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Part # 11330910
63-72 C10 Front CoolRide Kit
For Use w/ Lower StrongArms

COOLRIDE KIT

Components:

2	90006873	Front air springs – 224c
2	90000060	Upper air spring plate
2	90001083	Medium bump stop – 1.5" tall
2	90000472	Aluminum bump stop extension
1	90000726	Driver side bump stop plate
1	90000727	Passenger side bump stop plate

Hardware:

8	99371004	3/8" x 1 1/4" USS bolt	Upper air spring plate to frame
4	99371001	3/8" x 3/4" USS bolt	Air spring to lower control arm/ bump stop
4	99373005	3/8" lock washer	Air spring to lower control arm/ bump stop
12	99372002	3/8" nyloc nuts	
24	99373003	3/8" flat washers	

SHOCK KIT

Shock:

2	986-10-042	4.75" Stroke Stud Top Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Inner Sleeve

Components:

4	70011140	Stem Bushings
4	70011141	Stem Washers
1	90001359	Driver side upper shock bracket – bolt-on
1	90001360	Passenger side upper shock bracket – bolt-on
2	90000471	Aluminum shock spacer
2	90001619	Cantilever Pin Bolt Kit

Hardware:

8	99371004	3/8" x 1 1/4" USS bolt	Upper shock bracket to frame
8	99372002	3/8" USS Nylok nut	Upper shock bracket to frame
16	99373003	3/8" SAE flat washer	Upper shock bracket to frame
4	99372006	3/8"- 24 Thin Jam Nut	Upper Shock Stud



CoolRide Installation Instructions

*****Must be used w/ RideTech shock kit*****



1. Hold the upper plate to the cross member as shown in the picture to the left and clamp to frame. Using the plate as a template drill four 3/8" holes in the cross member.



2. Apply thread sealant to the air fitting and thread into the air spring.

3. Remove the upper plate from the frame and place onto the studs on the top of the air spring. The holes are lettered; **slide the plate to position C** moving the air spring to the front of the vehicle. Secure with 3/8" flat washers and Nylok nuts. Torque the nuts 15-20 ft-lbs.

Note: Airline must be routed at this time.



Note: It is acceptable to let the suspension bottom on the air spring. However, if your tire hits the inner fender well before the air spring bottoms out, this bump stop must be installed.

4. The bump stop plate will bolt to the outer two holes of the upper air spring plate. It will hang over the front side of the cross member. It is acceptable to trim the bump stop to achieve maximum drop without the tire rubbing the inner fender well. Torque the 3/8" hardware to 30 ft-lbs.

5. The brake line bracket may need to be tweaked to clear the hose.

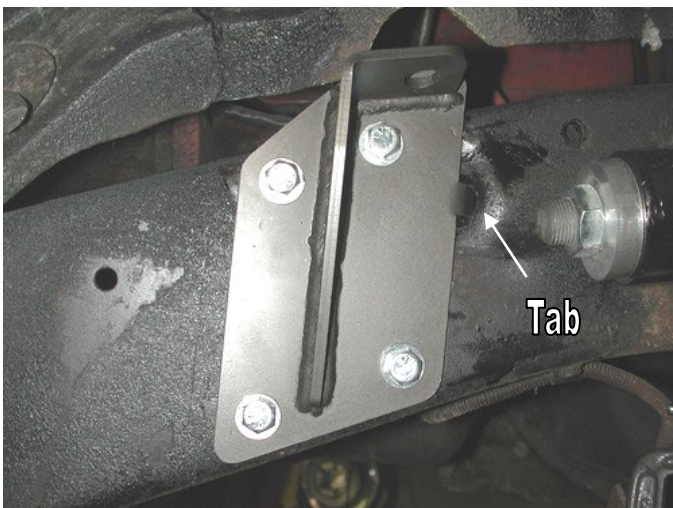


6. Fasten the air spring to the lower control arm using a 3/8" x 3/4" bolt, lock washer and flat washer. Torque the bolts to 30 ft-lbs.

7. Check air spring clearance through full suspension travel. **Allowing the air spring to rub will result in failure and is not a warrantable situation.**

8. Ride height on this air spring is approximately 5" tall. The shock absorber should be at about 50-60% travel at this point. Depending on vehicle weight this will usually occur around 80-100 psi.

Shock Installation Instructions



1. Place the new upper shock mount against the frame, the tab in the front of the bracket will slide into the factory shock stud hole. Position the bracket so that the bottom of the bracket is parallel to the bottom of the frame. Using the bracket as a template, mark and drill four 3/8" holes in the frame rail. Secure the bracket to the frame using four 3/8" x 1 1/4" bolts, Nylok nuts and flat washers. Torque the hardware to 30 ft-lbs.



2. Attach the shock to the upper mount using the new rubber bushings and hardware supplied.

Note: A notch must be made in the inner fender well just above the mount to allow clearance for the shock stud.



3. Slide the $\frac{1}{2}$ "-20 x 3" flange head bolt through shock, then install the aluminum spacer. The step on the spacer will face the lower arm. Secure the stud to the lower arm w/ the $\frac{1}{2}$ " flat washer and nylok nut Torque to 75 ft-lbs.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

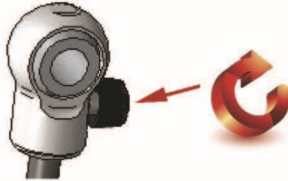
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

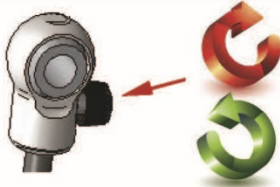
Take the vehicle for a test drive.



-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.