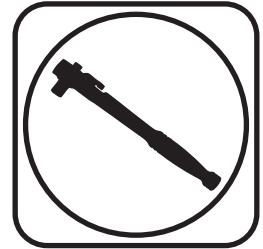
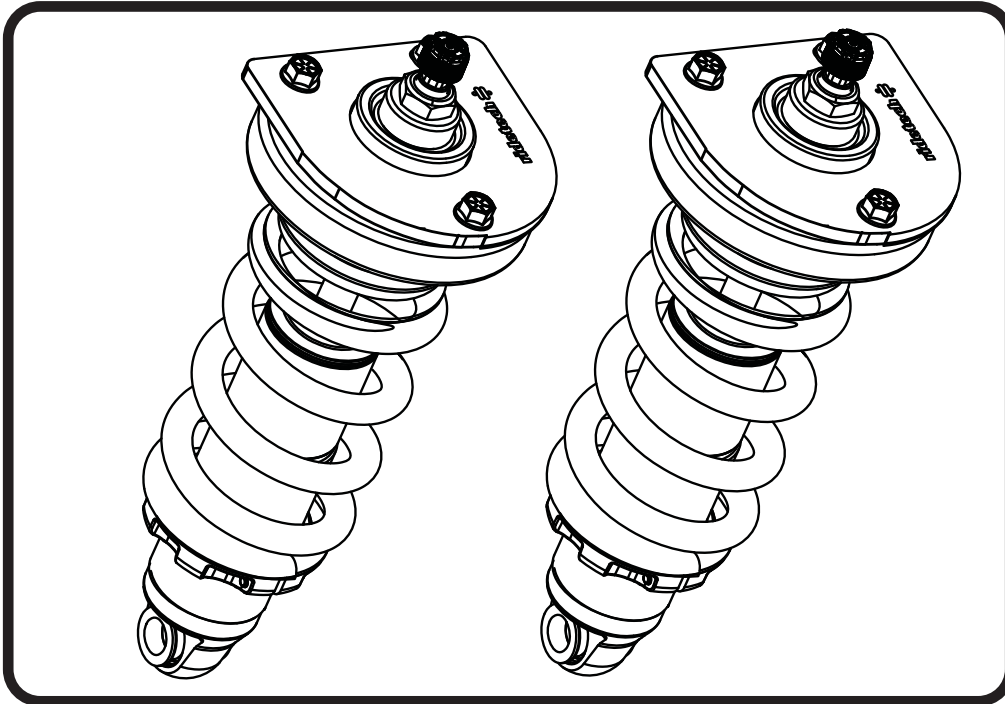




Part # 12093511 - 64-66 Ford Mustang Front TQ CoilOver, for StrongArms

Recommended Tools



1964-1966 Mustang TQ Series Front CoilOvers

Installation Instructions

THESE SHOCKWAVES ARE DESIGNED TO BE USED WITH RIDETECH STRONGARMS

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CoilOver Dimensions:

Mount to Mount:

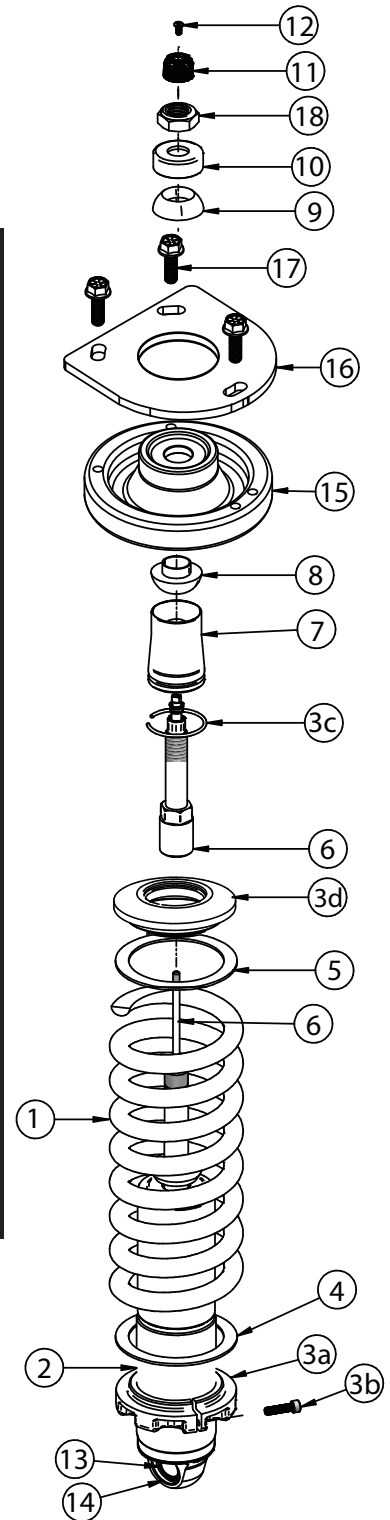
- Compressed: 10.30"
- Ride Height: 12.13"
- Extended: 13.32"





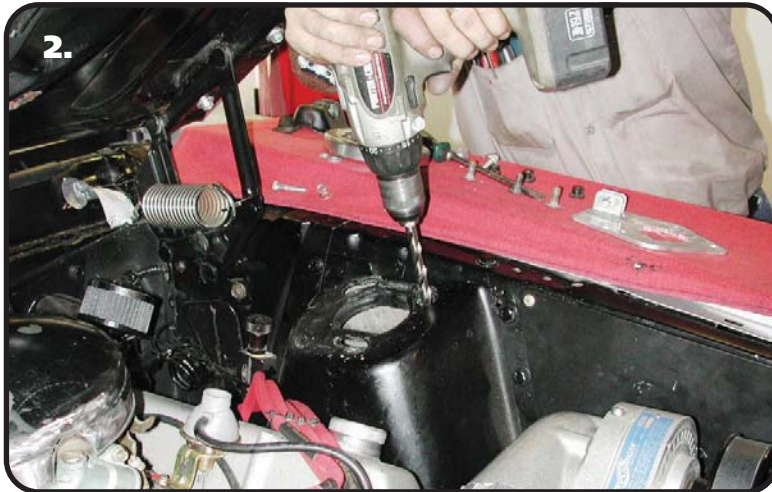
Major ComponentsIn the box

Item #	Part Number	QTY	Description
1	59080650	2	Coil Spring, 8" free length, 650lb
2	986-10-070	2	3.6" Travel TQ 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 (NO LOGO)
5	90009988	2	Fox stud adjuster assembly, 2.00"
6	70012160	2	2.00" Stud Top Metering Rod; T
7	90002312	2	2.00" Stud Top BASE for FOX
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 frt 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
	026-05-000	4	Reservoir Mount
	99050000	12	M5 Reservoir Mounting Screws
	85000003	1	Allen Wrench for Reservoir Screws





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.

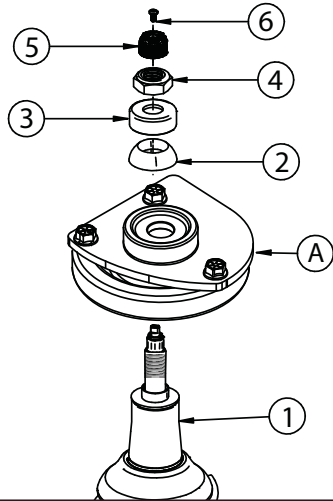


4. Lay the Upper Plate on Top of the shock tower with the ShockWave Mount protruding through the large center hole. Line up the the holes in the Upper Plate with the holes drilled in the shock tower and the holes in the ShockWave mount. If the INNER Hole doe not line up, flip the plate over. Install 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

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 medium 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.

Shock Adjustment 101-Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.



-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.



Shock Adjustment

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.



-Now turn the low speed compression 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 low speed compression 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 low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression 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.

Step 3:

Adjust rebound according to Single Adjustable instructions.

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.