



350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

Part # 11324010
78-88 GM "G" Body Rear CoolRide Kit

COOLRIDE KIT

Components:

2	90009000	Tapered sleeve air spring
2	90000319	Upper cup bracket (offset tube & ears)
2	90000290	Lower rear air spring plate 5.5"
2	90000291	Lower rear air spring washer 2.5"
2	90000224	Upper washer 4" (may not be needed)

Hardware:

4	99371001	3/8" x 3/4" USS bolt	Air spring to upper cup bracket
4	99373005	3/8" lock washer	Air spring mounting
2	99435003	7/16" x 2" stud	Upper cup bracket to frame
2	99432001	7/16" USS Nylok nut	Upper cup bracket to frame
2	99433002	7/16" SAE flat washer	Upper cup bracket to frame
4	99373003	3/8" SAE washer	Air spring mounting

SHOCK KIT

Shock:

2	986-10-020	7.55" Stroke Eye Top Shock Cartridge
2	70011139	5/8" ID Shock Bushing
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Shock Sleeve
2	90002068	Wide Trunnion

Components:

2	90001619	Shock stud bolt kit
---	----------	---------------------

Hardware:

4	99311001	5/16" x 1" USS bolt	Shock to frame
8	99313002	5/16" SAE flat washer	Shock to frame
4	99312003	5/16" USS Nylok nut	Shock to frame

COOLRiDE®

CoolRide Kit Installation Instructions

1. Raise and support vehicle at a safe and comfortable working height.
2. Support the axle then remove the coil spring and shock. Refer to service manual for proper disassembly procedure. To help keep the axle in place, do one side at a time.

***** Must Use RideTech Rear Shock Kit *****



3. Apply thread sealant to a 90 deg. air fitting and screw it into the top of the air spring.

4. Place the upper air spring bracket on top of the air spring and secure with two 3/8" x 3/4" bolts, flat washers, and lock washers.

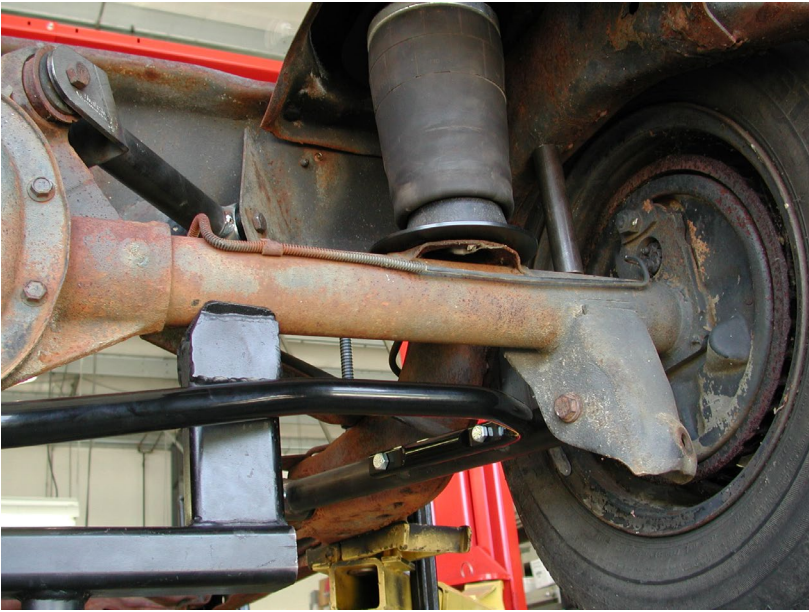
IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.

5. Thread the 2" stud into the nut in the bottom of the bracket.



6. Hold the air spring assembly up to the coil spring pocket with the stud protruding through the hole in the center of the coil spring pocket. Place the 4" diameter washer over the stud and tighten with a 7/16" Nyloc nut and flat washer.

Note: Some cars have a small hole in the frame and will not need the 4" washer.



7. Place the air spring plate over the lower coil spring mount on the axle. Extend the air spring so the bottom of it seats on top of the plate. Some cars will require trimming of the coil spring retainer to allow this. You will need to keep some air pressure in the air spring to keep it seated when lifting the car by the frame.

8. Install the new shocks using the hardware supplied.



9. Check air spring clearance with exhaust and anything else that could rub against it. **Abrasion will cause air spring failure and is not a warrantable situation.**

10. Driving height on this air spring is 8 ½"-9" tall. Maximum extended height is 12", minimum compressed height is 4 ½". Allowing this air spring to exceed these dimensions will cause failure. The shock absorber and factory bump stop should keep the air spring within these limits.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

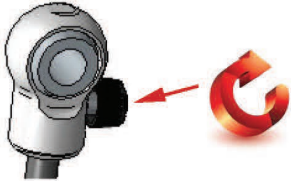
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

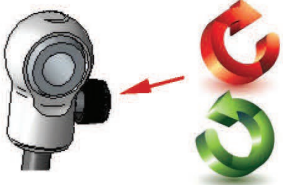
Take the vehicle for a test drive.



-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.