



**FORD PERFORMANCE**  
RACING PARTS

## M-5300-X MUSTANG GT COUPE STREET LOWERING SPRINGS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD RACING PERFORMANCE PARTS.

Please visit [www.fordracingparts.com](http://www.fordracingparts.com) for the most current instruction information

**!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!**

Kit contains:

Front and rear springs, Jounce bumpers and Thread locking compound

**NOTICE: Unless fasteners are corroded or damaged, do not discard fasteners as shown in pictures.**

**!! Clean the fasteners, and use the supplied Red Loc-Tite during installation!!**

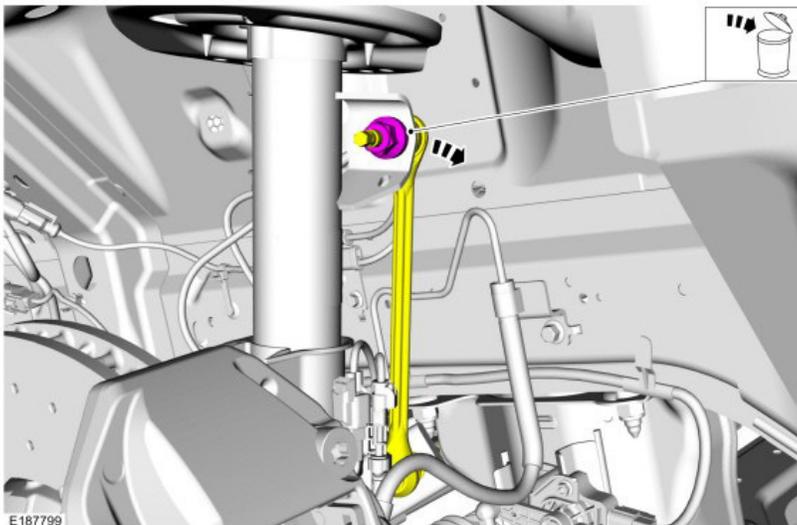
**If fasteners are corroded or damaged, replace them with equivalent parts.**

**NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.**

### 1. Remove the front strut assemblies

1.1 Remove the wheel and tires

1.2 Remove the front stabilizer bar link upper nut and separate the front stabilizer bar link from the strut and spring assembly.



Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356 Or [www.helminc.com](http://www.helminc.com)

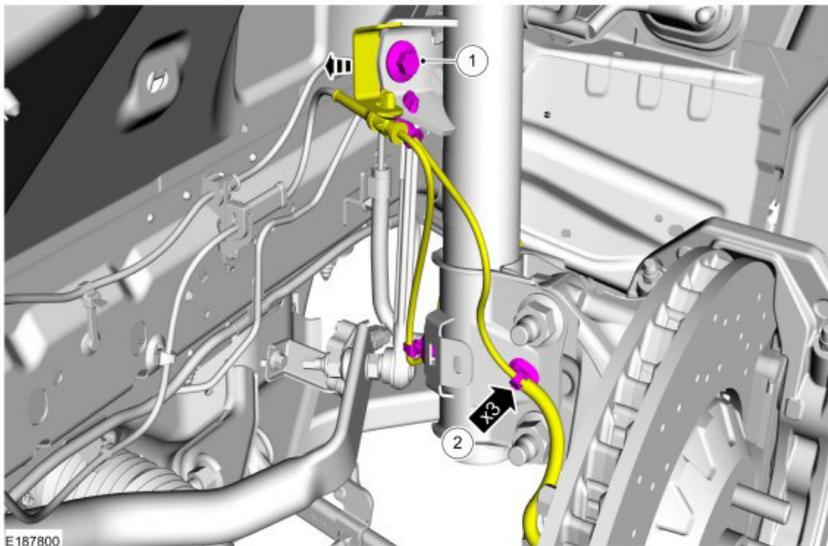
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1.3

1.3.1 If equipped.

Remove the wire harness bracket bolt and position the bracket and wire harness aside.

1.3.2 Disconnect the 2 wheel speed sensor retainers and the 1 wire harness retainer.



1.4

1.4.1 If equipped.

Disconnect the brake sensor electrical connector.

1.4.2 If equipped.

Disconnect the wire harness connector.

1.4.3 If equipped.

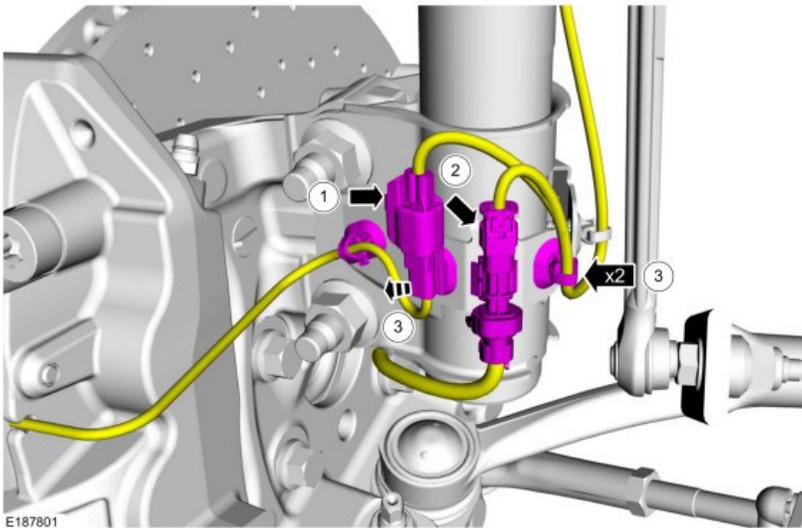
Unclip the brake sensor electrical connector and the 2 wire retainers from the strut.



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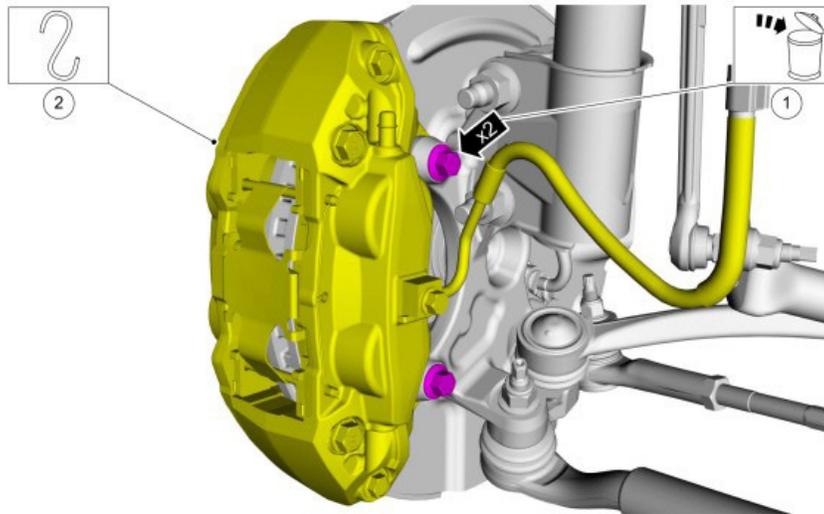
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1.5 NOTE: Base brakes shown, other applications similar.

1.5.1 Remove the 2 brake caliper anchor plate bolts.

1.5.2 Position aside the brake caliper assembly.



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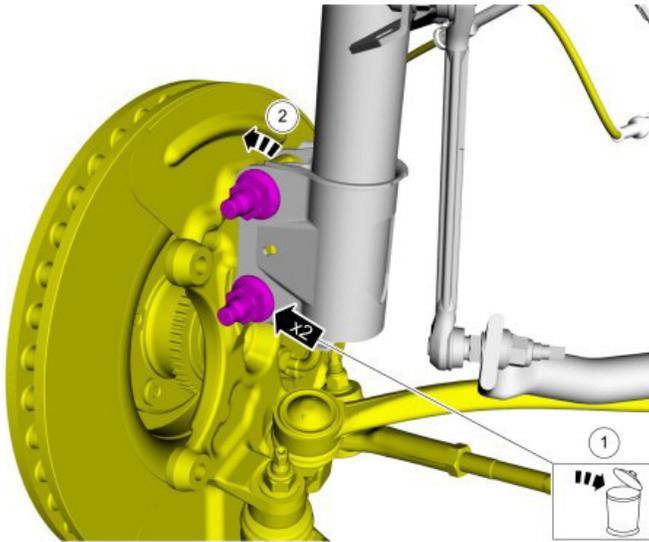
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1.6

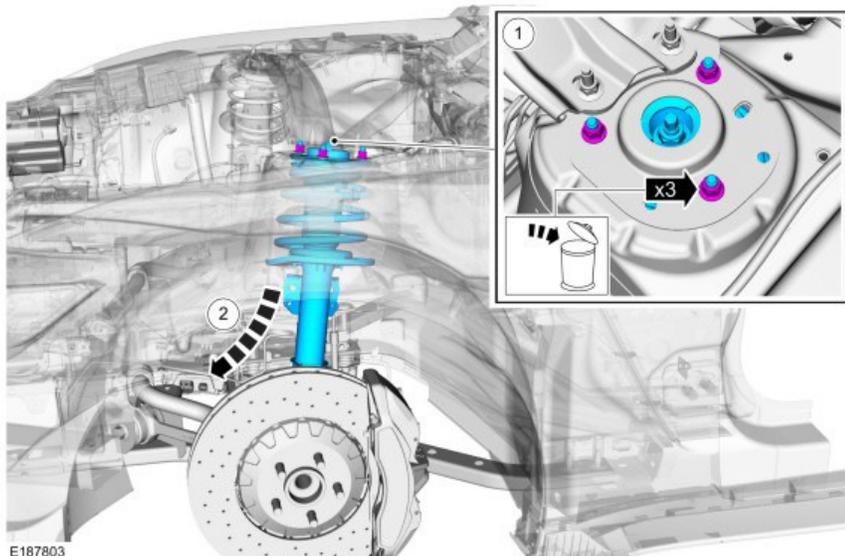
- 1.6.1 NOTE: Original strut-to-wheel spindle bolts are splined and may need to be driven out. Remove the 2 strut-to-wheel spindle bolts and nuts.
- 1.6.2 Separate the wheel spindle from the front strut and spring assembly.



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1.7

- 1.7.1 Remove the 3 upper strut mount nuts.
- 1.7.2 Remove the front strut and spring assembly.



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### 2. Replace the spring and jounce bumper on the strut assemblies

#### Special Tool(s) / General Equipment

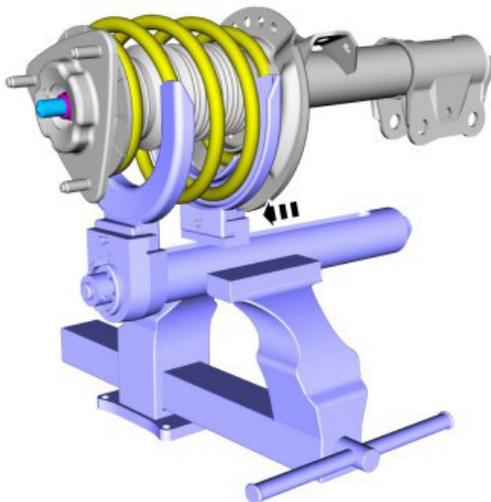
Spring Compressor

Vise

**NOTICE:** Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

2.1 **NOTE:** Typical strut and spring assembly shown.

Compress the coil spring enough to relieve the tension on the strut assembly. Use the General Equipment: Spring Compressor  
Use the General Equipment: Vise



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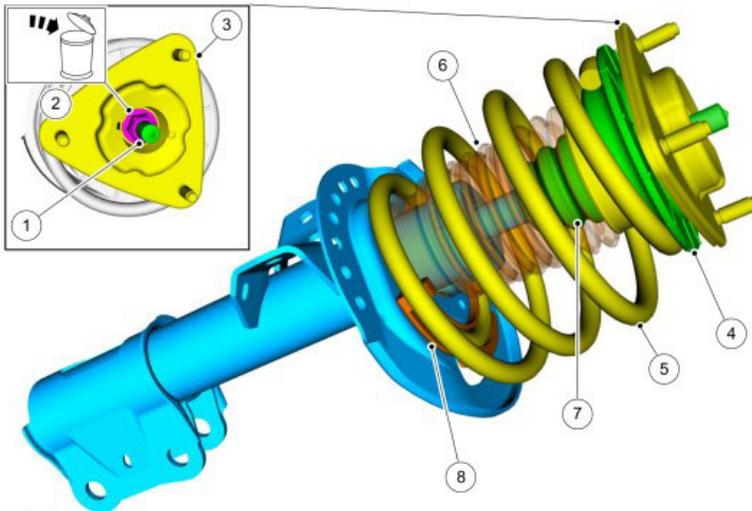
**2.2 NOTE:** Note the position of the components before removal.

**NOTE:** Do not use an impact wrench on the strut rod nut.

**NOTE:** Utilize the hex holding feature to prevent the strut rod from turning while removing the strut rod nut.

Disassemble the front strut and spring assembly by removing the components as listed.

1. Cap.
2. Strut rod nut.
3. Upper strut mount.
4. Upper spring seat.
5. Spring (replace with CM-5310-X)
6. Dust boot.
7. Jounce bumper (replace with FR3Z-3020-A)
8. Lower spring seat



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**2.3 NOTE:** Make sure that the components are installed to the position noted before removal.

To assemble, reverse the disassembly procedure.

**2.4 NOTE:** Make sure that the spring is centered in the lower spring seat.

Make sure that the lower spring seat is properly installed.

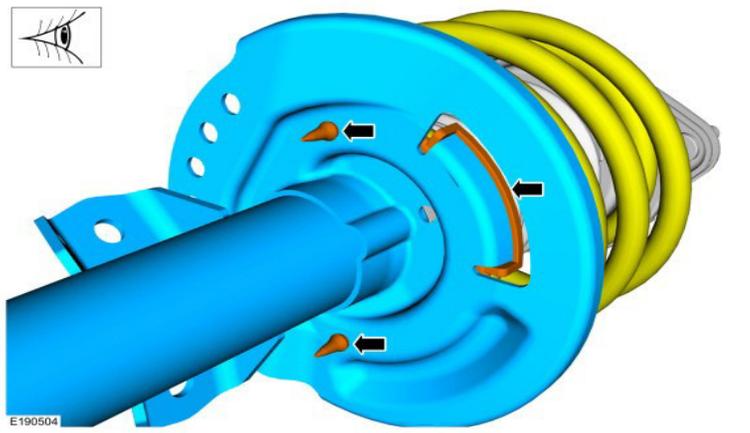
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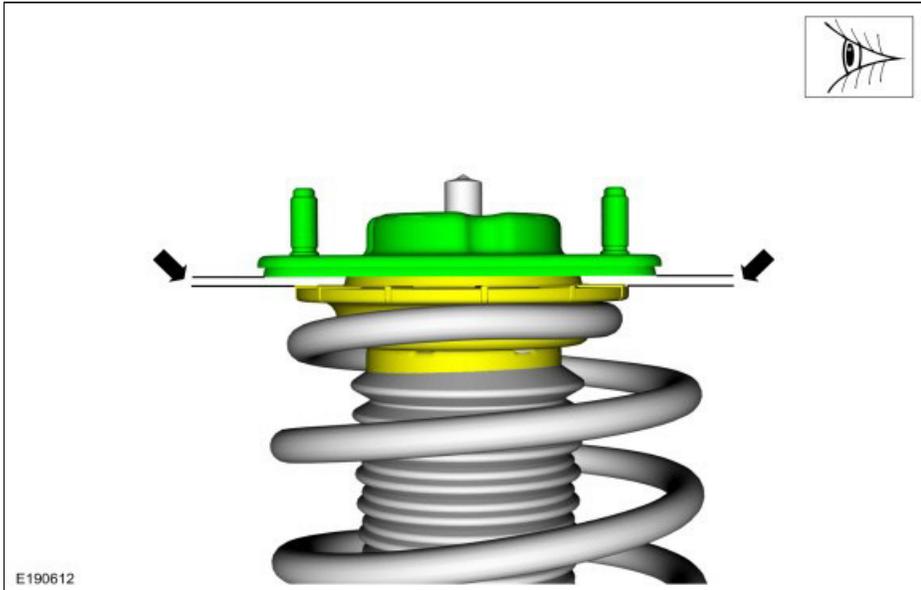
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2.5 **NOTE:** If bearing is properly seated, there should be equal spacing on all sides.

Make sure that the bearing is properly seated in the mount.



2.5 **NOTE:** Typical strut and spring assembly shown.

2.6.1 **NOTE:** Utilize the hex holding feature to prevent the strut rod from turning while installing the strut rod nut.

Install the strut rod nut.

Use the General Equipment: Spring Compressor Use the General  
Equipment: Vise

Torque: 76 lb.ft (103 Nm)

2.6.2 Install the cap.

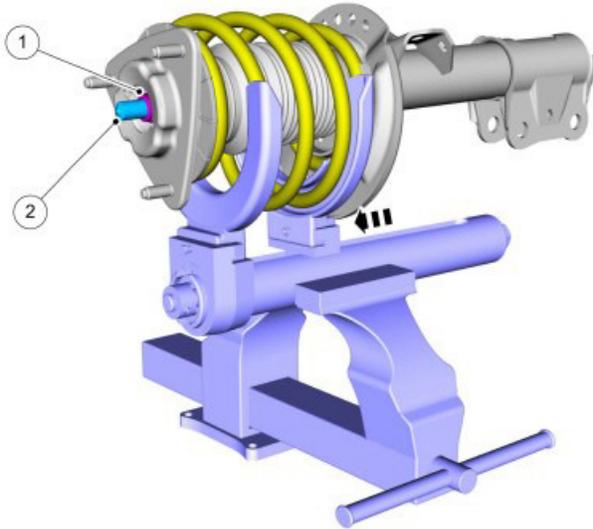
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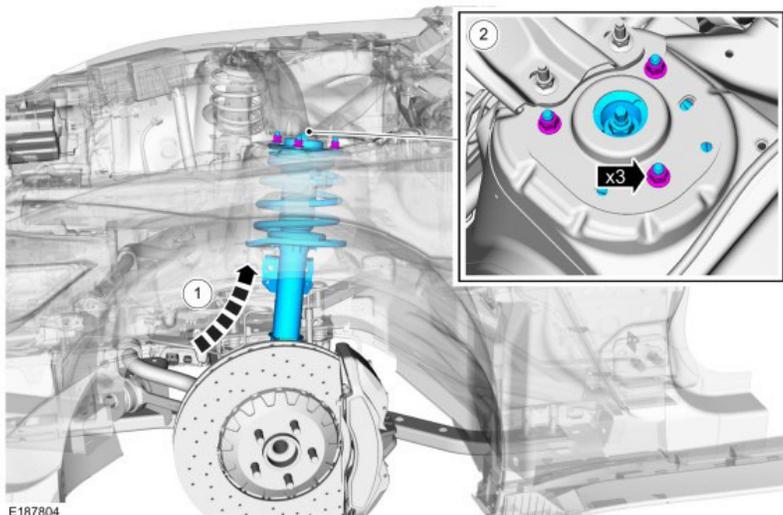
### 3. Install the strut assemblies with Ford Performance Springs and Jounce Bumpers installed

#### 3.1

3.1.1 Install the front strut and spring assembly. Ensure that notch in strut top mount is facing towards engine bay

3.1.2 Install the 3 upper strut mount nuts.

*Torque: 46 lb.ft (63 Nm)*



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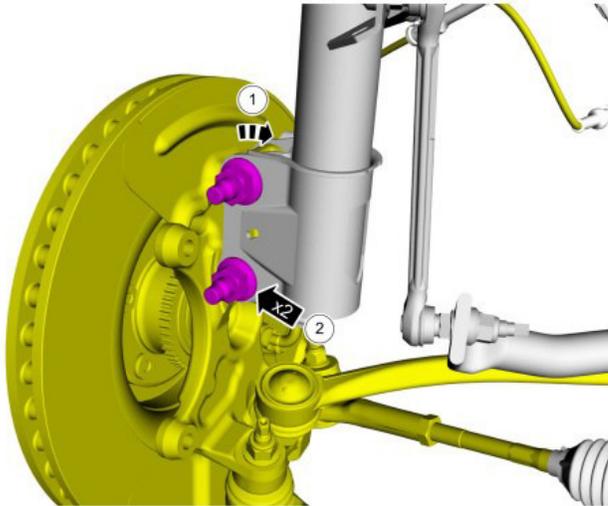
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### 3.2

3.2.1 Attach the wheel spindle to the front strut and spring assembly.

3.2.1 Install the 2 strut-to-wheel spindle bolts and nuts.

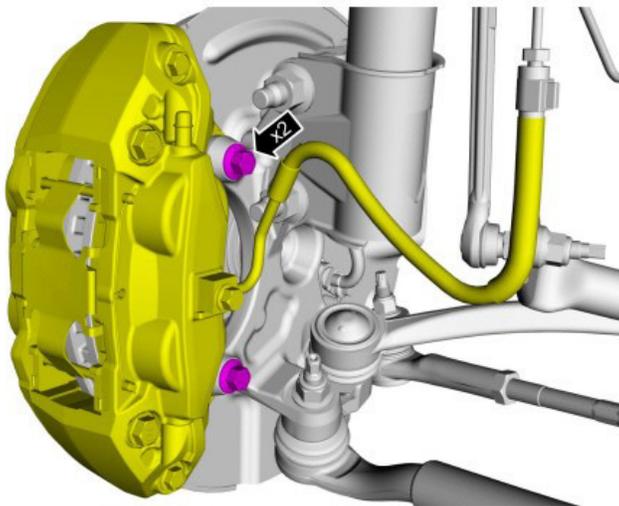
*Torque: 184 lb.ft (250 Nm)*



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3.3 Position the brake caliper assembly and install the 2 brake caliper anchor plate bolts.

*Torque: 85 lb.ft (115 Nm)*



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3.4.1 If equipped.

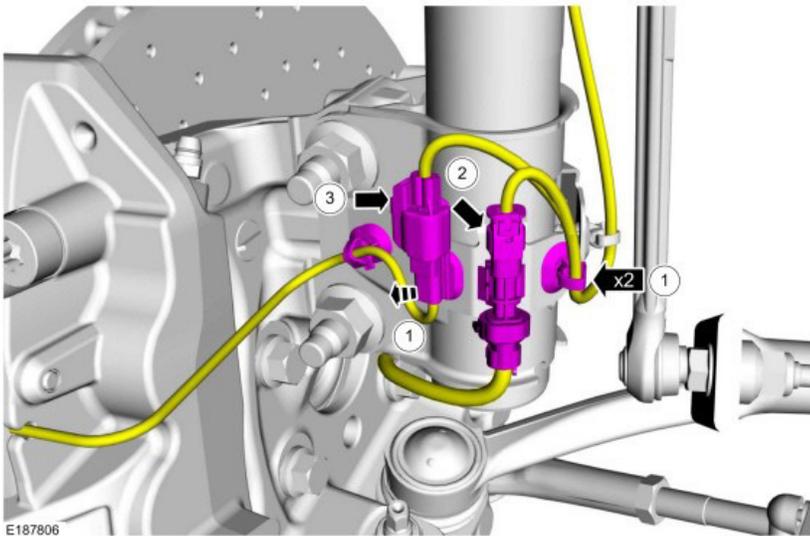
Clip the brake sensor electrical connector and the 2 wire retainers to the strut.

3.4.1 If equipped.

Connect the wire harness connector.

3.4.2 If equipped.

Connect the brake sensor electrical connector.

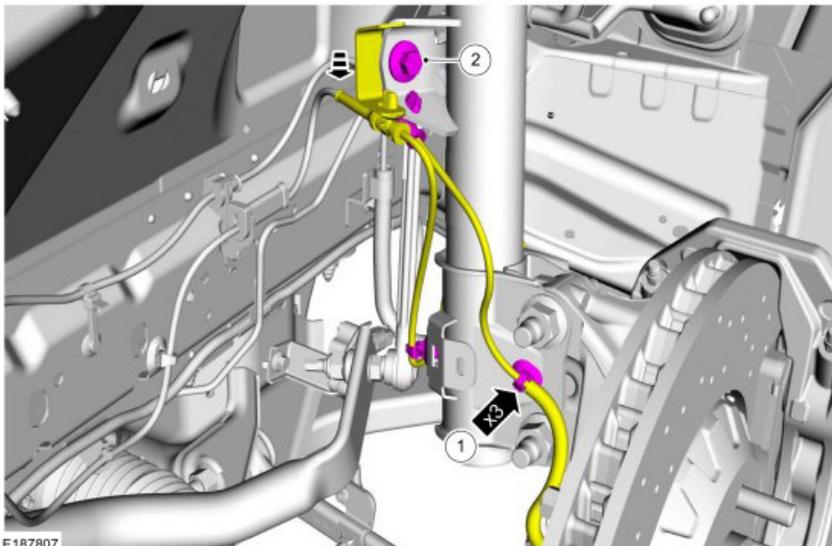


3.5.1 Connect the 2 wheel speed sensor retainers and the 1 wire harness retainer.

3.5.2 If equipped.

Position the wire harness bracket install the bolt.

*Torque: 46 lb.ft (63 Nm)*



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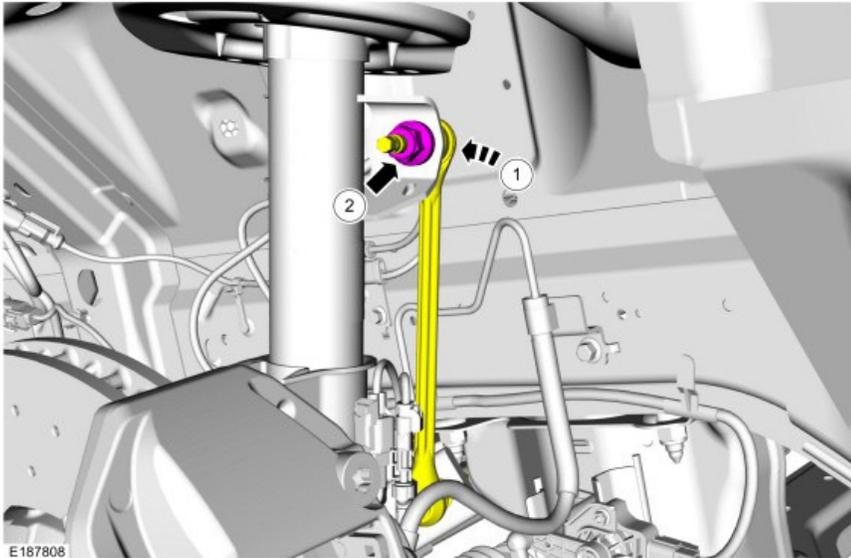


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- 3.5.3 Position the front stabilizer bar link.
- 3.5.4 Install the front stabilizer bar link upper nut.  
*Torque: 85 lb.ft (115 Nm)*



- 4. Install the wheel and tire.
- 5. Check front alignment and adjust as necessary.

### 6. Remove the rear Spring

- 6.1 Remove the muffler and tailpipe.

**NOTE:** Do not excessively bend, twist or allow the exhaust to hang from the flexible joint or damage to the exhaust system may occur.

**NOTE:** Do not use oil or grease-based lubricants on the isolators. They may cause deterioration of the rubber.

**NOTE:** Removal steps in this procedure may contain installation details.

- 6.1.1 With the vehicle in NEUTRAL, position it on a hoist.

- 6.1.2 Convertible top vehicles, remove the retainers and the brace.  
*Torque: 46 lb.ft (63 Nm)*

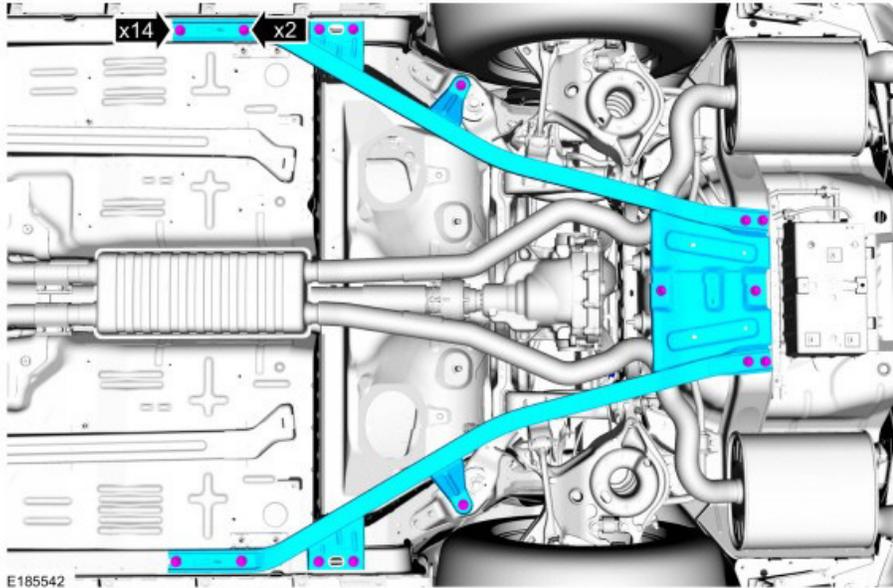
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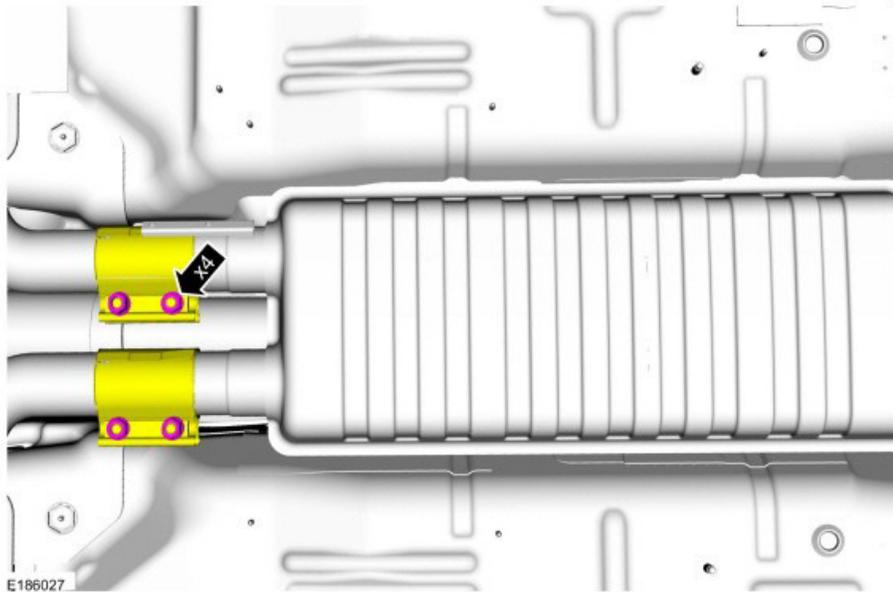
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- 6.1.1 Loosen the clamps and separate the muffler and tailpipe from the RH catalytic converter and LH muffler inlet pipe.  
*Torque: 35 lb.ft (48 Nm)*



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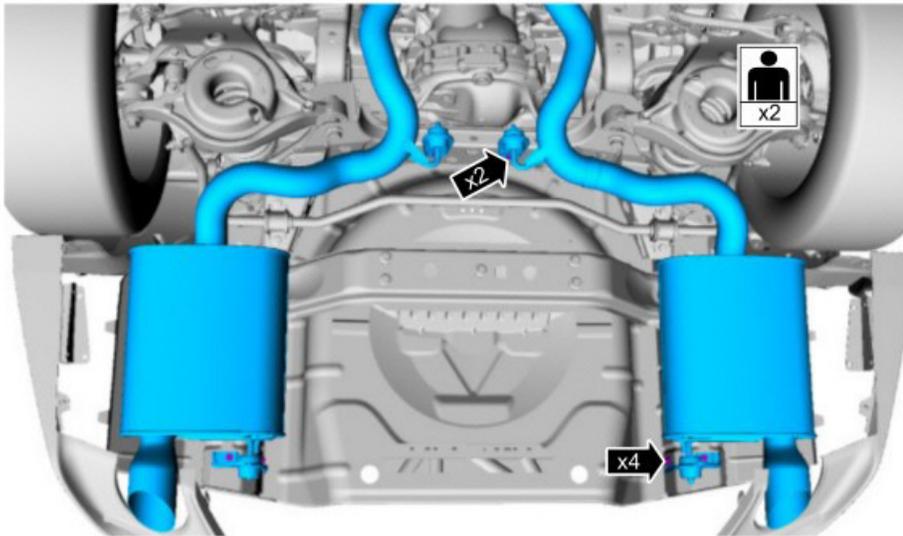


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- 6.1.1 Remove the LH and RH rear exhaust hanger isolator bracket bolts. Unhook the rear exhaust hanger isolators and remove the muffler and tailpipe.  
*Torque: 18 lb.ft (25 Nm)*



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### 6.1 Remove the lower arm

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- 6.1.1 Remove the wheel and tire.

- 6.1.2 Support the suspension at curb height.

Use the General Equipment: Vehicle/Axle Stands

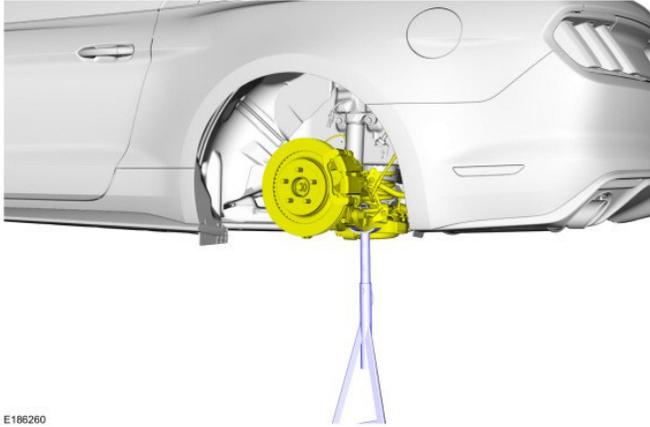
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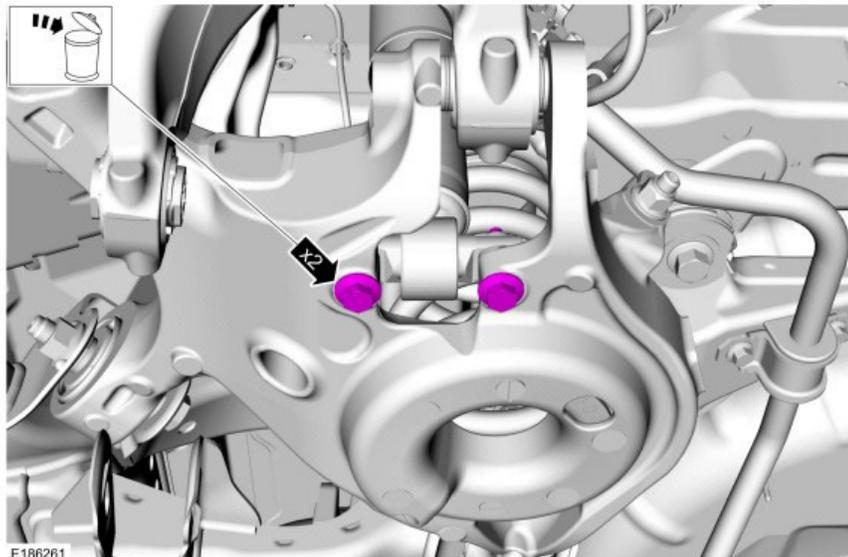
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6.2.4 Remove the 2 lower shock absorber bolts.



6.2.4 Remove the lower arm vertical link lower bolt and position the lower arm vertical link aside.

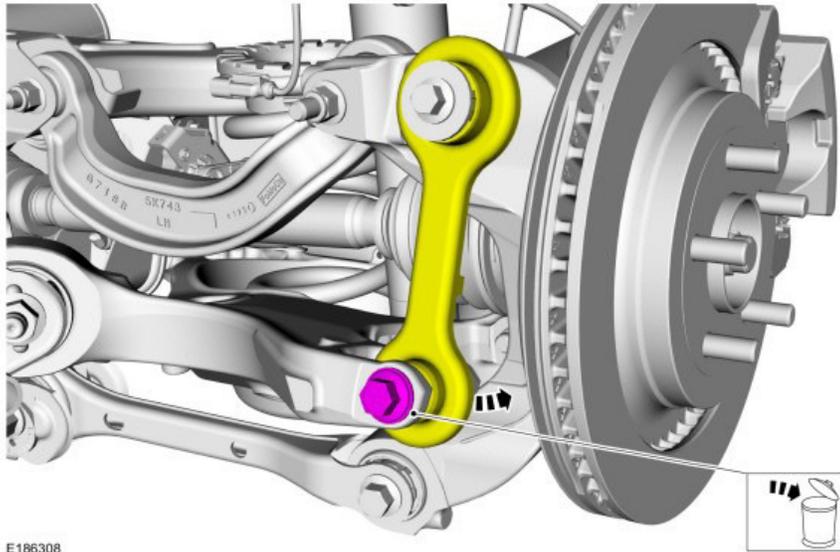
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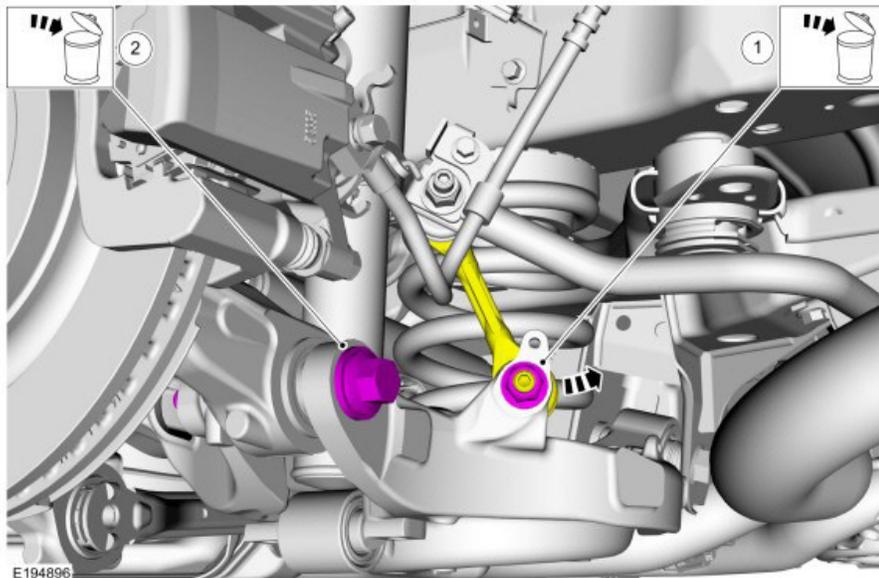
E186308

6.2.5.1 **NOTE:** The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

**NOTE:** Use the hex-holding feature to prevent the ball stud from turning while removing the stabilizer bar link nut.

Remove the stabilizer bar link lower nut and position the stabilizer bar link aside.

6.2.5.2 Remove the lower control arm-to-wheel knuckle bolt.



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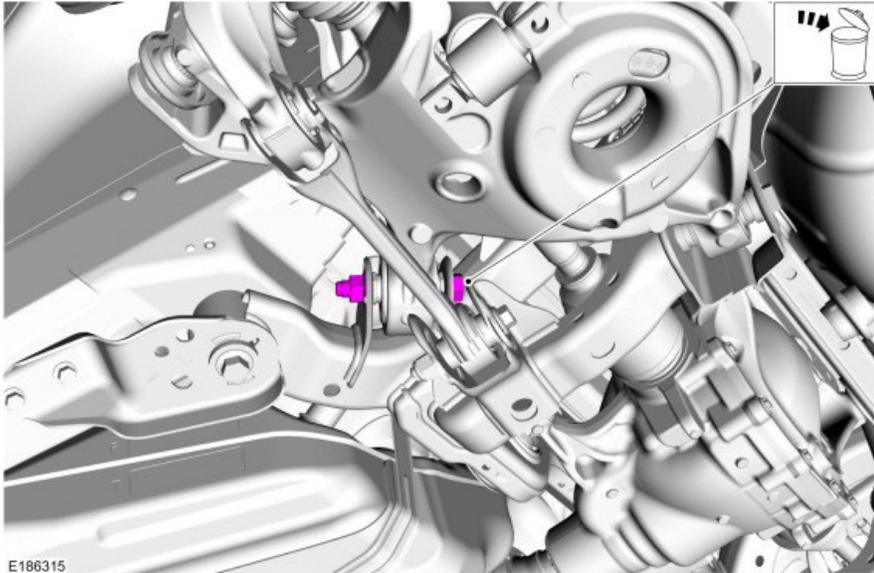


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6.2.6 Remove the forward lower control arm-to-frame bolt.

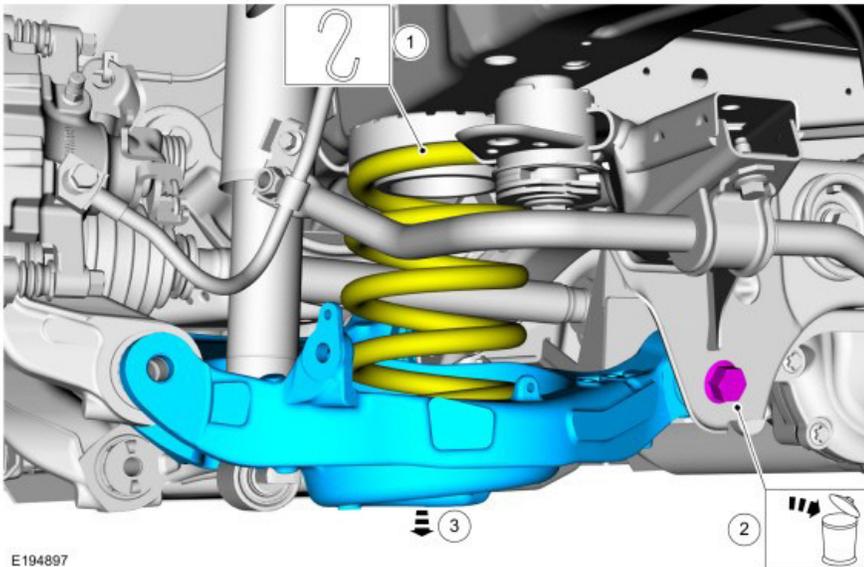


6.2.7

6.2.7.1 Support the coil spring.

6.2.7.2 Remove and discard the rearward lower control arm-to-frame bolt.

6.2.7.3 Remove the lower control arm.



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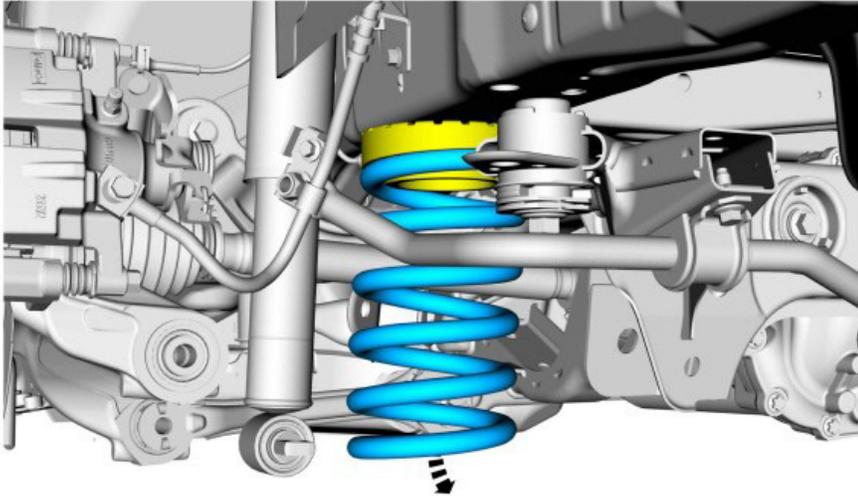


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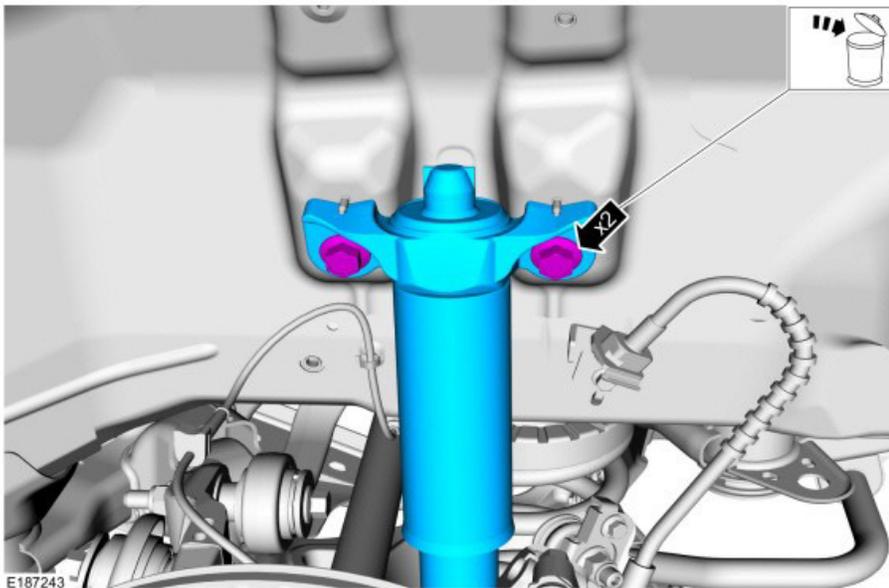
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6.3 Remove the spring.



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7. Remove the 2 rear shock absorber upper bolts and remove the rear shock absorber.



### 8. Replace the rear jounce bumpers

8.1

Remove the rear shock absorber rod nut cap.

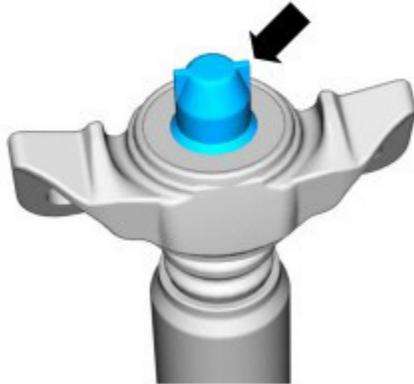
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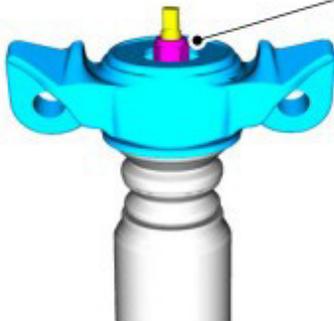


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8.2 NOTICE: Do not use power tools to remove the nut.

NOTE: Use the hex-holding feature to prevent the shock absorber rod from turning while removing the shock absorber rod nut.

Remove the rear shock absorber rod nut.



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8.3 Remove upper mount, dust boot, and bumper from shock rod.  
Replace jounce bumper with part supplied in kit and re-assemble the damper assembly.

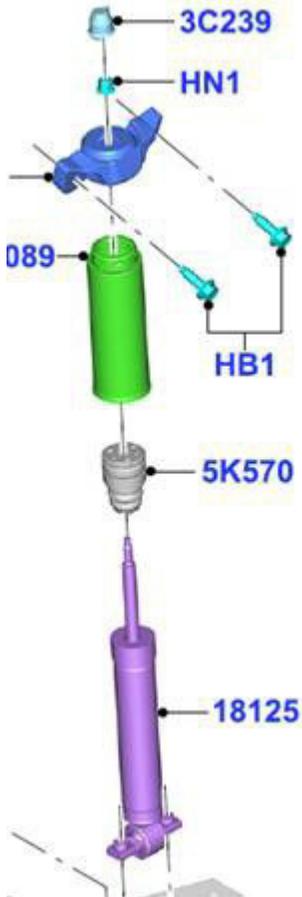
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8.4

NOTE: Use the hex-holding feature to prevent the shock absorber rod from turning while installing the shock absorber rod nut.

Install the rear shock absorber rod nut and replace the cap.

Torque: 22 lb.ft (30 Nm)



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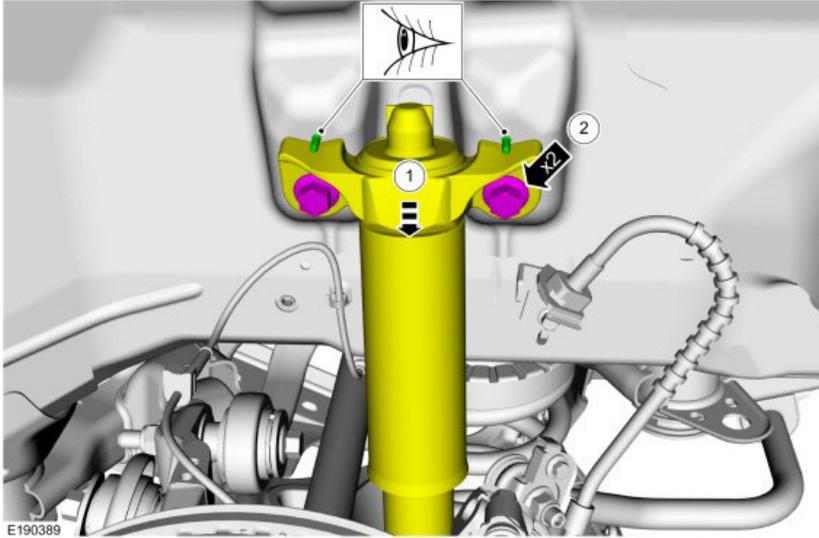


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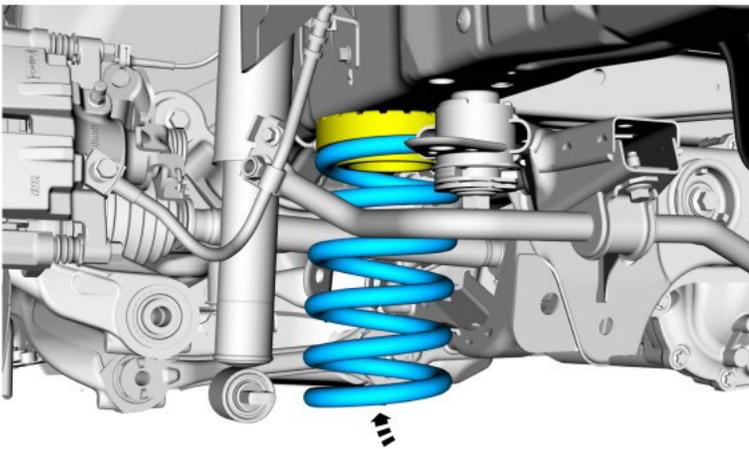
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8.5 Install the 2 rear shock absorber upper bolts.  
Torque: 66 lb.ft (90 Nm)



10.1 Install the new spring.



10.1.1 Make sure that the spring is correctly located in the upper spring seat.

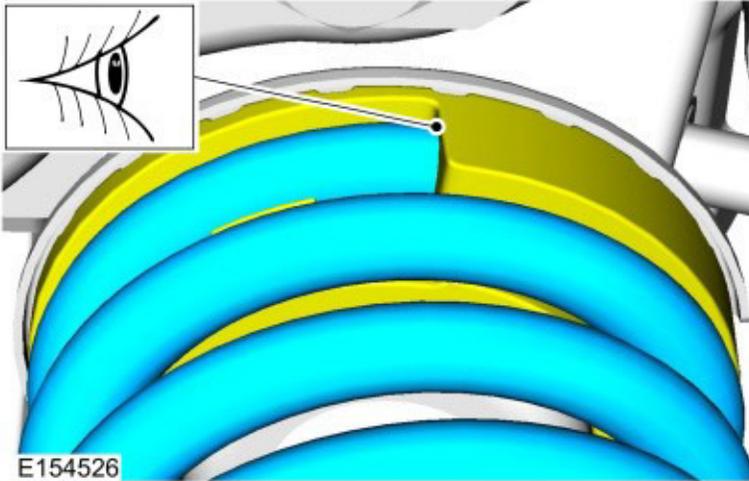
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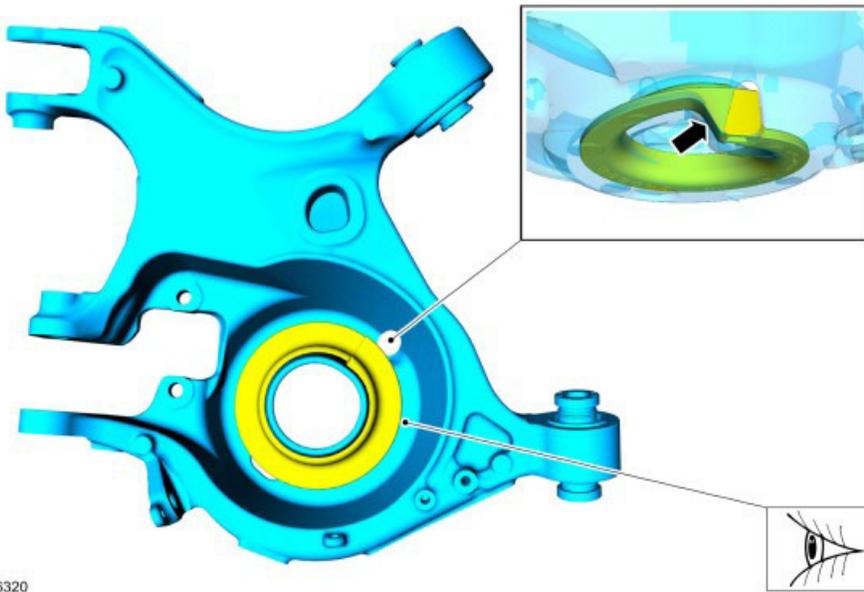
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12.1 Inspect the lower coil spring seat. Make sure it is properly aligned in the lower control arm.



12.2

12.2.1 Position the lower control arm.

12.2.2 NOTE: Only tighten the bolt finger tight at this stage.  
Install the rearward lower control arm-to-frame bolt.

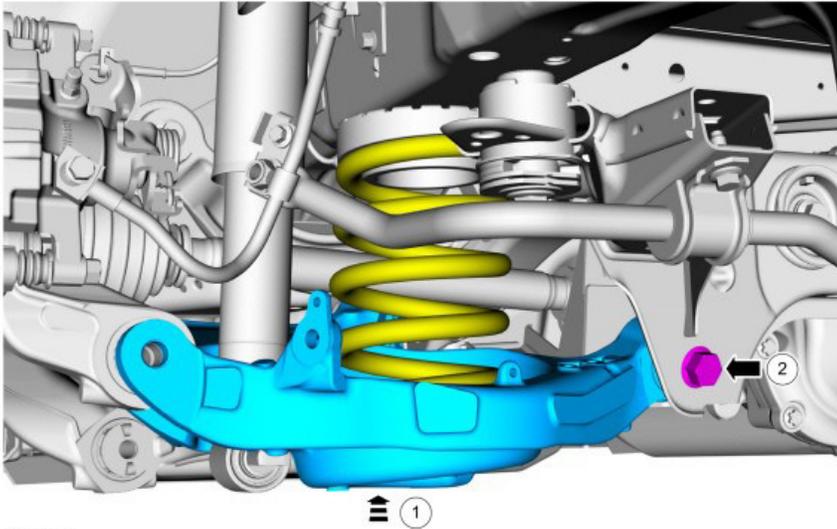
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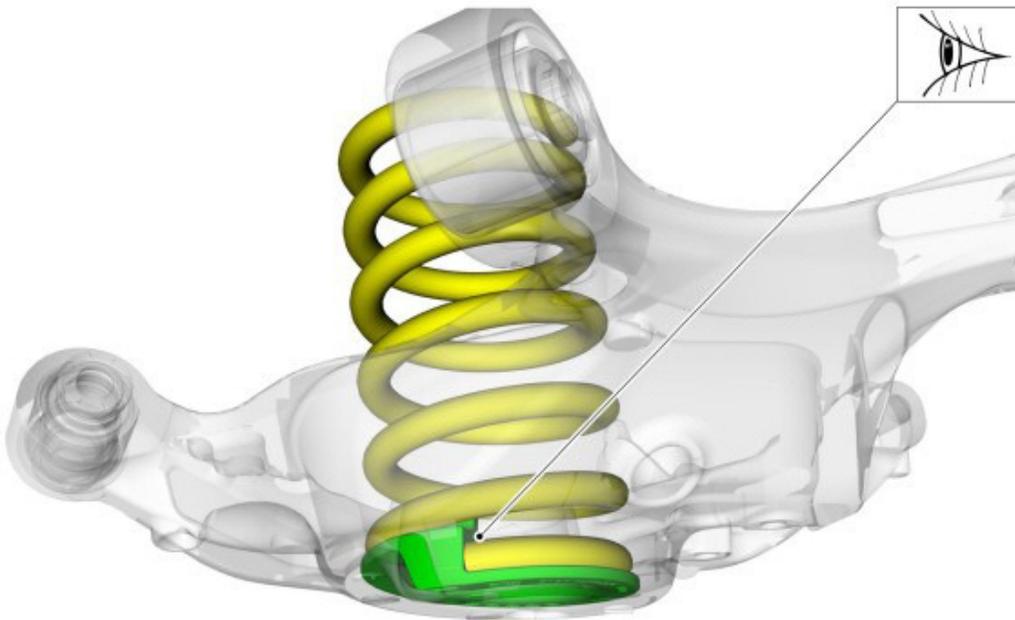
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12.3 Make sure that the coil spring is properly positioned in the lower coil spring seat.



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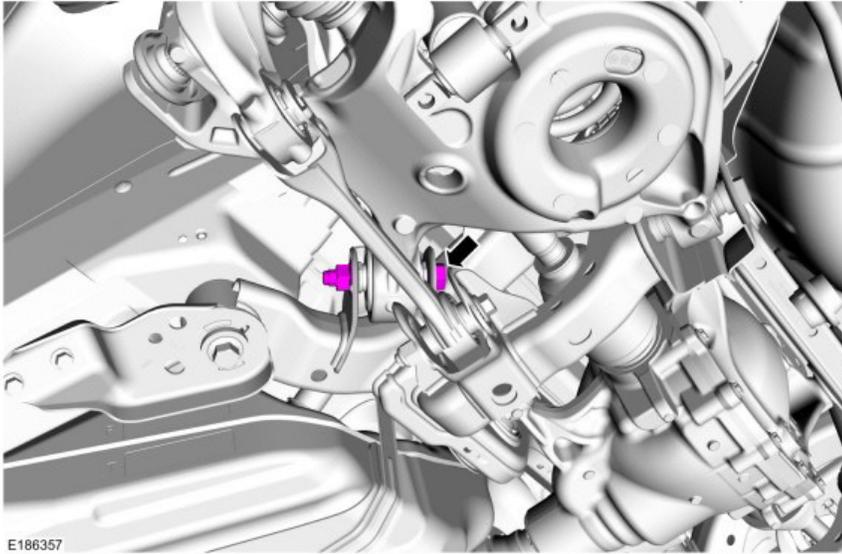


**FORD PERFORMANCE**  
RACING PARTS

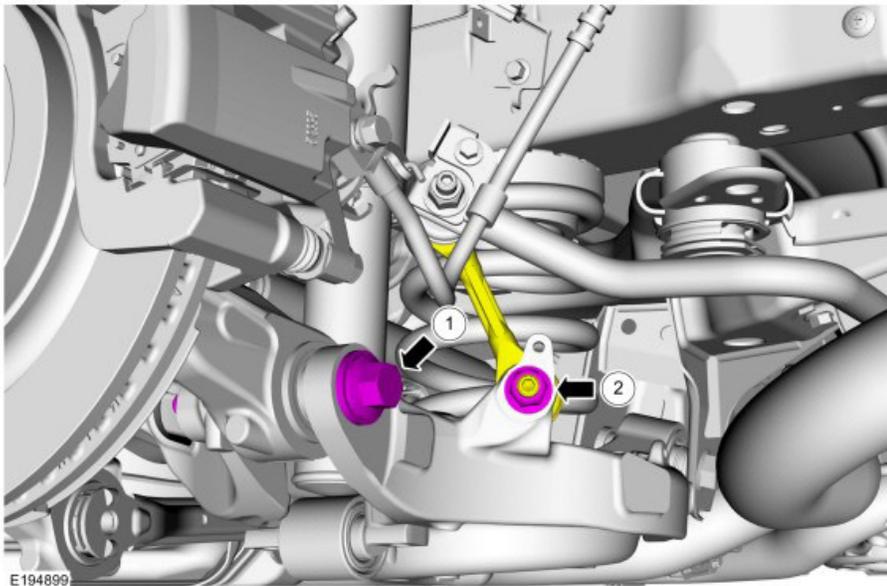
## M-5300-X MUSTANG GT COUPE STREET LOWERING SPRINGS

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12.4 NOTE: Only tighten the bolt finger tight at this stage.  
Install the forward lower control arm-to-frame bolt.



12.5.2 NOTE: The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.  
NOTE: Use the hex-holding feature to prevent the ball stud from turning while installing the stabilizer bar link nut.  
Position the stabilizer bar link and install the stabilizer bar link lower nut.



12.6 NOTE: Only tighten the bolt finger tight at this stage.  
Position the lower arm vertical link and install the lower arm vertical link lower bolt.

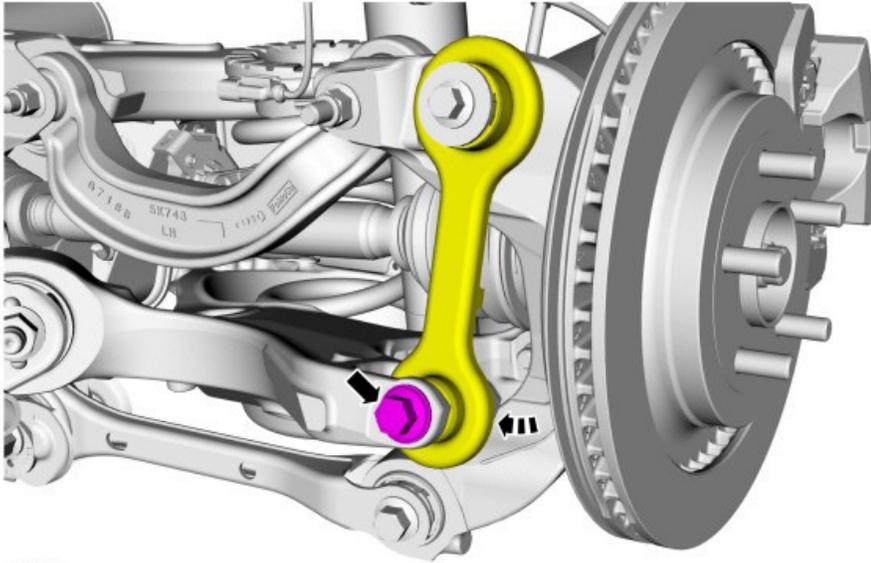
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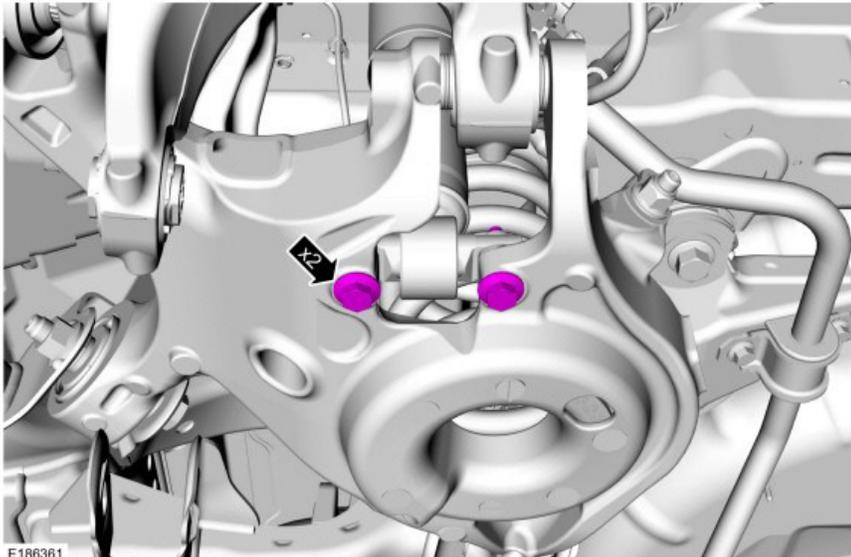
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E186359

12.7 Install the 2 lower shock absorber bolts.  
Torque: 35 lb.ft (48 Nm)



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12.8 Support the suspension at curb height.  
Use the General Equipment: Vehicle/Axle Stands

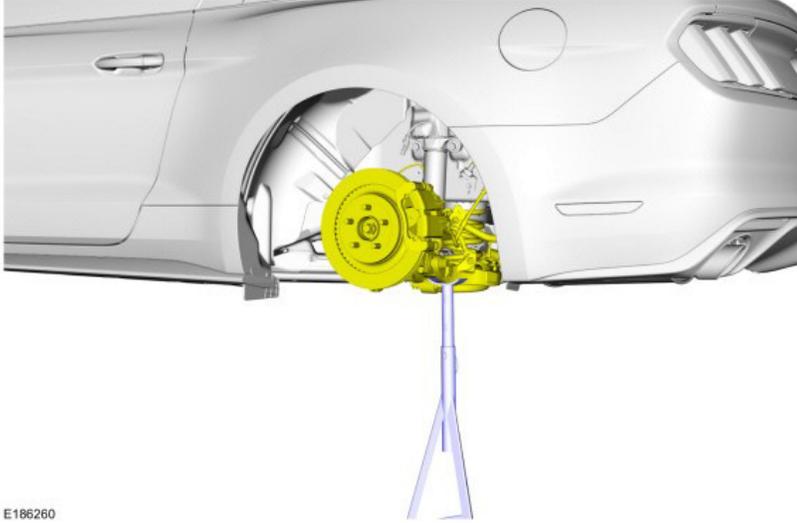
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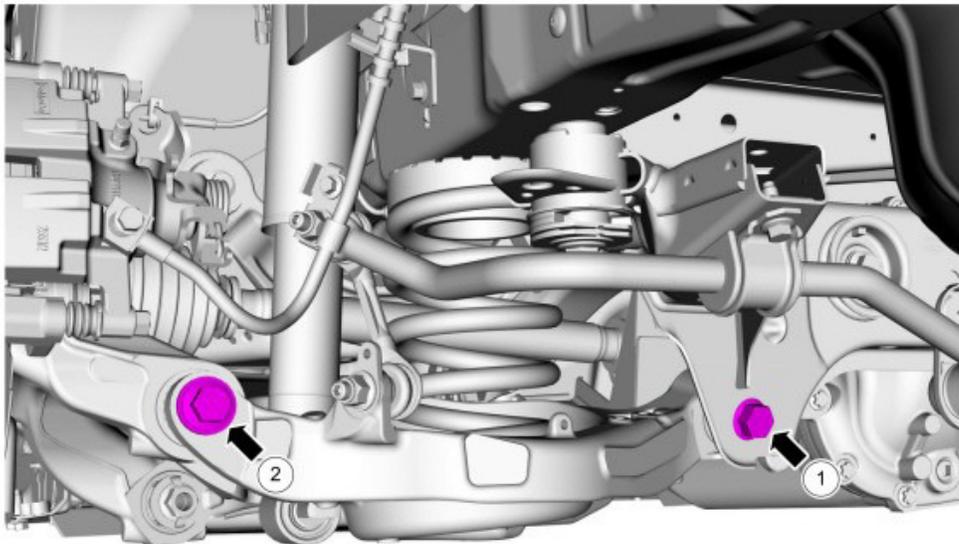
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12.6 **NOTICE:** Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.

- 12.6.1 Tighten the rearward lower control arm-to-frame bolt.  
*Torque: 184 lb.ft (250 Nm)*
- 12.6.2 Tighten the lower control arm-to-wheel knuckle bolt.  
*Torque: 203 lb.ft (275 Nm)*



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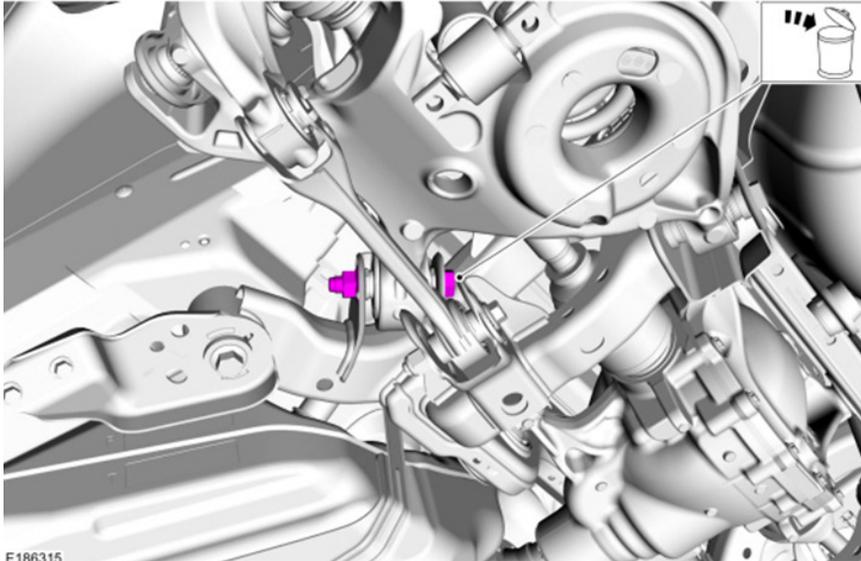
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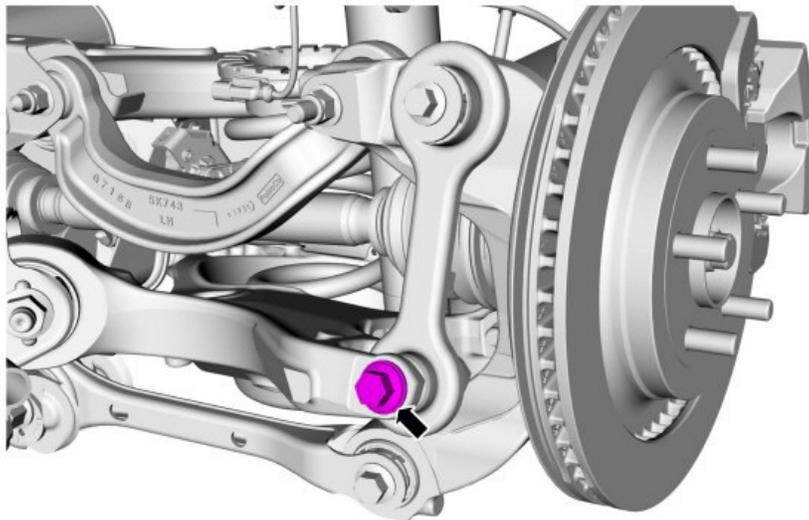
12.9.3 Tighten the forward lower control arm-to-frame bolt.

Torque: 166 lb.ft (225 Nm)



12.9.4 Tighten lower arm vertical link lower bolt.

Torque: 129 lb.ft (175 Nm)



13. Install the muffler and tailpipe by reversing the removal procedure.
14. Install the wheel/tires.
15. Check rear alignment and adjust as necessary.

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