

Urethane Rear Spring Isolators, 1979-04 (U-6)

This Kit Contains

| Description | QTY |
|-----------------------------|-----|
| Rear Spring Isolator, lower | 2 |
| Rear Spring Isolator, upper | 2 |
| Installation Instructions | 1 |



Maximum Motorsports continues our tradition of designing and manufacturing the highest-quality components. This kit is a direct replacement and upgrade over factory spring isolators for 1979-04 solid-axle Mustangs.

SAFETY WARNING

Compressed springs contain a lot of potential energy. Be very careful not to inadvertently release a compressed spring. Serious injury and property damage may occur. If you're not confident with your expertise in removal and installation of springs, consult a professional installer.

Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

Required Tools

- Standard assortment of hand tools
- Floor jack & two jack stands
- 1/2" torque wrench

Installation Time

- Shop: 1.0 Hour
- Home Mechanic: 2.0 Hours

NOTE: If installing springs, no additional time will be necessary. Installing new spring isolators requires removing the springs, which is why this task is usually done when the springs are already going to be removed for some other reason, such as installing new springs, new front control arms, or a spindle swap.

Component Identification

Rear Spring Isolator (lower)



Rear Spring Isolator (upper)



Installation

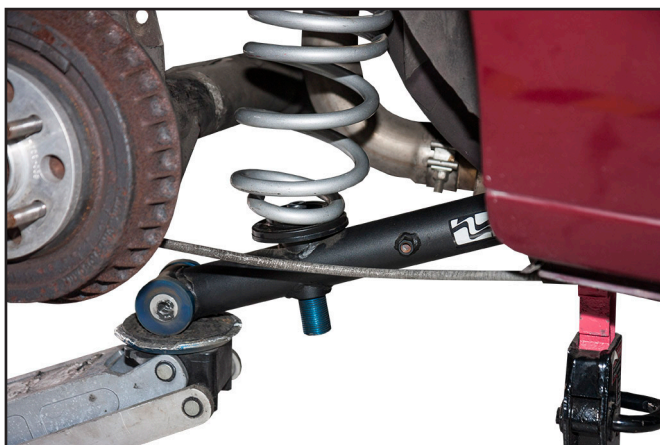
*NOTE: These instructions can be ignored if new springs are being installed along with these isolators. Follow the **MM Spring Installation Instructions** included with your springs.*

1. Block front wheels and jack up rear of car. Place jack stands under the chassis.
2. Remove the rear wheels.
3. Remove the rear swaybar and parking brake cable brackets by removing the four bolts attaching them to the two rear lower control arms.

4. If the OEM rubber control arm pivot bushings are present, loosen both the chassis and axle pivot bolts on each arm, but do not remove them. If the rear lower control arm bushings are urethane, Delrin, or spherical bearings, there's no need to loosen the pivot bolts at the chassis end of the lower control arms.

NOTE: Work on one side of the car at a time.

5. Support the rear lower control arm at the axle pivot with a floor jack. Remove the rear lower control arm axle pivot bolt.



6. Carefully lower the rear lower control arm, releasing tension from the spring until it's completely uncompressed and can be safely removed.
7. Remove the old isolators.
8. Install the new lower spring isolator on the control arm. If the isolator will not fit over the pilot on the RLCA, boil some water, then drop the isolator into the water for 10-20 seconds. Pour out the water. Then the isolator can be stretched to fit over the RLCA pilot. Do NOT heat up the water with the isolator in it.



9. Install upper spring isolator on spring.



10. Install the spring onto the control arm. Make sure the spring's pigtail is pointing toward the driver side of the car. Note that both rear springs are identical, and the spring's pigtail is oriented the same (pointing toward the driver side of the car) for both rear springs.



11. Raise the control arm back into place using the floor jack until you can reinsert the rear pivot bolt.

12. Repeat Steps 5-11 on other side of car.

WARNING for customers still using stock rubber front control arm bushings:

When using rubber control arm bushings, the car must be at ride height when tightening the control arm pivot bolts. *Remember also to loosen the mounting bolts for the upper control arm, and then retighten them at ride height.* If the car is placed on ramps for ease of access, be sure that all four wheels are up on ramps of equal height. The best method is to have the car on a drive-on lift such as those found at a muffler shop. Failure to torque the bolts with the car at ride height will add undesirable pre-load to the rubber bushings. This will change the wheel rate of the suspension, increase ride harshness, and cause the rubber bushings to wear out prematurely. You may tighten the pivot bolts on Urethane and Delrin control arm bushings with the suspension at full droop without any resulting damage or problems.

13. Torque the chassis and axle pivot bolts.

1979-98 Mustangs (12mm Bolt): 86 lb-ft

1999-04 Mustangs (14mm Bolt): 111 lb-ft

14. Reinstall the rear swaybar. If you have an aftermarket swaybar, consult the manufacturer's instructions for bolt torque. Torque the OEM swaybar mounting bolts to 41 lb-ft.

15. Reinstall the wheels and safely lower the vehicle to the ground. Torque the lug nuts to the manufacturer's specifications.