

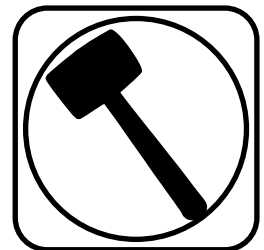
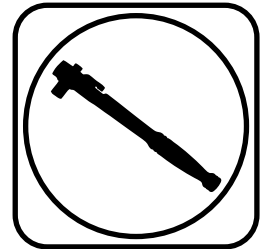


**Part # 11331099**

**1963-1987 C10/C15 FRONT CoolRide Air Spring Kit for OEM Control Arms**



Recommended Tools

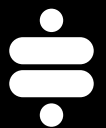


## 1963-1987 C10/C15 Front CoolRide Air Spring Kit Installation Instructions

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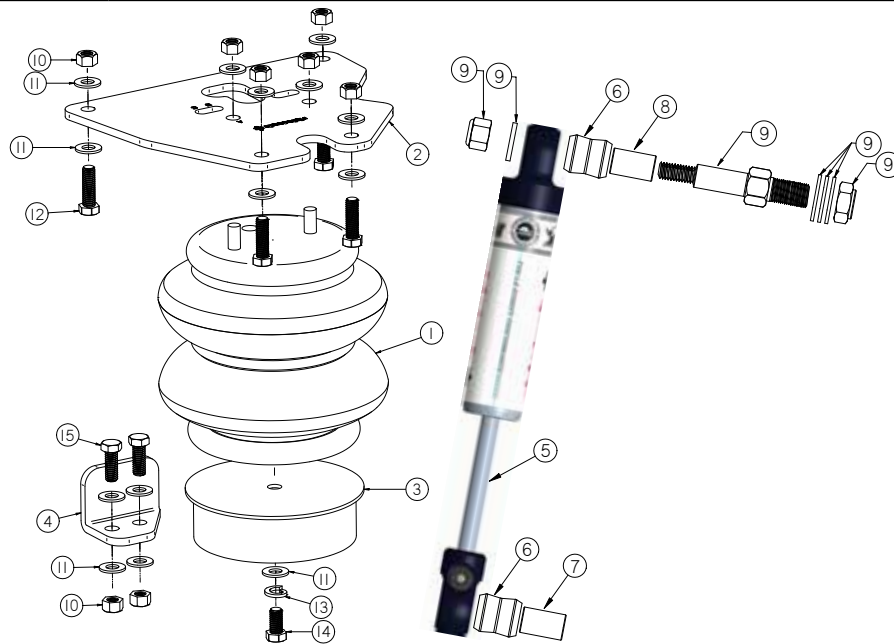
THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS AND RIDETECH HQ SERIES SHOCK KIT #11330501.





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

Item #	Part Number	Description	QTY
1	90006873	8" Diameter Air Spring	2
2	90000060	Upper Air Spring Plate	2
3	90000057	Lower Air Spring Cup Bracket	2
4	90000293	Steering Stop - Driver - Shown	1
4	90000294	Steering Stop - Passenger	1
5	986-10-035	3.85" Stroke HQ Series Shock	2
6	70011138	3/4" ID Shock Bushing	2
7	90002102	1/2" ID Bushing Sleeve	2
8	90002103	5/8" ID Bushing Sleeve	2
9	90001617	Shock Stud	2



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

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
<b>UPPER AIR SPRING MOUNTING</b>				<b>STEERING STOP</b>			
10	99372002	3/8-16 Nylok Nut	12	10	99372002	3/8-16 Nylok Nut	4
11	99373003	3/8 SAE Flat Washer	20	11	99373003	3/8" SAE Flat Washer	8
12	99371004	3/8-16 X 1 1/4" Hex Bolt	8	15	99371003	3/8"-16 X 1" Hex Bolt	4
<b>LOWER AIR SPRING PLATE</b>							
11	99373003	3/8 SAE Flat Washer	2				
13	99373005	3/8 Split Lock Washer	2				
14	99371001	3/8-16 X 3/4" Hex Bolt	2				



### Getting Started.....

THIS KIT IS DESIGNED TO BE USED WITH OEM CONTROL ARMS AND RIDETECH HQ SERIES SHOCK KIT (#11050501). INSTALL THE SHOCK KIT IN CONJUNCTION WITH THIS COOLRIDE KIT.

1. Raise and support truck at a safe, comfortable working height. Let the front suspension hang freely
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.
3. Apply thread sealant to the air fitting and screw it into the top of the air spring.

### Installing CoolRide



4. Hold the upper plate to the cross member as shown in the picture to the left and clamp to frame. Using the plate as a template drill 4 holes in the cross member.



5. Apply thread sealant to the air fitting and thread into the air spring. Remove the upper plate from the frame and place onto the studs on the top of the air spring. The holes are lettered; slide the plate to position B moving the air spring to the rear of the vehicle. Secure with 3/8" flat washers and 3/8"-16 nyloc nuts Torque the nuts 15-20 ft-lbs. Route airline.



### Installing CoolRide



**6.** Use a drill to drill the spot welds out of the OEM bumpstop/steering stop. Just drill through the mount. Do NOT drill through the control arm. We recommend cleaning the area up after removing it and paint it to keep the area from rusting.



**7.** Use the Image as a reference for placing the steering stop. It should be parallel with the rear edge of the control arm. You want the steering stop of the spindle to hit the steering stop before the steering box hits the internal stop. Use the stop as a template to drill (2) 3/8" holes in the control arm. Attach the stop using (2) 3/8"-16 x 1" bolts, (4) 3/8" flat washers, & (2) 3/8"-16 nylok nuts. Torque to 23 ft-lbs.



**8.** Bolt the lower bracket to the air spring using a 3/8"-16 x 3/4" hex bolt, 3/8" split lock washer and flat washer. Torque the bolts 15-20 ft-lbs.



### Installing CoolRide



9. Attach the air spring assembly to the frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers supplied. The lower mount will simply sit in the coil spring pocket. It does not need to be attached. Bolt the frame hardware to 23 ft-lbs.

10. Replace the factory shock, with Ridetech HQ Series Shock supplied in this kit. This kit includes a new shock stud for the frame.

11. Check air spring clearance with the caliper at full lock. The air spring should be about 5" tall at ride height.

***DO NOT ALLOW THE AIR SPRING TO RUB. THIS WILL DAMAGE THE AIR SPRING AND IS NOT A WARRANTABLE SITUATION.***



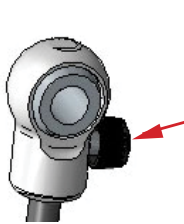
### Shock Adjustment

#### Shock adjustment 101- Single Adjustable

##### Rebound Adjustment:

How to adjust your new shocks

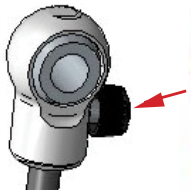
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12 or handling setting of 8.



-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 clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

##### Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 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.**