

SPORTLINE Kit – #4.1035

FORD, Mustang, V8 (Incl. Cobra, Exc. Convertible) 1979-1993

FORD, Mustang, (SN95), 4.6 & 5.0/ V8 (Incl. Cobra w/o IRS, Exc. Convertible) 1994>

MERCURY, Capri, V8 1979-1986

Kit Contents	Description	Part Number	Qty
	Front Spring	4.1035F1	2
	Rear Spring	4.1035R	2
	Pinion Snubber	3510.6003	1
	Information Kit	EPAK	1
	Instructions	4.1035INST	1

NOTES: **Read All Instructions Before Beginning Installation**

- Installation of a **SPORTLINE** 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.**
- **SPORTLINE** Springs are marked with the letter F and R (located at the end of the part number) designating front and rear springs.
- **SPORTLINE** 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 **SPORTLINE** 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.

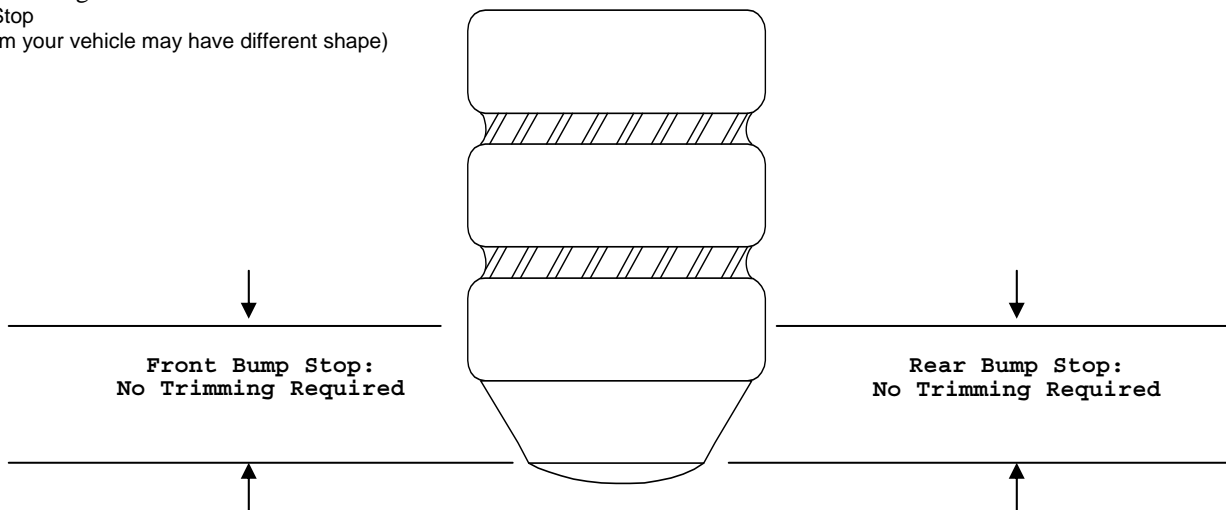
ALIGNMENT:

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

Bump Stop Trimming Instructions

Typical Bump-Stop

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





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.

Installation Instructions



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
Pro-Kit	3518.140, 3510.140 3514.140, 3590.140 3509.140, 3530.140	1979-2003	1.0"-2.0"	1.0"-2.0"
Anti-Roll Kit	3510.320, 3518.320	1979-2003	36MM Tubular	24MM Solid
Drag launch Kit	9310.140	Improves Launch	1.0"	1.0"

FRONT PRO-DAMPER (Strut)

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)

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.



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.