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Part # 13051010
Dodge Dakota Front CoolRide Kit
With HQ Series Shocks

Components:

2	90006873	F6873 airsprings new style
2	90000234	A186 upper airspring bracket
1	90000236	A187P passenger side lower bracket
1	90000235	A187D drivers side lower bracket

Hardware:

4	99372002	3/8 uss nyloc nuts	upper airspring
2	99371001	3/8 x 3/4 " uss bolts	lower airspring
6	99373003	3/8" sae flatwashers	upper & lower airspring
2	99373005	3/8" lock washers	lower airspring
2	99435001	7/16 x 6" uss studs	upper bracket to frame (cut off after mounting)
2	99433002	7/16 flat washers	upper bracket to frame
2	99432001	7/16 sae nyloc nuts	upper bracket to frame

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:

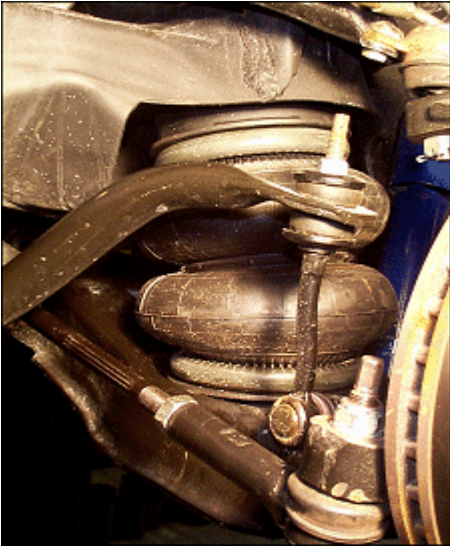
Compressed:	10 1/8"
Extended:	14 7/8"



13051010 97-02 Dakota front airspring/bracket

Installation instructions

1. Raise and support front end of truck at a safe, comfortable working level.
2. Remove OEM coilsprings. Refer to factory repair manual for proper procedure.
3. Assemble airspring mounts onto airsprings. The upper mounts are identical from side to side. The lower mounts are different from passenger to drivers side and are marked "D" [drivers side] and "P" [passenger side].



4. The coilspring pocket must be trimmed for airspring clearance. To determine the exact area to trim, place the airspring assembly into the coilspring pocket. This will indicate the exact area to be trimmed for clearance. Only the outer pocket must be trimmed. Allow at least 1" of clearance between the rubber bellows and any metal part. The coilspring pocket may be trimmed using a cutoff wheel, a sawzall, or a plasma cutter.

5. Install the airspring/bracket assembly into the coilspring pocket. The upper mount is fastened with a threaded stud through the original shock mount. The lower mount simply sets in the lower control arms just like the coilspring did. Rotate the lower mounts to properly align the airspring at ride height. The mount faces should be approx. parallel at ride height.



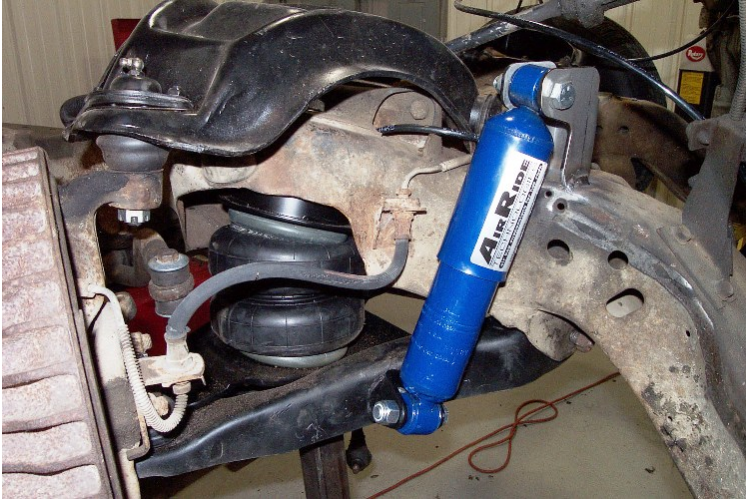
7. After the installation is complete, be sure to examine for clearance around the airspring. Let the vehicle down and inflate it to ride height. Check airspring clearance at several air pressures and steering angles.

IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME. CERTAIN AND IMMEDIATE FAILURE WILL RESULT!

This is the portion of the outer coilspring pocket that is trimmed for clearance.



Shock 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 that the shock is about 1/4" from being fully compressed.

2. Tack weld the mount during initial fitment. When installing the lower mount, tire clearance will determine the exact location, but approx. halfway between the balljoint and pivot bushing is a good place to start

3. 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. Also check turning radius with the wheel. Once the final location is determined fully weld the upper mount to the frame.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

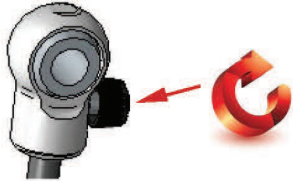
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

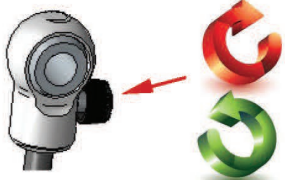
Take the vehicle for a test drive.



-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.