



Installation Instructions

STAGE ONE SPRING KIT

2015-2017 Mustang GT

Catalog# 6130022

WORK SAFELY: Installation of any Hurst Spring Kit should be performed ONLY by a qualified mechanic with significant experience in removal and installation of suspension springs. Never work on a vehicle unless it is properly supported.

CAUTION: Special tools are required for the installation of this kit. Please refer to the factory service manual for a complete listing of special tools required, as well as the full procedure for safely removing the springs. Never use an impact gun to remove or install strut main shaft components.

NOTE: Any Hurst part number starting with "611" is a front spring, any Hurst part number starting with "612" is a rear spring.

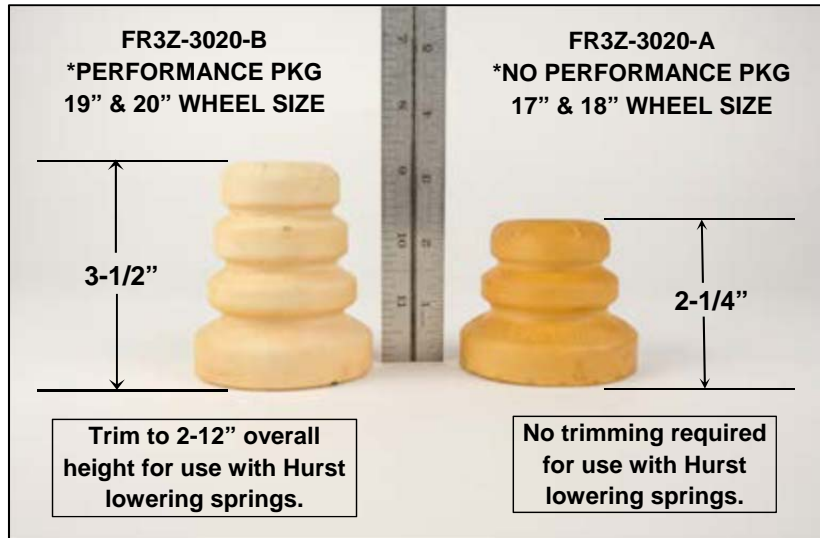
INSTALLATION OF HURST SPRING KIT

1. All springs should be installed with the Hurst logo right side up, and all original isolators, dampers, etc., should be retained.
2. For MacPherson Strut front suspension – mark the upper perch in relation to the lower before disassembly. Once the springs have been installed, verify the orientation has remained the same.
3. During installation, any bushed pivot points MUST be torqued with the full weight of the vehicle on the suspension. This is to avoid bushing pre-load. Failure to do so can result in uneven lowering, and bushing damage. This is easiest to accomplish with a drive-on type hoist.
4. With installation complete, always check (and adjust if required):
 - Alignment – Camber/Castor/Toe
 - Tire/Wheel to Fender Clearance
 - Brake line Clearance & Strain Relief
 - Wheel Speed Sensor Wires & Strain Relief
5. Front bump stop modifications may be required, depending on the configuration of your vehicle. (See Page 2)
6. Rear bump stops will need to be replaced, regardless of your vehicle configuration. (See Page 3)

FRONT BUMP STOP MODIFICATIONS

The Mustang GT has two possible front bump stop combinations, depending on what original equipment the car was delivered with. The taller bump stop, (Part # FR3Z-3020-B) is approximately 3-1/8" in height, and came on cars with larger wheel sizes and/or the performance package. (Please Note: None of the numbers cast into the part itself correlate to the actual part number on either style of bump stop. The best way to determine what stop you have is to measure the overall height.) **These bump stops must be trimmed to approximately 2-1/2" overall height for use with Hurst lowering springs. See details below and next page.**

The shorter bump stop, (Part# FR3Z-3020-A) is approximately 2-1/4" in height, and came on cars with smaller wheel sizes and without the performance package. This bump stop **does not** need to be trimmed for use with Hurst lowering springs.



FR3Z-3020-B Trimming Details: These stops need to have the material removed from the small diameter end. It is convenient in that there is physical geometry on the stop which you can use a reference for trimming - trim the stop at the outer edge of the last groove towards the small diameter end. Cutting here will yield an overall height roughly 2-1/2". Install to the strut, and assemble to factory specifications.



REAR BUMP STOP REPLACEMENT

Through extensive testing it was found that no suitable compression rate could be obtained from modifying OEM rear bump stops. Please remove the rear dampers in accordance with the factory service manual and replace the stock rear bump stops with the black Hurst stops provided with the kit. Re-install the rear dampers in accordance with the factory service manual.



IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.