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Part # 11051010

58-64 Impala Front CoolRide Kit w/HQ Series Shocks

For Use with Stock Lower Arms

COOLRIDE KIT

Components:

2	90006873	F6873- Firestone air spring (224c)
2	90000013	Upper air spring cup bracket
2	90000012	Lower air spring plate

Hardware:

2	99371001	3/8" x 3/4" USS bolt	Air spring to lower plate
4	99371003	3/8" x 1" USS bolt	Lower plate to control arm
10	99372002	3/8" USS Nylok nut	Air spring mounts
14	99373003	3/8" SAE flat washer	Air spring mounts
2	99373005	3/8" lock washer	Air spring to lower plate
2	99435002	7/16" x 8" studs (customer will cut off to 6 1/2 inches)	
2	99433002	7/16" USS flat washer	Upper cup to frame
2	99432001	7/16" USS Nylok nut	Upper cup to frame
2	99371011	3/8" x 6 1/2" USS bolt	Sway bar end link

SHOCK KIT

Shock:

2	986-10-042	HQ Smooth Body Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	70011182	5/8" ID Inner Sleeve

Components:

4	70011140	Stem Bushings
4	70011141	Stem Washers
1	90000483	Upper shock bracket
1	90000484	Upper shock bracket
2	90000471	Aluminum shock spacer
2	90001619	Shock stud

Hardware:

12	99373007	3/8" x 1" thread forming bolt	Upper shock mounts
4	99372006	3/8" - 24 Thin Jam Nut	Upper Shock Stud



CoolRide Kit Installation Instructions

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



3. Bolt the lower air spring plate to the lower arm. The two outer holes will align with the factory bump stop holes. The inner two holes must be drilled.

Note: The factory bump stop may be reused but is not needed. It is acceptable to allow the suspension to bottom out on the air spring.



4. Insert air fitting into air spring using tread sealant. Place the upper cup onto the studs on the air spring and tighten using two 3/8" nyloc and flat washers. Thread the 6 1/2" stud into nut in bottom of air spring cup.

5. Install air spring assembly into the coil spring pocket with the tall side of the bracket towards the wheel. With the stud protruding through the OEM shock hole secure the assembly with the supplied hardware. (The airline must also be routed at this time.)



6. Bolt the bottom of the Air Spring to the Lower plate, in the center hole, using a 3/8" x 3/4" Bolt, Lock washer and Flat washer.

7. To correct the sway bar alignment the endlink must be shorten to 2" tall. A 3/8" x 6 1/2" bolt is supplied.

8. Ride height on this air spring will occur around 5" tall.

9. Trimming the coil spring pocket is generally not necessary on this car. However, be sure to check air spring clearance through full suspension travel.

Shock Kit Installation Instructions



1. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have trim the bottom of the Z-bar clutch bracket on the driver's side.



2. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes.

Picture shows alignment hole on side of frame.



When using factory lower arms:

3a. Drill a 1/2" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the lower arm and secure w/ nut and washer.



When using lower StrongArms:

3b. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the tab on the lower arm and secure w/ nut and washer.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

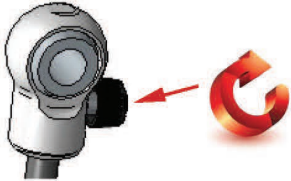
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

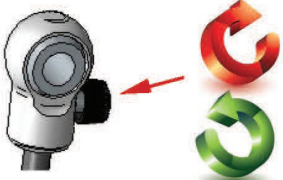
Take the vehicle for a test drive.



-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.