



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
www.ridetech.com

Part # 12011010
49-51 Mercury Front CoolRide Kit w/HQ Series Shocks
For use with OEM Control Arms

Components:

- 2 90006781 Air spring – 6.5” diameter, double convoluted, ¼” ports
- 2 90000269 Upper airspring mounts (4” tall)
- 2 90000270 Lower airspring mounts (2” tall angled)

Hardware:

- 2 99435002 7/16-14 x 8” stud upper airspring mount
- 6 99433002 7/16 sae flat washers upper airspring mount, lower shock mount
- 6 99432001 7/16 nyloc nuts upper airspring mounting stud, lower shock mount
- 4 99431002 7/16 x 1 ¼” uss bolts lower shock mounts
- 4 99372002 3/8 uss nyloc nuts upper airspring
- 6 99373003 3/8 sae flat washers airspring mounting
- 2 99371001 3/8 x 3/4 uss bolts lower airspring mounting
- 2 99373005 3/8 lock washers lower airspring mounting

Shock:

- 2 986-10-036 4.75” Stroke Eye Top Shock Cartridge
- 4 70011138 ¾” ID Shock Bushing
- 4 90002102 1/2” ID Inner Sleeve

Components:

- 2 90000036 Lower shock brackets
- 2 90000011 Upper shock brackets - Tall

Hardware:

- 4 99501003 ½ x 2 ½ uss bolts Shock bolts
- 4 99502001 ½ uss nyloc nuts Shock bolts
- 4 99371004 3/8-16 x 1 ¼” Hex Bolt Lower Shock Mount
- 4 99372001 3/6-16 Nyloc Nut Lower Shock Mount

Shock Dimensions:

- Compressed: 10 1/8”
- Extended: 14 7/8”



CoolRide Installation Instructions

This system is compatible with either stock or dropped spindles

1. Raise and support vehicle at a safe comfortable working level.
2. Remove coilspring. Refer to service manual for proper and safe procedure.
3. Assemble airspring onto its mounts. The tall cup is the top. The short angled cup goes into the lower control arm with the tall part of the angle toward the spindle. This will properly align the airspring when the vehicle is a ride height. The airline fitting, airline, and the attachment stud will also be installed at this time.



4. Insert assembly into coilspring pocket. Route airline through an available existing opening in the frame. Insert attachment stud through the oem shock hole.

NOTE: Coil spring pocket may need to be trimmed for clearance.

NOTE: IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME!

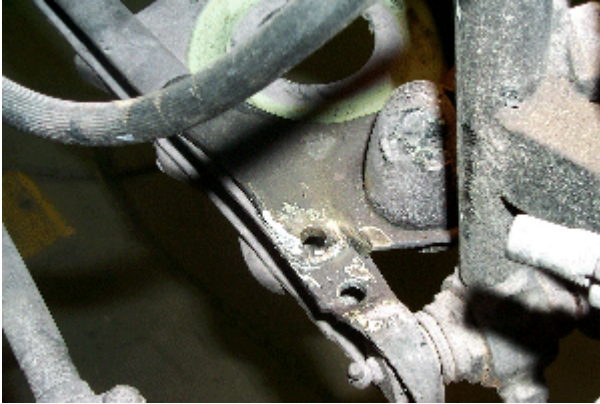


This is the airspring/bracket assembly at ride height, approximately 4.5-5.5" tall.

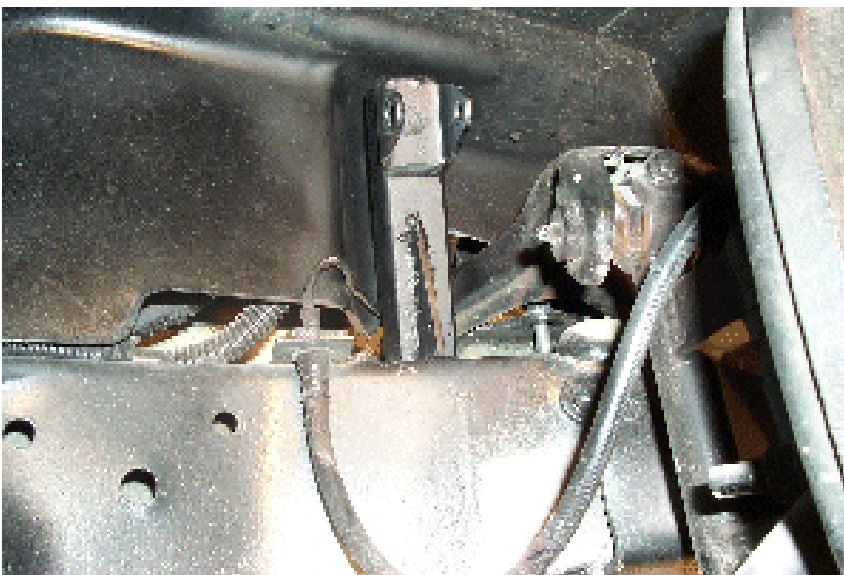
ridetech

Shock Installation Instructions

5. Install the lower shock bracket to the rear leg of the lower control arm. One hole of the shock bracket will locate on the front rivet that attaches the coilspring plate to the control arm. The second attachment hole will need to be drilled. You will need to grind off the lip of the coilspring plate to get the shock bracket to sit flat on the control arm.



6. After the lower shock bracket is attached to the lower control arm, install the shock absorber and install the upper mount onto the shock. Swing this assembly into position to determine the exact location of the upper bracket. [NOTE: The suspension should be fully compressed to properly locate the upper shock bracket.] This upper bracket may require final trimming for best fit. Tack the upper bracket in place and run the suspension through its entire travel to ensure there is no interference with other suspension components. The bracket can then be fully welded into place.



Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

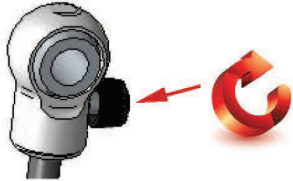
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

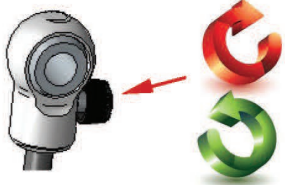
Take the vehicle for a test drive.



-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.