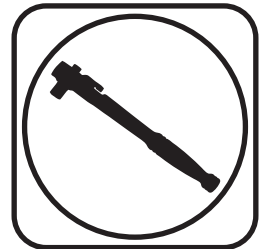




Part # 12122401 -1979-1989 Mustang



Recommended Tools



1979-1989 Mustang Front HQ ShockWaves

Installation Instructions

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PRE-INSTALLATION NOTES



SPINDLE COMPATIBILITY

These struts are only compatible with spindles from 1987-1993 V8 Mustangs.

These struts are not compatible with spindles from pre-1987 or 4 cylinder Mustangs.

K-MEMBER TRIMMING

If you are running a high degree of negative camber, the OEM K-member may require some slight trimming to avoid interference with the strut.

Some vehicles may also require the brake lines to be relocated.

See Figure A below for an example of the area that may need to be trimmed.

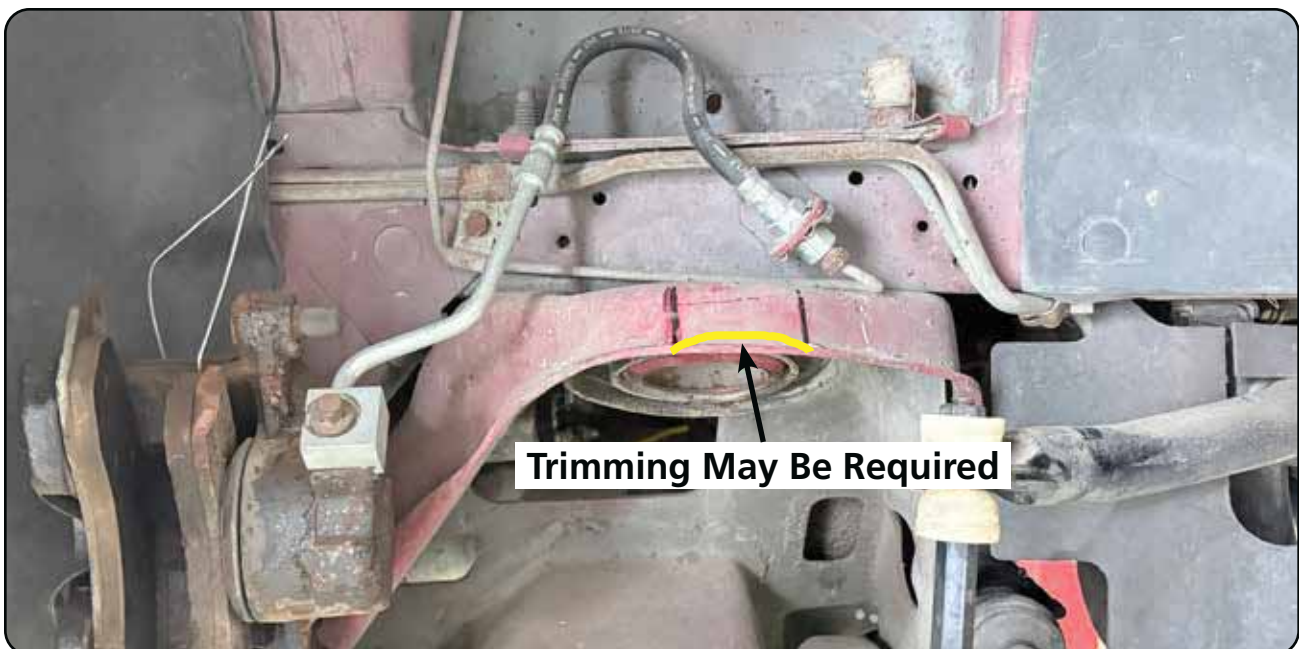
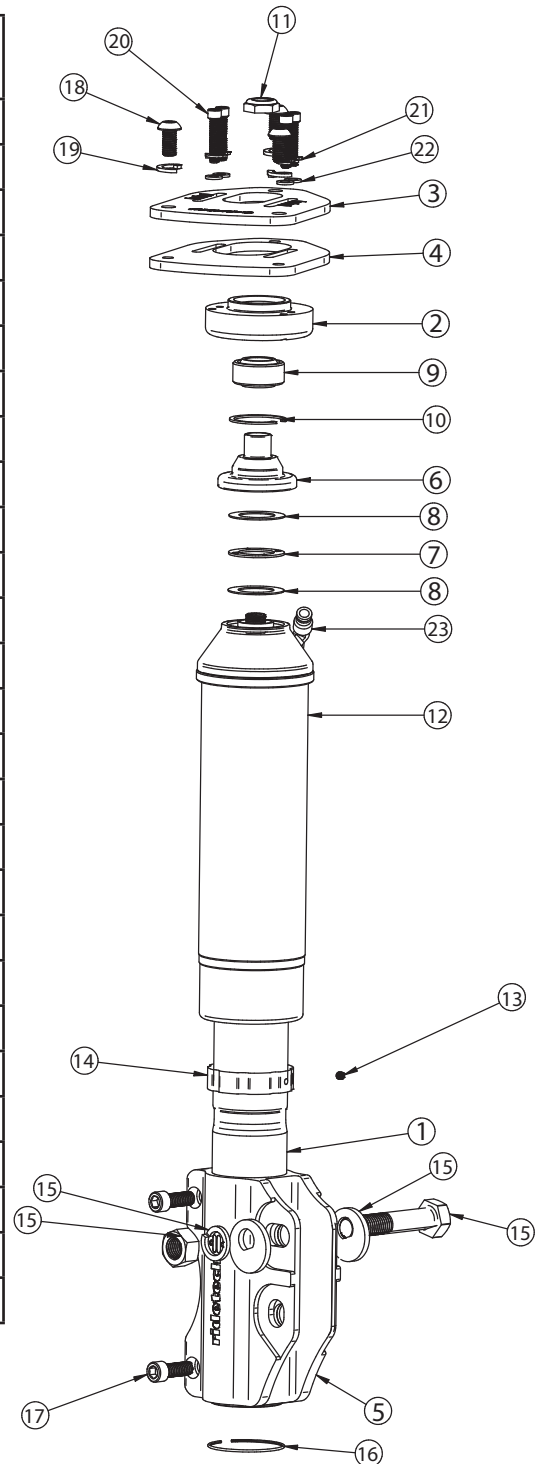


Figure A



Included ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-075	Strut Cartridge	2
2	90002470	Bearing Retaining Mount	2
3	70012092	Upper Caster Plate-Driver(Shown)	1
3	70012094	Upper Caster Plate-Pass	1
4	90002478	Lower Caster Plate-Driver(Shown)	1
4	90002479	Lower Caster Plate-Pass	1
5	90001150	Lower Strut Mount	2
6	90002368	Thrust Bearing Adapter	2
7	70010987	Thrust Bearing	2
8	70010988	Thrust Bearing Washer	4
9	90001042	Upper Mount Bearing	2
10	90000805	Bearing Snap Ring	2
11	99562003	9/16"-18 Nylok Nut	2
12	21090798	Strut Air Spring	2
13	99055000	M5 x.8 x 5mm Set Screw	2
14	234-00-153	Locking Ring	2
15	90000801	Eccentric Bolt	1
16	038-01-035	Strut Retaining Ring	2
17	99371042	3/8"-16 x 1" SHCS	6
18	99371029	3/8"-16 x 3/4" BHSC	6
19	99373010	3/8" Split Lock Washer	6
20	99251012	1/4"-20 x 1 1/4" SHCS	8
21	99253009	1/4" Flat Washer	8
22	99253007	1/4" Split Lock Washer	8
23	31954201	1/4" Fitting	2
	90002263	Tube Red Loctite	1
	90002276	Tube Anti-sieze	1

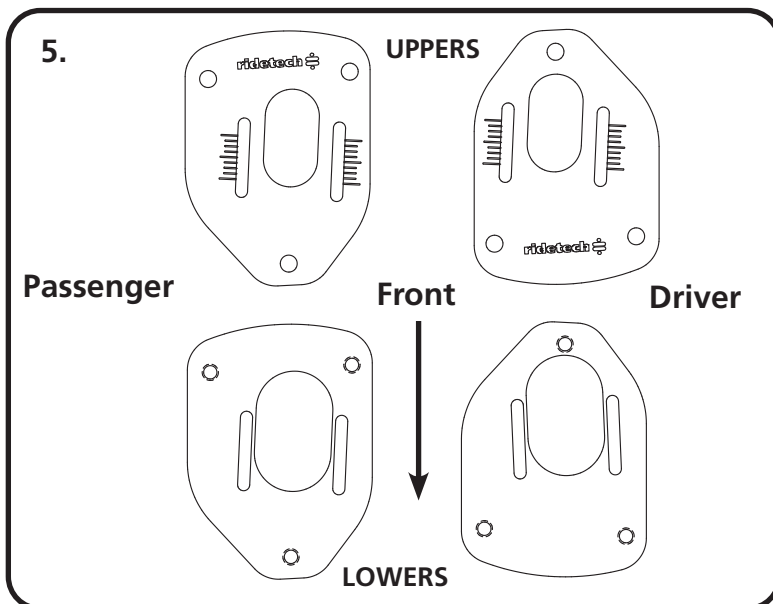




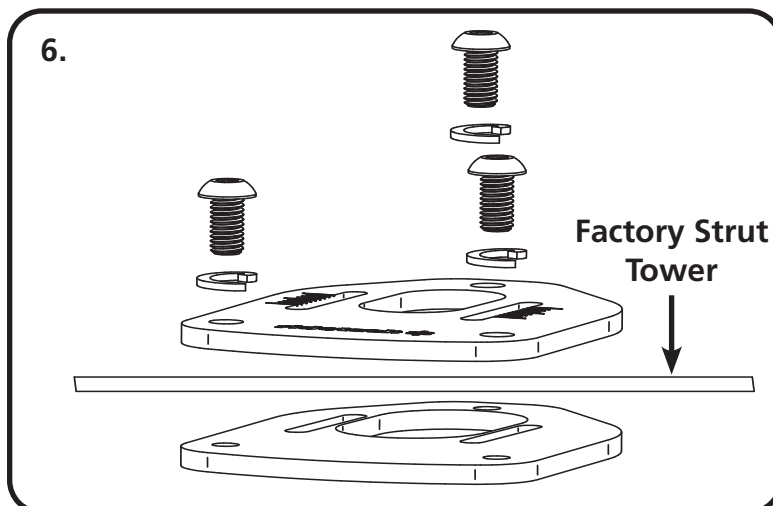
Disassembly

1. This kit will replace the OEM Strut, Coil Spring, and Upper Strut Mount. These items will need to be removed from the car. It will be necessary to disconnect the Swaybar from the Lower Control Arm and remove the Disc Brake Caliper from the spindle, **DO NOT LET THE CALIPER HANG BY THE BRAKE LINE.** Refer to the factory service manual for disassembly procedure...
2. Support the front hub and control arm assembly and remove the (2) struts bolts(retain hardware) that attach the strut to the spindle.
3. Remove the (3) nuts holding the upper strut mount to the car body. **DO NOT REMOVE THE CENTER NUT.**
4. Remove strut assembly from the car.

Getting Started



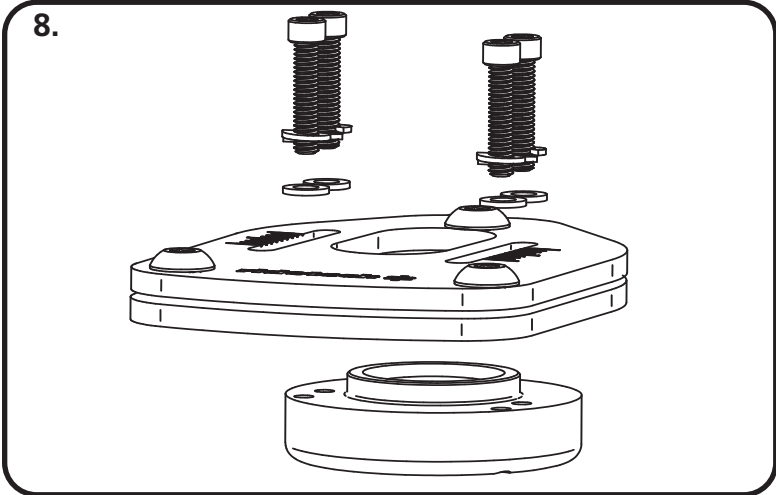
5. The upper strut mount provided in this kit has been designed to provide the ability to get more caster adjustment than the OEM setup. Camber adjustment is done at the spindle mount. The Upper Caster Plate consists of 2 Plates per side and they are specific to each location. The Steel Plate is installed on the bottom side of the Strut Tower and the Aluminum Plate is installed on the top of the strut tower. The Aluminum Upper Plate is installed with the Ridetech Logo readable from the front of the car. If the logo is upside down when standing at the front of the car, the plate is installed on the incorrect side.



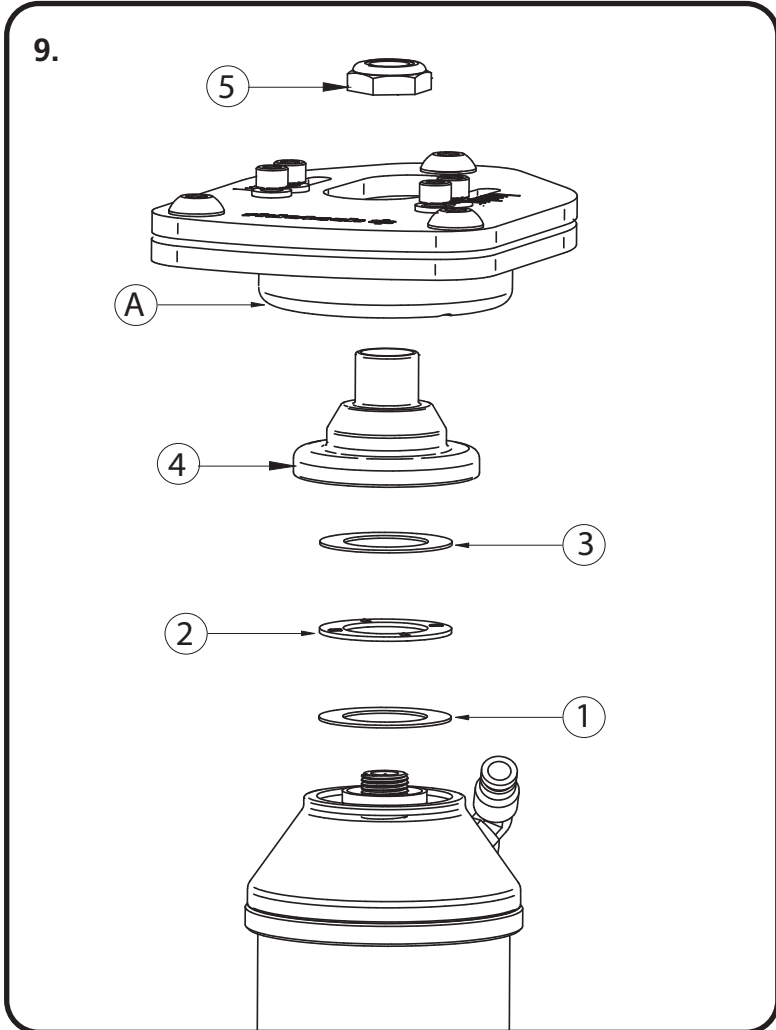
6. Use Illustration 6 to help you determine the correct position and orientation of the Caster Plates. Position the Steel Plate on the bottom side of the Factory Strut Tower. Lay the Aluminum Upper Plate on top of the Strut Tower aligning the 3 holes with the holes in the Tower. Apply Red Loctite to (3) 3/8" x 3/4" Button Head Bolts. Install a 3/8" Lock Washer on each Bolt and thread one in each hole of the Upper & Plate. Tighten all 3 bolts on each side. The slots in the Upper & Lower Plates should line up.



Upper Mount Assembly



8. Attach the Bearing Housing to the Caster Plate Assembly. The Housing is positioned with the 4 threaded bolt holes to the front of the car lining 2 holes up with each slot. Insert the housing up from the bottom. Apply Antiseize to the threads of each of the (4) 1/4" x 1 1/4" Socket Head Bolts. Install a 1/4" Lock Washer and Flat Washer on each bolt. The bolts will be inserted through the caster plate with 2 bolts in each slot threading into the Bearing Housing.



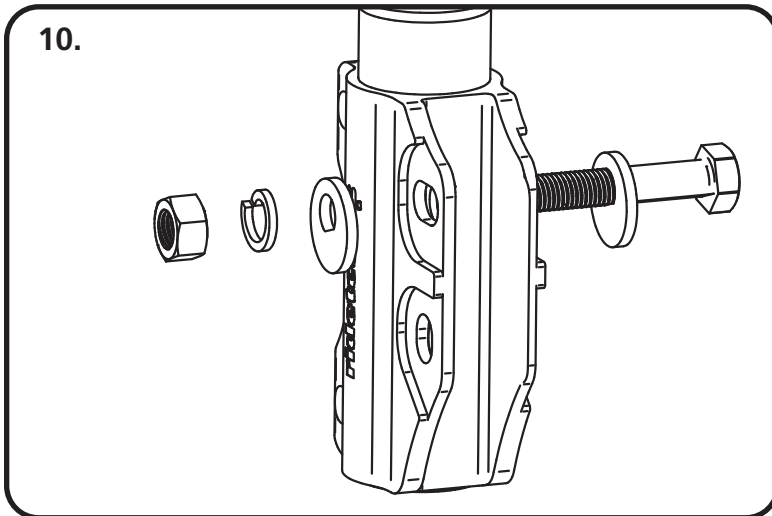
9. Install the Air fitting into the Airspring using thread tape. The Strut comes preassembled, but if for some reason you need to disassemble the strut, Figure 9 shows the assemble order. Remove the Adjuster Knob from the Strut shaft for assembly. Bolt the strut assembly into the upper mount (A), see diagram 9 for assembly order.

1. Lower Torrington Bearing Race
2. Torrington Bearing
3. Upper Torrington Bearing Race
4. Bearing Adapter (Small Diameter Up)
5. 9/16" Locknut

Assemble components and install into upper mount tightening upper nut. Reinstall upper adjustment knob



Assembly



10. The lower Strut mounting holes reuses the OEM Bolt. The upper Slotted holes use the 16mm Eccentric Bolt provided in the kit. This Eccentric Bolt is used for camber adjustment.

NOTE: Torque Strut Mounting Bolts to 135 ftlbs

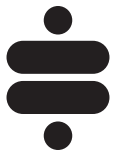
11. Route the Airline to the Air Spring. When hooking up the Airline be sure that you can turn the steering from lock to lock with out tugging on the Airline. This situation will eventually cause the line to leak. The Air Spring can be rotated on the Strut to locate the fitting. This can be done by grabbing the piston of the Air Spring and rotating it on the Strut body.

12. Repeat previous steps on Passenger side.

13. After both sides are installed, reattach the Sway Bar Linkage and Reinstall the Brake Caliper.

14. It will be necessary to have the car aligned after installing the Ridetech Strut Setup.

15. A good starting point for ride height is going to be approximately 2 1/2" up from fully deflated. To find this, deflate the car and measure from the top of the Wheel Opening to the ground. Inflated the car 2 1/2" up from the deflated measurement. This will be a good starting point but, not set in stone. DO NOT be afraid to try different Ride Heights but, keeping in mind that you do need some compression travel to maintain a good ride quality.

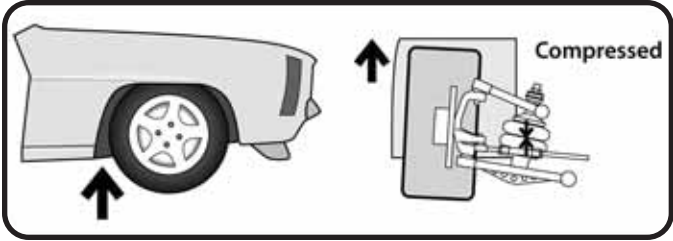


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

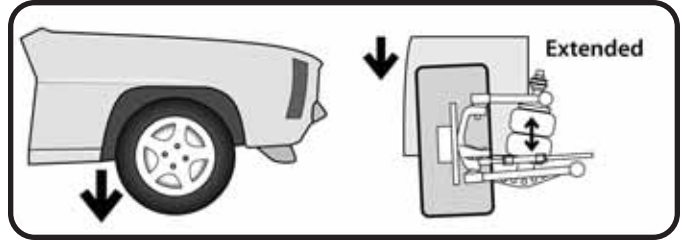


The Basics...



COMPRESSION

This typically occurs when you hit a bump in the road. The bump forces the wheel/tire/suspension assembly to "compress" or move upwards into the car.



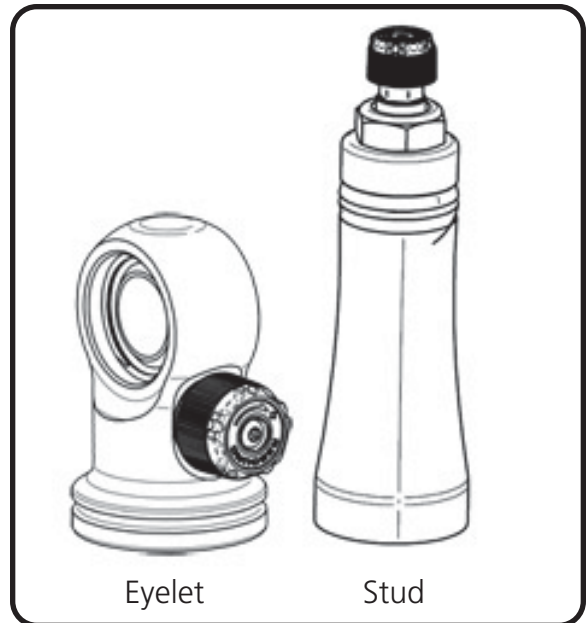
REBOUND

Rebound is the opposite of compression. This occurs when the wheel/tire/suspension assembly falls into a pothole, or simply "rebounds" from being compressed.

Where Are The Knobs?

HQ Series Shocks

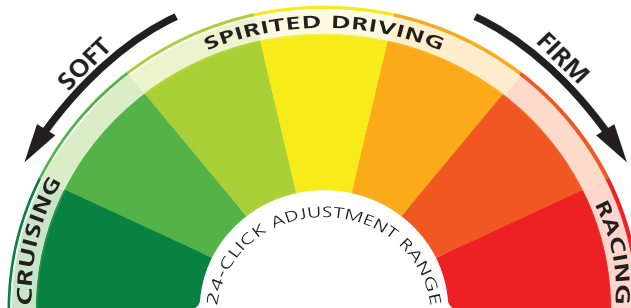
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



Knob Function

Counterclockwise

=
Softer



Clockwise

=
Firmer





TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS



Initial Rebound Setting

NOTE: Before jumping straight to a middle-of-the-road shock setting, we recommend you experience the full range of adjustment potential of your new shocks by first driving your vehicle at both the “full stiff” and “full soft” settings. Understanding how your shocks behave at these extremes will provide recognizable reference points as you attempt to dial in your settings.

1. Begin by setting your shocks to the “full stiff”, or minimal rebound position. You do this by turning the adjustment knob clockwise until it stops.



2. Now turn the adjustment knob counterclockwise 12 clicks. This is the approximate center of the adjustment range.



3. Take the vehicle for a test drive. Try to determine if you are experiencing any of the unwanted behaviors found at the extremes of the adjustment range. If you are satisfied with the ride quality and handling, you’re all set. Enjoy the ride!



4. If the vehicle feels too “floaty” or soft, turn the knob a few clicks clockwise to increase the damping effect.



If the ride quality is still too harsh or stiff, turn the knob a few more clicks counterclockwise to decrease the damping effect.



5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.



General Guidelines

- The rear shocks typically have the most influence on ride quality. This is due to your seating position being closer to the rear than the front.
- Adjustments to the front shocks will generally require 3-4 clicks in any direction to be noticeable, while adjustments to the rear shocks may only require 1-2 clicks to be felt.
- Don’t be afraid to turn the knobs and experience the full adjustment range. You are not going to hurt anything and you can always go back if you adjust too far one way or the other.