



INSTALLATION INSTRUCTIONS FOR 1987-2001 Ford Mustang Catalog #3381 & #3481

Not for use on IRS

- **Please read these instructions entirely before beginning.** Proper installation is a must to realize the maximum performance improvements.

IMPORTANT NOTES:

- Upon initial inspection, some new shocks may have a small amount of oil in the area of the seal. This is a normal occurrence following manufacture and does not indicate a problem with your shocks.
- Any time you are working under a vehicle, be sure to use the proper jack stands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
- **Do not attempt to disassemble these shocks.** Return damaged shocks to Edelbrock for any necessary service or repairs.

INSTALLATION



Fig. 1



Fig. 2



Fig. 3

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- Step 1** Support your Mustang with jack stands or on a lift at proper jacking locations.
- Step 2** Remove the front wheels; removal of rear wheels is not necessary, but may make it easier to install.
- Step 3** Place floor jack under front lower control arm and jack up, applying pressure to the lower control arm for support when removing the strut.
- Step 4** Loosen the lower strut nuts. Move A.B.S. line and bracket out of the way, but do not remove the bolts.
- Step 5** Loosen the front upper strut stud nut. The strut stud has a screwdriver slot to hold from turning, use a 24mm wrench on nut and screwdriver in slot to loosen and remove nut (fig. 1).
- Step 6** Remove the lower bolts. The strut can now be removed.
- Step 7** Remove the dust shield and reinstall on the new strut (fig. 2).
- Step 8** Reinstall by reversing removal procedure. Do not tighten the lower nuts at this time.
- A -** Torque the upper post nut to 56-92 ft. lbs. Use Allen wrench to hold strut from turning (fig. 3).
- B -** Place jack or jack stand under wheel studs and apply pressure to load spindle and strut, torque the nuts to 141-199 ft. lbs. (Fig. 4).
- Step 9** Removal of rear shock, remove the inside trunk liners to gain access to the upper shock nut (fig. 5).
- Step 10** Support the rear axle, so when removing the upper mount, the axle does not drop. Remove the upper nut using a 15 mm socket or wrench.
- Step 11** Remove the lower bolts using a 15 mm on the bolt hex and 18 mm on the nut. Shock can now be removed.
- Step 12** Install the rear shocks in reverse order of removal. The rear axle must be supported to load car in order to tighten the upper stud bushings. Using a 17 mm socket or wrench, tighten until a bulge in the bushing is noticeable. Do not over tighten. Screw jam nut against nut.
- Step 13** Torque lower nuts to 57-75 ft. lbs. (fig. 6). Reinstall wheels and torque to 85-105 ft. lbs.



Fig. 4



Fig. 5



Fig. 6

Parts List			
<u>Qty.</u>	<u>Description 3381</u>	<u>Qty.</u>	<u>Description 3481</u>
<input type="checkbox"/> 1	Front strut P/N 3381	<input type="checkbox"/> 1	Rear shock P/N 3481
<input type="checkbox"/> 1	1 top stud retaining nut per strut	<input type="checkbox"/> 1	Bushing parts pack per shock
<input type="checkbox"/> 1	1 top polyurethane bushing		

Enjoy the improved ride and handling from your new Edelbrock IAS shocks.

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INSTALLATION INSTRUCTION PROOFING FORM

Date: 2/20/01

From: Gary Nelson

To: Jack Mayberry

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