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Part # 11121010
'57 Buick Front Cool Ride
With HQ Series Shocks

Components:

2	90006781	Double convoluted air spring – 6.5" diameter
2	90000570	Lower air spring plate
2	90000569	Upper air spring bracket
2	90000571	Upper stud "L" bracket

Hardware:

8	99431009	7/16" x 2 1/2" USS bolt	Lower air spring plate
4	99431011	7/16" x 2 1/2" USS carriage bolt	Lower air spring plate
18	99433002	7/16" SAE flat washer	Lower air spring plate
12	99432001	7/16" USS Nylok nut	Lower air spring plate
2	99435002	7/16" x 8" stud (Cut to 6 1/2")	Upper air spring mount
4	99431001	7/16" x 1" USS bolt	Upper stud "L" bracket
2	99371011	3/8" x 6 1/2" USS bolt	Sway bar end link
6	99372002	3/8" USS Nylok nut	Sway bar end link & upper air spring mount
6	99373003	3/8" SAE flat washer	Air spring
2	99373005	3/8" lock washer	Lower air spring mount
2	99371001	3/8" x 3/4" USS bolt	Lower air spring mount

Shock:

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

Components:

2	90000011	Weld-on upper shock bracket
2	90000034	Lower shock bracket

Hardware:

4	99501003	1/2" x 2 1/2" USS bolt	Shock to upper bracket
4	99502001	1/2" USS Nylok nut	Shock to upper bracket
2	99371004	3/8" x 1 1/4" USS bolt	Lower bracket to arm
2	99372002	3/8" USS Nylok nut	Lower bracket to arm
4	99373003	3/8" SAE flat washer	Lower bracket to arm

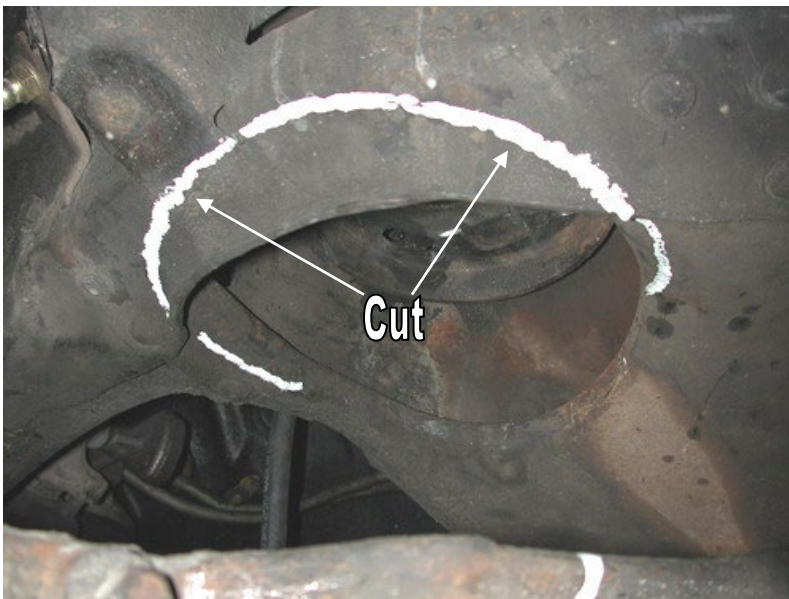
Shock Dimensions:

Compressed:	10 1/8"
Extended:	14 7/8"



'57 Buick CoolRide Installation Instructions

1. Raise and support vehicle 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. A portion of the frame must be trimmed to clearance for the air spring. Mostly to the outside of the pocket but some must be done to the inside as well.

4. Apply thread sealant to a straight air fitting and screw it into the top of the air spring.

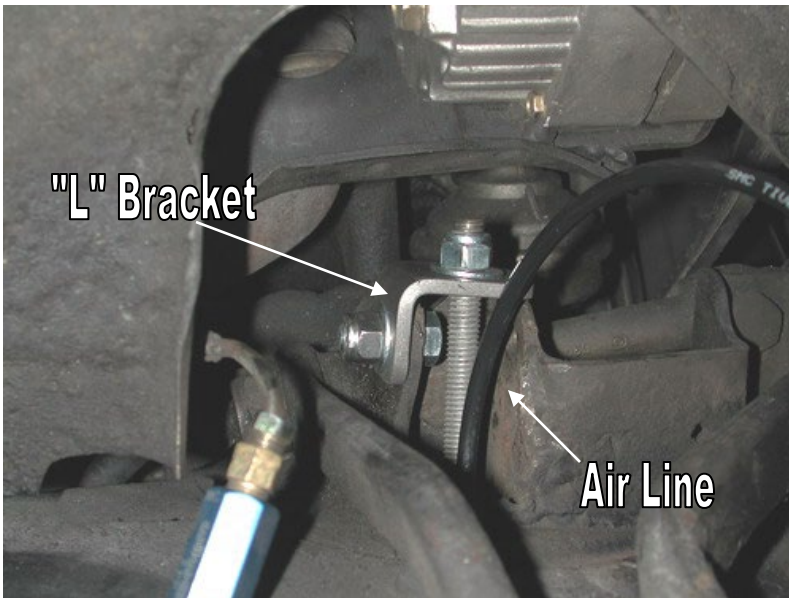
5. Place the upper air spring bracket on top of the air spring and fasten with two 3/8" Nyloc nuts and flat washers.



6. Thread the 6 1/2" stud into the nut in the bottom of the bracket.

Note: Mark the location of the air fitting on the outside of the bracket.

7. Bolt the upper "L" bracket to the upper shock mount as shown in the picture using a 7/16" x 1" bolt, Nyloc nut and two flat washers. (Shown on next page.)



8. Place the air spring assembly into the coil spring pocket with the stud sticking through the "L" bracket. The assembly should be clocked so the air fitting faces the spindle. Secure with a 7/16" Nyloc nut and flat washer.

Note: The airline must be routed at this time.

9. Double-check the air spring clearance. Allowing the bellow to rub will damage the air spring and is not a warrantable situation.



10. The coil spring pocket on the lower control arm must be removed. To accomplish this the rivets must be ground smooth and hammered out with a punch.

11. Place the lower air spring plate on the control arm and fasten with the 7/16" x 2 1/2" bolts, Nyloc nuts and flat washers supplied. The carriage bolt will drop in the two holes closest to the spindle.

12. The air spring is fastened to the lower arm with a 3/8" x 3/4" bolt, lock washer and flat washer.

13. Ride height on this air spring is 4 3/4" tall. This should occur around 110psi but will vary to driver preference.



14. The upper shock mount must be welded to the top of the frame. You may need to trim this bracket to prevent the shock from bottoming out. When the suspension is bottomed out at least 1/2" of compression should be left in the shock.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

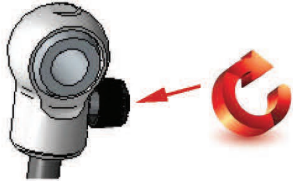
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

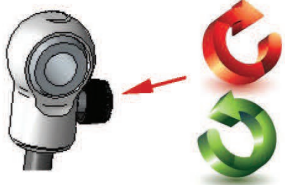
Take the vehicle for a test drive.



-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.