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Part # 11104010
58-64 Cadillac Rear CoolRide Kit
 With HQ Series Shocks

Components:

2	90006873	Air spring – 8” diameter, double convoluted, ¼” port
2	90000455	Upper cup bracket
2	90000070	Air spring roll plate

Hardware kit:

4	99372002	3/8” USS Nylok nut	Air spring to upper cup bracket
4	99373003	3/8” SAE flat washer	Air spring to upper cup bracket
2	99435002	7/16” x 8” stud	Cup bracket to frame
2	99432001	7/16” Nylok nut	Cup bracket to frame
2	99433002	7/16” flat washer	Cup bracket to frame
2	99371008	3/8” x 3 ½” bolt	Air spring to trailing arm
2	99373001	3/8” fender washer	Air spring to trailing arm
2	99373005	3/8” lock washer	Air spring to trailing arm

Shock:

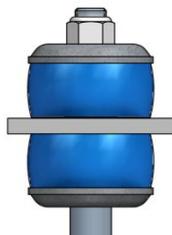
2	986-10-053	8.35” Stroke Stud Top/Bottom Shock Cartridge
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Components:

8	70011140	Stem Bushings
8	70011141	Stem Washers

Hardware:

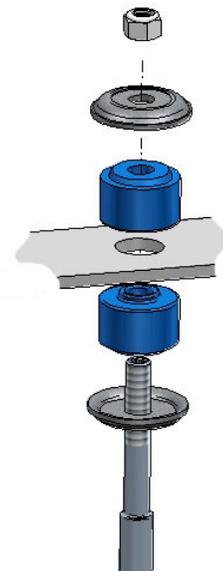
8	99372006	3/8”- 24 Thin Jam Nut	Upper Shock Stud
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Properly Tightened



Over Tightened



CoolRide Installation Instructions

1. Raise and support vehicle at a safe and comfortable working height.
2. Support axle then remove coil spring and shock. Refer to service manual for proper disassembly procedure.



3. The lower coil spring retainer must be removed by cutting the welds. Grind all sharp edges smooth.



4. Install airline fitting into airspring using thread sealant. The airline will also need to be routed at this time. Bolt the upper cup bracket to the top of the airspring using the two 3/8" nyloc nuts supplied.

5. Thread the 8" all tread into the nut at the bottom of the cup and insert through existing hole in the upper coil spring pocket. This hole must be drilled open to 7/16". Cut off extra threads.



6. Use the 3/8" x 3 1/2" bolt and lower plate to secure bag to the lower arm.

7. Install the new shock into the oem location.

8. Make sure the bag cannot touch anything through full suspension travel.

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.



-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 clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 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.