

INSTALLATION INSTRUCTIONS



Part # 11151013



Front CoolRide Air Spring and RQ-S Shock Kit

1965-1970 Pontiac Fullsize

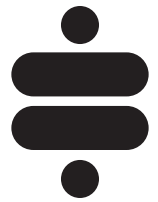


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

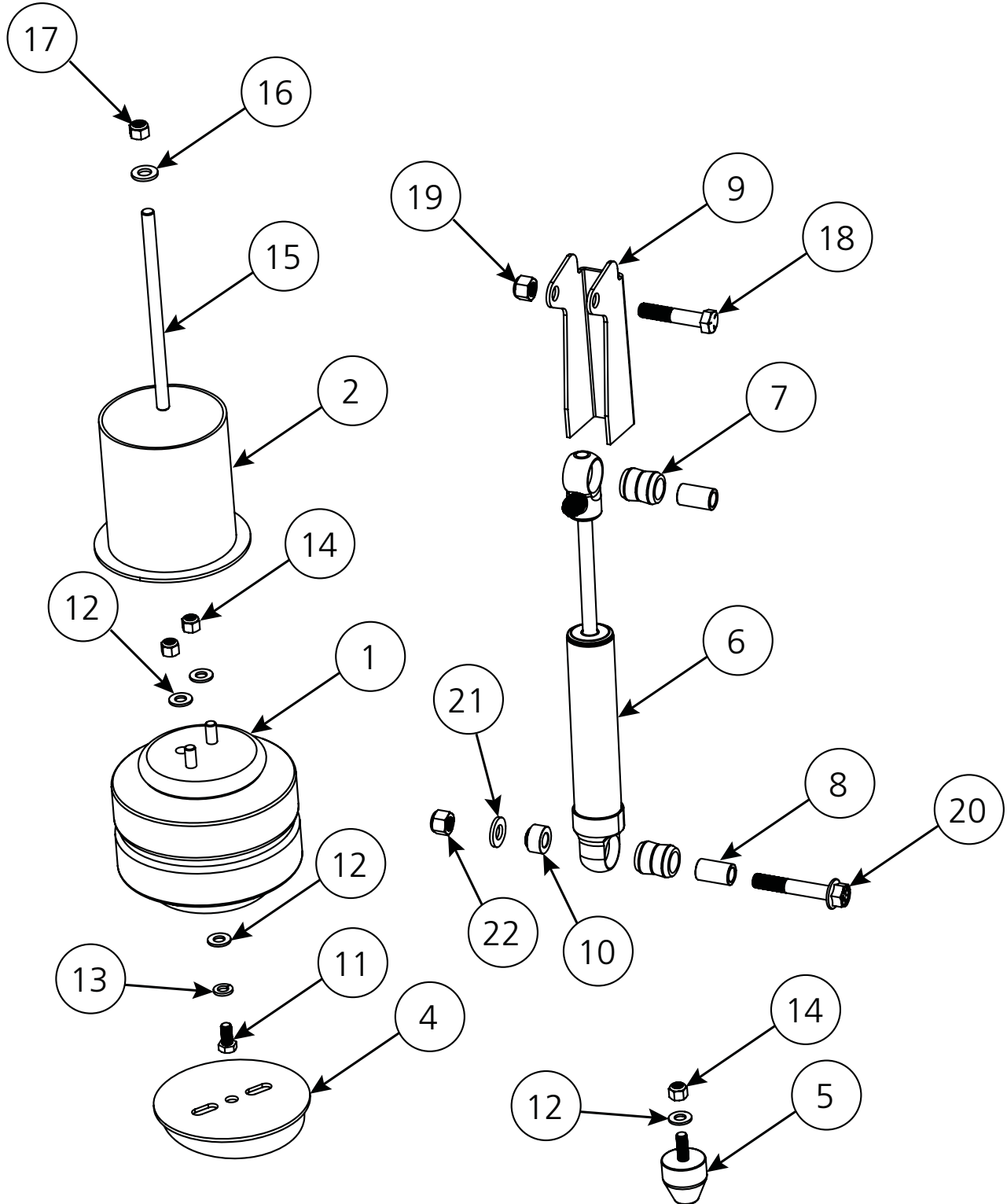
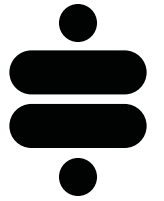
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EXPLODED VIEWS AND PARTS LISTING



EXPLODED VIEWS AND PARTS LISTING

Item #	Part #	Description	Qty
Components			
1	90006781	Air spring – 6.5" diameter, double convoluted, ¼" port	2
2	90000295	Front upper bracket - Driver	1
3	90000296	Front upper bracket - Passenger (not shown)	1
4	90000297	Front lower airspring bracket	2
5	70013323	Medium Bump Stop	2
6	20449999	4.75" Stroke RQ-S Shock Cartridge	2
7	70011138	¾" ID Shock Bushing	4
8	90002102	1/2" ID Inner Sleeve	4
9	90000011	Upper Shock Bracket	2
10	90000471	Shock Mount Spacer	2
Hardware			
Air Spring To Lower Bracket			
11	99371001	3/8"-16 x ¾" Bolt	2
12	99373003	3/8" SAE Flat Washer	2
13	99373005	3/8" Lock Washer	2
Air Spring To Upper Bracket			
12	99373003	3/8" SAE Flat Washer	4
14	99372002	3/8"-16 Nylok Nut	4
Upper Bracket To Frame			
15	99435002	7/16" x 8" Stud	2
16	99433002	7/16" SAE Flat Washer	2
17	99432001	7/16"-14 Nylok Nut	2
Shock To Upper Bracket			
18	99501003	½" x 2 ½" Bolt	2
19	99502001	½" Nylok Nut	2
Shock To Lower Control Arm			
20	99501070	1/2"-20 x 3" Flange Bolt	2
21	99503001	1/2" SAE Flat Washer	2
22	99502008	1/2"-20 Nylok Nut	2
Bump Stop			
12	99373003	3/8" SAE Flat Washer	2
14	99372002	3/8"-16 Nylok Nut	2

Air Spring Assembly & Installation

NOTE: The upper cup brackets in this kit are side specific. See Figure 1.

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 nuts and flat washers.
3. Fasten the lower bracket to the bottom of the air spring using a 3/8" -16 x 3/4" bolt, 3/8" lock washer and 3/8" 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 (Figure 3). Install 7/16" flat washer and Nylok nut onto stud.
6. The lower air spring bracket will 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 may result in failure and void the warranty.
8. Attach the bump stop to the lower control arm and secure with a 3/8" washer and Nylok nut (Figure 3).

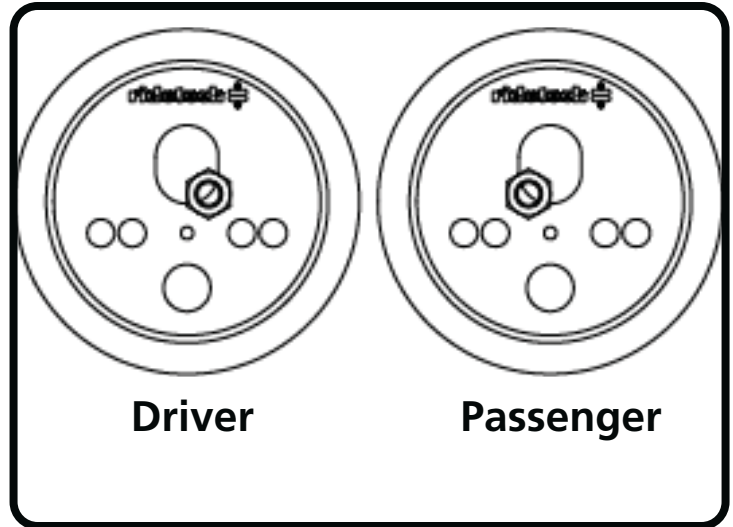


Figure 1



Figure 2



Figure 3

Upper Shock Mount and 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. Verify that when the suspension is fully compressed, the shock is about $\frac{1}{4}$ " from being fully compressed. Just tack weld the mount for now and install the lower shock stud and shock.

NOTE: The shock must be relocated to the front side of the control arm (Figure 4). An $\frac{11}{16}$ " hole must be drilled in the lower control arm for the shock mount spacer and flange bolt (Figure 5). This hole will be drilled 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.

10. Use a $\frac{1}{2}$ "-13 x $2\frac{1}{2}$ " bolt and $\frac{1}{2}$ " Nylok nut to mount the shock to the upper shock mount. Ensure the shock does not bottom out when the suspension is fully compressed.

Torque the shock hardware to **65-75 ft-lbs.**

Repeat on the opposite side.



Figure 4

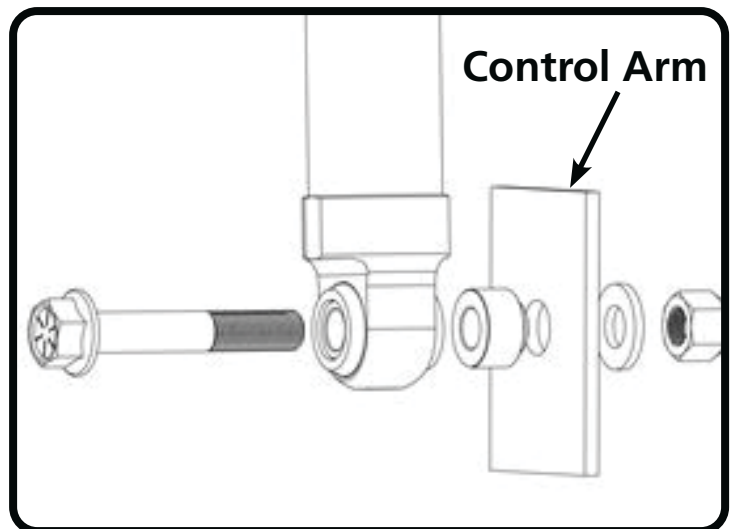


Figure 5

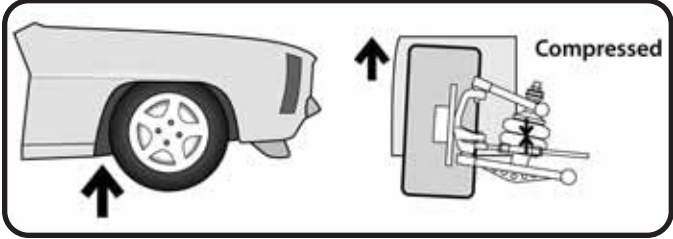


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

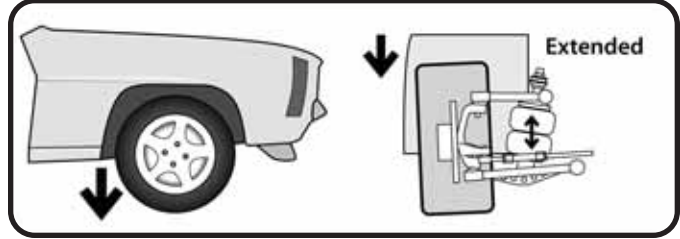


The Basics...



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.



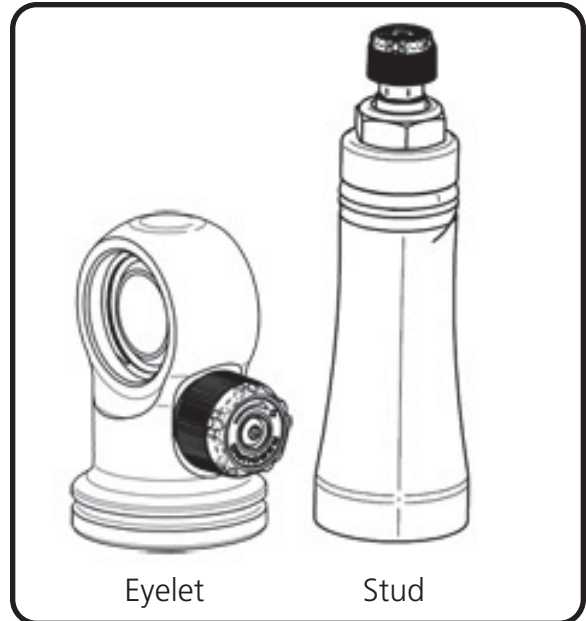
REBOUND

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

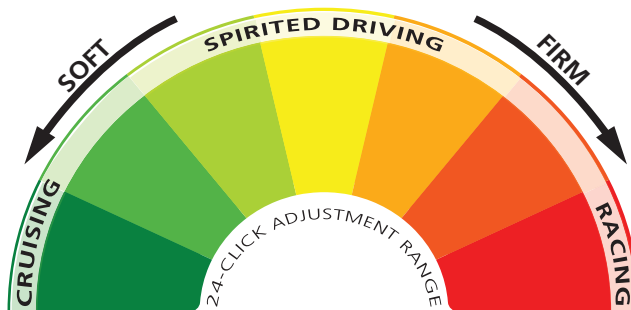
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



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.