

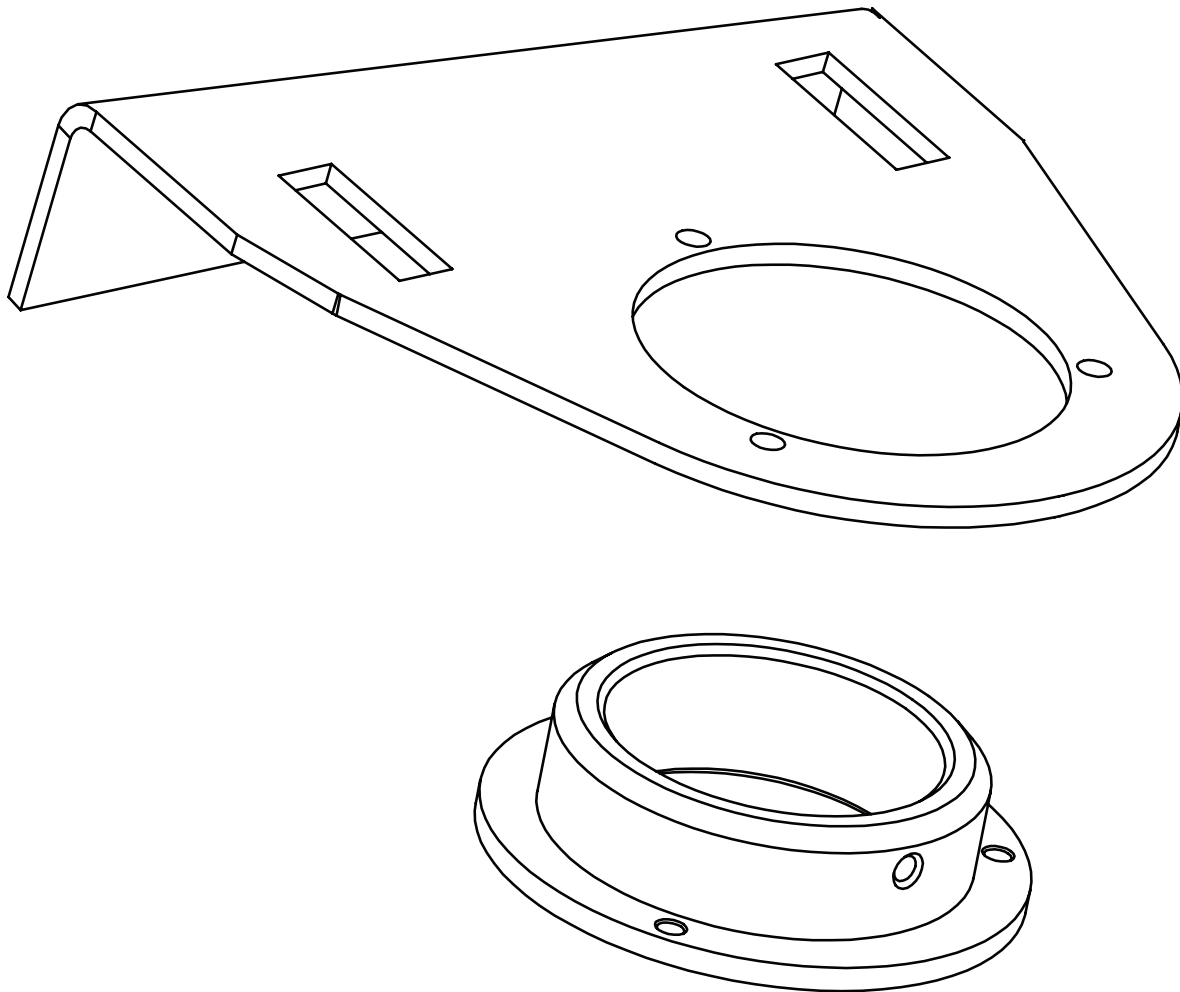
INSTRUCTIONS

**Southwest
Speed**

PART # 051-2440

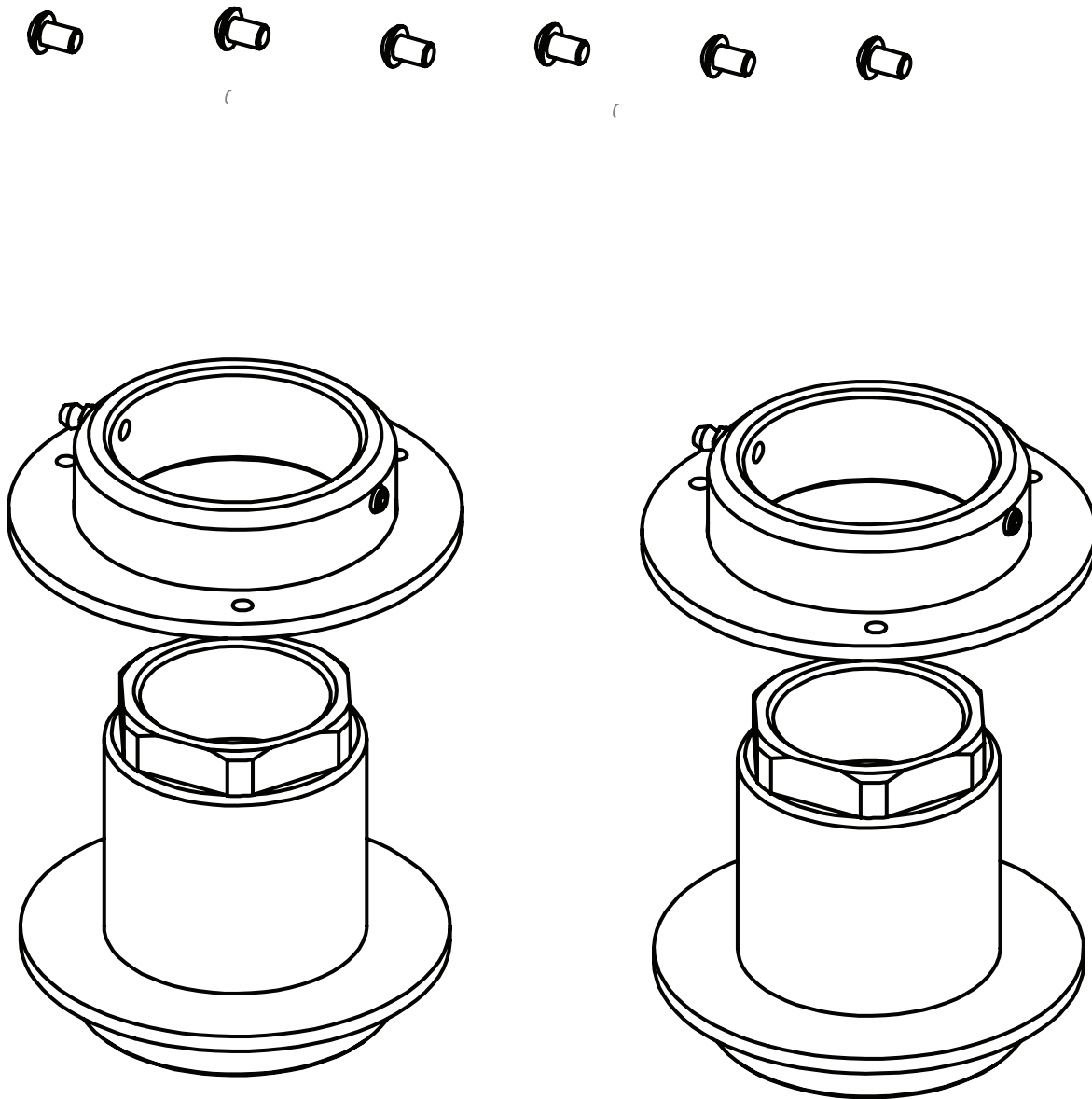
Mustang II ride height adjuster

PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING THE INSTALATION



1. Your Mustang II spring towers will need modification in order to use these adjusters. The shock cups will need to be removed and the spring towers will need to be machined out to a 3-3/8" diameter. This can be accomplished by using a plasma cutter or a hole saw. Before machining this diameter make sure its location is centered in the spring pocket so when the spring is mounted it will not interfere with the outside of the spring pocket. Also make sure you do not machine the 3-3/8" diameter hole oversize which could interfere with the mounting holes. Once the new 3-3/8" diameter hole is machined slide the adjusting ring into position; mark and drill the three mounting holes in the spring tower using a 17/64" drill bit.

2. Install the adjuster sleeve from the bottom side of the spring tower and install the three 1/4"-20 x 3/8" button head bolts through the spring tower into the adjusting sleeve making sure you use Loctite on the threads.



3. Install the adjuster sleeve by threading it in from the bottom side of the spring tower and adjusting it to the midpoint. Install the grease fittings and the set screws into the adjuster ring and grease the adjusters.

4. You can now install the springs and all the Mustang II components.

5. To adjust the height, take all the weight off the springs. This means jacking the front suspension up off the ground and possibly unhooking the shocks. A spring compressor may also be helpful in this procedure. Make sure you support the car with jack stands. Loosen the set screw and turn the adjusting sleeve to the new position. (An adjusting wrench is available from Speedway Motors part number 910-34613). The adjustment can be used to raise or lower the car, but it is designed to compensate for differing springs. For the correct geometry the lower control arms should be parallel to the ground with all the weight on the suspension.

6. Once you have a couple hundred miles on the car it may be necessary to once again adjust the ride height due to the setting of the front coil springs. The lower control arms must remain parallel to the ground for good geometry and prolonged ball joint life. Remember to loosen the set screw and grease the adjuster.