



**Product:**  
aFe Control Lowering Springs

**Part Numbers:**  
410-301001-N V8-5.0L  
410-301002-N I4-2.3L; V6 3.7L

**Applications:**  
15-18 Ford Mustang GT, Ecoboost

**Contents in the box:**

410-301001-N V8-5.0L

Qty	Part #	Description
2	00P-0P1135-N	Front Coil Spring
2	00P-0P1136-N	Rear Coil Spring

410-301002-N I4-2.3L; V6 3.7L

Qty	Part #	Description
2	00P-0P1134-N	Front Coil Spring
2	00P-0P1136-N	Rear Coil Spring

**Difficulty of Installation:** **Beginner** |-----x-----| **Advanced**

**Reason:** This installation requires minimal removal of major components other than those being replaced, but does require specialized tools.

**Expected Installation Time:** 4 Hours

**Recommended Tools:**

- 18mm box end wrench
- 23mm box end wrench
- 8mm socket
- 10mm socket
- 13mm socket
- 15mm socket
- 18mm socket
- 19mm socket
- 21mm socket
- 21mm deep socket
- 3/8" drive ratchet
- 3/8" drive extensions
- 6mm Allen wrench
- 3/8" drive Torque Wrench
- Spring Compressor
- 2 Post Lift and Screw Jack (preferred)
- Floor jack
- Jack stands
- Pry Bar

This procedure is best performed on a vehicle lift by qualified mechanics. If a lift is not available, use an appropriately sized floor jack and jack stands to support the weight of the vehicle.

**Pre-Installation Tips and Best Practices:**

- Take pictures throughout the entire install process
- Regular nut and bolt checks are crucial in maintaining safe vehicle operation, especially in racing applications.
- Re-torque end link bolts and sway bar brackets after every racing/track event.
- Mark bolts that have been torqued to spec with a paint pen so fasteners that have been torqued can quickly be identified.
- Thread locking compound is highly recommended on any stressed suspension components.

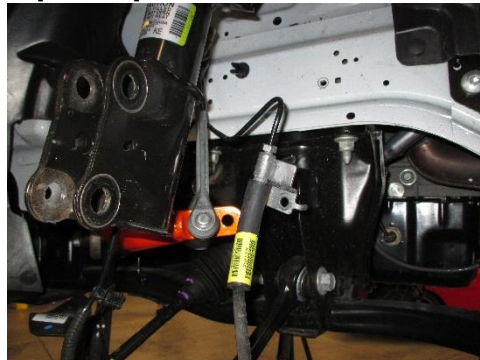
**Front Spring Removal and Installation**

1. Use a multi-post lift or floor jack to lift the vehicle via the proper jacking points to a comfortable working height.
2. Using a 19mm socket remove the front wheels.
3. Unbolt the sway bar end links from the OEM strut using an 18mm wrench and 8 mm socket.



4. Using a 10mm socket, remove the clip holding the brake lines to the body.
5. Using a 23mm wrench, and a 21mm socket and impact wrench remove the 2 bolts holding the strut housing to the spindle upright. Make sure you use a floor or screw jack to hold the spindle in place while removing the strut.

**Note: On models not equipped with the performance brake upgrade, it may be necessary to remove the brake caliper from the spindle in order to access the spindle nuts. Do not remove the brake lines, you can use a strap or safety wire to hold the caliper in place.**



6. Using a 15mm socket, remove the 3 bolts holding the upper strut mount into the vehicle. Remove the strut from the vehicle.



7. Using a proper spring compressor, remove the strut center bolt with a 21mm deep socket. Be sure to mark the location of the spring end, for future reference on reinstallation of new aFe Control springs.



8. Reinstall the new springs onto the strut, and torque the center nut to 40 lb-ft.
9. Reinstall the strut housing into the vehicle and torque the 3 upper mount bolts to 28 lb-ft.
10. Using a 23mm wrench, and a 21mm socket and a impact wrench re-attach the 2 bolts holding the strut housing to the spindle upright. If brake calipers were removed during the installation, re-attach now.
11. Using a 10mm socket, re-attach the clip holding the brake lines to the body.
12. Re-attach the sway bar end links to the OEM strut using an 18mm wrench and 8mm socket. Torque nuts to 35 lb-ft.
13. Reinstall the front wheel using a 19mm socket and torque to 150 lb-ft
14. Continue to other side, repeat steps 2-13.

### **Rear Spring Removal and Installation**

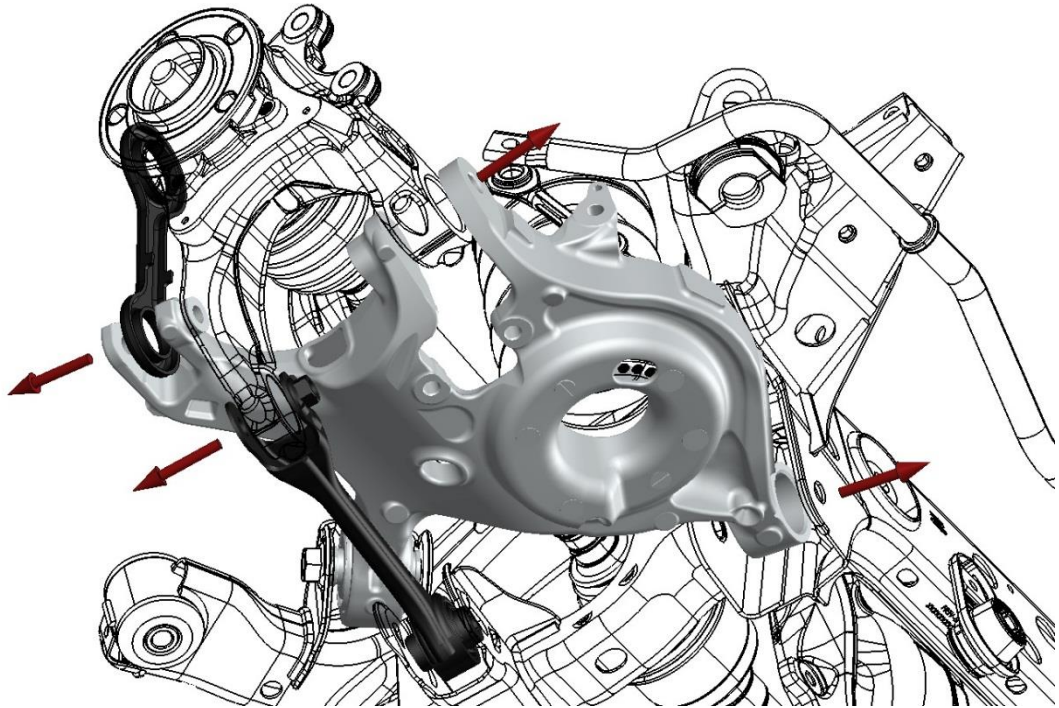
1. Using proper jacking points, lift and support the rear of the car on jack stands or use a lift.
2. Using a 19mm socket remove the rear wheels.
3. In the next step, you may need to raise the exhausts system to gain access to a necessary bolt. This can be done with the use of a floor jack, or a screw jack. Remove the exhaust hanger bolts and lift the exhaust enough to access the inner lower a-arm bolts.



4. Use an 18mm socket or wrench and a 6mm hex key to loosen and remove the sway bar end links where they attach to lower control arm.



5. Using 18 & 21mm sockets, remove the spindle bolts as shown by red arrows. Support the spindle with a jack, and position the tow link out of the way.



6. Using a 23mm wrench, remove the inner lower a-arm bolt. Make sure you are using a jack to secure the lower a-arm from falling.





7. Mark the location of the OEM spring for future reference, and use a pry bar to remove the spring from the lower control arm.



8. Using a pry bar, to slide the spring into position, install the new aFe Control coil spring. The correct orientation would be with the tightly spaced coils at the top. You can also reference the part number as it should be right side up.



9. When installing the spring, it is very important to make sure that the pilot in the lower a-arm is positioned in the center of the spring. Getting hung up on this pilot, would not allow the spring to seat correctly resulting in a higher than desired ride height.



10. There are two crucial points of alignment for the spring in the installation. On the top mount, there is a rubber spring isolator where the spring contacts the body. Make sure this is installed, and the spring is seated against the edge of the isolator indent. Then rotate the spring until the lower coil end, pilots into the indent on the lower a-arm.



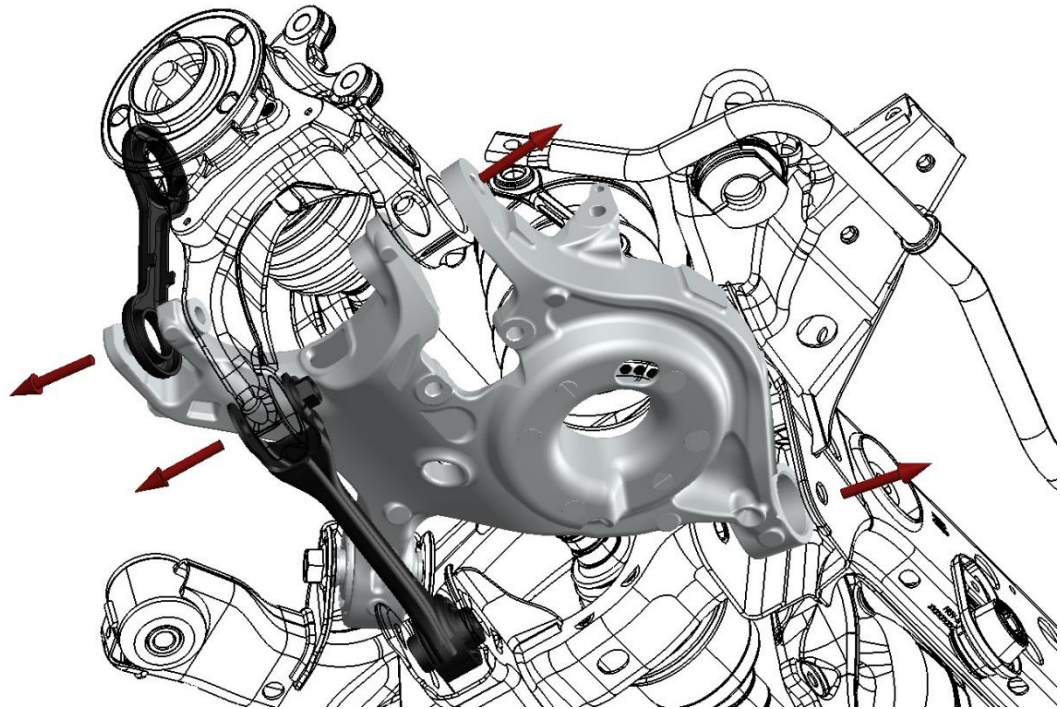
11. Once you have ensured the springs are seated correctly, use a floor, or screw jack to raise the lower a-arm back into place. Using a 23mm wrench, re-install the inner lower a-arm bolt. Torque to 60 lb-ft.



12. Using a 15mm socket, re-attach the lower shock mount bolts.



- Using 18 & 21mm sockets, reinstall the spindle bolts to the lower control arms. You will need to reposition the lower control arm back to the spindle. Torque bolts to 40 lb-ft



- Re-attach the sway bar end links to lower a-arm using an 18mm wrench and 6mm allen wrench. Torque nuts to 35 lb-ft.
- Continue to other side, and repeat steps 4-15.
- Reattach all the exhaust hangers and brackets as removed in Step 3.
- Double check all your work, and make sure all bolts have been properly torqued and reinstalled.
- Reinstall the rear wheels using a 19mm socket and torque to 150 lb-ft

**We have seen mustangs take up to 100 miles to properly settle. After being driven 100 miles, take the vehicle to alignment shop for a proper 4 wheel alignment.**



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