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Part # 12093110
64-66 Mustang Front SA CoilOvers
For Use w/ OEM Arms

Shock Assembly:

2	982-10-802	2.9” Stroke Single adjustable shock
2	90009988	2” threaded stud top for SA shock
4	70009554	Poly Bushing
2	90001639	Trunnion to fit OEM arms
4	90009936	Trunnion Washers
4	90001634	Retaining Rings for Trunnion

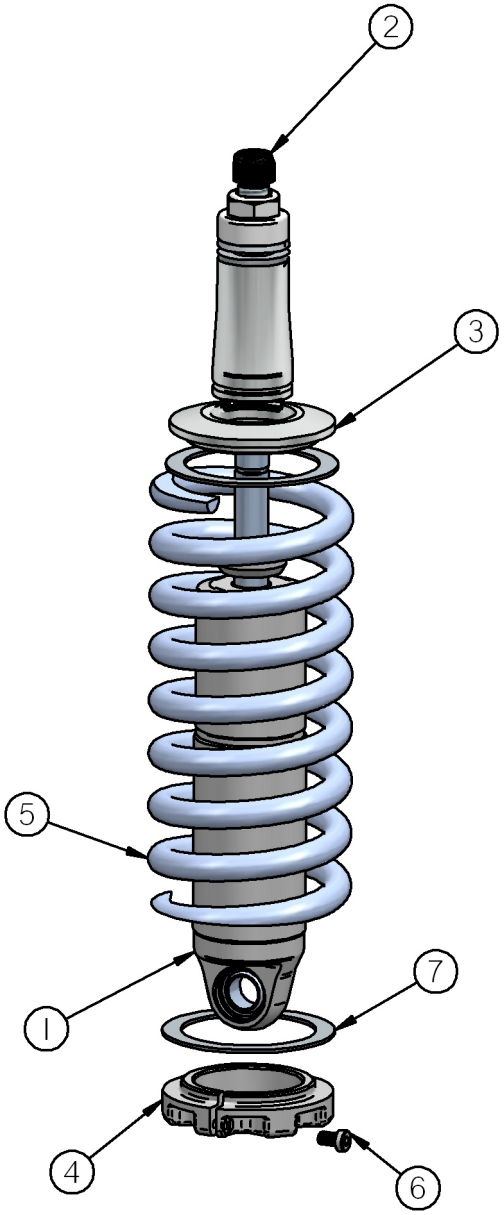
Components:

2	59080700	Coil spring – 8” long / 700 # rate
2	90002312	2” stud top base
2	803-00-199	Spring retainer kit (included upper and lower spring retainer, screw & clip)
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
2	90002356	Upper Shockwave mount
2	90000563	Aluminum Upper plate
4	70010828	Delrin Spring Washers

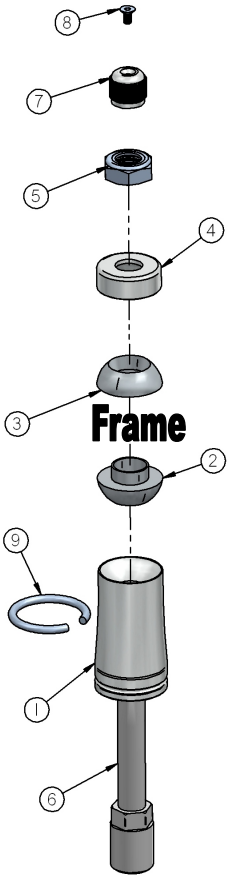
Hardware:

2	99562003	9/16” SAE Nylok jam nut	Stud top hardware
6	99311012	5/16” x 1” USS Flange bolts	Upper mount to strut tower
4	99371004	3/8-16 x 1 ¼” Hex head	Trunnion to Control Arm
4	99372002	3/8-16 Nyloc	Trunnion to Control Arm
8	99373003	3/8 SAE Flatwasher	Trunnion to Control Arm

COILOVER

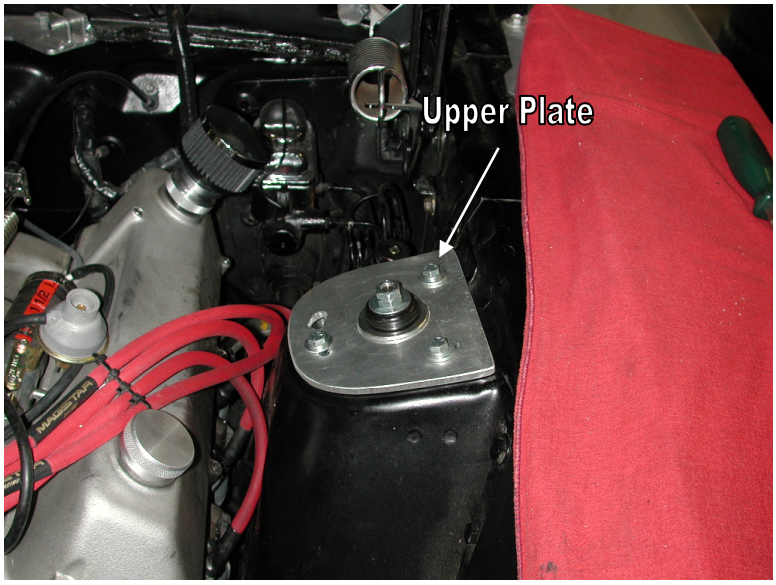


1. Impact Forged, Monotube shock
2. Rebound adjustment knob (SA Only)
3. Upper coil spring retainer
4. Lower coil spring retainer
5. High tensile coil spring
6. Set screw
7. Delrin Spring Washer



1. Stud top base
2. Lower Delrin ball half
3. Upper Delrin ball half
4. Aluminum cap
5. 9/16” Nylok jam nut
6. Threaded stud
7. Adjustment knob (SA Only)
8. Screw
9. Snap ring

COILOVER



1. Place the upper plate on top of the strut tower. While holding the upper Shockwave mount up to the bottom of the strut tower, fasten the assembly with three 5/16” x 1” flange bolts.

2. Place the stud up through the upper mount. (See diagram)

3. Attach the bottom of the shock to the upper arm w/ the hardware supplied w/ the kit.

Ride Height

We have designed most cars to have a ride height of about 2" lower than factory. To achieve the best ride quality & handling, the shock absorber needs to be at 40-60% overall travel when the car is at ride height. This will ensure that the shock will not bottom out or top out over even the largest bumps. Measuring the shock can be difficult, especially on some front suspensions. Measuring overall wheel travel is just as effective and can be much easier. Most cars will have 4-6" of overall wheel travel. One easy way to determine where you are at in wheel travel is to take a measurement from the fender lip (center of the wheel) to the ground. Then lift the car by the frame until the wheel is just touching the ground, re-measure. This will indicate how far you are from full extension of the shock. A minimum of 1.5" of extension travel (at the wheel) is needed to ensure that the shock does not top out. If you are more than 3" from full extension of the shock then you are in danger of bottoming out the shock absorber.

Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). After entire weight of car is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind.

- If the car is too high w/ 0 preload then a smaller rate spring is required. Although threading the spring retainer down would lower the car, this could allow the spring to fall out of its seat when lifting the car by the frame.
- If the car is too low w/ 0 preload, then preload can then be added by threading the spring retainer up to achieve ride height. On 2.6" - 4" stroke shocks, up to 1.5" of preload is acceptable. On 5-7" stroke shocks, up to 2.5" of preload is acceptable. If more preload is needed to achieve ride height a stiffer spring rate is required. Too much preload may lead to coil bind, causing ride quality to suffer.

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.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.

-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 20 clicks. This sets the shock at 20. (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.