



INSTALLATION INSTRUCTIONS

Mustang Front Pro Coil

'64-'66 P/N Mx401-11250C, Mx401-11300C, Mx401-10350C, Mx401-10400C, Mx401-10450C

'67-'73 P/N Mx402-11250C, Mx402-11300C, Mx402-10350C, Mx402-10450C, Mx402-10500C

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Spanner Wrench (QA1 P/N T114W or T115W)
- SAE Wrench Set
- SAE Socket Set
- Coil Spring Compressor
- **Permatex® Anti-Seize Lubricant**

DO NOT VOID YOUR WARRANTY!

Permatex® Anti-Seize Lubricant should be used on coil-over threads to prevent galling. Failure to lubricate the coil-over threads with Anti-Seize prior to making ride height adjustments will cause damage to your shock absorber and will void any warranty. All ride height adjustments must be made with the vehicle

DISASSEMBLY INSTRUCTIONS

1. Measure the vehicle ride height from the ground to the center of the wheel wells and record the beginning ride height.
2. Raise the front of the vehicle and secure on jack stands.
3. Remove wheels.
4. Remove sway bar end links.
5. Use a floor jack to slightly support the lower control arm before removing the shock.

NOTE:

When removing the shock the shock will be at full extension but the spring may still have stored energy. You **MUST** use a floor jack supporting the lower control arm to safely remove the shock.

6. Remove the upper shock mounting bolts and the shock tower cap by removing the three nuts holding the cap. **(Figure 1)**
7. Remove the two lower shock mounting bolts that mount the shock to the lower spring seat. **(Figure 2)** Do not remove the lower spring seat to remove the shock.



Figure 1

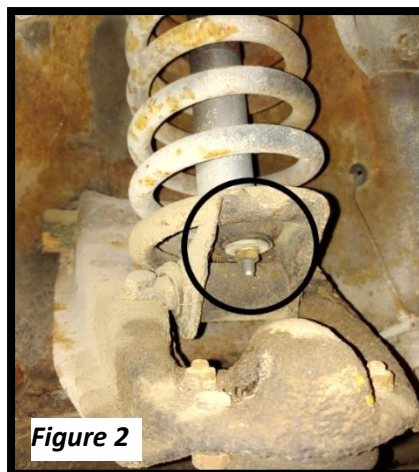


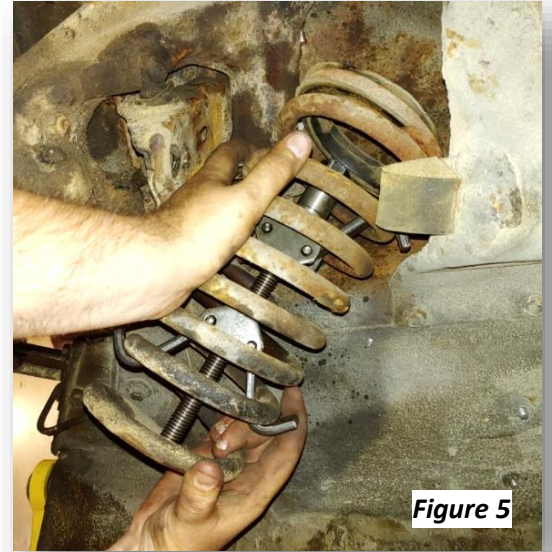
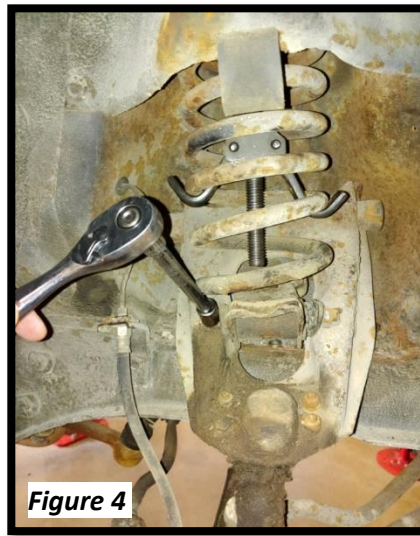
Figure 2

8. With the shock and shock tower cap removed, lower the floor jack to release any stored energy in the coil spring.
9. Install your spring compressor down through the center of the shock tower and compress the spring until the spring is loose in the car. **(Figures 3)**

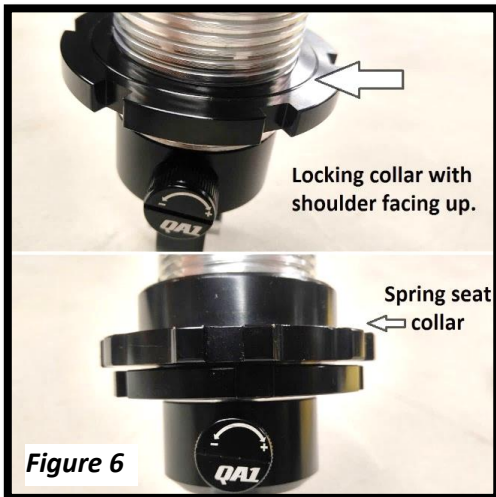
10. With the spring compressed, remove the two bolts holding the lower spring seat to the upper control arm. **(Figure 4)**

(Figure 4)

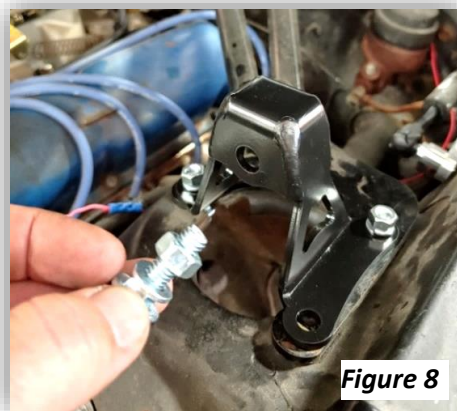
11. Remove the lower spring seat and spring from the vehicle. **(Figure 5)**



ASSEMBLY INSTRUCTIONS

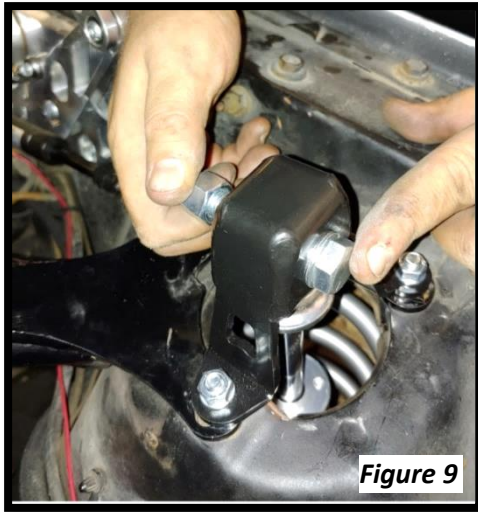


1. Screw the aluminum lock nut (shoulder up) and the spring seat adjuster nut (shoulder up) down to the last thread - NO FURTHER. **(Figure 6)** Now is a good time to lubricate the threads of the shock with **Permatex® Anti-Seize lubricant**.
2. QA1 highly recommends using the QA1 thrust bearing kit (P/N 7888-109) for ease of adjustment. If the thrust bearing kit is used, coat both sides of the washers with anti-seize lubricant. Install the stainless steel spring seat washer, then the bearing, then the top washer.
3. If the thrust bearing kit is not used, coat the stainless steel spring seat washer included with the shock with anti-seize lubricant. Place the lubricated side of the washer down on the spring seat collar.
4. Remove the upper spring insulator from the original spring and install onto the new QA1 spring. **(Figure 7)**



5. Install the new shock tower cap included in the kit using the factory hardware. **(Figure 8)** Torque to 26 lb.-ft.
6. With the shock adjustment knob(s) turned counter-clockwise to the softest setting, pull the shock rod out to full extension.

7. After applying anti-seize to the threads of the shock, install the spring with original spring insulator onto the shock, small end down.
8. Insert the top of the shock up through the shock tower and secure using 1/2" x 2-1/4" hardware. **(Figure 9)** Torque to 50 lb.-ft.
9. Install the lower shock t-bar to the upper control arm using 3/8" x 1-1/4" hardware. **(Figure 10)** Torque to 37 lb.-ft. You may need to pull the spindle downward to get the t-bar connected to the control arm.



10. Using a spanner wrench (Part number T114W or T115W), adjust the spring seat adjuster to set the ride height of the car. Raising the spring seat will raise the ride height. Lowering the spring seat will lower the car. If you have not done so, lubricate the threads on the shock with anti-seize prior to making any ride height adjustments.
11. Re-install sway bar end links.
12. Re-install front wheels.
13. Lower the car to the ground and bounce the suspension to seat the springs. Check the vehicle ride height referring to your notes from step 1 of disassembly. Raise the car off the ground and adjust the ride height as necessary using a spanner wrench. Once you have the ride height set, tighten the lock nut against the spring seat adjuster.

An alignment should be performed by a reputable alignment shop after any changes to the suspension.

SHOCK ADJUSTMENTS

QA1 shocks either have:

- 18 valving settings on one knob that simultaneously adjusts compression and rebound (Single adjustable).
- 18 valving settings on two knobs that independently adjust compression and rebound (double adjustable).

QA1 shocks have 18 damping settings per knob. There are 6 clicks per revolution of each knob, and each knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start adjustments from that point. Recommended base settings to begin testing with are as follows:

Shocks with one adjuster knob:

Drag Racing:	0-6 clicks
Comfortable Street:	2-8 clicks for nice ride and handling;
Street Performance:	8-12 clicks for firm ride and improved handling;
Autocross/Road Race:	13+ clicks for more aggressive handling

Shocks with two adjuster knobs:

Drag Racing:	12-16 clicks compression and 0-4 clicks rebound
Comfortable Street:	2-8 clicks compression and rebound for nice ride and handling;
Street Performance:	8-12 clicks for firm ride and improved handling;
Autocross/Road Race:	13+ clicks for more aggressive handling

Learn more about performance suspension parts we have.