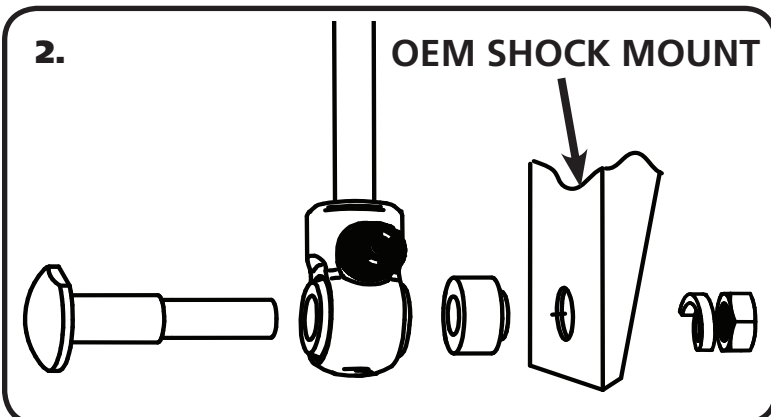
Hardware Bag - Rear Shocks

Shock Installation

The Rear Shocks will be installed in conjunction with the Rear CoilSprings.



1. With the OEM Shock removed, install the Ridetech shock. Attach the Top of the Shock in the OEM Location using the Supplied Hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.



2. The Lower Shock is Bolted to the Lower OEM Mount using the supplied Cantilever Pin. Insert the Threaded Pin into the 5/8" Sleeve installed in the shock. Slide the supplied Spacer onto the threads of the Pin and insert the assembly into the OEM shock hole. Install the 1/2" Split Lock Washer onto the threads sticking through the the OEM mount, followed by the supplied 1/2"-20 Nut. Tighten the Hardware.



Front- Part #22149846 - 5.25" Stroke HQ Series Shocks

Major ComponentsIn the box

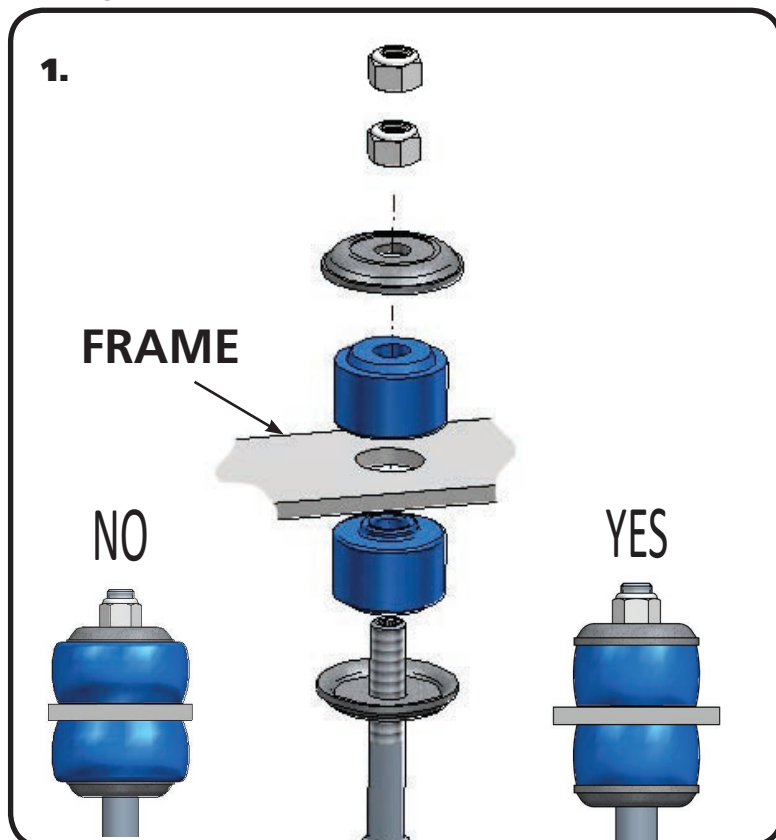
Part #	Description	QTY
22849599	4.75" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002069	Standard Trunnion (Installed in Shock)	2
70011141	Bushing Support Washer	4
70011140	Stem Bushing	4
99372006	3/8"-24 Thin Jam Nut	4

Hardware Bag - Front Shocks

Due to manufacturing tolerances it may be necessary to clearance the Control Arm to get the Shock through the Control Arm opening.

Shock Installation

Before installing the Shocks, the Control Arm Bushings, Upper Balljoint, and Coil-Springs should be installed.



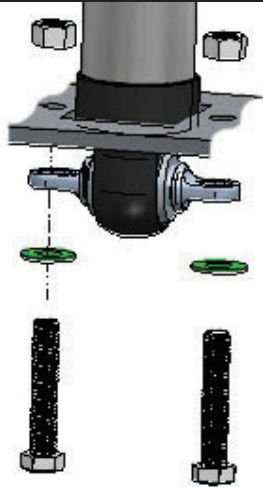
1. With the OEM shock removed, install the Ridetech shock. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 inlbs. The Bushing should be tight, but not to the point that the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut. Reinstall Adjuster Knob.

NOTE: It may be necessary to remove the OEM Speed Nuts from the Control Arm to allow room for the Shock to slide through the opening in the Control Arm. The Speed Nuts can be reinstalled after the Shock is in position.



Shock Installation and Adjustment

2.



2. Attach the Trunnion to the OEM Control arm using the Supplied hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.

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 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.