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Part # 12041010
55-57 Thunderbird Front CoolRide Kit
With HQ Series Shocks

Components:

2	90006781	Front air spring – 267c
2	90000420	Upper air spring mount
2	90000421	Lower air spring mount

Hardware:

2	99371010	3/8" x 5 1/2" USS bolts	Sway bar end link
2	99372001	3/8" USS nyloc nuts	Sway bar end link
6	99373003	3/8" SAE flat washers	Air spring mounting
6	99373005	3/8" lock washers	Air spring mounting
2	99371001	3/8" x 3/4" USS bolts	Air spring mounting
2	99435002	7/16" x 8" studs	Upper bracket mounting
2	99432001	7/16" USS nuts	Upper bracket mounting
2	99433002	7/16" SAE flat washers	Upper bracket mounting

Shock:

2	986-10-041	HQ Smooth Body Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	90002102	1/2" ID Inner Sleeve

Components:

4	70011140	Upper Shock Bushing
4	70011141	Shock Bushing Washers
2	90000087	Weld-on upper shock bracket
2	90000034	Lower shock bracket

Hardware:

4	99372006	3/8"-24 Jam Nut	Upper Shock Stud
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

Shock Dimensions:

Compressed:	7 9/16"
Extended:	11 3/8"

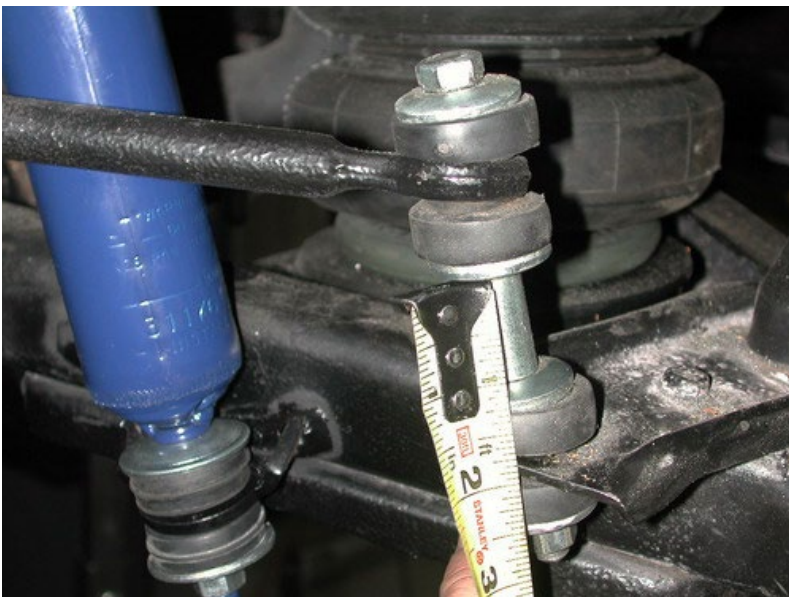
Installation Instructions for 12041010

1. Raise and support car at a safe, comfortable working height. Let the front suspension hang freely
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.



3. Apply thread sealant to the air fitting and screw it into the top of the air spring. Place the upper bracket on top of the air spring and secure with two 3/8" Nyloc nuts and flat washers. Thread the 7/16" stud into the nut in the bottom of the bracket. Fasten the lower air spring bracket to the bottom of the air spring using one 3/8" x 3/4" bolt, lock washer and flat washer.

4. Place the assembly into the coil spring pocket with the stud sticking through the factory shock hole. The upper bracket will be clocked so the air fitting hole will face the engine. It is held in the place with a 7/16" Nyloc nut and flat washer. The lower bracket is tapered; the high side of the taper should face the ball joint. The lower bracket is not attached to the lower arm. It will just sit in the coil spring pocket.



5. The sway bar end link must be shortened by 1 1/2" to approximately 1" tall. A new bolt is supplied.



6. The sway bar frame mounts must be moved forward 1 ½”.
7. Double-check air spring and shock clearance through full suspension travel and lock to lock.
8. Driving height on this air spring is approximately 5” tall, but will vary to driver preference. The vehicle must be realigned at this height.

CAUTION!!! It is the final responsibility of the installer to insure that the air spring does not rub on anything at anytime.

Shock Installation Instructions



1. The upper shock mount must be welded to the frame. It mounts right at the top edge of the frame. Make sure that when the suspension is fully compressed that the shock is about ¼” from being fully compressed.
2. Tack weld the mount during initial fitment. The lower mount will be installed on the lower control arm. We have switched the lower mount to an eyelet type to prevent the stud from hanging down.
3. Check to make sure the shock does not bottom out when the suspension is fully compressed. If the shock bottoms out it could damage the shock or shock mounts. Also check turning radius with the wheel. Once the final location is determined fully weld the upper mount to the frame.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

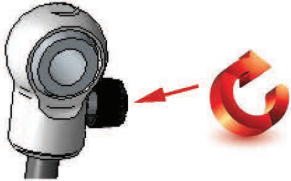
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12.



-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).

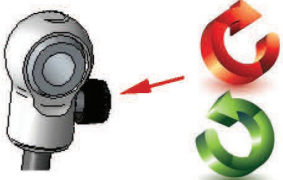
Take the vehicle for a test drive.



-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.