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#11464010
63-72 Chevy C-10 Suburban Rear CoolRide

COOLRIDE KIT

Components:

2	90006873	224c air spring
2	90000056	Upper air spring bracket
2	90000070	Lower air spring plate
2	90001082	Short bump stop

Hardware Kit:

4	99372002	3/8 USS Nylok nut	Air spring to upper mount
4	99373003	3/8 SAE washer	Air spring to upper mount
2	99435003	7/16 x 2" stud	Upper mount to frame
2	99432001	7/16 Nylok nut	Upper mount to frame
2	99433002	7/16 SAE washer	Upper mount to frame
2	99371009	3/8 x 4" bolt	Air spring to trailing arm
2	99373001	3/8 fender washer	Air spring to trailing arm
2	99373005	3/8 lock washer	Air spring to trailing arm

SHOCK KIT

Shock:

2	986-10-031	5.75" Stroke Eye Top Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Shock Sleeve

COOLRiDE®

Installation Instructions

1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the coil spring and shock absorbers.



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

Note: When using larger fittings you may need to trim the bracket and/or frame rail.

4. Place the upper mount over the studs on the air spring. Secure with two 3/8" Nylok nuts and flat washers.

5. Screw the 7/16 x 2" stud into the nut in the bottom of the bracket.

7. 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.

8. 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.

9. Install the supplied shocks.

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

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

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

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).

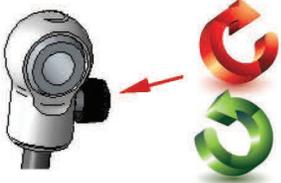
Take the vehicle for a test drive.



-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.