



INSTALLATION INSTRUCTIONS

300 W. Pontiac Way Clovis, CA 93612 toll free: 1-800-445-3767 web: www.stsuspensions.com

60085 / 60090 / 63000 LOWERING SPRINGS 79-04 FORD MUSTANG

Thank You! You were selective enough to choose a ST SUSPENSIONS product. We have spent many hours developing our line of products so that you will receive maximum performance with minimum difficulty during installation.

Note: Read the instructions thoroughly before beginning this installation.

Warning: **DO NOT** work under a vehicle supported by only a jack. Place support stands securely under the vehicle in the manufacturer's specified locations unless otherwise instructed.

Warning: **DO NOT** drive vehicle until all work has been completed and checked. Torque all hardware to values specified.

Reminder: Proper use of safety equipment and eye/face/hand protection is absolutely necessary when using these tools to perform procedures!

Note: It is very helpful to have an assistant available during installation.

RECOMMENDED TOOLS:

- Properly rated floor jack, support stands, and wheel chocks
- Combination wrench set
- Ratcheting socket wrench and socket set
- Safety Glasses
- Spring Compressor

Note: It is very helpful to have an assistant available during installation.

SAFETY REMINDER: PROPER USE OF SAFETY EQUIPMENT AND EYE/FACE/HAND PROTECTION IS ABSOLUTELY NECESSARY WHEN USING THESE TOOLS TO PERFORM PROCEDURES!

KIT INSTALLATION

Belltech recommends the replacement of the pinion snubber if there is an excessive bump in the rear due to the use of lowering springs. The location of the pinion snubber is in the rear of the drive shaft tunnel directly above the differential.

PINION SNUBBER INSTRUCTIONS

1. Remove the three bolts that hold the snubber assembly to the chassis and remove the assembly from the vehicle.
2. Remove the nut holding the original snubber to the bracket then remove it from the bracket.
3. Install the supplied bump stop to the bracket and fasten with the nylock nut.
4. Install the assembly to the vehicle and reattach using the three bolts you previously removed.
5. ST SUSPENSIONS Springs have been precision engineered with great care to enhance your vehicle's handling potential. It is important to remember, however, that they were designed for the use with shock absorbers and struts of the proper caliber on vehicles in good mechanical condition. Belltech and our distributors are pleased to make proper shock recommendations upon request.

CAUTION: SPRING REMOVAL AND INSTALLATION SHOULD BE PERFORMED ONLY BY PROPERLY TRAINED PERSONAL.

ATTENTION INSTALLERS:

1. We strongly recommend that the vehicle height measurements be taken **BEFORE** and **AFTER** all spring installations. Measure the distance from the inside of the fender arch, down to the hub center at all four wheels. **RECORD THIS INFORMATION!!** All measurements should be taken with the vehicle on a smooth, level surface after the vehicle has been driven. This comparison is useful in both verifying the amount the vehicle is lowered and identifying ride heights particular to the specific vehicle. (See Fig. 1)
2. The amount of lowering will vary depending on the condition, age, mileage and optional equipment installed on vehicle.
3. Always install all Original Equipment spring isolators (rubber pads, tube-type insulators, etc.) if so equipped. Please note that all vehicles do not always have spring in isolators. Vehicles equipped with progressive rate springs (coils closer together at one or both ends) must install any O.E. tubing-type isolators on the end of the spring with the closest coils (smaller gap). The rule is "If it came off the vehicle, put it back on." (See Fig. 2)
4. Make sure the spring is properly seated in both the top and bottom spring perches. When installing springs into "helical" perches, the "tail" of the springs should be seated in the deepest part of the perch (or the ride height will be incorrect-too high). Always verify this after installing any spring. (See Fig. 2)
5. A direct side-by-side comparison between ST SUSPENSIONS Lowering springs and your Original Equipment (stock) springs can be very misleading. There are many factors which influence spring design and the Belltech Lowering springs may look very different from the stock spring. The material thickness may be larger or smaller, the spacing between coils may be larger or smaller, the un-installed length may be very different and the width (diameter) of the spring can be different. Please be aware of these differences, and be assured that Belltech Lowering springs are engineered for improved handling and lower ride height than your Original Equipment components.
6. All ST SUSPENSIONS Lowering springs are height-tested in a loaded condition to simulate the weight of the vehicle. Because of this load testing method, comparing the spring un-installed length can be misleading. As a general rule, if there is a slight difference in length, install the tallest of the pair on the driver's side of the vehicle.
7. On strut equipped vehicles; the bump stop (if so equipped) should be trimmed in half for added suspension travel. On dual A-arm type vehicle, trimming the bump stops (if so equipped) will increase wheel travel. The bump stop (modified or replacement) **MUST** be installed in all vehicles or severe damage to the suspension components will result. (See Fig. 3)
8. A proper alignment (by mechanic experienced in aligning lowered vehicles) is always necessary for predictable handling and maximum tire life. Be advised that a rear wheel alignment may be necessary for vehicle equipped with independent rear suspension.
9. The warranty conditions for ST SUSPENSIONS Speed Tech Competition Spring Program differs from the standard Limited Lifetime Warranty. Please read the disclaimer enclosed in all Speed Tech competition-only products. This information will assist you to correctly install your new springs and enjoy their full performance potential. Thank you for choosing ST SUSPENSIONS products!

