

Lowering Spring Installation on a 99-04 Mustang GT

This installation is very the same installation that many of the 79-04 Mustangs excluding Cobra require.

Time to install: 2-3 hours to do alone with a battery powered impact gun. If you are wrenching everything it could take longer. It is recommended that you have more than one person.

Tools Required:

- ✓ Sockets
 - 10mm
 - 15, 18, 19, 21mm Deep sockets
 - ½ and 13/16 inch sockets
- ✓ Extensions for ratchets
- ✓ 2 Ratchets
- ✓ Breaker bar
- ✓ 2 Jack stands
- ✓ Hydraulic Floor Jack
- ✓ Needle nose pliers
- ✓ Hammer
- ✓ PB blaster
- ✓ Impact wrench if available
- ✓ Block of wood to use with the jack
- ✓ Pry bar
- ✓ Red Loctite

BEFORE:



Installation Instructions:

1. While the car is on the ground break the lug nuts loose and prepare to jack the car.

2. Jack up the rear end of the car and lower it on to jack stands. The jack stands will need to be in a pretty high position and placed as shown below.



3. After you get the car in the air remove both rear tires to gain access to the bolts that hold the rear sway bar onto the lower control arm. The bolts were in the two holes shown below and are ½ inch in size. *Note: it would be easier to do this with someone holding the sway bar while you loosen it up.



4. Now you need to pick a side to work on and locate the 13/16 inch bolt and nut that attach the lower control arm to the axle housing. This is probably going to require the use of PB blaster and your breaker bar. These are the tightest bolts you are working with during the install.

IMPORTANT! Before you remove this nut and bolt you need to use your jack to apply pressure to the bottom of your lower control arm. If you do not the spring could push the control arm down and cause serious injury! Picture of what to do is shown below. It would have been better to do this with a wooden block.



5. After you get the bolt out slowly lower the jack and lower control arm.
6. Before you remove the spring pay attention to how the spring is sitting on the lower control arm so that you can install the new one the same way. The bottom pig tail should be pointing to the driver side on both sides of the car.
7. Remove the spring from the car. If you have new spring isolators install them in place of the old ones.



8. Position the new spring and slowly jack the lower control arm back up into place. Replace the bolt to secure it back to the axle housing. Bolts should be put on at 111ft/lbs and held with red loctite.



9. Repeat from step 3 on other side of the car.
10. Re attach the rear sway bar bolts. They should be at 41 ft/lbs.
11. Put the wheels back on and lower the car.

Front Springs:

1. Pick a side of the car you wish to work on and jack up that side and secure it with a jack stand on the front sub frame of the car. Then remove the wheel to access the suspension.
2. Locate the (2) bolts holding the brake caliper on and remove them.





3. Pull the caliper off and secure it in the top of the wheel well behind the strut as shown below.



4. Remove the brake caliper bracket and the rotor and set them off to the side.
5. Remove the cotter pin from the tie rod end and then remove the 19mm bolt. You will have to tap at the tie rod end with a hammer to get it off. It is best to leave the nut on the end to make sure you don't mushroom the bolt while hitting it.



6. Disconnect the bolt holding the front sway bar to the lower control arm.
7. Now jack up the lower control arm 4 to 5 inches to put some pressure on the suspension.
8. Remove the bolts holding the strut on the car and slowly let the suspension drop with the jack.
9. My front springs were a bit rusted and stuck in the control arm and needed to be pulled out with a pry bar.



10. Transfer or replace the spring isolators onto the new spring.



11. Place new spring into place. There is a spot where the pigtail fits into place on the car make sure you are putting it on correctly.

12. Jack the control arm back up and re-secure the bolts to the struts.

13. Attach the sway bar to control arm with 15mm nut. Torque 14ft/lbs.



14. Reinstall the tie rod end with 19mm bolt. Torque to 41 ft/lbs and reinsert cotter pin.



15. Put the rotor on and attach the brake caliper bracket with (2) 15mm bolts. Torque to 85 ft/lbs.
16. Re-install brake caliper
17. Make sure you connected everything and it is tight
18. Reinstall wheel and lower the car.
19. Repeat for other side of the car

Pinion snubber install

1. Remove the (3) bolts that are holding the stock pinion snubber bracket to the car. If you don't know where this is located it is above the rear end in your car. And mounted
2. Take the old pinion snubber off of the plate and install your new snubber. It is a bit shorter.



3. Re-attach the bracket to your car.

AFTER:



Installation Instructions written by AmericanMuscle customer Daniel Plakosh 7.2.12