



350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

12054010

ARR20500 Rear airspring system for 64 to 66 T-Bird

COOLRIDE KIT

Components:

2	90009000	F9000 rear airspring
2	90002495	Leaf spring bracket
2	90002494	Leaf Spring Bracket Clamp
2	90000070	A079x pattern plate
2	90000033	A034b underframe upper bracket
2	90001082	DAY2060 short bumpstops

Hardware:

6	99371001	3/8 x 3/4 uss bolts for air springs
8	99371004	3/8 x 1 1/4 uss bolt for upper bracket
12	99372001	3/8 nyloc nuts
6	99373005	3/8 lock washers
16	99373003	3/8 sae flat washers
4	99371047	3/8" Carriage Bolt

SHOCK KIT

Shock:

2	986-10-085	5.25" Stroke Eye Top Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Inner Sleeve
4	90002103	5/8" ID Shock Sleeve

Components:

2	90000034	Shock bracket
---	----------	---------------

Hardware:

4	99501003	1/2" x 2 1/2" USS bolt	Shock to upper bracket
4	99502001	1/2" USS Nylok nut	Shock to upper bracket
2	99371004	3/8" x 1 1/4" USS bolt	Shock bracket
2	99372002	3/8" USS Nylok nut	Shock bracket
4	99373003	3/8" SAE flat washer	Shock bracket

IMPORTANT NOTE: MAKE SURE THE AIR SPRING MOUNTING HARDWARE DOES NOT BOTTOM OUT IN THE AIR SPRING. IF THE HARDWARE IS TOO LONG, IT CAN DAMAGE THE AIR SPRING.



350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

REAR INSTALLATION

SUPPLEMENT FOR MOUNTING AIRSPRING ON TOP OF LEAFSPRING

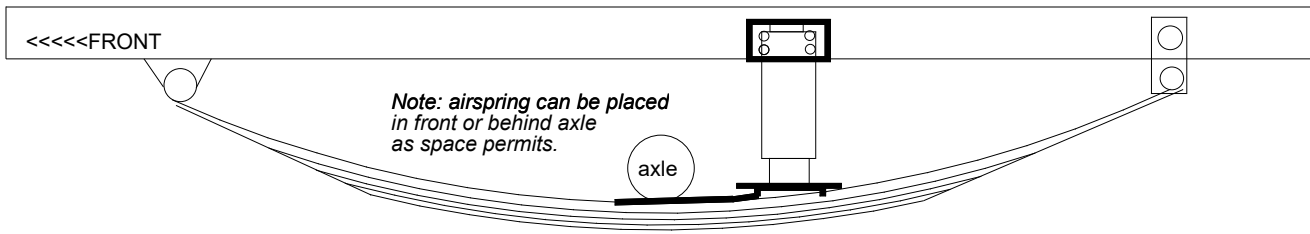
NOTE: WHEN INSTALLING THE FITTING INTO THE AIRSPRING BE SURE TO USE SOME TYPE OF THREAD SEALANT, THE COMPOUND YOU SEE ON THE THREADS IS NOT A SEALANT.

1. This installation is performed with the vehicle at ride height. When you raise the vehicle to a comfortable working height, support it by the axle housing.
2. Attach the lower airspring bracket to the top of the leafspring, preferably behind the rearend, using the attachment hardware provided. Refer to Illustrations below for assembly method of leaf spring bracket.. **NOTE:** On some vehicles, a softer ride is obtained by removing leafs from the spring pack. Be sure to leave at least 2 leafs in the spring pack for stability.
3. Attach the airspring to the lower bracket.
4. The upper bracket can now be attached to the airspring and its placement on the frame rail can be determined. If the leafspring is under the frame, the upper bracket will be a "J" shaped piece that the airspring screws into. If the leafspring is beside the frame, the upper bracket will be an angle bracket that will bolt on to the frame. Using the proper inflated dimensions, check for airspring clearance to nearby obstacles. [Refer to the airspring dimension chart.] Note that the proper inflated dimensions will not be the same as the uninflated dimensions.
5. Mark the bolt holes for drilling or clamp in place to weld.[Remove airspring before welding to avoid weld splatter damage!]
6. Reassemble, inflate, and re-inspect for proper clearance.

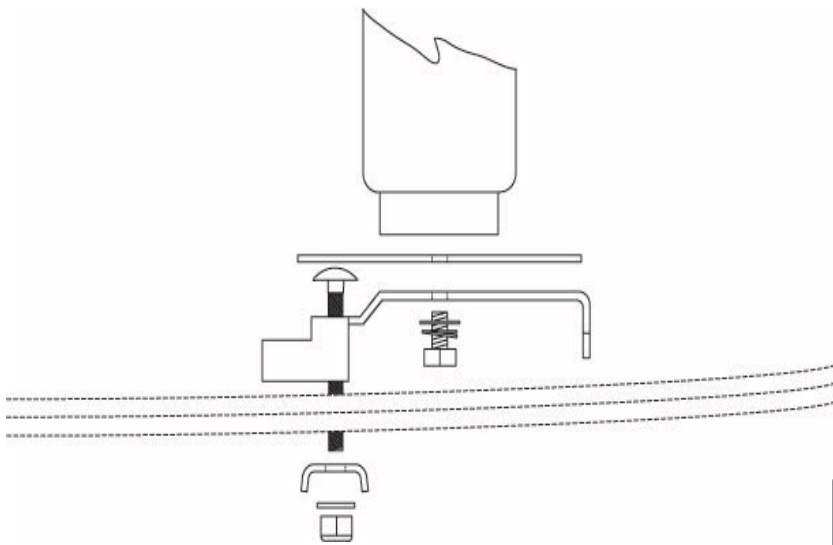
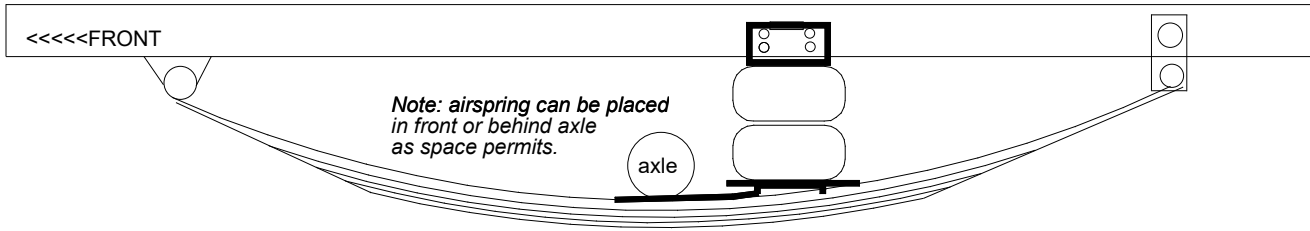
REMEMBER: THE AIRSPRING BELLOWS MUST NOT TOUCH ANYTHING AT ANYTIME!! IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO DETERMINE ADEQUATE CLEARANCE.

**CAUTION!!! EXCEEDING THE DIMENSIONS IN THE CHART BELOW MAY RESULT IN SUDDEN AIRSPRING FAILURE! PROPER CLEARANCES MUST BE MAINTAINED AT ALL RIDE HEIGHTS AND STEERING ANGLES. BUMPSTOPS MUST BE USED TO LIMIT SUSPENSION TRAVEL BEFORE THESE DIMENSIONS ARE EXCEEDED.
PLEASE CALL RIDETECH IF YOU HAVE ANY QUESTIONS.**

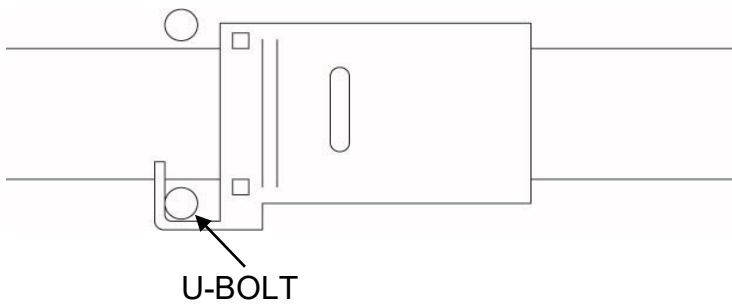
Installation using 7000 Series or 9000 Series Airspring



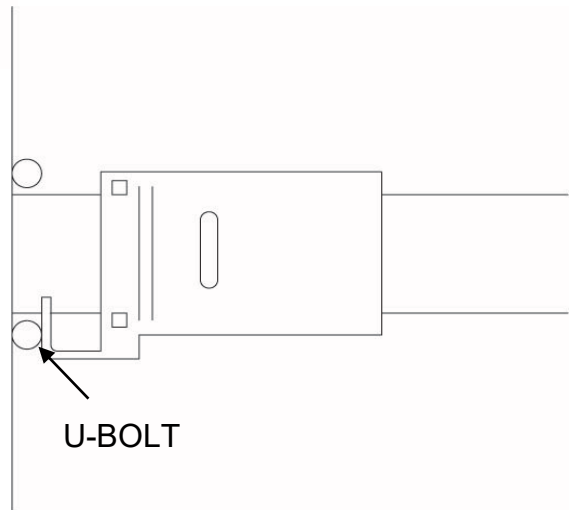
Installation using F6781 Airspring



SIDE VIEW OF ASSEMBLY

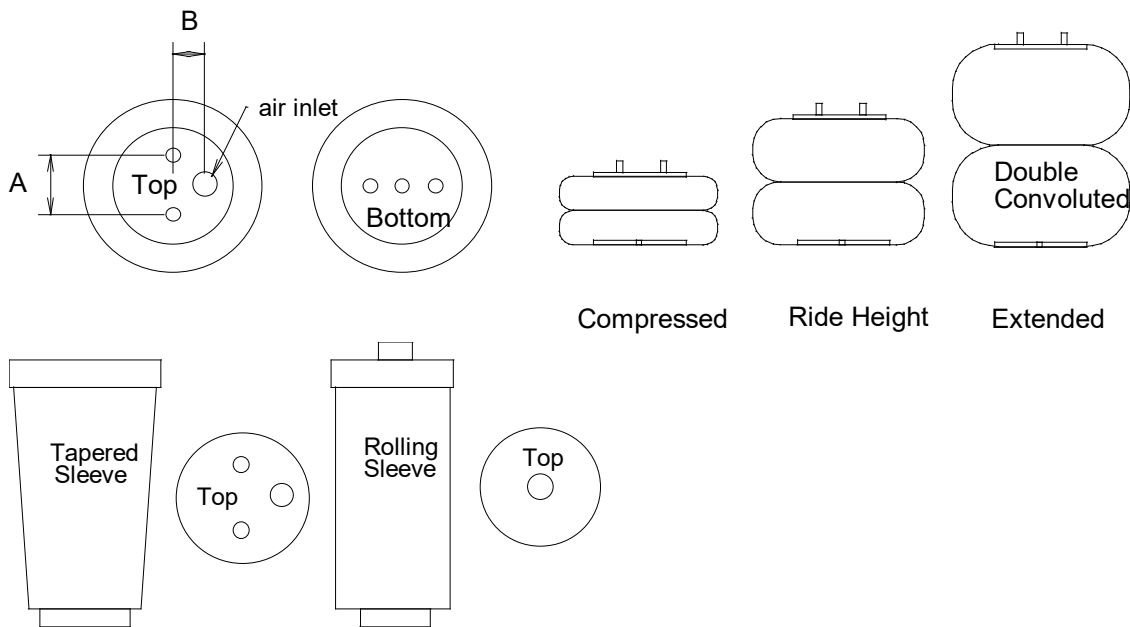


U-BOLT



U-BOLT

THE LEAF SPRING BRACKET CAN BE INSTALLED HOOKED ON THE U-BOLT OR TOUCHING U-BOLT AS SEEN IN ABOVE ILLUSTRATIONS.



AIRSPRING DIMENSION CHART

PART#	TYPE	Capacity @100psi	Compressed Height	Ride Height	Max. Height	Max Diameter	Bolt Pattern
255C [F6781]	Double Convoluted	2040#	3"	5"-6"	7"	6.5"	A=1.75 B=.875
224C [F0335]	Double Convoluted	3150#	3"	5"-6"	8"	8.0"	A=2.75 B=1.312
26C [F7325]	Double Convoluted	3400#	3"	5"-6"	10"	8.5"	A=2.75 B=1.312
20 [F6908]	Double Convoluted	4790#	3"	7"-8"	11"	9.9"	A=3.50 B=1.75
F9000	Tapered Sleeve	1500#	4.5	9"-9.5"	13"	5"	A=2.75 B=1.312
F9002	Tapered Sleeve	1500#	4.5	8"-8.5"	12"	5"	A=2.75 B=1.312
F9003	Tapered Sleeve	1500#	4.5	7"-7.5"	11"	5"	A=2.75 B=1.312
F9010	Tapered Sleeve	2000#	6.5"	10.5"-11.5"	16"	6.5"	.750 SAE/.250npt
7012	Rolling Sleeve	1020#	4"	7.5"-8.5"	13"	5"	.750SAE/.125npt
7076	Rolling Sleeve	800#	2.25"	5"-6"	9"	4"	.750SAE/.125npt

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

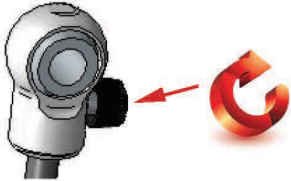
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-Begin with the shocks 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 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

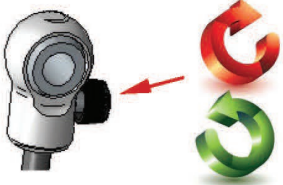
Take the vehicle for a test drive.



-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.