



Part # 11051010

1958-1964 Full Size Chevy Car FRONT CoolRide Air Spring Kit with HQ Series Shocks



Recommended Tools



1958-1964 Full Size Chevy CoolRide Air Spring Kit Installation Instructions

Table of contents

Page 2.....	CoolRide Kit Components
Page 3.....	Hardware List & Getting Started
Page 4-5.....	Installing CoolRide
Page 5-6.....	Installing Shock
Page 7.....	Sway Bar End Link
Page 7.....	Shock Adjustment

THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS.





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	99435002	7/16"-14 x 8" 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
SWAY BAR END LINK				SHOCK MOUNT TO FRAME			
	99371011	3/8"-16 x 6 1/2" Hex Bolt	2	20	99373007	3/8"-16 Thread Forming	12
	99372002	3/8"-16 Nylok Nut	2				

Getting Started.....

THIS KIT IS DESIGNED TO BE USED WITH RIDETECH LOWER STRONGARMS (#11051499). INSTALL THE STRONGARMS IN CONJUNCTION WITH THIS COOLRIDE KIT.

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. Apply thread sealant to the air fitting and screw it into the top of the air spring.



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.



Installing CoolRide

5.



5. Thread the 8" stud into the nut in the bottom of the cup.

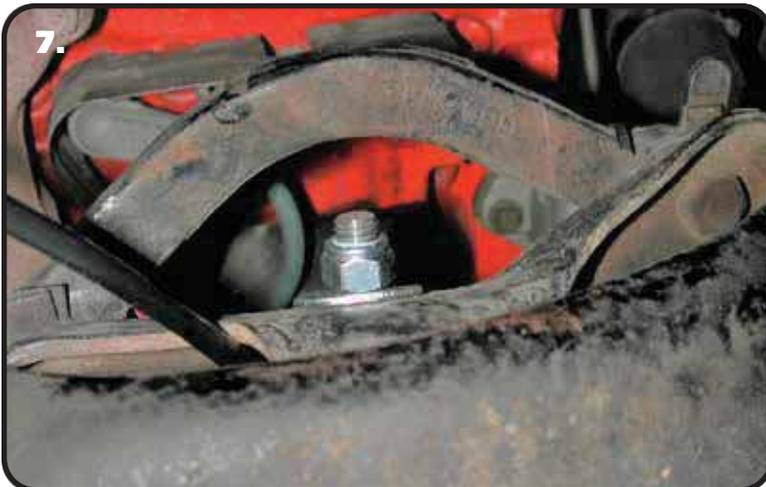
6.



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.)

Note: Trimming the coil spring pocket is generally not necessary on this car. However, be sure to check air spring clearance through full suspension travel. Allowing the air spring to rub will result in failure and it not a warrantable situation.

7.



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



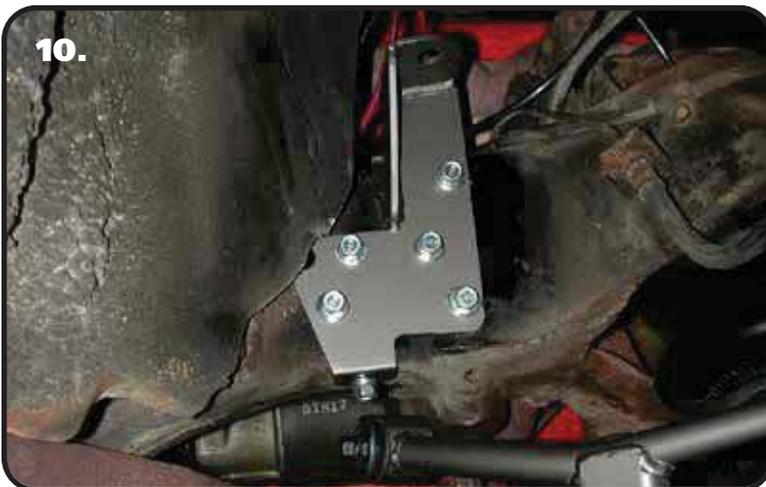
Installing CoolRide & Shock



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. Install 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.

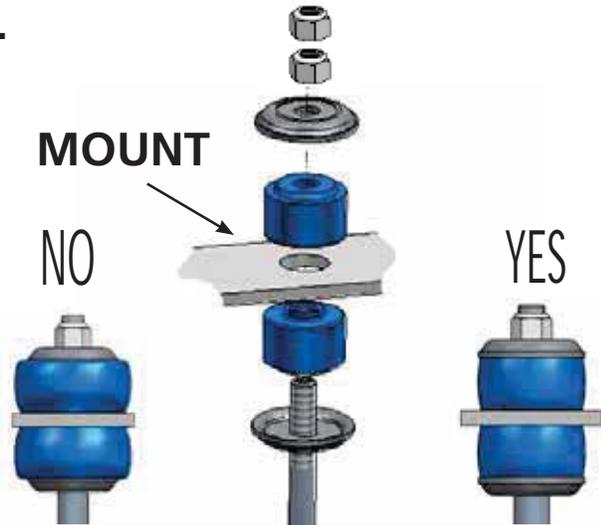


10. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have to trim the bottom of the Z-bar clutch bracket on the driver's side. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes. Torque the bolts to 16 ft-lbs.



Installing Shock

11.



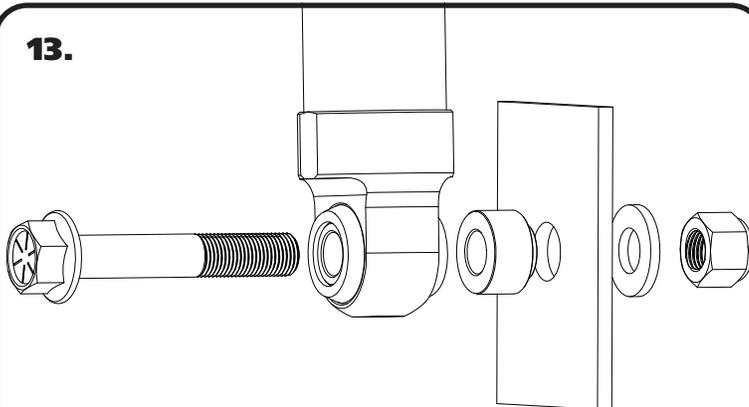
11. After the shock mounts are installed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. 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.

12.



12. Drill a 5/8" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt.

13.



13. 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.

Make sure that the air spring cannot rub on anything at anytime. This will result in air spring failure and is a not a warrantable situation.

Ride height on this air spring is approximately 5" tall, but may vary to driver preference.



Sway Bar End Link



14. To correct the sway bar alignment the end link must be shortened to 2" tall. A 3/8"-16 x 6 1/2" bolt is supplied.

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.