



350 S. St. Charles St. Jasper, In. 47546

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www.ridetech.com

11424010 Rear air spring and bracket system for Envoy/TrailBlazer
Includes HQ Series Shocks

Components:

| | | |
|---|----------|-----------------------------------|
| 2 | 90009000 | F9000 Rear Air Spring |
| 2 | 90000412 | (A446) Upper Rear Bracket |
| 2 | 90000411 | (A445) Lower Rear Bracket |
| 2 | 31954000 | 1/4x1/4 straight fittings |
| 2 | 90000224 | (A168) Upper Plate / Upper Washer |
| 2 | 90001083 | Medium Bumpstops |

Hardware:

| | | |
|---|----------|---|
| 4 | 99371001 | 3/8 x 3/4 USS Bolts (air spring to upper bracket) |
| 2 | 99371004 | 3/8 x 1 1/4 USS Bolts (air spring to lower bracket) |
| 6 | 99373005 | 3/8 Lock Washers (air spring to upper bracket) |
| 6 | 99373003 | 3/8 SAE Washers |
| 2 | 99435003 | 7/16 x 2 Threaded Stud |
| 2 | 99432001 | 7/16-14 USS Nyloc Nuts |
| 2 | 99433002 | 7/16 SAE Flat Washers |

Shock:

| | | |
|---|------------|--|
| 2 | 986-10-033 | 8.35" Stroke Eye Top Shock Cartridge |
| 4 | 70011138 | 3/4" ID Shock Bushing |
| 4 | 70011185 | 1/2" ID X 1 11/16" Shock Sleeve Half (Upper) |
| 4 | 70013131 | 1/2" ID X 2 7/16" Shock Sleeve Half (Lower) |

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11424099

Envoy/TrailBlazer CoolRide Rear

1. *Lift rear of vehicle to a safe, comfortable working height and support with proper jackstands under the frame. Let the rear axle housing hang.*
2. *Support the axle housing with a floor jack and remove the rear shocks. Then lower the axle housing a bit farther to allow the OEM coilsprings to be removed.*
3. *Bumpstop Replaces OEM Bumpstop.*



3. *Assemble the airspring mounts onto the airspring as shown in the photo to the left. Install the airline fitting in the top of the airspring and run the airline to it.*
4. *Drill an access hole in the upper coil pocket for airline routing.*
5. *Run the airline through this hole and insert into airline fitting.*
6. *Install the airspring assembly into the OEM coilspring pocket. **The upper mount is bolted in with the supplied stud and nut...the lower mount simply sits in the OEM coil pocket.***

7. *Attach the shocks with the Adjuster Knob on the bottom. Inflate the airsprings slightly to remove any wrinkles. Be sure the airspring does not rub on anything at anytime!*

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

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

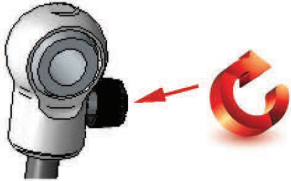
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

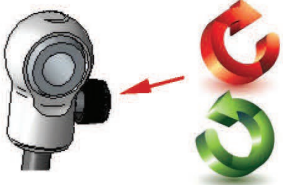
Take the vehicle for a test drive.



-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.