350 S. St. Charles St. Jasper, In. 47546
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Part # 11054010
58-64 Impala Rear CoolRide Kit
For Use w/ Factory Lower Arms

COOLRIDE KIT
Components:

2	90006873	Rear air spring
1	90000463	Driver side upper air spring bracket
1	90000464	Passenger side upper air spring bracket
2	90000465	Lower air spring bracket
2	90000472	1.5” O.D x 1.5” long aluminum bump stop spacer
2	90001082	Short bump stop

Hardware:

2	99435001	7/16” x 6” stud	Upper air spring bracket to frame
2	99433002	7/16” SAE flat washer	Upper air spring bracket to frame
2	99432001	7/16” USS Nylok nut	Upper air spring bracket to frame
4	99372002	3/8” USS Nylok nut	Upper air spring bracket
8	99373003	3/8” flat washer	Air spring mounting / Bump stop
2	99371003	3/8” x 1” USS bolt	Bump stop
2	99371001	3/8” x 3/4” USS bolt	Lower air spring bracket
4	99373005	3/8” lock washer	Lower air spring bracket / Bump stop
2	99311001	5/16”-18 x 1” USS bolt	Lower air spring bracket to arm
2	99312003	5/16” Nylok nut	Lower air spring bracket to arm
2	99313002	5/16” flat washer	Lower air spring bracket to arm

SHOCK KIT
Shock:

2	22989999	HQ Smooth Body Shock Cartridge
2	70011139	5/8” ID Shock Bushing
2	70011138	3/4” ID Shock Bushing
2	90002103	5/8” ID Shock Sleeve
2	90002068	Wide Trunnion

Hardware:

4	99311001	5/16” x 1” USS bolt	Shock to frame
4	99312003	5/16” USS Nylok nut	Shock to frame
8	99313002	5/16” SAE flat washer	Shocks to frame
2	99502002	½” SAE Nylok Nut	Shock to lower stud
2	99503001	½” SAE flat washer	Shock to lower stud

CoolRide Installation Instructions

1. Raise and support vehicle at a safe and comfortable working height.

2. Support axle then remove coil spring, shock, and bump stop. Refer to service manual for proper disassembly procedure.

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

4. Place the upper cup bracket on top of the air spring and secure with two 3/8” Nylok nuts and flat washers.

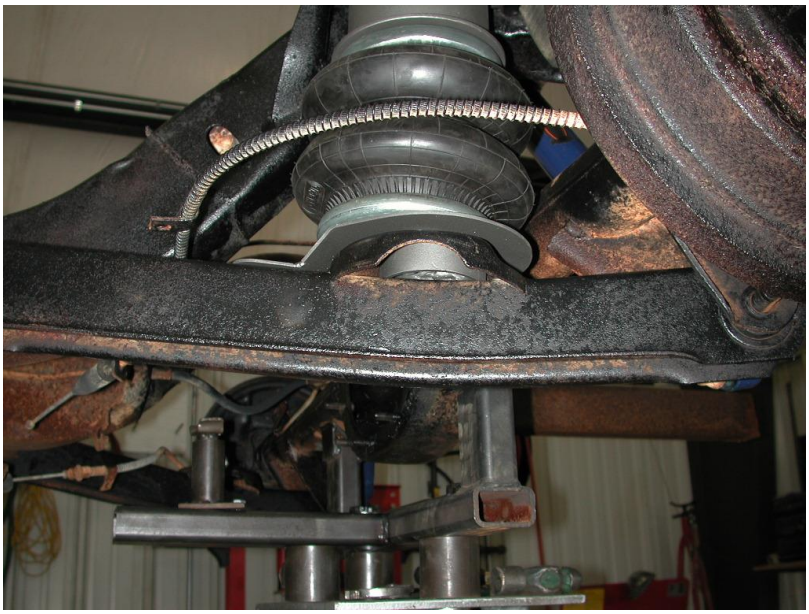
5. Thread the 6” stud into the nut in the bottom of the cup.

6. Place the air spring assembly into the coil spring pocket with the tab on the side of the cup aligning with the factory bump stop mount.

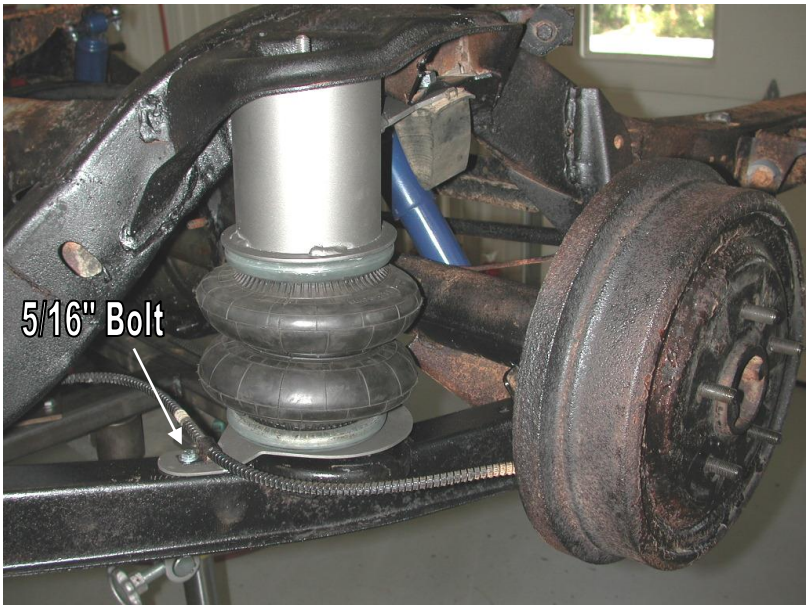
7. The stud should poke through the hole in the upper coil spring pocket. Some cars may not have this hole and it must be drilled. Fasten with a 7/16” Nylok nut and flat washer.

8. Fasten the aluminum bump stop spacer to the frame using a 3/8” x 1” bolt, flat washer and lock washer.

9. Screw the bump stop into the spacer.



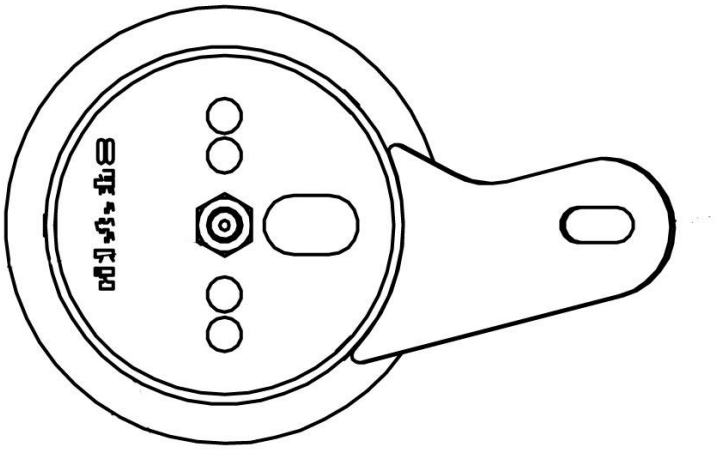
10. Bolt the lower mount to the bottom of the air spring using a 3/8” x 3/4" bolt, lock washer and flat washer. Before tightening, make sure it aligns with the lower arm.



11. The hole in the tab on the lower mount will align with the parking brake cable clamp. It will be held tight with a 5/16” x 1” bolt, lock washer, and flat washer.

12. Make sure that the air spring cannot rub on anything at anytime. This will result in air spring failure and is a not a warrantable situation.

13. Ride height on this air spring is approximately 5” tall, but may vary to driver preference.



This is the driver bracket looking down at the top of it.

The tab goes to the rear of the car.

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Shock Installation Instructions

1. Attach shock T-Bar to frame using 5/16” x 1” bolts, Nylok nuts and flat washers.

2. Attach the bottom of the shock to factory shock stud using the ½” Nylok nut & flat washer 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.