



M-LAGUNA-KITA 2013 Mustang Boss Laguna Seca Edition INSTALLATION INSTRUCTIONS

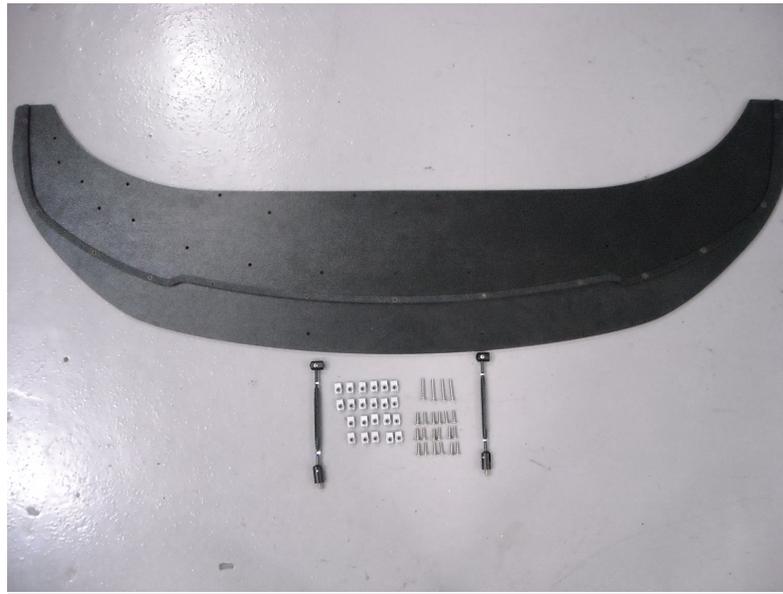
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Please visit www.fordracingparts.com for the most current instruction information

!!! 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 !!!

The following instructions apply to a 2013 Mustang Boss 302 Laguna Seca Edition.

PLEASE NOTE: The Laguna Seca Edition splitter is intended for use on closed courses only and is NOT street legal. The Laguna Seca Edition splitter must be removed prior to driving on public roads. Ford recommends the standard splitter only for use on public roads.



SPLITTER KIT:

Quantity	Part Name
1	Splitter
2	Splitter support rod assembly
18	M8 X 25mm bolt
4	M8 X 45mm bolt
22	J-Nut

Notes: Additional items required during install include RTV Silicone, Blue thread locking compound, and Red thread locking compound that are not included in kit M-LAGUNA-KITA.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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FRONT BRAKE COOLING KIT:

Quantity	Part Name
2	Cooling Backing Plate
4	Hose Clamp
4	Zip Tie
2	Brake Duct Hose
2	Bezel Duct
6	Bezel Duct Screws M5 x 16mm

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TRANSMISSION COOLING SCOOP KIT:

Quantity	Part Name
1	Transmission Cooling Scoop

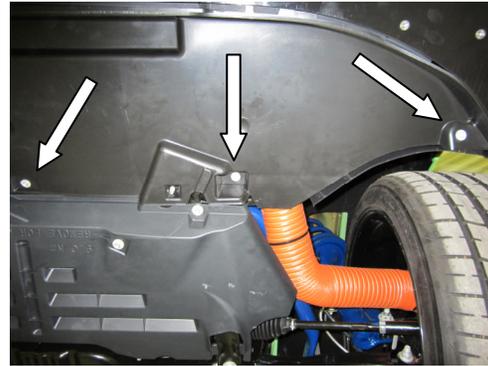
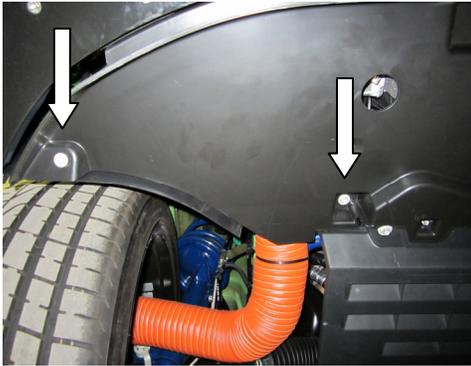
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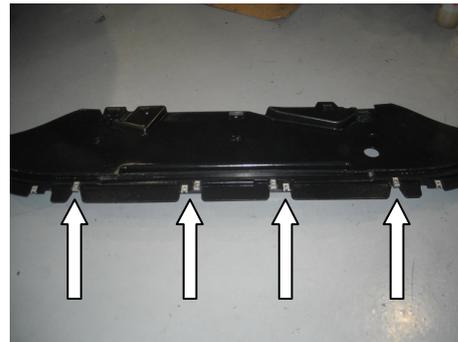
INSTALLATION INSTRUCTIONS:

STEP 1: Support the vehicle to gain access to the undercarriage.

STEP 2: Remove the (2) outer and (3) center bolts holding the belly pan to the fascia.

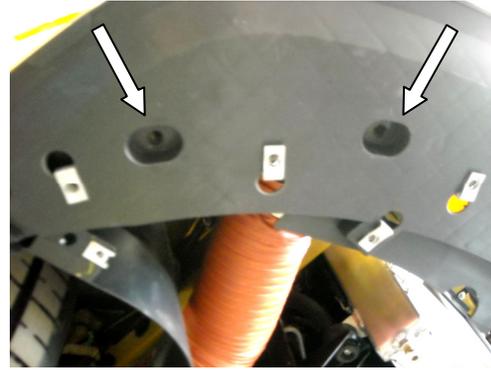
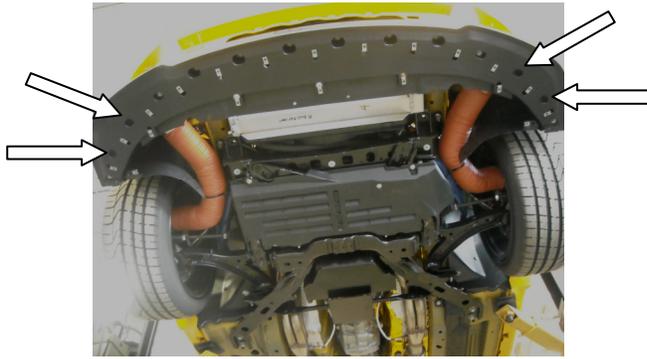


STEP 3: Remove the (4) bolts on the forward edge of belly pan to fascia. Remove belly pan from vehicle.

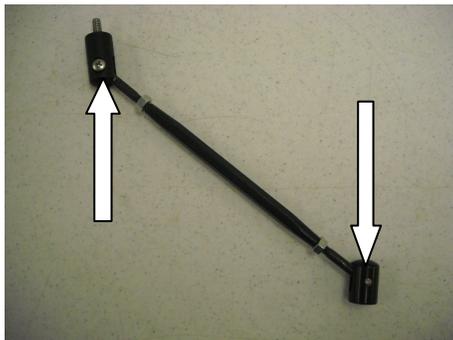


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STEP 4: Remove (4) outer most bolts from lower chin insert. Install (18) J-Nuts into the existing locations on the lower chin insert.



STEP 5: Remove the (2) Phillips screws that retain the support rod to the stanchions and separate.



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STEP 6: Apply RTV Silicone to the (2) Phillips screws covering threads and fill both eyelets.



STEP 7: Install the support rod back into the stanchions, insert (2) Phillips screws and tighten. Clean any excess RTV Silicone from assembly.



STEP 8: Apply a liberal amount of Blue thread locking compound on upper stanchion thread and proceed with installation. Install upper stanchion without support rod into the bumper bracket. This is done from below the vehicle, behind the lower grill.



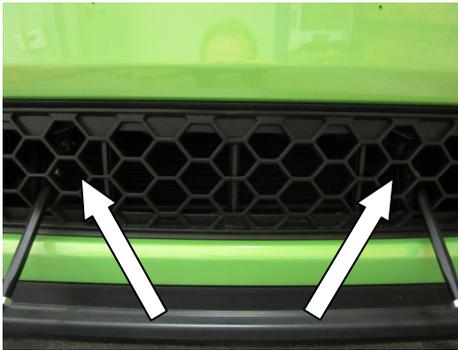


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STEP 9: Repeat steps 5-8 for the second splitter support rod provided in the kit.

STEP 10: Locate lower grille openings row approximately 300mm from the upper corner, the bottom full opening is notched on the backside top for the rod clearance. Install the splitter support rods through the opening.



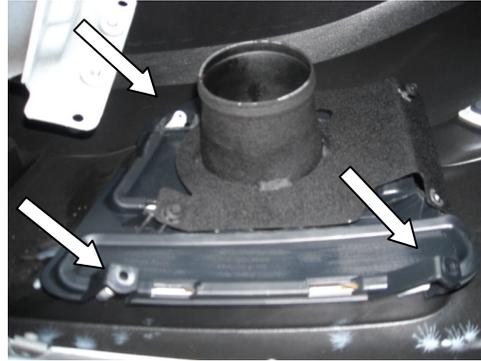
STEP 11: From the backside of the fascia, remove the lower bezels by gently unclipping from the fascia.



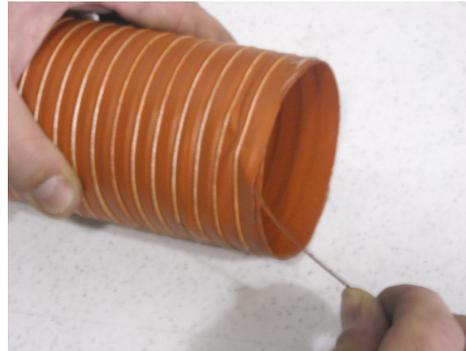
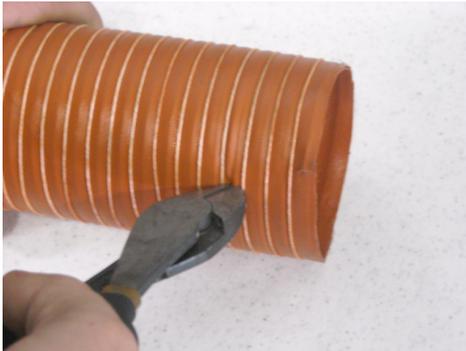
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STEP 12: Insert the new bezel duct and attach using the (3) screws per side of vehicle.



STEP 13: Using side cutters, snip the retaining wire on brake duct hoses at both ends two to three wires inboard. Then gently pull the wire from the end of the hose to remove.



STEP 14: Slide the new brake duct hose over the newly installed bezel ducts. Using the provided hose clamp, tighten onto the bezel duct.

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STEP 15: Remove the front wheels.



STEP 16: Remove the (2) caliper anchor bolts, remove the calipers and support to prevent damage to brake lines.

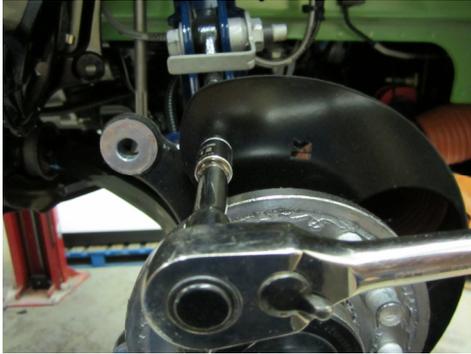


STEP 17: Remove the front rotors. Remove (3) bolts on the backing plate and remove plate.



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STEP 18: Install the new backing plate with (3) fasteners and torque to 15 ft.-lb.



STEP 19: Install the provided tie wrap to fasten the brake duct hose to the anti roll bar.



STEP 20: Slide the brake hose over the new backing plates and secure with provided hose clamp.

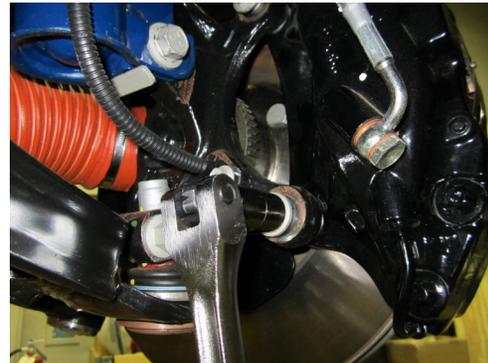


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STEP 21: Install rotor.



STEP 22: Install the calipers, install the anchor bolts using Blue thread locking compound and torque to 85 ft.-lb.



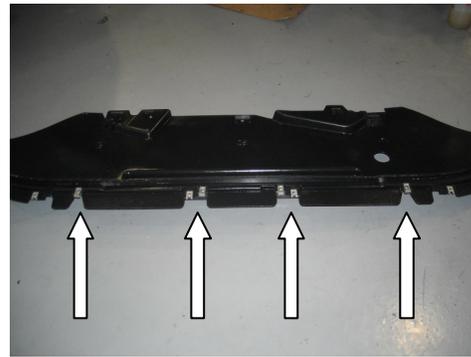
STEP 23: Install the front wheels and torque to 100 ft.-lb. Retighten wheel nuts within (100 miles) after the wheels are reinstalled. Wheels can loosen after initial tightening.



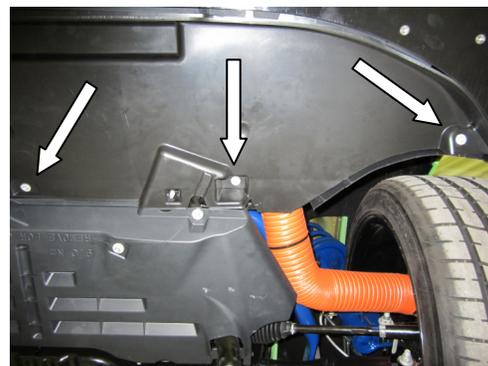
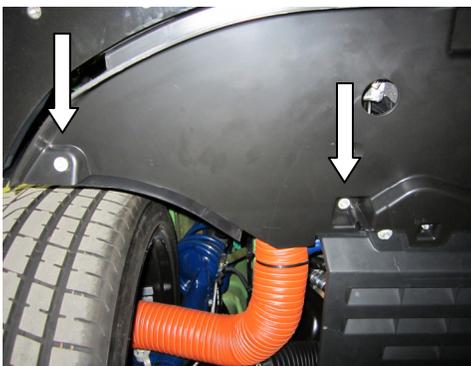
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STEP 24: Inspect clearance to brake cooling ducts by turning steering wheel lock to lock in both directions. Check for interference to moving parts and ensure duct free-play is correct each side.

STEP 25: Reinstall the belly pan, insert and tighten the (4) bolts on the forward edge of belly pan to fascia.



STEP 26: Install the (2) outer and (3) center bolts holding the belly pan to the fascia.



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STEP 27: Loosely install the splitter by using the (4) M8 x 45 fasteners in the locations referenced in Step 4; install the remaining (18) M8 x 25 fasteners into the existing holes on the splitter. Torque each fastener to 28 in.-lb. beginning with center-most fastener and working outward on both sides.



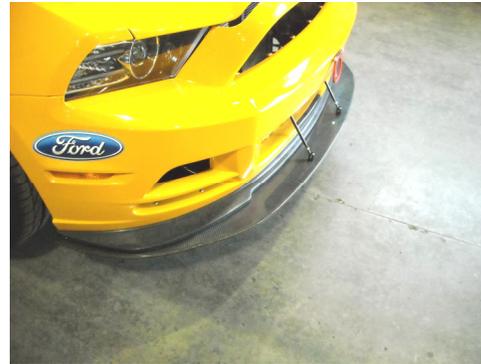
STEP 28: Install the splitter support rods to the splitter and torque bolts to 28 in.-lb.



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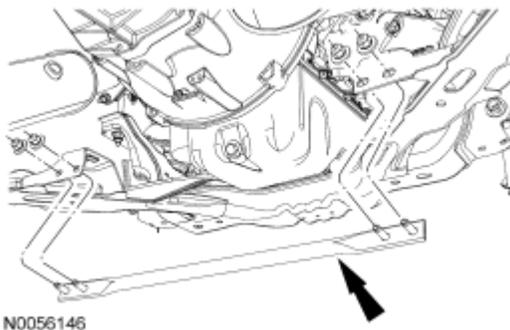
STEP 29: Level the splitter with the adjustable support rods and tighten the jam nuts. Splitter can be adjusted from 0 degrees to -4 degrees for track events.



STEP 30: Remove the (4) nuts attaching the rear support brace to the front suspension.



STEP 31: Remove the rear support brace from the sub frame studs.



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STEP 32: Install the new rear support brace / transmission cooling scoop over sub frame studs.



STEP 33: Install the (4) nuts onto the sub frame studs with Blue thread locking compound and tighten.



STEP 34: Torque (4) nuts to 35 ft.-lb. Note: Transmission cooling scoop is pictured (Blue) for clarification.

