



## Pro-Damper Kit – #3514.840

Ford, Mustang – V-8, V-6, I-4, 1979-2004 (Except SVO, Cobra and Cobra “R”)

Kit Contents	Description	Part Number	Qty
	Front Damper	3514.8001	2
	Rear Damper	3514.8002	2
	Information Kit	EPAK	1
	Instructions	3514.840INST	1
	Hardware Kit	3514.840HK	1
	Strut Mount Spacers, Lower	N/A	4
	Strut Mount Spacers, Upper	N/A	2
	Strut Mount Nut, Upper	N/A	2
	Rear Damper Bushings	N/A	4
	Rear Damper Washers	N/A	4
	Rear Damper Nut Small	N/A	2
	Rear Damper Nut Large	N/A	2
	Front Bumpstop	BS3514F	2
	Rear Bumpstop	BS770060	2
	Rear Dust Boot	BS770043	2

### NOTES:

#### Read All Instructions Before Beginning Installation

Park vehicle on level surface and set emergency brake. Raise and support the vehicle with safety stands.

Refer to factory manual for proper location of safety stands.

Power washing your chassis will make the installation cleaner.

**NOTE:** Never work on or under a vehicle unless it is properly supported by safety stands.

### Additional Eibach Components Available For Your Mustang

Eibach Kits	Part Number	Description /	Front	Rear
<b>Pro-Kit</b>	3518.140, 3510.140 3514.140, 3590.140 3509.140, 3530.140	1979-2003	1.0"-2.0"	1.0"-2.0"
<b>Anti-Roll Kit</b>	3510.320, 3518.320	1979-2003	36MM Tubular	24MM Solid
<b>Drag launch Kit</b>	9310.140	Improves Launch	1.0"	1.0"

## FRONT PRO-DAMPER (Strut)

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NOTE: The Eibach Pro-Dampers come with all the necessary hardware for installation on the Fox and SN95 Chassis. (Except IRS Cobra)

1. Follow the factory recommended procedure for proper strut removal instructions.
2. Install the new front bumpstop on the strut rod with the flat part facing up.
3. Depending on the year, you may need to use the gold spacer ring (provided) on top of the upper strut mount to prevent the nut from running out of threads. You can easily check this by inserting the strut through the upper mount from the bottom and checking the amount of threads exposed on top. If you can see the shoulder of the rod, it will be necessary to use the gold spacer ring. Be sure the strut is inserted into the upper mount completely.

4. Once the top mount is secure, you can lean the spindle up to the Eibach Strut.

NOTE: On some cars, it will be necessary to install the black spacers (provided) between the spindle and the strut. Use two spacers, one on each side of spindle.

5. After installing the two bolts into the lower mount, support the spindle from the bottom and tighten the bolts. This will simulate the weight of the car on the strut and help prevent the strut mounting bolts from loosening over time.
6. Always follow factory recommendations for reassembly and torque specifications.

## REAR PRO-DAMPER (Shock)

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7. Follow the factory recommended procedure for proper shock removal instructions.

NOTE: When installing the Eibach Pro-Damper on an early Mustang, it is recommended that the lower shock mount be upgraded to the later model, clevis type mount. This bracket can be purchased from your local Ford dealer.

8. Install the new rear bumpstop and dust boot on the damper rod with the flat part facing up.
9. Install the damper in the upper mount using the new bushings provided. Install a washer (cupped side up) then a bushing with the shoulder facing up on the shock then install the shock from the bottom into the factory mounting hole.

10. Looking from the top at the upper mount, be sure the shoulder of the bushing is centered in the chassis. Now install the second bushing with the shoulder down against the chassis and finally install the washer with the cupped side down against the bushing.

11. Now install the lower mount using the OE nut and bolt and tighten.
  12. Always follow factory recommendations for reassembly and torque specifications.
  13. To ensure long and trouble free operation of your new Eibach Pro-Dampers, be sure to re-torque all mounting bolts to factory specs after 500 miles and after every track event.
  14. Eibach also recommends having your car realigned after installing any suspension component including struts.
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