

mdier

R A C I N G E N T E R P R I S E S

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1967- 1973 Mustang Coil Over Installation Guide



Table of Contents:


- Component Checklist (Pg. 3)
- Hardware Checklist (Pg. 4)
- Required Tool List (Pg. 4)
- Original Suspension Removal Instructions (Pg. 5)
- Coil Over Installation Instructions (Pg. 10)



Component Checklist

Qty	Description	
2	Maier Racing Tubular Upper Control Arms	
2	Integra Shocks	
2	PAC Racing Springs	
2	1" Upper Coil Over Mount Spacer	
2	Upper Coil Over Mount Retaining Rings	
6	Flanged Stainless Steel Shock Mount Spacers	
2	Straight Stainless Steel Shock Mount Spacers	

Hardware Checklist

QTY	Description	
6	1.5" Length 3/8"-24 Grade 8 Bolts	
6	3/8"-24 Grade 8 Nylock Nut	
12	3/8" Grade 8 Washers	
4	2.25" Length 1/2"-20 Grade 8 Bolts	
4	1/2"-20 Grade 8 Nylock Nut	
4	1/2"-20 Grade 8 Thin Nylock Nut	
12	1/2" Grade 8 Washers	

Required Tools

- Safety Glasses
- Gloves
- Floor Jack
- Jack Stands
- Wheel Chocks
- Lug Nut Wrench
- 3/8" or 1/2" Drive Ratchet
- 3/8" or 1/2" Drive SAE Socket Set
- Ratchet Extensions
- Torque Wrench
- SAE Wrench Set
- Pliers
- Pickle Fork for ball joint removal
- Mallet
- Porting Tool
- 1/8" Hex Key

Original Suspension Removal

*****If you have the stock spring on your car, seek professional help for spring removal if you are uncomfortable removing them*****

1. Make sure your vehicle is parked on a flat surface with the parking brake on.
2. Loosen the front lug nuts to allow easy removal of wheel when vehicle is lifted.
*Note: Do not remove lug nuts during this step.
3. Place wheel chocks behind the rear wheels and jack the front of your vehicle up.
4. Place jack stands under vehicle.
*Note: Never use a floor jack to support your vehicle.
5. Remove the front lug nuts and wheels.
6. Remove the sway bar end link from the lower control arms.



7. Jack up the lower control arm to allow access to the lower shock mount. Remove the nuts from the lower shock mount.



8. Remove the upper shock mount from shock tower and shock. Remove the original shock tower brace if equipped.

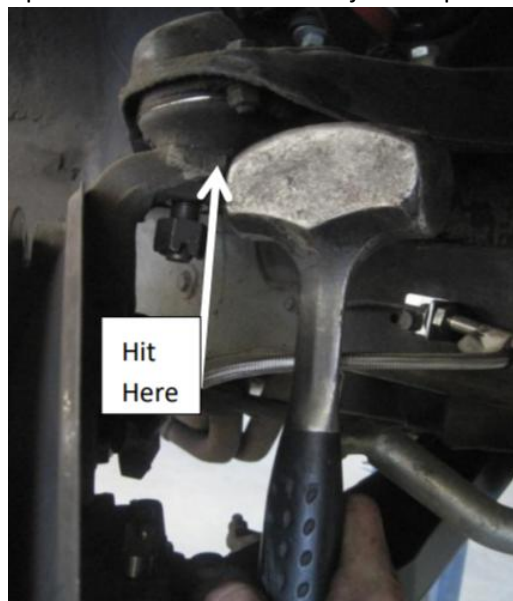
*Note - The original shock tower brace will not fit with the MRE Front Coilover Kit.



9. Lower the floor jack to allow suspension to droop.
 - If your car has lowering springs, remove them at this time.
 - If you have a stock spring, use a spring compressor to remove the spring***Use extreme caution when removing spring. Seek professional help if needed.***
10. Remove the castle nut from the upper control arm ball joint. Flip the castle nut and screw into the upper control arm ball joint leaving about a $\frac{1}{4}$ " gap from the spindle to the castle nut. a. Doing this will protect the threads of the ball joint when loosening the ball joint from the spindle.



11. Take a hammer and hit the spindle to loosen the upper control arm ball joint.
Remember to keep the castle nut on the ball joint to protect the threads



12. Remove nuts of the upper control arms from inside the engine bay of the shock tower.
 - a. Keep in mind to hold up the upper control arm as you're loosening the nuts.
 - b. Once the shims are free remove them and tag them so they can go back in the original locations later



13. You will now need to remove the factory spring seat from the shock tower
 - a. Locate the center of the spot welds and use a center punch to mark it. There should be three spot welds for each side.
 - b. The center punch is used for a starting point for your spot weld cutter or drill bit.



- c. Drill out all spot welds holding the spring seat in place using a spot well cutter or a ½" drill bit.
- There is no need to drill all the way through the shock tower. Only far enough to get through the spring seat material.
 - A hand chisel/screwdriver/thin pry bar & hammer or a pneumatic chisel(Recommended) can be used to split the two pieces of metal from each other.



Coil Over Installation

14. Install your Maier Racing Shock Tower Brace or your factory brace.

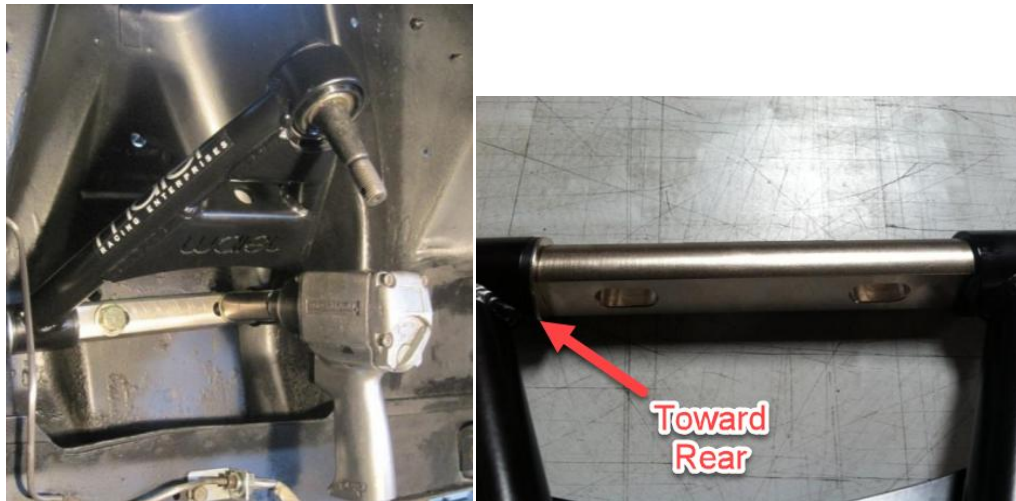


- a. Loosely install the bolts at the back of the engine bay first before proceeding to the next step.

15. Install the supplied 3/8" bolts through upper shock mount holes, the 1" spacer and install nuts and washers below the support plate on the bottom side of the shock tower. Install the first side loosely until the bolts are installed in both shock tower tops. The Shock Tower Brace may be sprung up slightly at this point. Tighten both sides evenly then tighten up the Shock Tower Brace bolts at the back of the engine bay.



16. Install the Maier Racing tubular upper control arms with longest of the supplied ½" bolts, nuts, and washers and torque to 90 lb-ft. Make sure to orient the inner shaft kit washers towards the rear of the vehicle.
- a. Re-install the shim packs that were removed and labeled to their original locations.
- If you are performing the "Shelby Drop" at this time add only about half of the thickness of the shim pack back in.
 - It is helpful to tape these shims together and get a second set of hands to perform this portion
 - It may be necessary to add extra washers to space the bolts further toward the outside of the car for header clearance. ***For safety reasons ensure the Nyloc portion of the nut is fully engaged when torqued to spec with all washer and shims installed. ***



The slots in the upper control are are not for adjustment. This is to allow to installation of this component on all 65-73 Mustangs that have different hole locations between the years.

17. Reinstall the spindle onto the Maier Racing upper control arm ball joint and torque to 60-90 lb-ft.



18. Assemble your coil over springs:

- a. Install the stationary perch over the shaft of the shock. The shock body will be up and the shaft will be pointing down.
- b. Install the spring over the shock body. At this point you will need to take the zip ties that come with the shocks and insert them through the holes in the stationary spring perch you just installed. These will wrap around the bottom coil of the spring to hold the spring to the stationary spring perch. The stainless pin that came with the stationary spring perch will not fit in-between the upper control arm bars so this pin can be discarded.
- c. Remove the set screw from the adjustable perch and lubricate with anti-seize
- d. Reinstall the set screw only a few turns into the upper spring mount
- e. Install the adjustable perch at this time. Turn it down the shock body until pressure is applied to the top of the spring. Check to make sure the stationary spring perch is still in position. (This will be your base height setting for the car adjustments can be made later)



19. Install the Integra coil over shocks and PAC spring combinations with the supplied ½" bolts, nuts, and washers into your Maier Racing upper control arm and billet upper coil over mount and torque to 90 lb-ft.

