



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

www.ridetech.com

Part # 11150298
65-70 Pontiac Fullsize
Air Suspension Package System

Front Components:

- | | | |
|---|----------|---|
| 1 | 11151099 | Front CoolRide Kit for Stock Lower Arms |
| 1 | 11150501 | HQ Series Front Shock Kit |

Rear Components:

- | | | |
|---|----------|--|
| 1 | 11154099 | Rear CoolRide Kit for Stock Lower Arms |
| 1 | 11150701 | HQ Series Rear Shocks |



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Part # 11151099
65-70 Pontiac Fullsize Front CoolRide Kit

Components:

2	90006781	Air spring – 6.5" diameter, double convoluted, 1/4" port
1	90000295	Front upper bracket (5" tall) - Driver's side
1	90000296	Front upper bracket (5" tall) - Pass side
2	90000297	Front lower airspring bracket (short angled)
2	90001083	Medium bump stop

Hardware:

2	99371001	3/8" x 3/4" USS bolt	Air spring to lower bracket
4	99372002	3/8" USS Nylok nut	Air spring to upper bracket
6	99373003	3/8" SAE flat washer	Air spring mounts
2	99373005	3/8" lock washer	Air spring to lower bracket
2	99435002	7/16" x 8" stud	Upper bracket to frame
2	99433002	7/16" SAE flat washer	Upper bracket to frame
2	99432001	7/16" USS Nylok nut	Upper bracket to frame

DRIVER



PASSENGER



NOTE: THIS KIT HAS A DRIVER AND PASSENGER UPPER CUP BRACKET. A TOP VIEW IS SHOWN ABOVE.

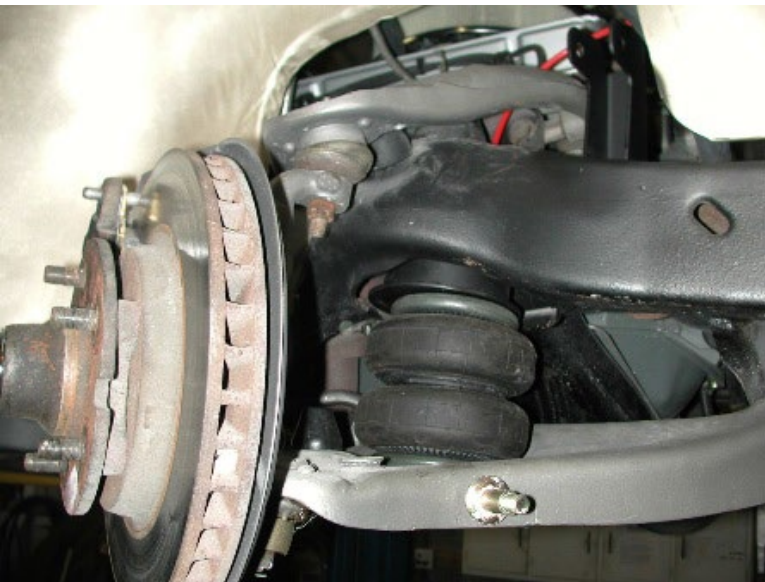
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Installation Instructions

*** Must Use RideTech Front Shock Kit ***



1. Apply thread sealant to the air fitting and screw it into the top of the air spring.
2. Place the upper cup bracket on top of the air spring and secure w/ two 3/8" Nylok nut and flat washers.
3. Fasten the lower bracket to the bottom of the air spring using a 3/8" x 3/4" bolt, lock washer and flat washer.
4. Screw the 8" all-thread stud into the nut at the bottom of the cup.



5. Place the assembly into the coil spring pocket with the stud sticking through the factory shock hole. Install 7/16" flat washer and Nylok nut onto stud.
6. The lower air spring bracket will simple rest in the coil spring pocket in the lower arm. The bracket may need to be rotated to achieve proper air spring alignment. The tall side of the bracket should be clocked toward the spindle.
7. Check air spring clearance throughout full suspension travel.
Allowing the air spring to rub will result in failure and is not a warrantable situation.
8. Ride height on this air spring is between 4.5" – 5.5" tall.



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Part # 11150501
65-70 Pontiac Front HQ Series Shock Kit
For Use With CoolRide

Shock:

2	986-10-036	4.75" Stroke Eye Top Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Inner Sleeve

Components:

2	90000011	Upper shock bracket
2	90001619	Shock Bolt Kit
2	90000471	Cantilever pin spacer

Hardware:

2	99501003	1/2" x 2 1/2" USS bolt	Shock to upper bracket
2	99502001	1/2" USS Nylok nut	Shock to upper bracket

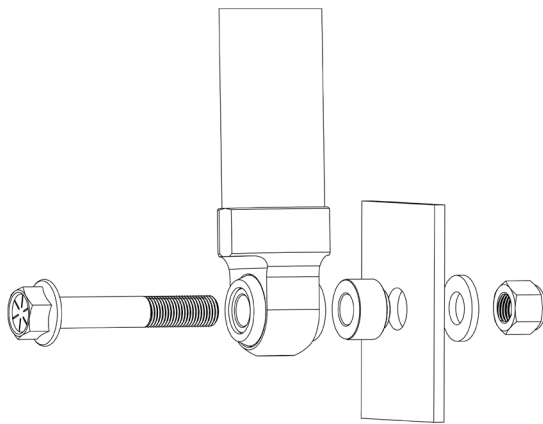
Shock Dimensions:

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

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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 $\frac{1}{4}$ " 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 $2\frac{1}{2}$ " x $\frac{1}{2}$ " bolt and Nylok nut. **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.



2. The shock must be relocated to the front side of the control arm. A $.625$ " hole must be drilled in the lower control arm for the Cantilever pin to attach. This hole will be drill directly in front of the factory shock mount but may need to be moved in or out slightly to allow for maximum tire clearance and turning radius.



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Part # 11154099
65-70 Pontiac Fullsize Rear CoolRide Kit

Components:

2	90009000	Tapered sleeve air spring
2	90000056	Upper cup bracket
2	90000224	Upper washer (4" O.D. x .5" I.D.)
2	90000291	Lower washer (2.563" O.D. x .438")
2	90000290	Air spring roll plate (5.5" O.D. x 2.812" I.D.)

Hardware:

2	99435004	7/16" x 4 1/2" stud	Cup bracket to frame
2	99432002	7/16" USS Nylok nut	Cup bracket to frame
2	99433002	7/16" SAE flat washer	Cup bracket to frame
6	99371001	3/8" x 3/4" USS bolt	Air spring to bracket
6	99373003	3/8" SAE flat washer	Air spring to bracket
6	99373005	3/8" lock washer	Air spring to bracket

IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.

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Installation Instructions

1. Raise and support vehicle at a safe and comfortable working height.
2. Support the axle then remove the coil spring and shock. Refer to service manual for proper disassembly procedure. To help keep the axle in place, do one side at a time.

*** Must Use RideTech Rear Shock Kit ***



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

4. Place the upper air spring bracket on top of the air spring and secure with two 3/8" x 3/4" bolts, flat washers, and lock washers.

IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.

5. Thread the 2" stud into the nut in the bottom of the bracket.



6. Hold the air spring assembly up to the coil spring pocket with the stud protruding through the hole in the center of the coil spring pocket. Place the 4" diameter washer over the stud and tighten with a 7/16" Nyloc nut and flat washer.

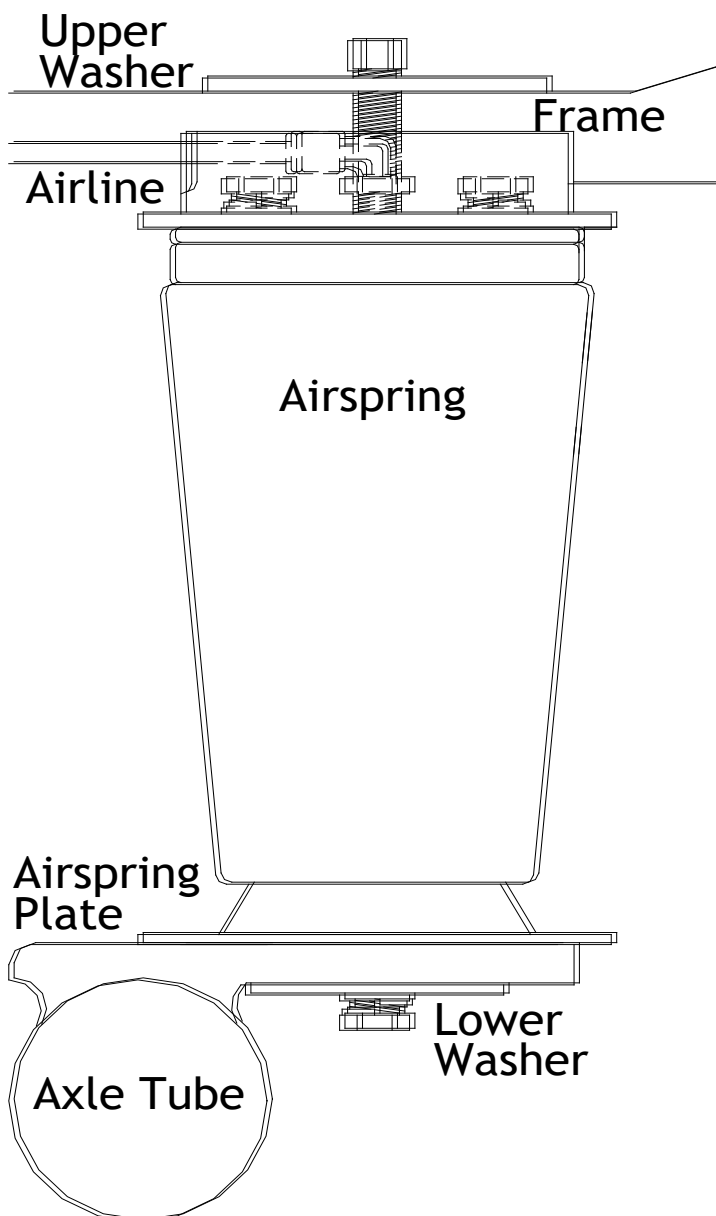
Note: Some cars have a small hole in the frame and will not need the 4" washer.



7. Place the air spring plate over the lower coil spring mount on the axle. Extend the air spring so the bottom of it seats on top of the plate. Some cars will require trimming of the coil spring retainer to allow this.

8. Use the 3/8" x 1 1/4" bolt and 2.5" washer to secure the air spring to the axle.

9. Install the new shocks using the hardware supplied.



10. Check air spring clearance with exhaust and anything else that could rub against it. **Abrasion will cause air spring failure and is not a warrantable situation.**

11. Driving height on this air spring is 8 1/2"-9" tall. Maximum extended height is 12", minimum compressed height is 4 1/2". Allowing this air spring to exceed these dimensions will cause failure. The shock absorber and factory bump stop should keep the air spring within these limits.



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Part # 11150701
65-70 Pontiac Fullsize HQ Series Rear Shock Kit

Shock:

2	986-10-020	7.55" Stroke Eye Top Shock Cartridge
2	70011139	5/8" ID Shock Bushing
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Shock Sleeve
2	90002068	Wide Trunnion

Components:

2	90000471	Aluminum shock spacer
2	90001619	Shock bolt kit

Hardware:

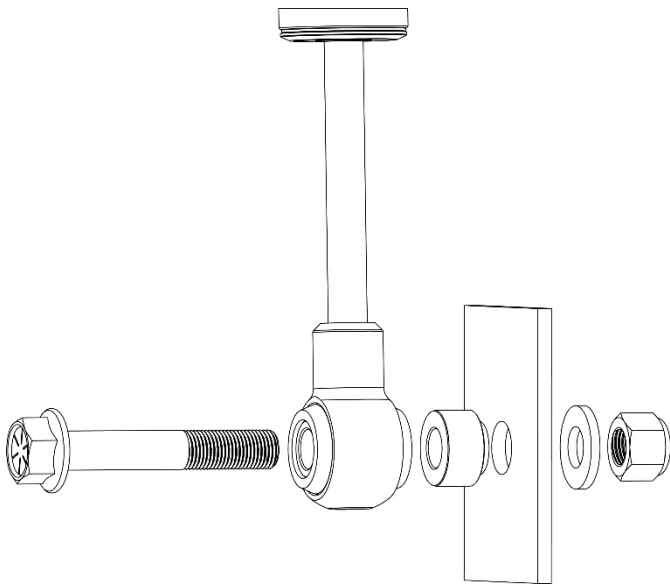
4	99311001	5/16" x 1" USS bolt	Shock to frame
8	99313002	5/16" SAE flat washer	Shock to frame
4	99312003	5/16" USS Nylok nut	Shock to frame



Installation Instructions



1. Attach the upper T-bar to the frame in the oem location using the supplied 5/16 x 1" USS bolts, washers and Nylok nuts.



2. Attach the shock to the axle using the new shock bolt kit supplied.

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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.