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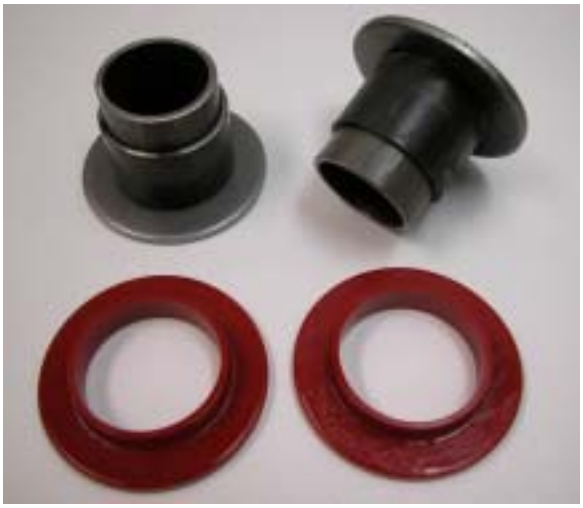
MM Weld-in Spring Adapter, 2-1/2" (MMCA-1)



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

The Maximum Motorsports Spring Adapter was designed for using Hypercoil 2-1/2" springs with MM's Adjustable Rear Lower Control Arms. This allows you to take advantage of the quality Hypercoil springs (which occur in 25 lb. rate increases) to provide fine tuning of your Mustang. Running Hypercoil springs in the rear is stiffer than the larger H&R springs, and because they are linear, make matching your spring rates to your front coil over system easy.

1. Measure the ride height of the rear of the car. To do this, measure from the floor to the top of the wheel well opening. Record your reading.

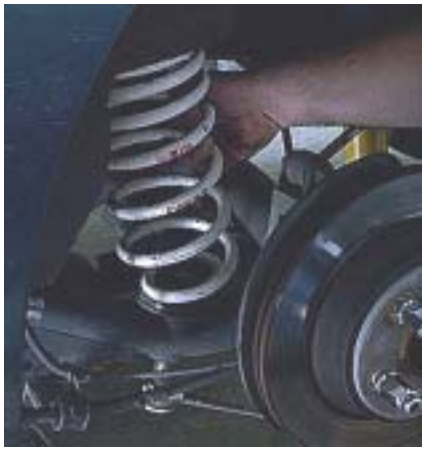
2. Loosen, but do not remove, the lug nuts of the rear wheels.

3. Block the front wheels and jack up the rear of the car. Once raised, support the rear of the car with jack stands under the subframes or torque boxes. With the shocks just short of full extension, support the axle on jack stands.

4. Remove the rear wheels

5. Disconnect the rear sway bar from both control arms.

6. Support the d-side rear lower control arm as close to the rear axle as possible with a floor jack. Lower the adjustable spring perch to its lowest position using a 1/2" drive socket wrench. Remove the rear control arm axle pivot bolt and gradually relieve the spring tension by slowly lowering the jack until the spring is completely uncompressed and you can remove the spring by hand.



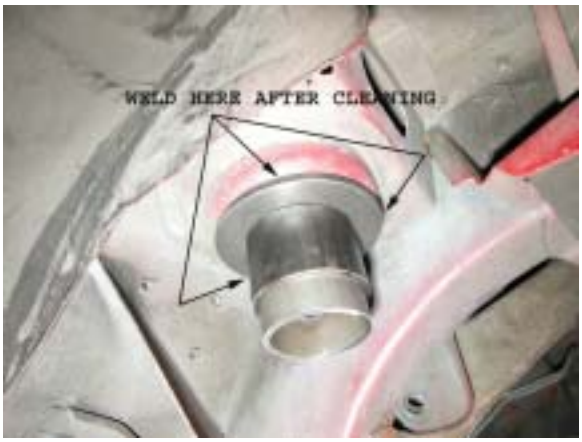
7. With the spring removed, raise the control arm back into place and reinstall the pivot bolt. Torque to 90-100 lb-ft.

8. Repeat steps 6 and 7 on the p-side of the car.

9. Reinstall the rear swaybar onto the MM control arms.

10. On both sides of the car, clean the dirt and paint off of the stock upper spring perchs, using a wire wheel or sand paper, to prepare for welding.

11. On the d-side, place the Spring Adapter on top of the stock upper spring perch. Weld it into place using three one inch welds, placement shown below.



12. Repeat step 11 on the p-side of the car.

13. Clean, prime, and paint both spring adapters.

14. Place one urethane isolater over each spring perch--flat side resting on the perch. *Note: If the urethane is hard to slip over the adapter, use a flat head screw driver to strech it out and slide it onto the perch.*

15. Raise the MM Control Arm spring perchs up to three quarters of their available adjustment.

16. Place your Hypercoil springs onto the control arms.

17. Using a jack, slowly raise the axle. Make sure both springs are centered around the spring perch adapters as you raise.

18. Once the springs are fully seated, put the wheels back on. Tighten down all lug nuts.

19. With the axle supported by the jack, remove the rear jack stands. Lower the car to the ground.

20. Torque the lug nuts to manufacture's specifications.

21. Check the ride hieght (step 1) and compare with the readings taken from step 1.

22. If you want to change the height, raise or lower the MM spring perch--clock wise for up and counter clockwise for down.

<u>This kit includes:</u>

2 2-1/2" Spring Perch Adapters
2 Urethane Isolaters