



INSTALLATION INSTRUCTIONS



Part # 11224013



Rear CoolRide Air Spring and RQ-S Shock Kit

1964-1972 GM A-Body

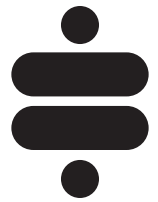


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

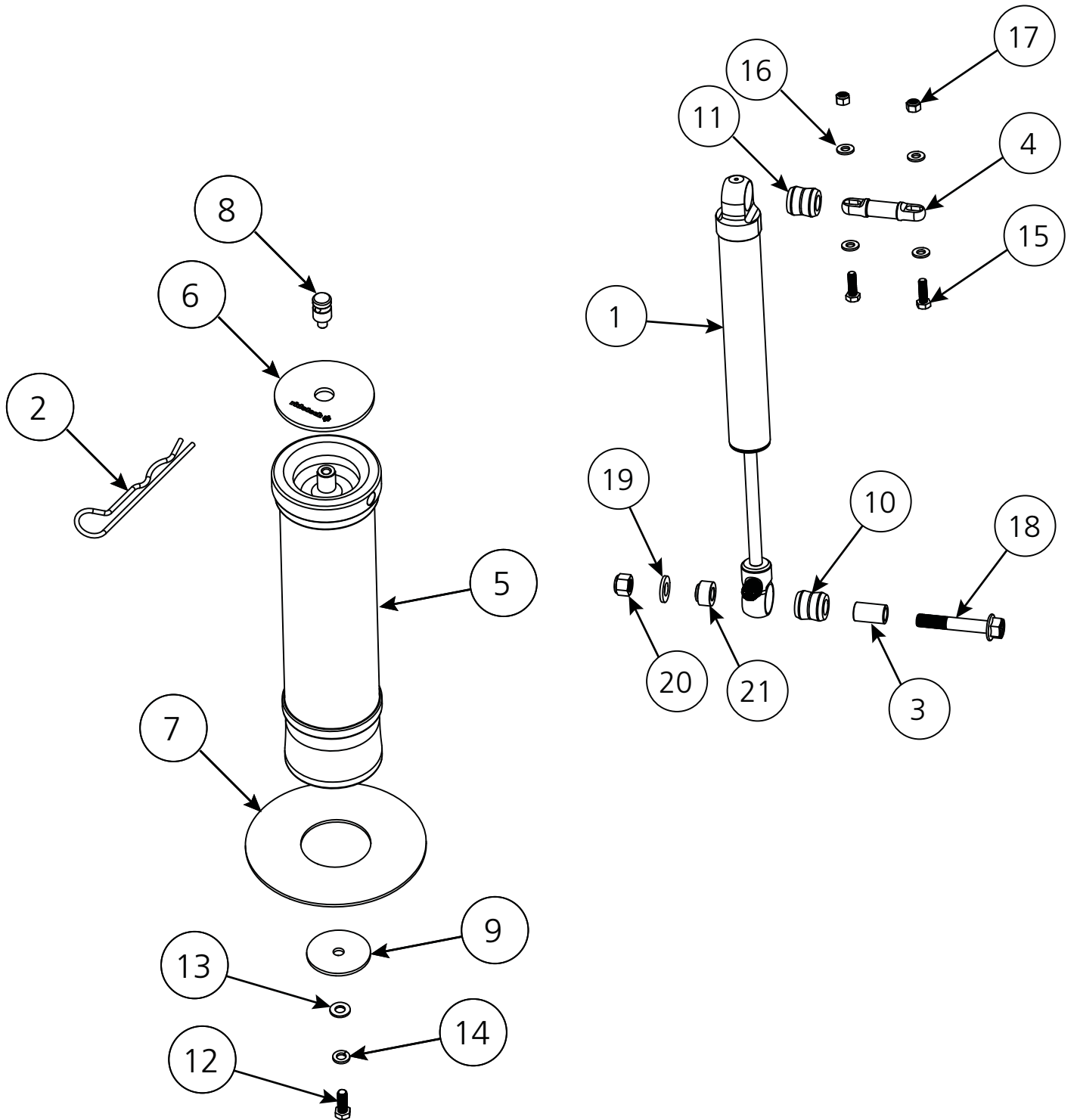
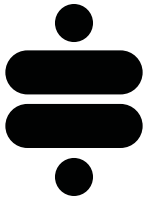
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Thank you for choosing Ridetech!

Road Map

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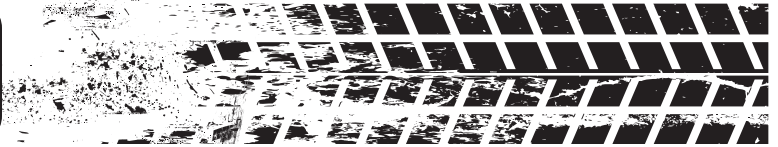
EXPLODED VIEWS AND PARTS LISTING



EXPLODED VIEWS AND PARTS LISTING

Item #	Part #	Description	Qty
Components			
1	20489999	7.55" Stroke, SA, Eylet Top, Steel Body	2
2	90002284	Cotter Pin	2
3	90002102	Sleeve, .750 OD x .504 ID	2
4	90002068	T-Bar	2
5	90002018	91mm Straight Sleeve Air Spring	2
6	90000709	Upper Retainer Washer	2
7	90000548	Large Lower Air Spring Plate	2
8	90000504	Stud Adapter	2
9	90000291	Washer, 2.563 OD x .438 ID	2
10	70011139	Trunnion Bushing	2
11	70011138	Sleeve Bushing	2
Hardware			
Air Spring To Axle Mount			
12	99371001	3/8"-16 x 3/4" Bolt	6
13	99373003	3/8" SAE Flat Washer	6
14	99373005	3/8" Lock Washer	6
Shock To Frame			
15	99311001	5/16"-18 x 1" Bolt	4
16	99313002	5/16" SAE Flat Washer	8
17	99312003	5/16"-18 Nylok Nut	4
Shock To Axle			
18	99501070	1/2"-20 x 3" Flange Bolt	2
19	99503001	1/2" SAE Flat Washer	2
20	99502008	1/2"-20 Nylok Nut	2
21	90000471	Shock Mount Spacer	2

Air Spring Assembly & Installation



1. Raise the vehicle to safe & comfortable working height.
2. Support the axle, then remove the existing coil spring and shock. Refer to the factory service manual for the proper procedure. To help keep the axle in place, only do one side at a time.
3. Apply thread sealant to a 90 degree air fitting and screw it into the top of the air spring.
4. Screw the stud adapter (8) into the top of the air spring.
5. Place the 4" diameter washer on top of the frame, above the coil spring pocket. Raise the air spring up to the spring pocket with the pin sticking through the washer. Secure with the large cotter key.

6. Place the large lower air spring plate over the lower coil spring retainer.

7. Pull the piston down out of the air spring and seat it on the lower coil spring retainer. The center hub in the piston should fit inside the retainer (Figure 1).

NOTE: Some retainers may require trimming to allow the air spring piston to slide into the retainer.

8. Slide a 3/8" lock washer, flat washer and the 2.5" OD washer onto a 3/8" x 3/4" bolt, insert through the coil spring mount on the axle and thread into the air spring.

Torque the 3/8" bolt to **15-20 ft-lbs.**

9. Inflate the air spring and ensure it does not make contact with anything. Interference may damage the air spring and void your warranty.



Figure 1



Figure 2

Shock Installation

10. Mount the shock trunnion (T-Bar) to the frame in the original mounting location using the supplied 5/16"-18 x 1" bolts, washers and nuts (Figure 3).

Torque to **15-17 ft-lbs.**

11. Use a 1/2"-20 x 3" flange bolt and 1/2" washer and Nylok nut and spacer to mount the shock to the axle mount (Figure 4 & 5).

Torque the 1/2" shock hardware to **75-85 ft-lbs.**

Repeat on the opposite side.



Figure 3



Figure 4

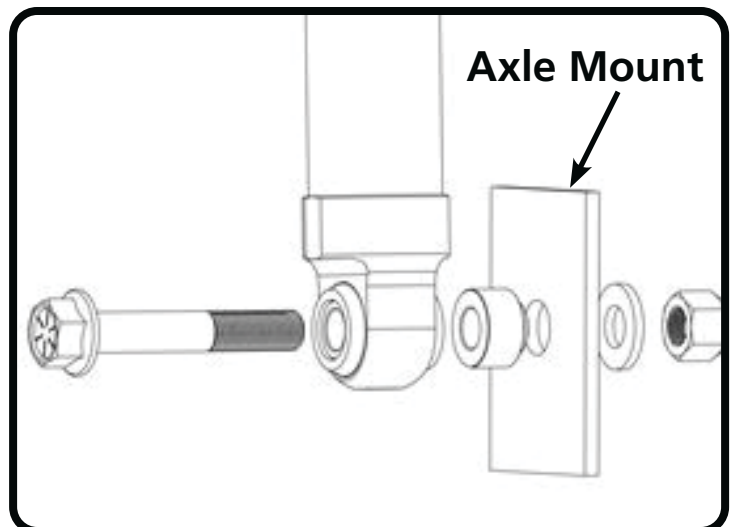


Figure 5

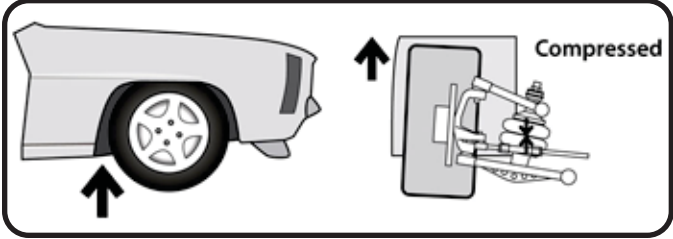


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

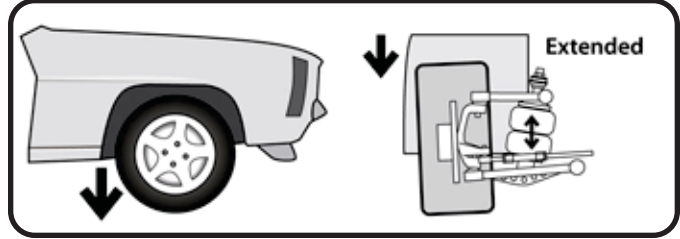


The Basics...



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.



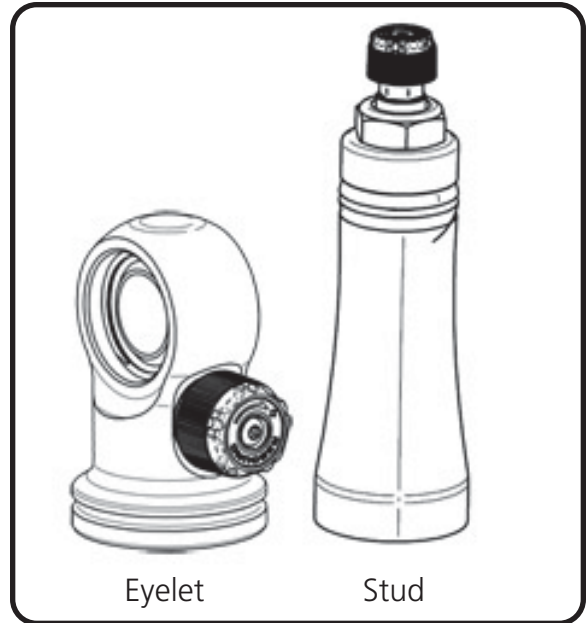
REBOUND

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.