



*Professional Grade Suspension*

## Installation Instructions (X-0002)

### 2015-2019 Ford Mustang Lowering Spring Kit (1.25" drop front, 1.25" drop rear)

Part #: 500100

Item #	Part #	Description	QTY
2	FM1F1517	Front Coil Spring (Black)	2
2	FM1R1517	Rear Coil Spring (Black)	2

\*This kit is designed to replace your factory springs with lowering springs for select 2015-2019 Ford Mustangs. A lowered stance, improved handling and ride quality can be achieved when installed properly.

\*The user understands that Aldan is not responsible for any direct or indirect use or misuse of any Aldan product. Specialized equipment and race parts within this kit are exposed to varied conditions based on how they are installed and used by the user. A professional shop and installer are recommended for all Aldan products. Aldan is not responsible for fitment issues outside the OEM mount locations. Use proper safety equipment along with jacking locations and jack stands at all times when installing. Aldan shall not be liable for any claims, injuries, actions or causes of action with the use of any Aldan product.

\*Recommended Tools: Floor jack or vehicle lift (User proper jacking locations per the manufacturer). Jack Stands, Tire Chock, Toque Wrench, Spring Compressor, Basic Hand Tools. Refer to factory manual or a certified installer for shock and spring removal and installation specifications.



**WARNING:** Cancer and Reproductive Harm - [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

#### Mustang installation instructions

- On a flat level surface, check and inflate the tires. Measure and record the ride height of all four corners. This is best done with at least a 3/4 full tank of gas.
- Safely support the car on a lift or jack stands.
- Aldan American recommends that you look at the factory service manual for the proper procedure before starting the installation. If you do not feel comfortable performing the installation, please have a qualified under car specialist do the job. Springs can be very dangerous if you do not have the proper training and tools for the job.

### **Front coil springs**

1. Remove the front wheels.
2. Remove the front strut assembly.
  - a. Remove and support the brake caliper, do not hang brake caliper by the brake hose. Remove the Rotor or use a couple lug nuts to hold rotor on.
  - b. Disconnect the sway bar from the strut.
  - c. Disconnect the anti-lock sensor wire from the strut.
  - d. Loosen and remove the two lower **nuts** holding the strut to the spindle. Do not loosen the bolts. The bolts have splines and need to be knocked out. Aldan suggests using an aluminum or brass punch and hammer to not damage the bolts.
  - e. Remove the three nuts that retain the top strut bracket. Do not remove the center nut. The shock assembly can now be removed.
  - f. Mark the position of the shocks. The upper spring retainer needs to be clocked in same relation to the lower shock mount clevis. A couple of crayon or chalk marks works well. This is a great opportunity to use your phone and take a couple of reference photos that can be viewed later.
  - g. A spring compressor is required to remove the spring from the strut. Coil springs when compressed can be very dangerous.
  - h. After the original coils have been removed from the shock, the OEM spring isolators and dust boots will be reused.
  - i. Install the new springs on the struts, make sure that the ends of the isolators are lined up with the ends of the coil springs. Torque the center nut to factory specifications.
  - j. The strut assembly is ready to reinstall on the car.
  - k. Installation is reversal of the order of disassembly. Re-use the original hardware.
  - l. Torque all the hardware to factory specifications.

### **Rear coil springs**

1. Remove the rear wheels.
  2. Remove the coil spring
    - a. Support the lower control arm.
    - b. Remove the sway bar link nut from the lower control arm and move it out of the way.
    - c. Loosen and remove the lower bolt holding the shock to the lower control arm.
    - d. Remove the 2 bolts that hold the rear suspension cradle (cross member). Do only one side at a time.
    - e. Slowly lower the cradle to relieve the pressure on the coil springs. Make sure as it lowers that nothing is stressed such as a brake hose, exhaust or any electrical components.
    - f. Remove the spring when the tension on the spring is sufficiently relaxed to remove the spring.
    - g. Install the Aldan American coil spring reusing the spring isolators. Be sure to align the end of the isolator to the end of the spring. The top end of the spring has coils that are closer together. Place the spring in the spring pocket.
    - h. Jack up the rear suspension cradle (cross member) and reinstall the bolts and washers as they were removed. Install the lower shock bolt and torque to factory specifications.
    - i. Installation is reversal of the order of disassembly. Re-use the original hardware unless replacements are necessary.
    - j. Torque all the hardware to factory specifications.
    - k. Reinstall the wheels and torque to manufacturer's specifications.
- Now that the installation is complete it is a good idea to double-check everything over to be sure no bolts have been left loose.
  - Check to be sure with the lowered ride height the tires have sufficient clearance.
  - Any time the springs have been replaced a 4-wheel alignment will need to be performed by a high-performance alignment shop.



