1994-2004 Mustang Coilover Kit Installation Instructions

*Vehicle alignment must be completed after installation.

Front

1. Support the car via a lift or jacks stands.
2. Remove both wheels.
3. Remove the drive and passenger side sway bar end link retaining nuts.
4. Remove the bolts securing the caliper to the spindle.
5. Slide the caliper assembly off of the rotor and then tie the caliper up out of the way.
6. Remove the rotor from the hub.
7. Support the lower control arm with a jack.
8. Remove the two nuts securing the ABS bracket to the strut. (If equipped)
9. Remove the rubber grommet from the frame rail to extend the ABS wire. (If equipped)
10. Remove the two strut to spindle retaining nuts.
11. Remove the two bolts and let the spindle hang
12. Slowly and carefully lower the jack.
13. Use caution to remove the spring. (Spring load could still be present)
14. Pop the hood and support it via the prop rod.
15. Loosen the strut shaft retaining nut and then remove the strut from the car.
16. Drill out the locating rivet.
17. Loosen and remove the three strut mount retaining bolts.
18. Remove the top plate and factory upper strut mount from the car.
19. Clean the strut tower.

Strut Prep

1. Remove strut shaft retaining nut.
2. Remove the bushings and upper mount.
3. Leave the washer in place.
4. Position the upper mount intended for caster/camber plates over the shaft.
5. Slide the spacer over the shaft.
6. Repeat steps 1-5 for the other strut.

Continued from Step 19

20. Separate the caster/camber plate from the lower plate.
21. Position the lower plate through the strut tower from the bottom.
22. Slide one of the small washers over each stud.
23. Slide one of the included spacers over each stud.
24. Position the caster/camber plate over the studs.
25. Slide one small washer over each stud.
26. Loosely tighten all five nuts leaving enough room to freely move the plates.
27. Position the strut shaft through the caster/camber plate.
28. Loosely tighten the strut shaft retaining nut.
29. Position the spindle in between the strut.
30. If needed, use the provided spacers on each side of the spindle to properly secure the strut to the spindle. (The long, diagonal side is positioned down and is facing toward the outside)
31. Reinstall the hardware.
32. Torque the nuts to 148 ft/lbs.
33. Reposition the ABS bracket and torque the nuts to 21 ft/lbs.
34. Reposition the rubber grommet onto the frame rail bracket
35. Center the four caster nuts and torque to 32 ft/lbs.
36. Center the three camber nuts and torque to 65 ft/lbs.
37. Torque the strut shaft retaining nut to 74 ft/lbs.
38. Remove the jack.
39. Reinstall the brake rotor.
40. Reinstall the caliper assembly and torque the hardware to 85 ft/lbs.
41. Repeat steps 4-36 for the other side.
42. Reinstall the sway bar over the end links.
43. Torque the end link retaining nuts to 14 ft/lbs.
44. See Adjustment Procedure Below
45. Reinstall wheels.

Rear

1. Remove both wheels.
2. Remove the four sway bar retaining bolts. (Two per side)
3. Remove the sway bar from the car.
4. Support the rear end center section with a jack.
5. Remove the lower shock retaining nuts and bolts. (Note the hardware orientation)
6. Lower the jack and then remove the rear springs and isolators from the car.
7. Pop the trunk and remove the trunk carpeting from the rear and sides to expose the upper shock hardware.

8. Remove the hardware and then remove both shocks from the car.
9. Install the provided lower washer and bushing onto the new shocks.
10. Position the new shocks back into the car.
11. Reinstall the lower shock hardware and torque the nuts to 59 ft/lbs.
12. Separate the cross plate and upper spring perch using a 6", 3/8" drive extension and a 13mm shallow socket.
13. Position the cross plate through the opening in the frame rail.
14. Position the upper spring perch over the factory spring perch.
15. Start a few threads and ensure that the upper mount is flush all the way around the lip of the factory perch.
16. Pull down on the upper mount while you fully tighten the retaining bolt.
17. Torque the bolt to 33 ft/lbs.
18. Position the lower tapered spring mount on the lower control arm with the thicker side on the rear and the thinner side on the front.
19. Lightly tap the mount into place.
20. Repeat steps 12-19 for the other side.
21. Jack up on the rear end leaving enough space to install the new rear springs and isolators.
22. Install both the springs and thin upper isolators.
23. Continue jacking up on the rear end until the shock shafts pass through the trunk floor.
24. Install the provided upper bushing and washer, and then torque the provided retaining nut to 30 ft/lbs. (Do not use the nut that comes pre-packaged with the washers and bushings)
25. Reinstall the trunk carpeting and/or components.
26. Reposition the sway bar.
27. Retighten the hardware and torque to 41 ft/lbs.
28. See Adjustment Procedure Below
29. Reinstall wheels.

Front Adjustment

1. Thread the locking collar and adjustment collar to the bottom of the strut.
2. Rotate the adjustment collar with the provided spanner wrench.
3. By turning the collar toward the top of the strut, you will raise the vehicle.
4. Once desired ride height is achieved, run the locking collar up against the adjustment collar, and use the spanner wrenches to tighten both collars.

Notes

- Be sure and count the number of rotations so you can repeat these steps for the other side.
- Adjustments must be made with the wheel removed from the car.

Rear Adjustment

1. Thread the locking collar and adjustment collar to the top of the perch.
2. Rotate the adjustment collar with the provided spanner wrench.
3. By turning the collar toward the bottom of the perch, you will raise the vehicle.
4. Once desired ride height is achieved, run the locking collar up against the adjustment collar, and use the spanner wrenches to tighten both collars.

Notes

- Be sure and count the number of rotations so you can repeat these steps for the other side.
- Adjustments must be made with the wheel removed from the car.