



# Edelbrock Coil Springs

Catalog #5230, #5231, #5232, #5233, #5234, #5235,  
#5236, #5237, #5238, #5239, #5240

Application: See Chart  
**Instructions**

- **Please study these instructions carefully before installing your new coil springs.** If you have any questions or problems, contact our **Technical Hotline at: 1-800-416-8628.**
- **Coil Springs:** These coil springs offer an increase in spring rate and a lower ride height (approximately 1" to 1-1/2") to improve vehicle handling. Made from high-quality chrome silicon spring steel, these springs are heat tempered and shot peened. They are zinc phosphate treated and powder-coated for rust protection. Sold in sets of four (two front and two rear).
- **Installation:** These coil spring sets are designed to replace original equipment coil springs for the vehicles listed on the application chart. A full installation guide for each make and model vehicle would be far too lengthy to cover in these instructions. For a step-by-step guide, refer to the appropriate factory repair manual for your vehicle. This installation should be done by a qualified mechanic who is familiar with the specific make and model of vehicle that these springs are being installed on. Be sure the part number of the spring set you have purchased is listed as the correct number for your vehicle from the application chart below.

<b>APPLICATION CHART</b>	
1978-88 GM A/G Body (Chevelles, El Caminos, Monte Carlos, etc.).....	#5230
1982-92 GM F-Body (Camaro/Firebird).....	#5231
1993 and later GM F-Body (Camaro/Firebird).....	#5232
1979-93 Mustang Hardtop.....	#5233
1987-93 Mustang Convertible.....	#5234
1994-95 Mustang Hardtop.....	#5235
1994-95 Mustang Convertible.....	#5236
1964-66 GM A Body, small-block.....	#5237
1964-66 GM A Body, big-block.....	#5238
1967-72 GM A Body, small-block.....	#5239
1967-72 GM A Body, big-block.....	#5240

- **Before Beginning Installation:**  
Before disassembly, measure the ride height of your car on a level surface and record the dimensions. Be sure that the tires are properly inflated and that the gas tank is full. Find a spot on the body or frame near each tire (front & rear, left & right) which will give you a common point of reference before and after the coil spring installation. Note especially any difference in ride height left to right and front to rear. Any variance which remains after your new coil springs have been installed indicates a possible problem with other suspension components or your chassis (collision damage, etc.). Your ride height will typically drop by 1" to 1-1/2" after the installation of Edelbrock coil spring sets.

## SAFETY TIPS

- **EDELBROCK TIPS FOR SAFE USE**
- 1. Edelbrock manufacturers different suspension springs for different types of vehicles. Installation and use of an Edelbrock coil spring set not designed for your vehicle may result in personal injury or property damage. Consult your Edelbrock dealer or a qualified licensed mechanic experienced in installing suspension springs if you are unsure about the suitability of a particular coil spring kit for your vehicle.
- 2. Removal and installation of Edelbrock spring sets may be dangerous as springs under compression are likely to "jump", striking nearby persons or objects. Edelbrock coil spring kits should only be installed by a qualified licensed mechanic experienced in the installation and removal of suspension springs. We also recommend that your Edelbrock springs be installed by a dealer experienced in the care and repair of the specific type of vehicle in which the Edelbrock springs are to be installed.
- 3. Whomever attempts to install your Edelbrock spring set should always remember to support your vehicle with jack stands. **NO ONE SHOULD EVER WORK UNDER A VEHICLE SUPPORTED ONLY**
- **WITH A JACK!** When re-installing, (if necessary) all parts should be cleaned, examined and replaced. Upon completion, the tightness of all nuts, bolts, and the overall installation should be double checked.
- 4. **Front end wheel alignment including camber, caster and toe-in must be re-adjusted after installation of Edelbrock coil springs.**
- 5. Your car may have certain accessories or features which require inspection and or adjustment after installation of your Edelbrock Coil Spring Kit. The qualified mechanic installing your Edelbrock Coil Spring Kit should also inspect, and where necessary, adjust:
  - self-leveling system, if car is so equipped
  - tire and/or wheel fender clearance
  - brake line clearance and attachment
  - the sensors on your brake anti-locking or anti-skid system
  - **FAILURE TO ADJUST THESE ITEMS MAY RESULT IN MALFUNCTION AND CAUSE SERIOUS INJURIES.**
- 6. Edelbrock coil springs may change the way your vehicle drives, especially through curves. Drive slowly until you know and become accustomed to the improved driving/handling of your vehicle.

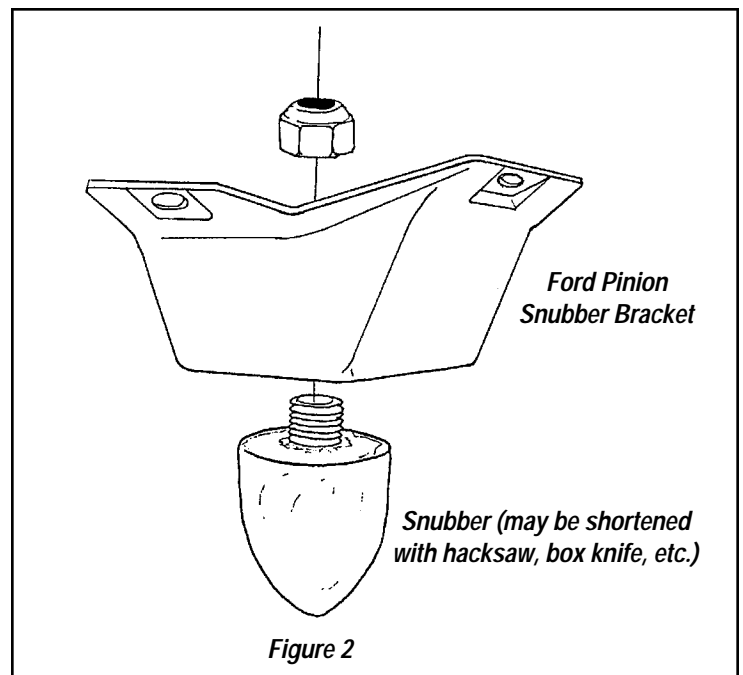
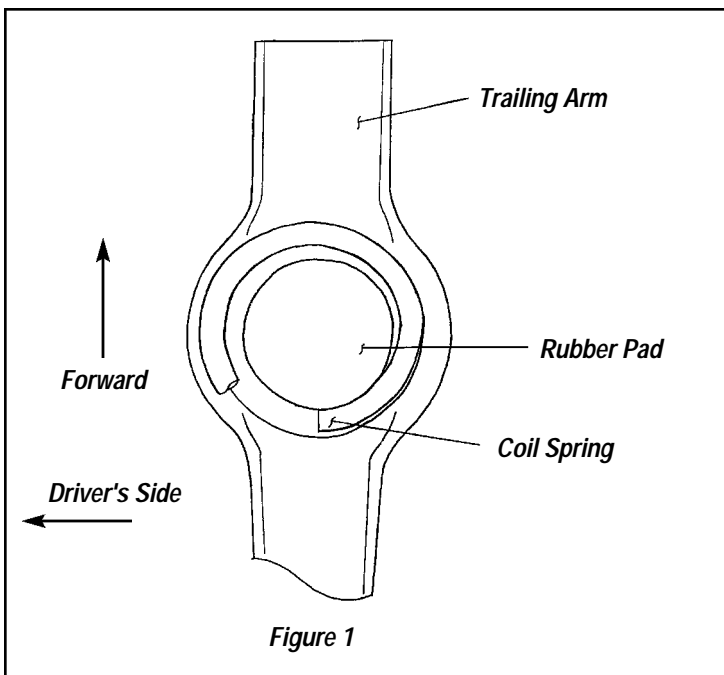
7. Certain changes in the way your car drives or rides may indicate that your Edelbrock coil springs have not been installed correctly, have become displaced, or are in need of replacement. If your car does not stand "even" when parked, vibrates at high speeds, becomes misaligned or does not provide a smooth ride, you should have your Edelbrock coil springs inspected by a qualified licensed mechanic experienced in the installation of suspension springs. Continued use of defective or misfitted Edelbrock coil springs could result in personal injury and/or property damage.
8. Your Edelbrock coil spring kit was manufactured and tested under strict quality control standards. However, ALL SPRINGS CAN BREAK under certain circumstances. To avoid damage or breakage, suspension springs should not be subjected to:
  - Excessive speeds: maximum legal speeds should be observed at all times and never exceeded.
  - Excessive weight: maximum vehicle manufacturer suggested loads should be observed at all times and never exceeded.
  - Undue strain caused by off-road use or continued use on poorly maintained or unmaintained roads.
  - Undue strain caused by unusually sharp and/or quick maneuvering or steering.
9. Edelbrock coil spring sets are designed for use on automobiles. NO OTHER USE OF THESE SPRINGS IS INTENDED OR RECOMMENDED. Use of Edelbrock coil springs for any purpose other than what they were designed for, may lead to personal injury or property damage.

#### ATTENTION INSTALLERS

- Edelbrock springs are designed for use with all original equipment (O.E.) spring isolators, located at both ends of the spring, which must be retained for proper fitment. Also install spring dampers located inside spring (i.e. late model Mustang) if so equipped. Springs should be oriented in the same manner as the original equipment spring (i.e. one end ground and one end open; install Edelbrock spring in same orientation). If vehicle is equipped with progressive springs and

utilizes any coil isolators they must be transferred to the new spring. This will eliminate any noise from normal coil contact during suspension travel. Do not remove or alter bump stops unless otherwise noted.

**NOTE:** Springs are marked "Front" or "Rear" and with a four digit number which may not necessarily be the same as the Edelbrock part number.



#### 1979-1994 FORD MUSTANG REAR SPRING PLACEMENT

- It is necessary to make sure that the end of the coil on the rear spring locates as illustrated in Figure 1. Note that the end of the coil is sitting in the center of the trailing arm towards the axle. This placement is true of both left and right springs. Not locating the springs in this manner could mean the difference of approximately 3/8" at the wheel.

#### Check all nut and bolt tightness after first 10 miles

Please complete and mail your warranty card. Be sure to write the model number in the "Part # \_\_\_\_" space.

Thank you.

#### FORD MUSTANG 1979-1994

- If excessive bump is noticed in the rear with the Edelbrock Coil Spring Kit, it may be necessary to shorten the "Pinion Snubber" located in the rear of the driveshaft tunnel directly above the differential. The purpose of this particular part is to aid in the reduction of "axle wrap" under hard acceleration. Referring to Figure 2, proceed as follows:
  1. Remove the three bolts that hold the snubber assembly to the chassis and remove the assembly from the vehicle.
  2. Remove the nut holding the rubber bumper to the bracket and remove from the bracket.
  3. Shorten snubber as required and re-install.
  4. Install the assembly to the vehicle and reattached using the three bolts you previously removed.