

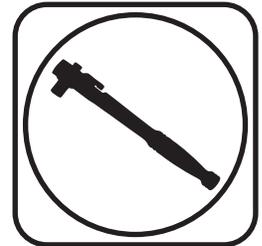


Part # 11011010

1955-1957 Full Size Chevy Car FRONT CoolRide Air Spring Kit with HQ Series Shocks



Recommended Tools



1955-1957 Full Size Chevy CoolRide Air Spring Kit Installation Instructions

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THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS AND RIDETECH HQ SERIES SHOCK KIT #11010501.

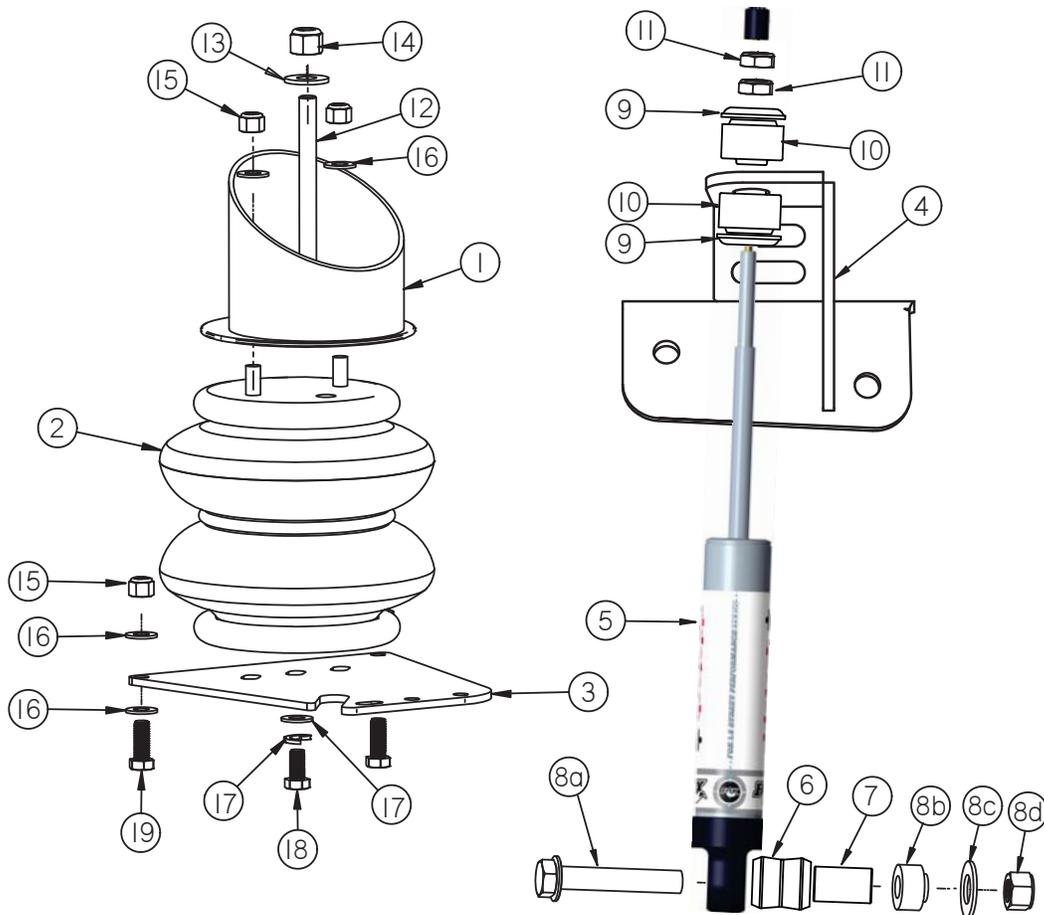
THE FRAME BRACKET OF THE SHOCK KIT NEEDS TO BE INSTALLED BEFORE INSTALLING THIS COOLRIDE KIT.





CoolRide Kit ComponentsIn the box

Item #	Part Number	Description	QTY
1	90000013	Upper Air Spring Cup Bracket	2
2	90006873	8" Diameter Air Spring	2
3	90000012	Lower Air Spring Plate	2
4	90000564	Upper shock Bracket - Driver (Shown)	1
4	90000565	Upper shock Bracket - Passenger	1
5	986-10-042	4.75" Stud Top HQ Series Shock	2
6	70011138	3/4" ID Shock Bushing	2
7	90002102	1/2" ID x 1.312" Shock Sleeve	2
8	90001619	Lower Shock Bolt Kit	2
9	70011141	Stem Bushing Washer	4
10	70011140	Stem Bushing	4
	85000020	5/64" Hex Wrench - Adjuster Knob Set Screw	1





CoolRide Hardware.....In the box

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
UPPER SHOCK BUSHING NUTS				LOWER AIR SPRING MOUNTING			
11	99372006	3/8" 24 Thin Jam Nut	4	16	99373003	3/8" SAE Flat Washer	2
UPPER AIR SPRING MOUNTING				17	99373005	3/8" Split Lock Washer	2
12	99435001	7/16"-14 x 6" Stud	2	18	99371001	3/8"-16 X 3/4" Hex Bolt	2
13	99433002	7/16" Flat Washer	2	LOWER AIR SPRING PLATE			
14	99432001	7/16"-14 Nylok Nut	2	15	99372002	3/8"-16 Nylok Nut	4
15	99372002	3/8"-16 Nylok Nut	4	16	99373003	SAE Flat Washer	8
16	99373003	3/8" SAE Flat Washer	4	19	99371003	3/8"-16 X 1" Hex Bolt	4
UPPER SHOCK MOUNT				UPPER SHOCK MOUNT			
	99431001	7/16"-14 x 1" Hex Bolt	8		99433002	7/16" SAE Flat Washer	8
	99432001	7/16"-14 Nylok Nut	8				

Getting Started.....

THIS KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS. INSTALL THE UPPER SHOCK MOUNT BEFORE INSTALLING THE COOLRIDE AIR SPRING ASSEMBLY.

1. Raise and support car at a safe, comfortable working height. Let the front suspension hang freely
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.



3. Place the upper shock mount on the corner of the frame behind the upper control arm. Slide it forward until it touches the rivet as shown the picture. This is the driver side. Use the bracket as a template to mark and drill the two holes on top of the frame. Secure the bracket with 7/16" x 1" bolts, nylok nuts, and washers. Then drill and bolt the one closest to the rivet, and finish up on the rear hole. Torque to 50 ft-lbs.

Note: This kit was designed for use on a two-piece frame. Installation on a one-piece frame may require modifications.



Installing CoolRide

4.



4. Assemble the upper cup bracket to the air spring, using 3/8"-16 Nylok nuts and 3/8" flat washers. Torque the 3/8" nuts 15-20 ft-lbs.

5.



5. For air spring clearance some trimming must be done around the coil spring pocket. This is what it should look like after cutting. This is best done with a cut off wheel or plasma cutter. Grind all cuts smooth when finished.

6.



6. Install air spring assembly into the coil spring pocket with the tall side of the bracket towards the wheel. With the stud protruding through the OEM shock hole. (The airline must also be routed at this time.)



Installing CoolRide



7. Fasten with a 7/16" Nylok nut and flat washer. Torque 25-35 ft-lbs.



8. Bolt the lower air spring plate to the lower arm. The two outer holes will align with the factory bump stop holes. The inner two holes must be drilled. Use the bumpstop to bolt the outer part of the plate to the control arm. Use a 3/8" drill bit to drill the inner 2 holes. Instal a 3/8" flat washer on each of (2) 3/8"-16 bolts and insert them into the holes. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of the bolt. Torque to 30 ft-lbs.

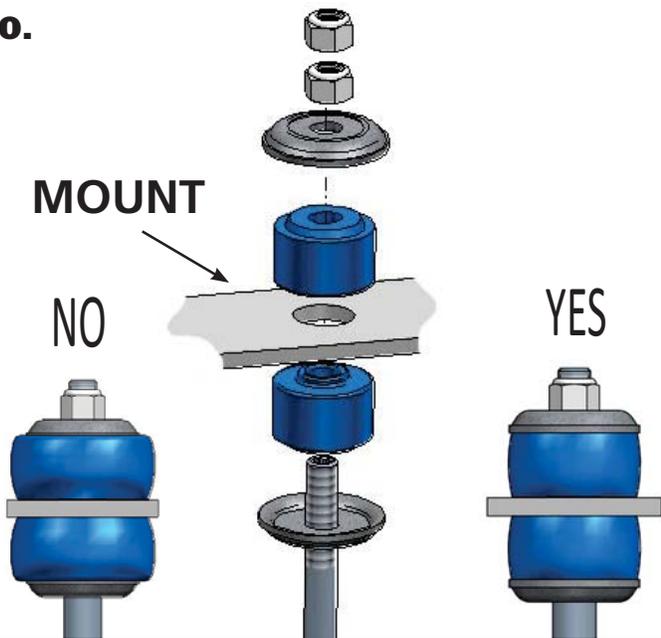


9. The air spring will be attached to the lower plate using a 3/8" x 3/4" bolt, lock washer and flat washer. It will get bolted to the middle of the 3 holes. Torque the 3/8" bolt 15-20 ft-lbs.



Shock Installation

10.



10. After the shock mounts are installed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. 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 in-lbs. 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 the Adjuster Knob, align the set screw with the FLAT side of the adjuster shaft that is sticking out of the top of the shock shaft.

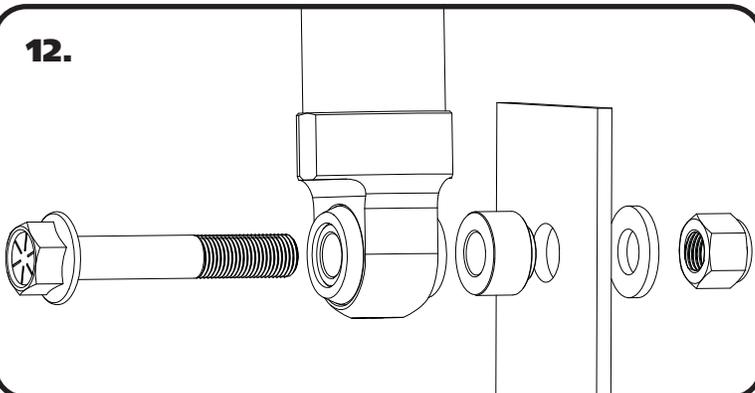
11.



OEM CONTROL ARMS!

11. Drill a 5/8" hole in the lower control arm approximately 10" from the cross shaft bolt.

12.



STRONGARMS AND OEM CONTROL ARMS!

12. Insert the 1/2"-20 x 3" flanged head shock bolt through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the tab on the lower arm and secure w/ nut and washer. Torque to 75 ft-lbs.



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 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.