



**Part # 11330198**  
**63-72 C-10 Level 1 Air Suspension**  
**System**

**Front Components:**

- |   |          |                                         |
|---|----------|-----------------------------------------|
| 1 | 11331099 | Front CoolRide Kit for Stock Lower Arms |
| 1 | 11330501 | HQ Series Front Shock Kit w/ Mounts     |

**Rear Components:**

- |   |          |                       |
|---|----------|-----------------------|
| 1 | 11334099 | Rear CoolRide Kit     |
| 1 | 11330701 | HQ Series Rear Shocks |

**Compressor System:**

- |   |          |                                                 |
|---|----------|-------------------------------------------------|
| 1 | 30154100 | 5 gallon RidePro Compressor Kit (Analog Gauges) |
|---|----------|-------------------------------------------------|



**Part # 11331099**  
**63-87 Chevy C10 Front CoolRide Kit**  
For Use w/ Stock Lower Arms

**Components:**

2	90006873	Front air springs – 224C
2	90000060	Upper air spring plate
2	90000057	Lower air spring cup bracket
2	90001083	Medium bump stops – 1.5" tall
1	90000293	Driver side steering stop
1	90000294	Passenger side steering stop

**Hardware Kit:**

16	99372002	3/8" USS Nylok nut	Air spring mounts
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	99371003	3/8" x 1" USS bolt	Steering stop to lower arm
8	99371004	3/8" x 1 1/4" USS bolt	Upper mount to frame
30	99373003	3/8" SAE flat washer	

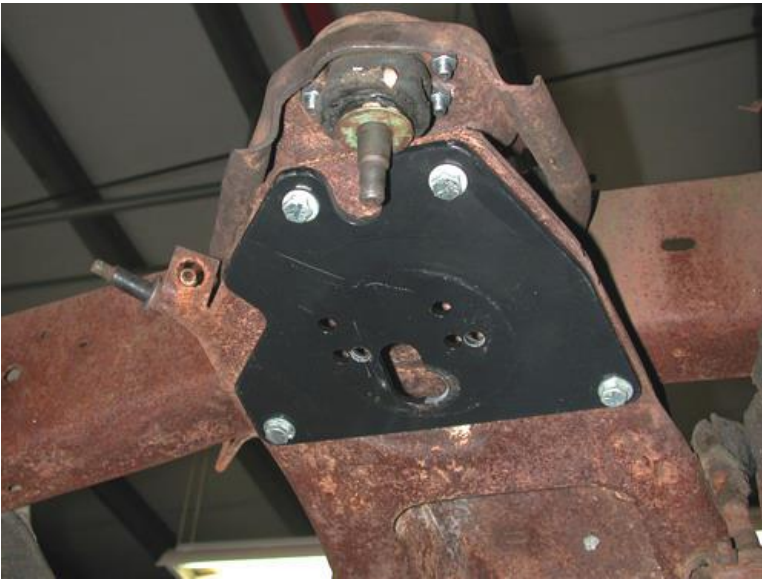
# COOLRiDE<sup>®</sup>

by Air Ride Technologies

## Installation Instructions

\*\*\*\*\*Must be used w/ RideTech shock kit\*\*\*\*\*

1. Raise and support truck at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove coil spring, shock absorber and bump stop. Refer to factory service manual for proper disassembly procedure.



3. Hold the upper plate to the cross member as shown in the picture to the left and clamp to frame. Using the plate as a template drill 4 holes in the cross member.

4. Apply thread sealant to the air fitting and thread into the air spring. Remove the upper plate from the frame and place onto the studs on the top of the air spring. The holes are lettered; slide the plate to position B moving the air spring to the rear of the vehicle. Secure with flat washers and nyloc nuts. Route airline.



5. Use a drill to drill the spot welds out of the OEM bumpstop/steering stop. Just drill through the mount. Do NOT drill through the control arm. We recommend cleaning the area up after removing it and paint it to keep the area from rusting.



6. Use the Image as a reference for placing the steering stop. It should be parallel with the rear edge of the control arm. You want the steering stop of the spindle to hit the steering stop before the steering box hits the internal stop. Use the stop as a template to drill (2) 3/8" holes in the control arm. Attach the stop using (2) 3/8"-16 x 1 1/4" bolts, (4) flat washer, & (2) 3/8"-16 nylok nuts.



7. Bolt the lower bracket to the air spring using a 3/8" x 3/4" bolt, lock washer and flat washer.

8. Attach the air spring assembly to the frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers supplied. The lower mount will simply sit in the coil spring pocket. It does not need to be attached.

9. Replace the factory shock, with the new ones supplied.

8. Check air spring clearance with the caliper at full lock. The air spring should be about 5" tall at ride height.

**DO NOT ALLOW THE AIR SPRING TO RUB. THIS WILL DAMAGE THE AIR SPRING AND IS NOT A WARRANTABLE SITUATION.**



**Part # 11330501**  
**63-72 C-10 HQ Series Front Shock Kit**  
For Use w/ Stock Lower Arms

**Shock:**

- |   |          |                                |
|---|----------|--------------------------------|
| 2 | 22939999 | HQ Smooth Body Shock Cartridge |
| 4 | 70011138 | 3/4" ID Shock Bushing          |
| 2 | 90002102 | 1/2" ID Inner Sleeve           |
| 2 | 90002103 | 5/8" ID Inner Sleeve           |

**Components:**

- |   |          |            |
|---|----------|------------|
| 2 | 90001617 | Shock Stud |
|---|----------|------------|

**Hardware:**

- |   |          |                                |
|---|----------|--------------------------------|
| 2 | 99501003 | 1/2"-13 x 2 1/2" Hex Head Bolt |
| 2 | 99502001 | 1/2"-13 Nylok Nut              |

**Installation Instructions**



1. Replace the factory upper shock stud with the new one supplied.
2. Fasten the shock to the upper stud.
3. Fasten the shock to the lower arm using the factory hardware.



**Part # 11330701**  
**63-72 C-10 Rear HQ Series Shock**  
**Kit**

For Use w/ Stock Suspension

**Shock:**

2	22969999	RQ Smooth Body Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Shock Sleeve



**Part # 11334099**  
**63-72 Chevy C-10 Rear CoolRide Kit**

For Use w/ Factory Trailing Arms

**Components:**

2	90006781	Rear air spring – 267c
2	90000056	Upper air spring cup bracket
2	90000070	Lower air spring plate
2	90001082	Short bump stop

**Hardware Kit:**

4	99372002	3/8" USS Nylok nut	Air spring to upper mount
4	99373003	3/8" SAE washer	Air spring to upper mount
2	99435003	7/16" x 2" stud	Upper mount to frame
2	99432001	7/16" Nylok nut	Upper mount to frame
2	99433002	7/16" SAE washer	Upper mount to frame
2	99371009	3/8" x 4" bolt	Air spring to trailing arm
2	99373001	3/8" fender washer	Air spring to trailing arm
2	99373005	3/8" lock washer	Air spring to trailing arm

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## Installation Instructions

1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the coil spring and shock absorbers.



3. Apply thread sealant to a 90 degree air fitting and screw it into the top of the air spring.

**Note:** When using larger fittings you may need to trim the bracket and/or frame rail.

4. Place the upper mount over the studs on the air spring. Secure with two 3/8" Nylok nuts and flat washers.

5. Screw the 7/16 x 2" stud into the nut in the bottom of the bracket.

7. Bolt the assembly to the upper coil spring pocket with the stud sticking through the frame. Use a 7/16" nut and flat washer to fasten the assembly.

8. Bolt the bottom of the air spring to the trailing arm using a 3/8" x 4" bolt, fender washer and lock washer. The lower air spring plate must be installed between the air spring and the trailing arm.

9. Double check air spring clearance though full suspension travel.

10. Ride height on this air spring is approximately 5".

**DO NOT ALLOW THE AIR SPRING TO RUB. THIS WILL DAMAGE THE AIR SPRING AND IS NOT A WARRANTABLE SITUATION.**



**Part # 30154100**  
**4100 Series RidePro 4 Way Compressor**  
**System**  
**5 Gallon Tank – Analog Gauges**

**Components:**

2	31920020	Thomas 319 Compressor
1	31194000	RidePro 4 Way analog control panel with rocker switches (Black Face)
1	31915100	5 gallon aluminum tank
1	31934001	RidePro 4 Way valve block
1	31980005	Pressure switch – 135 On / 150 Off

**Wiring & Hardware:**

2	90001924	Fuse holder
2	90001922	20 Amp fuse
2	31900035	Wiring harness - Control panel to valve
2	31900022	30 Amp relay w/ harness
6	99104001	10-24 x 1" phillips screw
6	99102002	10-24 Nylok nut
6	99103001	#10 SAE flat washer
3	90001916	#10 x 5/16 ring terminal
3	90001913	12-10 butt connector
2	90001918	Female spade connector

**Airline & Fittings:**

2	31940002	1/4" DOT airline - 30 ft. roll - valve block to gauges
2	31940000	1/8" DOT airline - 25 ft. roll - valve block to gauges
2	31952150	1/8" npt x 1/4" tube female straight - compressor
2	31957003	2" Brass Nipple - compressor
6	31954201	1/4" npt x 1/4" tube Elbow airline fitting
7	31954000	1/4" npt x 1/4" tube Straight airline fitting
4	31952000	1/8" npt x 1/8" tube Straight fitting - manifold to gauge fitting
3	31957004	1/4" npt plug - to plug unused supply port
1	31954400	1/4" airline tee fitting-compressors to check valve fitting

**THE CHECK VALVE SUPPLIED SCREWS INTO THE AIR TANK WITH AN AIR FITTING  
THREADING INTO IT. THE COMPRESSOR LINE WILL FEED INTO THE CHECK VALVE.**





## **ARC4100 Compressor System Instructions**

These are some general guidelines to follow when installing your new RidePro air control system. Depending on the vehicle there are many different ways to plumb the system. Start out by planning a lay out of where you want everything to be mounted. Typically we try to keep the compressor, solenoids, tank, and sending units in a central location, but they can be separated to suit your needs.

### **Mounting the Compressor/ Pressure Switch**

- **Remove the negative battery cable before beginning installation.**
- All of our compressors are sealed for moisture and dust resistance so they can be mounted anywhere on the vehicle. Although it is best to mount it in a place out of direct contact with rain and snow. It is OK to mount it underneath the vehicle but keep it inside the frame rails away from water and debris thrown off the tire.
- This is a dry compressor; therefore it is maintenance free and can be mounted in any position.
- It is best if mounted to something solid to reduce vibration and noise. If mounting it to sheet metal or the bed of a truck, use sound deadening material between the compressor and the mounting surface.
- Use the rubber grommets supplied on the feet of the compressor to reduce vibration.
- Apply thread sealant to the pressure switch and screw into the tank.
- 20 amp fuses/holders are supplied and must be installed within 1 ft. of the battery.

### **Mounting the Air Tank**

- The air tank can be mounted anywhere on the vehicle in any position.
- A template is supplied to aid in drilling the holes. Check the template with the tank before drilling the holes.
- If your air system is used frequently you may want to remove the tank once a season to drain any excessive accumulation of water.

## Mounting the RidePro Air Valves

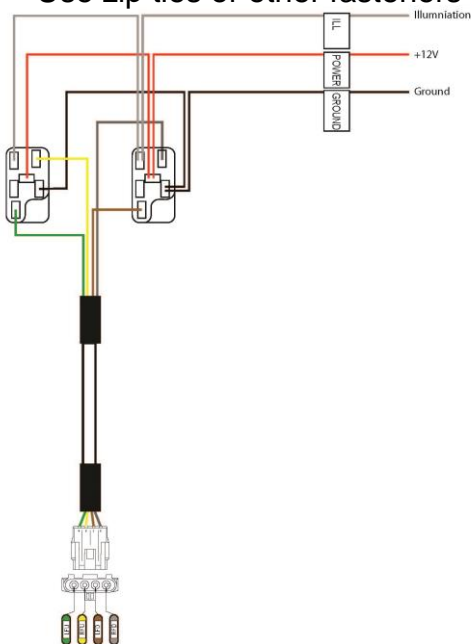
- The valves, like the compressor, are sealed and can be mounted in the same locations. Although if the vehicle will be exposed to freezing temperatures it is a good idea to mount them in the engine bay if possible to reduce the possibility of freezing.
- They can be mounted in any position.
- Mount the valves higher than the tank to avoid moisture build up. This could cause the air pressure sensors to give a faulty reading.
- Attach the ground strap to a good, clean ground (preferably the frame).
- The exhaust port will be left open.
- The valve is held closed with the pressure in the tank. If tank pressure drops below air spring pressure they will equalize deflating all 4 air springs.
- 

## Wiring Harness

- Red Wire- The red wire on the harness will connect to 12 volt switched.
- Gray Wire- This power for the light in the switch- this wire goes to the light circuit(dash lights) of the vehicle. This wire needs 12 volt when the lights are on or the key is on. The gauge light should be hooked to the same circuit as this wire.
- Black Wire- This wire is ground for the light in the switch. It goes to a good ground.

## Routing the Airline and Fittings

- Make all airline cuts with a razor or tubing cutter. It must be clean and straight or it will not seal.
- All fittings are DOT approved push-to-connect style. They are very simple to use and are reusable. Firmly push the airline into the fitting to attach. To release the airline pull the collar on the fitting back towards the fitting and pull the airline out.
- Use thread sealant on all fittings.
- Do not over tighten the fittings. This could result in breaking the fitting or damaging the air spring.
- All of our airlines are DOT approved so they are very strong. But keep them away from any sharp edges. Also when passing through a hole in the frame use a grommet.
- Keep away from intense heat including mufflers and exhaust manifolds.
- Use zip ties or other fasteners to secure the airline.

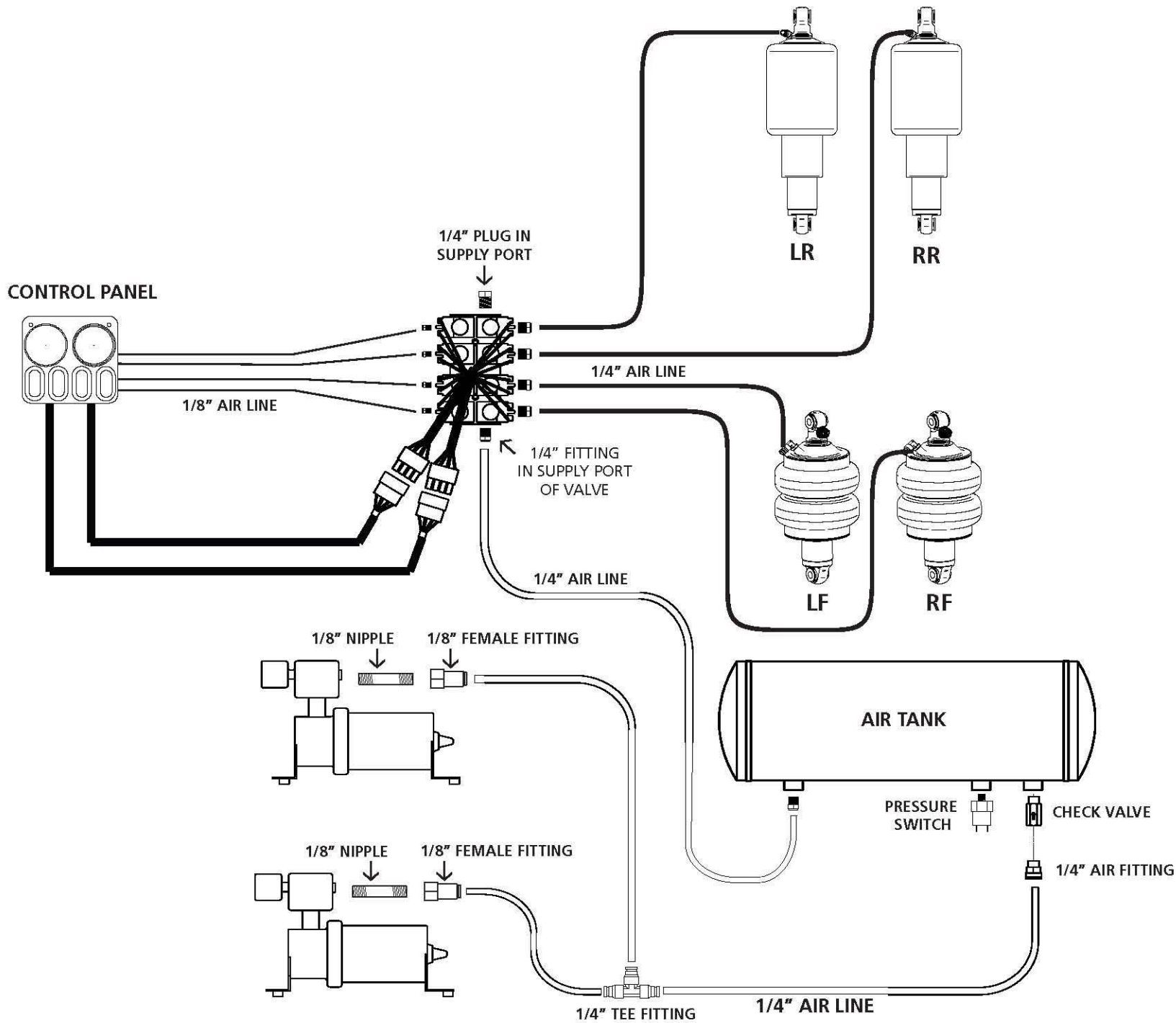


**Illumination (Gray)** - This wire provides power to the switch lights. It should be hooked up to a light circuit in the vehicle (dash lights) or it can be hooked up to a 12 volt switched source.

**+12V (Red)** - This wire is the main power for the valves. It should be hooked up to a 12 volt switched circuit. It needs 12 volt with the key on and should have no power with the key off.

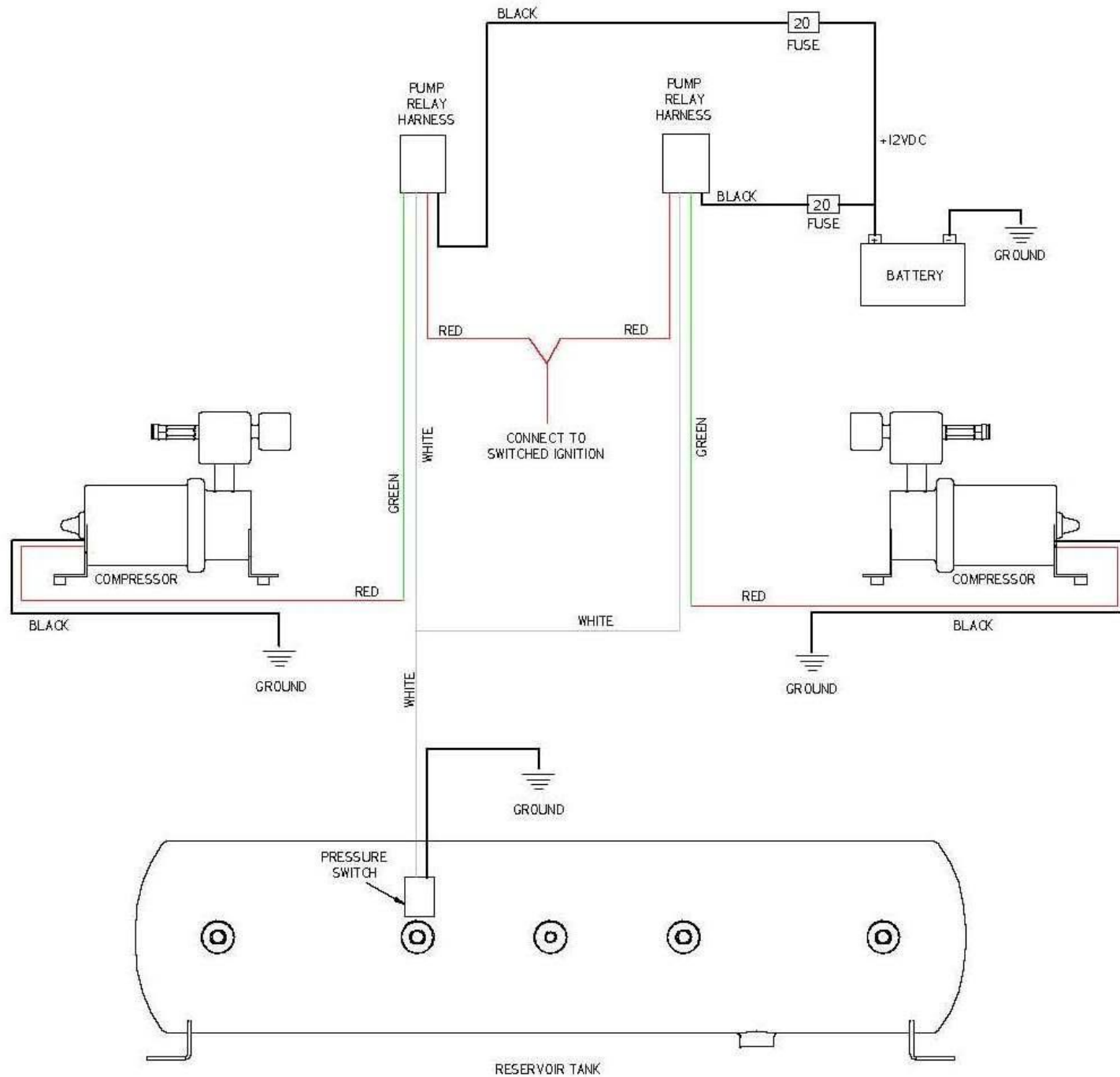
**Ground (Black)** – This wire provides ground to the switch lights. It should be hooked up to a good ground source.

**Note:** The Illumination and Ground wires do not have to be hooked up for the switches to work. They do have to be hooked up for the lights in the switches to work.



Plumbing diagram

# Dual Compressor Wiring Diagram



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