ridetech

Installation Instructions

Part # 12304010 - 1965-1972 Galaxie Rear CoolRide Kit

Recommended Tools

1965-1972 Galaxie Rear CoolRide Kit
Installation Instructions

Table of contents

www.ridetech.com

3/19/24 KO

812-482-2932

Air Spring Kit Components .....In the box

Item #	Part Number	Description	QTY
1	90009002	5" Diameter Rolling Sleeve Air Spring	2
2	90003326	Upper Air Spring Mount	2
3	70015498	Upper Mounting Spacer	4
4	90003328	Air Spring Roll Plate	2
5	90003324	Lower Clamping Plate	2
6	90003327	Bumpstop Mount	2
7	90002284	Upper Mount Cotter Pin	2
8	70013322	Bumpstop	2
9	23289999	7.55 Universal Bottom Shock	2
10	70011138	.750" ID Shock Bushing (installed in shock)	2
11	90002103	.625" ID x 1.312" Shock Sleeve (installed in shock)	2
12	72000224	Shock Stud (installed in shock)	2
13	70012188	Shock Stud Bushing Kit	2
14	99372006	3/8"-24 Shock Stud Jam Nut	4

Hardware List .....In the box (Kit# 99010176)

The Hardware Kit contains bags to help aid in selecting the correct hardware for the component being installed. The hardware list shows how the hardware is bagged.

Part Number	Description	QTY
REAR BAG TO UPPER CUP		
99371071	3/8"-16 x 1/2" Hex Bolt	4
99373002	3/8" SAE Flat Washer	4
BUMPSTOP		
99372004	3/8"-16 Hex Nut	2

Part Number	Description	QTY
REAR BAG TO REAR END		
99371072	3/8"-16 x 1" Hex Bolt	2
99373006	3/8" Split Lock Washer	2
99373002	3/8" SAE Flat Washer	2

Getting Started.....

1. Raise the vehicle up to a comfortable work height. You will need the support the car by the frame to be able to freely raise and lower the rear axle. Use a jack under the differential to support it.

2. Remove the rear shocks, coil springs. Retain the lower shock hardware for installation of the new shocks supplied with this kit.

3. Remove the bump stops from the OEM location, retaining the OEM hardware. A new bumpstop and bracket will be installed later.

4. Drill a 3/4" hole in the center of the upper coil spring locator. A unibit works well for this.

Installation

5. Thread the bumpstops in the bumpstop mounts. Thread a 3/8"-16 nut on the threads of the bumpstop. Tighten the nut against the bumpstop mount.

6. Install the bumpstop/mount in the OEM location using the OEM hardware.

7. Insert the (2) upper mount spacers in the top side of the coil spring locator. The center hole should line up with the hole drilled in **Step 4.**

Installation

8. Put thread sealant on air fittings and thread them into the top of each air spring and tighten.

IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.

9. Align the upper air spring mount with the mounting holes in the top of the air spring. The upper mount is notched out to clear the air fitting. Align the notch with the air fitting and the 2 mounting holes with the mounting holes of the air spring. Install a 3/8" flat washer on each of (2) 3/8"-16 x 1/2" hex bolts. Thread the bolt/washer in the top of the air spring. Torque to 23 ft-lbs.

10. The pin of the upper air spring will get inserted into the hole drilled in previous steps. The upper mount is positioned in the car with the air fitting to the rear of the car. The pin will go through the center of the spacers installed in **Step 7**.

Installation

11. Insert the pin of the upper air spring mount through the hole drilled in the frame and the upper spacer. While holding it in place insert the long cotter pin in the hole of the pin. This will hold the air spring in place.

12. Install the lower air spring roll plate on the lower coil spring mount. The center hole of the roll plate will sit over the coil spring locator.

13. The piston of the air spring will sit over the coil spring locator with the center of the piston nesting into the center hole of the locator.

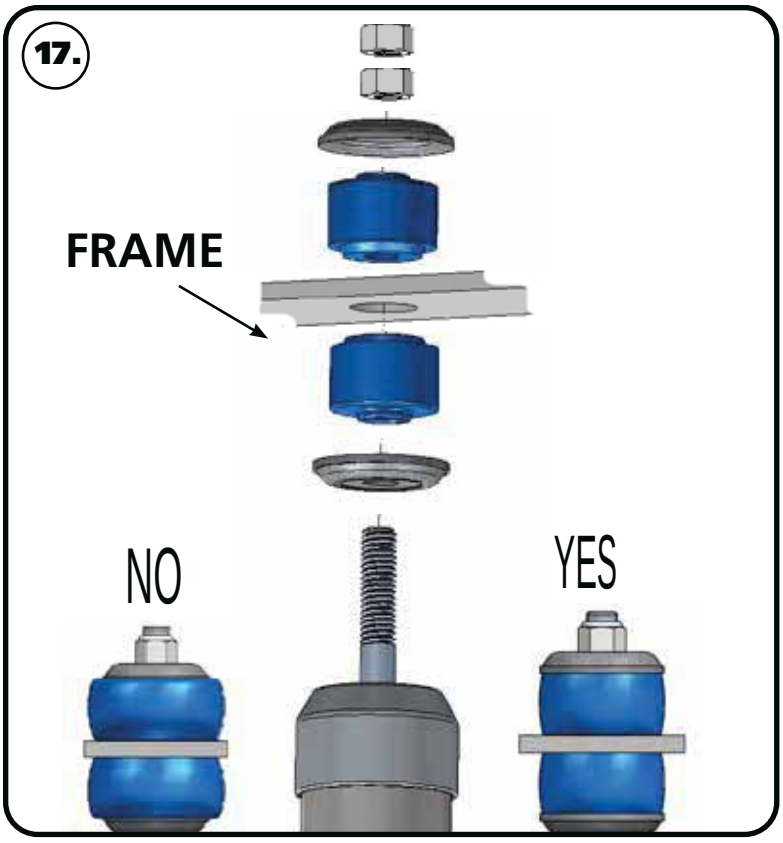
Installation

14. The "D" shaped clamping plate will clamp the bottom of the air spring in place. The CURVED side of the plate will go to the front of the car, away from the axle tube.

15. Install a 3/8" split lock washer & 3/8" SAE flat washer on each a 3/8"-16 x 1" hex bolt. Insert the bolt in the hole of the clamping plate, threading it into the bottom of the air spring. Torque the bolts to 23 ft-lbs.

16. Use **Images 16 & 17** for proper installation of the shock to the frame of the car. The new shock will be installed in place of the OEM shock. The shock length is designed to work in relation to the air spring stroke length.

Installation



17. Use **Images 16 & 17** for proper installation of the shock to the frame of the car. Install a bushing support washer on to the stud of the shock body followed by a shock stem bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a shock stem bushing on to the shock stud followed with a bushing support washer. Install a 3/8"-24 thin jam nut onto the threads and tighten to 35 in-lbs. The bushing should be tight, but not to the point that the bushing is bulging past the support washer. Install the 2nd 3/8-24 thin jam nut and tighten it against the first nut.

18. Attach the eyelet of the shock to the OEM shock stud using the OEM hardware. We recommend positioning the adjuster knob to he inside of the car for easier access. You may need to raise or lower the axle to align the shock eyelet with the shock stud.

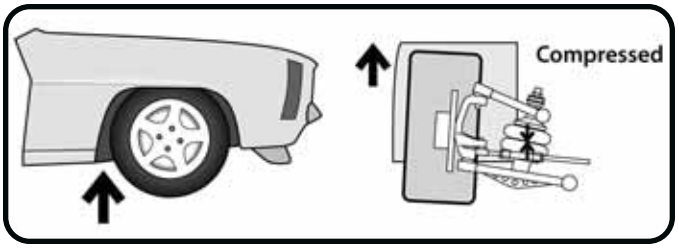
19. Attach the air lines to the air springs.

Bump Stop Adjustment

20. The bumpstop nut can be moved to the bottom side of the bump stop bracket to limit the amount of compression travel your car has. You can use this to limit how low your car will go when deflated.

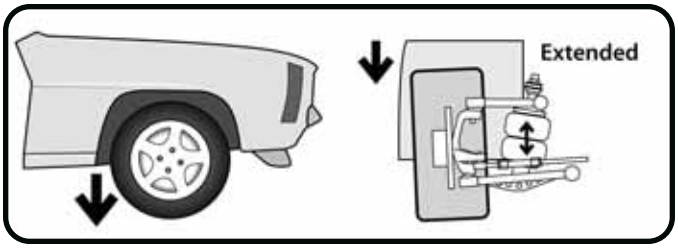
TUNING GUIDE
SINGLE-ADJUSTABLE SHOCKS

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.



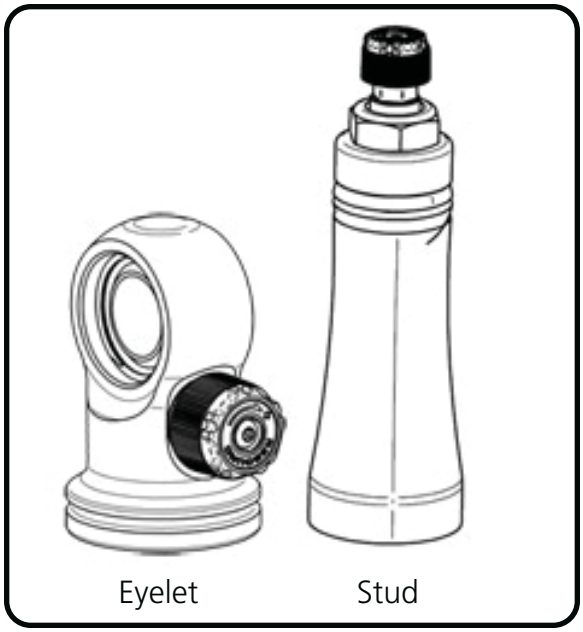
REBOUND

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?

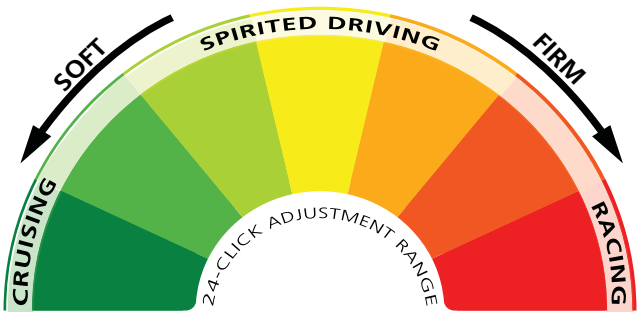
HQ Series Shocks

- **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 acheived.

General Guidelines

- The rear shocks typically have the 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 noticable, 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.