



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

Part # 11050199
58-64 Impala Level 1 Air Suspension Package

Front Components:

- | | | |
|---|----------|--|
| 1 | 11051099 | Front CoolRide Kit for Stock Lower Arms |
| 1 | 11050500 | Black Series Front Shock Kit w/ Bolt-on Mounts |

Rear Components:

- | | | |
|---|----------|--|
| 1 | 11054099 | Rear CoolRide Kit for Stock Lower Arms |
| 1 | 11050700 | Black Series Rear Shocks |

Compressor System:

- | | | |
|---|----------|---|
| 1 | 30154000 | 3 gallon RidePro Compressor Kit (Analog Gauges) |
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Part # 11051099
58-64 Impala Front CoolRide Kit
For Use with Stock Lower Arms

Components:

2	90006873	F6873- Firestone air spring (224c)
2	90000013	Upper air spring cup bracket
2	90000012	Lower air spring plate

Hardware:

2	99371001	3/8" x 3/4" USS bolt	Air spring to lower plate
4	99371003	3/8" x 1" USS bolt	Lower plate to control arm
10	99372002	3/8" USS Nylok nut	Air spring mounts
14	99373003	3/8" SAE flat washer	Air spring mounts
2	99373005	3/8" lock washer	Air spring to lower plate
2	99435002	7/16" x 8" studs (customer will cut off to 6 1/2 inches)	
2	99433002	7/16" USS flat washer	Upper cup to frame
2	99432001	7/16" USS Nylok nut	Upper cup to frame
2	99371011	3/8" x 6 1/2" USS bolt	Sway bar end link

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Installation Instructions

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



3. Bolt the lower air spring plate to the lower arm. The two outer holes will align with the factory bump stop holes. The inner two holes must be drilled.

Note: The factory bump stop may be reused but is not needed. It is acceptable to allow the suspension to bottom out on the air spring.



4. Insert air fitting into air spring using tread sealant. Place the upper cup onto the studs on the air spring and tighten using two 3/8" nyloc and flat washers. Thread the 8" stud into nut in bottom of air spring cup.

5. Install air spring assembly into the coil spring pocket with the tall side of the bracket towards the wheel. With the stud protruding through the OEM shock hole secure the assembly with the supplied hardware. (The airline must also be routed at this time.)



6. To correct the sway bar alignment the endlink must be shortened to 2" tall. A 3/8" x 6 1/2" bolt is supplied.

7. Ride height on this air spring will occur around 5" tall.

8. Trimming the coil spring pocket is generally not necessary on this car. However, be sure to check air spring clearance through full suspension travel. Allowing the air spring to rub will result in failure and it not a warrantable situation.

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Part # 11050500
58-64 Impala Black Series Front Shock Kit
For Use w/ CoolRide

Components:

2	20000011	Black Series shocks – eye/stud
1	90000483	Upper shock bracket
1	90000484	Upper shock bracket
2	90000471	Aluminum shock spacer
2	90001619	Shock stud

Hardware:

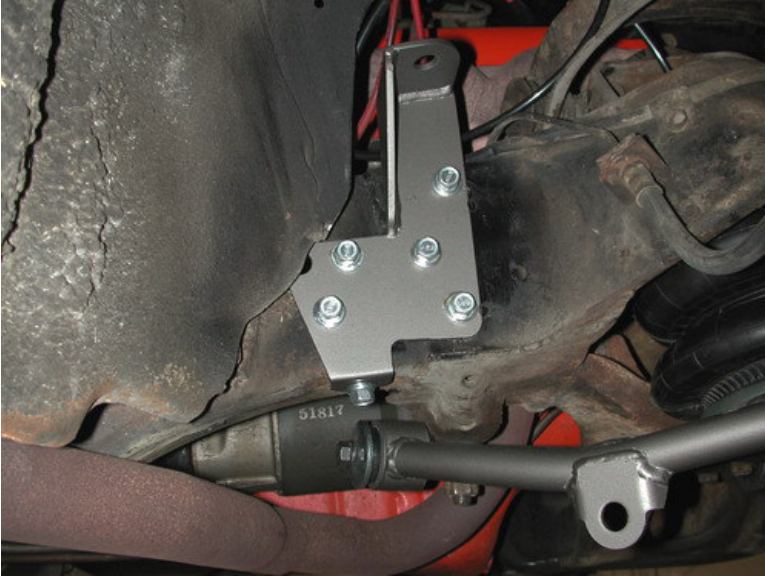
12	99373007	3/8" x 1" thread forming bolt	Upper shock mounts
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Installation Instructions



1. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have to trim the bottom of the Z-bar clutch bracket on the driver's side.



2. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes.

Picture shows alignment hole on side of frame.



When using factory lower arms:

3a. Drill a 1/2" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the lower arm and secure w/ nut and washer.



When using lower StrongArms:

3b. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the tab on the lower arm and secure w/ nut and washer.

Ride

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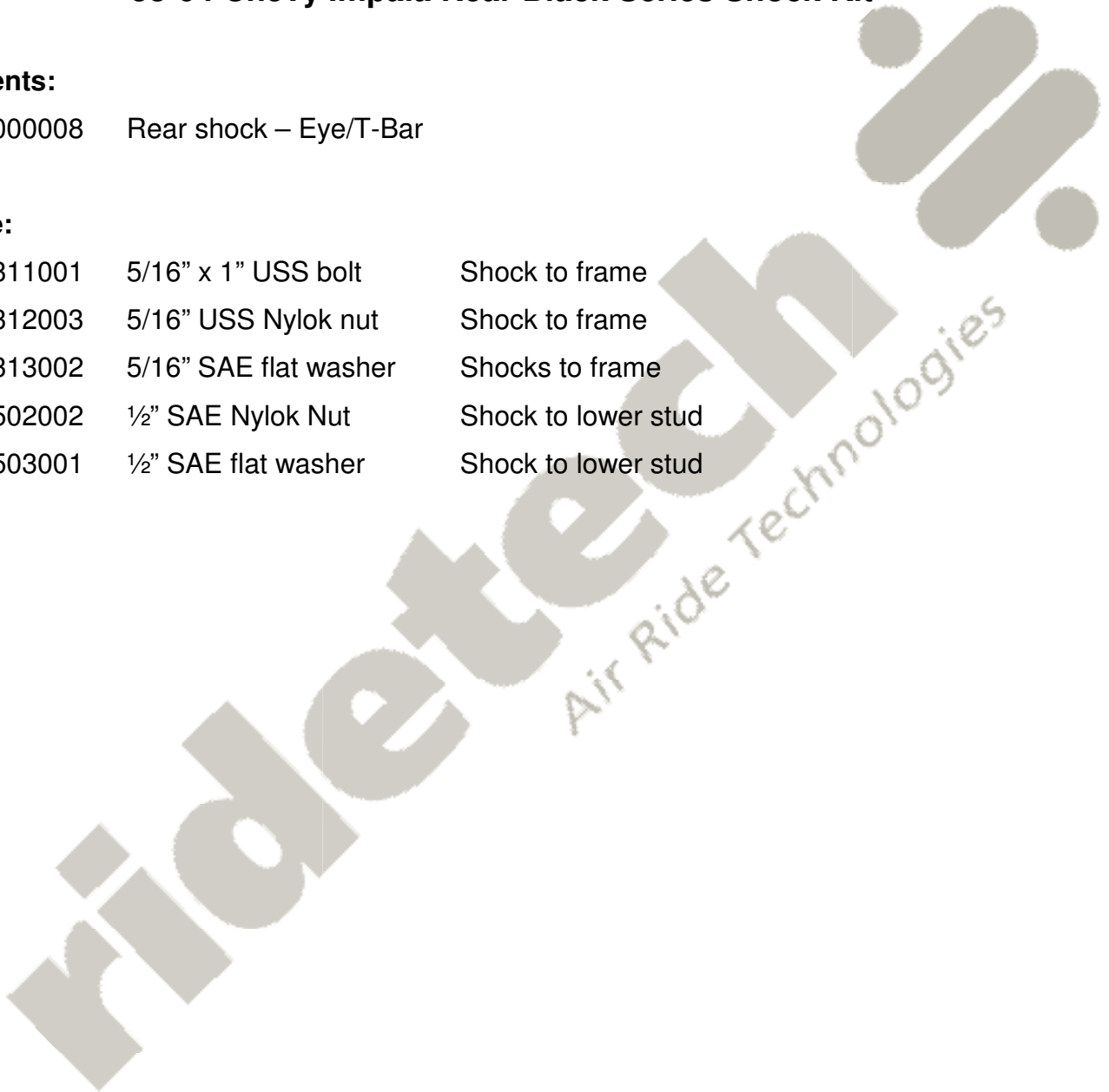
Part # 11050700
58-64 Chevy Impala Rear Black Series Shock Kit

Components:

2 20000008 Rear shock – Eye/T-Bar

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	1/2" SAE Nylok Nut	Shock to lower stud
2	99503001	1/2" SAE flat washer	Shock to lower stud



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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 1/2" Nylok nut & flat washer supplied.



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Part # 30154000
4000 Series RidePro 4 Way Compressor System
3 Gallon Tank – Analog Gauges

Components:

- 1 31920002 Thomas 327 Compressor
- 1 31194000 RidePro 4 Way analog control panel with rocker switches (Black Face)
- 1 31913100 3 gallon aluminum tank
- 1 31934001 RidePro 4 Way valve block
- 1 31980005 Pressure switch – 135 On / 150 Off

Wiring:

- 1 90001924 Fuse holder
- 1 90001922 20 Amp fuse
- 2 31900036 Wiring harness - Control panel to valve

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
- 1 31952150 1/8"npt x 1/4" tube female straight - compressor
- 1 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
- 1 31957004 1/4" npt plug - plug unused supply port



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ARC4000 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.
- A template is supplied to aid in drilling the holes. Check template with compressor before drilling the holes.
- Apply thread sealant to the pressure switch and compressor T and screw into the tank.
- One spade of the pressure switch will connect to power the other to the red wire on the compressor.

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.

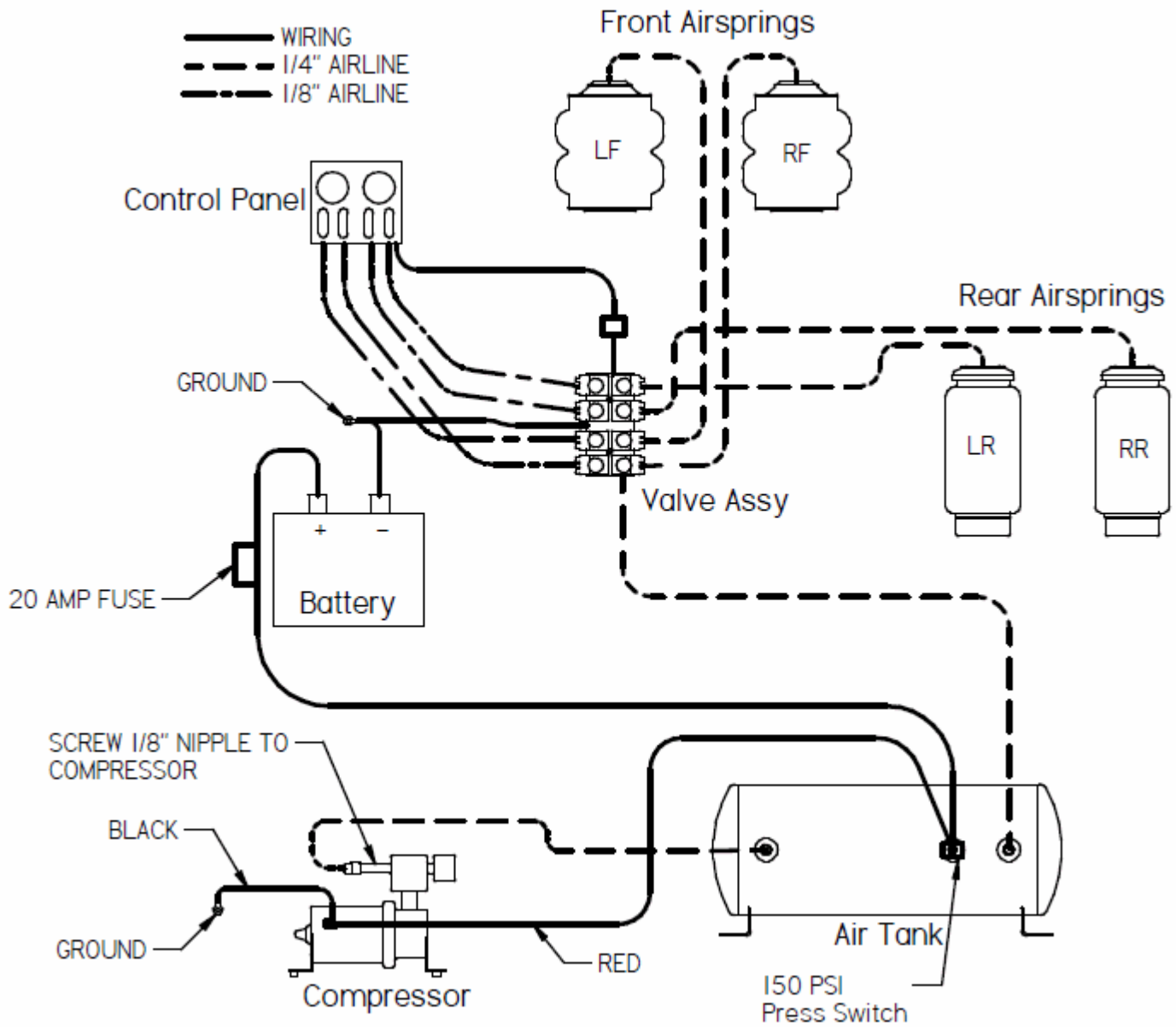
Wiring Harness

- The red wire on the harness will connect to 12 v.
- The gray wire will then supply the gauge light 12v. Or the gauge light can be powered with illumination.

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.

ARC4000



Wiring at control panel:

Gray connects to gauge light

Red connects to "key on" power at fuse box