



MCBAY PERFORMANCE

2011, 2012, 2013 FRONT SPACER GENERAL INSTALLATION INSTRUCTIONS



ABOUT SPACER THICKNESS: YOU GOT THE RIGHT SPACERS!
The spacers are smaller in thickness than the amount of lift you want. When spacers are installed on the FRONT of these Ford passenger cars, the vehicle height is raised approximately 2 times more than the thickness of the spacer.

1. **READ ALL INSTRUCTIONS BEFORE INSTALLING THE LIFT SPACERS. PROFESSIONAL INSTALLATION IS RECOMMENDED IF YOU DO NOT HAVE ALL THE PROPER TOOLS.**
2. These are universal instructions for most vehicles. Some vehicles might slightly differ. Refer to repair manuals for exact coil spring replacement instructions.
3. Check to see that the spacer kit you purchased matches the year and model of your vehicle. These instructions are for cars and trucks with control arms only. Solid axle vehicles may differ. Spacer kits may require a spring compressor to install. Ball joint and tie rod forks may also be useful.
4. A good portion of your front suspension will be disassembled so this would be a good time to replace any worn parts (i.e. tie rod ends, ball joints, idler arm, and any bushings).
5. Jack up vehicle as high as possible using jack stands for support at all times.
6. With vehicle safely off the ground, remove the front tires. It is advisable to disassemble one side at a time so that you can use the other side as a reference for reassembly in the event you get side-tracked or forget.
7. Remove the brake caliper from the rotor (usually attached with 2 bolts inside the caliper or with press-in clips depending on the vehicle). Do not remove the brake line from the caliper unless you intend to bleed the brakes at this time. Set the caliper aside or tie it up to the frame rail. Avoid pinching the brake line.
8. Remove the tie rod from the spindle using the proper tools. Do not hit the tie rod itself or the nut on the threaded portion of the tie rod or it may cause damage and need replacing.
9. Remove the anti-sway bar from the lower control arm. This may be a good time to replace the sway bar links if old or worn.
10. If your vehicle is equipped with anti-lock brakes you must disconnect the front rotor sensor from the dust shield or spindle and set it aside.
11. Disconnect your shock absorber completely from the vehicle whether it is mounted inside the coil spring or not.
12. Support the lower control arm with a jack just touching the arm. This will prevent it from dropping when the ball joint is disconnected.
13. The use of a coil spring compressor and compressing the coil spring is **HIGHLY** recommended before the following steps are taken.
14. Disconnect the upper ball joint from the top of the spindle using the proper tools. Do not hit the ball joint or the threaded end of the ball joint. Once the ball joint is free the spindle should move easily.

15. Be careful when lowering the lower control arm. The coil spring is under high compression and may shoot out when released. Do not stand near the side of the vehicle during this step. Lower the jack so that the lower control arm swings down. If the coil spring has not fallen out on its own, you may need to use a pry bar from the front of the vehicle to remove it.
16. Note which end of the coil spring is the "bottom" for re-installation. Also note the depression in the lower control arm and also where the upper part of the spring goes. Do not switch coil springs from side to side as some vehicles have a specific "right" and "left" coil spring.
17. This spacer set mounts on top of the coil spring. It is important that the spacer fits flush/level on the top of the spring so that the vehicle will sit level.
18. Reinstall the coil spring with the spacer on top. If used, the coil spring compressor should still be on the spring in a compressed state. If it is not you may need to compress the spring before re-installing. If the spacer goes on top, make sure it is in place on top of the spring and the spring fits nicely into the pocket of the control arm while nesting into the top. Follow all safety rules when installing the coil spring, as it will be under extreme compression.
19. Raise the lower control arm with a jack until the coil spring and spacer are properly lined up. Raise it until the spindle is high enough to bolt on the upper ball joint. Before bolting on the upper ball joint make sure the brake caliper and the brake line is where they need to be since some brake lines run inside the spindle and outside the coil spring.
20. With the upper ball joint tight and a cotter pin re-installed you may now remove the jack from under the lower control arm.
21. Assemble all the components previously removed (sway bar, tie rod ends, brake caliper and anti-lock sensor).
22. Repeat instructions for other side.
23. After properly installing both spacers, you can install your front tires and lower vehicle back to the ground.
24. Your vehicle may sit higher at first because the suspension needs to settle. Carefully back the vehicle up and drive forward a few times using the brakes frequently. Park on level ground and check out your lift.
25. The vehicle will now require a front wheel alignment. Failure to do so may result in severe wear on your tires and may pull to one direction.

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APPLICATION	PLACEMENT	APPLICATION	PLACEMENT	PART #	SIZE	LIFT AMOUNT
AMC		1965-1973 Mustang	Top	2011	½ Inch	1 Inch
1964-1969 American	Top	1968-1971 Torino	Top	2012	¾ Inch	1-1/2 Inch
1964-1969 Javelin	Top	1968-1971 Ranchero	Top	2013	1 Inch	2 Inch
FORD		MERCURY				
1966-1970 Fairlane	Top	1960-1977 Comet	Top			
1960-1970 Falcon	Top	1967-1973 Cougar	Top			
1975-1980 Granada	Top	1975-1980 Monarch	Top			
1969-1977 Maverick	Top	1968-1971 Montego	Top			

WARNING: This vehicle now has been modified to enhance its performance. The steering, braking, and handling of this vehicle may differ from standard passenger cars and trucks. This vehicle may also handle differently from an ordinary vehicle in driving conditions which may occur on streets, highways, and off road. Avoid unnecessary abrupt maneuvers, sudden stops, sharp turns and other driving conditions that could cause loss of control, possibly leading to a roll over or other accident that could result in serious injury or death to driver and passengers. If larger tires are installed the speedometer will read lower than the vehicles actual speed.

WARRANTY: Spacers are warranted from manufacturers defects for the life of the vehicle. Warranty does not cover damage to spacers due to improper installation or use. Refunds for warranty issues will consist of original order cost only and do not cover any labor costs or any other costs that were incurred.

DISCLAIMER: McBay Performance Inc. is not responsible or liable for any damage to vehicle, property, or persons when product is being installed, removed or in use.

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