



## ANTI-ROLL KIT- #3518.310

Ford, Mustang & Cobra, Sedan & Convertible, (SN95), V6 & V8, 94>

Kit Contents	Description	Part Number	Qty
	Front Bar	3518.320F	1
	Hardware kit	3518.310HK	1
	Bushing	ES5272.02	2
	End Link Assembly	ES9.8124R	2
	Lubricant	AR.LUBRICANT	1
	Instructions	D2552	1
	Information Kit	EPAK	1

### Preparing the vehicle for Anti-Roll Kit Installation

1. A technician, certified in the suspension work and/or familiar with your particular vehicle, should perform the Installation of this kit. A factory shop manual may be necessary for the installation of this kit.
2. Verify the individual Anti-Roll Bars and necessary hardware included in the **Eibach** Anti-Roll Kit is correct for your vehicle. Use the Bill of Materials Listing above to verify all hardware. If your vehicle did not come factory equipped with a rear anti-roll bar, you will need to purchase the "clip nuts" from a local dealer to secure the rear bar to the lower control arms.
3. Raise the vehicle securely off the ground using a commercial car lift or jack stands.
4. **Never work on/or under a vehicle that is solely supported only by a "JACK"!!**
5. If necessary, remove the wheels from the axles for better access.

### Front Bar Installation

#### Removing the factory Front Anti-Roll Bar

1. Remove the nut and bushing from the end link assemblies at the lower control arms (both sides).
2. Before proceeding to step 3, support the anti-roll bar, as it will drop freely out of the vehicle after the next step.
3. Loosen and remove the bolts holding the anti-roll bar bushing brackets to the chassis (both sides). Do not discard these brackets or bolts, as they will be needed to re-install the **Eibach** Anti-Roll Bar.
4. Remove the Stock Anti-Roll Bar.

#### Installing the **Eibach** Front Anti-Roll Bar

1. Lubricate the new **Eibach** Middle Bushings with the lubricant supplied.
2. Position the new middle bushings on the **Eibach** Anti-Roll Bar in the same position as they were installed on the factory bar.
3. Align the middle bushings (both sides); install the factory brackets by loosely tightening the bolts to the chassis.
4. It is important at this time to verify the bar is centered left to right.
5. Loosely fit the NEW end links to the anti-roll bar arms and then to the lower control arm (both sides). DO NOT tighten at this time.
6. Now tighten the bolts holding the middle bushings and bracket (both sides) to factory torque specifications.
7. Go back and tighten the end link assemblies to the anti-roll bar and the lower control arm to factory torque specifications. DO NOT OVER TIGHTEN, as this will crush the end link bushings, resulting in poor performance and premature wear.



## ANTI-ROLL KIT- #3510.312

Ford, Mustang & Cobra, Sedan & Convertible, (FOX), V6 & V8, 79><93

Kit Contents	Description	Part Number	Qty
	Rear Bar	3510.320R	1
	Hardware Kit	3510.312HK	1
	Instructions	3510.312INST	1
	Information Kit	EPAK	1

### Preparing the vehicle for Anti-Roll Kit Installation

1. A technician, certified in the suspension work and/or familiar with your particular vehicle, should perform the installation of this kit. A factory shop manual may be necessary for the installation of this kit.
2. Verify the individual Anti-Roll Bars and necessary hardware included in the **Eibach** Anti-Roll Kit is correct for your vehicle. Use the Bill of Materials Listing above to verify all hardware.
3. Raise the vehicle securely off the ground using a commercial car lift or jack stands.
4. **Never work on/or under a vehicle that is solely supported only by a "JACK"!!**
5. If necessary, remove the wheels from the axles for better access.

### Rear Bar Installation

#### Removing the factory Rear Anti-Roll Bar

1. Locate the anti-roll bar where it connects to the lower trailing arms (both sides) See shop manual for location and/or further information.
2. Before proceeding to step 3, support the anti-roll bar, as it will drop freely out of the vehicle after the next step.
3. Loosen and remove the bolts that connect the anti-roll bar to the lower trailing arms (both sides).
4. Remove the Stock Anti-Roll Bar.

#### Installing the Eibach Rear Anti-Roll Bar

1. Lift the **Eibach** Rear Anti-Roll Bar into position in the vehicle and install the provided bolts and nuts (both sides).
2. Tighten the hardware to factory torque specifications.

# Installation Instructions



## Pro-Kit # 3530.140

1994-2004 Ford Mustang Convertible, SN95, V8-4.6L & 5.0L., Exc. IRS  
1994-1998 Ford Mustang Cobra Convertible, SN95, Exc. IRS

Kit Contents	Description	Part Number	Qty
	Front Spring	3555.001	2
	Rear Spring	3514.202	2
	Pinion Snubber	3510.6003	1
	Information Kit	EPAK	1
	Instructions	3530.140INST	1

### NOTES: Read All Instructions Before Beginning Installation

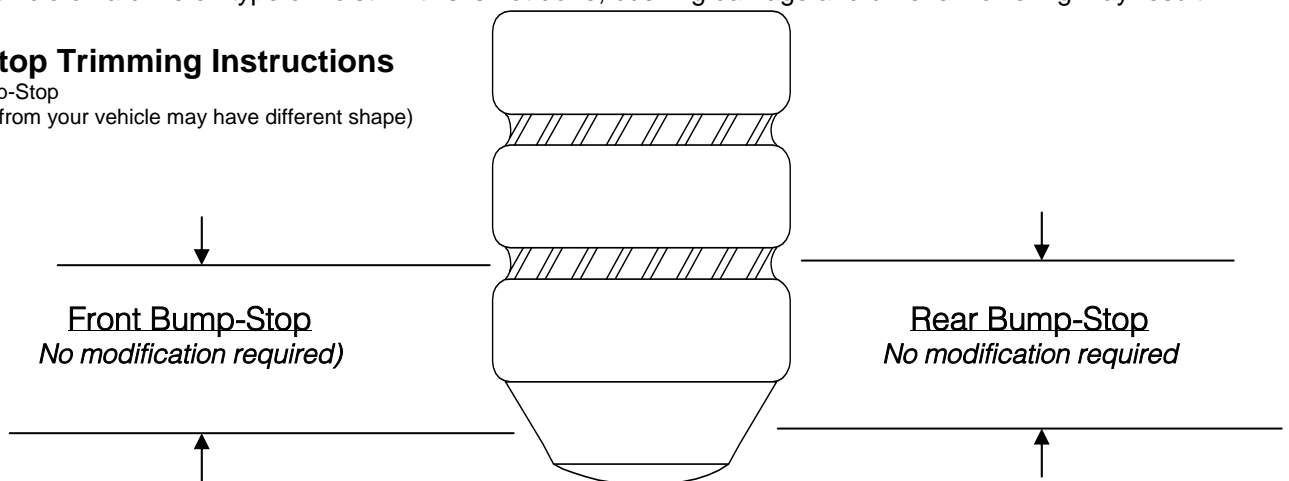
- Installation of a **Pro-Kit Spring** set should only be performed by a qualified mechanic experienced in the installation and removal of suspension springs.
- Use of a hoist is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.**
- **Pro-Kit** Springs are marked with an **001** and an **002** (located at the end of the part number) designating front and rear springs.
- **Pro-Kit** Springs should be installed with the **Eibach** Logo right side up. All original stock spring isolators, dampers and tubing should be retained from the stock springs and used when installing the **Pro-Kit** Springs.
- **After** installation, it is always important to inspect and adjust the following if necessary:
  - Wheel alignment such as camber, caster & toe.
  - Tire and/or wheel fender clearance.
  - Brake line clearance and attachments.
  - Brake anti-locking and anti-skid system sensors.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

**ALIGNMENT:** After installation, it will be necessary to perform a full vehicle alignment using factory specifications.

**Note:** During installation of the Eibach rear springs it is extremely important that all bushing related pivot points be re-torqued with the full weight of the vehicle on the suspension, this is done to prevent "bushing pre-load". This is easiest with the vehicle on a drive on type of hoist. If this is not done, bushing damage and un-even lowering may result.

### Bump-stop Trimming Instructions

Typical Bump-Stop  
(Bump-Stop from your vehicle may have different shape)





**Front**

**Photo 1**

1. When installing the front springs, make sure to rotate the end of the spring into the step on the lower control arm, making sure the end of the coil is directly between the two weep holes. **(See Photo 1) Note: Failure to do so will result in the vehicle not lowering correctly.**



**Rear**

**Photo 2**

2. When installing the rear springs make sure to locate the end of the coil at the back/rear of the lower spring perch. **(See Photo 2) Note: Failure to do so will result in the vehicle not lowering correctly.**