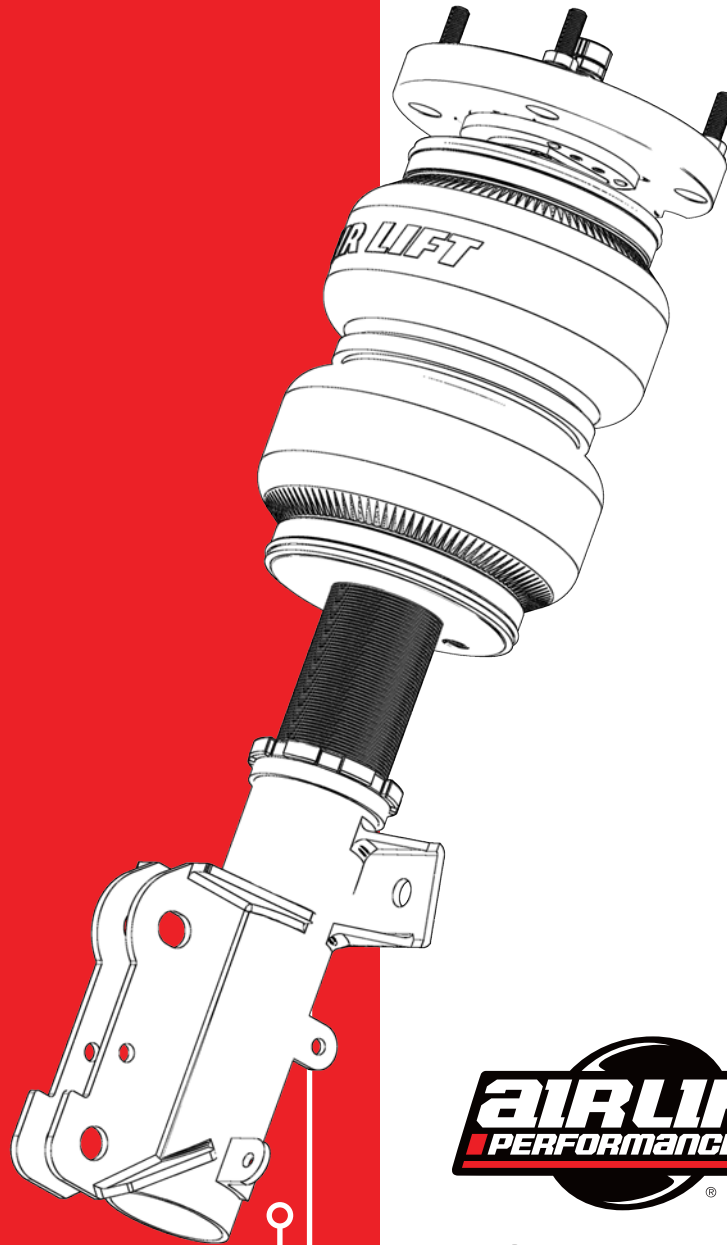


Air LiftTM
PERFORMANCE

Kit 75523
Ford Mustang (S-197)
Track Pack
Front Application



INSTALLATION GUIDE

For maximum effectiveness and safety, please read these instructions completely before proceeding with installation.

Failure to read these instructions can result in an incorrect installation.

PERFORMANCE SUSPENSION PARTS

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of this S-197 Ford Mustang Track Pack Performance kit.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information includes a hardware list, tool list, step-by-step installation information, maintenance tips, safety information and a troubleshooting guide.

NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.

 **DANGER**

INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **WARNING**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **CAUTION**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

NOTE

Indicates a procedure, practice or hint which is important to highlight.

IMPORTANT SAFETY NOTICES

The installation of this kit does not alter the Gross Vehicle Weight Rating (GVWR) or payload of the vehicle. Check your vehicle's owner's manual and do not exceed the maximum load listed for your vehicle.

Gross Vehicle Weight Rating: The maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle's Safety Compliance Certification Label.

Payload: The combined, maximum allowable weight of cargo and passengers that the vehicle is designed to carry. Payload is GVWR minus the Base Curb Weight.

 **WARNING**

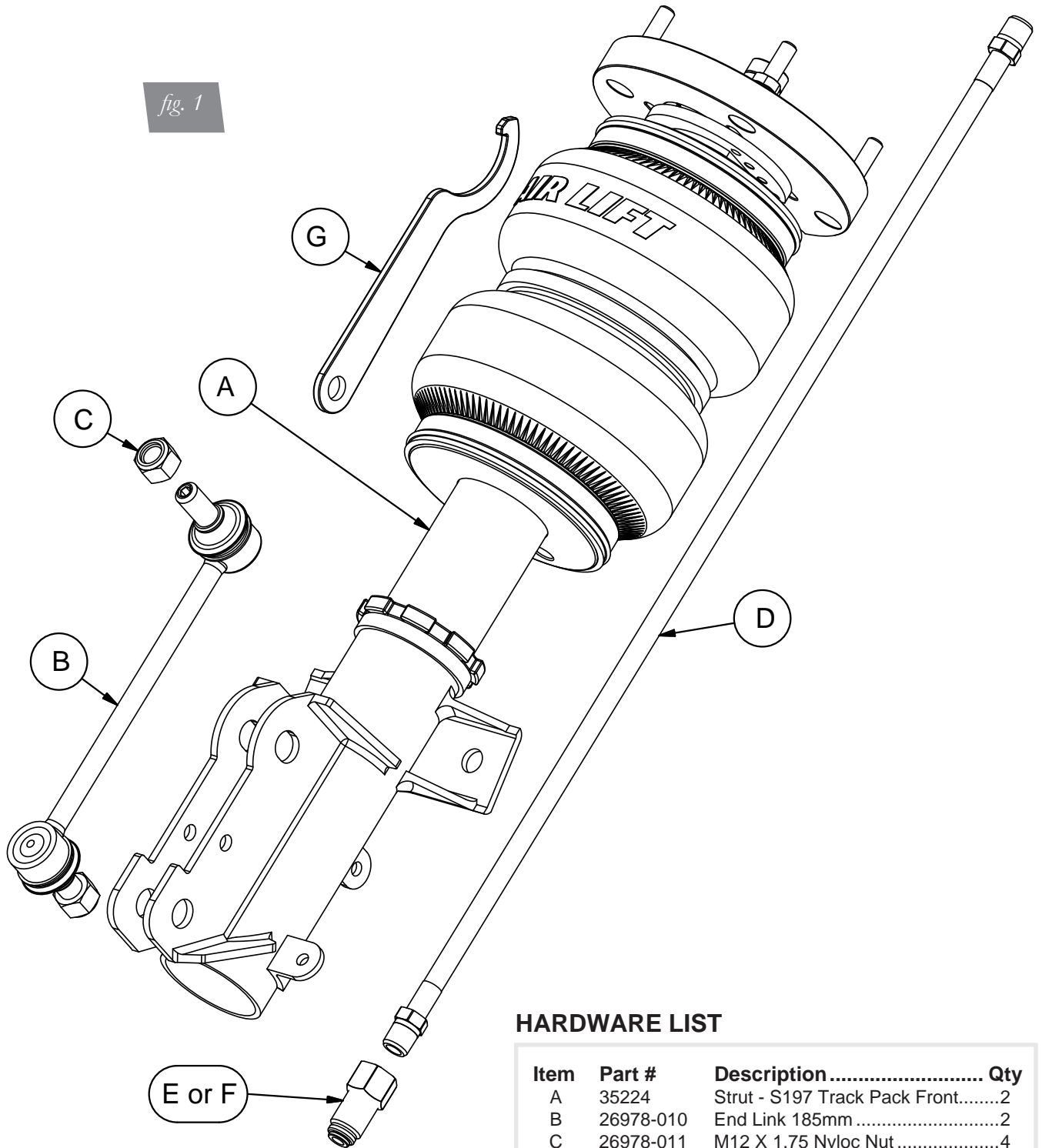
DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.

 **CAUTION**

DO NOT WELD TO, OR MODIFY LIFESTYLE STRUTS/SHOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

Installation Diagram

fig. 1



NOTE

Air fitting and leader hose to be installed with thread sealant and torqued 1-3/4 turns beyond finger tight.

HARDWARE LIST

Item	Part #	Description	Qty
A	35224	Strut - S197 Track Pack Front.....	2
B	26978-010	End Link 185mm	2
C	26978-011	M12 X 1.75 Nyloc Nut	4
D	20997	Leader Hose, 1/4" ID.....	2
E	21810	UN-1/4" FNPT-1/4" PTC "DOT".....	2
F	21987	UN-1/4" FNPT-3/8" PTC "DOT".....	2
G	26978-012	Collar Wrench	1

Installing the Air Suspension

PREPARING THE VEHICLE

1. Support vehicle with jack stands or a hoist at approved lifting points.
2. Remove the front wheels

REMOVING THE STRUT

1. Remove the bolt from the brake line tab and release brake line from the strut (fig. 2).
2. Unclip the sensor wire from the strut (fig. 2).

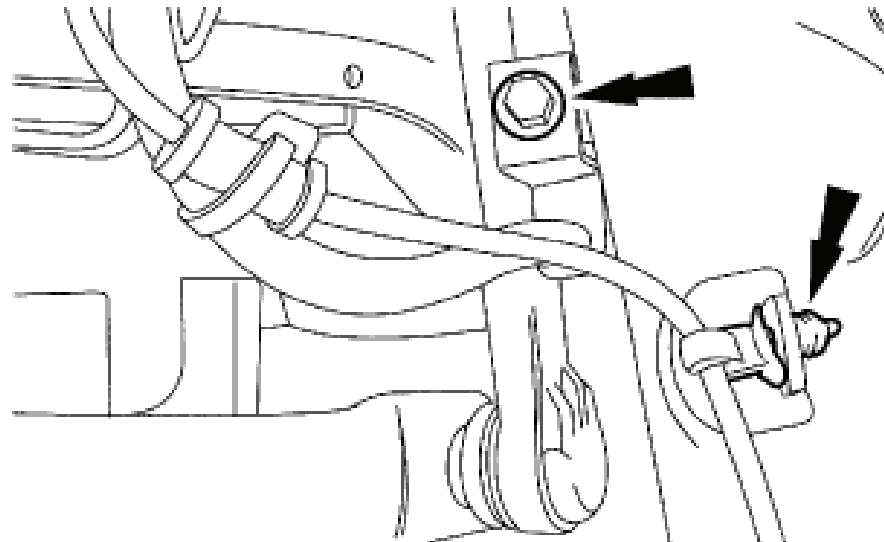


fig. 2

3. Unthread the stabilizer link nut from the strut and free the linkage from the strut (fig. 3).

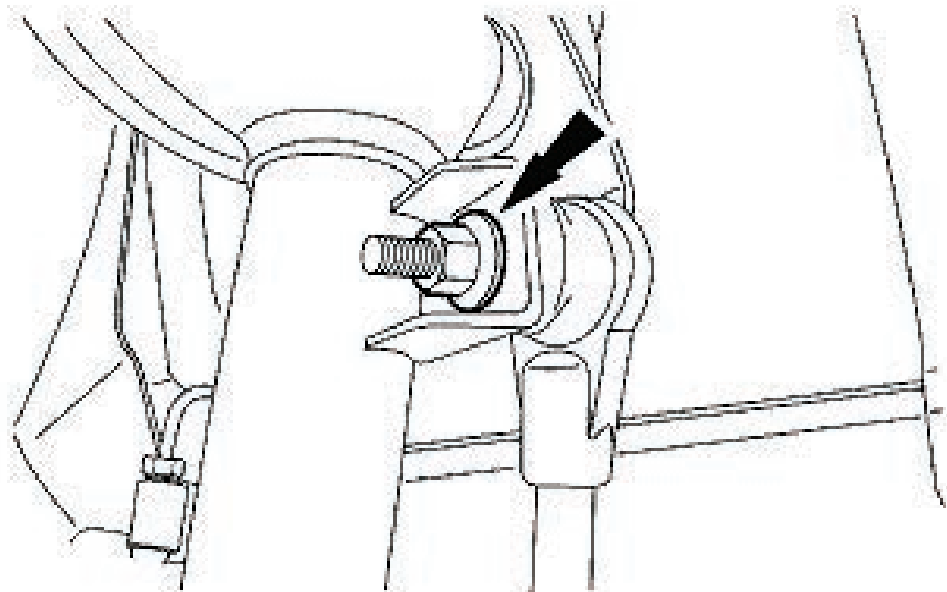


fig. 3

4. Support the hub assembly, unthread the spindle nuts and remove spindle bolts from the strut assembly (fig. 4).

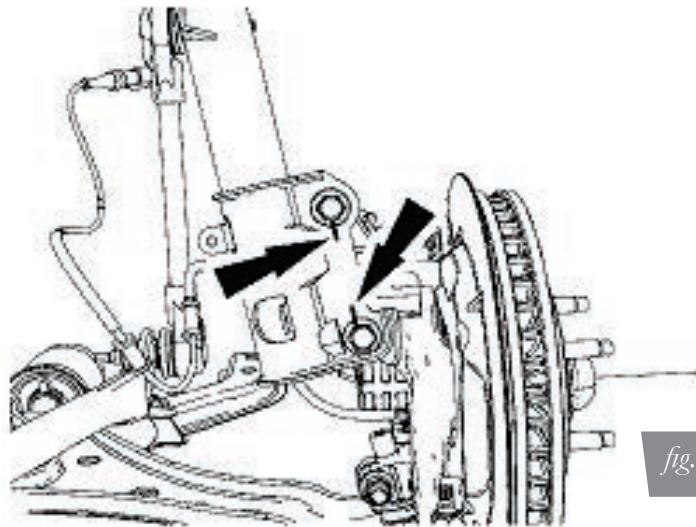


fig. 4

5. Under the hood, unscrew the upper mount from the vehicle chassis (fig. 5). Remove strut from vehicle.

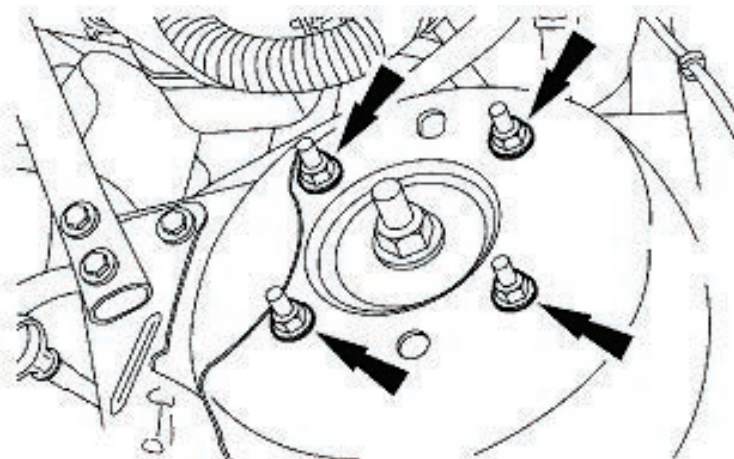


fig. 5

INSTALLING THE NEW STRUT ASSEMBLY

1. Prior to installing the strut, apply Teflon tape or thread sealant to ALL threads of the braided air line and thread into the lower end cap of the air spring. Torque 1-3/4 turns beyond hand tight. Thread the air fitting onto the braided line. Torque 1-3/4 turns beyond hand tight (fig. 6).

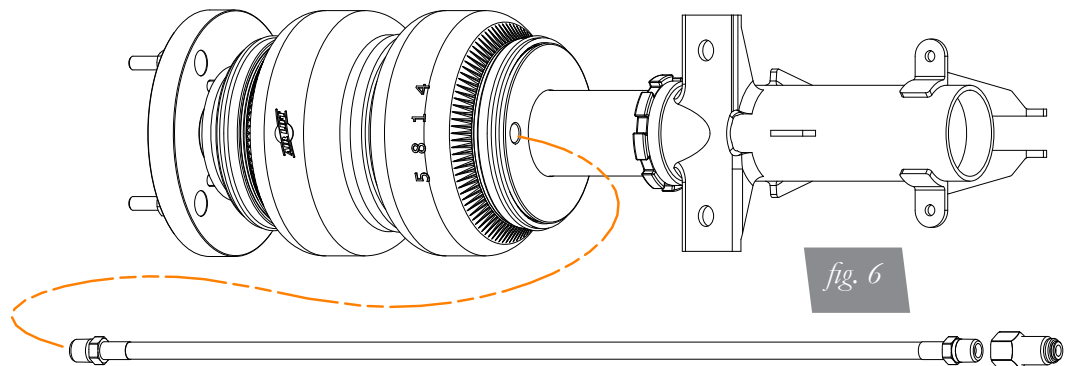
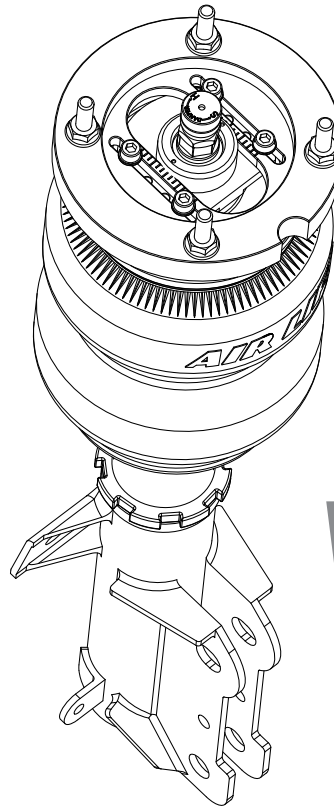


fig. 6

2. Insert the strut assembly into the spring pocket with the notch facing outboard. Thread the supplied nuts onto the upper mount studs. Torque to 35Nm (26 lb-ft)



3. Align and reinstall the lower spindle bolts. Torque to 201Nm (148 lb-ft)
4. Reinstall the stabilizer link. Torque to 115 Nm (85 lb-ft)
5. Press the ABS support into the tab on the strut.
6. Using the supplied bolt and nut, reinstall the brake line. Torque to 14Nm (10 lb-ft)
7. Reinstall wheels. Torque to 133Nm (98 lb-ft)
8. Align at desired ride height (Table 1).

Torque Specifications		
Location	Nm	lb-ft
Upper mount bolts	35	26
Spindle	201	148
Stabilizer link	115	85
Brake line bracket bolts	20	15
Wheel lugs	133	98

Table 1

9. With the suspension fully compressed, take a measurement from the fender to some reference point, typically the center of the axle. Record this as Max Compression (MC). Cycle the suspension to Max Extension (ME) and record the measurement from the same reference points. Take the difference between the two numbers and divide by two. Add that value to the Max Compression number and then set the suspension to that point (fig. 8). This position gives 50% stroke in either direction and is a great starting point for ride height. At this position torque the lower clevis bolt, upper and lower control arm bolts to manufacturer's specifications (Table 1).

Formula for calculating ride height:

Step 1:	Step 2:	Step 3:	Answer:
$\frac{ME - MC}{X}$	$\frac{X}{2} = Y$	$\frac{Y + MC}{Z}$	Z = DESIGN HEIGHT

fig. 8

10. Reinstall wheels; retake the Max Compression and Extension measurements from the fender to lower wheel lip. Recalculate the ride height at 50% stroke and set the vehicle to that height. Enjoy the new look and handling! Now go get an alignment at the preferred drive height.

ALIGNING THE VEHICLE

- Using the control system, set the vehicle height to the new custom ride height.
- If the custom ride height is lower than stock, we recommend loosening all pivot points (bolts, nuts) on any control arm, strut arm or radius rod that contains bushings (figs. 3 & 4). Once they have been loosened, re-torque to stock specifications (Table 1).

NOTE

It may be necessary to cycle the suspension to loosen the bushing up from its mount. This will help re-orient the bushing at its new position based on the custom ride height.

DAMPING ADJUSTMENT

The shocks in this kit have 30 settings or “clicks” of adjustable compression and rebound damping characteristics. Damping is changed through the shock rod using the supplied adjuster or a 3mm Allen wrench. Turn the adjuster clockwise and the damping settings are hardened. Turn the adjuster counterclockwise and the damping is softened. Each front shock is preset to “-16 clicks”. This means that the shock is adjusted 16 clicks away from full stiff. Counting down from full stiff is the preferred method of keeping track/setting of damping. This setting was developed on a 2005 Mustang GT and may need to be adjusted to the different vehicles and driving characteristics.



fig. 9

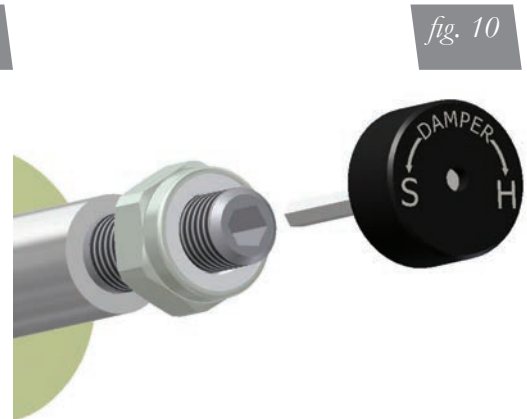


fig. 10