

# Installation Instructions

## MUSTANG 2" DROPPED SPINDLES

*Please read these instructions completely **BEFORE** starting your installation!*

Begin installation of your Dropped Spindles by placing the Spindles on the lower control arm ball joints and assemble ball joint nuts. Insert the upper control arm ball joints into Spindles and assemble nuts. Install the tie rod ends into the Spindles next and assemble tie rod ends and nuts. Now that the Spindles are being securely held in place, tighten all the nuts and install the cotter pins. If you are using the factory dust shields, install them now. A new upper hole must be drilled in the dust shield to line up with the upper hole in the Spindle. Do not drill a new hole in the Spindle.

Install the rotors next, installing new cotter pins in the spindle nuts. Install the calipers next, using original hardware or new Grade-8 bolts (Part no. MP-002). Loctite is a good idea, also.

At this point, steer the Spindles from lock to lock with the suspension both up and down, checking the brake lines for adequate length. Make sure they are not pulled tight, or against anything. New, longer stainless steel lines may be required (Heidt's Line Kit no. MP-O30).

When installing wheels, check the clearance at the lower ball joints, lower control arm flanges and tie rod ends while again steering the Spindles from lock to lock. *NOTE:* If you are using stock control arms trimming of flanges on the outer edges of the lower control arms around the ball joints may be necessary as the flanges may contact the inside of the brake rotor during suspension travel. Run the suspension up and down and observe the clearance there. Tubular lower control arms are slimmer and have lower profile ball joints if more clearance is needed. Wheel spacers are another common item when using any Dropped Spindles. Remember that even though it is a direct bolt-on part, a Dropped Spindle is a different design spindle and compatibility of mating parts is the responsibility of the installer.

