

Thank you for choosing this quality Scott Drake product for your vehicle. Please read these instructions carefully. Make sure you have the correct parts and proper tools before attempting installation.

TOOLS REQUIRED:

- Ratchet
- 11/16" Deep socket
- 9/16" Deep socket
- WD-40 or equivalent
- Jack stands
- Floor jack

KIT INCLUDES:

- 2 - Cast Aluminum 1" Lowering Blocks
- 4 - 7/16" U-bolts
- 8 - Top Lock Flange Nuts

INSTALLATION INSTRUCTIONS:

WARNING

Always wear gloves and protective eye-wear when working on your vehicle. This installation requires the rear axle to be raised up and supported. Be sure to properly support the vehicle with jack stands and secure the front wheels with chocks to prevent the vehicle from rolling. Do not rely on the floor jack. If any part of this installation seems beyond your level of experience, please seek the help of a professional installer.

1. With the vehicle in park and the front wheels blocked, place the floor jack under the center of the rear differential and raise it up until the rear tires are about 6" off the ground. Place jackstands under the uni-body rails on both side of the car then slowly lower the vehicle on the the jackstands. The tires should still be at least an inch or two off the ground with the rear axle unsupported.

2. Spray the nuts holding the spring plate and lower shock nut with WD-40 or equivalent penetrating oil to aid in thier removal. Starting on either side, use a ratchet and 9/16" deep socket to remove the nut holding the shock to the spring plate. (Fig. 1).

3. Using an 11/16" deep socket, remove the four U-bolt nuts attaching the spring plate. (Fig. 2) **NOTE: The axle will shift as the last bolt is removed. To minimize the movement, support the axle with the floor jack.** Remove the U-bolts and spring plate. Set the spring plate aside for use later. (Fig. 3)

4. Repeat steps 2 and 3 on the other side. **CAUTION: Once the axle housing has been disconnected from the suspension, it will only be supported by the floor jack. Make sure it is stable.**

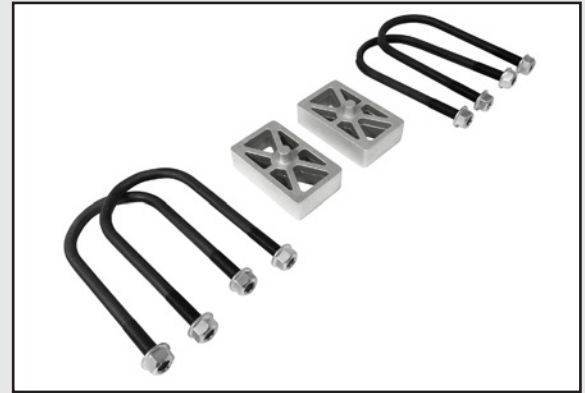


Fig. 1



Fig. 2



Fig. 3

5. Adjust the floorjack to allow a 2" gap between the axle housing and the leaf springs. Install the new Scott Drake lowering block with the post facing up. Position the block on top of the locator pin so that it sits lengthwise with the leaf spring (Fig. 4).

6. Reinstall the spring plate under the leaf spring with the supplied U-bolts using an 11/16" deep socket. Do not completely tighten the U-bolts yet. **CAUTION: Be careful not to pinch or damage the brake lines. Make sure the U-bolts are routed under them.** Be sure to align the spring plate with the pin on the bottom of the leaf spring and the axle housing with the pin on top of the lowering block. (Fig. 5) Then reconnect the shock using a 9/16" deep socket. (Fig. 6)

7. Repeat step 6 on the other side. Make sure that the axle stays centered under the car side to side before final tightening. The distance from the spring to the wheel backing plate should be the same on both sides. If the axle needs to be centered, loosen the U-bolts and adjust as needed. Once the axle is properly positioned torque U-bolts to 45 ft.lbs. Torque the shocks to 25 ft.lbs.

8. Double check everything.

9. Once all of the hardware has been tightened, use the floor jack to raise the vehicle off of the jackstands. Remove the jackstands and lower the car to the ground.

10. Congratulations! You're finished. Enjoy the new lowered stance of your Mustang.

Also available from Scott Drake:



Fig. 4



Fig. 5



Fig. 6