



2005-2014 Ford Mustang

RTR Tactical Performance Adjustable Coilovers

Part Number 1498-0401-00



NOTE: All non locking fasteners removed in this installation require LOCTITE® 243 or equivalent to be applied prior to reassembly.

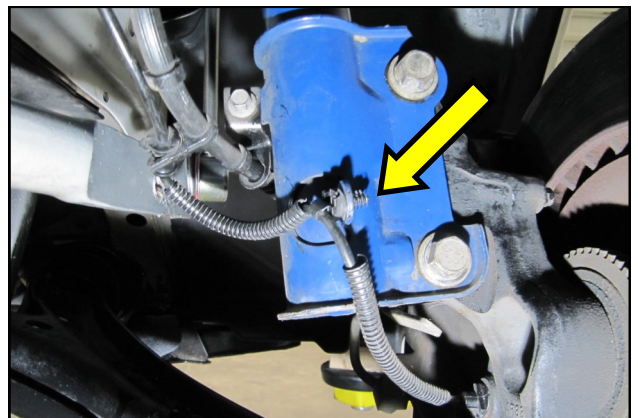
Please read through this installation manual in its entirety before beginning the installation .

Following the installation and a comprehensive test drive, a four wheel alignment should be performed on the vehicle for optimum handling and tire wear.

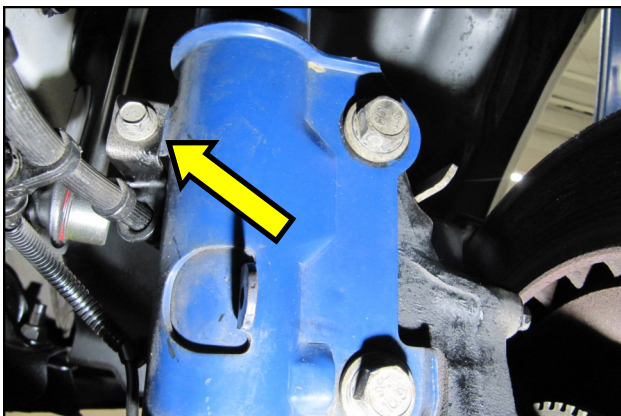
Baseline ride height is pre set at the factory to lower the vehicle approximately 38mm Front and Rear



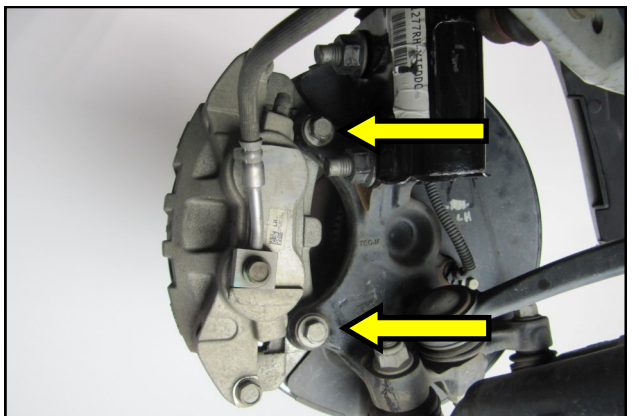
1. Raise the vehicle and safely support it using jack stands or a hoist. Remove all four wheels.



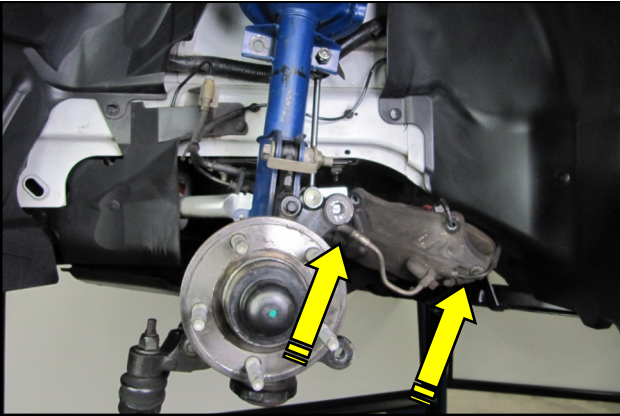
2. Installation of the Front suspension components is as follows: Pry the wheel speed sensor anchor out of the strut.



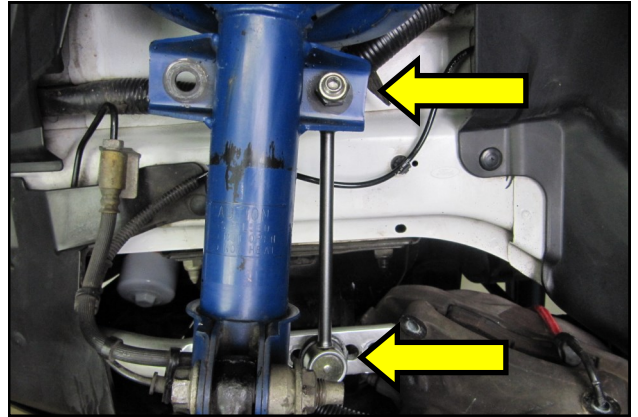
3. Remove the bolt securing the brake hose to the strut.



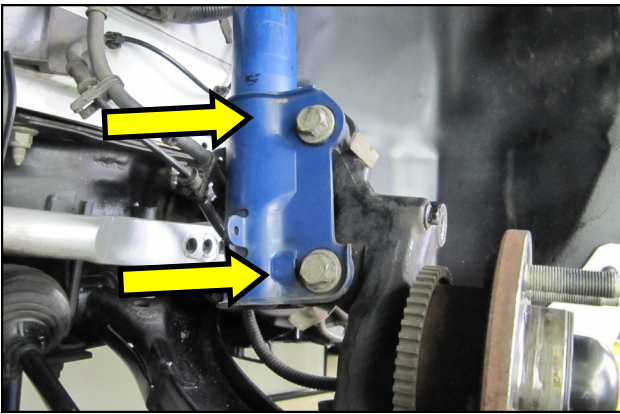
4. Remove the caliper anchor bolts and slide the caliper off of the brake rotor.



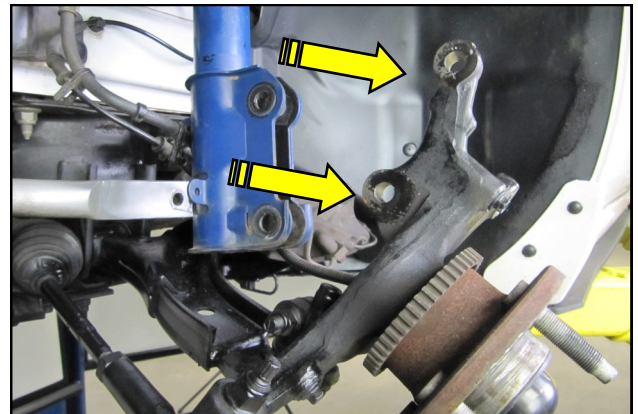
5. Remove the brake rotor and set it aside. Slide the caliper up and onto the K member and secure it using a bungee cord.



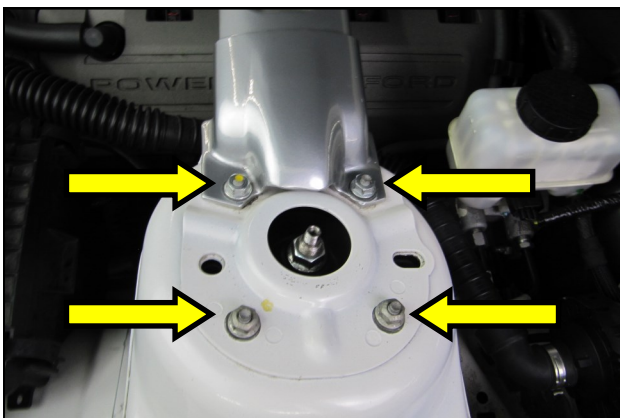
6. Remove the sway bar links from both of the struts, left and right. The links will not be reused with the RTR Coilovers.



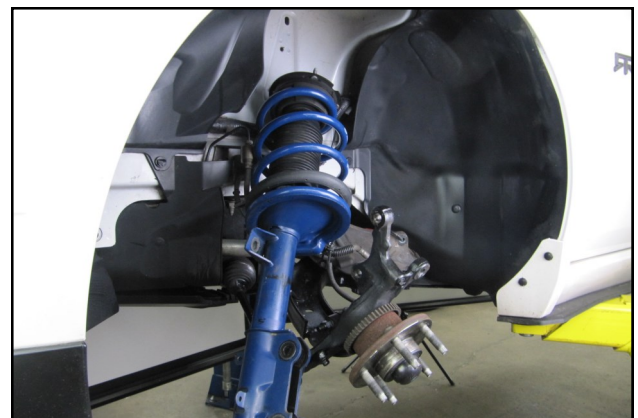
7. Remove the spindle bolts nuts and set them aside.



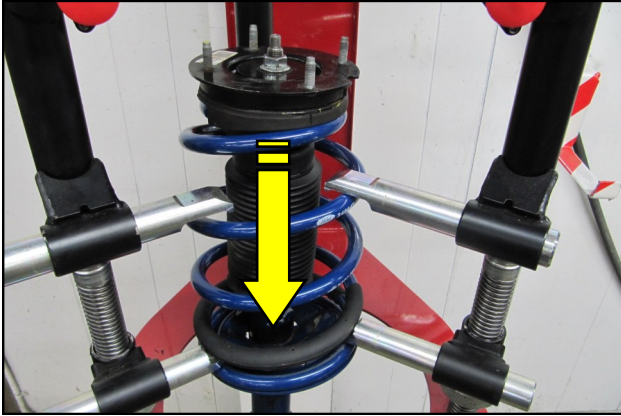
8. Slide the spindle out of the strut clevis as shown.



9. Remove the upper strut nuts and set them aside but within arms reach. These nuts will be reused.



10. Remove the strut assembly from the vehicle and set it on a work bench.



11. Compress the OEM spring in the strut assembly until the tension is fully relieved.



12. Remove the piston rod nut from the strut and remove upper strut mount. Inspect the bearing for wear and replace if necessary.



13. Transfer the OEM upper strut mount onto the RTR Coilover assembly and use the supplied nut to secure the mount onto the piston rod and torque to 46 lb.- ft. Align the arrow with the strut clevis as shown.



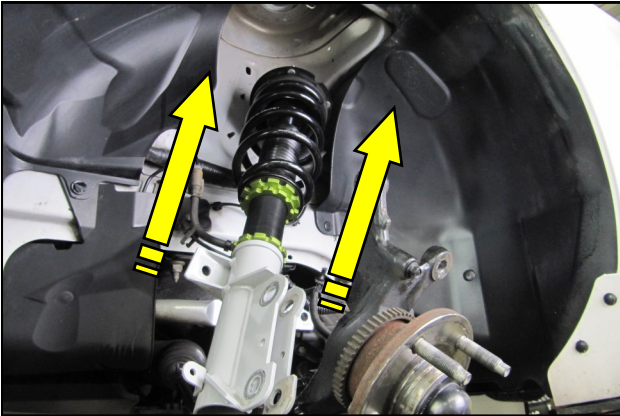
14. For **2011-2014** vehicles with the square type strut mount, the steel spacers will be needed.



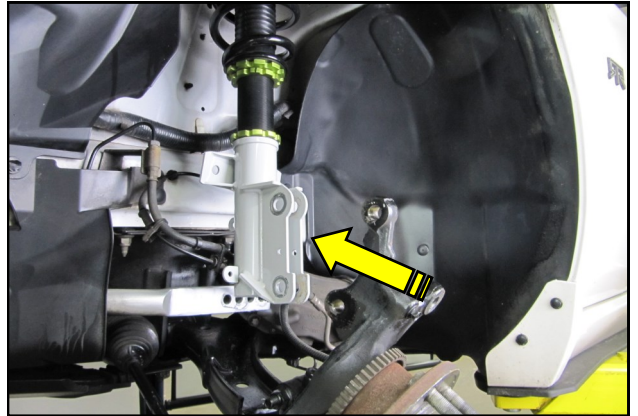
15. Insert the steel spacer into the bottom of the strut mount as shown.



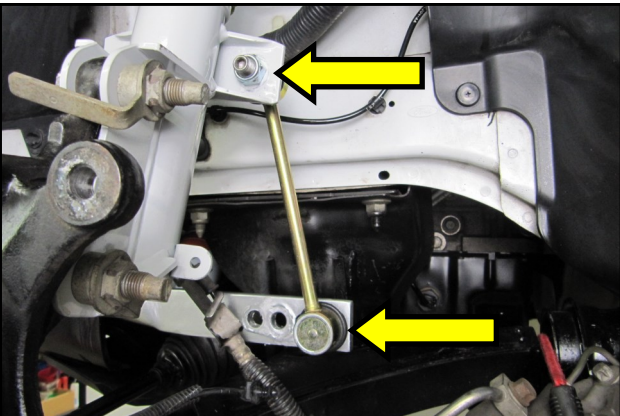
16. Transfer the OEM upper strut mount and spacer onto the RTR Coilover assembly and use the supplied nut to secure the mount onto the piston rod and torque to 46 lb.- ft. Align the arrow with the strut clevis as shown.



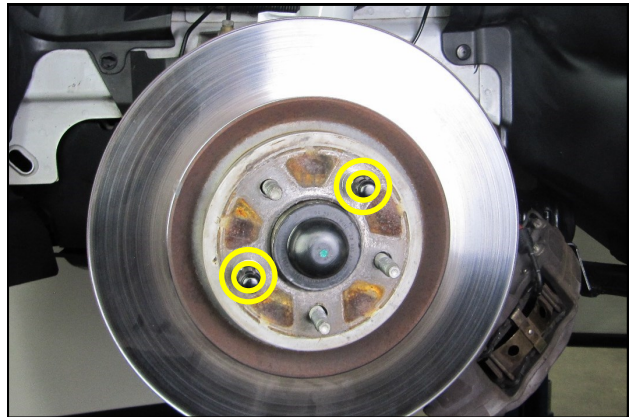
17. Lift the strut assembly up and into the vehicle. Align the studs with the holes in the strut tower and hand tighten the nuts onto the studs.



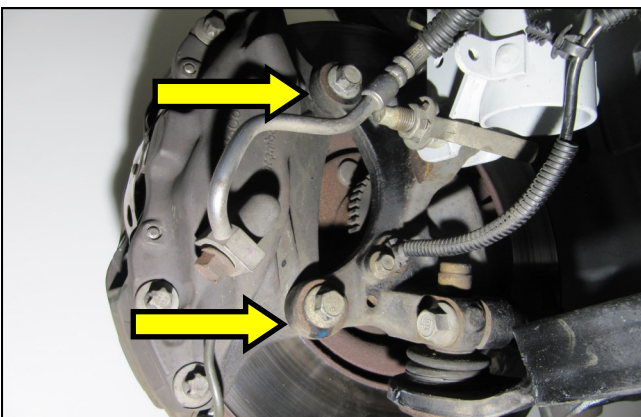
18. Slide the spindle into the strut clevis and re use the bolts and nuts removed in step 7. Torque the bolts to 148 lb-ft.



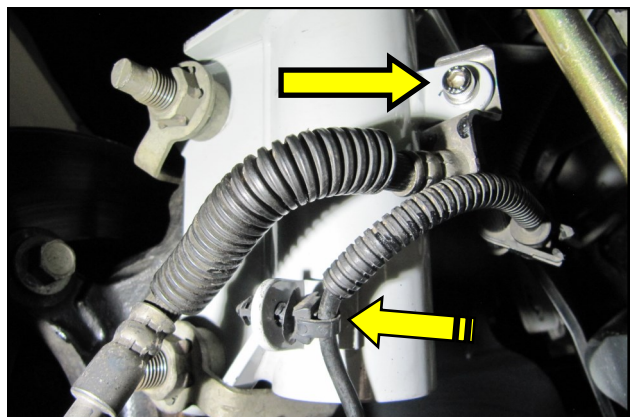
19. Install the RTR supplied sway bar link and torque the nuts to 85 lb-ft.



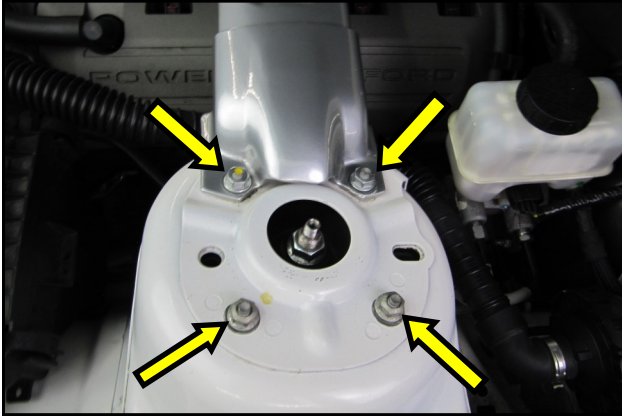
20. Slide the brake rotor onto the hub and secure it using two lug nuts for ease of caliper installation.



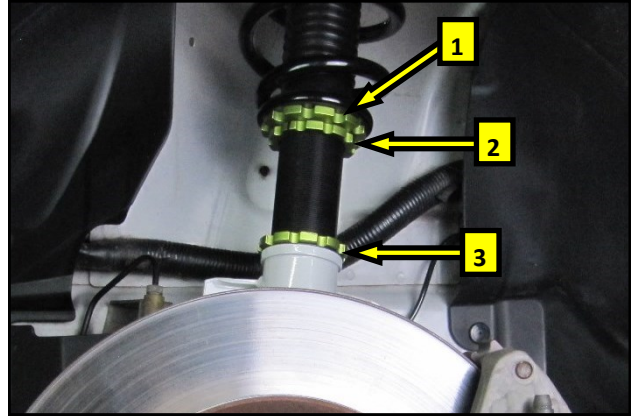
21. Slide the brake caliper onto the rotor and secure it to the spindle using the bolts removed in step 4. Torque the bolts to 98 lb-ft.



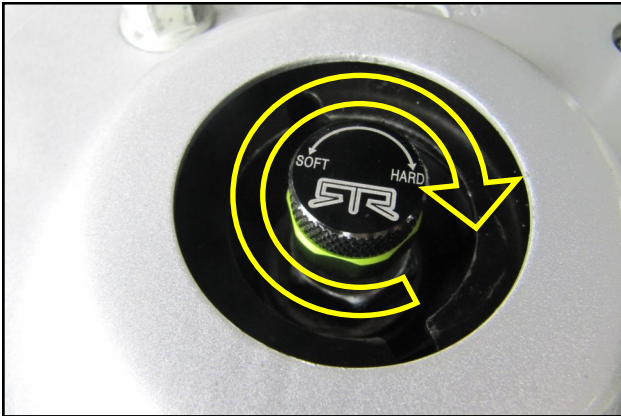
22. Using the supplied hardware, secure the brake hose to the strut. Insert the wheel speed sensor anchor into the tab on the strut.



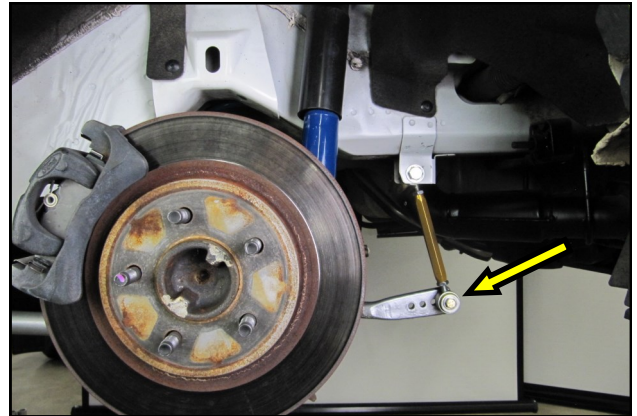
23. Torque the upper strut nuts to 26 lb-ft.



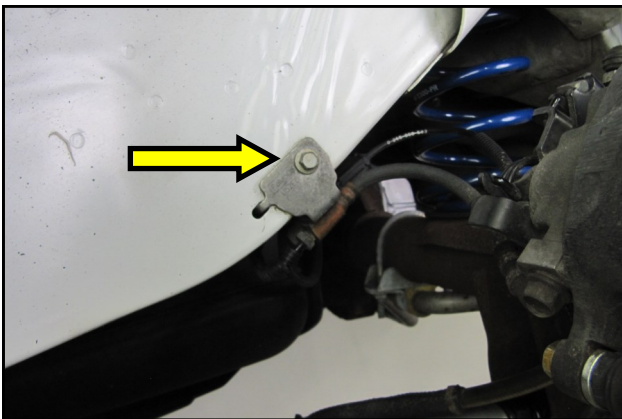
24. Use the supplied spanner wrenches to ensure all three lock rings are tight.



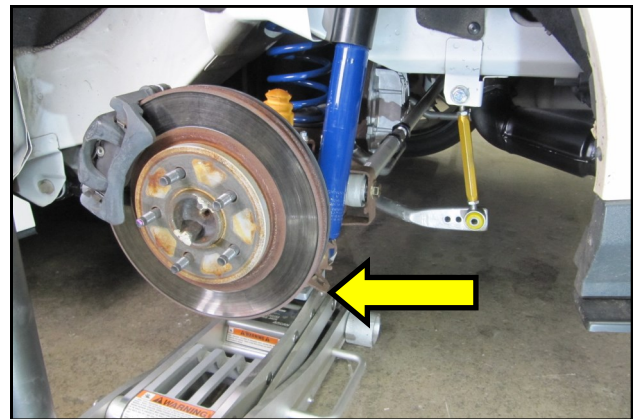
25. Twist the threaded Adjuster Cap onto the Piston Rod. Repeat steps 2-25 on the opposite side of the vehicle.



1. Installation of the Rear Suspension Components is as follows: Disconnect the sway bar from the link but do not remove it from the vehicle.



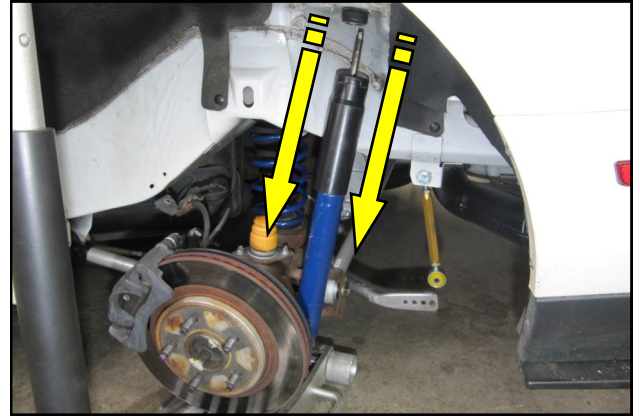
2. Remove the bolt in the brake hose bracket and set it aside. Unhook the bracket from the body to allow for additional movement of the hose.



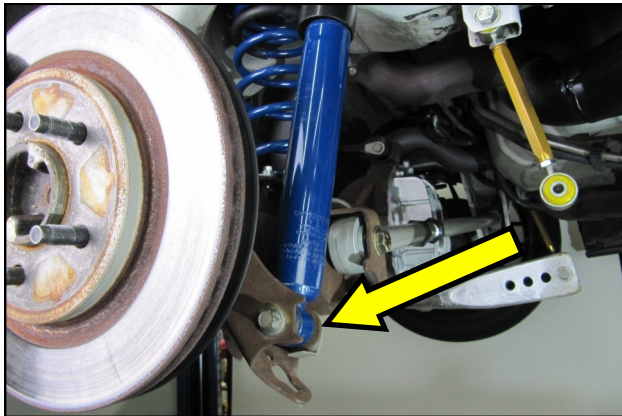
3. Support the axle half with a floor jack and a block of wood.



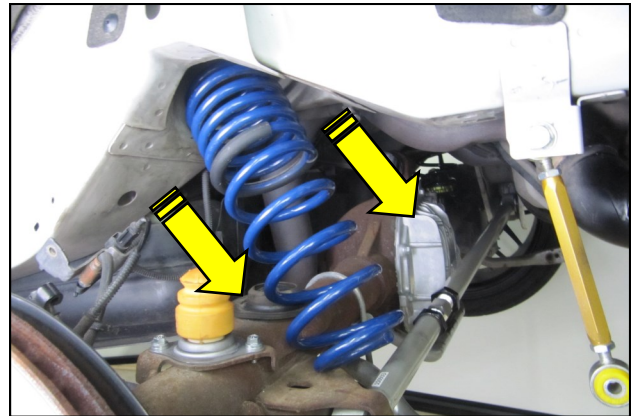
4. Pull back the trunk liner to expose the upper shock mount nut. Remove the nut or nuts on the shock rod.



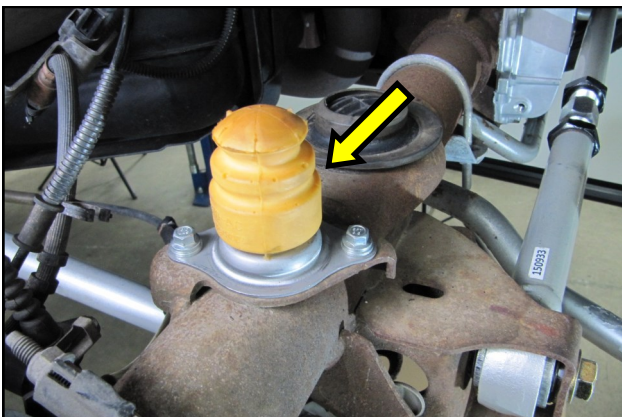
5. Slowly lower the jack , axle half and the shock until the shock rod clears the body.



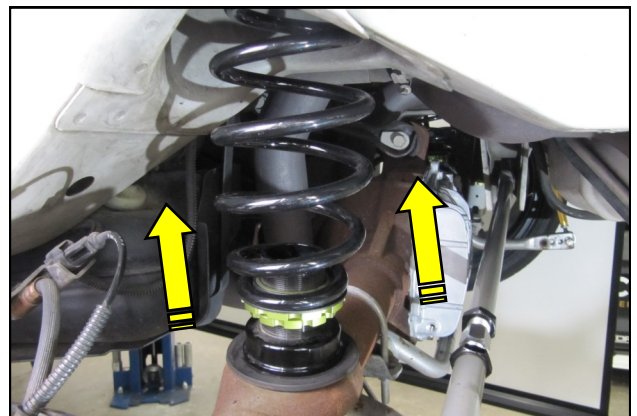
6. Remove the lower shock hardware and remove the shock from the vehicle.



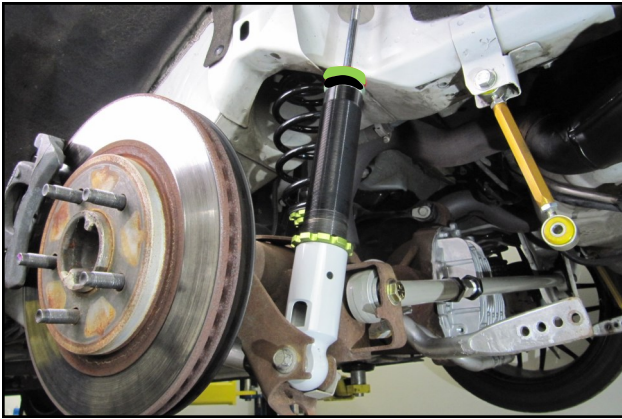
7. Remove the spring from the vehicle. The upper and lower spring isolators are to remain in the vehicle.



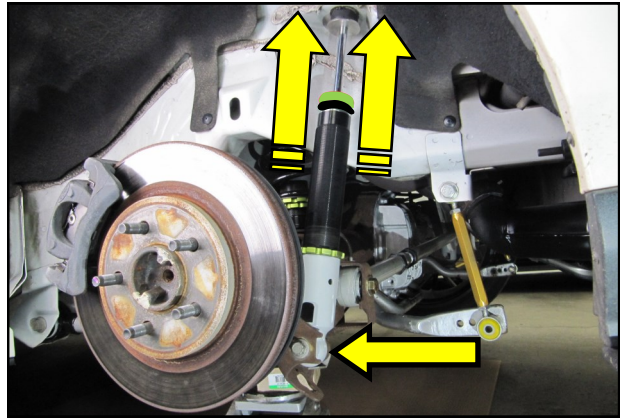
8. RTR recommends removing the OEM bump stop on the axle to allow for increased travel. The RTR shocks are equipped with bump stops to prevent metal to metal contact.



9. Install the spring and adjustable perch into the body and onto the axle and as shown.



10. Remove the shock rod nut and install the shock into the axle clevis as shown with the bolt and nut hand tight.



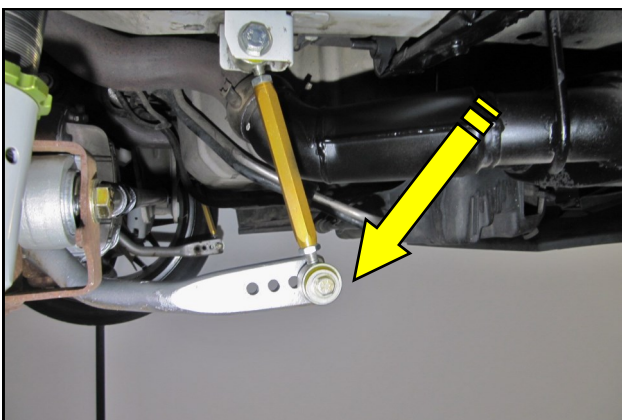
11. Slowly raise the floor jack and guide the shock rod into the body mount. Torque the lower shock bolt to 85 lb-ft.



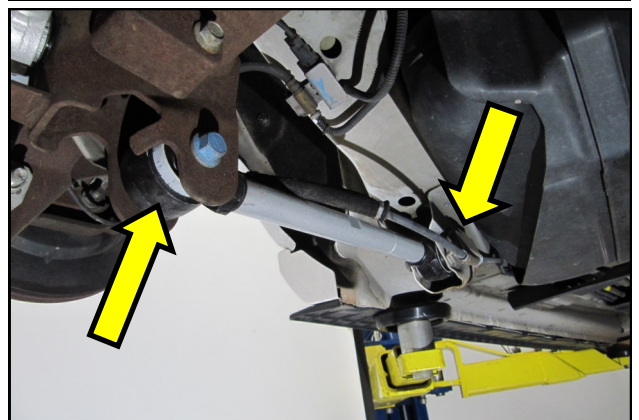
12. Install the shock nut onto the shock rod. Torque the nut to 26 lb-ft.



11. insert the adjuster into the shock rod as shown.



12. Reconnect the sway bar link and torque the bolt to 85 lb-ft. Repeat steps 1-12 on the opposite site of the vehicle.



13. The lower control arm bolts will need to be loosened with the vehicles weight on the wheels and re torqued to 129 lb-ft to neutralize the bushings. RTR advises requesting this to be done at the time of alignment.



ADJUSTMENT

DAMPING FORCE

Rebound is adjustable and is divided into 30 positions between Full Soft and Full Hard

RIDE HEIGHT

NOTE: A Baseline ride height is preset at the factory.

Baseline settings will lower the vehicle approximately 38 mm Front and Rear.

Always clean the shock body threads with compressed air and lubricate them prior to any adjustment. Always use the supplied Spanner Wrenches to adjust the Coilover Lock Rings.

If for any reason the spring becomes loose, tighten the Spring Perch until approximately 5mm of Spring preload is achieved, then tighten the Lock Nut against the Spring Perch.

Do not use Spring perch position to adjust ride height. This will adversely effect ride quality.

Ride height is adjusted by changing the shock body position inside the Spindle Mount and the Control Arm Mount.

Shock body position is changed by loosening the Lock Ring on the Mount and rotating it inside the mount, up or down.

NOTE: Loosening of the spindle bolts will aid in adjustment.

When adjusting the ride height, it is important to maintain a sufficient depth of thread engagement.

Minimum length of thread engagement FRONT: 80mm

Minimum length of thread engagement REAR: 25mm

After adjusting the Coilovers, verify the ride height and adjust accordingly.

When the desired ride height has been achieved, tighten all of the Lock rings and take distance measurements . Use the measurements to repeat the adjustment on the opposite side of the vehicle.

The Rebound Damping forces can be fine-tuned to personal driving style and road conditions by rotating the adjuster at the top of the Struts and Shocks .

Recommended settings when used with RTR Tactical Performance Adjustable Front Sway Bars

Front Strut 26 Clicks from Full Soft

Front Bar Full Soft



Rear Shock 16 Clicks from Full Soft

Rear Bar Full Soft

