350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
www.ridetech.com

Part # 19011010
Mustang II Front CoolRide Kit w/HQ Series Shocks
For Use w/ Factory Lower Arms

Components:

2	90006781	Double convoluted airspring – 6.5” diameter, ¼” port
2	90000020	Upper cup bracket (2” tall)
2	90000006	Lower bracket

Hardware Kit:

2	99371001	3/8” x 3/4" USS bolt
4	99371004	3/8” x 1 ¼” USS bolt
8	99372002	3/8” USS Nylok nut
14	99373003	3/8” SAE flat washer
2	99373005	3/8” lock washer
2	99435004	7/16” x 4 ½” stud
2	99432001	7/16” Nylok nut
2	99433002	7/16” SAE flat washer

Shock:

2	986-10-036	4.75” Stroke Eye Top Shock Cartridge
4	70011138	¾” ID Shock Bushing
4	90002102	1/2” ID Inner Sleeve

Components:

2	90000011	Weld-on upper shock bracket
2	90000034	Lower shock bracket

Hardware:

4	99501003	½” x 2 ½” USS bolt	Shock to upper bracket
4	99502001	½” USS Nylok nut	Shock to upper bracket
2	99371004	3/8” x 1 ¼” USS bolt	Lower bracket to arm
2	99372002	3/8” USS Nylok nut	Lower bracket to arm
4	99373003	3/8” SAE flat washer	Lower bracket to arm

Shock Dimensions:

Compressed:	10 1/8”
Extended:	14 7/8”

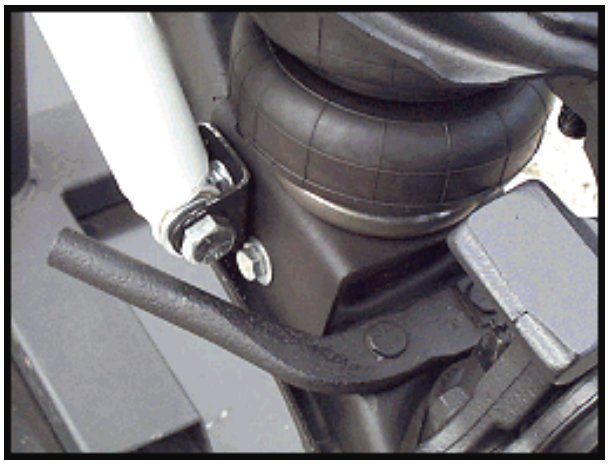
SUPPLEMENT FOR MUSTANG II FRONT END

With aftermarket crossmember designed for coilsprings [hat type upper mount]

Mustang II using OEM lower control arm

1. If you have the OEM Ford lower a-arm, install the u shaped bracket onto the a-arm using the old shock bolt to secure the bracket. The tall side of the bracket will go towards the spindle.
2. The upper bracket is attached through the old shock hole. Note that the airspring mounting holes are offset . This offset should go to the outside. [towards the spindle]
3. Drill a hole in the upper hat to route the airline.
4. Install the airspring and re-assemble the front suspension temporarily [including brake caliper and tires] Move the suspension through its entire travel and steering angle to be certain the airspring clears EVERYTHING! Pay particular attention to things like brake hoses, balljoint cotter pins, and brake calipers. Minor adjustments may be necessary.
5. The shock absorber will be mounted on the outboard side of the a-arm, usually on the rear side. If you are using a stock Ford a-arm, the U bracket is attached to the lower airspring bracket with a 7/16 bolt or by welding. The upper mount is welded to the frame rail directly behind the upper a-arm. A single upper plate is used to allow some latitude in the exact angle of attachment. Trial fit the shock to ensure that there is no interference with any other suspension component.

Mustang II with OEM lower a-arm



(lower shock detail)

NOTE:

We consider ride height on a Mustang II front suspension to be when the lower a-arms are parallel with the ground. From this point, you will have approx. 4” of drop available when the hairsprings are deflated. Keep this in mind when considering ground clearance.

COOLRIDE®

Shock Installation Instructions

1. The upper shock mount must be welded to the frame. It may need to be cut down to match the stroke of the air spring and suspension. Make sure that when the suspension is fully compressed that the shock is about ¼" from being fully compressed.

2. Tack weld the mount during initial fitment. The lower mount will be installed to the back side of the lower control arm.

3. Check to make sure the shock does not bottom out when the suspension is fully compressed. If the shock bottoms out it could damage the shock or shock mounts. Also check turning radius with the wheel. Once the final location is determined fully weld the upper mount to the frame.

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 or stud top.

You must first begin at the ZERO setting, then set the shock to a street 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.

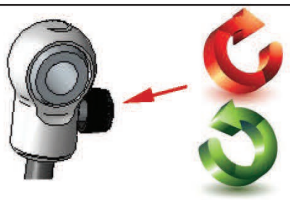
-Now turn the rebound adjuster knob counter clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

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.