



Installation Instructions

Professional Grade Suspension

1964-1973 Ford Front Coil-Over Shock Conversion Kit

Part #: M1SBF2S, M1BBF2S
(Single Adjustable)

| Item # | Part # | Description | QTY |
|--------|----------|---------------------------------------------|-----|
| 1 | PAS-657 | 13.5" Phantom Series Coil-Over Shock | 2 |
| 2 | 9-XXXBK | 9" Coil-Spring (Black) | 2 |
| 3 | 91002 | Upper Classic Ford Front Shock Mount | 2 |
| 4 | 81003 | Lower Classic Ford Front Shock Mount, Plate | 2 |
| 5 | ALD-28 | Shock Mount, T-Bar Kit, 5.5 in. Pair, Ford | 1 |
| 6 | 71007 | Upper Front Shock Mount Hardware Kit | 1 |
| 7 | COM8-103 | 1 ½" Wide x ½" I.D. Spherical Bearings | 2 |

*This kit is designed to replace your factory shocks and springs with coil-overs for 1964-1973 Ford & Mercury's. Adjustable coil-overs will offer greater performance, handling and ride quality when installed properly.

*The user understands that Aldan is not responsible for any direct or indirect use or misuse of any Aldan product. Specialized equipment and race parts within this kit are exposed to varied conditions based on how they are installed and used by the user. A professional shop and installer are recommended for all Aldan products. Aldan is not responsible for fitment issues outside the OEM mount locations. Use proper safety equipment along with jacking locations and jack stands at all times when installing. Aldan shall not be liable for any claims, injuries, actions or causes of action with the use of any Aldan product.

*Recommended Tools: Floor jack or vehicle lift (User proper jacking locations per the manufacturer). Jack Stands, Tire Chock, Toque Wrench, Drill & 3/8" Bit (Depending on application), Basic Hand Tools

1964 – 1973 Mustang Front Coil-Over Shock Conversion

- Following service manual and using proper personnel safety precautions.
- Prior to disassembly measure and record the ride height at all four corners on a flat level surface. This is the only way to determine that the car is level before disassembling.
- Jack up the car and place jack stands under the frame rails of the car to safely support it.
- Remove the front wheels.
- Remove the front shocks, the inner wheel well spring cover – bump stop, coil springs and lower spring seat rocker. The firewall support may stay bolted at firewall as this will help locate the new upper shock mounts.
- Remove the forward upper shock bracket stud from slot.
- Using the remaining two studs to locate the new upper bracket and firewall supports and tighten the nuts. Drill a 3/8" hole using the shock bracket as the drill guide. **Fig. 01 Below**
- Remove the bracket and the two studs.
- Place the spring seat ring in upper spring pocket in the same rotation as the upper shock bracket. Using your new drilled hole loosely bolt together. Use a C clamp at rear to secure the ring and tighten bolt. (this procedure do not include the upper shock bracket) **Fig. 02**
- From the bottom use the two holes in the ring as drill guides to drill the two 3/8" holes. **Fig. 03**
- Where the heads of the three original shock bracket bolts were, place three washers or as required taking up the space where the bolt heads were. Apply a small amount of adhesive to help hold the washers in place.
- Place the upper shock bracket and drop the 1 3/4 long (3/8") bolts with washers down through the firewall brace so that the ring may be installed in upper spring pocket with lock nuts and washers. Torque to 35 foot pounds.
- Install the coil over shock assembly through the bottom with adjusting knob to the outside and slide the 1/2" X 3" long bolt and washer through the bracket with nut towards rear. Torque the nut and washer to 75 foot pounds. **Fig. 04**
- Place jack under lower arm and jack it up until the lower coil over shock T-bar meets the upper arm. Install the 1 1/4" long (3/8") lower bolts and washers facing down and torque lock nuts with washers to 35 foot pounds. **Fig. 05**
- Now that your new coils over shocks are installed, the spring pre load adjusting collar is put at a preliminary starting point. Preload the spring to achieve a 6 3/4" spring length using a spanner wrench (Aldan p/n ALD-1). This will place your car be approximately 1 1/2"

lower than stock. Make sure that the threads have Anti seize to prevent seizing or galling before adjusting.

- Check all hardware to confirm everything is correctly tightened.
- Reinstall wheels and put your car back on the ground. Measure the car on the same level surface and compare new height with the previously recorded height. Is the car at the ride height you want? If you want to adjust ride height up or down, place on jack stands remove the wheels and turn the adjusting collars to change the spring preload. Loosen to lower or tighten to increase preload raising the car.
- When you are finished with adjusting the ride height reinstall the inner fender well cover / bump stop.
- Your car will require that the front end be aligned by a qualified wheel alignment specialist.



Fig. 01



Fig. 02



Fig. 03



Fig. 04



Fig. 05



Fig. 06



Fig. 07