

INSTRUCTIONS

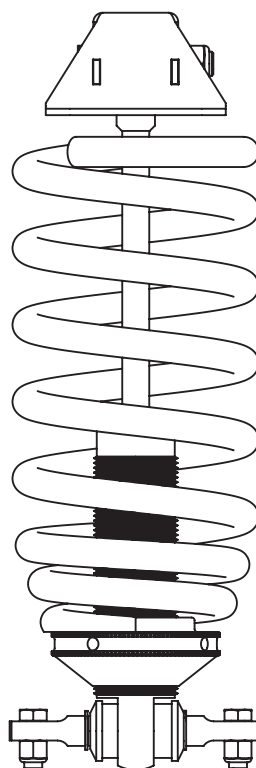
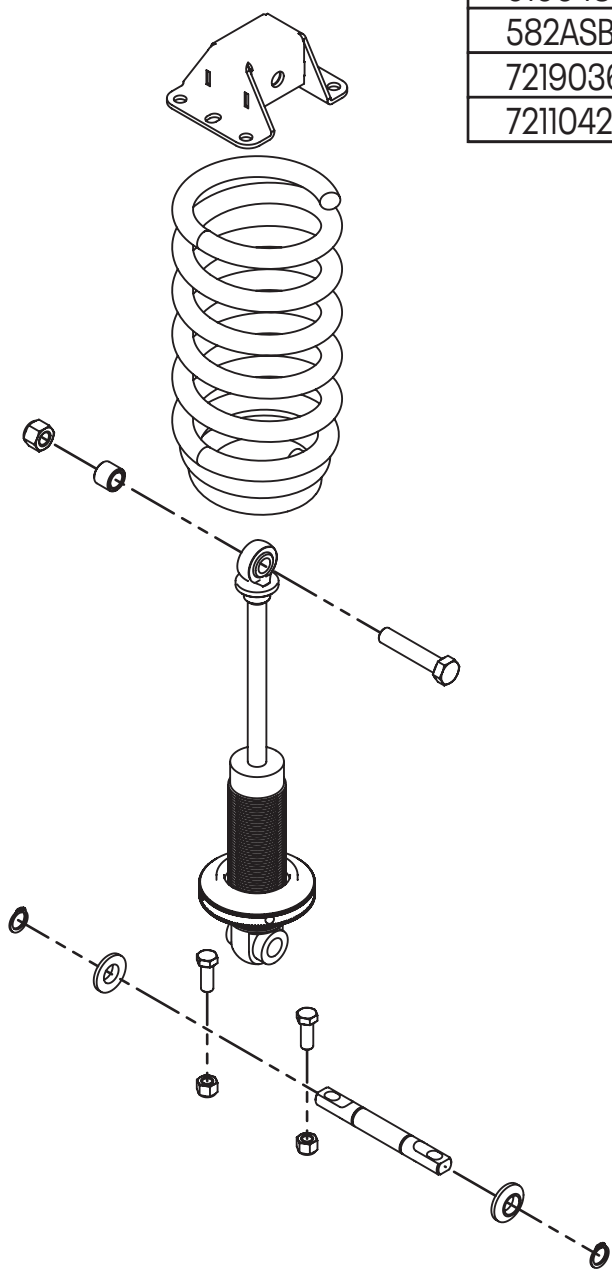
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SPEEDWAY
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910-64899

64-66 Mustang Coil Over Kit

Kit Contents	
91064899.1	SHOCK MOUNT, UPPER (2)
91064899.2	SHOCK MOUNT BAR (2)
91064899.4	HARDWARE KIT
582ASB400	ALUMINUM BODY 4" SHOCK (2)
7219036107	UPPER SHOCK MOUNT EYE (2)
72110423-450	COIL SPRING, 10", 450 LB. (2)



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1. Begin installation by placing car on jack stands or a lift so that the suspension can be unloaded. Remove wheel/tire assembly and set aside. Using a floor jack, raise the lower control arm and compress suspension just until tension is off of the shocks. Remove bolts at top and bottom of shock. Remove shock and upper shock mount bracket. **NOTE: Retain 3 bolts and nuts from upper shock mount for reuse later.** Using a suitable spring compressor, compress the coil spring and remove lower spring pivot seat from upper control arm. **Be extremely careful** when working with a compressed spring as it has the potential to cause serious injury if unexpectedly or suddenly released. Please note that the bolts in the pivot shaft are pressed into the shaft, so the nuts will need to be removed from under the control arm. Carefully remove the spring and slowly release the spring from the compressor.

2. Start by assembling the coil over shock. Remove the upper shock bushing and spring seat cone from shaft end of shock, this part is threaded onto the shaft. Replace the cone with the supplied upper shock bearing assembly. Thread the adjuster nut onto the shock with the step facing up toward the shaft end of the shock. Press the lower shaft into the shock bushing until centered. Slide a tapered washer onto the shaft (tapered edge out) and retain with a snap ring in the groove of the shaft. Repeat with washer and snap ring on opposite end of shaft. These shocks can be set to soft, medium or firm ride by fully compressing the shock shaft and rotating the shaft to desired setting (see instructions included with shocks for details). We recommend starting with the firm setting.

3. Using the supplied 3/8-24 x 1.00 bolts and lock nuts, attached the cross shaft to the top of the upper control arm. Slide coil spring over the shock with the tapered end down and seated on the adjuster nut. Reusing the original bolts and nuts from step #1, install the supplied upper shock mount bracket and tighten. Fully extend shock shaft and push up through the upper hole in the spring seat and into the upper shock mount. Bolt the shock into the upper shock mount using the supplied 1/2-20 x 2.50 bolts, spacer sleeves and lock nuts. Raise control arm assembly using a floor jack until the upper end of the coil spring is seated in the upper spring pocket.

4. The tire/wheel assembly can now be replaced and the entire procedure repeated on the opposite side of the vehicle. Once both sides are assembled, the car can be slowly lowered to the ground making sure that both springs are seated in the spring pockets at the top.

5. Measure ride height and adjust as required to get where you want it. Adjust ride height by rotating the adjuster nuts on the coil over assemblies to raise or lower as required. This is easier to accomplish by raising the front of the vehicle to take the load off of the coil over assemblies, adjusting the nuts and then returning the car to the ground. Make sure that the springs are properly seated before checking ride height. Repeat as needed until desired ride height is achieved. When everything is where you want it, inspect to be sure everything is tight and take the car for a drive. This will allow things to settle in. After driving, recheck ride height and make any final adjustments.

IMPORTANT

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