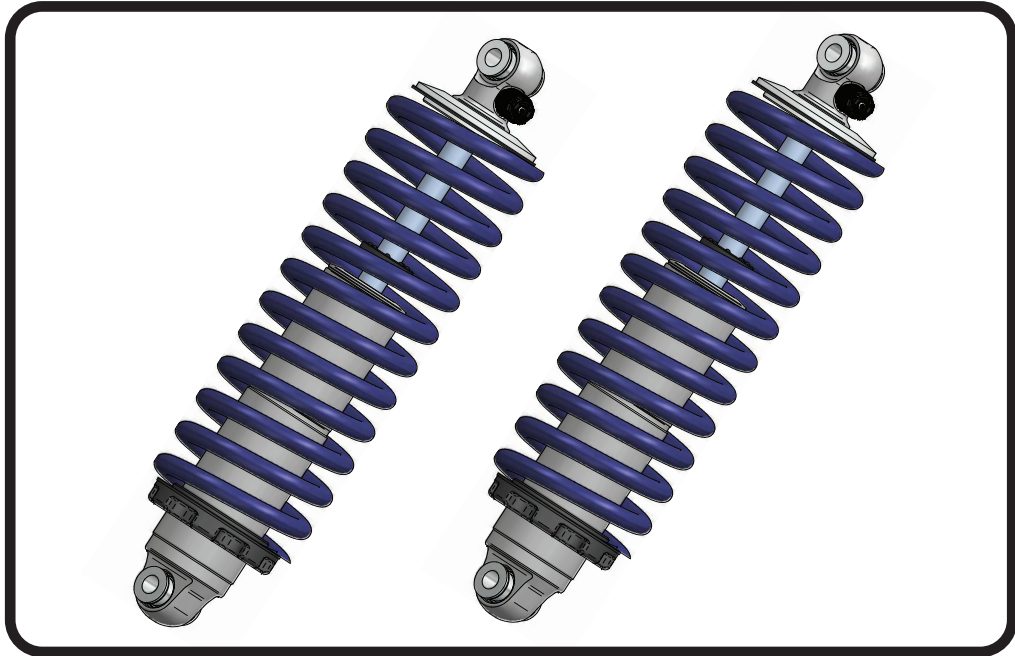


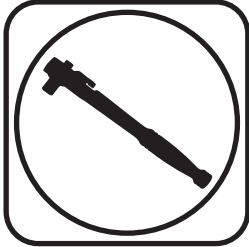


Part # 12286510

1961-1965 Ford Falcon HQ Rear CoilOvers



Recommended Tools



1961-1965 Ford Falcon HQ Series Rear CoilOvers

Installation Instructions

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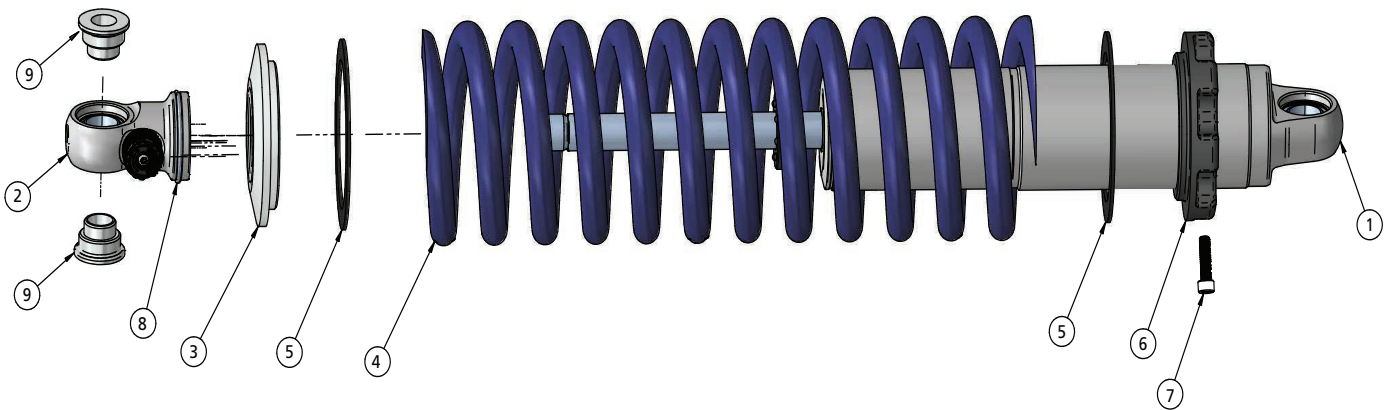
ShockWave Dimensions:

Center of bearing to Center of bearing:	
Compressed:	11.23"
Ride Height:	14.50"
Extended:	16.43"



Major ComponentsIn the box

Item #	Part #	Description	QTY
1	982-10-805	5.2" Stroke HQ Series Shock	2
2	815-05-022-KIT	Shock Eyelet	2
3	803-00-109(kit)	Upper CoilSpring Retaining Plate (803-00-109 kit)	
4	59120150	Coilspring 12" 150lb	2
5	70010828	Delrin Spring Washer	4
6	803-00-109(kit)	Lower Spring Adjuster Nut (803-00-109 kit)	2
7	803-00-109(kit)	Adjuster Nut Locking Screw (803-00-109 kit)	2
8	803-00-109(kit)	Retaining Ring (803-00-109 kit)	2
9	90002043	1/2" ID Upper Shock Bearing Spacer Half	4
	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
	90001995	Bearing Snap Ring (installed in shock and eyelet)	8



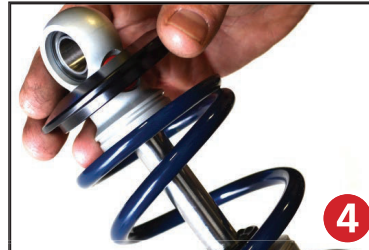


CoilOver Assembly...



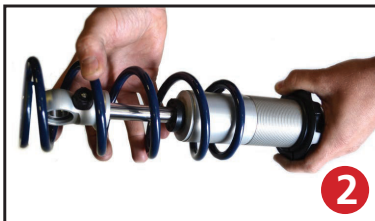
1

First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.



4

Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.



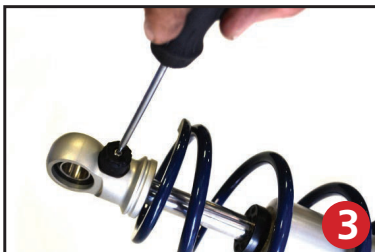
2

Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.



5

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.



3

Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.

Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.

NOTE: Remember to adjust the shock valving before driving, the shock is currently set to full stiff.

CoilSpring Adjustment

6. Preload the springs of the CoilOver 1" to start. **Steps 6a - 6e** will assist you with preloading the coilspring. You may need to adjust the amount of preload in the spring, but this will be determined after the vehicle has been sat on the ground.

6a. Verify the adjuster nut locking screw is installed in the adjuster nut, but not tight.

6b. Thread the spring adjuster nut up the shock body until it is snug against the spring. You should NOT be able to move the spring up and down on the shock (0 preload). Verify the upper coilspring cap is seated correctly on the upper shock stud.

6c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.

6d. Using a spanner wrench, thread the adjuster up the shock an additional 1" (from the measurement you took in step 2) to preload the spring.

6e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

7. Reinstall the rear wheels and tires and set the rear of the vehicle back on the ground.

8. After entire weight of vehicle is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**



CoilSpring Adjustment

9. If you determine you need to adjust the ride height of the rear suspension after getting the vehicle on the ground, **Steps 9a - 9e** will assist you in adjusting the ride height.
 - 9a. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. You do NOT need to remove the rear wheels.
 - 9b. Loosen the locking screw in the adjuster nut, but do not remove the locking screw.
 - 9c. Measure from the bottom of the adjuster nut to the flat of the shock. You may want to write the measurement down.
 - 9d. Using a spanner wrench, thread the adjuster up or down the shock to obtain the correct ride height. One complete revolution of the adjuster nut is approximately 1/16" at the wheel. Threading the adjuster nut up the shock will raise the ride height, threading it down will lower the ride height.
 - 9e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.
10. After entire weight of vehicle is on the wheels, jounce the suspension and roll the vehicle forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**
11. Recheck your ride height. If you need to readjust, repeat **Steps 9-10.**

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.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-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 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.

Shock Tuning Quick Guide



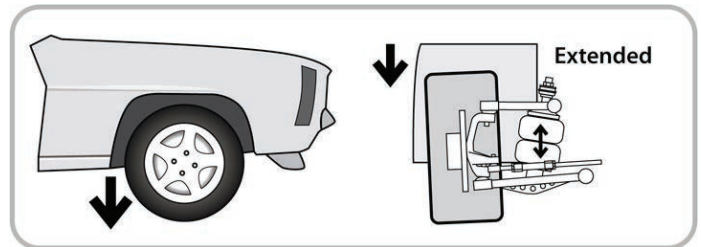
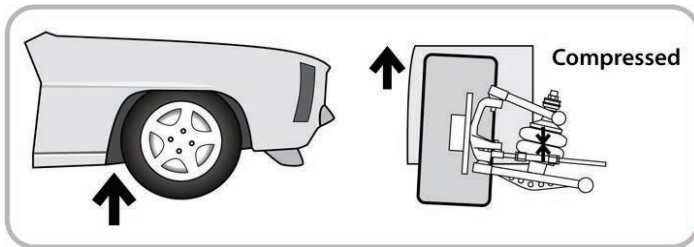
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Jasper, Indiana 47546

Step 1. Understanding “compression” and “rebound”.

Compression is when the suspension compresses. This occurs when you would hit a bump in the road. The bump forces the wheel/tire/suspension assembly to “compress” or move upwards into the car.

Rebound is the opposite...when the wheel/tire/suspension assembly falls into a pothole, or simply “rebounds” from being compressed.



Step 2. How to turn the knob[s] on the shocks to control these forces.

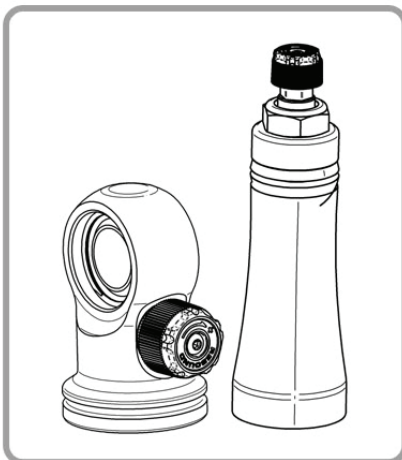
Clockwise is firm
Counterclockwise is soft



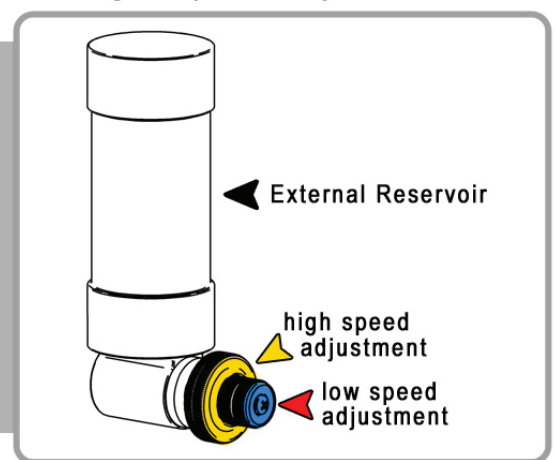
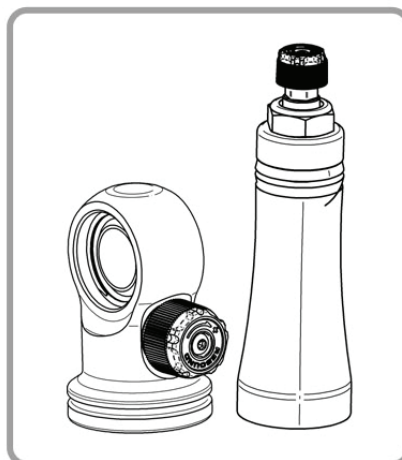
Step 3. Where are the knobs?

If you are working with the HQ Series shocks, you will have one rebound adjustment. If you are working with the TQ Series shocks, you will have 3 possible adjustments (dual stage compression adjustment and a single stage rebound adjustment like the HQ Series)

HQ Series
Single rebound adjustment



TQ Series (3 possible adjustments)
Single rebound like the HQ Series Dual stage compression adjustment



Step 4a. How to set your initial rebound adjustments

[on the HQ Series rebound adjustable units AND the TQ Series Triple adjustable units.]

- a. Set the adjustment knob fully firm [clockwise]
- b. Then back off all knobs by 10 clicks. This is approximately the middle of the adjustment range. [note: You may be able to count more clicks through the adjustment range, but the last 4-5 clicks toward “soft” are so insignificant to the valving that we do not consider them effective or repeatable. That is why we use full firm as a starting point.]
- c. Drive the car.
 - a. If the ride quality is harsh you may consider softening the rear shocks.
 - b. If the front end is bouncy, you may consider stiffening the front shocks.
 - c. We recommend that you experiment with the entire range of shock adjustment so you are aware of the wide range of influence that these shocks have on ride quality and handling performance.

Step 4b. How to set your initial compression adjustments

[on the TQ Series single rebound and dual compression adjustable units]

- a. Set both the high speed and low speed adjustment compression adjustments to full firm [clockwise]
- b. Turn the high speed compression adjustment [inner knob] counterclockwise [softer] by 10 clicks for a front shock and 15 clicks for a rear shock. [note: You may be able to count more clicks through the adjustment range, but the last 4-5 clicks toward “soft” are so insignificant to the valving that we do not consider them effective or repeatable. That is why we use full firm as a starting point.]
- c. Turn the high speed compression adjuster [outer ring] counterclockwise [softer] by 15 clicks for a front shock and 20 clicks for a rear shock. [yes, this very soft high speed compression adjustment is intended for best ride quality]
- d. Drive the car.
 - a. If the ride quality is harsh you may consider softening the low speed compression adjustment.
 - b. If the general ride quality and handling performance is good, but you still experience a harsh ride or even bottoming out on speed bumps or potholes, you may consider softening the high speed compression adjustment. The high speed compression adjustment will influence the events where shock piston velocity may exceed 20 in/sec. It will have only a minimal effect on the low speed circuits that influence general handling and ride quality.

Don't be afraid to explore the full range of shock adjustments available. This is what you've paid for! You cannot hurt anything by turning these knobs...you can always go back.

You will find these GENERAL RULES to apply:

- The rear shocks have the most influence on ride quality.
[because you sit closer to the rearend than the frontend]
- The front shocks usually have a much firmer setting all around than the rear because the front shocks “see” twice the weight [due to being mounted approx. halfway between the pivot point and the load point of the control arm].
- The front shocks will generally need 3-4 clicks of adjustment change in any direction to be felt.
- The rear shocks generally need 2 clicks of adjustment change in any direction to be felt.

We have an advanced shock tuning guide on our website (ridetech.com/tech) that will discuss tuning for autocross, road course, spring rates, tire pressures, alignment, and other relevant topics to optimize handling performance.