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www.ridetech.com

Part # 11474010

91-96 B-Body Wagon Rear CoolRide Kit

With HQ Series Shocks

Components:

2	90006781	6.5" Diameter double convoluted air spring
2	90000059	Upper cup bracket
2	90000072	Lower cup bracket
2	90000224	Upper washer (4" diameter - may not be needed)

Hardware:

2	99435003	7/16" x 2" stud	Cup bracket to frame
2	99433002	7/16" flat washer	Cup bracket to frame
2	99432001	7/16" Nylok nut	Cup bracket to frame
2	99371001	3/8" x 3/4" USS bolt	Air spring mounting
6	99373003	3/8" SAE washer	Air spring mounting
2	99373005	3/8" lock washer	Air spring mounting
4	99372002	3/8"-16 Nylok Nut	Upper Air Spring to Cup

Shock:

2	986-10-020	7.55" Stroke Eye Top Shock Cartridge
2	70011139	5/8" ID Shock Bushing
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Shock Sleeve
2	90002068	Wide Trunnion

Components:

2	90001619	Cantilever Pin Bolt Kit
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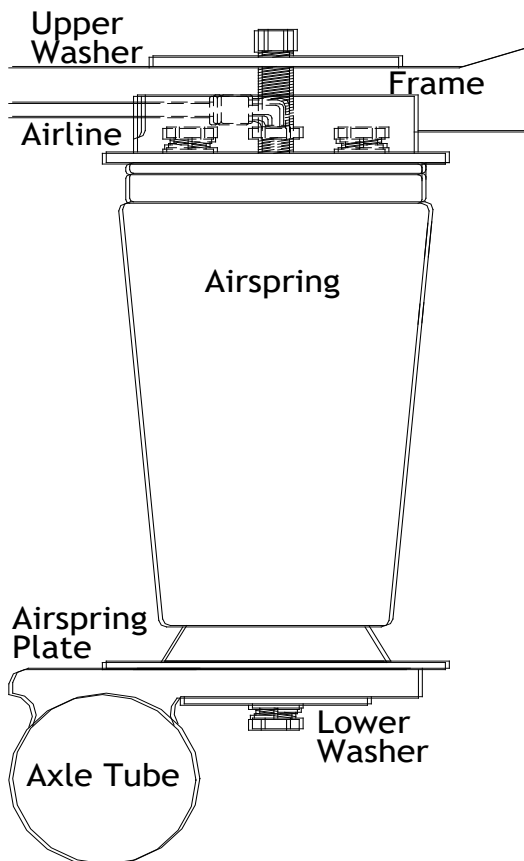
Hardware:

4	99311001	5/16" x 1" USS bolt	Shock to frame
8	99313002	5/16" SAE flat washer	Shock to frame
4	99312003	5/16" USS Nylok nut	Shock to frame

COOLRiDE®

1. Jack up rear of vehicle and support with jackstand under the frame.
2. Remove lower shock absorber bolts. Doing this one side at a time prevents chasing the axle around under the car.
3. By pushing rearend down slightly, you should be able to remove the coilsprings.
4. Assemble the upper bracket and lower brackets onto the airspring. The upper bracket will have a slot for airline access. When installing the fitting, be sure it is pointed towards this slot.
5. The supplied center stud should be inserted into the nut that is welded to the inside of the upper bracket. This will attach the upper bracket to the upper coilspring cup. It may be trimmed to correct length.
6. Insert the stud through the existing hole in the coilspring pocket. Tighten the nut on the center stud to 15 -20 ft/lb. The lower bracket will sit on the old coilspring mount with no other attachment.
7. Re-attach the shock absorbers and route the airlines.

If you have any questions concerning the air ride system, please don't hesitate to call us. We want to insure that your installation is done as safely as possible, and that it will be reliable for years to come.





Shock Installation Instructions



1. Attach the upper T-bar to the frame in the oem location using the supplied 5/16 x 1" USS bolts, washers and Nylok nuts.



2. Attach the shock to the axle using the new cantilever pin supplied.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

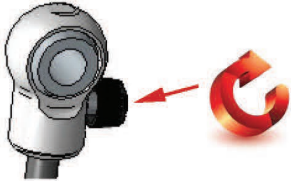
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

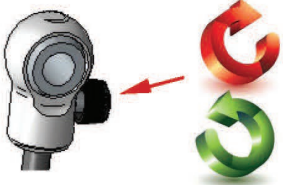
Take the vehicle for a test drive.



-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.