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Part # 11321010
78-88 GM "G" Body Front CoolRide Kit
For Use w/ Stock Lower Arms

COOLRIDE KIT

Components:

2	99006781	Air spring – double convoluted, 6.5" diameter, 1/4" npt port
2	90000017	Upper air spring cup bracket (3" tall)
2	90000039	Lower air spring cup bracket (angled)

Hardware:

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	99372002	3/8" USS Nylok nut	Air spring to upper cup bracket
6	99373003	3/8" SAE flat washer	Air spring mounting
2	99435001	7/16" x 6" USS stud	Upper cup to frame
2	99432001	7/16" USS Nylok nut	Upper cup to frame
2	99433002	7/16" flat washer	Upper cup to frame

SHOCK KIT

Shock:

2	986-10-042	7.55" Stroke Eye Top Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Inner Sleeve

Components:

4	70011140	Stem Bushings
4	70011141	Stem Washers
1	90000422	Driver side upper shock bracket
1	90000423	Passenger side upper shock bracket
2	90001619	Shock stud bolt kit

Hardware:

6	99371004	3/8" x 1 1/4" USS bolt	Upper shock bracket to frame
6	99372002	3/8" Nylok nut	Upper shock bracket to frame
12	99373003	3/8" SAE flat washer	Upper shock bracket to frame
4	99372006	3/8"- 24 Thin Jam Nut	Upper Shock Stud

COOLRiDE®

CoolRide Kit Installation Instructions

*** Designed For Use With RideTech Shock Kit ***

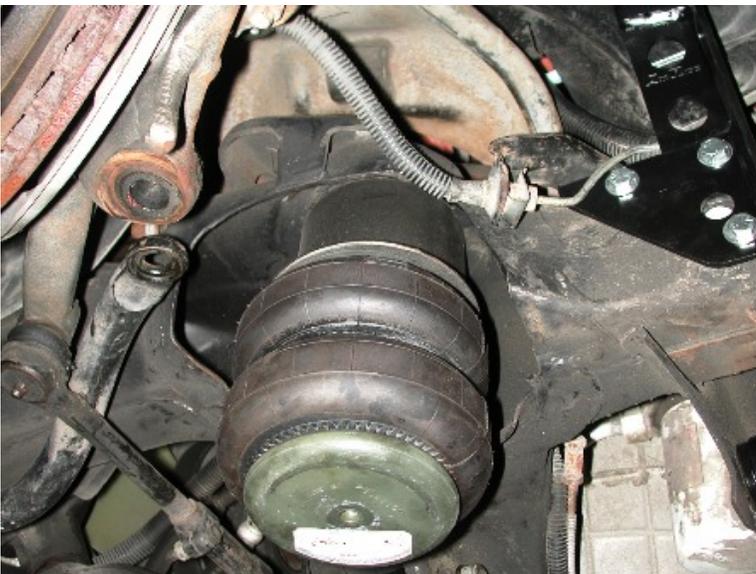


1. Some trimming around the outside of the coil spring pocket is required for air spring clearance. This arc should be approximately 2" tall by 5" long. This is best done with a cutoff, sawzall, or plasma cutter.

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

4. Place the upper cup over the studs on the top of the air spring. Fasten it down using 3/8" Nylok nuts and washers. Thread the 6" stud into the nut in the bottom of the cup.

5. The lower cup is attached to the bottom of the air spring with a 3/4" x 3/8" bolt with a lock washer and flat washer.



6. Place the air spring assembly into the coil spring pocket with the stud protruding through the OEM shock hole. Tighten with 7/16" Nylok nut and flat washer. The lower cup will just sit in the lower arm offsetting the spring towards the spindle.

Note: The airline must be routed at this time.

7. Double check air spring clearance through full suspension travel.

Allowing the air spring to rub will result in failure and it not a warrantable situation.

8. Ride height on this air spring is 4.5" – 5.5" tall.

Note: If using a stock style sway bar, the end link spacer may need to be shortened 1.5" to attain proper clearance between the sway bar and the outer tie rod.

Note: Upper shock bracket must be installed before air spring.



Shock Kit Installation Instructions



1. The shock bracket must be mounted first. It bolts right behind the upper arm and locates off the large hole in the frame and in the bracket. The brake line bracket must be removed and then reinstalled over the top of the shock bracket. The shock bracket is secured with 1 ¼" x ¾" bolts with Nylok nuts and flat washers.

Note: There is a driver and passenger side bracket. The picture shows the drivers side.



2a. **If using the factory lower arm;** a .625" hole must be drilled in rear leg of the lower arm for the cantilever pin. This hole should be approximately 9" from the ball joint.

2b. **If using lower StrongArm;** the cantilever pin will attach directly to the tab welded to the rear leg of the control arm.

3. . Insert the shock stud through the shock then spacer. The step in the spacer should go through the arm. Tighten the assembly with a flat washer & nut on the backside of the arm.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

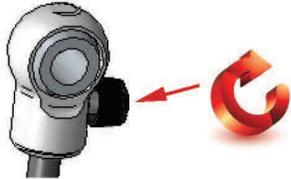
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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.