



**INSTALLATION
INSTRUCTIONS**



Part # 12126410



IRS HQ Coilovers

1979-1993 Ford Mustang

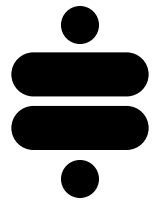


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**

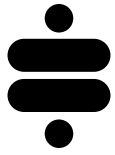


THANK YOU

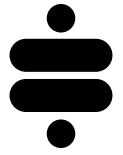
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Road Map

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COILOVER ASSEMBLY INSTRUCTIONS



1. Thread the preload adjustment nut onto the shock from the bottom (Figure 1). A few threads of engagement is ok for now.



Figure 1

2. The rebound adjustment knob must be removed prior to installing the upper spring mount in step 4. Turn the adjustment knob clockwise until it stops, then remove the torx screw and the knob (Figure 2).



Figure 2

3. Slide a Delrin washer over the shock and onto the adjustment nut, followed by the coil spring (Figure 3).

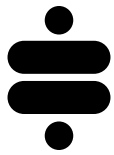


Figure 3

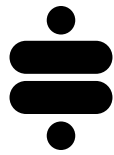
4. With the adjustment knob removed, slide a Delrin washer over the eyelet and place on top of the coil spring, followed by the upper spring mount (Figure 4).



Figure 4



COILOVER ASSEMBLY INSTRUCTIONS



5. Slide the retainer clip over the upper eyelet and into the groove at the base of the eyelet. Make sure it snaps into place and is fully seated in the groove (Figure 5).



Figure 5

6. Reinstall the adjustment knob (Figure 6).

Once you have reinstalled the knob, you may want to turn the knob about 12 clicks counterclockwise since the rebound is currently set at "full stiff".



Figure 6

7. Thread the adjustment nut up the shock body to remove the slack and secure the spring and upper mount against the eyelet. Install the locking screw in the adjustment nut, but do not tighten yet (Figure 7). This screw will be tightened after your preload has been set.



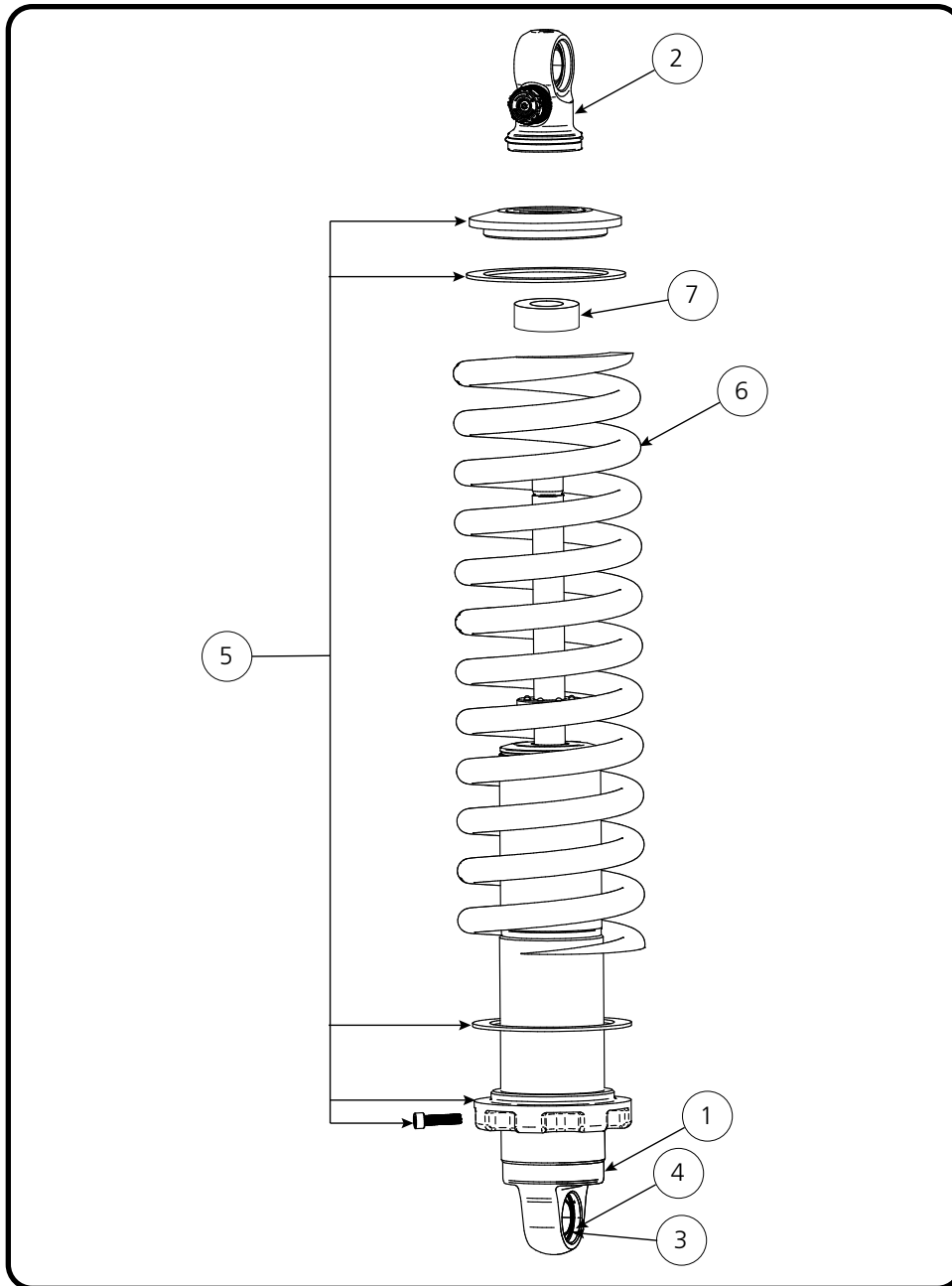
Figure 7

8. Your assembled coilover is ready to be installed on the vehicle.



Figure 8

EXPLODED VIEWS AND PARTS LISTING



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|----------------|---|-----|
| 1 | 982-10-803 | 3.6" Travel SA Threaded Shock | 2 |
| 2 | 815-05-022-KIT | Rebound Adjustable Eyelet, 1.7 | 2 |
| 3 | 90001994 | Shock Bearing .625" ID x 1.0" OD | 4 |
| 4 | 90001995 | Internal Snap Ring | 8 |
| 5 | 803-00-199 | Upper Locking & Lower Spring Retainer Kit | 2 |
| 6 | 59080575 | Coil Spring, 8" 575 lbs/in, 2.5" ID | 2 |
| 7 | 70016116 | Bumpstop Spacer | 2 |

Coilover Installation

1. Raise the vehicle to a safe and comfortable working height.

2. If you have not already assembled your coilovers, refer to the assembly guide on pages 3-4 and assemble them now.

3. From the 99010260 Hardware Kit included with the 12127099 IRS kit, install a 5/8" washer on a 5/8"-18 x 4.5" bolt. Install the bolt/washer into the upper shock mount on the cradle. Install the bolt from the front side of the mount.

4. Install a 90002042 (5/8" ID) spacer into each side of the shock bearing as shown in Figure 1. We recommend installing your coilovers inverted so the adjustment knob is easier to access.

5. Slide the coilover (with bearing spacers installed) onto the 5/8" upper shock mount bolt, followed by another 5/8" washer and a 5/8"-18 thin Nylok nut. Torque to **162 ft-lbs**.

6. Install a 90002043 (1/2" ID) spacer into each side of the eyelet shock bearing as shown in Figure 3.

7. Position the eyelet (with shock bearings) into the shock-mount clevis on the lower control arm (Figure 3).

8. From the 99010260 Hardware Kit, place a 1/2" washer on a 1/2"-13 x 2.5" bolt. Install the bolt/washer through the mount/eyelet, followed by another 1/2" washer and a 1/2"-13 Nylok nut. Torque to **75 ft-lbs**.

Repeat on the opposite side.



Figure 1

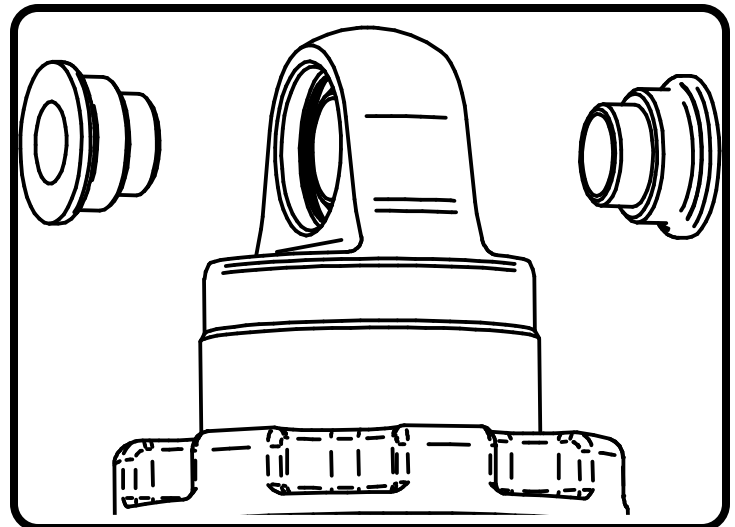
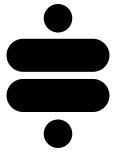


Figure 2



Figure 3

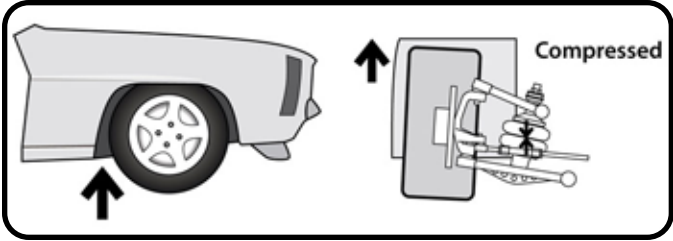


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

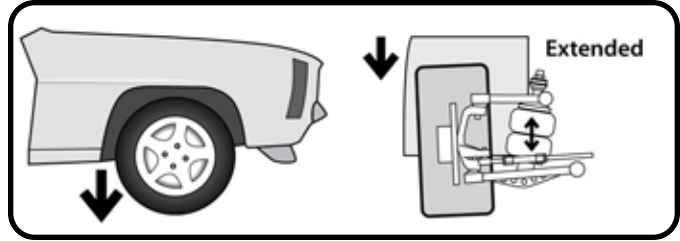


The Basics...



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.



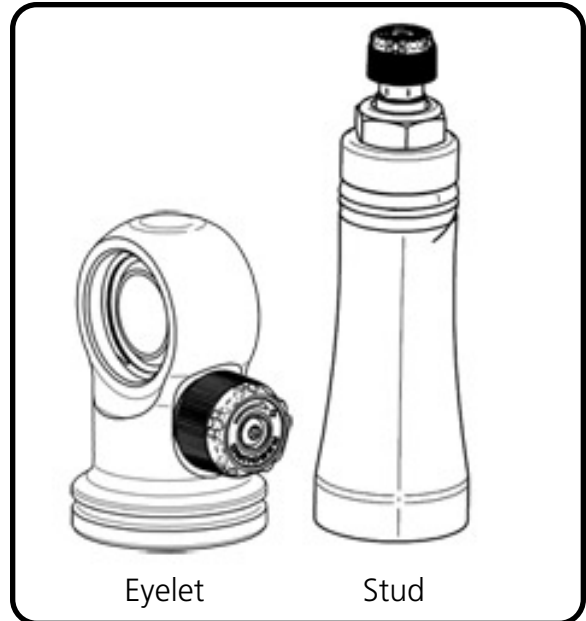
REBOUND

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

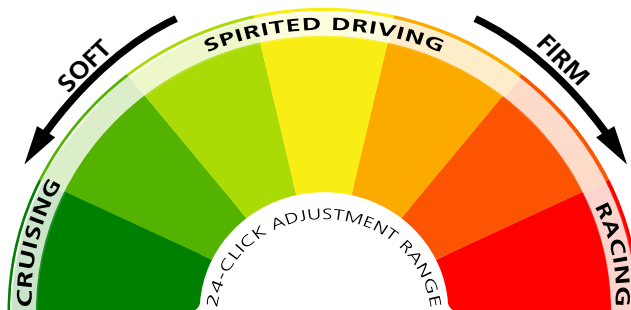
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



Knob Function

Counterclockwise

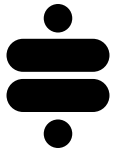
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Softer



Clockwise

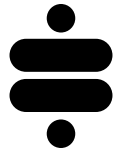
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Firmer





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.