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#11431010

CoolRide kit for 63-91 Chevy C-30

COOLRIDE KIT

Components:

2	90007325	Front airspring
2	90000060	Upper airspring plate
2	90000007	Lower airspring bracket
2	90000167	Front bump stop mount
2	90001082	Short bump stop
1	90000293	Drivers side steering stop
1	90000294	Passengers steering stop

Hardware Kit:

10	99371004	3/8 x 1 1/4 uss bolt	Upper Air Spring Mount/ Steering Stop
2	99371007	3/8 x 1 1/2 USS bolt	Bump Stop Mount
12	99372001	3/8 uss nyloc nut	Upper Air Spring Mount/ Steering Stop
30	99373003	3/8 sae flat washers	Air Spring Mount/ Air Spring/ Steering Stop
4	99372005	3/8 SAE nyloc nut	Upper Air Spring
4	99373005	3/8 lock washers	Lower Air Spring
4	99371001	3/8 x 3/4 uss bolts	Lower Air Spring

SHOCK KIT

Shock:

2	986-10-036	HQ Smooth Body Shock Cartridge
4	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Inner Sleeve
2	90002103	5/8" ID Inner Sleeve

Components:

2	90001617	Shock Stud
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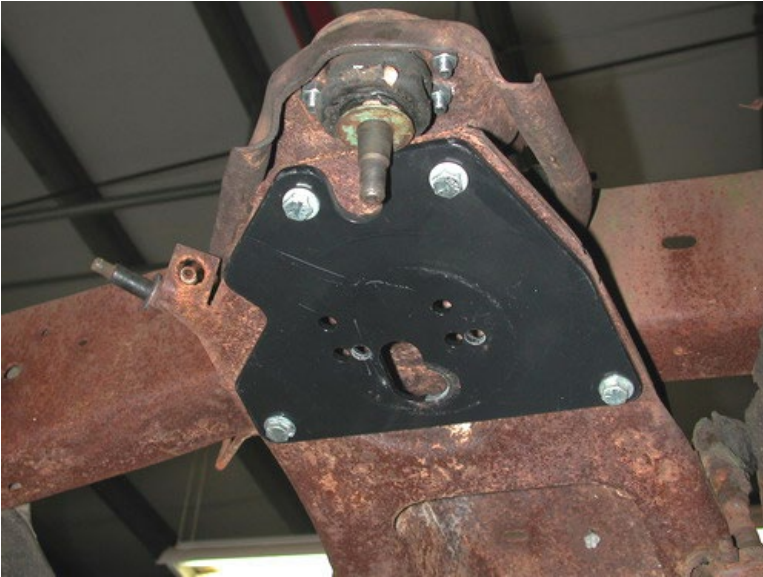
Hardware:

2	99501003	1/2"-13 x 2 1/2" Hex Head Bolt
2	99502001	1/2"-13 Nylok Nut



11431099 73-91 Chevy Truck Installation Instructions

1. Raise and support truck at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove coil spring, shock absorber and bump stop. Refer to factory service manual for proper disassembly procedure.



3. 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 4 holes in the cross member.

4. Apply thread sealant to the air fitting and thread into the air spring. Remove the upper plate from the frame and place onto the studs on the top of the air spring, in the holes labeled **A**. Secure with flat washers and nyloc nuts. Route airline. The bump stop and extension will attach to the upper plate mounting bolt.



5. Bolt the lower bracket to the air spring using two 3/8" x 3/4" bolt, lock washer and flat washer.

6. Attach the air spring assembly to the frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers supplied. The lower mount will simply sit in the coil spring pocket. It does not need to be attached.

7. Replace the factory shock, with the new ones supplied.

8. Bolt the steering stop to the lower arm. Check air spring clearance with the caliper at full lock.

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.

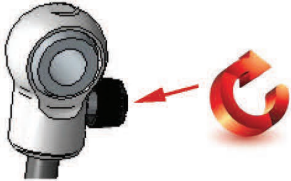
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

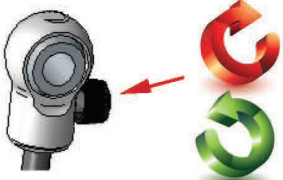
Take the vehicle for a test drive.



-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.