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Installation Instructions

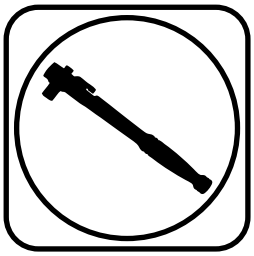
Part # 11370910

1988-1998 GM C1500 CoolRide AirSpring Kit with HQ Series Shocks



Recommended Tools







1988-1998 GM C1500 CoolRide AirSpring Kit

Installation Instructions

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THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH RIDETECH 88-98 C1500 STRONGARMS.

THE SHOCK BRACKETS IN THIS KIT NEED TO BE INSTALLED BEFORE THE AIRSPRINGS!

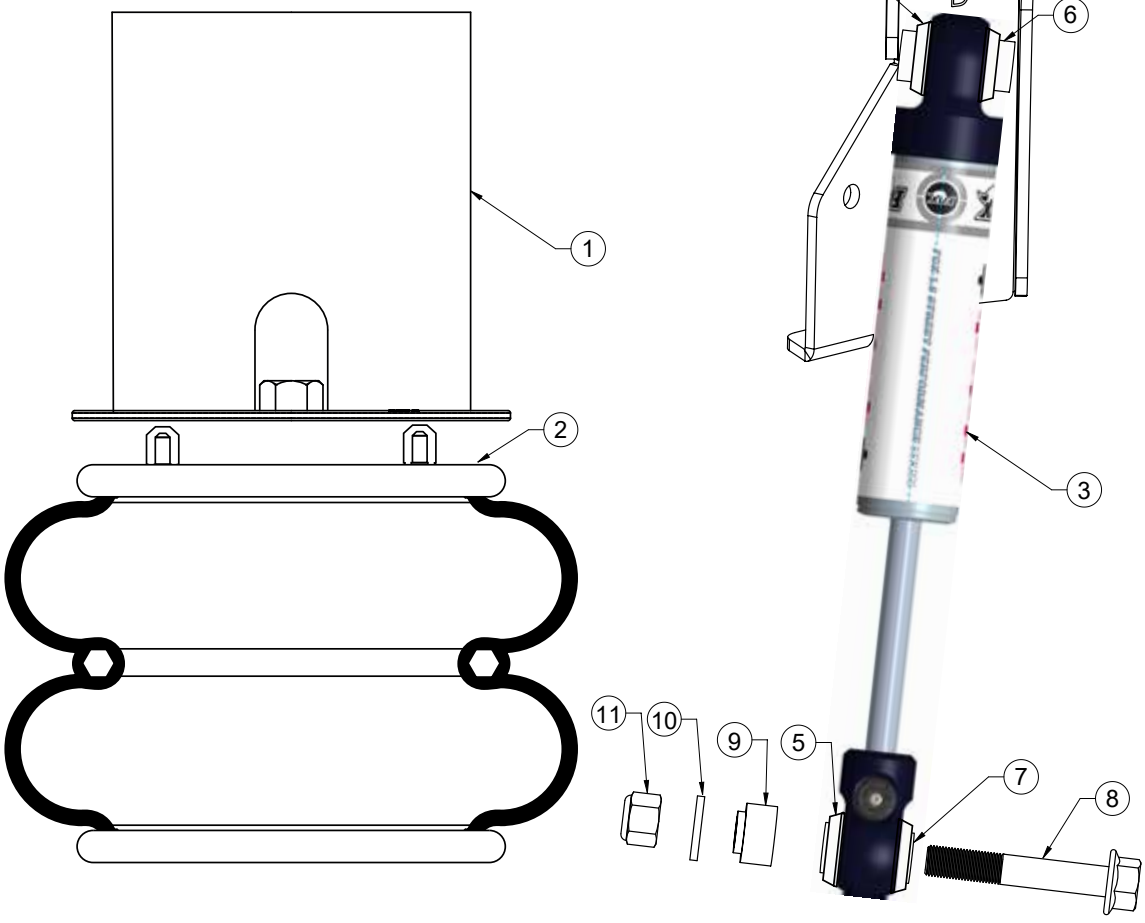
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Installation Instructions

CoolRide Kit Components .....In the box

Item #	Part Number	Description	QTY
1	90000024	Upper Air Spring Cup Bracket	2
2	90006873	8" Diameter AirSpring	2
3	986-10-035	3.85" HQ Series Shock Assembly	2
4	90001341	Shock Mount - Driver	1
4	90001342	Shock Mount - Passenger	1
5	70011138	3/4" ID Shock Bushing	4
6	90000549	1/2" ID x 2" Shock Sleeve	2
7	90002102	1/2" ID x 1.25" Shock Sleeve	2
8	90001619 KIT	Cantilever PIN 1/2"-20 X 3" Bolt	2
9	90004037	Cantilever Pin Bolt Spacer	2
10	9000169 KIT	1/2" Flat Washer	2
11	90001619 KIT	1/2"-20 Nylok Nut	2

Driver Side Shock Bracket Shown



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Installation Instructions

CoolRide Hardware Kit #99010093.....In the box

QTY	Part Number	Description
UPPER AIRSPRING MOUNTING		
2	99435002	7/16"-14 x 8" Stud
2	99432001	7/16"-14 Nylok Nut
2	99433002	7/16" Flat Washer
4	99372002	3/8"-16 Nylok Nut
4	99373003	SAE Flat Washer

QTY	Part Number	Description
LOWER AIRSPRING MOUNTING		
2	99371001	3/8"-16 X 3/4" Hex Bolt
2	99373005	3/8" Split Lock Washer
2	99373003	3/8" SAE Flat Washer

Shock Kit Hardware Kit #99010094.....In the box

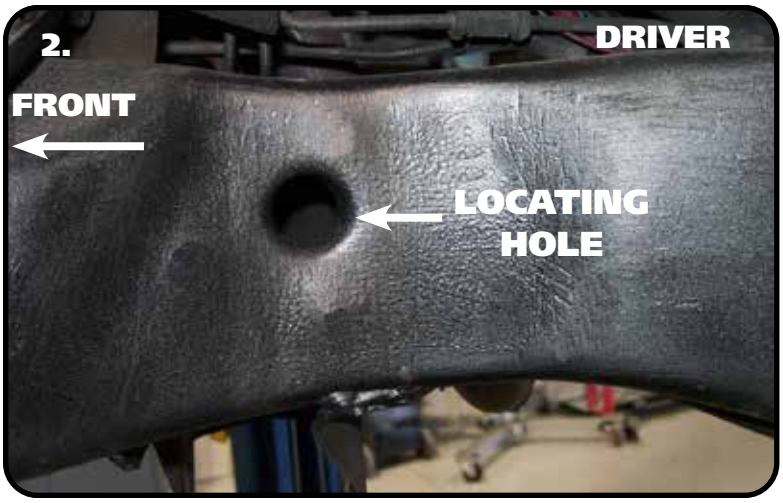
QTY	Part Number	Description
UPPER SHOCK MOUNTING		
2	99501005	1/2"-13 x 3 1/2" Hex Bolt
2	99502009	1/2"-13 Nylok Nut
4	99503014	1/2" SAE Flat Washer

QTY	Part Number	Description
SHOCK MOUNT TO FRAME		
6	99371004	3/8"-16 X 1 1/4" Hex Bolt
6	99372002	3/8"-16 Nylok Nut
12	99373003	3/8" SAE Flat Washer

Getting Started.....

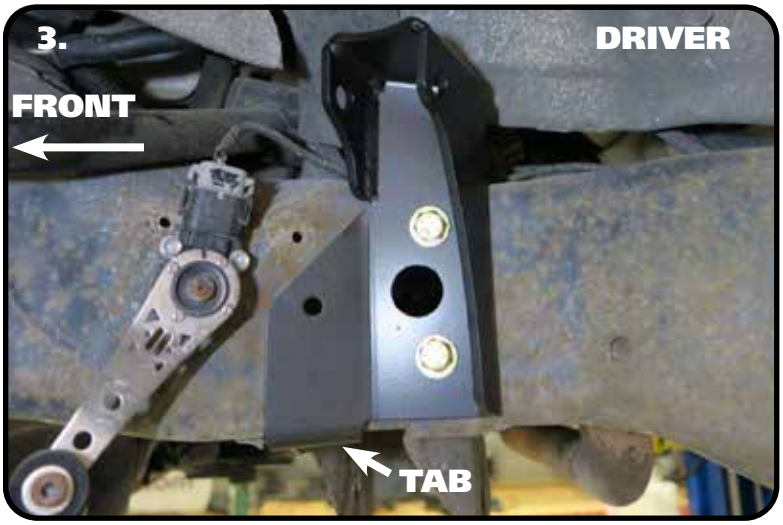
1. Remove the OEM lower control arms & coil springs from the truck. If you are replacing the upper control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.

THE SHOCK MOUNT WILL NEED TO BE INSTALLED BEFORE INSTALLING THE AIR SPRINGS. YOU NEED TO BE ABLE TO ACCESS THE INSIDE OF THE FRAME THROUGH THE COILSPRING POCKET.



2. Use Images 2 & 3 for installation of the Shock Brackets. DRIVER SIDE IS SHOWN IN THE IMAGES. The Shock Brackets locate off the bottom of the frame rail and the LARGE HOLE that is located to the rear of the coil spring pocket.

Installing Shock Bracket & Assembling CoolRide



3. Hold the DRIVER Shock Bracket on the frame rail with the LOWER TAB AGAINST THE BOTTOM OF THE FRAME AND LOCATING HOLE ALIGNED WITH THE HOLE IN THE FRAME. Using the bracket as a template, mark the holes and drill with a 3/8" drill bit. Install a 3/8" flat washer on each of (3) 3/8"-16 x 1 1/4" hex bolts. Insert the bolt/washers through the bracket and frame. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of each of the bolts sticking through the frame. You will have to reach in the coil spring pocket to install the washers and nuts. Torque the hardware to 35 ftlbs. Repeat for the passenger side.



4. Insert the SHOCK BODY end of the shock into the shock bracket. Align the through hole with the 1/2" holes in the shock bracket. Install a 1/2" flat washer on a 1/2"-13 x 3 1/2" hex bolt. Insert the bolt/washer through the aligned holes. Install a 1/2" flat washer & 1/2"-13 nylok nut on the threads that are sticking through the bracket. Torque the bolt/nut to 75 ftlbs.

THE SHOCK BRACKETS NEED TO BE INSTALLED BEFORE THE AIRSPRINGS!



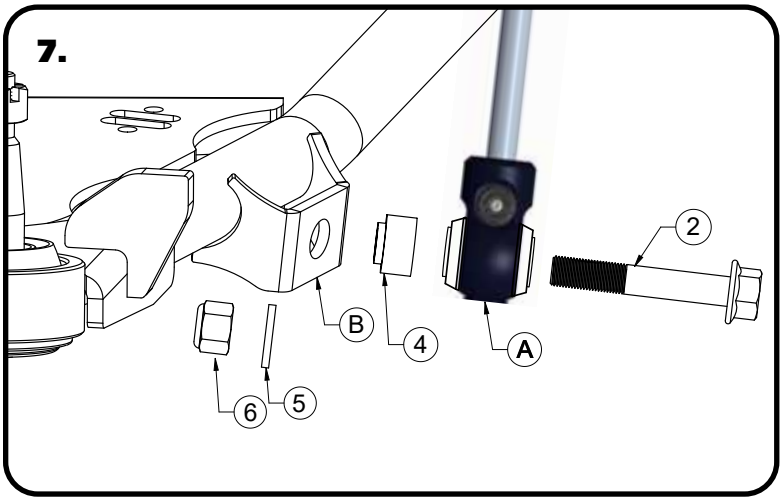
5. Apply thread sealant to the air fitting and screw it into the air spring. Assemble the upper cup bracket to the air spring, using 3/8"-16 Nylok nuts and 3/8" flat washers. Torque the 3/8" nuts 15-20 ftlbs. Thread the 8" stud into nut welded to the bottom of the cup bracket.

Installing CoolRide



6. Place the assembly up into the upper coil spring pocket; the stud will go though the factory shock hole. Fasten with a 7/16"-14 Nylok nut and 7/16" flat washer. Tighten the nut enough to hold the airspring/cup solidly in place.

Note: The airline must also be routed at this time.



7. Attach the shock(A) to the lower control arm(B). Insert the 1/2"-20 x 3" flanged head bolt(2) through the bushing sleeve. Install the aluminum T-spacer(4) on the threads of the shock bolt with the SMALL OD toward the control arm. **NOTE: Some kits will have two different spacers. Use the one with the small OD that fits the hole in your control arm bracket.**
Insert the shock bolt/shock through the holes in the control arm shock mount. Install the flat washer(5) on the threads, followed by the 1/2"-20 nylok nut(6). Torque the nut to 75 ftlbs.



8. The lower control arms & shocks need to be installed to continue with the install. Align the threaded hole of the airspring with the through hole in the lower control arm. You can move the bottom of the airspring by hand to get it in position. Install a 3/8" split lock washer & 3/8" flat washer on a 3/8"-16 x 3/4" hex bolt. Insert the bolt/washer in the hole of the control arm. Thread the bolt/washers into the bottom of the airspring. Repeat on the other side and torque the bolts 15-20 ftlbs.

Installing CoolRide



9. Make sure the air spring does not rub on anything through full suspension travel. This will damage the air spring and is not a warrantable situation. Although, it is acceptable to allow it to touch the lower control arm when fully deflated.

10. The final step is to have the vehicle realigned. You will want to have this done at ride height. Ride height is determined by air spring height. This spring should be approximately 4 ¾" tall, which should occur around 90-105 psi. This will vary to driver preference and vehicle weight.

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.