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Part # 11151010
65-70 Pontiac Fullsize Front CoolRide Kit
With HQ Series Shocks

Components:

2	90006781	Air spring – 6.5” diameter, double convoluted, ¼” port	
1	90000295	Front upper bracket (5” tall) - Driver’s side	
1	90000296	Front upper bracket (5” tall) - Pass side	
2	90000297	Front lower airspring bracket (short angled)	
2	90001083	Medium bump stop	

Hardware:

2	99371001	3/8” x ¾” USS bolt	Air spring to lower bracket
4	99372002	3/8” USS Nylok nut	Air spring to upper bracket
6	99373003	3/8” SAE flat washer	Air spring mounts
2	99373005	3/8” lock washer	Air spring to lower bracket
2	99435002	7/16” x 8” stud	Upper bracket to frame
2	99433002	7/16” SAE flat washer	Upper bracket to frame
2	99432001	7/16” USS Nylok nut	Upper bracket to frame

Shock:

2	986-10-036	4.75” Stroke Eye Top Shock Cartridge
4	70011138	¾” ID Shock Bushing
4	90002102	1/2” ID Inner Sleeve

Components:

2	90000011	Upper shock bracket
2	90001619	Shock Bolt Kit
2	90000471	Cantilever pin spacer

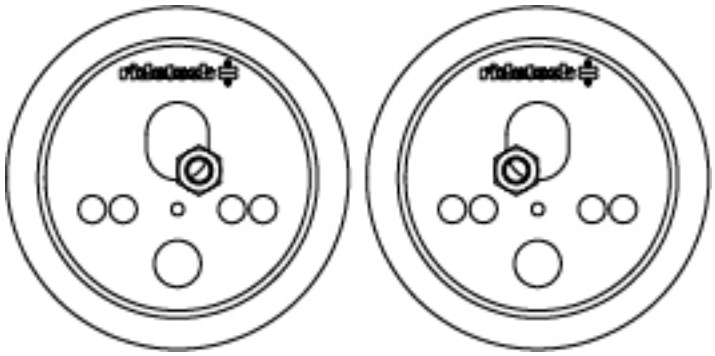
Hardware:

2	99501003	½” x 2 ½” USS bolt	Shock to upper bracket
2	99502001	½” USS Nylok nut	Shock to upper bracket

Shock Dimensions:

Compressed:	10 1/8”
Extended:	14 7/8”

DRIVER **PASSENGER**



NOTE: THIS KIT HAS A DRIVER AND PASSENGER UPPER CUP BRACKET. A TOP VIEW IS SHOWN ABOVE.

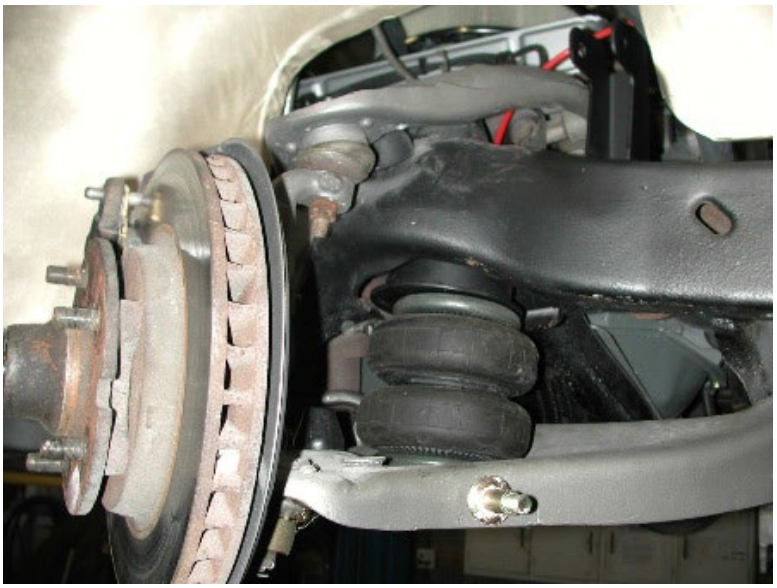
CoolRide Installation Instructions

1. Apply thread sealant to the air fitting and screw it into the top of the air spring.

2. Place the upper cup bracket on top of the air spring and secure w/ two 3/8” Nylok nut and flat washers.

3. Fasten the lower bracke to the bottom of the air spring using a 3/8” x 3/4" bolt, lock washer and flat washer.

4. Screw the 8” all-thread stud into the nut at the bottom of the cup.



5. Place the assembly into the coil spring pocket with the stud sticking through the factory shock hole. Install 7/16” flat washer and Nylok nut onto stud.

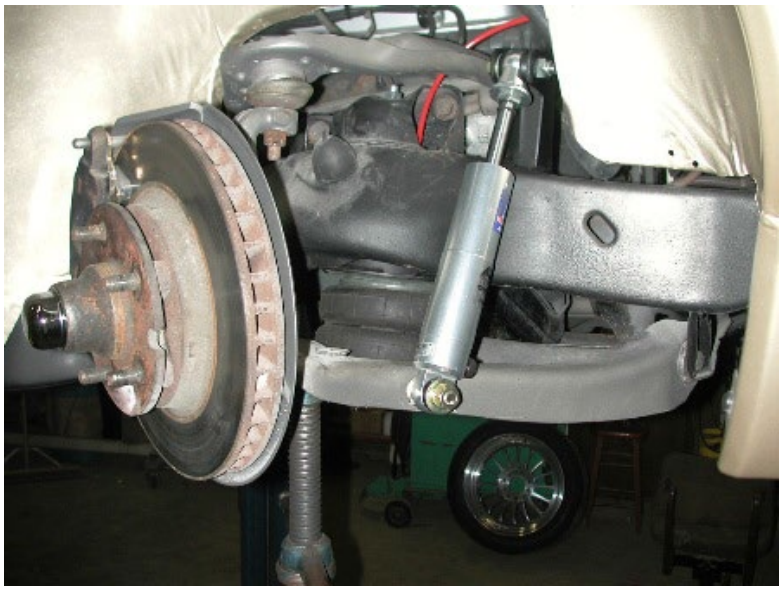
6. The lower air spring bracket will simple rest in the coil spring pocket in the lower arm. The bracket may need to be rotated to achieve proper air spring alignment. The tall side of the bracket should be clocked toward the spindle.

7. Check air spring clearance throughout full suspension travel. **Allowing the air spring to rub will result in failure and is not a warrantable situation.**

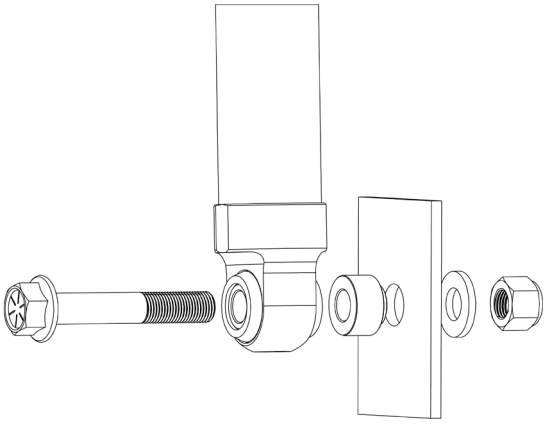
8. Ride height on this air spring is between 4.5” – 5.5” tall.

COOLRIDE®

Shock Installation



9. The upper shock mount must be welded to the frame. It may need to be cut down to match the stroke of the air spring and suspension. Make sure that when the suspension is fully compressed the shock is about ¼" from being fully compressed. Just tack weld the mount for now and install the lower shock stud and shock. The upper mount will use a 2 ½" x ½" bolt and Nylok nut. **Check to make sure the shock does not bottom out when the suspension is fully compressed.** If the shock bottoms out it could damage the shock or shock mounts.



2. The shock must be relocated to the front side of the control arm. A .625" hole must be drilled in the lower control arm for the Cantilever pin to attach. This hole will be drill directly in front of the factory shock mount but may need to be moved in or out slightly to allow for maximum tire clearance and turning radius.

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.

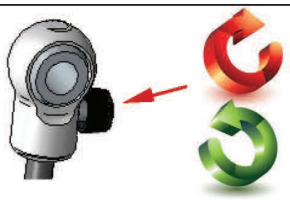
-Now turn the rebound adjuster knob counter clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

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.