



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

Part # 11380910
99-06 Silverado Front CoolRide
For Use w/ Lower StrongArms

COOLRIDE KIT

Components:

2	90006873	224 double convoluted air spring
2	90000214	Upper air spring mount
2	90001083	Medium bump stop

Hardware:

2	99371001	3/8" x 3/4" USS bolt	Air spring to lower arm
2	99373005	3/8" lock washer	Air spring to lower arm
6	99373003	3/8" SAE flat washer	Air spring mounting
4	99372002	3/8" USS Nylok nut	Air spring to cup bracket
2	99433002	7/16" SAE flat washer	Cup bracket to frame
2	99435001	7/16" x 6" stud	Cup bracket to frame
2	99432001	7/16" USS Nylok nut	Cup bracket to frame

SHOCK KIT

Shock:

2	986-10-042	4.75" Stroke Stud Top 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



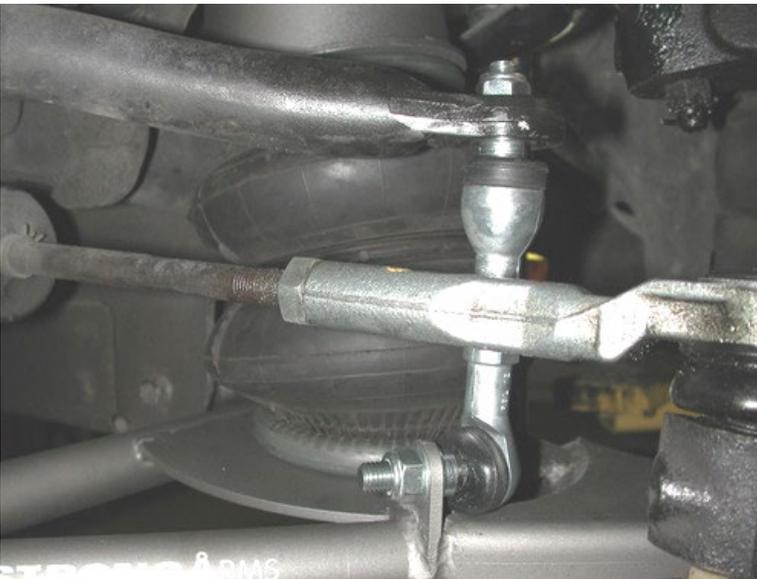
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CoolRide Installation Instructions

***** Must use RideTech Front Shock Kit *****



1. The upper coil spring bucket must be trimmed for air spring clearance. The trimmed piece will measure approx. 1 3/4 x 1 3/4. A die grinder and a cutoff wheel will do the job nicely. The objective here is to create clearance for the air spring. Check this area VERY carefully for abrasion against air spring.



2. Install the lower air spring mounting plate into the lower control arm using the oem sway bar attachment hole as the primary locator. The remaining attachment holes will then be drilled so the plate can be securely fastened to the control arm.



4. Apply thread sealant onto an air fitting and screw it into the top of the air spring.
5. Place the upper cup bracket on top of the air spring and secure w/ the 3/8" Nylok nut and flat washers supplied.
6. Screw the 7/16" all thread into the nut in the bottom of the cup bracket.
7. Place the assembly into the upper coil spring pocket w/ the stud sticking through the factory shock hole. Secure w/ a 7/16" Nylok nut and flat washer.
8. Fasten the air spring to the lower arm using a 3/8" x 3/4 bolt, flat washer and lock washer.

9. Remove original bumpstop and replace with the shorter one supplied. Although, it is OK to let the suspension bottom out on the air spring.

10. Ride height on this air spring is around 4.5" - 5.5" tall.

IT IS THE FINAL RESPONSIBILITY OF THE CUSTOMER / INSTALLER TO MAKE SURE THAT THE AIR SPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!



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Shock 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.

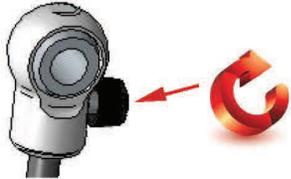
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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.