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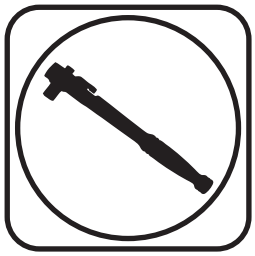
Installation Instructions

Part # 11331013

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 RQ-S SERIES SHOCKS.

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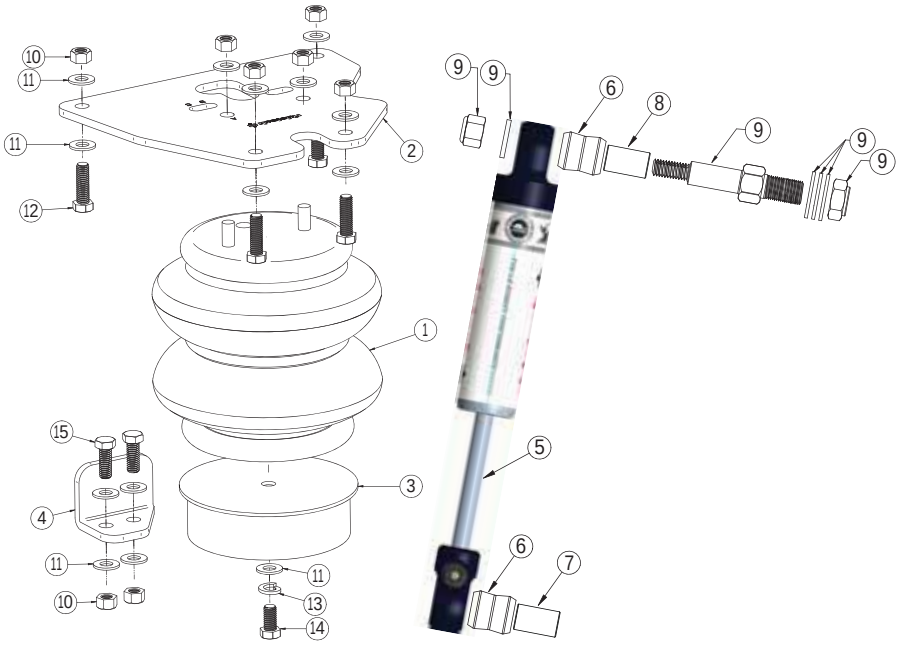
Installation Instructions

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	20439999	3.85" Stroke RQ-S 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
	UPPER AIR SPRING MOUNTING		
10	99372002	3/8-16 Nylok Nut	12
11	99373003	3/8 SAE Flat Washer	20
12	99371004	3/8-16 X 1 1/4" Hex Bolt	8
	LOWER AIR SPRING PLATE		
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

Item #	Part Number	Description	QTY
	STEERING STOP		
10	99372002	3/8-16 Nylok Nut	4
11	99373003	3/8" SAE Flat Washer	8
15	99371003	3/8"-16 X 1" Hex Bolt	4

Getting Started.....

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.

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 ¼" 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.

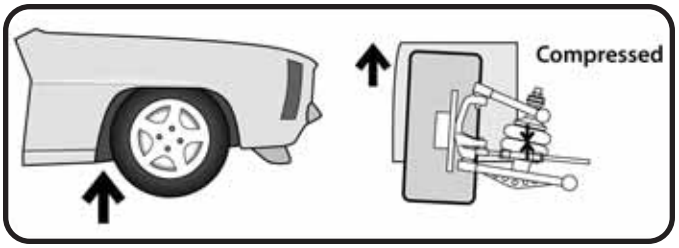
10. Replace the factory shock, with Ridetech HQ Series Shock supplied in this kit. This kit includes a new shock stud for the frame.

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.

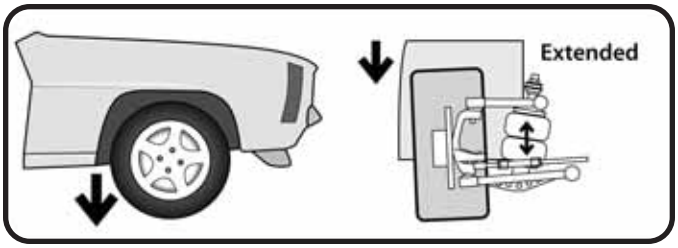
TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

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.



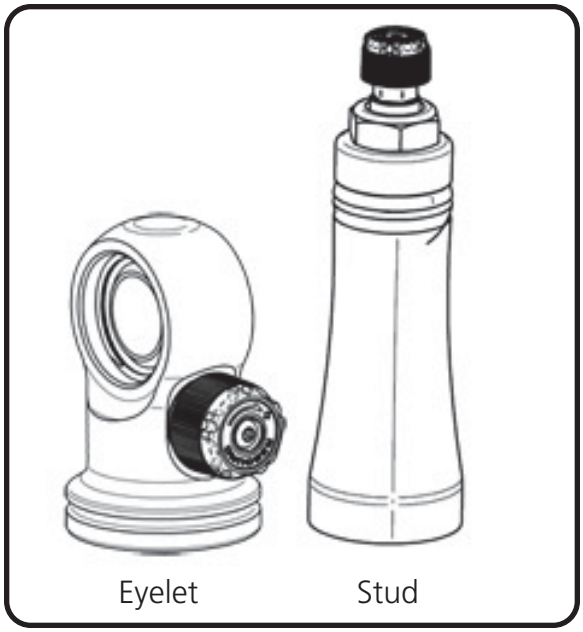
REBOUND

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?

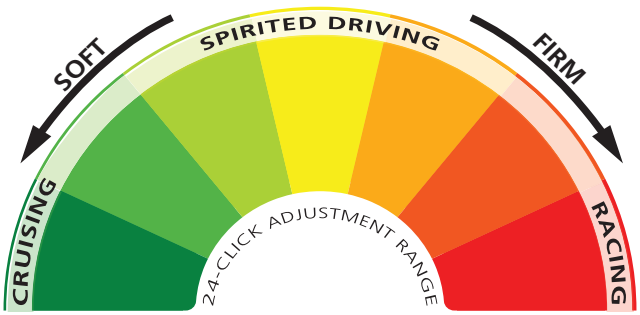
RQ-S Series Shocks

- **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.