



A BBK Company

## Gripp Lowering Spring Kits for 1979-Current Ford Mustang

### I N S T A L L A T I O N I N S T R U C T I O N S

**Step 1** Place all four corners of the vehicle on jackstands or use a lift.

#### **! CAUTION !**

*Use extreme caution under vehicle*

**Step 2** Remove all four wheels from the vehicle.

**Step 3** Next using a floor jack under the rear axle put enough pressure on the suspension to preload it.

**Step 4** Inside of the car take off the covers for the rear shocks and unfasten them. Next lower the floorjack slowly until the axle is fully extended. Pull out the factory springs.

**Step 5** Make sure to put rubber isolator pads back on to the new springs before installing them.

#### **NOTE**

*Both pigtails off the spring should be in a straight line with the rear axle, with both of them facing the drivers side.*

*(See Photo A).*

**Step 6** Front springs: Disconnect the front calipers and hang them up out of the way. Disconnect the endlinks from the lower control arms. Then scribe a line around the strut mount bracket for initial alignment specifications.

**Step 7** Place a floorjack under the front rotor and apply enough pressure to preload the spring.

#### **! CAUTION !**

*Do not bend the dust shield if so equipped*

**Step 8** (Use of spring compressor is recommended). Remove the three strut mount nuts and slowly lower the floorjack, pulling the strut out of the wheelwell when possible.

#### **! CAUTION !**

*Use extreme caution when working around the springs*

**Step 9** Replace the rubber insulators onto the new springs and reinstall making sure pigtail seats in the lower control arm properly.

**Step 10** For reassembly reverse previous steps. (The front end should be realigned after 2 or 3 days time to make sure springs have settled first).



*Photo A*