



**Part # 11284013**

**1965-1970 Full Size Chevy Car REAR CoolRide Air Spring Kit with RQ-S Series Shocks**



**Recommended Tools**



**1965-1970 Full Size Chevy CoolRide Air Spring Kit**

# Installation Instructions

## Table of contents

- Page 2..... CoolRide Kit Components
- Page 3..... Hardware List & Getting Started
- Page 4-6..... Installing CoolRide
- Page 7-8..... Shock Adjustment

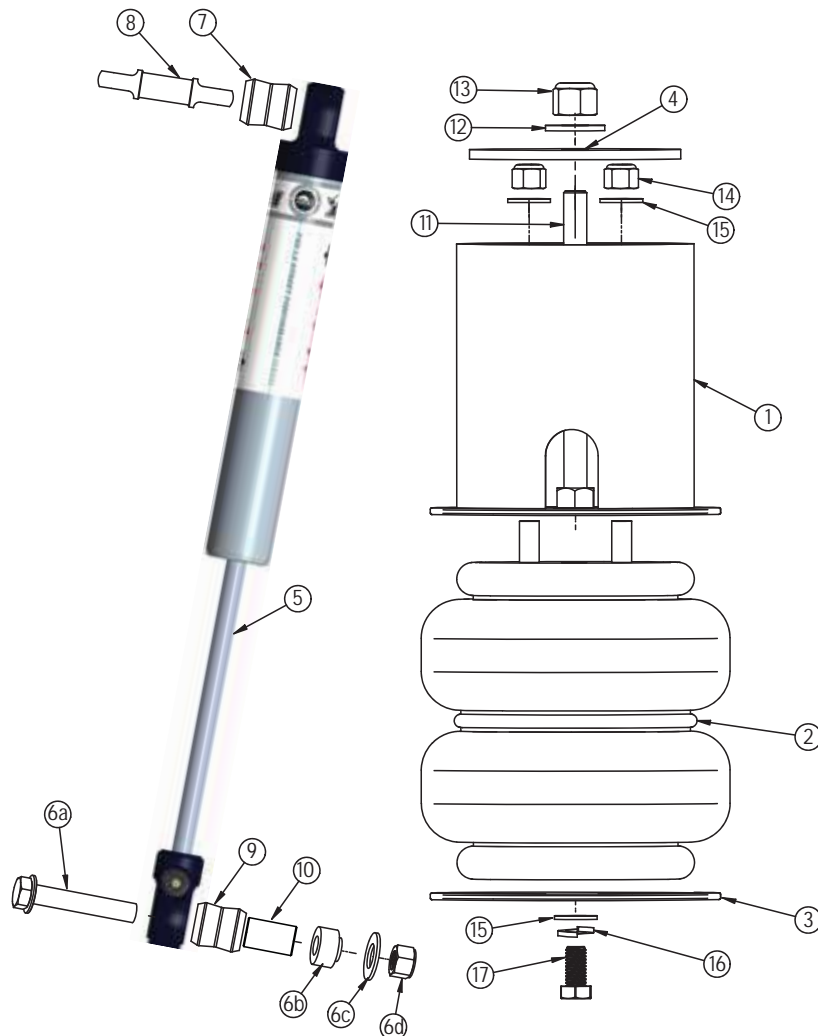
THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS.





### CoolRide Kit Components .....In the box

Item #	Part Number	Description	QTY
1	90000024	Upper Air Spring Cup Bracket	2
2	90006781	6.5" Diameter AirSpring	2
3	90000070	Lower Air Spring Roll Plate	2
4	90000224	Large Upper Washer - may not be needed	2
5	20489999	7.55" RQ-S Series Shock Assembly	2
6	90001619	Cantilever PIN Bolt Kit	2
7	70011139	5/8" ID Shock Bushing	2
8	90002068	Extended Trunnion	2
9	70011138	3/4" ID Shock Bushing	2
10	90002102	1/2" ID x 1.312" Shock Sleeve	2





### CoolRide Hardware Kits.....In the box

Kit # 99010120				Kit # 99010119			
Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
<b>UPPER AIR SPRING MOUNTING</b>				<b>SHOCK HARDWARE</b>			
11	99435001	7/16"-14 x 6" Stud	2		99311001	5/16"-18 X 1" Hex Bolt	4
12	99432001	7/16"-14 Nylok Nut	2		99312003	5/16"-18 Nylok Nut	4
13	99433002	7/16" Flat Washer	2		99313002	5/16" SAE Flat Washer	8
14	99372002	3/8"-16 Nylok Nut	4				
15	99373003	SAE Flat Washer	4				
<b>LOWER AIR SPRING MOUNTING</b>							
15	99373003	3/8" SAE Flat Washer	2				
16	99373005	3/8" Split Lock Washer	2				
17	99371001	3/8"-16 X 3/4" Hex Bolt	2				

### Getting Started.....

**THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS.**

1. Raise and support vehicle at a safe and comfortable working height.
2. Support axle then remove coil spring, and shock. Refer to service manual for proper disassembly procedure.
3. Apply thread sealant to the air fitting and screw it into the air spring.

### Installing CoolRide



**4.** Apply thread sealant to the air fitting and screw it into the air spring. Assemble the upper cup bracket to the air spring, using 3/8"-16 Nylok nuts and 3/8" flat washers. Torque the 3/8" nuts 15-20 ftlbs.



### Installing CoolRide



5. Thread the 6" stud into the nut in the bottom of the cup.



**6a & 6b** The large washer needs to be installed on the TOP side of the frame at the coil spring pocket.



**6b.** The washer needs to be center on the upper opening.



### Installing CoolRide



**7.** Place the air spring assembly into the coil spring pocket with the tab on the side of the cup aligning with the factory bump stop mount. The stud should poke through the hole in the upper coil spring pocket. Some cars may not have this hole and it must be drilled with a 7/16" drill bit. Fasten with a 7/16" Nylok nut and flat washer. Torque 25-35 ft-lbs.



**8.** Slide the lower plate between the air spring and the lower arm. It is held tight with a 3/8" x 3/4" bolt with flat washer and lock washer. Torque the 3/8" bolt to 15-20 ftlbs.

### Install the Ridetech RQ-S Series Shocks.

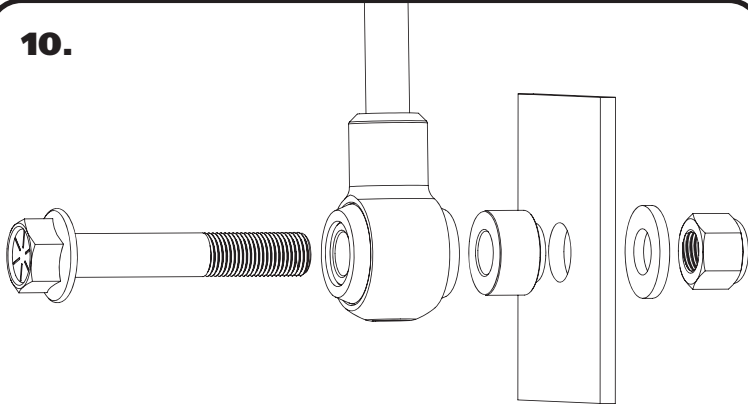


**9.** Attach shock T-Bar to frame using 5/16" x 1" bolts, Nylok nuts and flat washers. Torque to 17 ft-lbs.



### Installing CoolRide

10.



10. Attach the shock to the axle using the new shock bolt kit supplied. Use **Diagram 10** as a reference for assembly. Torque to 75 ft-lbs.

11. This air spring should be approximately 5" tall at ride height.

***IT IS THE FINAL RESPONSIBILITY OF THE CUSTOMER TO ENSURE THAT THE AIR SPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!***

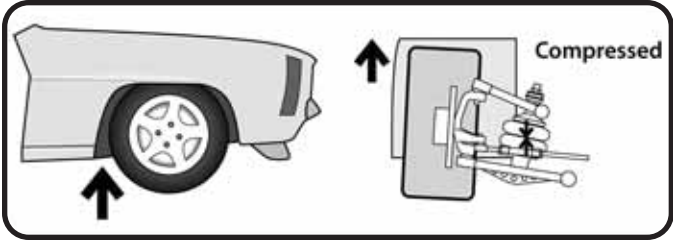


# TUNING GUIDE

## SINGLE-ADJUSTABLE SHOCKS

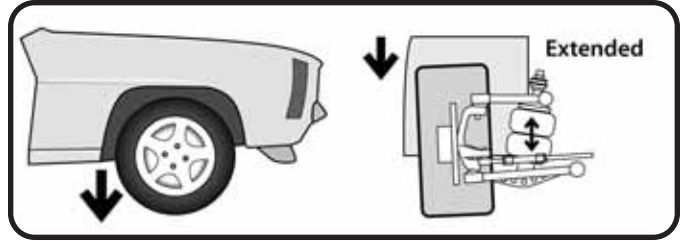


### The Basics...



#### 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.



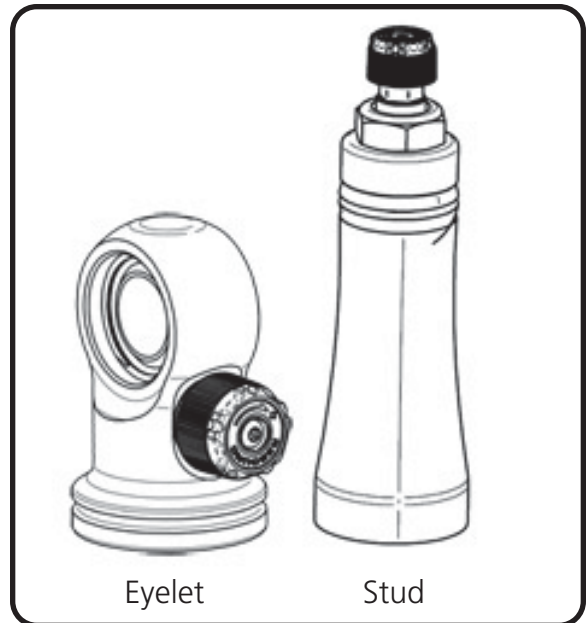
#### REBOUND

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

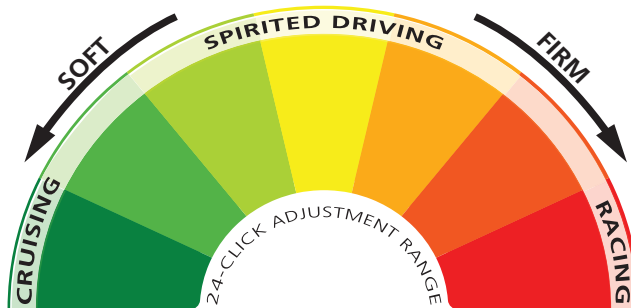
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



### 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.