

Installation Instructions

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Pro-Street Coil Over Kit # 3510.710

1979-2004 Ford Mustang – All - EXC IRS Cobra Models

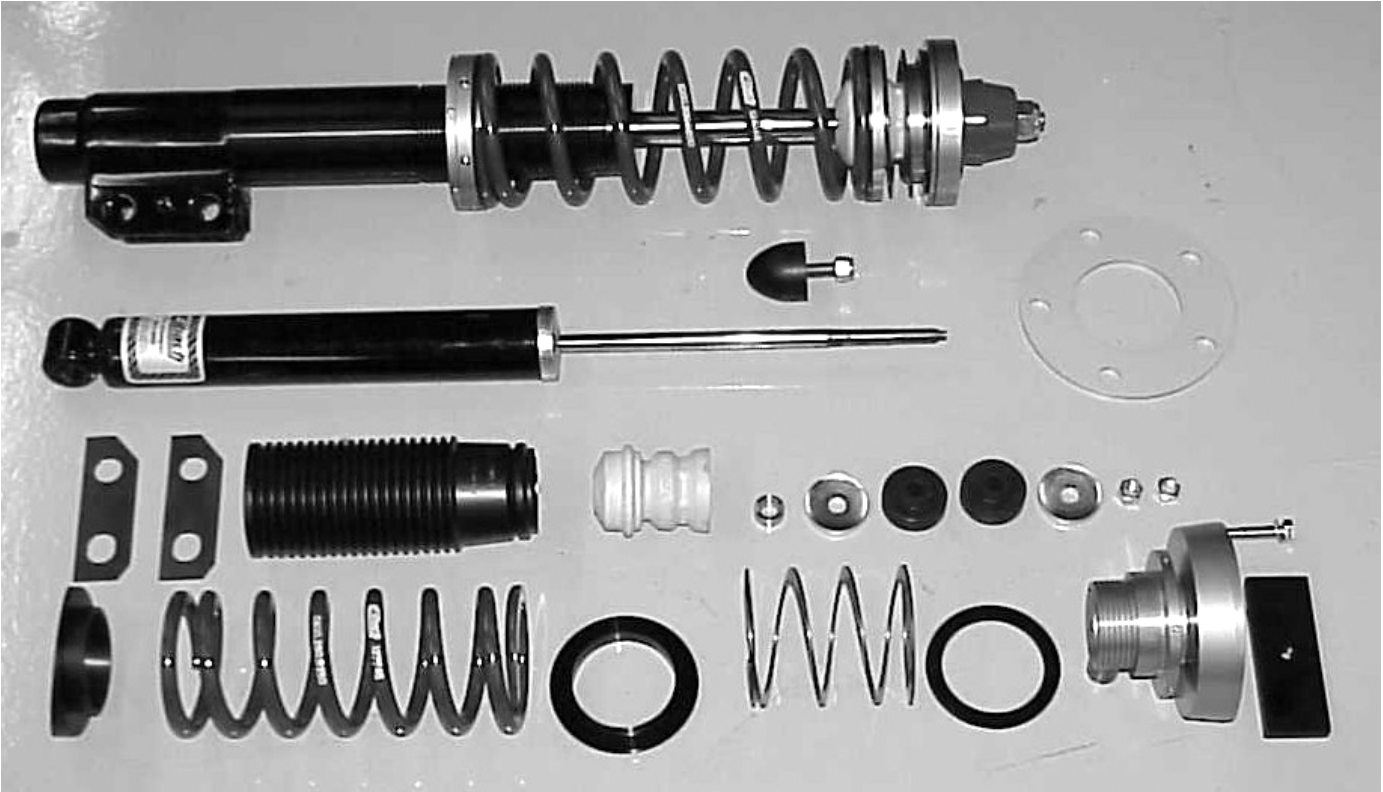
Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	3510.710HKF	1
	Hardware Kit	3510.710HK	1
	Rear Pro-Damper	3514.8002	2
	Rear Upper Mount Cross Plate	3510.7022	2
	Rear Upper Spring Mount	3510.7018	2
	Rear Upper Adjusting Collar	3510.7019	2
	Rear Upper Isolator	3510.7020	2
	Rear Helper Spring	HELPER 250	2
	Rear Spring Locator	SPACER 250	2
	Rear Main Spring	0800.250.0250	2
	Rear Tapered Lower Spring Mount	3510.7021	2
	Rear Pinion Snubber	3510.6003	1
	Information Kit	EPAK	1
	Instructions	3510.710INST	1

NOTES: Read All Instructions Before Beginning Installation

- **Installation of a PRO-STREET Coil-Over** set should only be performed by a qualified mechanic experienced in the installation and removal of suspension componentry.
- **Use of a hoist** is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle** unless it is properly supported by safety stands and wheels are blocked.
- **After installation**, it is always important to inspect and adjust the following if necessary:
 - Wheel alignment such as camber, caster & toe.
 - Tire and/or wheel fender clearance.
 - Brake line clearance and attachments.
 - Brake anti-locking and anti-skid system sensors.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.
- **Alignment:** After installation, you will need a full vehicle alignment to ensure proper tire wear and performance.

Additional Eibach Components Available For Your Car

Eibach Kits	Part Number	Description
<i>Pro-Spacer</i>	See Catalog / Web Site	Performance Wheel Spacers
<i>Pro-Alignment</i>	5.3510K	Adjustable Caster / Camber Plates
<i>Anti Roll Kit</i>	3518.320	Body Roll Reduction



FRONT SUSPENSION INSTALLATION

1. Begin by parking the car on a level surface with the parking brake *off*. Measure the cars ride heights from the axle centerline (middle of the wheel) to the fender lip directly above at all four corners. Record these measurements, as they will be used later to set the vehicles final heights.
2. After the vehicle is raised and supported at the frame by safety stands or a hoist, remove the front tires.
3. Remove the brake calipers from the spindles and position them out of the way, do not allow them to hang by the brake lines. Remove the ABS sensors (if equipped).
4. Next remove the anti-roll bar end links, and disconnect the outer tie rods from the spindles.
5. With all of this complete you are now ready to place a floor jack securely under the lower control arms. Raise the jack enough to compress the spring slightly. Remove the upper strut top mount nut under the hood.
6. You are now ready to slowly lower the floor jack while guiding the strut out from the upper mount. Allow the lower control arm to fully extend, and carefully remove the front coil spring and the isolator pads.
7. Now remove the two bolts securing the bottom of the strut to the spindle, and remove the strut. Set the bolts aside as they will be re-used.
8. ON 1979-1989 models you will need to relocate the front brake line brackets 2 1/4 " towards the rear of the car. You will need to drill two 3/16" holes as shown in photo 1 to reposition the bracket. Next you may need to clearance the upper spring pocket on the car. Remove a piece of the pocket measuring approximately 3/8" x 1" as shown in the painted outline in photo 2. This modification will be apparent after installing the front coil-over assembly.



(Photo 1)



(Photo 2)

9. **NOTE:** If you are installing EIBACH camber caster plates part # 5.1018K you will want to refer to those instructions at this point before proceeding with the rest of the Pro-Street installation.
10. Now you are ready install the pre-assembled front coil-over assemblies into the car. Remove one new assembly from the box and install it in the car in the reverse order from dis-assembly. **NOTE** 5-lug cars using factory wheels may need to install the two front *Pro-Spacers* included with the kit for front suspension clearance. The spacers are installed between the hub and the front wheels. Do not adjust the collars on the coil-over unit at this time.

11. Depending on the year, you may need to use the gold spacer ring (provided) on top of the upper strut mount to prevent the nut from running out of threads. You can easily check this by inserting the strut through the upper mount from the bottom and checking the amount of threads exposed on top. If you can see the shoulder of the rod, it will be necessary to use the gold spacer ring. Be sure the strut is inserted into the upper mount completely.
12. Some models will require the use of the lower strut mount spacers (one on each side of the spindle) for a secure attachment to the spindle.

SETTING THE HEIGHT

13. The front Pro-Street units are pre set to lower the vehicle approximately 1.5" from stock height. Additional lowering can be achieved by adjusting the lower threaded spring perch lower on the housing, this is where your initial ride height measurements from step one will be useful.

REAR SUSPENSION INSTALLATION

1. With the car still safely supported on a hoist or safety stands, begin by removing the rear wheels.
2. Next support the rear axle with a jack and remove the rear shock absorbers from the vehicle, minor trunk interior dis-assembly will be required on hard top models.
3. This is a good time to install the new rear shock absorbers. Install the new rear bumpstop and dust boot on the damper rod with the flat part facing up, followed by the small bumpstop locating spacer. See photo below.



4. Install the damper in the upper mount using the new bushings provided. Install a washer (cupped side toward the bushing) then a bushing with the shoulder facing up on the shock then install the shock from the bottom into the factory-mounting hole.
5. Looking from the top at the upper mount, be sure the shoulder of the bushing is centered in the chassis. Now install the second bushing with the shoulder down against the chassis and finally install the washer with the cupped side down against the bushing.
6. Secure the upper shock mounts but leave the bottom mounts loose at this time. **NOTE:** When installing the Eibach Pro-Street on an early Mustang, it is recommended that the lower shock mount be upgraded to the later model, clevis type mount. This bracket can be purchased from your local Ford dealer
7. With the rear shock lower mounts dis-connected from the car, slowly lower the jack allowing the rear axle to fully extend while monitoring brake line clearance.
8. With the axle fully extended, carefully remove the rear springs from the car along with the upper and lower isolator pads, use **caution** as the springs may still be under a slight amount of load, if this is the case a spring compressor may be needed.
9. Now is a good time to replace the factory pinion snubber with the new **EIBACH** shorter pinion snubber. The snubber is located directly above the third member on a plate bolted directly to the under side of the body. Remove the three bolts securing the plate to the body, then remove the factory snubber and replace it with the included shorter **EIBACH** part and reinstall the plate.
10. You are now ready to install the rear adjustable upper mount (3510.7018) with the rear upper adjusting collar (3510.7019) in the car. This is done by placing the upper mount cross plate (3510.7022) in the chassis directly above where the original spring was installed, then place the adjustable upper mount up in the location of the original spring and secure the two using the 8mm x 1.25 x 50 hex bolt and flat washers. We recommend adjusting the collar all the way to the top to allow for easier installation of the rear springs.
11. Next install the tapered lower spring mount (3510.7021) on the rear lower trailing links in the same location as the bottom of the original spring. Position the mount so that the thickest portion of the taper is towards the rear of the car. (See photo below)
12. Now install the thin isolator washer (3510.7020) up on the upper adjuster, followed by the smaller rear spring (HELPER 250) followed by the rear spring locating collar (SPACER 250) followed by the large rear spring (800.250.0250). When complete the rear suspension should look like the photo below.



12. Raise the rear axle just enough to secure the lower shock mount, but do not tighten yet. With both rear Pro-Street coil over assemblies installed in the car and the rear shocks connected, reinstall the wheels and lower the car to the ground.
13. Using your initial ride heights as a starting point set the cars new lowered heights and then torque the rear lower shock mounts (this is done to prevent bushing pre-load which can cause un-even ride heights).
14. Upon completion of setting the car's ride heights, verify that the spring collar adjusters are tight and that all hardware was torqued to factory specs, with this complete have the car aligned. It is important to keep in mind that any time the car's ride heights are altered it is necessary to have the alignment checked.

