



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

AST1027 05-06 Mustang Front AirStruts

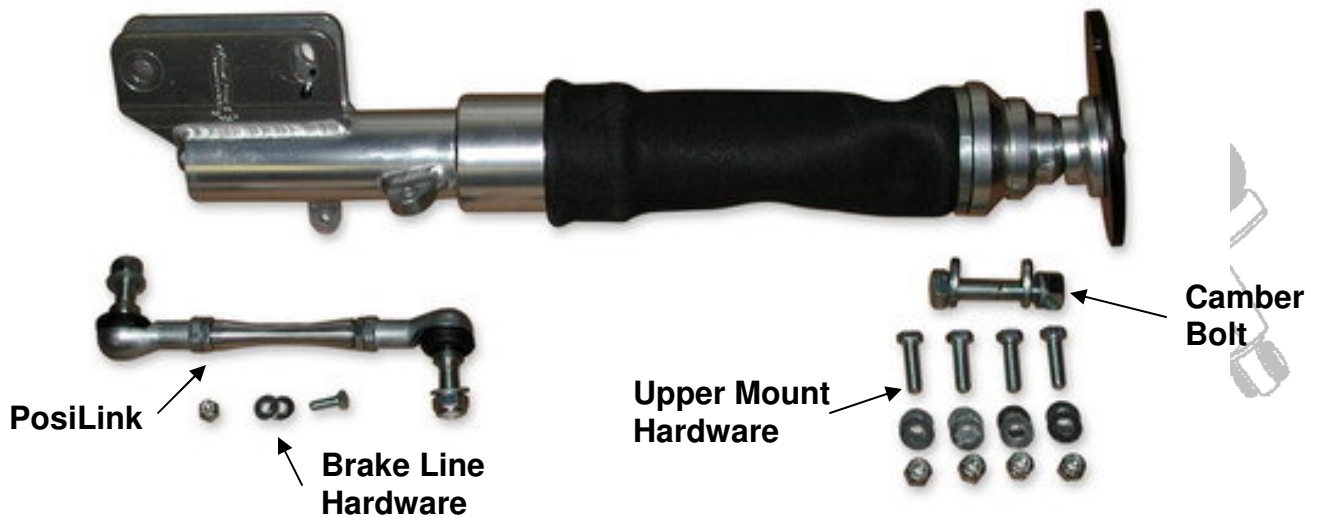
2	AST7012	Air spring assembly
4	SKW228	Large "O" ring
4	AST125	Small "O" ring
2	AST9000	Strut cartridge
2	A736-1	Lower strut mount
2	A734	Upper strut mount
2	A851	Upper bearing cap
2	A847	Aluminum spacer
2	A842	Bearing retainer
2	A845	Strut cap
2	BEA002	Spherical bearing
2	AST002	Bearing snap ring
2	BEA003	Thrust bearing
4	BEA004	Thrust bearing race
4	BAL1029	Sway bar end link
2	AST001	Strut cartridge snap ring
2	AST110	Lower strut "O" ring
2	AST0005	14mm Camber bolt (Uses factory lower bolt)
4	1/4" x 1/2" roll pin	Camber bolt
2	FIT4201	Air fitting

Hardware:

4	12mm Jam nut	Sway bar end link
4	12mm Nylok nut	Sway bar end link
4	7/16" SAE flat washers	Sway bar end link
8	3/8" x 1 1/4" USS bolt	Upper mount to car
8	3/8" USS Nylok nut	Upper mount to car
16	3/8" SAE flat washer	Upper mount to car
2	1/4" x 3/4" USS bolt	Brake line tab
2	1/4" USS Nylok nut	Brake line tab

AST1027 Installation Instructions

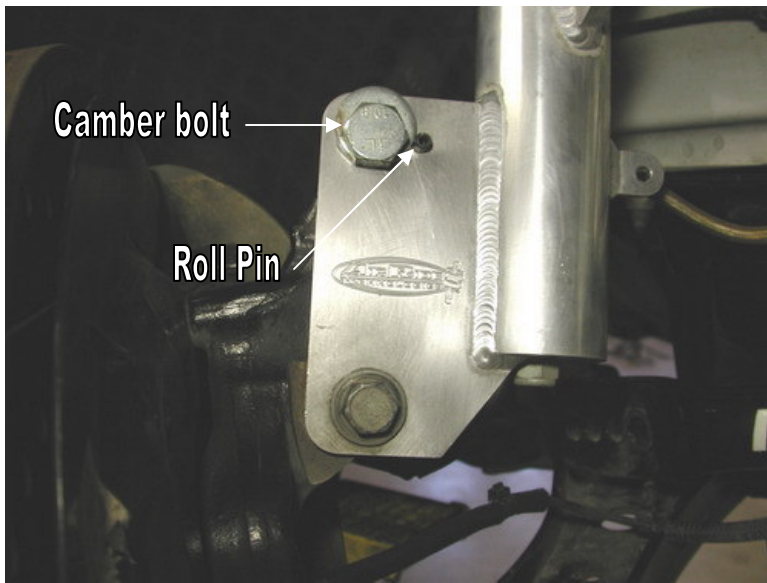
1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the factory strut from the car. Refer the factory service manual for proper disassembly procedures. The AirStrut comes with a new upper mount; therefore it is **not** necessary to remove the factory upper mount from the strut assembly.



3. Apply thread sealant to a 90 degree air fitting and screw it into the top of the AirStrut.

4. Fasten the AirStrut to the car using four $3/8 \times 1 \frac{1}{4}$ " bolts, Nylok nuts and flat washers. The notch in the upper mount will face towards the wheel. The upper mount holes are slotted; **slide the mount all the way towards the engine**. This will aid with bellow to tire clearance. Camber adjustments will be made with the lower mount.

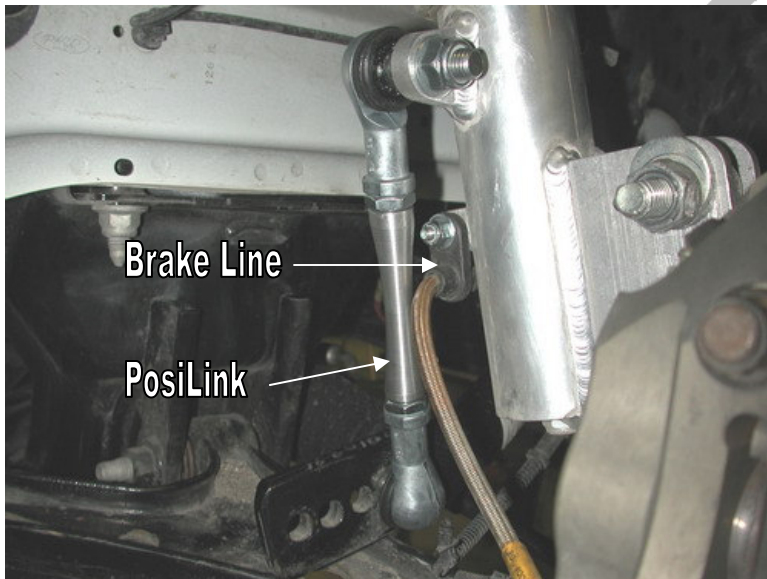
Note: The top of the AirStrut will rotate when the wheel is turned. Secure the airline to the car with a clamp and ensure there is enough slack to allow the AirStrut to rotate lock to lock without pulling on the fitting. This could cause an air leak.



5. Bolt the bottom of the AirStrut to the spindle using the factory lower bolt and the new upper Camber bolt supplied. The camber bolt will pivot on a roll pin pressed into the lower mount to adjust the camber.

Note: The vehicle must be realigned **BEFORE** driving. With certain size wheels, tire to AirStrut clearance may be close. This must be checked through full suspension travel.

Allowing the AirStrut to rub will cause failure and is not a warrantable situation.



6. Install the new PosiLink sway bar end link. It will attach to the tab welded to the **rear** of the AirStrut body.

7. The brake line will reattach to the AirStrut using the smaller tab welded to the inside of the strut body and one $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt and Nylok nut.

8. Double check AirStrut, sway bar, brake line and air line clearances through full suspension travel.

9. Driving height on this car will occur around 85 psi, but will vary to driver preference.