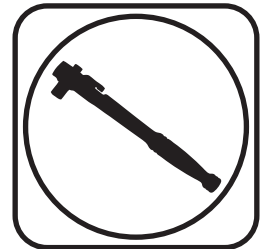




Part # 12273210 - 2015 Up Mustang HQ CoilOver



Recommended Tools



2015 Up Mustang Front HQ CoilOver Strut Installation Instructions

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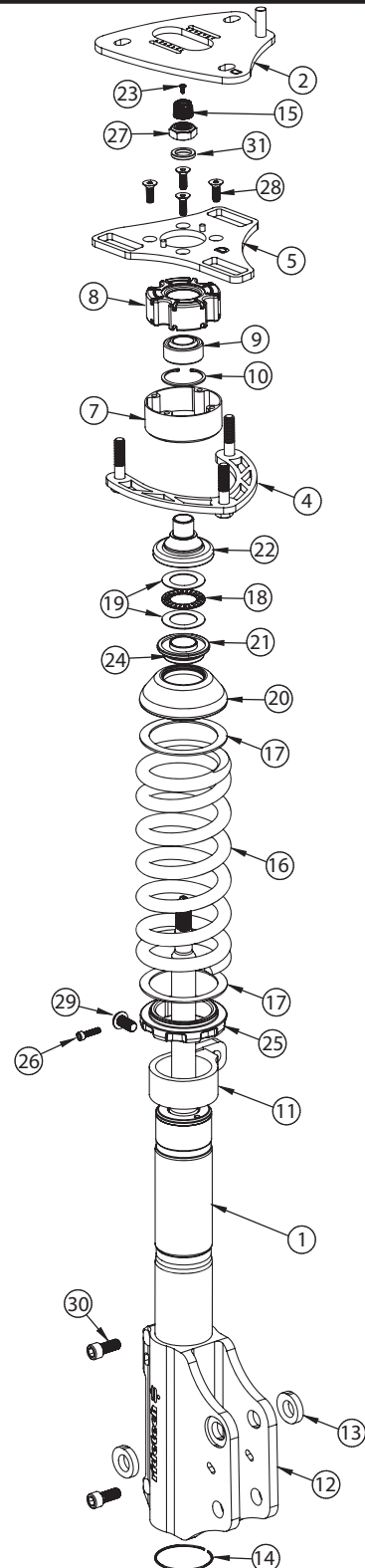
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Included ComponentsIn the box

| Item # | Part # | Description | QTY |
|--------|--------------|---|-----|
| 1 | 986-10-055 | Strut Cartridge | 2 |
| 2 | 90003585 | Caster/Camber Guide Plate - Driver | 1 |
| 3 | 90003586 | Caster/Camber Guide Plate - Passenger | 1 |
| 4 | 90003587 | Caster/Camber Bolt Plate | 2 |
| 5 | 90003588 | Caster/Camber Bearing Plate - Driver | 1 |
| 6 | 90003589 | Caster/Camber Bearing Plate - Passenger | 1 |
| 7 | 90003590 | Strut Isolator Retaining Cup | 2 |
| 8 | 70016907 | Strut Isolator | 2 |
| 9 | 90001042 | Upper Mount Bearing | 2 |
| 10 | 90000805 | Upper Bearing Snap Ring | 2 |
| 11 | 90003591 | Front Sway Bar Mount | 2 |
| 12 | 90001154 | Lower Strut Mount | 2 |
| 13 | 90003593 | Lower Strut Slug | 4 |
| 14 | 038-01-035 | Strut Mount Retaining Ring | 2 |
| 15 | 210-35-120-0 | Rebound Dampening Adjustment Knob | 2 |
| 16 | 59080300 | 8" 300lb Coil Spring | 2 |
| 17 | 70010828 | Delrin Washer | 4 |
| 18 | 70010987 | Thrust Bearing | 2 |
| 19 | 70010988 | Thrust Bearing Washer | 4 |
| 20 | 90002070 | Coil Spring Cap | 2 |
| 21 | 90002365 | Coil Spring to Bearing Adapter | 2 |
| 22 | 90002368 | Upper Bearing to Thrust Bearing Adapter | 2 |
| 23 | 90009969 | Adjustment Knob Screw - 4-40 x 1/4" | 2 |
| 24 | 038-01-006-A | Upper Coil Spring Cap Retaining Ring | 2 |
| 25 | 234-15-200 | Coil Spring Adjuster Nut | 2 |
| 26 | 99050001 | Adjuster Nut Locking Screw | 2 |
| 27 | 99562003 | 9/16" -18 Nylok Nut | 2 |
| 28 | 72000008 | 1/4" -20 x 3/4" Flat SHCS | 8 |
| 29 | 99371029 | 3/8" -16 x 3/4" Button HCS | 2 |
| 30 | 99371042 | 3/8" -16 x 1" SS SHCS | 4 |
| 31 | 70015872 | Spacer | 2 |
| | 99373002 | 3/8" SAE Flat Washer | 8 |
| | 99372001 | 3/8" -16 Nylok Nut | 8 |





NOTE

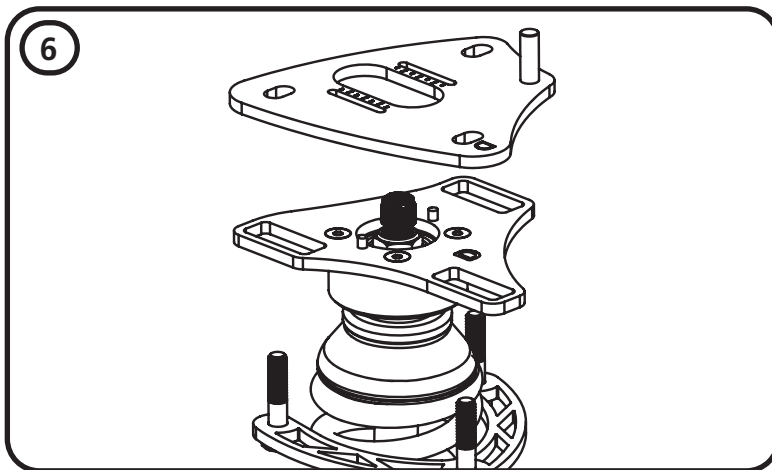


DUE TO VARIATIONS IN WIDTH OF THE OEM SWAY BAR, IT MAY BE NECESSARY TO CHANGE THE FRONT SWAY BAR TO RIDETECH SWAY BAR (12279120) WHEN TRYING TO ACHIEVE ALIGNMENT SETTINGS FOR TRACK PURPOSES. REGARDLESS OF YOUR ALIGNMENT SETTING, WE RECOMMEND CHECKING THE CLEARANCE BETWEEN THE STRUT AND THE OEM SWAY BAR LINKAGE

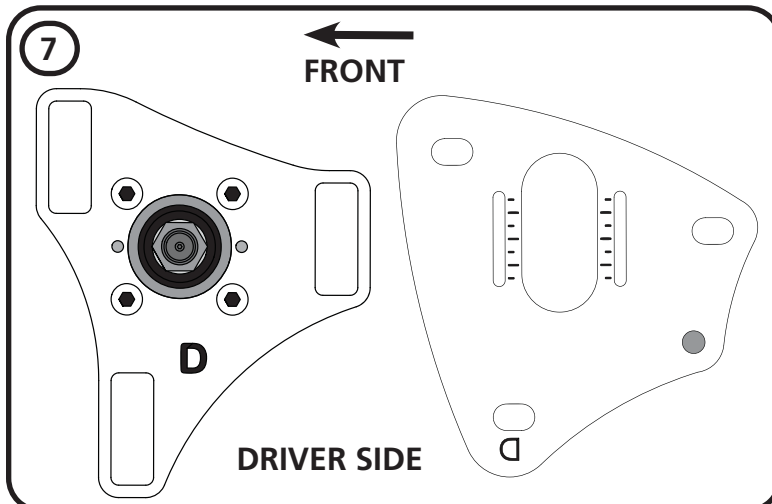
Disassembly

1. Remove the front struts by first disconnecting the ABS wire from the factory strut.
2. Disconnect the swaybar linkage from the strut.
3. Support the front hub and control arm assembly and remove the (2) struts bolts(retain hardware) that attach the strut to the spindle. Retain the lower strut bolts for reassembly.
4. Remove the (3) nuts holding the upper strut mount to the car body. **DO NOT REMOVE THE CENTER NUT.**
5. Remove strut assembly from the car.

Getting Started



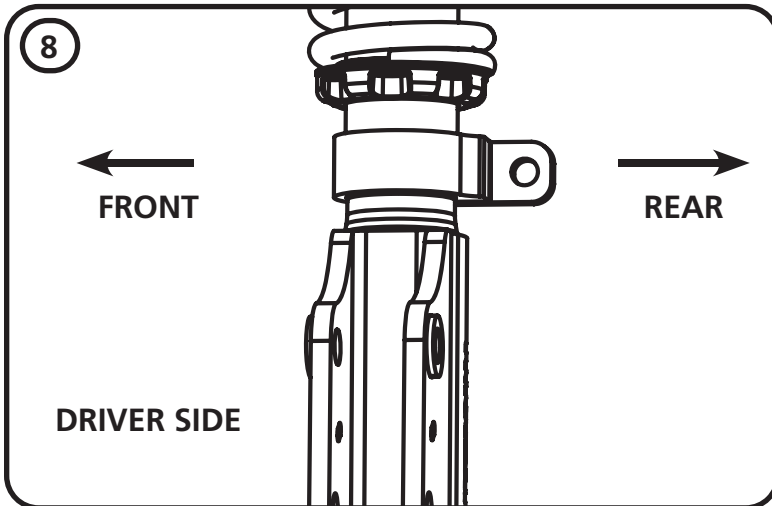
6. The upper strut mount is a 3 piece setup. All 3 pieces will be installed from the bottom side of the strut tower.



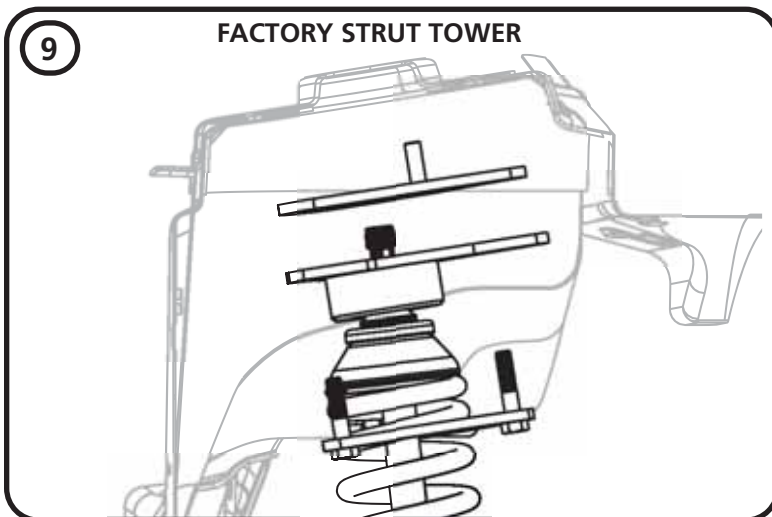
7. The upper mounts are marked with a D and P for Driver and Passenger.



Strut Installation



8. There is a driver and passenger strut assembly. The sway bar linkage mounting tab is to the **REAR** of the car. **Image 8** illustrates the Driver Assembly.



9. **Image 9** illustrates the orientation of the strut mounting components. Installation of these components is covered in **Steps 10-15**.



10. The upper plate has a stud pressed into the plate. The stud will go in the slotted hole that is to the rear of the strut tower. This stud locks down the caster adjustment.

NOTE: If you are only adjusting camber, this nut doesn't need to be loosened.



Strut Installation



11a & 11b. The caster/camber guide plate will sit on top of the bearing plate. The (2) guide pins will get inserted into the slots of the caster/camber guide.



11b. Image 11b illustrates the (2) pins in the slots.



12. The bolt plate will be inserted in from the bottom, with the studs sticking through the slots of the bearing plate & caster/camber plate.



Strut Installation



13. Image 13 shows the bolt plate inserted with the studs sticking through the bearing plate & caster/camber plate.



14. Insert the strut assembly into the car. You will have to hold the bolt plate in place until you can get nuts started on the top. The open end of the bolt plate will be facing the engine.



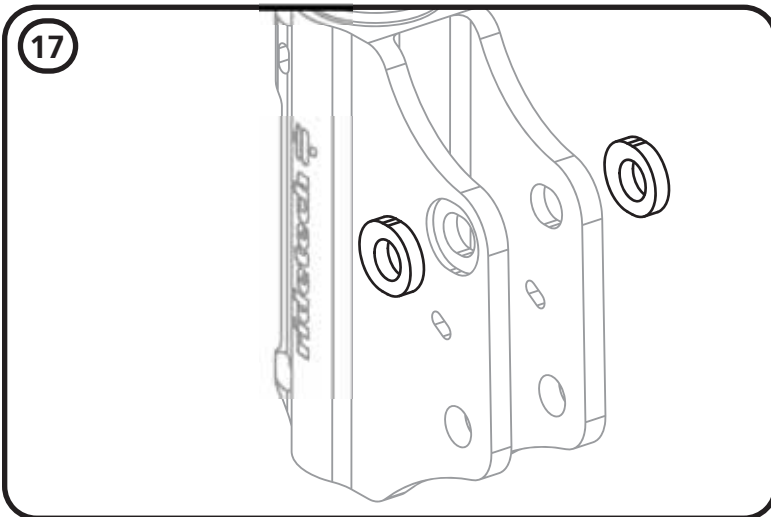
15. Install a 3/8" flat washer and 3/8"-16 nylok nut on each of the (4) studs. We recommend centering everything in the slots until you can get the front end aligned. Torque the 3/8"-16 nuts to 20 ft-lbs.



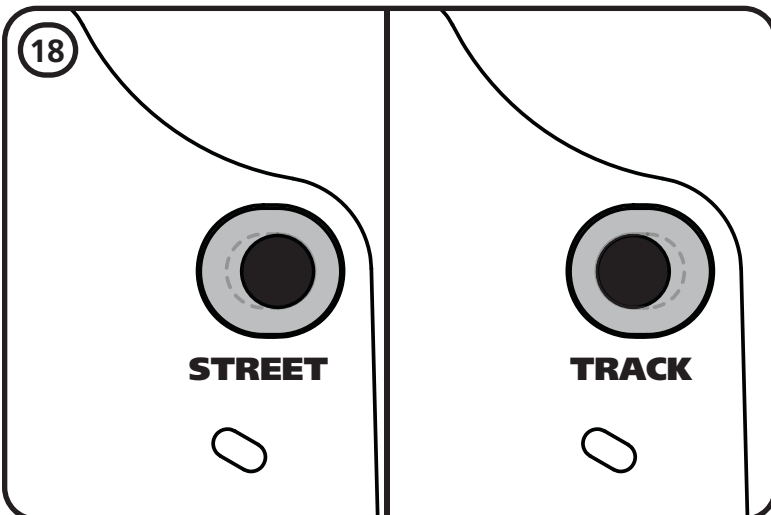
Strut Installation



16. Slip the strut mount onto the mounting area of the spindle. Insert the OEM lower strut hardware into the lower hole of the strut mount/knuckle. Install the OEM nut on the bolt.



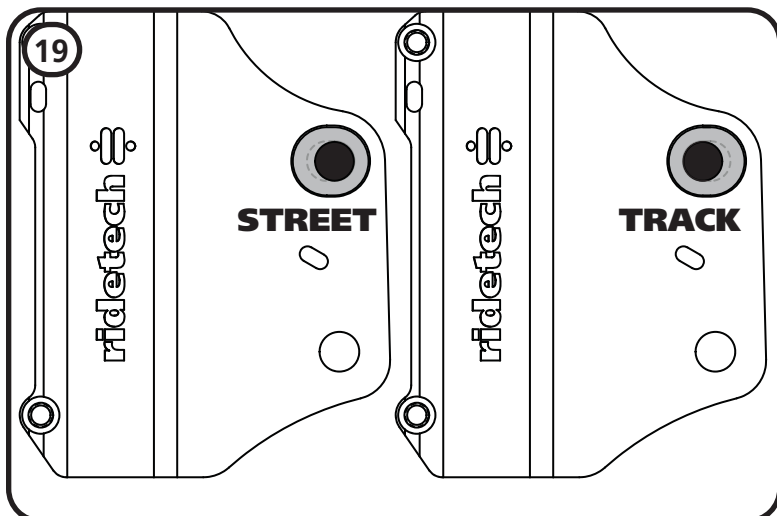
17. The upper strut bolt has a slug setup that allows for a more aggressive alignment settings if you are going to track or auto cross your car. The guide below will help you determine the orientation of the slug for your application.



18. The slug can be mounted in 2 different directions. The STREET position has the upper bolt moved outward on the strut mount. The TRACK position has the upper bolt moved inward on the strut mount. **Image 18** illustrates the 2 positions. It is zoomed in to show greater detail. **Image 19** shows the complete lower strut mount with the slugs mounted in the 2 positions.



Strut Installation



19. Below shows the camber range for each setting.

STREET : +.25° to -2.5°
TRACK : -1.0° to -4.25°

The upper strut mount has a caster range of +7.5° to +8.5°.



20. Insert the slugs into the strut mount using **Steps 18 & 19** as a guide. Make sure the front and rear slugs are orientated in the same direction. Also, make sure the slugs are installed in the same orientation on both the driver side and passenger side.



21. Insert the OEM lower strut hardware into the upper hole of the strut mount/knuckle.



Strut Installation

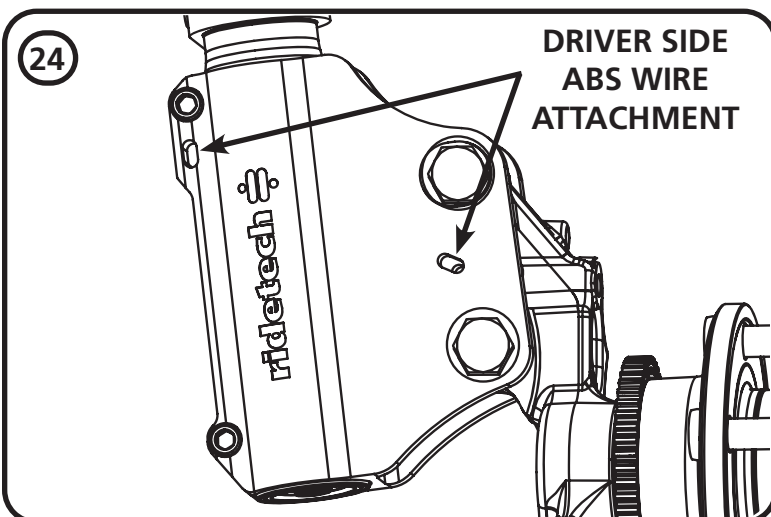


22. Install the OEM nut on the bolt.

Torque the strut to steering knuckle hardware to 184 ft-lbs.



23. Attach the sway bar linkage to the strut using the OEM hardware. Torque to 85 ft-lbs.



24. The ABS wire attaches to the strut in the locations shown in **Image 24**. The OEM mounting clips are used to attach the ABS wire.



Strut Installation



25. Attach the outer ABS wire mount to the provision in the tab of the strut.



26. Attach the inner ABS wire mount to the provision in the rear flange of the strut.

Final Assembly

27. Repeat previous steps 11-26 on the Passenger side.

28. With Both sides installed, slowly lower the car to the ground to check ride height. It may be necessary to tighten the Adjusting nut (Also known as preloading the Coil Spring) to achieve proper ride height. To do this you will need to loosen the Adjuster Nut Locking Screw and tighten the Adjuster Nut to put preload into the Coil Spring. Once the correct ride height is achieved tighten the Locking Screw in the lower Adjuster nut. **It may be helpful to read the section pertaining to spring preload and adjustment on page 11.**

IT IS NECESSARY TO HAVE THE CAR ALIGNED AFTER INSTALLATION. TORQUE THE STRUT TO SPINDLE ATTACHING BOLTS TO 184 FT-LBS.



NOTE



DUE TO VARIATIONS IN WIDTH OF THE OEM SWAY BAR, IT MAY BE NECESSARY TO CHANGE THE FRONT SWAY BAR TO RIDETECH SWAY BAR (12279120) WHEN TRYING TO ACHIEVE ALIGNMENT SETTINGS FOR TRACK PURPOSES. REGARDLESS OF YOUR ALIGNMENT SETTING, WE RECOMMEND CHECKING THE CLEARANCE BETWEEN THE STRUT AND THE OEM SWAY BAR LINKAGE

Spring Adjustment and Preload

Start with an initial preload of 1/4". The Locking Screw on the Adjuster Nut has to be loose to Set the Preload. To set this: Screw the Spring Adjuster up snug against the Coil Spring (THIS IS 0 PRELOAD). Measure from bottom of Adjuster Nut to top of the Strut Mount. Using Spanner, Tighten the Adjuster Nut until the measurement from the Nut to the Mount on the Shock is 1/4" greater. Tighten Locking Screw on Adjuster Nut. This will be your starting point for Ride Height. It may be necessary to raise or lower the adjuster to level the car.

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.

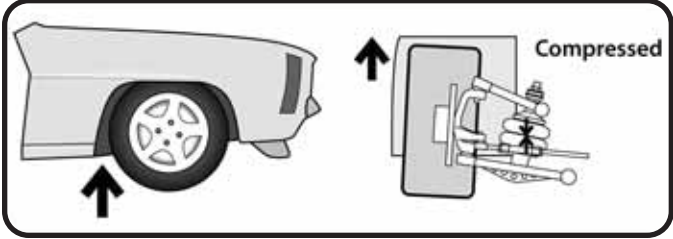


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

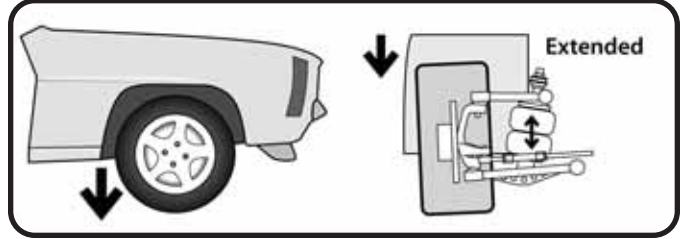


The Basics...



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.



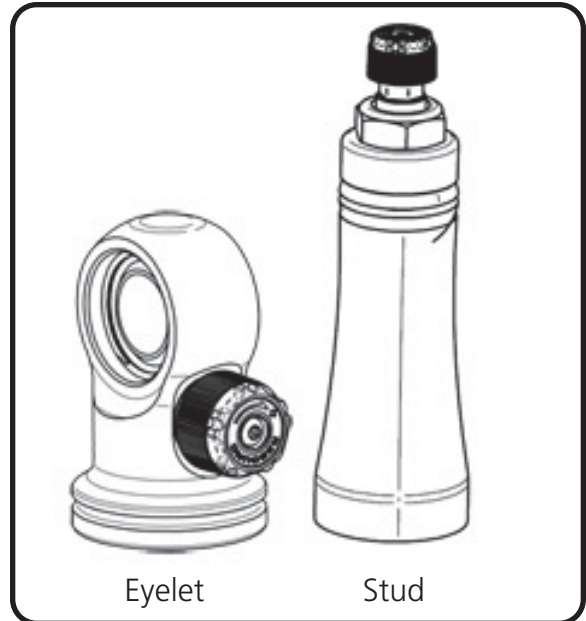
REBOUND

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 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.