

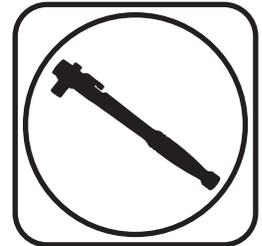


**Part # 11054610**

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



Recommended Tools



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

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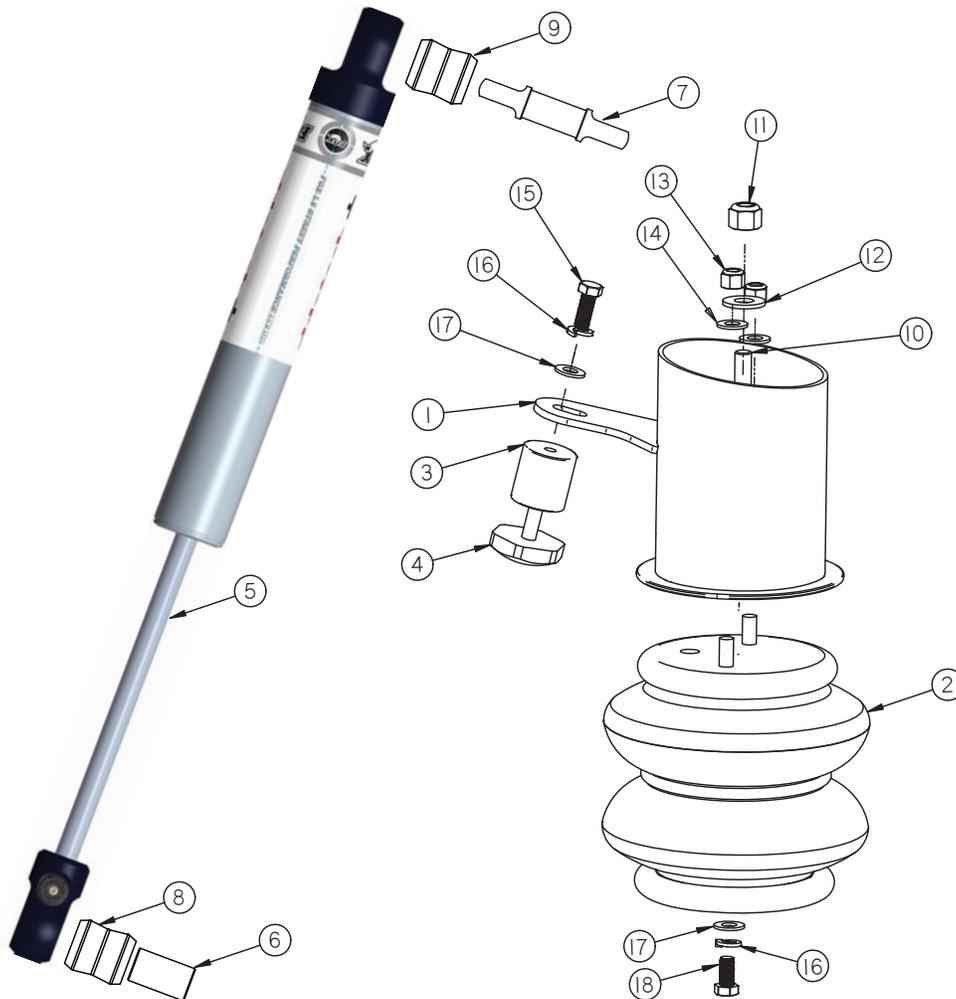
THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS.





### CoolRide Kit Components .....In the box

Item #	Part Number	Description	QTY
1	90000463	Upper Air Spring Cup Bracket - Driver ( <i>Shown</i> )	1
1	90000464	Upper Air Spring Cup Bracket - Passenger	1
2	90006873	8" Diameter Air Spring	2
3	90000472	Bump Stop Spacer	2
4	70013322	Short Bump Stop	2
5	986-10-020	7.55" HQ Series Shock Assembly	2
6	90002103	5/8" ID x 1.312" Shock Sleeve	2
7	90002068	Extended Trunnion	2
8	70011138	3/4" ID Shock Bushing	2
9	70011139	5/8" ID Shock Bushing	2





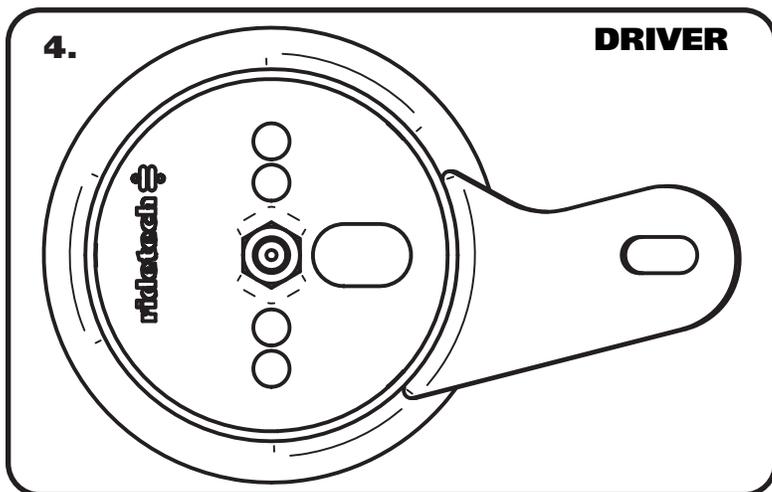
### CoolRide Hardware Kit #99010105.....In the box

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
<b>UPPER AIR SPRING MOUNTING</b>				<b>LOWER AIR SPRING MOUNTING</b>			
10	99435001	7/16" -14 x 6" Stud	2	16	99373005	3/8" Split Lock Washer	2
11	99432001	7/16" -14 Nylok Nut	2	17	99373003	3/8" SAE Flat Washer	2
12	99433002	7/16" Flat Washer	2	18	99371001	3/8"-16 X 3/4" Hex Bolt	2
13	99372002	3/8"-16 Nylok Nut	4	<b>SHOCK HARDWARE</b>			
14	99373003	SAE Flat Washer	4		99311001	5/16"-18 X 1" Hex Bolt	4
<b>BUMP STOP MOUNTING</b>					99312003	5/16"-18 Nylok Nut	4
15	99371003	3/8"-16 X 1" Hex Bolt	2		99313002	5/16" SAE Flat Washer	8
16	99373005	3/8" Split Lock Washer	2		99502002	1/2"-20 Nylok Nut	2
17	99373003	3/8" SAE Flat Washer	2		99503001	1/2" SAE Flat Washer	2

### Getting Started.....

**THIS KIT IS DESIGNED TO BE USED WITH RIDETECH LOWER STRONGARMS (#11054499). INSTALL THE STRONGARMS BEFORE INSTALLING THIS COOLRIDE KIT.**

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 ft-lbs.



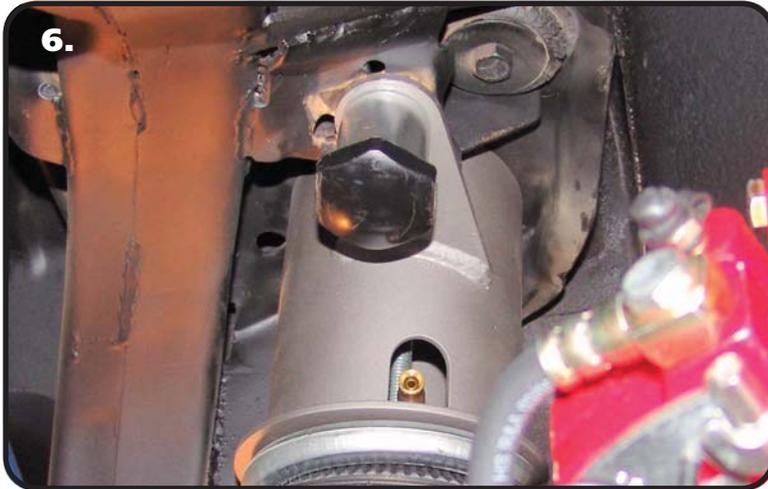
4. Thread the 6" stud into the nut in the bottom of the cup.



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.** Fasten the air spring to the lower StrongArm using a 3/8" x 3/4" bolt, lock washer and flat washer. Torque 15-20 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 1/2" Nylok nut & flat washer supplied. Torque to 45 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.

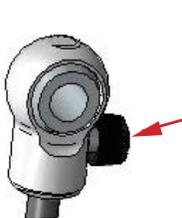
### Shock Adjustment

#### 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.**