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Part # 13061010
94-01 Dodge ½ Ton Front CoolRide
For Use w/ Factory Lower Arms
with HQ Series Shocks

Components:

2	90006783	Airsprings
1	90000373	Driver upper airspring bracket
1	90000374	Passenger upper airspring bracket
1	90000375	Driver lower bracket
1	90000376	Passenger lower bracket

Hardware:

4	99371003	3/8 x 1" uss bolts	upper bracket bolts
4	99373009	3/8 uss flat washers	upper bracket
6	99373003	3/8 sae flat washers	airspring mounting
6	99373005	3/8 lock washers	bracket and airspring mounting
6	99371001	3/8 x ¾" uss bolts	airspring mounting
4	99372001	3/8 uss Nyloc Nuts	airspring mounting

Shocks:

2	986-10-042	4.75" Stroke HQ Shock
2	70011138	¾" ID Shock Bushing
4	70011186	9/16" ID x 1 5/8" Bushing Sleeve Halves
4	70011140	Stud Top Bushing
4	70011141	Stud Top Bushing Washers
4	99372006	3/8"-24 Jam Nuts for Stud Top

Dodge 1/2 ton front airspring kit installation

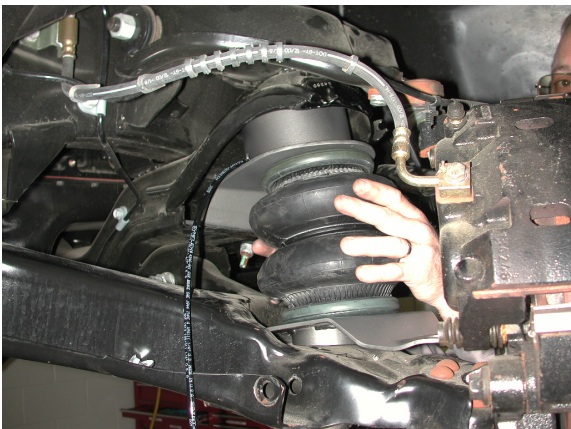
1. Raise and support vehicle at a safe and convenient working level. Use jackstands under frame.
2. Remove coilspring. Refer to factory service manual for proper procedure.



3. The Dodge has a large protrusion that extends from the upper coil spring pocket that supports the compression bump stop. This protrusion will be trimmed off. This can be accomplished with a cutoff wheel, torch, or a sawzall.



4. Assemble the upper and lower brackets onto the airspring as shown to the left. This is the driver side assembly as viewed from the front. Be sure to install the airline fitting into the airspring and position it so the airline has a clear exit to the side of the upper cup.

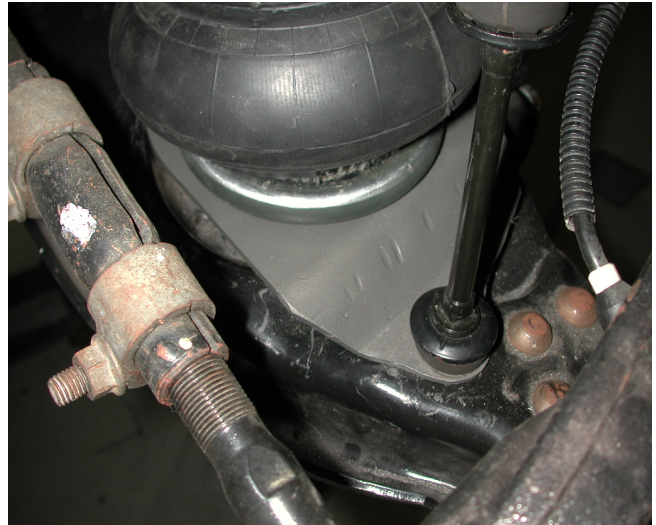


5. Insert airline into fitting and install the airspring and bracket assembly into the front suspension as shown. Note that the upper bracket "tongue" will be inside the crossmember as shown below. The lower bracket will be positioned by the oem sway bar hole in the lower control arm.

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6. This photo shows how the “tongue” of the upper bracket is inserted into the trucks crossmember and bolted down.



7. This photo shows how the lower bracket is positioned by the oem sway bar mount.

8. Reassemble the front suspension and install the HQ Series front shocks.

9. After airspring assembly, examine closely at all suspension levels and steering angles for any interference between airspring and ANYTHING. Pay particular attention to the steering linkage at full lock...you may have to reposition the tie rod adjustor for more clearance.

It is the final responsibility of the installer to ensure that airspring does not rub on anything at anytime!!

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

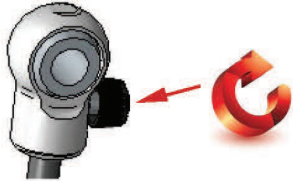
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

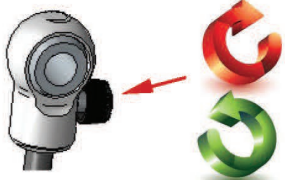
Take the vehicle for a test drive.



-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.