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Part # 11311010
91-96 Impala Front CoolRide Kit

COOLRIDE KIT

Components:

2	90006781	Air spring – 6.5" diameter, double convoluted, 1/4" port
2	90000017	Upper cup bracket – tall
2	90000039	Lower cup bracket - short

Hardware:

2	99435001	7/16" x 6" stud	Upper cup to frame
2	99433002	7/16" SAE flat washer	Upper cup to frame
2	99432001	7/16" USS Nylok nut	Upper cup to frame
4	99372002	3/8" USS Nylok nut	Air spring to upper cup bracket
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower cup bracket
2	99373005	3/8" lock washer	Air spring to lower cup bracket
6	99373003	3/8" SAE flat washer	Air spring mounts

SHOCK KIT

Shock:

2	986-10-036	HQ Smooth Body Shock Cartridge
4	70011138	3/4" 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	1/2" x 2 1/2" USS bolt	Shock to upper bracket
4	99502001	1/2" USS Nylok nut	Shock to upper bracket
2	99371004	3/8" x 1 1/4" 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"

COOL RiDE®

Installation Instructions

*****This kit is designed for use with a RideTech bolt on shock Kit*****

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring, shock absorber and factory bump stop. Refer to a factory service manual for proper disassembly procedure.



3. To allow clearance for the air spring a portion of the frame to the outside of the coil spring pocket must be removed. This can be accomplished using a plasma cutter or die grinder with a cut off wheel. Grind all edges smooth after finished.

Note: The upper shock mount must be installed before the air spring.

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



5. 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.

6. Install the lower air spring cup on the bottom of the air spring. The tall side of the angle will be to the wheel side.



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.

10. The lower cup bracket sits in the coil spring location. Air pressure will hold it in place.

Shock Kit 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 1/4" 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.

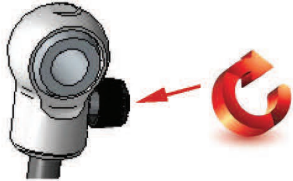
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

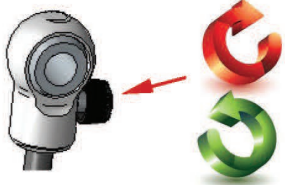
Take the vehicle for a test drive.



-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.