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Part # 11281010
65-70 Impala Front CoolRide Kit

Components:

2	90006781	255c air spring
2	90000052	Upper air spring cup bracket (4.5" tall)
1	90000408	Lower air spring plate with shock mount
1	90000409	Lower air spring plate with shock mount

Hardware:

2	99435002	7/16" x 8" stud	Upper cup bracket to frame
2	99432001	7/16" USS Nylok nut	Upper cup bracket to frame
2	99433002	7/16" flat washer	Upper cup bracket to frame
8	99372002	3/8" USS Nylok nut	Air spring to cup & lower plate to control arm
4	99371004	3/8" x 1 1/4" USS bolt	Lower air spring plate to control arm
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower plate
14	99373003	3/8" SAE flat washer	Air spring plate
2	99373005	3/8" lock washer	Air spring to lower plate

Shock:

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

Components:

2	90000011	Upper shock bracket
2	90001617	Shock stud

Hardware:

2	99501003	1/2" x 2 1/2" USS bolt	Upper shock mount
2	99502001	1/2" USS Nylok nut	Upper shock mount

Shock Dimensions:

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

COOLRiDE®

CoolRide Kit Installation Instructions

****For use w/ RideTech front shock kit****



1. Place the lower air spring plate onto the lower control arm as shown in the picture. This is the Drivers side with the shock mount to the rear of the control arm. The plate will index off the rear strut arm bolt. The other two holes must be drilled for 3/8" x 1 1/4" bolts. Install flat washers and Nylok nuts.



2. The coil spring pocket will need to be trimmed for air spring clearance as shown in the picture.
3. Apply thread sealant onto the air fitting and screw into the air spring.
4. Place one of the cup brackets onto the top of the air spring and secure with two 3/8" nyloc with flat washers.
5. Thread 7/16" x 8" all thread stud into the nut inside the cup.



6. Install the air spring assembly into the coil spring pocket with the all thread protruding through the factory shock hole. The fitting access hole will be clocked towards the outer tie rod end. Fasten with 7/16" Nylok and flat washer. The airline must be routed at this time.

7. Secure the air spring to the lower plate use a 3/8" x 3/4" bolt, lock washer, and flat washer.

8. Place a jack under the control arm and fully compress the air spring to double check air spring clearance.

9. Reattach the tie rod, spindle, and sway bar. Refer to a factory service manual for proper assemble procedure.

10. The sway bar end link may be shortened to achieve proper clearance. This can be done by shortening the end link and bolt.

11. Double check the air spring clearance through full suspension travel. This air spring should be approximately 5" tall at ride height. This should be around 100psi.

IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO MAKE SURE THE AIR SPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!!

Shock Kit Installation Instructions



1. The upper shock mount must be welded to the frame. It may need to be cut down to match the stroke of the air spring and suspension. Make sure that when the suspension is fully compressed the shock is about 1/4" from being fully compressed. Just tack weld the mount for now and install the lower shock stud and shock. The upper mount will use a 2 1/2" x 1/2" bolt and nyloc. **Check to make sure the shock does not bottom out when the suspension is fully compressed.** If the shock bottoms out it could damage the shock or shock mounts.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

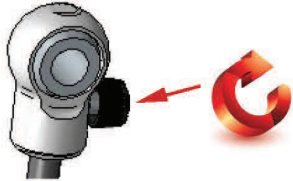
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

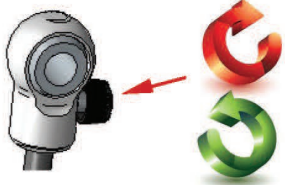
Take the vehicle for a test drive.



-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.