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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 |

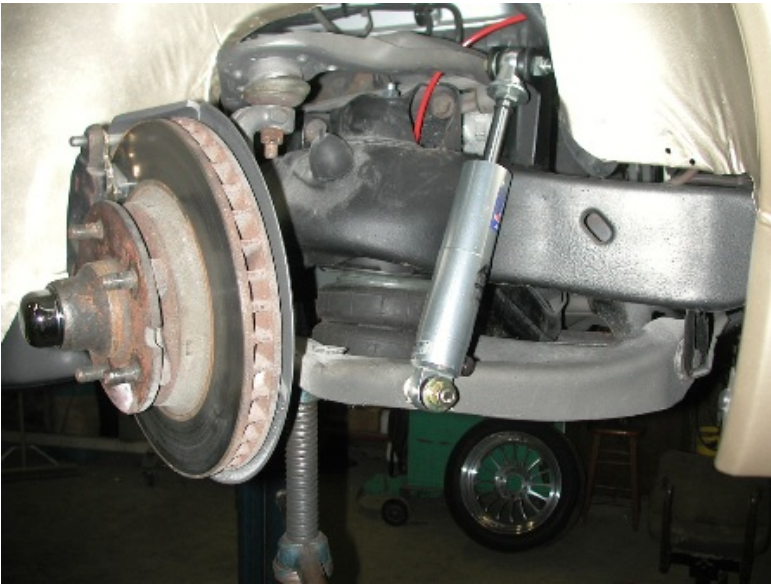
Hardware:

- | | | | |
|---|----------|------------------------|------------------------|
| 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 |

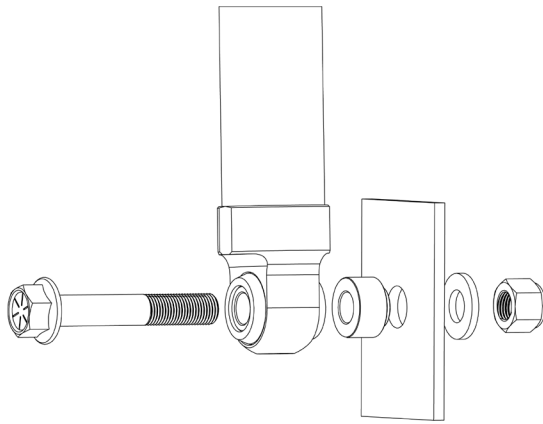
Shock Dimensions:

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

COOL RiDE®



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.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

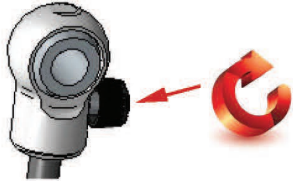
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

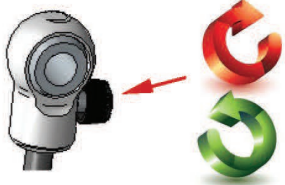
Take the vehicle for a test drive.



-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.