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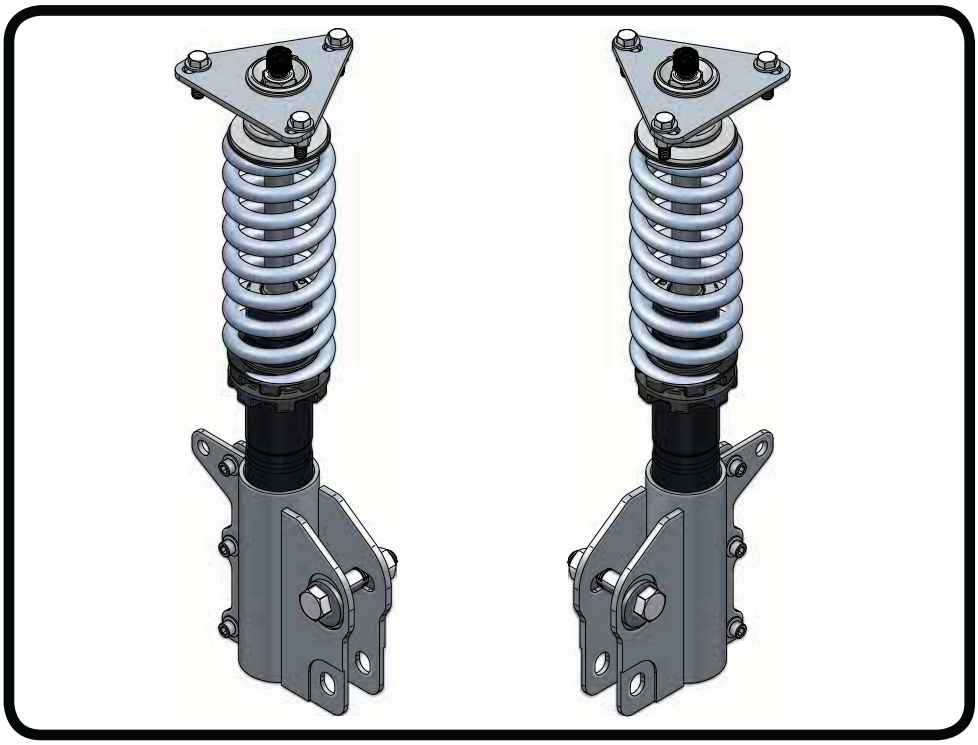
Installation Instructions

Part # 12273110 -2015 up Mustang



Recommended Tools

2015 up Mustang Front HQ CoilOver Strut

Installation Instructions

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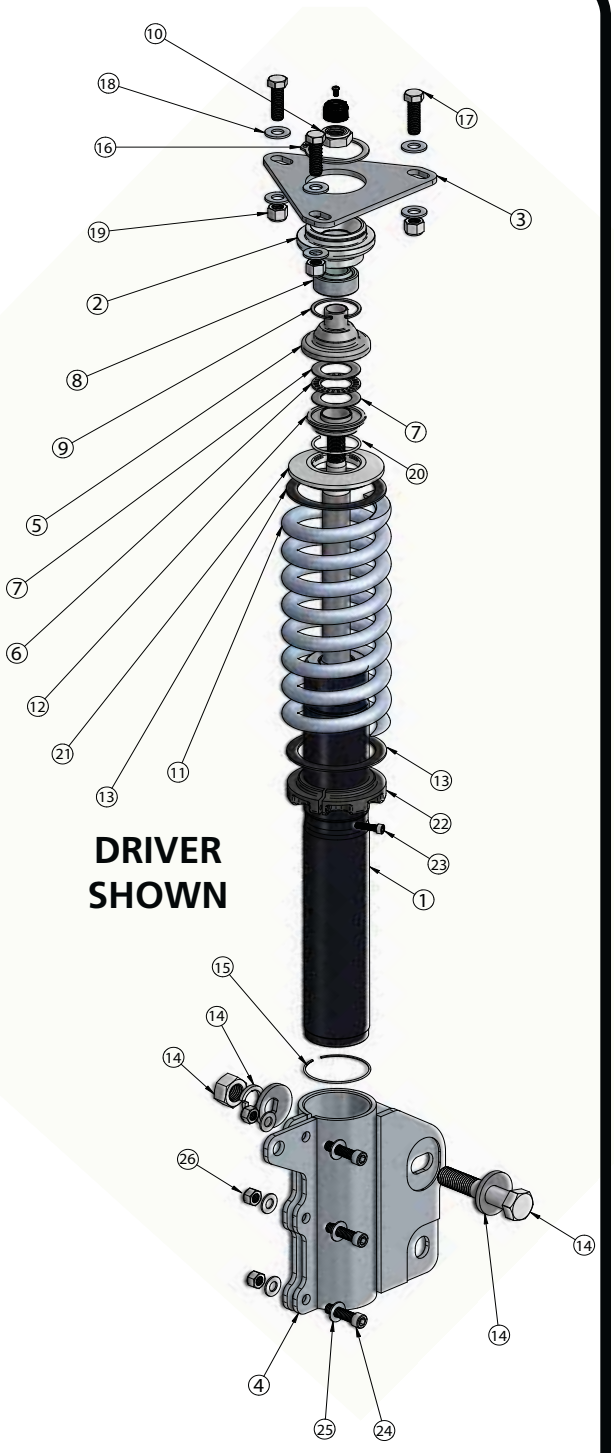
Installation Instructions

Included Components .....In the box

Item #	Part #	Description	QTY
1	27569999	Strut Cartridge	2
2	90000648	Bearing Retaining Mount	2
3	70012267	Upper Mounting Plate	2
4	90002480	Lower Strut Mount	2
5	90002368	Thrust Bearing Adapter	2
6	70010987	Thrust Bearing	2
7	70010988	Thrust Bearing Washer	4
8	90001042	Upper Mount Bearing	2
9	90000805	Upper Bearing Snap Ring	2
10	99562003	9/16"-18 Nylok Nut	2
11	59080300	8" 300lb CoilSpring	2
12	90002365	CoilSpring to Bearing Adapter	2
13	70010828	Delrin Washer	4
14	90000801	Eccentric Bolt	2
15	70010992	Strut Retaining Ring	2
16	72000222	Retaining Ring	2
17	99371004	3/8"-16 x 1 1/4" Hex Bolt	6
18	99373005	3/8" Flatwasher	12
19	99372002	3/8'-16 Nylok Nut	6
20	90002222kit	CoilSpring Cap Retaining Ring	2
21	90002222kit	CoilSpring Cap	2
22	90002222kit	CoilSpring Adjuster Nut	2
23	90002222kit	Adjuster Nut Locking Screw	2
24	99311010	5/16-18 x 1 1/4" Hex Bolt	6
25	99313002	5/16" SAE Flatwasher	12
26	99312003	5/16"-18 Nylok Nut	6
		PosiLink Assembly	
	90000695	Posilink Spacer (Not Shown)	2
	90000921	12mm 90 Degree PosiLink	4
	99125001	12-1.75mm x 45mm Stud	4
	99122001	12-1.75mm Nylok Nut	4
	99433002	7/16" SAE Flatwasher	8



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Disassembly

1. Remove the front struts by first disconnecting the ABS wire from the factory strut.

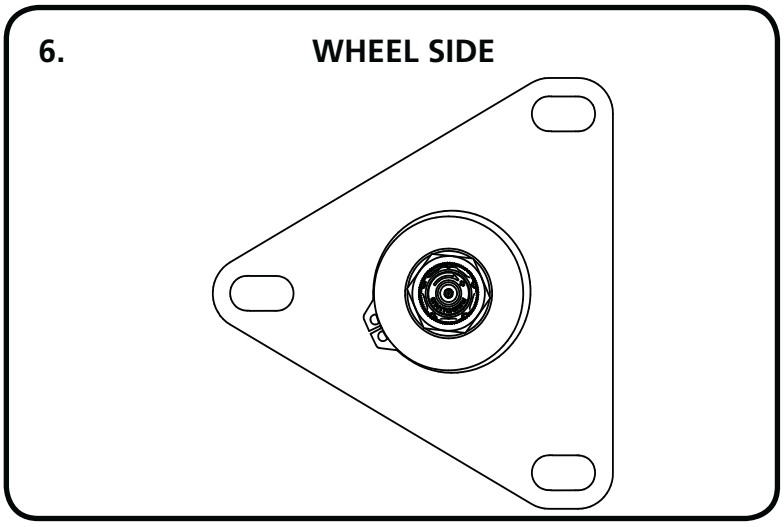
2. Disconnect the swaybar linkage from the strut and swaybar, this will be replaced with new linkage.

3. Support the front hub and control arm assembly and remove the (2) struts bolts(retain hardware) that attach the strut to the spindle.

4. Remove the (3) nuts holding the upper strut mount to the car body. **DO NOT REMOVE THE CENTER NUT**.

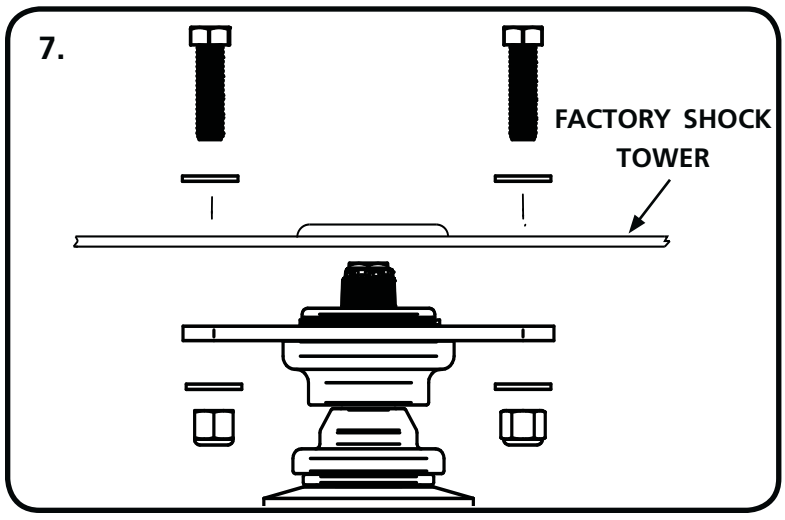
5. Remove strut assembly from the car.

Getting Started



6. The upper strut mount is slotted to provide additional caster adjustment. It is positioned with the slots running front to rear.

NOTE: The Struts are Driver and Passenger, the sway bar mount is to the front of the car.



7. Bolt the upper mount into the car, positioning it to the **bottom** side of the Strut Tower. The plate gets bolted in from the **bottom** side of the strut tower using (3) 3/8"-16 x 1 1/4" bolts. Install a 3/8" washer on the top and bottom and secure it with (3) 3/8"16 Nylok Nuts. Tighten all (3) down.

Note: The camber adjustment will be done on the bottom of the strut using the supplied camber bolt.

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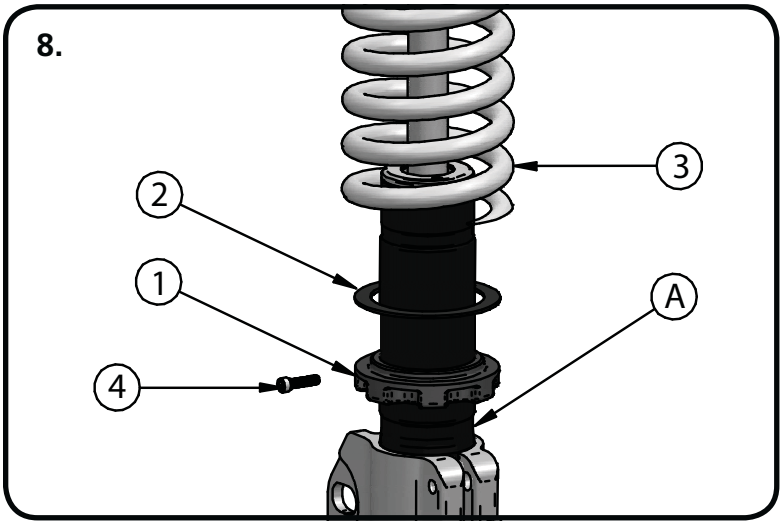
Installation Instructions

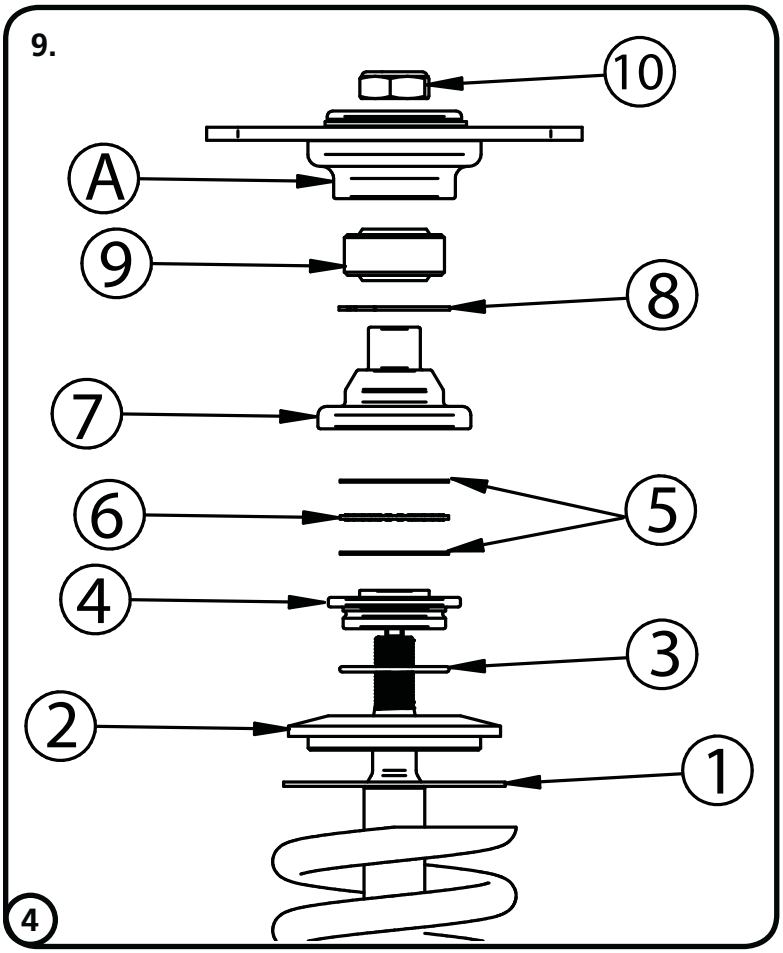
Strut Assembly



8. The Strut comes preassembled, but if you need to disassemble it, refer to Figure 8 & 9 for assembly order. Install the Coilspring on to the Strut (A) according to Diagram #8.

1. CoilSpring Adjuster Nut: thread to bottom of threads for ease of installation of the Strut Assemble.
2. Delrin Washer
3. CoilSpring
4. CoilSpring Adjuster Nut Locking Screw: leave screw loose until final adjustment is completed.

Upper Strut Assembly



9. Remove the Adjuster Knob from the Strut shaft for assembly. With the CoilSpring installed on the Strut, bolt the strut assembly into the upper mount (A), see Diagram "9" for assembly order.

1. Delrin CoilSpring Washer
2. Upper CoilSpring Cap
3. CoilSpring Cap Retaining Ring (Installed On #4 CoilSpring to Bearing Adapter)
4. CoilSpring to Bearing Adapter
5. Torrington Bearing Races
6. Torrington Bearing
7. Bearing Adapter (Small Diameter Up)
8. Upper Mounting Bearing Snap Ring
9. Upper Mounting Bearing
10. 9/16" Locknut

Assemble components and install into upper mount tightening upper nut. Reinstall upper adjustment knob.

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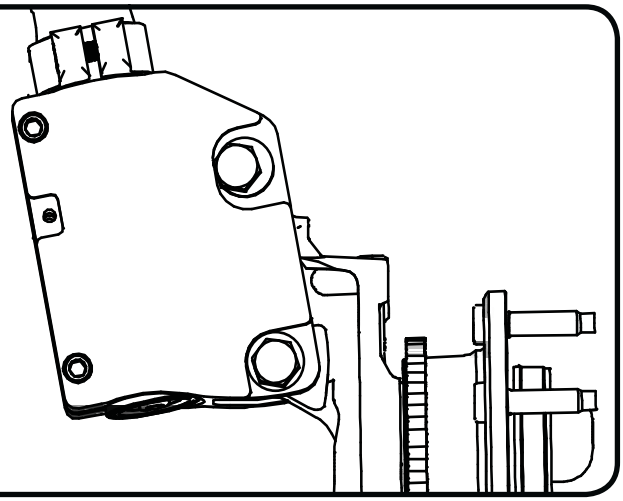
Assembly

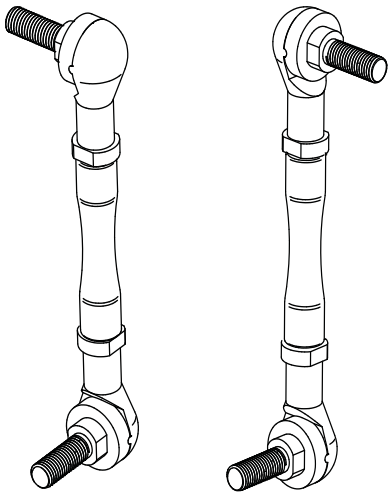
10.



10. Slide the lower strut mount onto the spindle with the Sway Bar Tab on the **FRONT** side of the Strut. Reuse the Factory hardware in the lower mounting hole. Insert the supplied Camber bolt into the top hole.

NOTE: THE STRUT TO SPINDLE ATTACHING BOLTS WILL NEED TO BE TORQUED TO 150 FTLBS TO KEEP IT FROM MOVING.

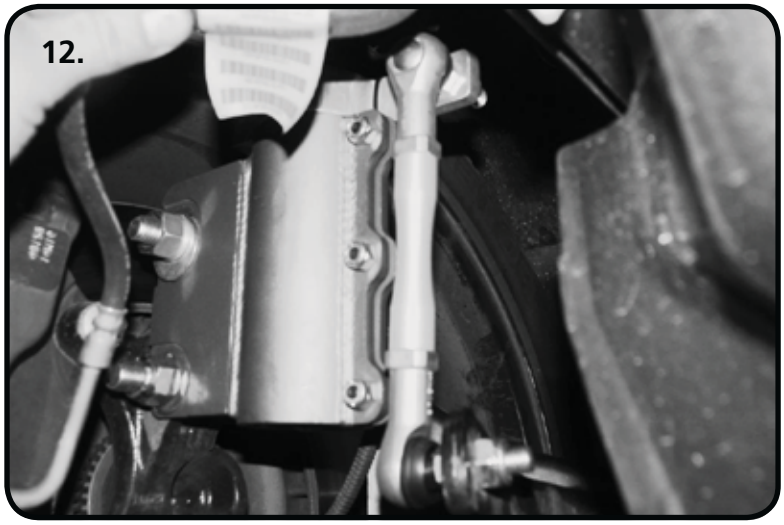
11.



PASSENGER DRIVER

11. The kit contains new PosiLinks. They are different driver to passenger. Illustration "11" can be used to identify the correct PosiLink for each position. Attach the PosiLinks between the strut and Sway bar using the 12mm Nylok Nut and (2) 7/16" SAE Flatwashers on each side of the mount(or sway bar) that it is attaching to .

12.



12. The Posilink mounts with the stud on the Strut pointing **FORWARD**, and the stud on the Sway bar pointing in.

Note: Image is viewing the Driver Strut from rear of the vehicle.

Final Assembly

13. Repeat previous steps on Passenger side.

14. 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 CoilSpring) 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 below.**

IT IS NECESSARY TO HAVE THE CAR ALIGNED AFTER INSTALLATION. TORQUE THE STRUT TO SPINDLE ATTACHING BOLTS TO 150 FTLBS.

Spring Adjustment and Preload

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.

Strut Adjustment

Strut Adjustment 101- **Single Adjustable**

Rebound Adjustment:
How to adjust your new struts.
The rebound adjustment knob is located on the top of the Strut protruding through the upper mount.
You must first begin at the ZERO setting, then set the shock to a soft setting of 20.

-Begin with the Strut 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 20 clicks. This sets the shock at 20. (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.

STILL HAVE QUESTIONS?

Tech line hours
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