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Part # 11221010
64-72 GM "A" Body Front CoolRide Kit

COOLRIDE KIT

Components:

2	90006781	Front air spring – 267c
1	90000370	Driver side lower air spring plate
1	90000371	Passenger side lower front plate
2	90000372	Upper air spring mount

Hardware:

2	99435001	7/16" x 6" stud	Upper air spring mount to frame
2	99433002	7/16" SAE flat washer	Upper air spring mount to frame
2	99432001	7/16" USS Nylok	Upper air spring mount to frame
8	99372002	3/8" USS Nylok	Air spring to upper mount / lower plate to arm
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower mount
4	99371004	3/8" x 1 ¼" USS bolt	Lower plat to arm
2	99373005	3/8" lock washer	Air spring to lower mount
14	99373003	3/8" SAE flat washer	Air spring mounts

SHOCK KIT

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	Weld-on upper shock bracket
2	90000034	Lower shock bracket

Hardware:

4	99501003	½" x 2 ½" USS bolt	Shock to upper bracket
4	99502001	½" USS Nylok nut	Shock to upper bracket
2	99371004	3/8" x 1 ¼" USS bolt	Lower bracket to arm
2	99372002	3/8" USS Nylok nut	Lower bracket to arm
4	99373003	3/8" SAE flat washer	Lower bracket to arm

Shock Dimensions:

Compressed:	10 1/8"
Extended:	14 7/8"

CoolRide Installation Instructions

********Must be used w/ RideTech shock kit********

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

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

4. Place the upper cup bracket on top of the air spring and fasten with two 3/8" nylok nuts and flat washers. Thread the 7/16 stud into the nut in the bottom of the cup.

5. Place the lower air spring bracket on the lower control arm, the large hole in the bracket will align with the sway bar hole on the lower arm.

6. The inner two holes must be drilled with a 3/8" bit. Fasten with two 3/8 bolts, Nylok nuts and flat washers.

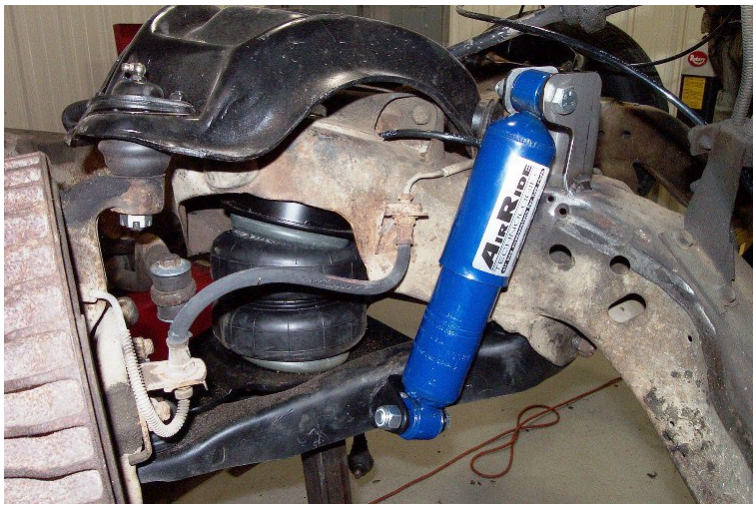
7. Place the air spring assembly into the coil spring pocket with the stud sticking through the factory shock hole in the frame.

8. Mark the outside of the coil spring pocket where the air spring rubs. Remove the air spring and trim the pocket, a die grind with a cutoff wheel works well.

9. Reinstall the air spring assembly (the air line can be routed at this time) and secure with a 7/16" Nylok nut and flat washer on top of the frame.

11. Ride height on this air spring is approximately 5” tall. This may vary to driver preference.

Shock Installation Instructions



1. 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 that the shock is about ¼” from being fully compressed.

2. Tack weld the mount during initial fitment. The lower mount will be installed right behind the steer stop on the lower control arm.

3. 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. Also check turning radius with the wheel. Once the final location is determined fully weld the upper mount to the frame.

Shock adjustment 101- **Single Adjustable**

Rebound Adjustment:

How to adjust your new shocks.

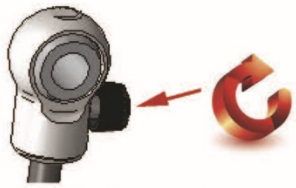
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top.

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).

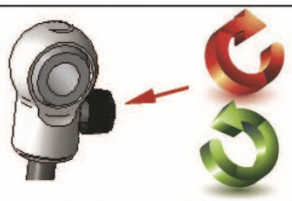
Take the vehicle for a test drive.



-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.