



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

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**Part # 12060910**  
**61-69 Lincoln Front CoolRide & Shock Kit**  
For Use w/ Lower StrongArms

**COOLRIDE KIT**

**CoolRide Components:**

2	90006873	224c Air spring
2	90000694	Upper air spring mount
2	90000683	Upper mounting plate
2	90000682	Upper mounting plate spacer
1	90000684	Driver side brake line tab
1	90000685	Passenger side brake line tab

**CoolRide Hardware:**

4	99371006	3/8" x 1 1/2" USS bolt	Upper plate
2	99371005	3/8" x 1 1/4" USS bolt	Upper plate
12	99373003	3/8" SAE flat washer	Upper plate & air spring
8	99373005	3/8" lock washer	Upper plate & air spring
4	99372004	3/8" USS nut	Upper plate
2	99435002	7/16" x 8" stud	Upper air spring mount (Cut off to 6 3/4" long)
2	99433002	7/16" SAE flat washer	Upper air spring mount
2	99432001	7/16" USS Nylok nut	Upper air spring mount
4	99372002	3/8" USS Nylok nut	Air spring to upper mount
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower arm

**SHOCK KIT**

**Shocks:**

2	986-10-042	4.75" Stroke Stud Top Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	90002102	1/2" ID Inner Sleeve

**Shock Kit Components:**

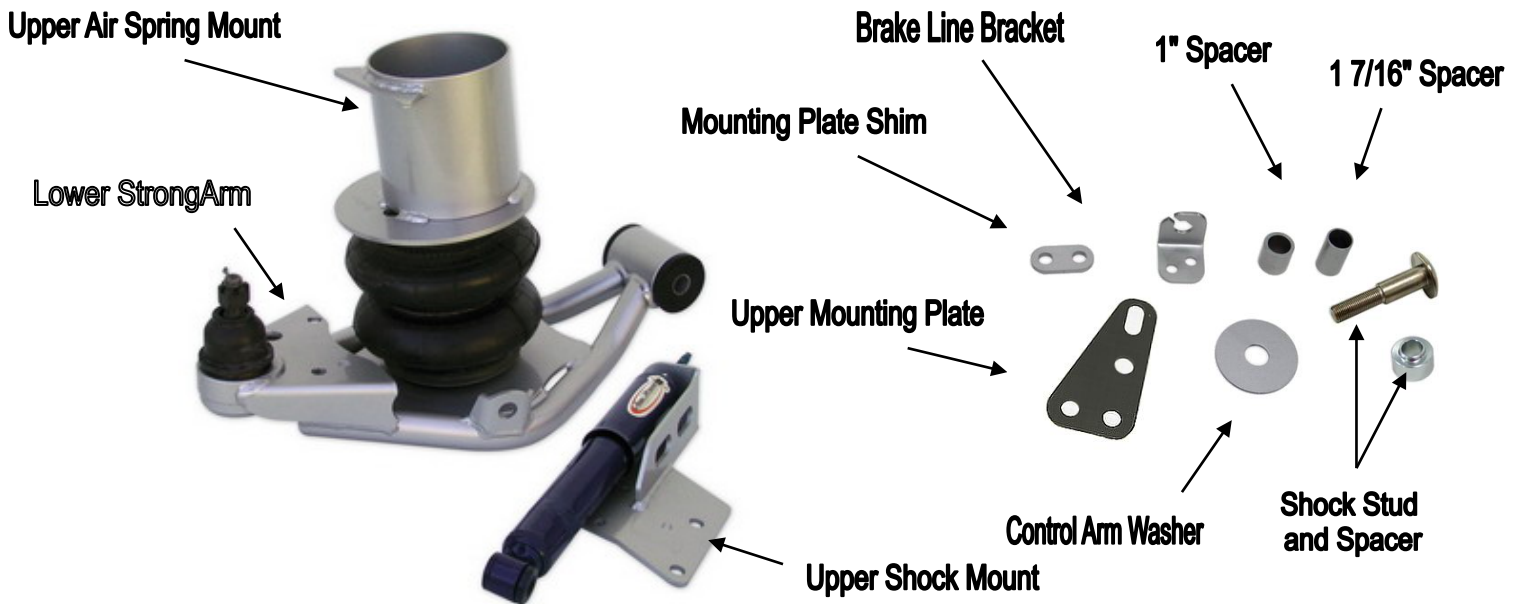
4	70011140	Stem Bushings
4	70011141	Stem Washers
2	90001619	Cantilever Pin Bolt Kit
1	90002320	Driver side upper shock mount
1	90002321	Passenger side upper shock mount

**Shock Kit Hardware:**

8	99373007	3/8" x 1" self-tapping bolt	Upper shock mount
4	99372006	3/8"- 24 Thin Jam Nut	Upper Shock Stud

# STRONGARMS

## Installation Instructions for ARF10900-LCA



1. Raise the vehicle to a safe and comfortable working height. Support the vehicle by the frame so that the suspension can hang freely.
2. Remove the coil spring, lower control arm and shock absorber. Refer to factory service manual for disassembly procedures.
3. The inner fender well shield next to the upper control arm and the factory brake line frame bracket must also be removed.



4. Remove the factory upper shock mount. The front of it is held in with two rivets that must be ground down and pushed out. In its place install the upper air spring mounting plate & shim. The shim will go under the front side of the plate and is secured with two 3/8" x 1 1/2" bolts, flat washers, nuts and lock washers. The rear side of the plate will be secured with one 3/8" x 1 1/4" bolt flat washer and lock washer.

5. Apply thread sealant to a straight air line fitting and screw it into the top of the air spring. Fasten the air spring to the upper mount using two 3/8" Nylok nuts and flat washers.



6. Thread the 7/16" x 6 3/4" stud into the nut in the bottom of the bracket.

7. Raise the assembly into the coil spring pocket with the stud protruding through the upper plate. The wings on the side of the bracket will rest against the flat side of the coil spring retainer.

8. Secure the assembly with a 7/16" Nylok nut and flat washer. **Note:** The air line must also be routed at this time.



9. Bolt the lower StongArm to the frame using the 3/4" x 8" bolt and the two spacers supplied. Install the 1" spacer to the front side of the bushing and the 1 7/16" spacer to the rear. A large washer will go between the bushing and the spacers.

10. Attach the lower arm to the spindle and strut rod. Two 1/2" x 1 1/2" bolts and lock washers are supplied for the strut rod.

11. Fasten the air spring to the lower arm using a 3/8" x 3/4" bolt, flat washer and lock washer.



12. Raise the lower arm with a jack. Mark the frame where the lower shock tab contacts it. This must be cut out to allow clearance. Grind all edges smooth when finished.

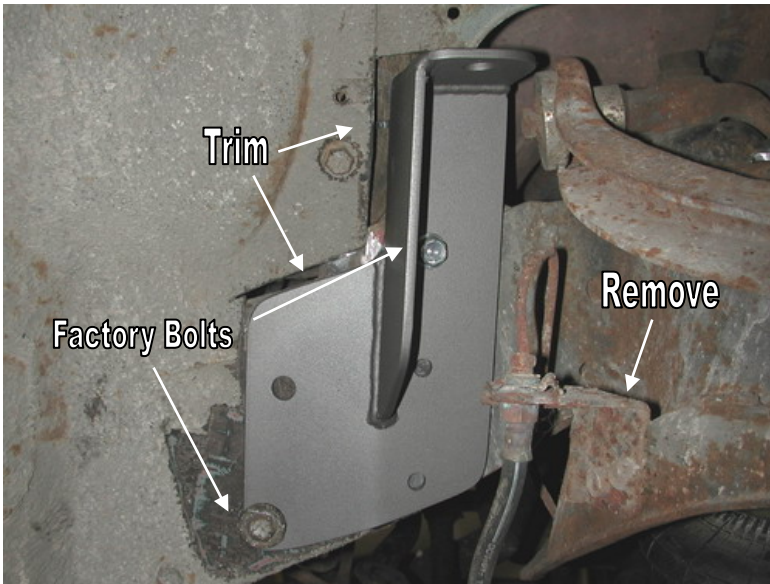
13. Install the new brake line bracket with using the factory bolts and clip.

14. Check air spring clearance through full suspension travel. **Allowing the air spring to rub will result in failure and is not a warrantable situation.**

15. Ride height on this air spring is approximately 5" tall, but will vary to driver preference.



## SHOCK KIT INSTALLATION



1. Bolt the upper shock mount to the subframe using four 3/8" x 1" self tapping bolts. The bracket will locate off of the factory bolt shown in the picture. Drill the holes with a 5/16" bit.

2. The inner fender well must be trimmed to allow clearance for the shock mount. **Be careful not to cut anything inside engine bay.**

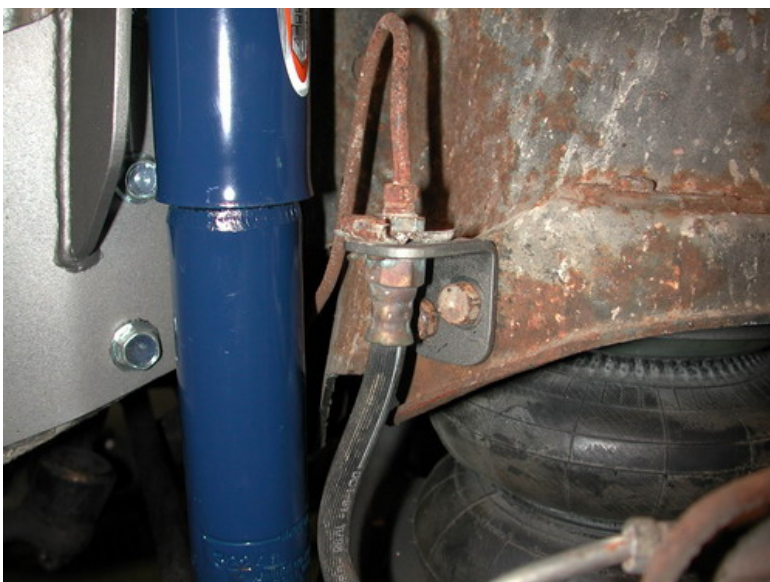
3. Remove the factory brake line bracket.  
**This picture is of the passenger side.**



4. Bolt the top of the shock to the upper mount using the bushings and hardware supplied.

5. Install the 1/2"-20 x 3" flange head bolt through the lower shock eye. Then install the aluminum spacer with the step facing the arm. Slide the bolt through the arm and fasten with the flat washer & nylok nut supplied.

**This picture is of the driver side.**



6. Install the new brake line bracket with using the factory bolts and clip.

## Shock adjustment 101- Single Adjustable

### Rebound Adjustment:

How to adjust your new shocks.

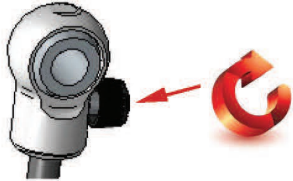
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12.



-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).

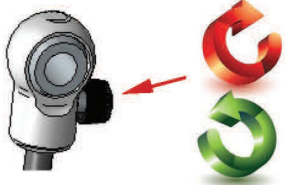
### Take the vehicle for a test drive.



-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.**