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**Part # 19010999**  
**Mustang II Front CoolRide Kit**  
For Use w/ Lower StrongArms

**Components:**

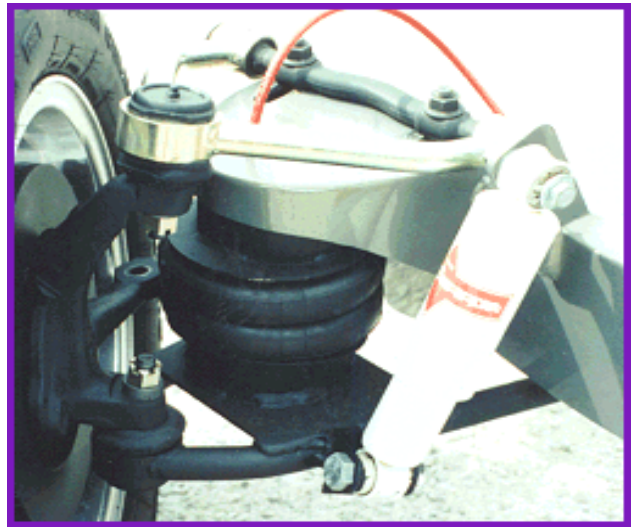
- |   |          |  |
|---|----------|--|
| 2 | 90006781 | Double convoluted airspring – 6.5" diameter, 1/4" port |
| 2 | 90000019 | Upper cup bracket (3.5" tall)                          |

**Hardware Kit:**

- |   |          |                       |
|---|----------|-----------------------|
| 2 | 99371001 | 3/8" x 3/4" USS bolt  |
| 4 | 99372002 | 3/8" USS Nylok nut    |
| 6 | 99373003 | 3/8" SAE flat washer  |
| 2 | 99373005 | 3/8" lock washer      |
| 2 | 99435004 | 7/16" x 4 1/2" stud   |
| 2 | 99432001 | 7/16" Nylok nut       |
| 2 | 99433002 | 7/16" SAE flat washer |

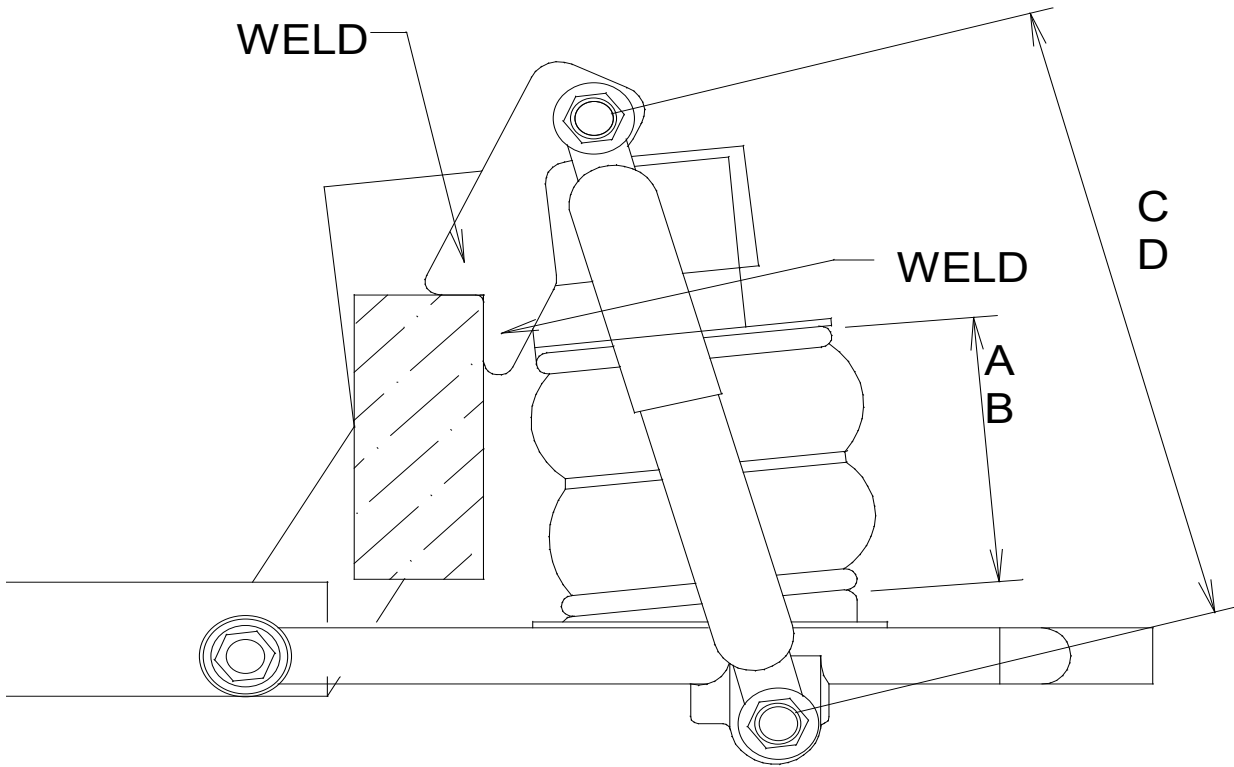
## MII w/ Tubular style lower control arm

1. Assemble the airspring and upper mount into the suspension.
2. If you are using a tubular lower a-arm, a plate is used to provide a place to set the lower airspring mount. Insert the lower plate and airspring mount between the top of the tubular a-arm and the bottom of the airspring and attach the lower mount to the airspring.
3. Set the lower a-arm at the proper ride height. [level with the ground] There should be approx. 5" to 5.5" between the upper and lower mounts and they should be parallel and aligned.
4. Temporarily attach the plate to the a-arm and the lower airspring mount to the plate.
5. Move the suspension through its entire travel and steering angle to the airspring clears EVERYTHING! Pay particular attention to things like brake hoses, balljoint cotter pins, and brake calipers. Minor adjustments may be necessary.
6. When you are sure of the necessary clearances, you can permanently fasten the bracketry in place.
7. The shock absorber will be mounted on the outboard side of the a-arm, usually on the rear side. On the tubular lower a-arm, the lower U bracket is attached using the old shock bolt. 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.



### **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 airsprings are deflated. Keep this in mind when considering ground clearance.



Distance between A & B = Approx. 5" @ ride height  
Distance between C & D = Approx. 12.5" @ ride height  
Lower control arm should be level @ ride height