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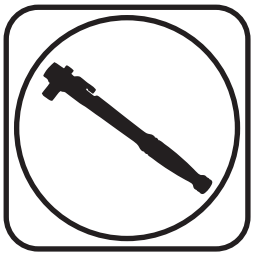
Installation Instructions

Part # 11054013

1958-1964 Full Size Chevy Car REAR CoolRide AirSpring Kit with RQ-S Series Shocks

Recommended Tools



1958-1964 Full Size Chevy CoolRide AirSpring Kit

Installation Instructions

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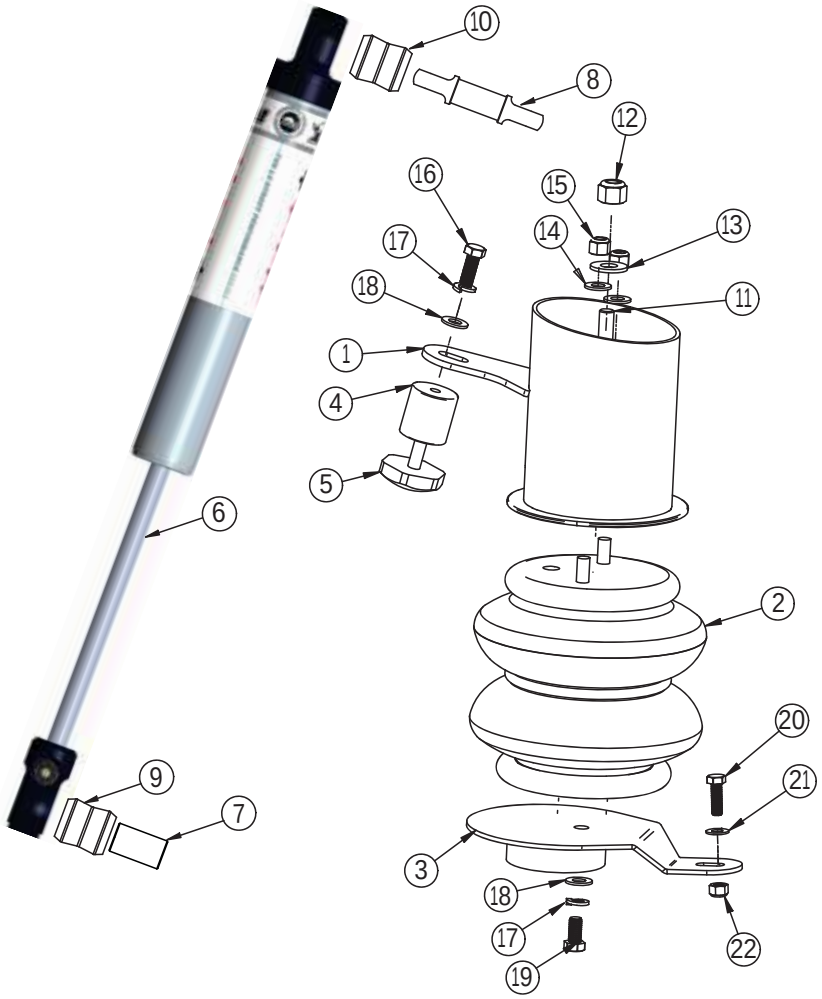
THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS.

CoolRide Kit Components .....In the box

Item #	Part Number	Description	QTY
1	90000463	Upper Air Spring Cup Bracket - Driver ***(Shown)***	1
1	90000464	Upper Air Spring Cup Bracket - Passenger	1
2	90006873	8" Diameter AirSpring	2
3	90000465	Lower Air Spring Bracket	2
4	90000472	Bump Stop Spacer	2
5	70013322	Short Bump Stop	2
6	20489999	7.55" RQ-S Series Shock Assembly	2
7	90002103	5/8" ID x 1.312" Shock Sleeve	2
8	90002068	Extended Trunnion	2
9	70011138	3/4" ID Shock Bushing	2
10	70011139	5/8" ID Shock Bushing	2



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Installation Instructions

CoolRide Hardware Kit #99010105.....In the box

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

Item #	Part Number	Description	QTY
	LOWER AIR SPRING MOUNTING		
20	99311001	5/16"-18 X 1" Hex Bolt	2
21	99313002	5/16" SAE Flat Washer	4
22	99312003	5/16" Flat Washer	2
	SHOCK HARDWARE		
	99311001	5/16"-18 X 1" Hex Bolt	4
	99312003	5/16"-18 Nylok Nut	4
	99313002	5/16" SAE Flat Washer	8
	99502002	1/2"-20 Nylok Nut	2
	99503001	1/2" SAE Flat Washer	2

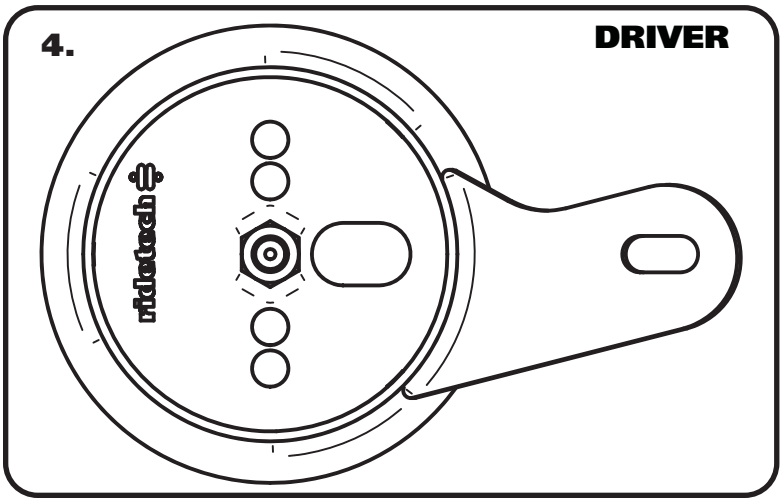
Getting Started.....

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

1. Raise and support vehicle at a safe and comfortable working height.

2. Support axle then remove coil spring, shock, and bump stop. Refer to 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. This is the driver bracket looking down at the top of it.

The tab goes to the rear of the car.

Installing CoolRide

3. Apply thread sealant to the air fitting and screw it into the air spring. 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 ftlbs.

4. Thread the 6" stud into the nut in the bottom of the cup.

5. Place the air spring assembly into the coil spring pocket with the tab on the side of the cup aligning with the factory bump stop mount. The stud should poke through the hole in the upper coil spring pocket. Some cars may not have this hole and it must be drilled with a 7/16" drill bit. Fasten with a 7/16" Nylok nut and flat washer. Torque 25-35 ft-lbs.

Installing CoolRide

6. Fasten the aluminum bump stop spacer to the frame using a 3/8" x 1" bolt, flat washer and lock washer. Torque to 15 ft-lbs. Screw the bump stop into the spacer.

7. Bolt the lower mount to the bottom of the air spring using a 3/8" x 3/4" bolt, lock washer and flat washer. Before tightening, make sure it aligns with the lower arm. The hole in the tab on the lower mount will align with the parking brake cable clamp. It will be held tight with a 5/16" x 1" bolt, and flat washer. A second flat washer and nylok nut are supplied with the kit incase the threads of your control arm are damaged. Torque the 3/8" bolt 15-20 ft-lbs. Torque the 5/16" bolt to 9 ft-lbs.

8. Attach shock T-Bar to frame using 5/16" x 1" bolts, Nylok nuts and flat washers. Torque to 17 ft-lbs.

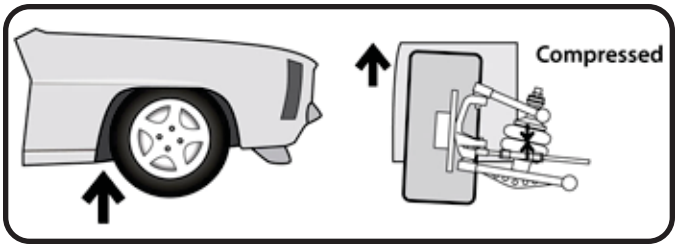
Installing CoolRide

9. Attach the bottom of the shock to factory shock stud using the ½" Nylok nut & flat washer supplied supplied. Torque to 45 ft-lbs.

10. The final step is to have the vehicle realigned. You will want to have this done at ride height. Ride height is determined by air spring height. This spring should be approximately 4 ¾" tall, which should occur around 90-105 psi. This will vary to driver preference and vehicle weight.

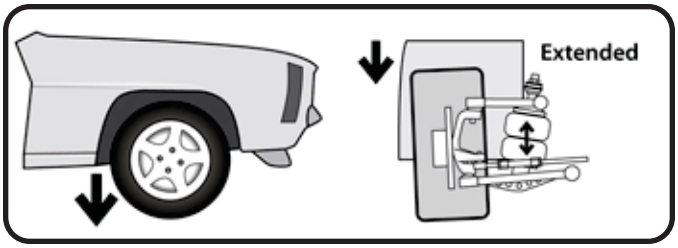
TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

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.



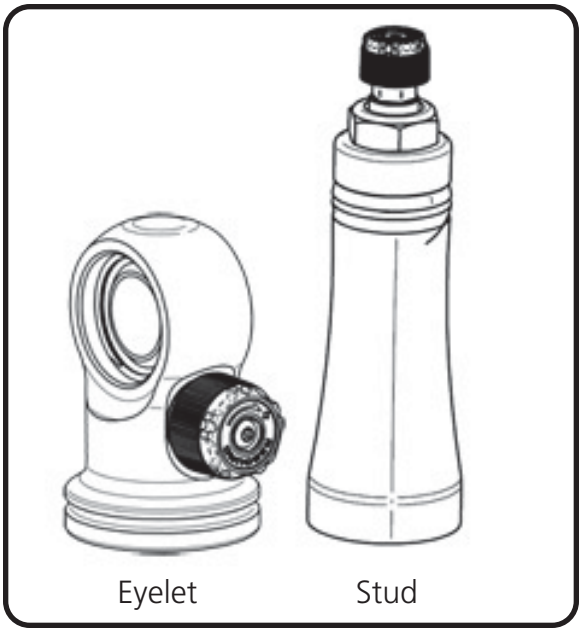
REBOUND

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?

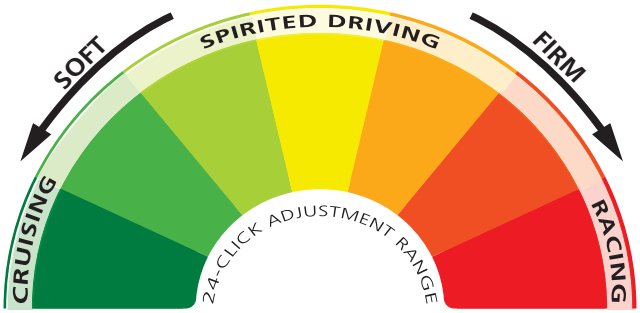
RQ-S Series Shocks

- **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.