

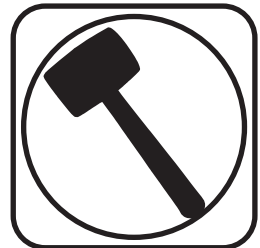
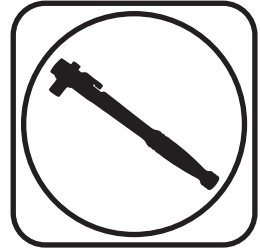


Part # 11334013

1963-1972 C10/C15 Rear CoolRide Kit for OEM Trailing Arms w/RQ-S Series Shocks



Recommended Tools



1963-1972 C10/C15 Rear CoolRide Kit

Installation Instructions

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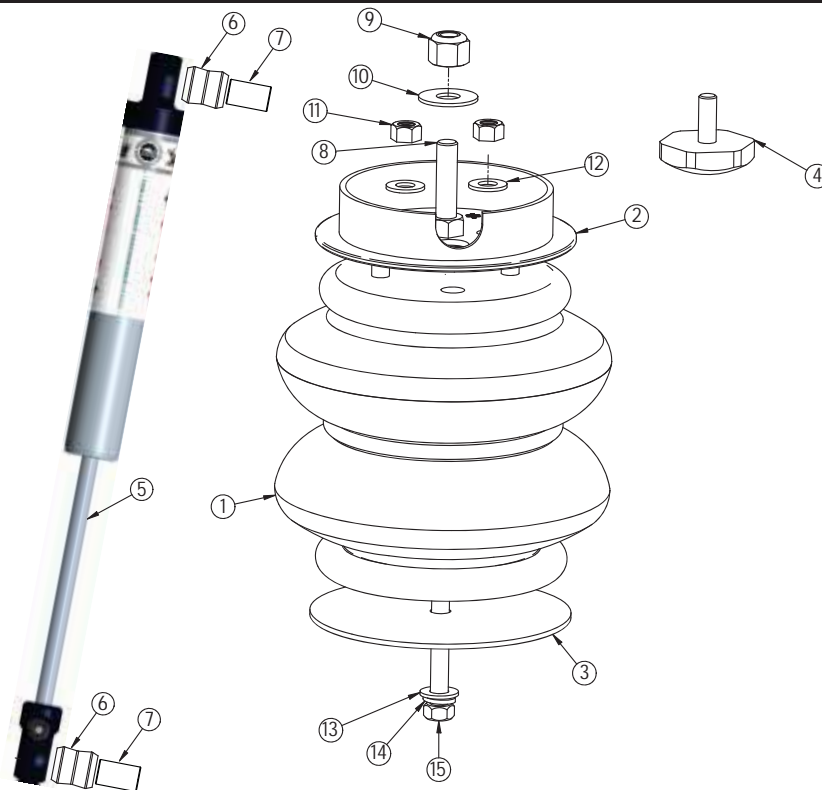
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THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH OEM TRAILING ARMS.



CoolRide Kit ComponentsIn the box

Item #	Part Number	Description	QTY
1	90006781	6.5" Diameter Air Spring	2
2	90000056	Upper Air Spring Cup Bracket	2
3	90000070	Lower AirSpring Plate	2
4	90001082	Short Bumpstop	2
5	20469999	5.76" Stroke RQ-S Series Shock	2
6	70011138	3/4" ID Shock Bushing	2
7	90002102	1/2" ID Shock Sleeve	2



CoolRide Hardware.....In the box

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
UPPER AIR SPRING MOUNTING				LOWER AIR SPRING PLATE			
8	99435003	7/16"-14 x 2" Stud	2	13	99373003	3/8" Fender Washer	2
9	99432001	7/16"-14 Nylok Nut	2	14	99373005	3/8" Split Lock Washer	2
10	99433002	7/16" SAE Flat Washer	2	15	99371009	3/8"-16 X 4" Hex Bolt	2
11	99372002	3/8-16 Nylok Nut	4				
12	99373003	3/8 SAE Flat Washer	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.

Installing CoolRide

4.



4. Place the upper mount over the studs on the air spring. Secure with two 3/8" Nylok nuts and flat washers. Torque the nuts 15-20 ft-lbs. Screw the 7/16 x 2" stud into the nut in the bottom of the bracket.

5. Bolt the assembly to the upper coil spring pocket with the stud sticking through the frame. Use a 7/16" nut and flat washer to fasten the assembly. Tighten the nut enough to hold the airspring/cup solidly in place. Image "A" shows the air spring in position.

6. Bolt the bottom of the air spring to the trailing arm using a 3/8" x 4" bolt, fender washer and lock washer. The lower air spring plate must be installed between the air spring and the trailing arm. Torque the bolt 15-20 ft-lbs.

7. Double check air spring clearance though full suspension travel.

8. Ride height on this air spring is approximately 5".

9. Install the Ridetech shock in place of the OEM shock. Torque the shock hardware to 75 ft-lbs.

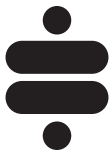
A.



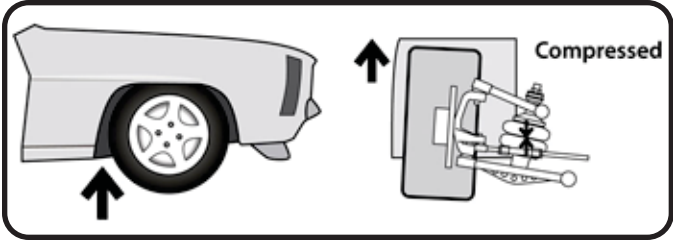


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

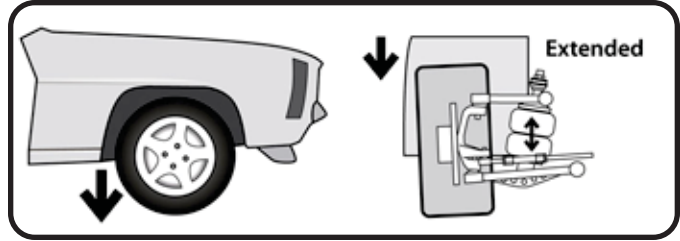


The Basics...



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.



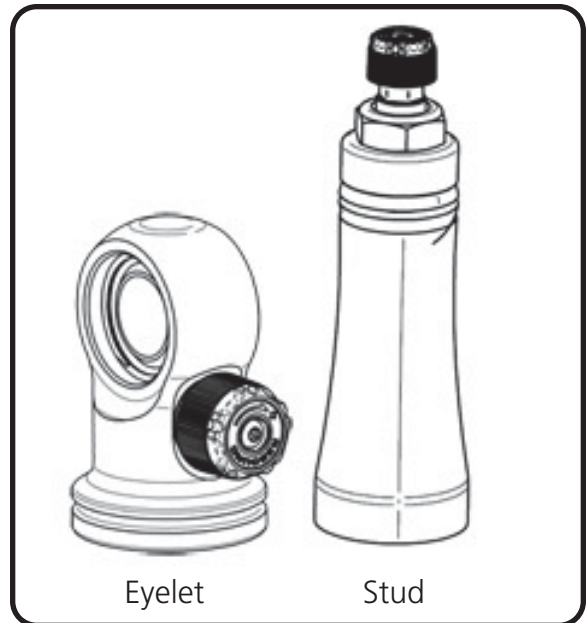
REBOUND

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.