



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
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Part # 11380501
99-06 Silverado Front HQ Series Shock Kit
For Use with CoolRide

Shock:

- 2 986-10-042 HQ Smooth Body Shock Cartridge
- 2 70011138 3/4" ID Shock Bushing
- 2 90002103 5/8" ID Inner Sleeve

Components:

- 4 70011140 Stem Bushings
- 4 70011141 Stem Washers
- 1 90000378 Drivers side upper shock mount
- 1 90000379 Passenger side upper shock mount
- 2 90000471 Aluminum shock spacer
- 2 90001619 Shock stud

Hardware:

- 2 99373007 3/8" x 1" self tapping bolt Shock mount to frame
- 8 99373003 3/8 SAE flat washer Shock mount to frame
- 4 99372002 3/8" USS Nylok nut Shock mount to frame
- 4 99371003 3/8" x 1" USS bolt Shock mount to frame
- 4 99372006 3/8"- 24 Thin Jam Nut Upper Shock Stud



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Installation Instructions



1. The upper shock mount will bolt the rear upper control arm mounting bracket and to the side of the frame rail. It will use one existing hole in the control arm bracket. A 2nd 3/8" hole must be drilled in the control arm bracket. A 5/16" hole must be drilled into the frame rail for the 3/8" self tapping bolts.

2. Fasten the shock to the bracket using new bushings/hardware supplied.

3. The lower shock stud must be welded to the rear leg of the lower control arm. To determine it's location; place a jack under the lower control arm and fully compress the air spring. Then fully compress the shock absorber. Swing the shock up to the center of the control arm and mark the center of the eye. Drill 5/8" hole in the arm and then weld in the stud.

4. Fasten the shock to the stud w/ hardware supplied.



Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

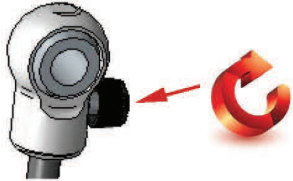
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

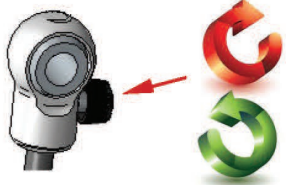
Take the vehicle for a test drive.



-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.