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Part # 12163110
60-64 Galaxie HQ Series Front CoilOvers
For Use w/ OEM Arms

Shock Assembly:

2	982-10-802	3.6” stroke HQ Series shock
2	90009989	2” adjustable threaded stud top
2	90001994	.625” I.D. bearing
4	90001995	Bearing snap ring
2	90002060	Trunnion
4	90001980	Trunnion Snap Ring

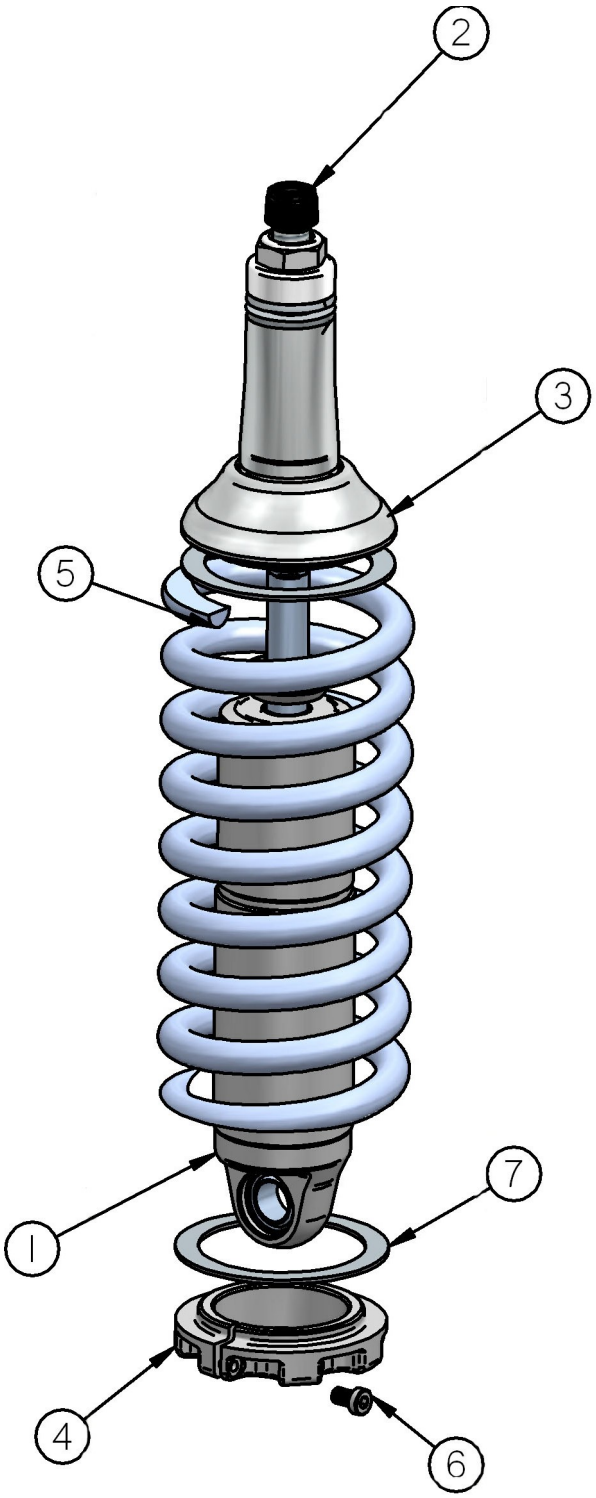
Components:

2	59080750	Coil spring – 8” long / 750 # rate
2	90002312	2” stud top base
2	803-00-199	Spring retainer kit (do not use standard upper spring retainer)
2	90002070	¾” drop upper spring retainer
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
4	70010828	Delrin Spring Washers
2	90001259	Control Arm Reinforcement Plate

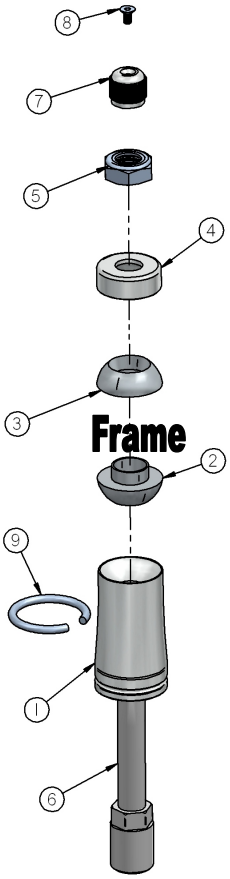
Hardware:

2	99562003	9/16” SAE Nylok jam nut	Stud top hardware
4	99311002	5/16” x 1 1/4" USS bolts	Lower Trunnion
4	99312003	5/16” nyloc nuts	Lower Trunnion
8	99313002	5/16” SAE flat washers	Lower Trunnion

COILover



1. Impact Forged, Monotube shock
2. Rebound adjustment knob (SA Only)
3. Upper coil spring retainer (Use ¾" dropped cap)
4. Lower coil spring retainer
5. High tensile coil spring
6. Set screw
7. Delrin Spring Washers



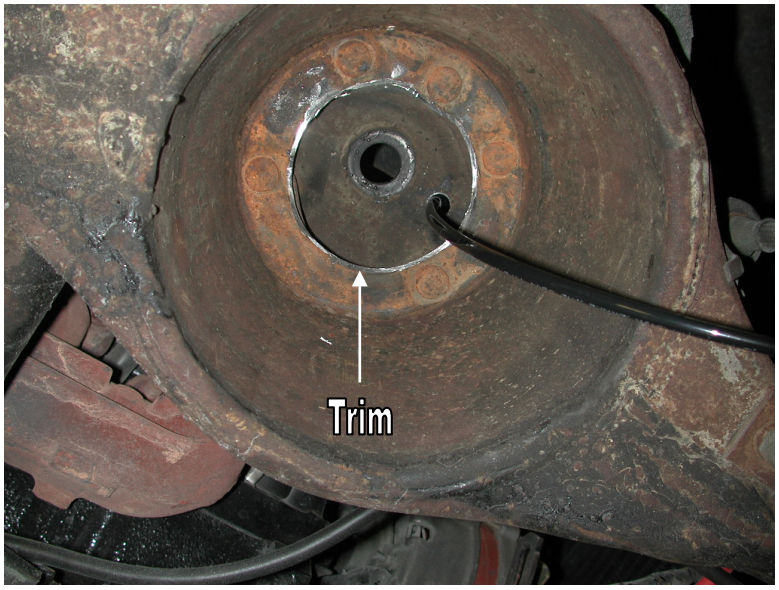
1. Stud top base
2. Lower Delrin ball half
3. Upper Delrin ball half
4. Aluminum cap
5. 9/16" Nylok jam nut
6. Threaded stud
7. Adjustment knob (SA Only)
8. Screw (SA Only)
9. Snap ring

SHOCKwave®

Installation Instructions

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.

2. Remove the coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.



3. The upper coil spring retainer may need to be trimmed to clear the top of the CoilOver.

4. The upper shock hole will need to be drilled out to ¾", this can be done easily with a Unibit.

5. Note that the CoilOver trunnion sits on top of the arm as opposed to the factory shock, which bolts to the bottom side of the car. You will have to remove the two nuts.

6. Install the bushing on top of the CoilOver. Insert the stud top through the factory shock hole and tighten with the supplied hardware.

7. **INSTALL THE LOWER CONTROL ARM REINFORCEMENT PLATE.** Refer to **Image 7** for positioning of the plate. Raise the lower arm up to the Shockwave and bolt them together using the 5/16” x 1 1/4” Bolts, Washers, & Nylok Nuts supplied with the ShockWaves. Torque to 17 ftlbs.

8. Lift the lower control arm up to the CoilOver and tighten with two 3/8” x 1 1/4" bolts, nylocs and flat washers.

9. Note that the CoilOver trunnion sits on top of the arm as opposed to the factory shock, which bolts to the bottom side of the car. You will have to remove the two nuts.

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.