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

Part # 12106509
67-70 Mustang Non Adjustable Rear CoilOvers
For Use w/ RideTech 4 Link

Shock Assembly:

2	24059999	5” stroke non adjustable shock
2	90002021	1.7” eyelet – Non adjustable
4	90001994	.625” I.D. bearing
8	90001995	Bearing snap ring

Components:

2	59120175	Coil spring – 12” long / 175 # rate
2	90002222	Spring retainer kit
8	90002043	Aluminum spacer for bearings

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COIL-OVER

In the box.....

Thank you for purchasing our product. In the box you will find the following components.

1- billet aluminum mono tube shock (241xx901)
1- Upper spring seat
1- Lower adjuster nut — Sold as pair (90002222)
1- Upper spring seat clip (90002057)
1- set of 5/8"-1/2" bearing spacer kit (90002044)


(90002044)


(90002222)


(90002057)


(241xx901)

Assembly...

First using the supplied lower adjuster nut(90002222) thread the nut onto the shock from the bottom side as seen in figure 1

Next install coil spring over the top of the shock as seen in figure 2
NEED COILS? FLIP SHEET OVER

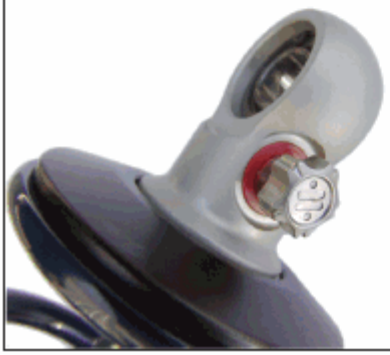
Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3.

Next slide the upper spring mount (90002222) over eyelet as seen in figure 4.

Install upper spring mount retainer clip (90002057) into the groove on the upper eyelet as seen in figure 5.

The included set of bearing spacers (900002044) are used to adapt the coil-overs to just about any application. The supplied spacers allow the coil-overs to accept 5/8" or 1/2" bolts.

Shock adjustment 101



How to adjust your new shocks. The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet. Begin with the shocks adjusted to the number 3 position. The first two settings are generally too soft for street use. The softest setting, is found by turning the knob in the counter-clockwise direction until the positive stop is located (this is setting #1). Rotating the knob in the clockwise direction increases damping stiffness. Each of the 24 settings is indicated by a detent that can be felt when turning the knob, and an audible click as the knob gently locks into position.

Take it on a drive....

Now if the car feels bouncy generally the vehicle will need a few more clicks (clockwise), again this will increase the stiffness of the shock.


Clockwise = Stiffer


Counterclockwise = Softer