



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

Part # 11330197
63-72 C-10 Level 1 Air Suspension System

Front Components:

- | | | |
|---|----------|---|
| 1 | 11331099 | Front CoolRide Kit for Stock Lower Arms |
| 1 | 11330501 | HQ Series Front Shock Kit w/ Mounts |

Rear Components:

- | | | |
|---|----------|-----------------------|
| 1 | 11334099 | Rear CoolRide Kit |
| 1 | 11330701 | HQ Series Rear Shocks |



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Part # 11331099
63-87 Chevy C10 Front CoolRide Kit
For Use w/ Stock Lower Arms

Components:

2	90006873	Front air springs – 224C
2	90000060	Upper air spring plate
2	90000057	Lower air spring cup bracket
2	90001083	Medium bump stops – 1.5" tall
1	90000293	Driver side steering stop
1	90000294	Passenger side steering stop

Hardware Kit:

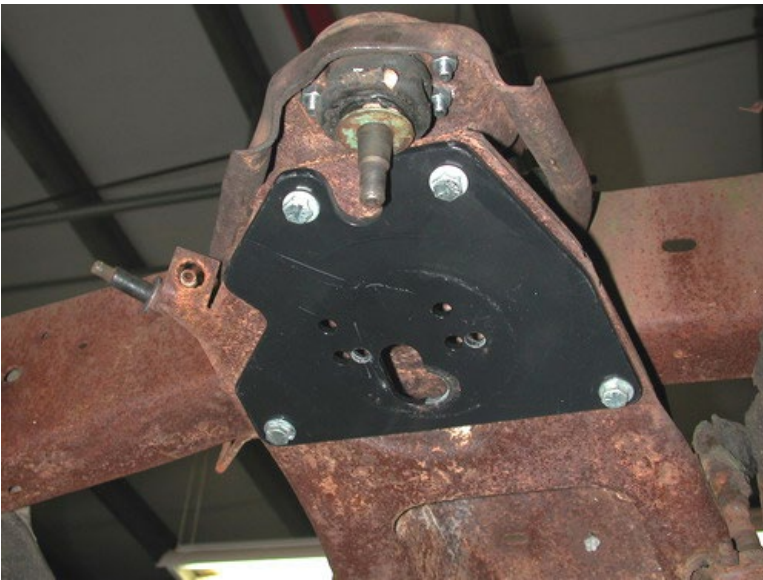
16	99372002	3/8" USS Nylok nut	Air spring mounts
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower cup bracket
2	99373005	3/8" lock washer	Air spring to lower cup bracket
4	99371003	3/8" x 1" USS bolt	Steering stop to lower arm
8	99371004	3/8" x 1 1/4" USS bolt	Upper mount to frame
30	99373003	3/8" SAE flat washer	

COOLRiDE®

Installation Instructions

*****Must be used w/ RideTech shock kit*****

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.

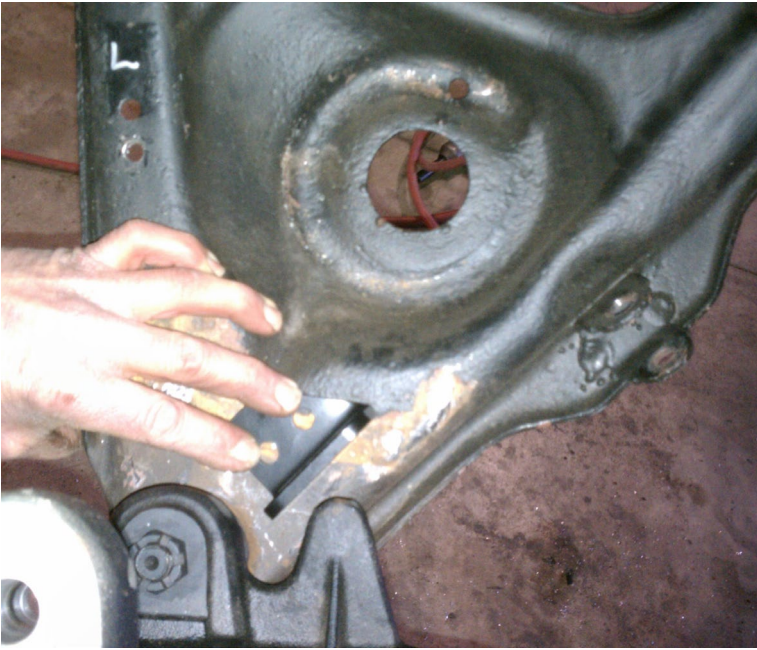


3. Hold the upper plate to the cross member as shown in the picture to the left and clamp to frame. Using the plate as a template drill 4 holes in the cross member.

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. The holes are lettered; slide the plate to position B moving the air spring to the rear of the vehicle. Secure with flat washers and nyloc nuts. Route airline.



5. Use a drill to drill the spot welds out of the OEM bumpstop/steering stop. Just drill through the mount. Do NOT drill through the control arm. We recommend cleaning the area up after removing it and paint it to keep the area from rusting.



6. Use the Image as a reference for placing the steering stop. It should be parallel with the rear edge of the control arm. You want the steering stop of the spindle to hit the steering stop before the steering box hits the internal stop. Use the stop as a template to drill (2) 3/8" holes in the control arm. Attach the stop using (2) 3/8"-16 x 1 1/4" bolts, (4) flat washer, & (2) 3/8"-16 nylok nuts.



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

8. 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.

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

8. Check air spring clearance with the caliper at full lock. The air spring should be about 5" tall at ride height.

DO NOT ALLOW THE AIR SPRING TO RUB. THIS WILL DAMAGE THE AIR SPRING AND IS NOT A WARRANTABLE SITUATION.



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Part # 11330501
63-72 C-10 HQ Series Front Shock Kit
For Use w/ Stock Lower Arms

Shock:

- | | | |
|---|------------|--------------------------------|
| 2 | 986-10-035 | 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 |
|---|----------|------------|

Hardware:

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

Installation Instructions



1. Replace the factory upper shock stud with the new one supplied.
2. Fasten the shock to the upper stud.
3. Fasten the shock to the lower arm using the factory hardware.



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Part # 11330701
63-72 C-10 Rear HQ Series Shock Kit
For Use w/ Stock Suspension

Shock:

2	986-10-031	RQ Smooth Body Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Shock Sleeve



Part # 11334099
63-72 Chevy C-10 Rear CoolRide Kit
For Use w/ Factory Trailing Arms

Components:

2	90006781	Rear air spring – 267c
2	90000056	Upper air spring cup bracket
2	90000070	Lower air spring plate
2	90001082	Short bump stop

Hardware Kit:

4	99372002	3/8" USS Nylok nut	Air spring to upper mount
4	99373003	3/8" SAE washer	Air spring to upper mount
2	99435003	7/16" x 2" stud	Upper mount to frame
2	99432001	7/16" Nylok nut	Upper mount to frame
2	99433002	7/16" SAE washer	Upper mount to frame
2	99371009	3/8" x 4" bolt	Air spring to trailing arm
2	99373001	3/8" fender washer	Air spring to trailing arm
2	99373005	3/8" lock washer	Air spring to trailing arm



Installation Instructions

1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the coil spring and shock absorbers.



3. Apply thread sealant to a 90 degree air fitting and screw it into the top of the air spring.

Note: When using larger fittings you may need to trim the bracket and/or frame rail.

4. Place the upper mount over the studs on the air spring. Secure with two 3/8" Nylok nuts and flat washers.

5. Screw the 7/16 x 2" stud into the nut in the bottom of the bracket.

7. Bolt the assembly to the upper coil spring pocket with the stud sticking through the frame. Use a 7/16" nut and flat washer to fasten the assembly.

8. Bolt the bottom of the air spring to the trailing arm using a 3/8" x 4" bolt, fender washer and lock washer. The lower air spring plate must be installed between the air spring and the trailing arm.

9. Double check air spring clearance though full suspension travel.

10. Ride height on this air spring is approximately 5".

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.

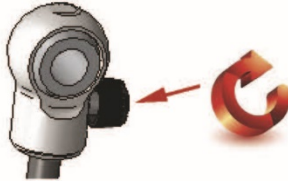
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

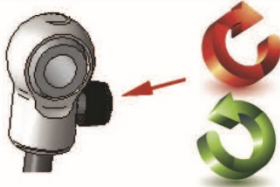
Take the vehicle for a test drive.



-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.