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Part # 11144010
65-70 Buick Fullsize & 66-70 Riviera Rear CoolRide
With HQ Series Shocks

Components:

2	90009002	Tapered sleeve air spring
2	90000708	Upper air spring cup bracket
2	90000224	Upper washer (Medium)
2	90000291	Lower washer (Small)
2	90000290	Air spring roll plate (Large)
2	90000707	Carrier bearing spacer

Hardware:

2	99435005	7/16" x 3 3/4" stud	Upper mount to frame (Cut down to 2 1/2")
2	99432001	7/16" Nylok nut	Upper mount to frame
2	99433002	7/16" SAE flat washer	Upper mount to frame
4	99371001	3/8" x 3/4" USS bolt	Air spring to upper mount
2	99371003	3/8" x 1" USS bolt	Air spring to lower mount
6	99373005	3/8" lock washer	Air spring
6	99373003	3/8" SAE flat washer	Air spring
4	99311002	5/16" x 1 1/4" USS bolt	Carrier bearing
4	99312003	5/16" USS Nylok nut	Carrier bearing
8	99313002	5/16" SAE flat washer	Carrier bearing

Shock:

2	986-10-020	7.55" Stroke Eye Top Shock Cartridge
2	70011139	5/8" ID Shock Bushing
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Shock Sleeve
2	90002068	Wide Trunnion

Components:

2	90000471	Aluminum shock spacer
2	90001619	Shock bolt kit

Hardware:

4	99311001	5/16" x 1" USS bolt	Shock to frame
8	99313002	5/16" SAE flat washer	Shock to frame
4	99312003	5/16" USS Nylok nut	Shock to frame

COOLRiDE®

Installation Instructions

1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the factory shock absorbers and coil spring. Refer to a factory service manual for proper disassembly procedures.

***** Must Use RideTech Shock Kit *****



3. To allow the lower piston of the air spring to seat down into the coil spring retainer, the top of the retainer must be trimmed off.

IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.



4. Apply thread sealant an elbow air fitting and screw it into the top of air spring.

5. Bolt the upper bracket to the top of the air spring using two 3/8" x 3/4" USS bolts, lock washers and flat washers. Then bolt the fasten the upper bracket to the frame using the 2 1/2" stud, Nylok nut and flat washer.

6. Place the 5 1/4" OD x 2 3/4" ID plate over the coil spring retainer. Then slide the lower piston of the air spring down over the coil spring retainer. Secure the assembly with the 2 1/2" washer, a flat washer, lock washer and 3/8" x 1" bolt.

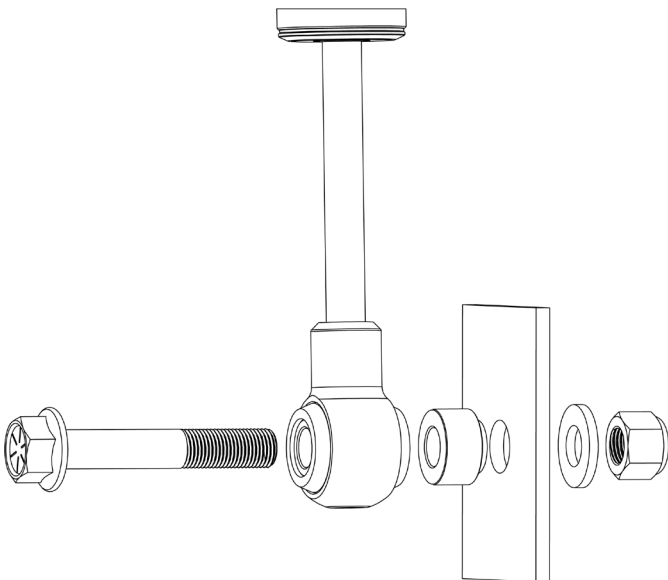


7. Replace the factory shocks with the new ones supplied.
8. To correct the drive line angle we have supplied carrier bearing spacers. These will be installed between the carrier bearing cross member and the frame. 5/16" x 1 1/4" bolts flat washers and Nyloks are also supplied.
9. Ride height on this air spring is approximately 8" tall.

Shock Installation Instructions



1. Attach the upper T-bar to the frame in the oem location using the supplied 5/16 x 1" USS bolts, washers and Nylok nuts.



2. Attach the shock to the axle using the new shock bolt kit supplied.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

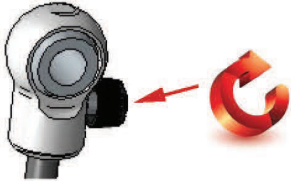
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

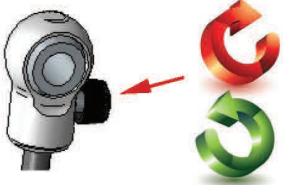
Take the vehicle for a test drive.



-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.