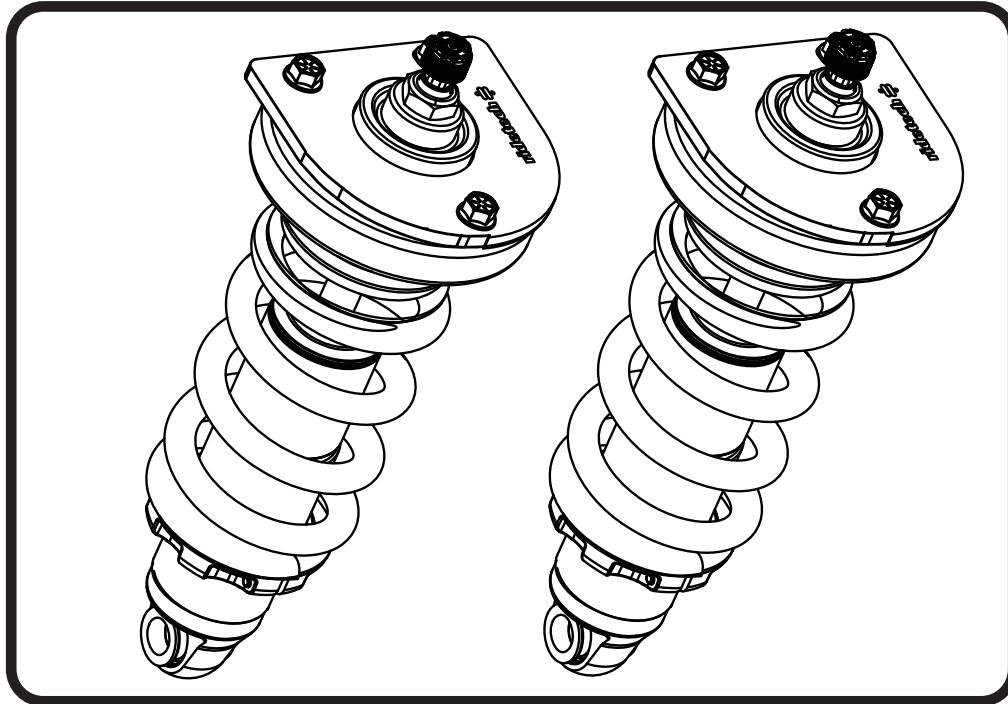
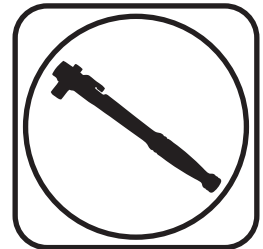




**Part # 12093510** - 64-66 Ford Mustang Front HQ CoilOver, for StrongArms



Recommended Tools



## 1964-1966 Mustang HQ Series Front CoilOvers

# Installation Instructions

*THESE COILOVERS ARE DESIGNED TO BE USED WITH RIDETECH STRONGARMS*

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- Page 2..... Included Components
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### CoilOver Dimensions:

#### Mount to Mount:

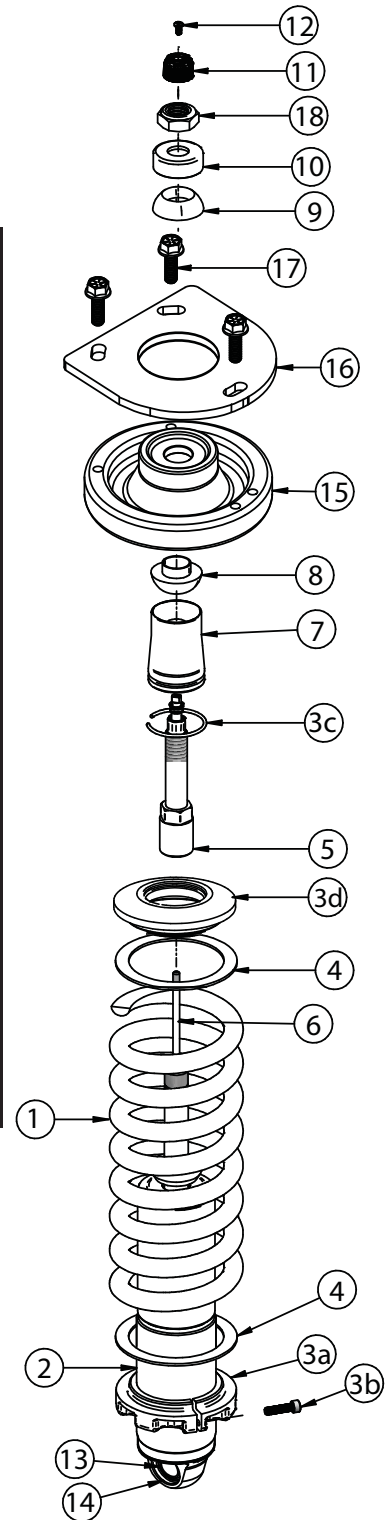
- Compressed: 10.30"
- Ride Height: 12.13"
- Extended: 13.32"





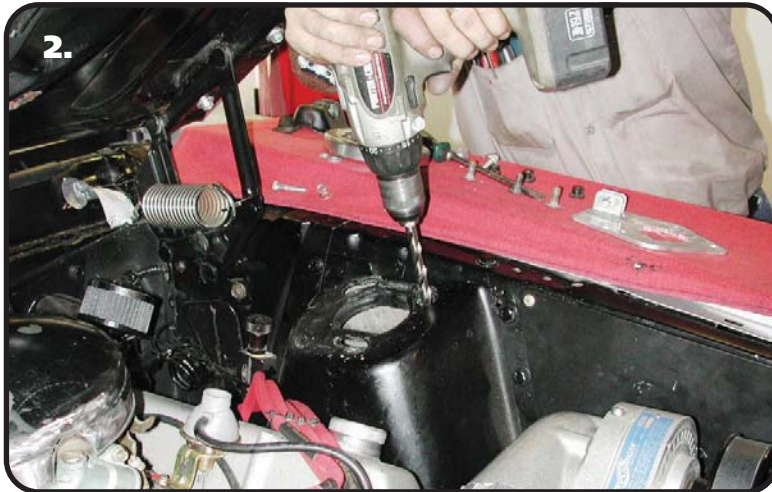
### Major Components .....In the box

Item #	Part Number	QTY	Description
1	59080650	2	Coil Spring, 8" free length, 650lb
2	982-10-803	2	3.6" Travel SA Threaded Shock
3a	803-00-199	2	Locking Ring
3b	803-00-199	2	Locking Ring Locking Screw
3c	803-00-199	2	Upper Drop Cap Retaining Ring
3d	803-00-199	2	Coilover spring Cap
4	70010828	4	Delrin Spring Washer
5	90009988	2	Fox stud adjuster assembly, 2.00"
6	70012160	2	2.00" Stud Top Metering Rod
7	90002312	2	2.00" Stud Top BASE
8	90001903	2	Lower Delrin Ball Half
9	90001904	2	Upper Delrin Ball Half
10	90001902	2	A3026 Master Series Aluminum Cap
11	210-35-120-0	2	Damping Adjust Part: Rebound Knob
12	90009969	2	Fastener, Standard: Screw [#4-40]
13	90001994	2	Shock Bearing .625" ID x 1.0"
14	90001995	4	Internal Snap Ring for 1" O.D.
15	90002356	2	64-70 Mustang front upper billet
16	90000563	2	A699 64-66 Mustang upper plate
17	99311012	6	5/16"-18 X 1" Flange Bolt
18	99562003	2	9/16-18 NYLOK JAM NUT ZINC





### ShockWave Installation



1. Install the Ridetech StrongArms. Also, it is easier to install the ShockWave with the CoilSpring Shield removed.

2. Drill a 3/8" Hole in the CENTER of the large part of the Key Hole Slots. Do this for each Key Hole in the driver and passenger shock towers.



3. Hold the Aluminum Upper Mount against the bottom of the shock tower lining up the threaded holes with the holes drilled in the shock tower.

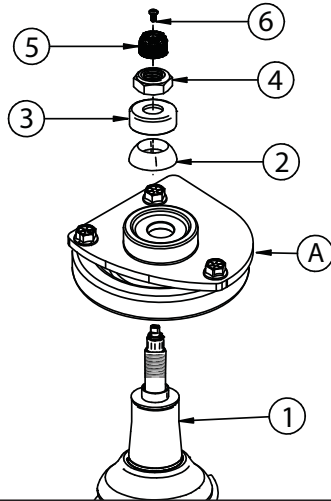


4. Lay the Upper Plate on Top of the shock tower with the ShockWave Mount protruding through the large center hole. Line up the the holes in the Upper Plate with the holes drilled in the shock tower and the holes in the ShockWave mount. If the INNER Hole doe not line up, flip the plate over. Install a 5/16" x 1" Flange Bolt in each hole and tighten.



### CoilOver Installation

5.



5. Place the CoilOver into the coil spring pocket with the stud sticking through the Aluminum upper mount (A). See assembly **Diagram 5**.

- 1. CoilOver Assembly
- A. Upper Shock Mount
- 2. Delrin ball upper half
- 3. Aluminum cap
- 4. 9/16" SAE Nylok jam nut
- 5. Rebound adjusting knob
- 6. Screw

**TIGHTENING THE TOP 9/16"-18 NUT:** SNUG THE NUT DOWN AGAINST THE TOP CAP. YOU NEED TO BE ABLE TO ARTICULATE THE SHOCK BY HAND. WE TORQUE THE NUT TO 80 INLBS USING A 7/8" CROWS FOOT WRENCH ON A TORQUE WRENCH.

6.



6. Install a bearing spacer in each side of the Bearing. The SMALL part of the spacer inserts into the Inside diameter of the shock bearing.

7.



7. Raise the lower arm up to the CoilOver. The coilover/spacers will slip between the 2 shock mounting straps of the control arm. Line up the shock mounting holes with the through holes of shock. Install a 1/2" flat washer on a 1/2" x 3 1/2" hex bolt. Insert the bolt/washer in the aligned holes. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt. Torque to 50 ftlbs.





### Shock Adjustment

#### 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.**