



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

www.ridetech.com

Part # 11331010
63-87 Chevy C10 Front CoolRide Kit
For Use w/ Stock Lower Arms

COOLRIDE KIT

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	

SHOCK KIT

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:

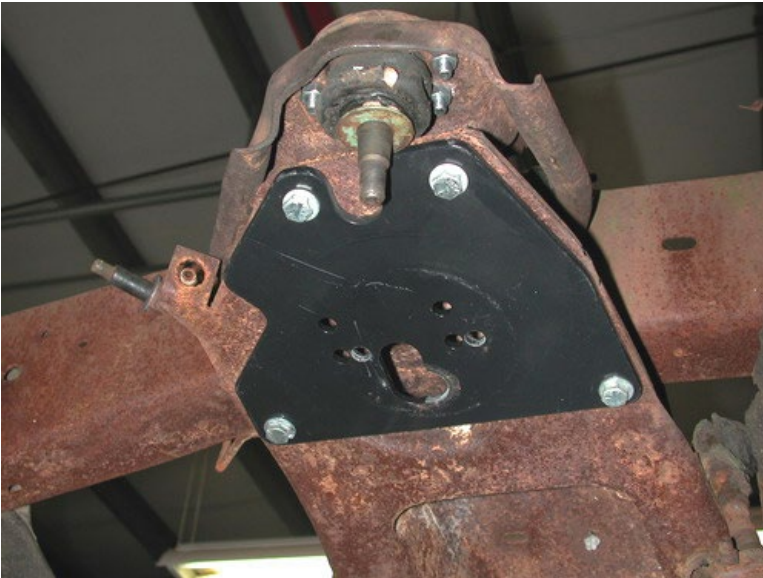
2	99501003	1/2"-13 x 2 1/2" Hex Head Bolt
2	99502001	1/2"-13 Nylok Nut

COOLRiDE®

Installation Instructions

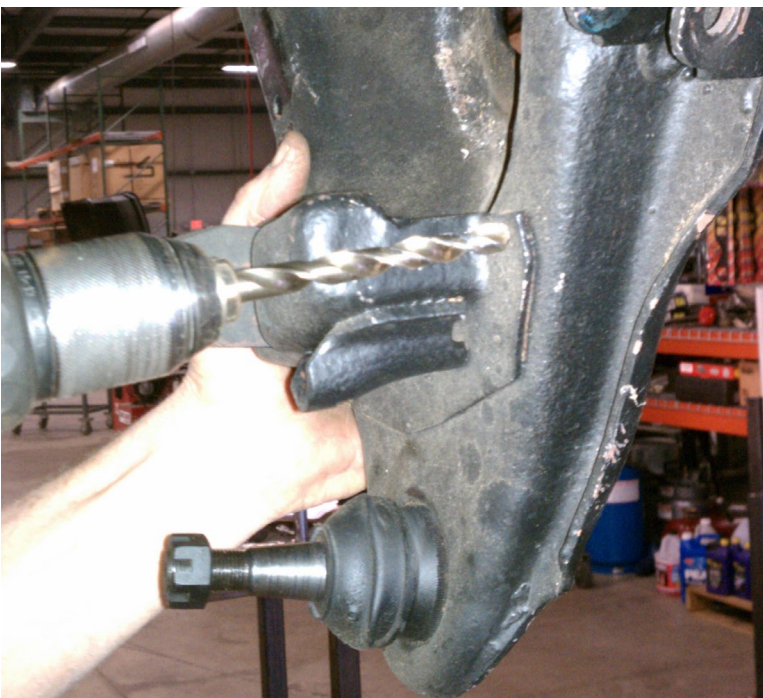
*****Must be used w/ RideTech shock kit*****

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.

Shock 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.

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 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.