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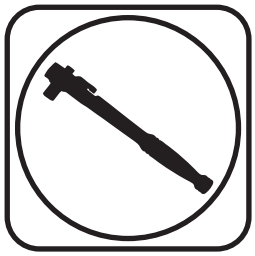
Installation Instructions

Part # 11051013

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

Recommended Tools



1958-1964 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.

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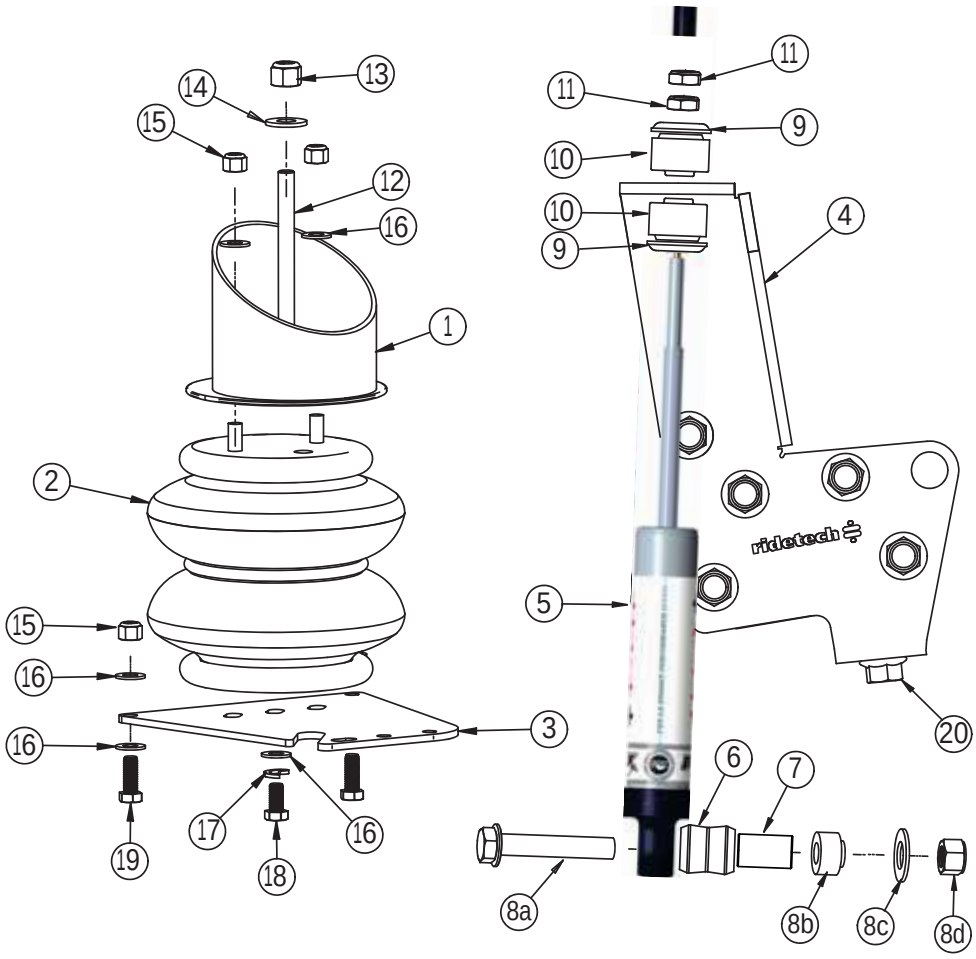
Installation Instructions

CoolRide Kit Components .....In 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	90000483	Upper shock Bracket - Driver ***(Shown)***	1
4	90000484	Upper shock Bracket - Passenger	1
5	20349999	4.75" Stud Top RQ-S 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



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Installation Instructions

CoolRide Hardware.....In the box

Item #	Part Number	Description	QTY
	UPPER SHOCK BUSHING NUTS		
11	99372006	3/8"24 Thin Jam Nut	4
	UPPER AIR SPRING MOUNTING		
12	99435002	7/16"-14 x 8" Stud	2
13	99433002	7/16" Flat Washer	2
14	99432001	7/16"-14 Nylok Nut	2
15	99372002	3/8"-16 Nylok Nut	4
16	99373003	3/8" SAE Flat Washer	4
	SWAY BAR END LINK		
	99371011	3/8"-16 x 6 1/2" Hex Bolt	2
	99372002	3/8"-16 Nylok Nut	2

Item #	Part Number	Description	QTY
	LOWER AIR SPRING MOUNTING		
16	99373003	3/8" SAE Flat Washer	2
17	99373005	3/8" Split Lock Washer	2
18	99371001	3/8"-16 X 3/4" Hex Bolt	2
	LOWER AIR SPRING PLATE		
15	99372002	3/8"-16 Nylok Nut	4
16	99373003	SAE Flat Washer	8
19	99371003	3/8"-16 X 1" Hex Bolt	4
	SHOCK MOUNT TO FRAME		
20	99373007	3/8"-16 Thread Forming	12

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

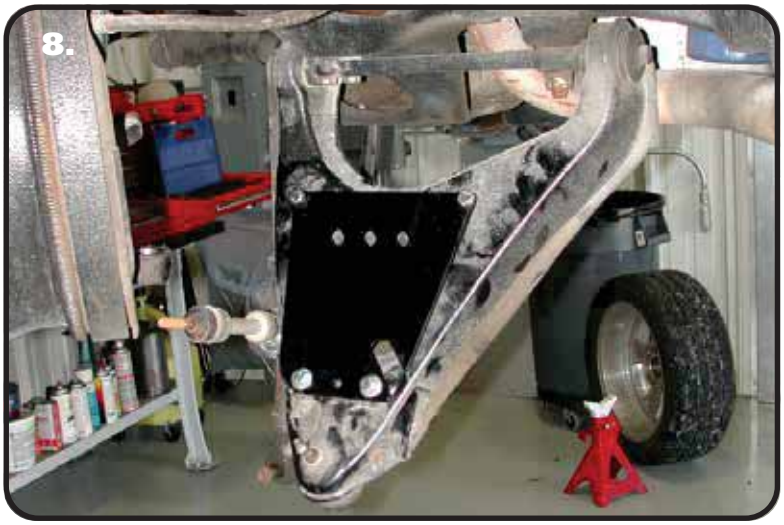
5. Thread the 8" stud into the nut in the bottom of the cup.

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

Installing CoolRide & Shock

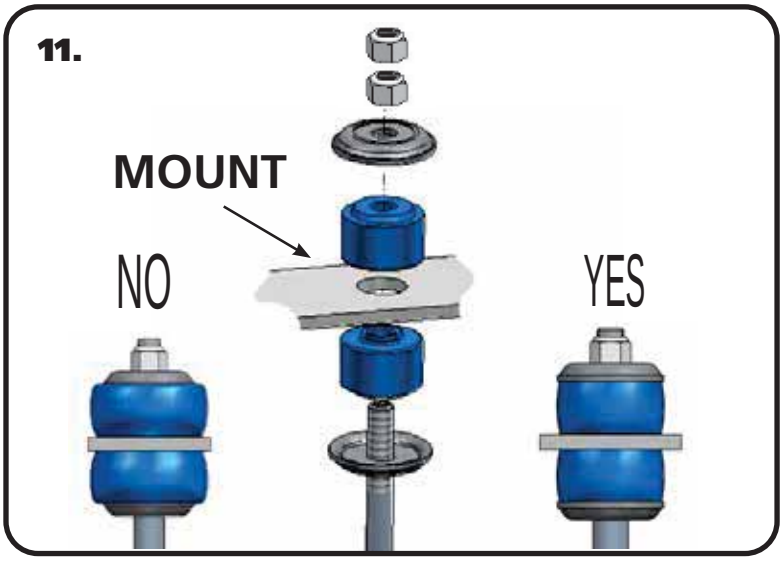


8. Bolt the lower air spring plate to the lower arm. The two outer holes will align with the factory bump stop holes. The inner two holes must be drilled. Use the bumpstop to bolt the outer part of the plate to the control arm. Use a 3/8" drill bit to drill the inner 2 holes. Instal a 3/8" flat washer 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.

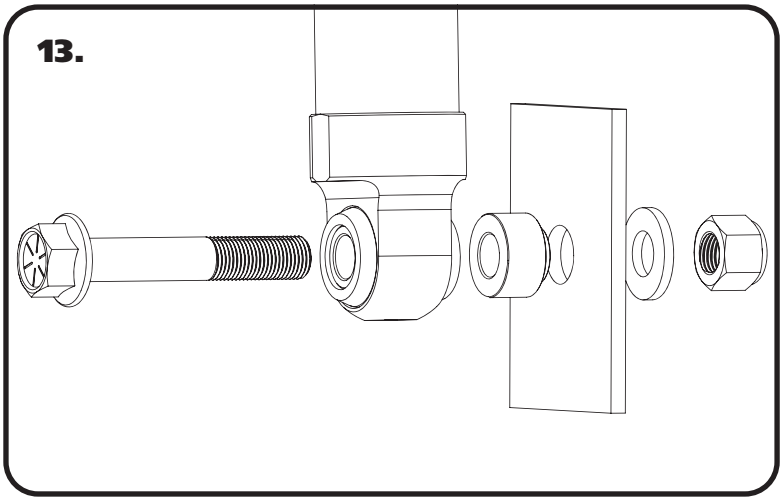
10. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have trim the bottom of the Z-bar clutch 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. 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. Drill a 5/8" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt.



13. Insert the ½"-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.

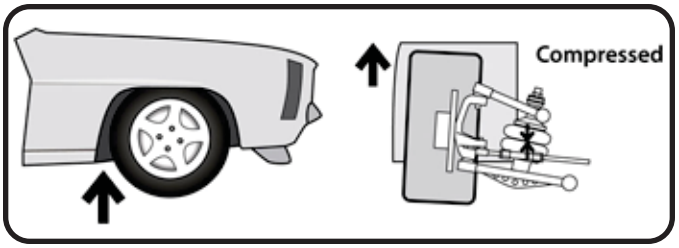
Ride height on this air spring is approximately 5" tall, but may vary to driver preference.

Sway Bar End Link

14. To correct the sway bar alignment the end link must be shorten to 2" tall. A 3/8"-16 x 6 ½" bolt is supplied.

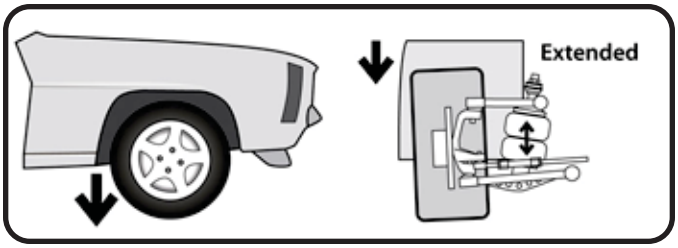
TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

The Basics...



COMPRESSION

This typically occurs when you hit a bump in the road. The bump forces the wheel/tire/suspension assembly to "compress" or move upwards into the car.



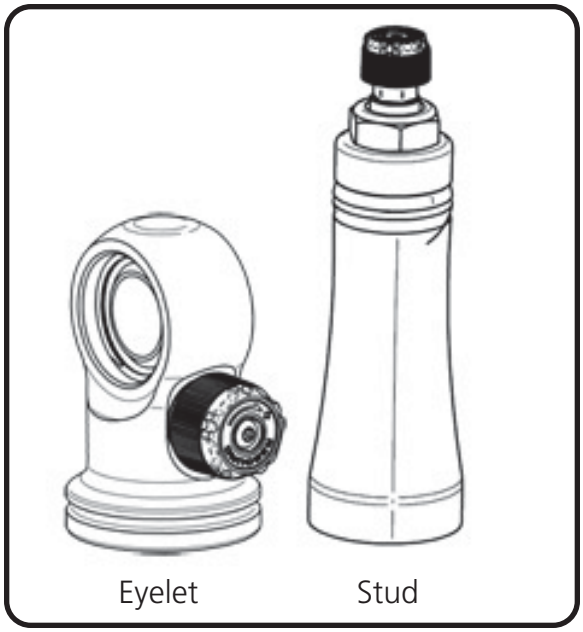
REBOUND

Rebound is the opposite of compression. This occurs when the wheel/tire/suspension assembly falls into a pothole, or simply "rebounds" from being compressed.

Where Are The Knobs?

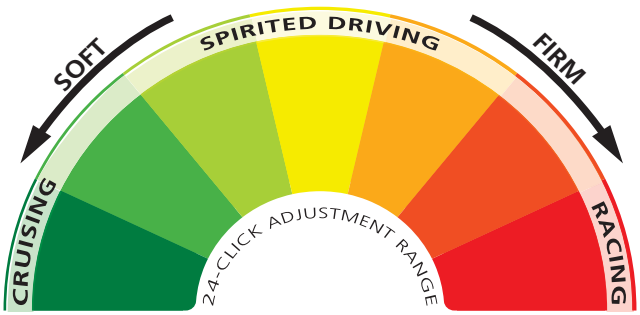
RQ-S Series Shocks

- **The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.**
- **This knob provides rebound adjustment only.**



Knob Function

Counterclockwise = Softer



Clockwise = Firmer

TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

Initial Rebound Setting

NOTE: Before jumping straight to a middle-of-the-road shock setting, we recommend you experience the full range of adjustment potential of your new shocks by first driving your vehicle at both the "full stiff" and "full soft" settings. Understanding how your shocks behave at these extremes will provide recognizable reference points as you attempt to dial in your settings.

1. Begin by setting your shocks to the "full stiff", or minimal rebound position. You do this by turning the adjustment knob clockwise until it stops.

2. Now turn the adjustment knob counterclockwise 12 clicks. This is the approximate center of the adjustment range.

3. Take the vehicle for a test drive. Try to determine if you are experiencing any of the unwanted behaviors found at the extremes of the adjustment range. If you are satisfied with the ride quality and handling, you're all set. Enjoy the ride!

4. If the vehicle feels too "floaty" or soft, turn the knob a few clicks clockwise to increase the damping effect.

If the ride quality is still too harsh or stiff, turn the knob a few more clicks counterclockwise to decrease the damping effect.

5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.

General Guidelines

- The rear shocks typically have the most influence on ride quality. This is due to your seating position being closer to the rear than the front.
- Adjustments to the front shocks will generally require 3-4 clicks in any direction to be noticeable, while adjustments to the rear shocks may only require 1-2 clicks to be felt.
- Don't be afraid to turn the knobs and experience the full adjustment range. You are not going to hurt anything and you can always go back if you adjust too far one way or the other.