



**FORD PERFORMANCE**

M-5300-S62T  
2025 Mustang  
2.3L Track Lowering Spring Kit

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Please visit <https://www.performanceparts.ford.com> for warranty information



| Included Components: |                                    |           |
|----------------------|------------------------------------|-----------|
| Part Number:         | Part Description:                  | Quantity: |
| CM-5310-YB           | Front Track Lowering Spring        | 2         |
| FR3Z-3020-A          | Front Jounce Bumper                | 2         |
| CM-5560-YA           | Rear Track Lowering Springs        | 2         |
| FR3Z-5586-C          | Rear Coil Spring Upper Spring Seat | 2         |
| CM-5K570-BA          | Rear Jounce Bumper                 | 2         |
| TA-26                | THREADLOCK 262 (Loctite red)       | 1         |

| Special Tools/Equipment Needed:                                |
|----------------------------------------------------------------|
| Alignment Equipment                                            |
| Vehicle/Axle Stands                                            |
| Vise                                                           |
| Spring Compressor                                              |
| Wire Brush                                                     |
| Materials Needed:                                              |
| Motorcraft® Threadlock and Sealer - TA-25-B<br>(or equivalent) |

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**Vehicle Preparation**

1. Lift and properly support the vehicle.

**⚠ WARNING:** Identify the correct jacking points by locating the triangle stamped into the uni-body sheet metal or vehicle frame. Raising a vehicle in any other location may result in vehicle shifting or falling. Failure to follow this instruction may result in serious personal injury.

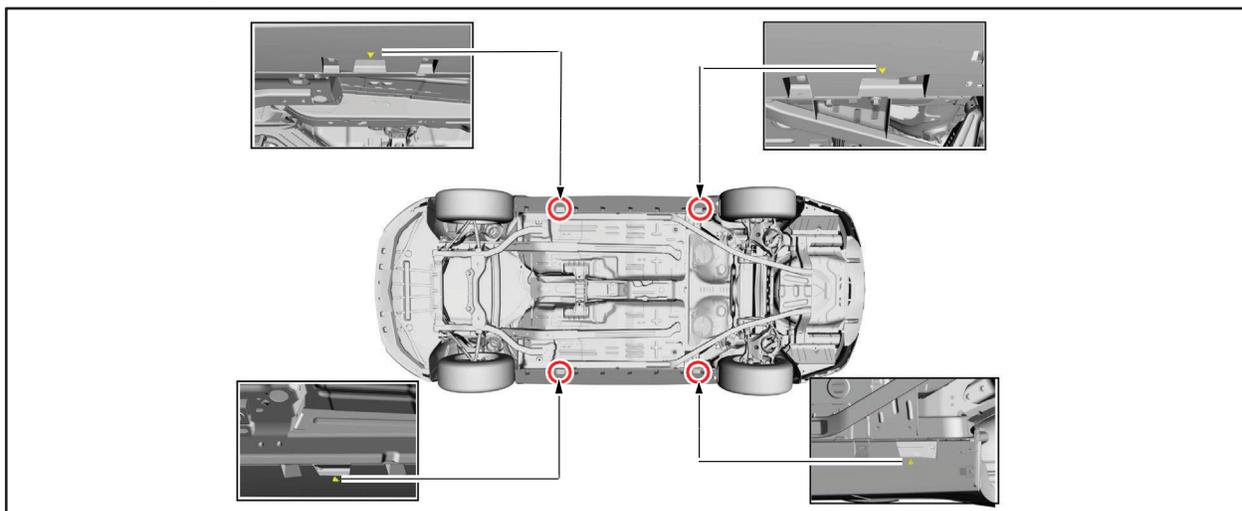
**⚠ WARNING:** Never get underneath a vehicle that is supported only by a jack. The jack could unintentionally lower. Always support vehicle with floor stands. Failure to follow these instructions may result in serious personal injury.

**NOTICE:** The jack provided with the vehicle is intended to be used in an emergency for changing a deflated tire. To avoid damage to the vehicle, never use the jack which is provided with the vehicle to hoist the vehicle for any other purpose.

**NOTICE:** Do not attempt to use jack pressure on either the front bumper or the rear bumper on any vehicle. Damage to bumper covers will occur.

**NOTICE:** Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the jack prior to lifting the vehicle.

**NOTICE:** When raising a vehicle on a two-column hoist, use care when positioning the vehicle so that the hoisting forks do not interfere with suspension components, mounting brackets or stabilizer mounting brackets, if equipped. In addition, use care in hoist positioning to avoid possible damage to the axle or rear cover.



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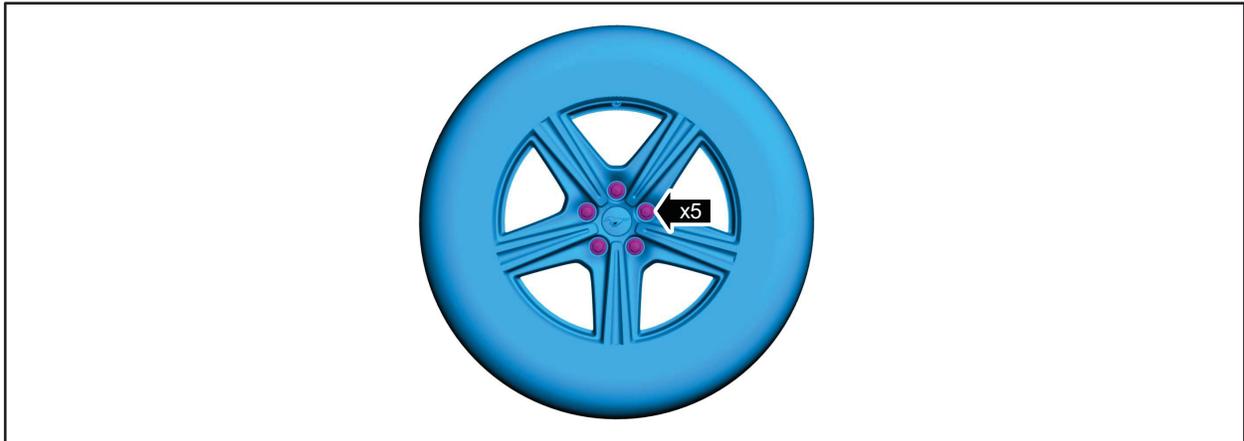
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2. Remove the wheel nuts and the wheels and tires.

**NOTICE: Do not use heat to loosen a seized wheel nut or damage to the wheel and wheel bearing can occur.**



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**Front Disassembly:**

**NOTICE:** Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

**NOTE:** The Front Disassembly procedure is to be performed on both sides of the vehicle where applicable.

**NOTE:** The Front Disassembly procedure may contain installation details.

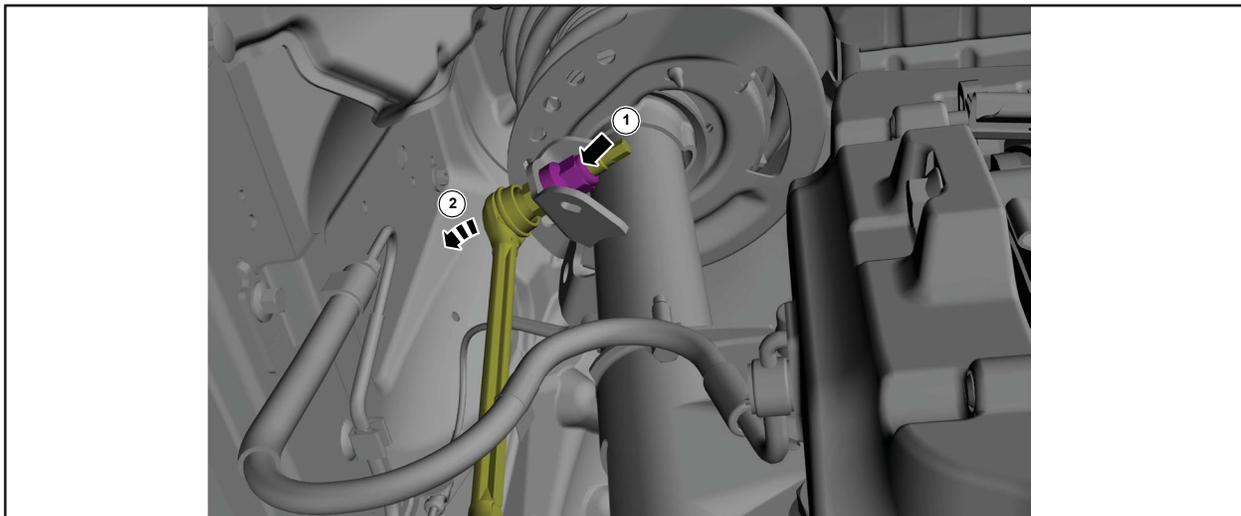
1. Disconnect the front stabilizer bar link.
  1. Remove the front stabilizer link upper nut.  
Torque: 85 lb.ft (115 Nm)
  2. Position aside the front stabilizer bar link.

**NOTICE:** Do not use power tools to remove or install the stabilizer bar link nuts. Damage to the stabilizer bar link ball joints and boots may occur.

**NOTE:** The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

**NOTE:** Use the hex-holding feature to prevent the ball stud from turning while removing the stabilizer bar link nut.

**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.  
Use the General Equipment: Wire Brush  
Material: Threadlock 262® (TA-26).



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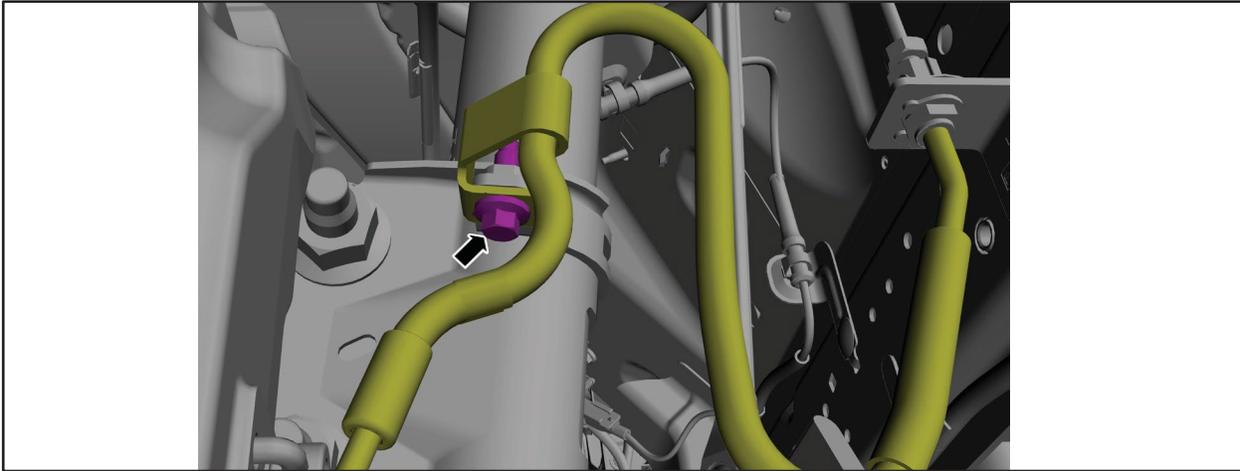
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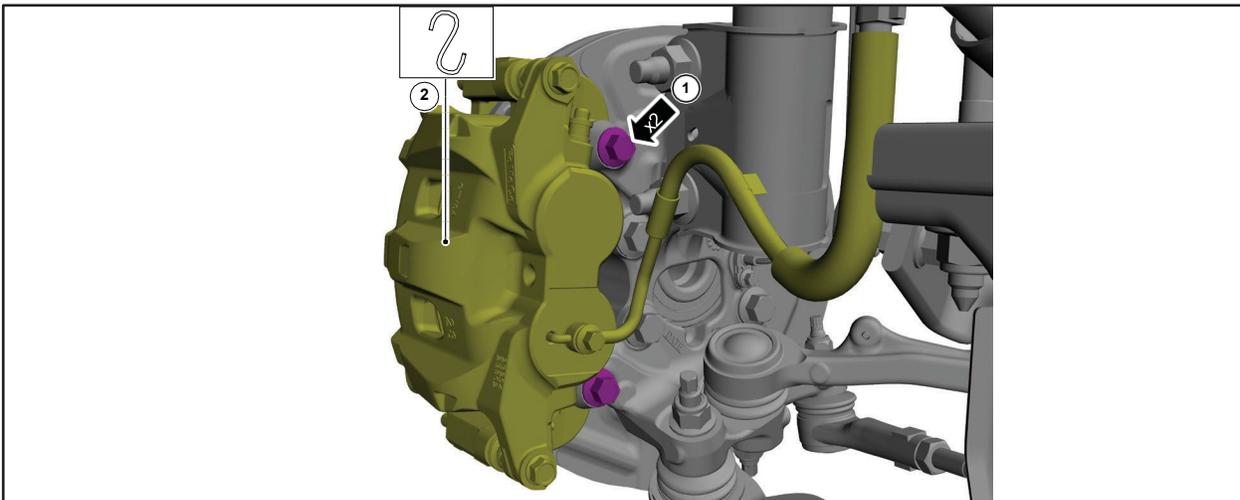
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2. If equipped, remove the flexible hose bracket mounting bolt.  
Torque: 22 lb.ft (30 Nm)



3. Position aside the brake caliper assembly.
  1. Remove the brake caliper anchor plate bolts.  
Torque: 76 lb.ft (103 Nm)
  2. Position aside and suspend the brake caliper assembly.

**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.  
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Material: Threadlock 262® (TA-26).



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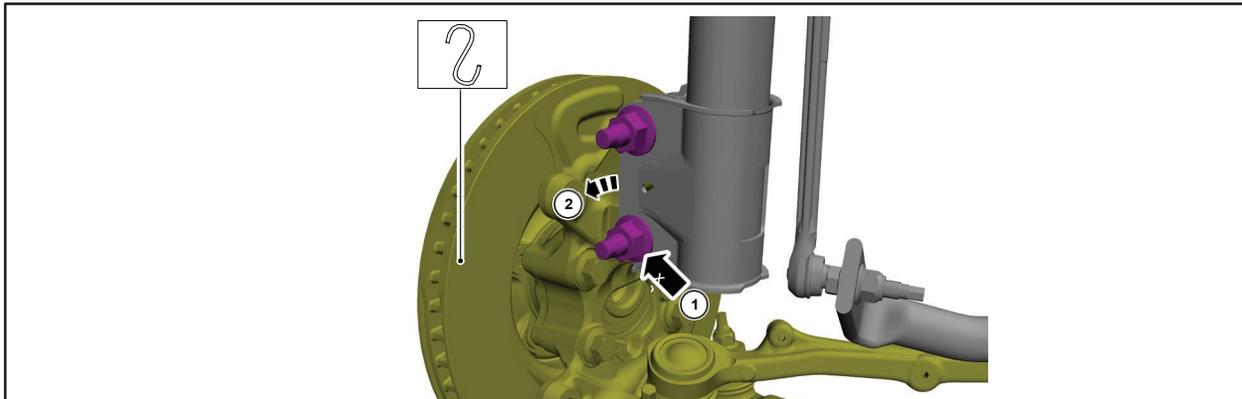
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4. Separate the wheel spindle from the strut and spring assembly.
  1. Remove the strut-to-wheel spindle bolts and nuts.  
Torque: 184 lb.ft (250 Nm)
  2. Separate the wheel spindle from the front strut and spring assembly and suspend the wheel spindle.

**NOTE:** Original strut-to-wheel spindle bolts are splined and may need to be driven out.

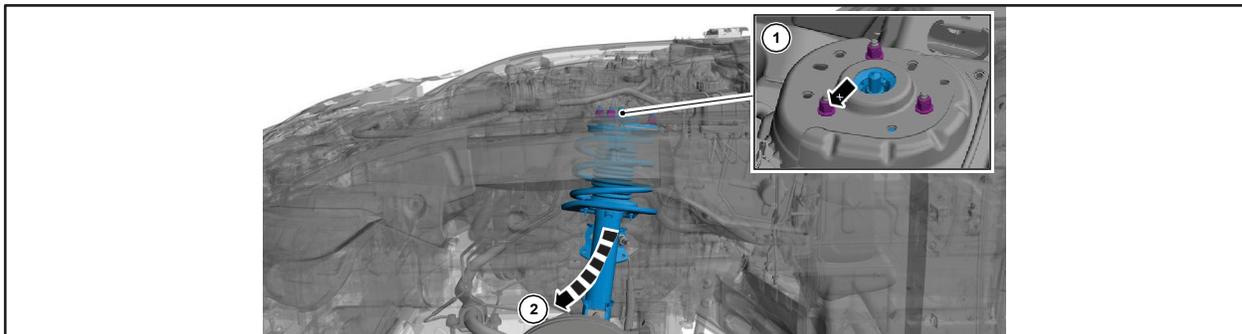
**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.  
Use the General Equipment: Wire Brush  
Material: Threadlock 262® (TA-26).



5. Remove the shock and spring assembly:
  1. Remove the upper strut mount nuts.  
Torque: 46 lb.ft (63 Nm)
  2. Remove the front strut and spring assembly.

**NOTE:** This step requires the aid of another person.

**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.  
Use the General Equipment: Wire Brush  
Material: Threadlock 262® (TA-26).



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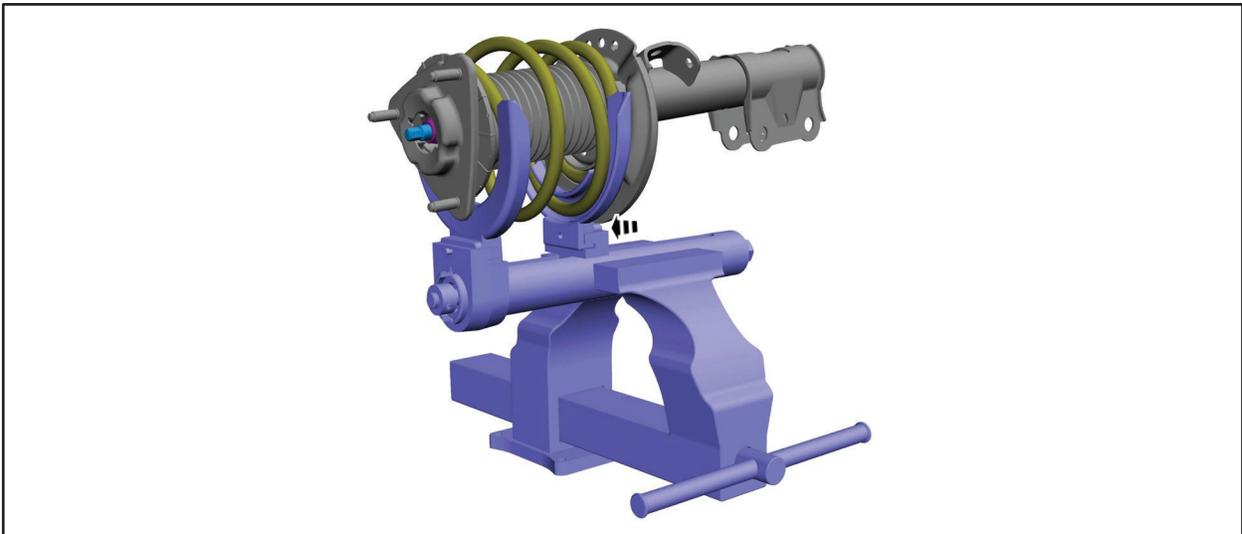
6. Mount the strut and spring assembly into the spring compressor and compress the coil spring enough to relieve the tension on the strut assembly.

Use the General Equipment: Spring Compressor

Use the General Equipment: Vise

**⚠ WARNING: Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.**

**NOTICE: Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury.**



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7. Disassemble the front strut and spring assembly by removing the components as listed:

**NOTE:** Note the position of the components before removal.

**NOTE:** Do not use an impact wrench on the strut rod nut.

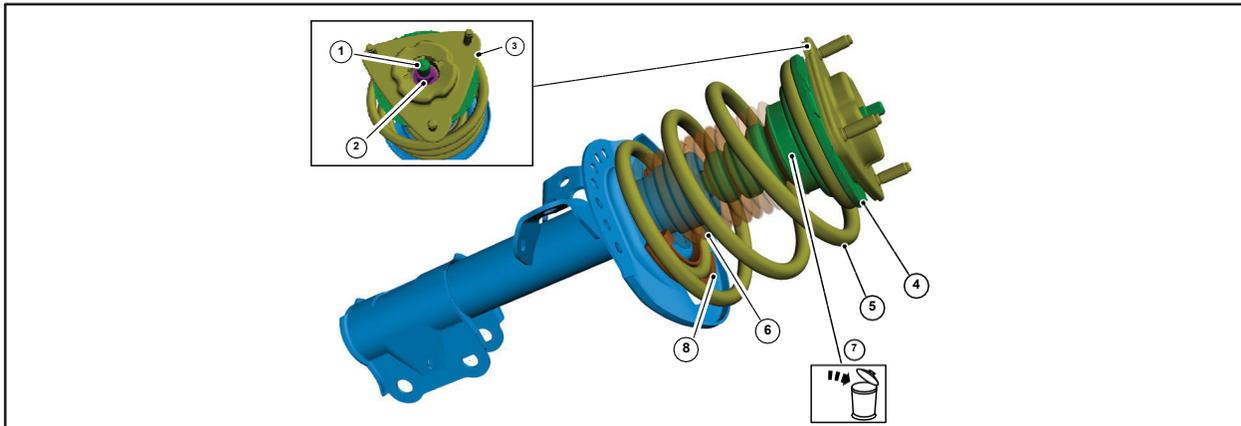
**NOTE:** Utilize the hex holding feature to prevent the strut rod from turning while removing the strut rod nut.

1. Cap.
2. Strut rod nut.  
Torque: 76 lb.ft (103 Nm)
3. Upper strut mount.
4. Upper spring seat.
5. Spring.
6. Dust boot.
7. Jounce bumper. (Discard)
8. Lower spring seat

**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.

Use the General Equipment: Wire Brush

Material: Threadlock 262® (TA-26).



8. Remove the spring from the spring compressor.

**⚠ WARNING:** Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.

**NOTICE:** Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury.

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**Front Assembly:**

1. Mount the *new* spring to the spring compressor.  
Use the General Equipment: Spring Compressor  
Use the General Equipment: Vise

**⚠ WARNING:** Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.

**NOTICE:** Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury.

**NOTE:** Make sure that the spring coating is not damaged during assembly process.

2. Reassemble the front strut and spring assembly. Reverse Front Disassembly Step 7.

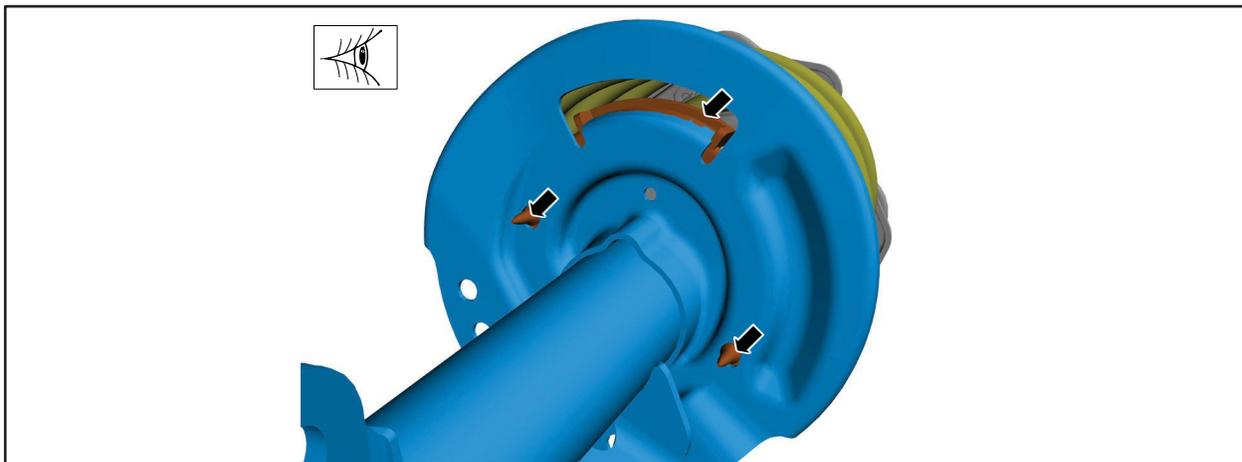
**NOTE:** The *new* jounce bumper is installed at this time.

**NOTE:** Make sure that the components are installed to the position noted before removal.

3. Remove the strut and spring assembly from the spring compressor.

4. Make sure that the lower spring seat is properly installed.

**NOTE:** Make sure that the spring is centered in the lower spring seat.



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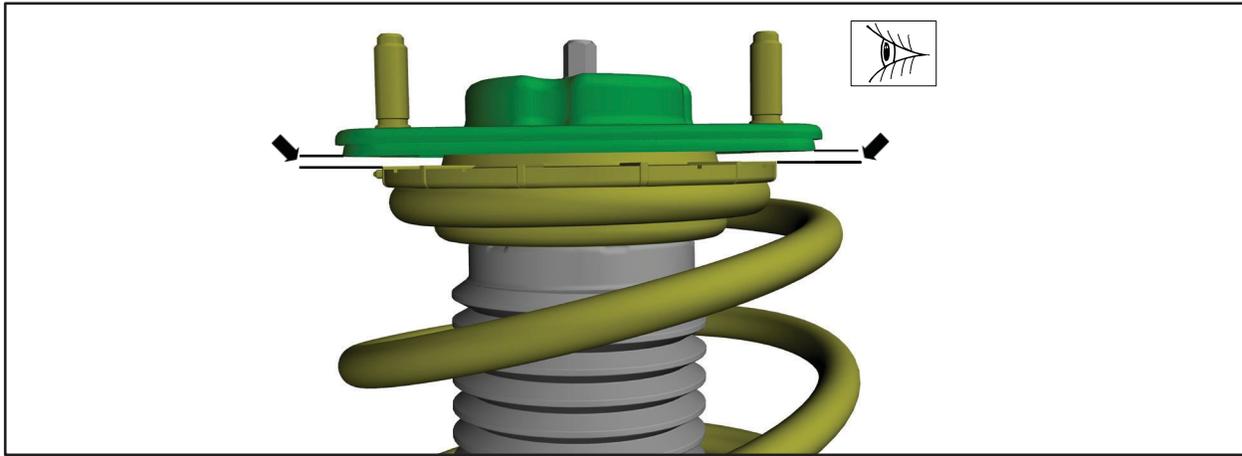
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5. Make sure that the bearing is properly seated in the mount.

**NOTE:** If the bearing is properly seated, there should be equal spacing on all sides.



6. Install the strut and spring assembly. Reverse Front Disassembly Steps 1-5.

**NOTE:** For assembly, remove any remaining Loctite using a wire brush and apply *new* Loctite to all fasteners.

Use the General Equipment: Wire Brush

Material: Threadlock 262® (TA-26).

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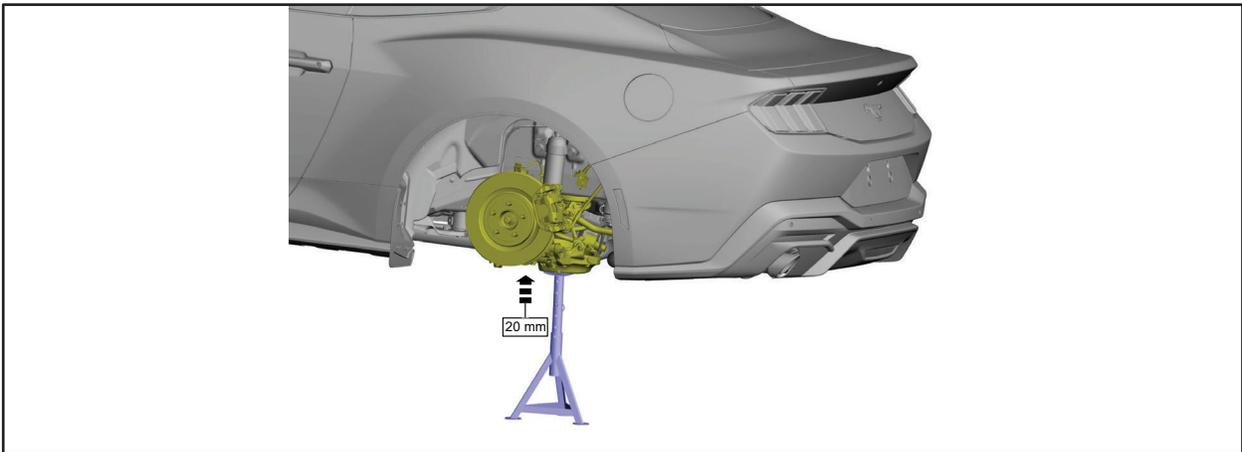
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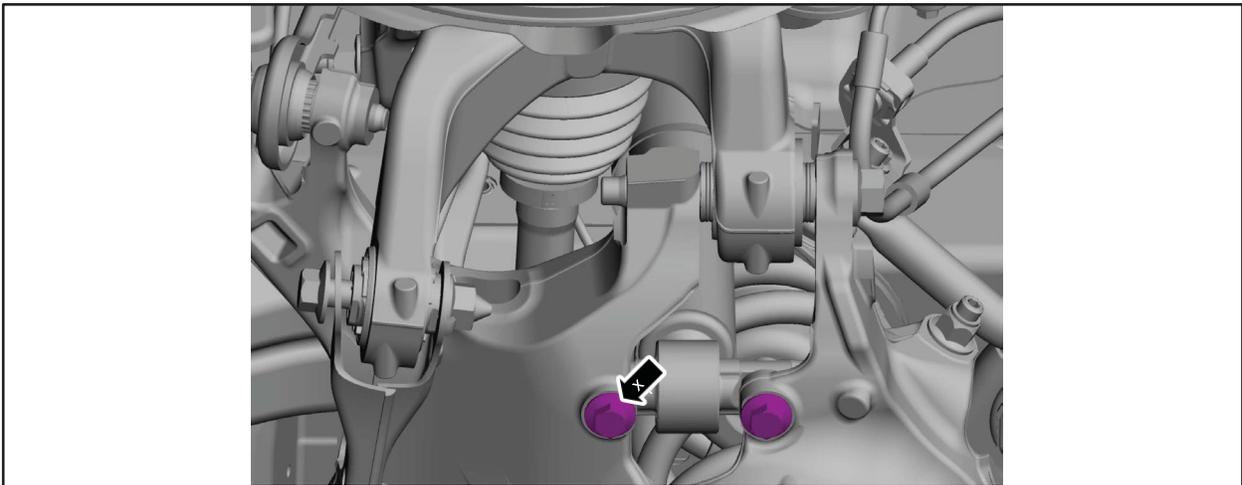
**Rear Disassembly:**

**NOTE:** The Rear Disassembly procedure is to be performed on both sides of the vehicle where applicable.

1. Raise and support the rear suspension approximately 20mm.  
Use the General Equipment: Vehicle/Axle Stands



2. Remove the rear shock absorber lower bolts.



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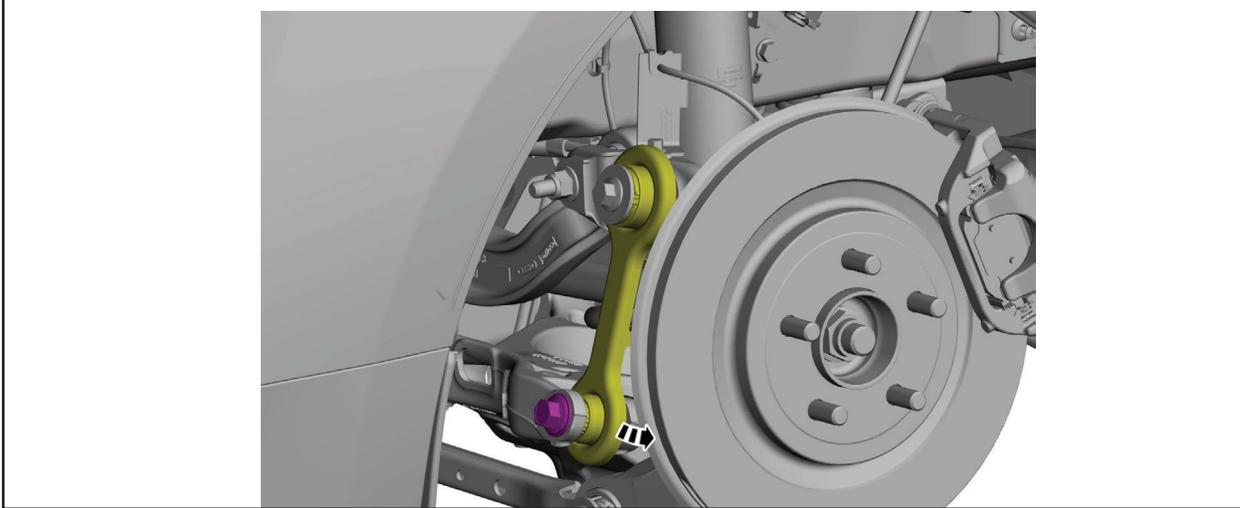
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4. Remove the lower arm vertical link lower bolt and position the lower vertical arm link aside.



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5. Separate the wheel knuckle from the lower arm:

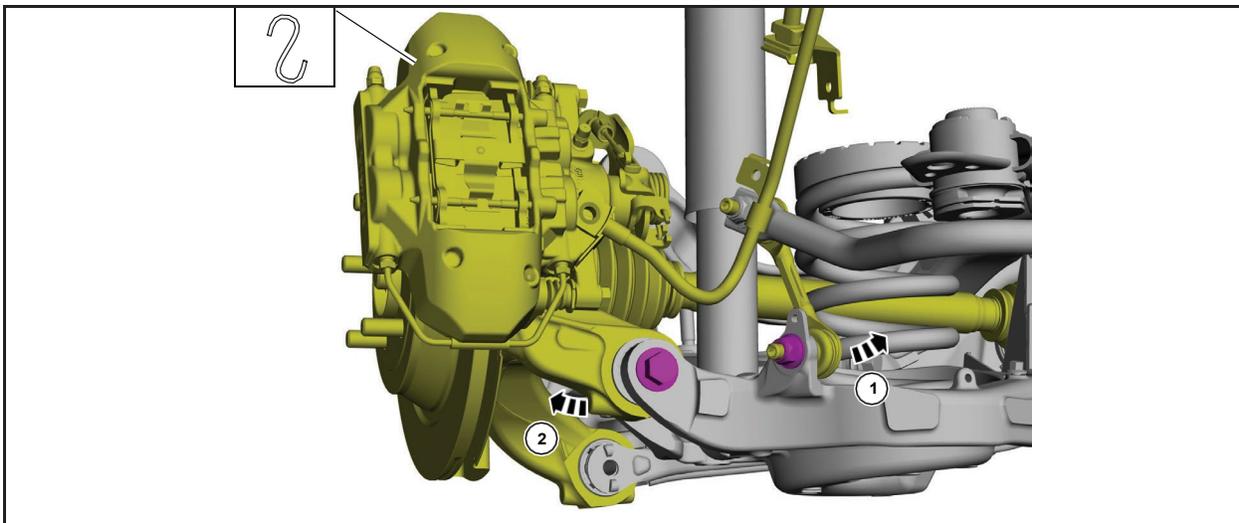
1. Remove the rear stabilizer bar link lower nut and position the rear stabilizer bar link aside.
2. Remove the lower arm-to-wheel knuckle bolt and separate the wheel knuckle from the lower arm.

**NOTICE: Do not use power tools to remove or install the stabilizer bar link nuts. Damage to the stabilizer bar link ball joints and boots may occur.**

**NOTE:** The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

**NOTE:** Use the hex-holding feature to prevent the ball stud from turning while removing the stabilizer bar link nut.

**NOTE:** Make sure that the knuckle is supported with suitable retaining straps.



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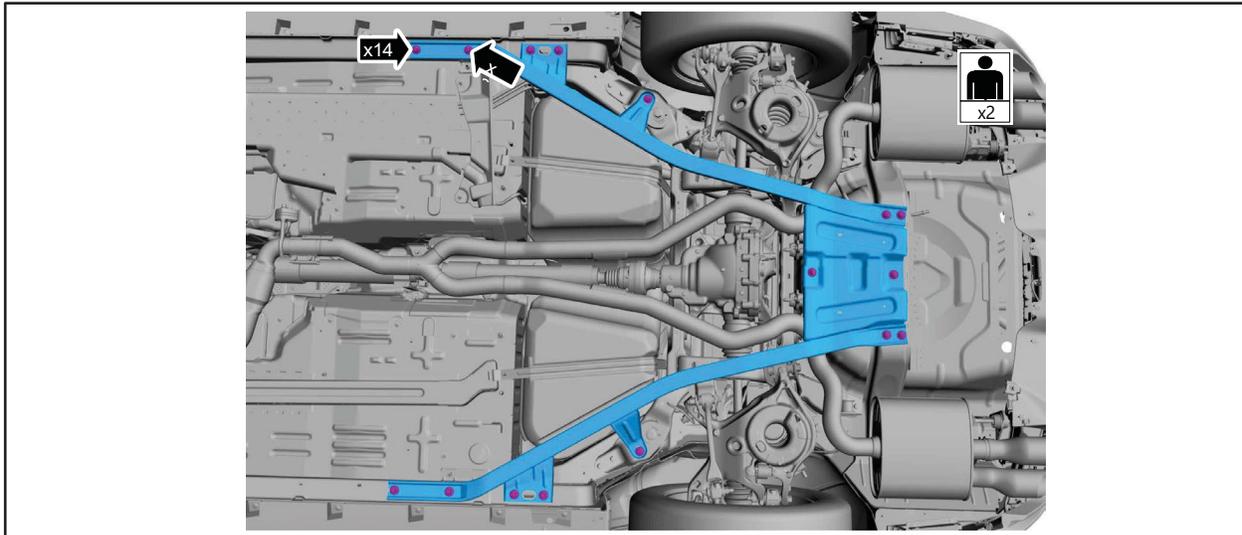
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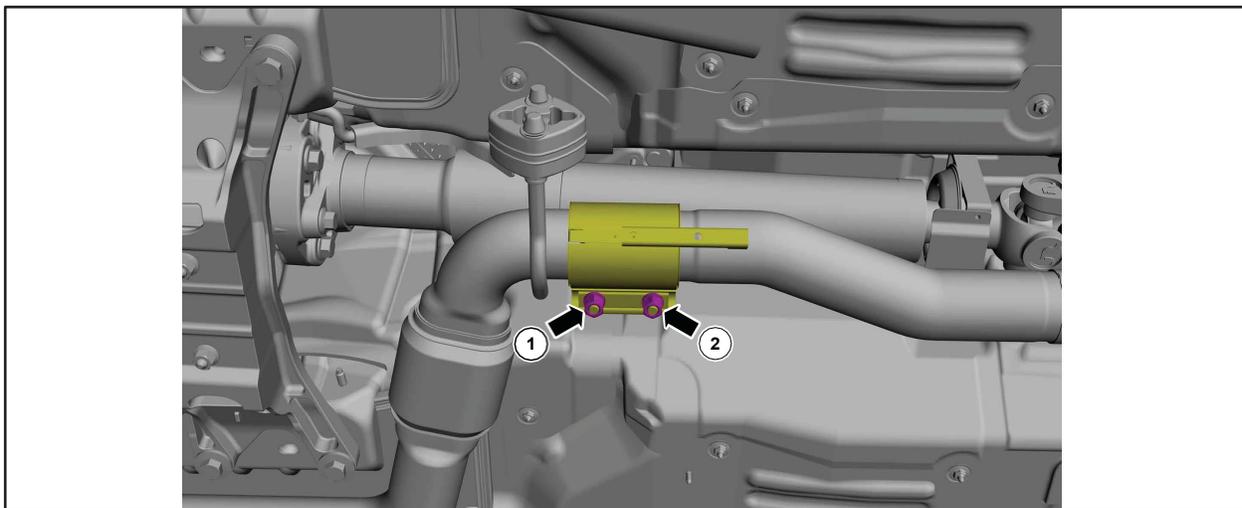
6. Convertible top vehicles, remove the retainers and the brace.

**NOTE:** This step requires the aid of another person.



7. Loosen the clamp and separate the front muffler and tailpipe from the catalytic converters.

**NOTE:** Do not excessively bend, twist or allow the exhaust to hang from the flexible joint or damage to the exhaust system may occur.



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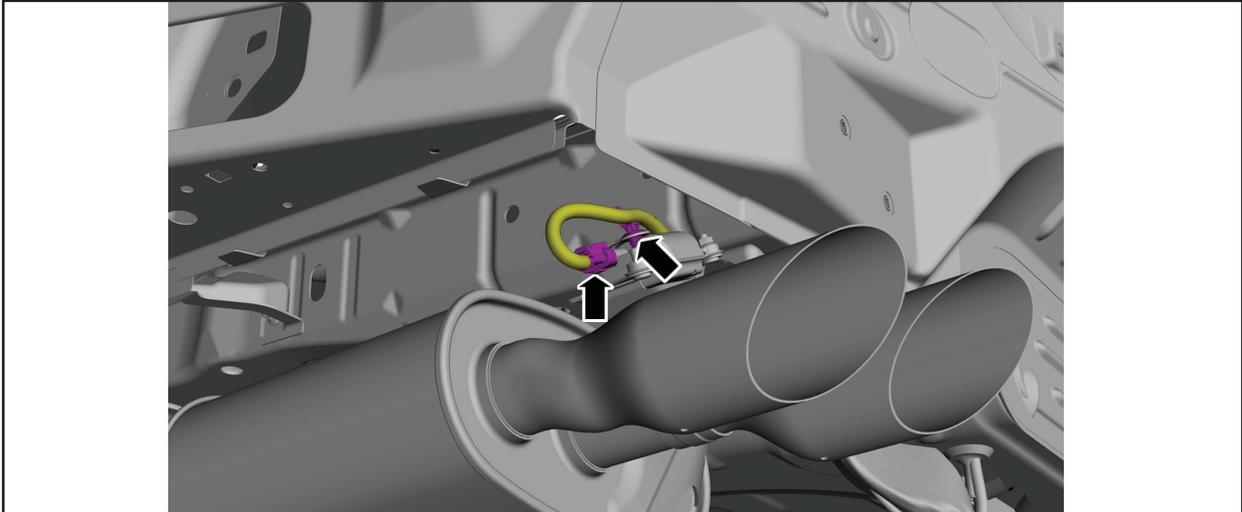
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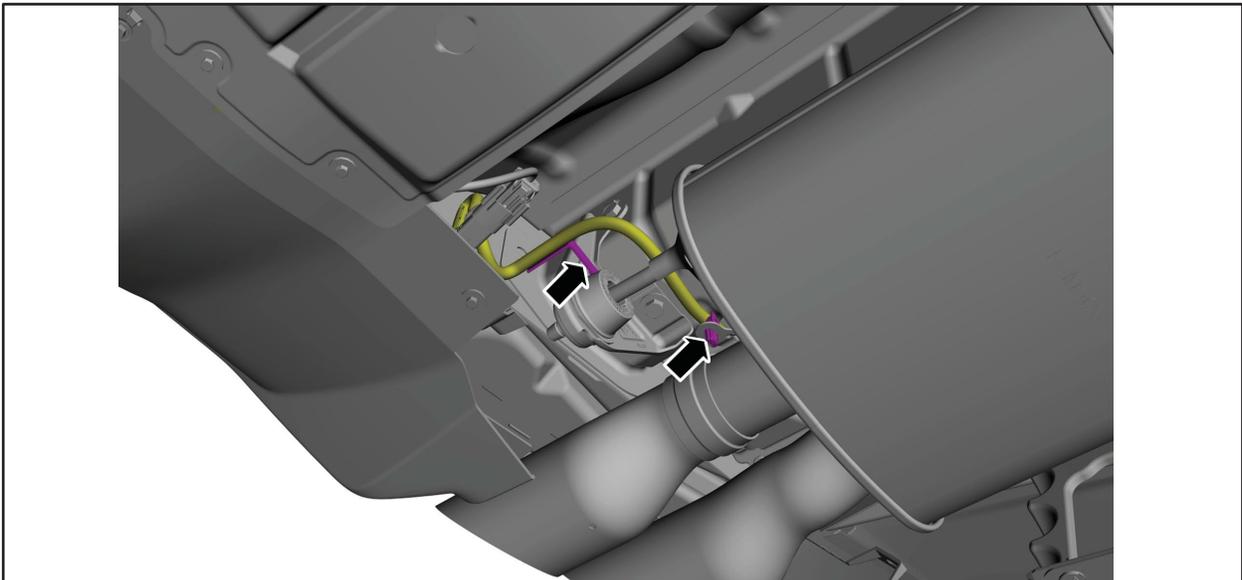
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8. If equipped, on both sides, disconnect exhaust tail pipe actuator electrical connector and detach the wiring retainer.



9. If equipped, on both sides, disconnect exhaust tail pipe actuator electrical wiring harness retainers.



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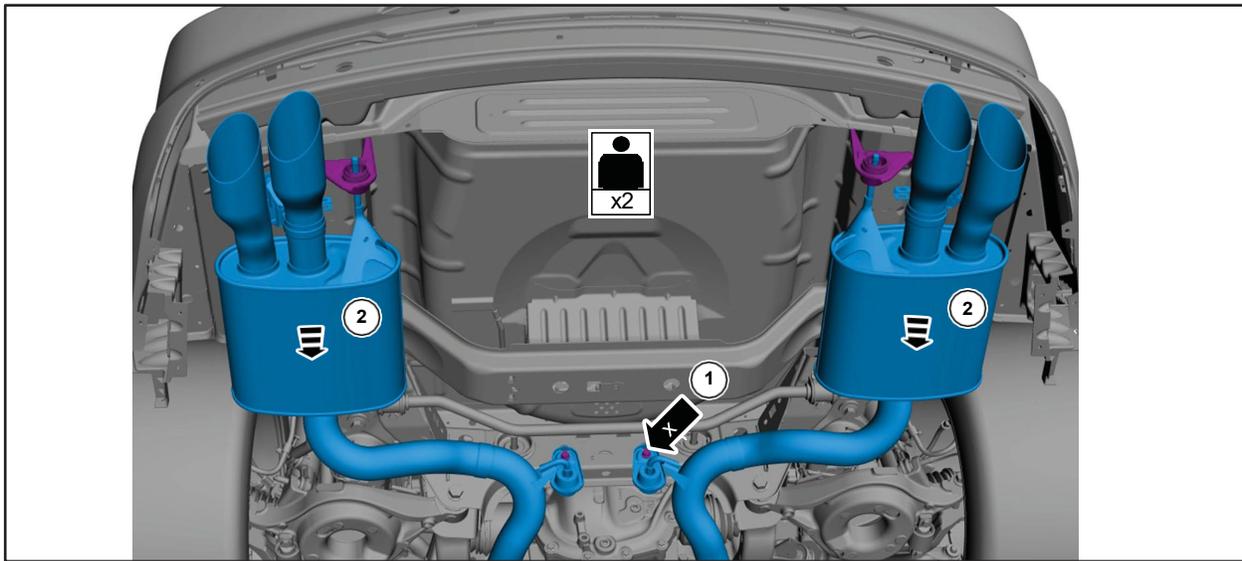
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10. Remove the muffler and tailpipe:

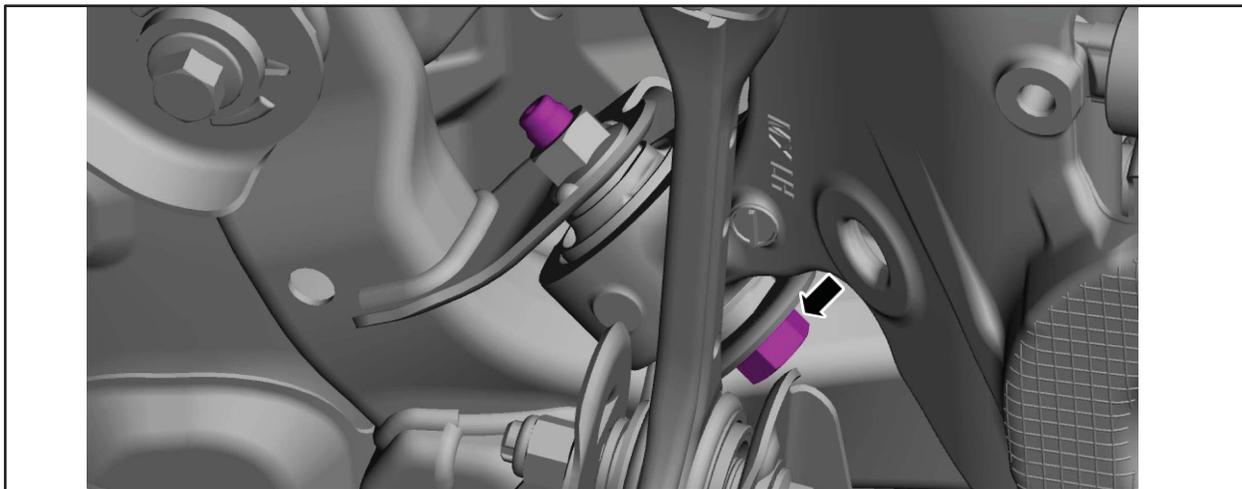
1. Remove the intermediate exhaust hanger isolator bracket bolts from the rear subframe.
2. Unhook the intermediate exhaust hanger isolators and rotate the isolators so that they are out of the way.
3. Remove the muffler and tailpipe.

**NOTE:** Do not use oil or grease-based lubricants on the isolators. They may cause deterioration of the rubber.

**NOTE:** This step requires the aid of another person.



11. Remove the forward lower control arm-to-frame bolt.



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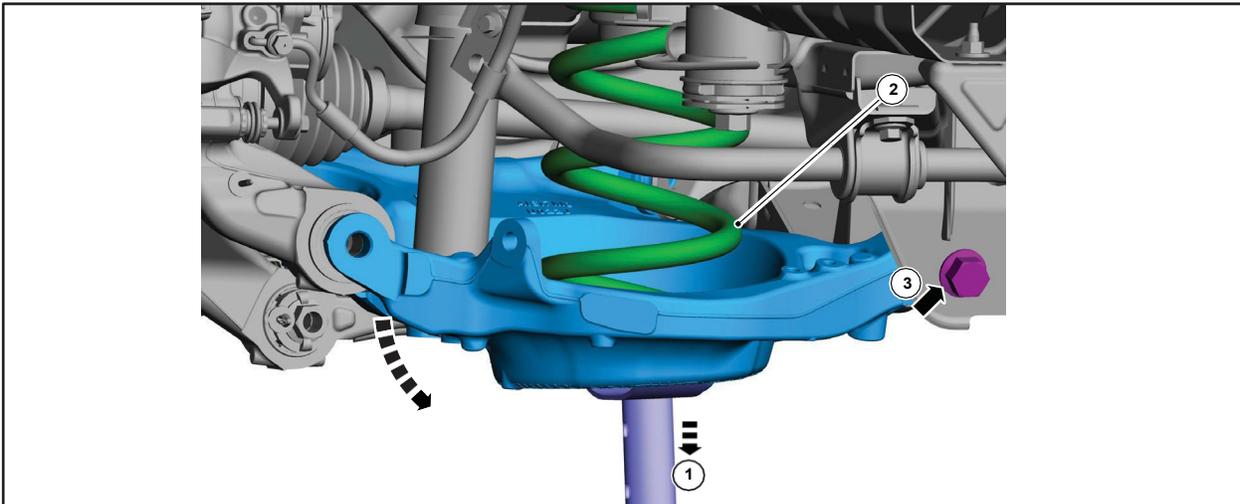
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12. Remove the rear spring:

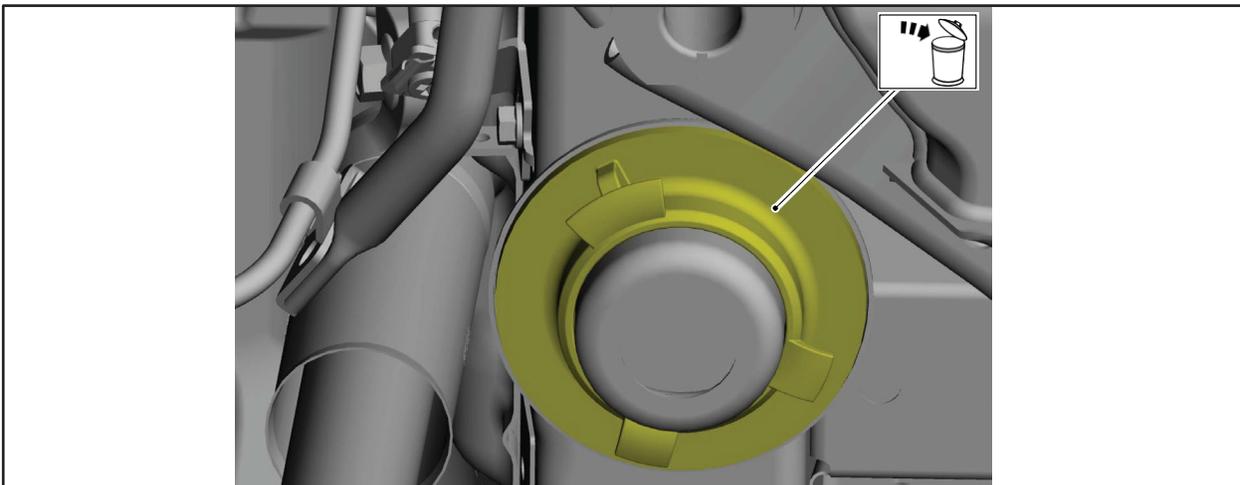
1. Lower the suspension to release the spring compression.  
Use the General Equipment: Vehicle/Axle Stands
2. Remove the spring by lowering the lower arm.
3. Remove the lower arm-to-frame rearward bolt and remove the lower arm.

**⚠ WARNING: Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.**

**NOTE:** Do not allow the rear spring to fall.



13. Remove and discard the upper spring seat.



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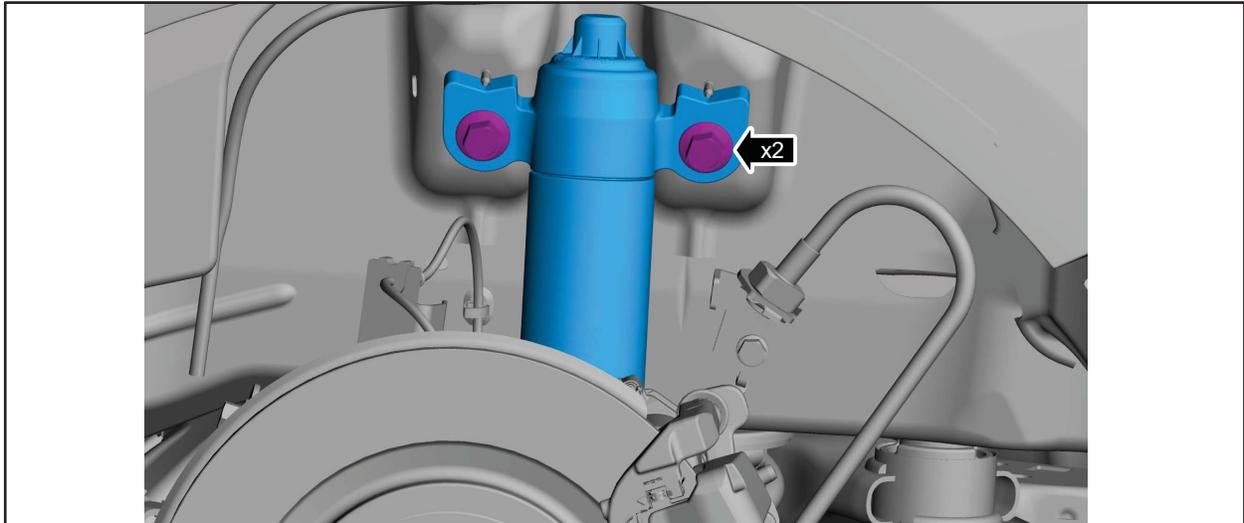
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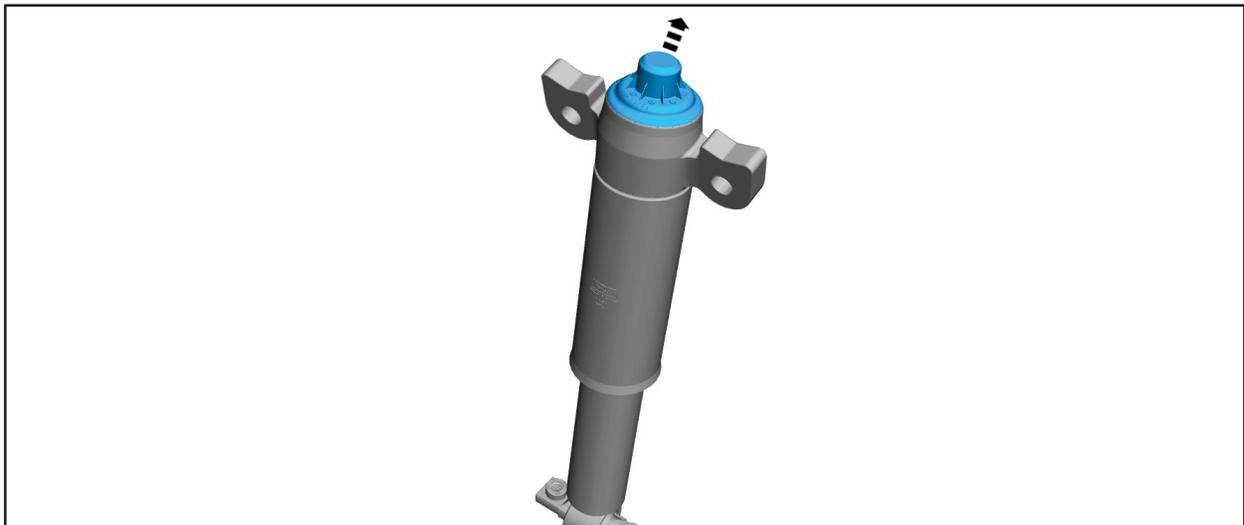
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14. Remove the upper mount bolts and the rear shock absorber.



15. Remove the fastener cap from the rear shock absorber.



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M-5300-S62T  
2025 Mustang  
2.3L Track Lowering Spring Kit

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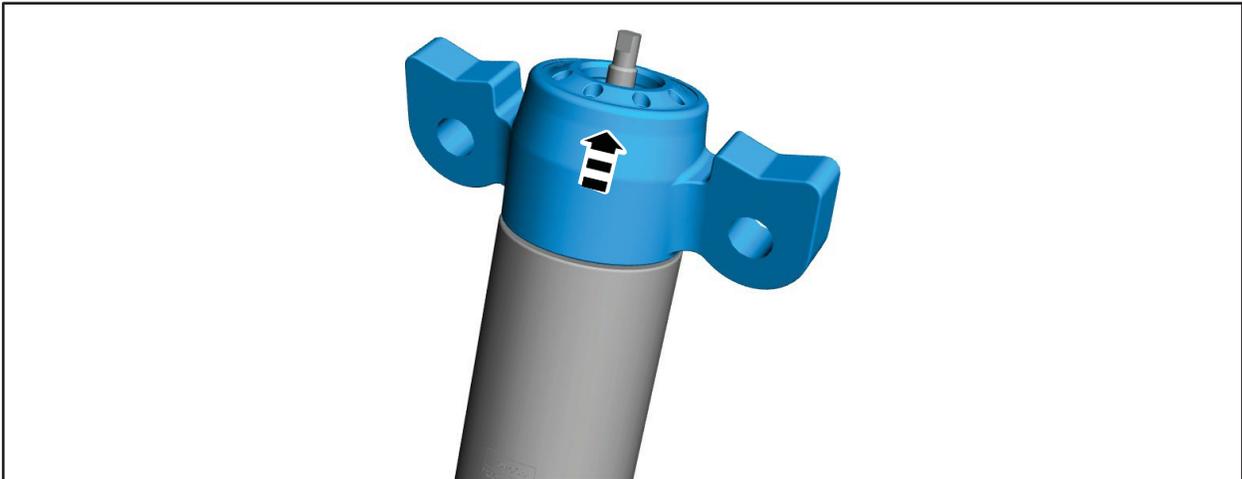
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16. Remove the rear shock absorber nut.

**NOTE:** Utilize the hex holding feature to prevent the shock absorber rod from turning while removing the nut.



17. Remove the rear shock absorber upper mount.



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M-5300-S62T  
2025 Mustang  
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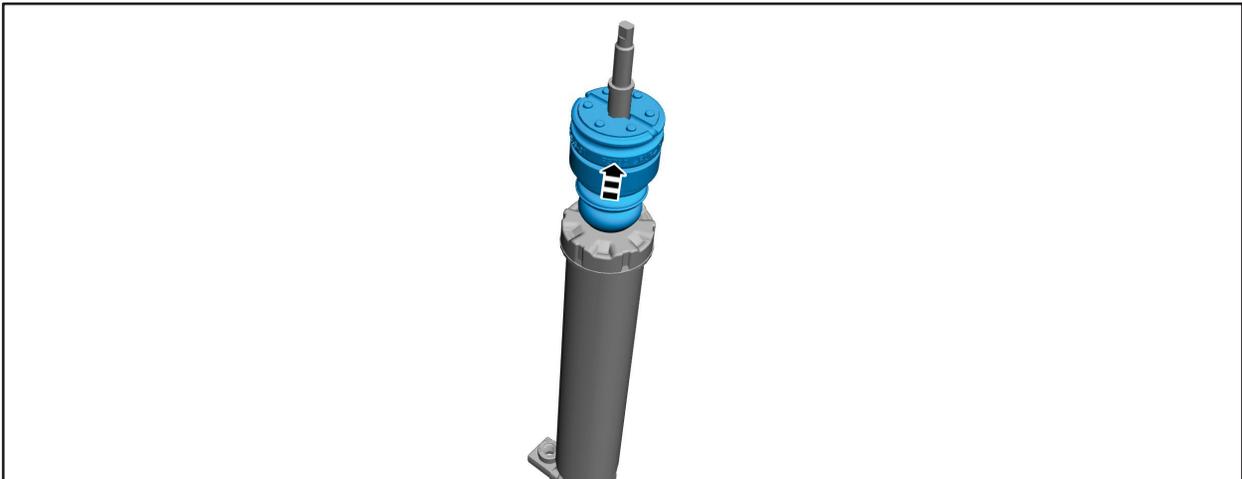
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18. Remove the rear shock absorber dust shield.



19. Remove the rear shock absorber jounce bumper.



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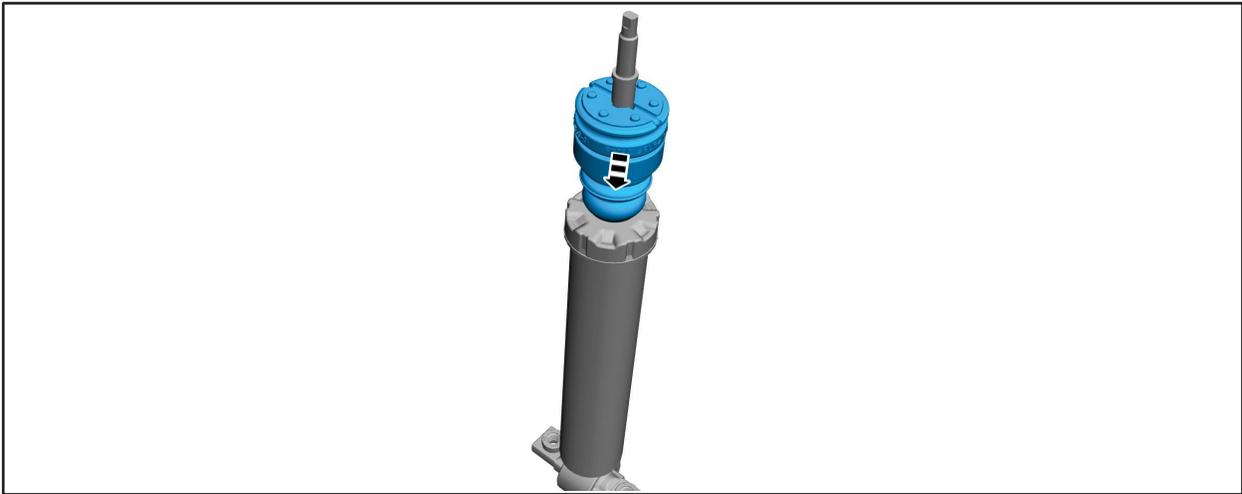
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**Rear Assembly:**

**NOTICE:** Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

1. Install the *new* rear jounce bumper to the rear shock absorber.



2. Install the dust shield to the rear shock absorber.



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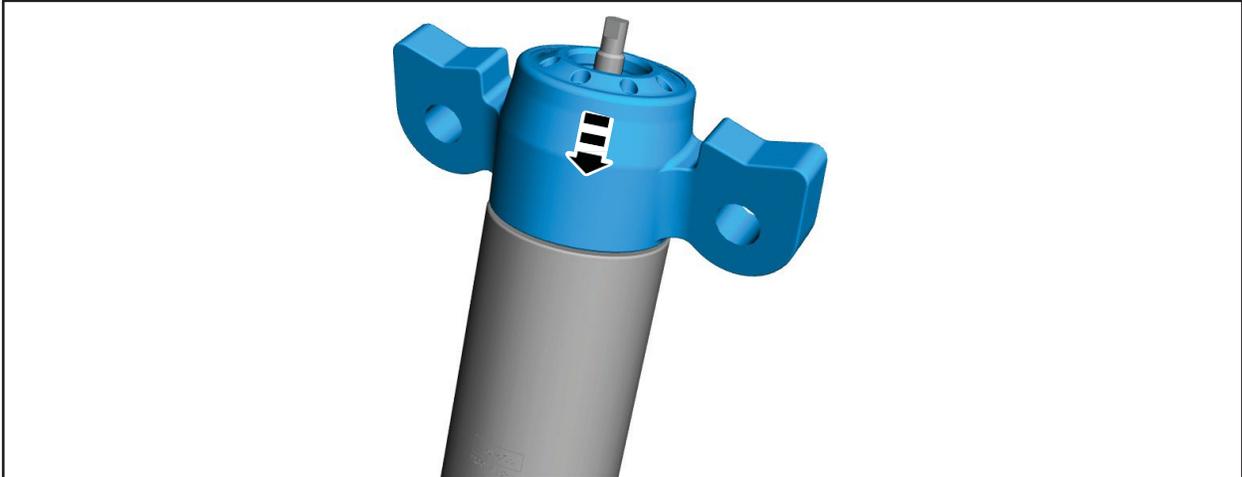
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3. Install the rear shock absorber upper mount.



4. Install the rear shock absorber nut.  
Torque: 22 lb.ft (30 Nm)

**NOTE:** Utilize the hex holding feature to prevent the shock absorber rod from turning while installing the nut.



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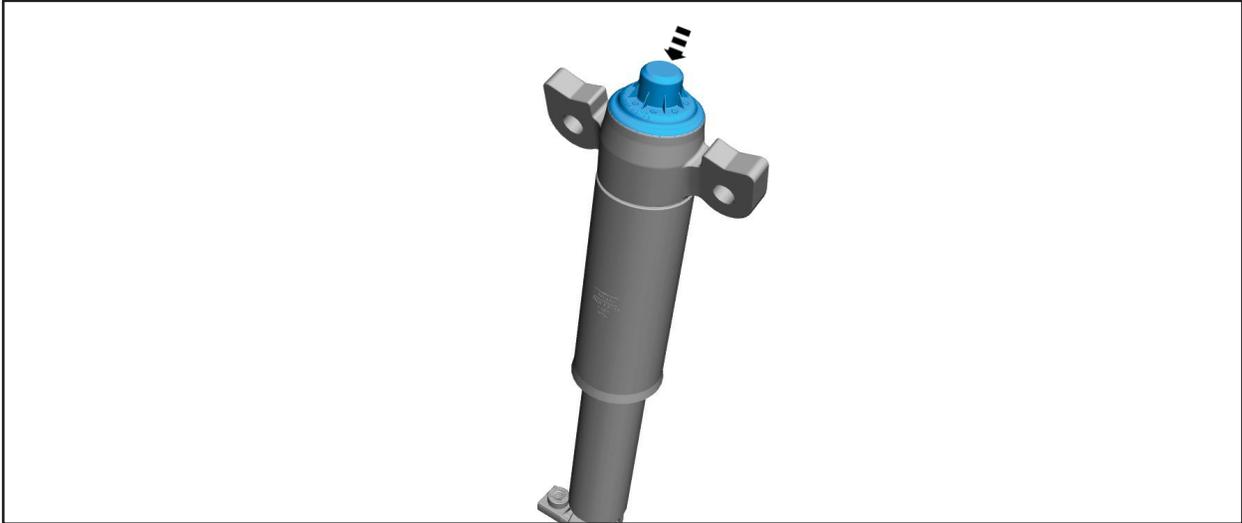
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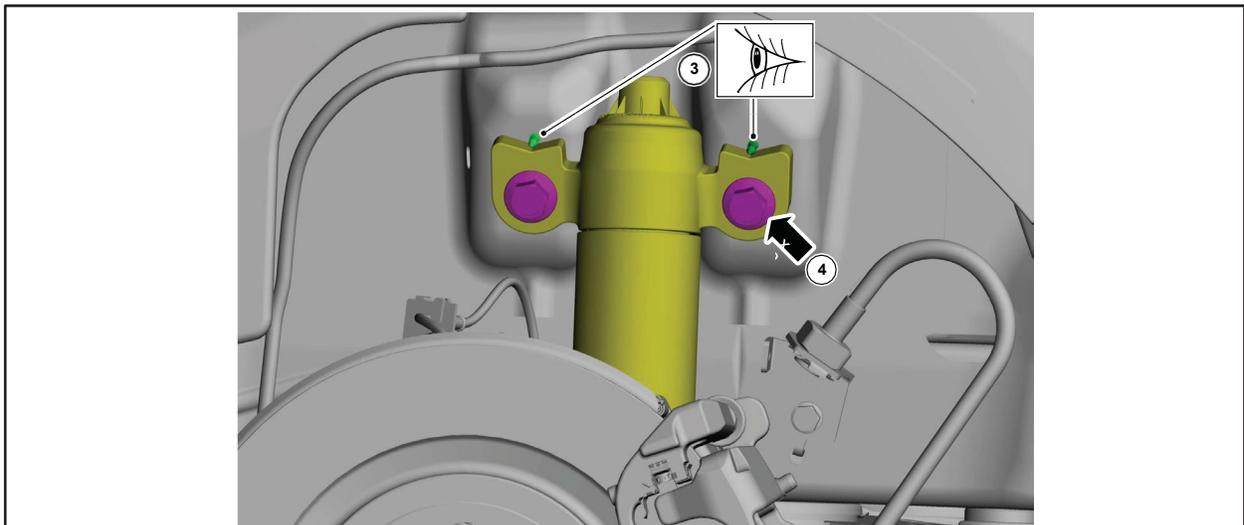
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5. Install the fastener cap to the rear shock absorber.



6. Install the rear shock absorber:

1. Remove any remaining Loctite from the rear shock absorber upper bolts using a wire brush.  
Use the General Equipment: Wire Brush
2. Apply red Loctite to the threads of the rear shock absorber upper bolts.  
Material: Threadlock 262® (TA-26)
3. Align the rear shock absorber upper mount under the body alignment pins.
4. Install the rear shock absorber upper mount bolts.  
Torque: 76 lb.ft (103 Nm)



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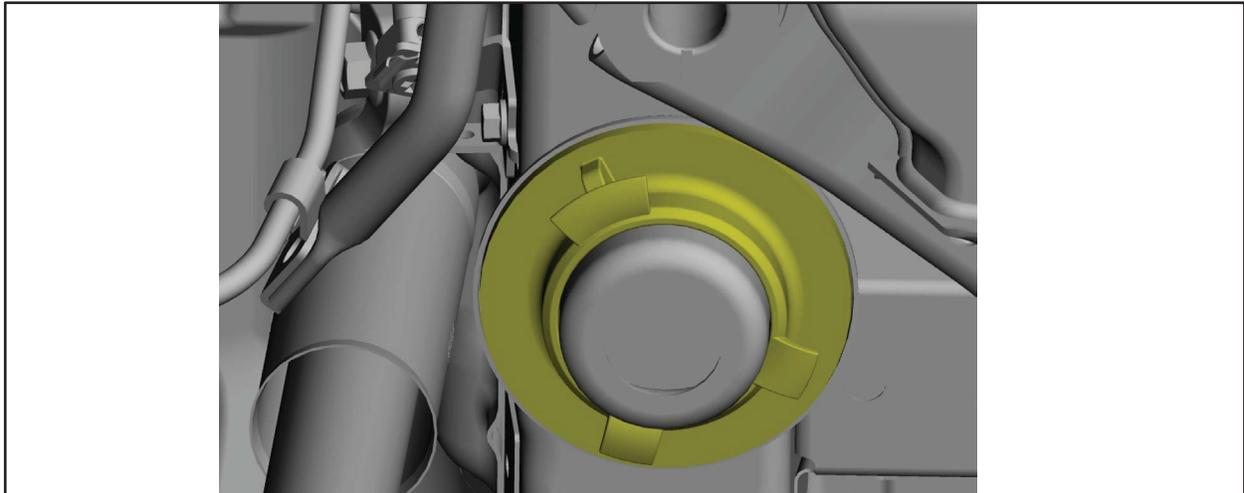
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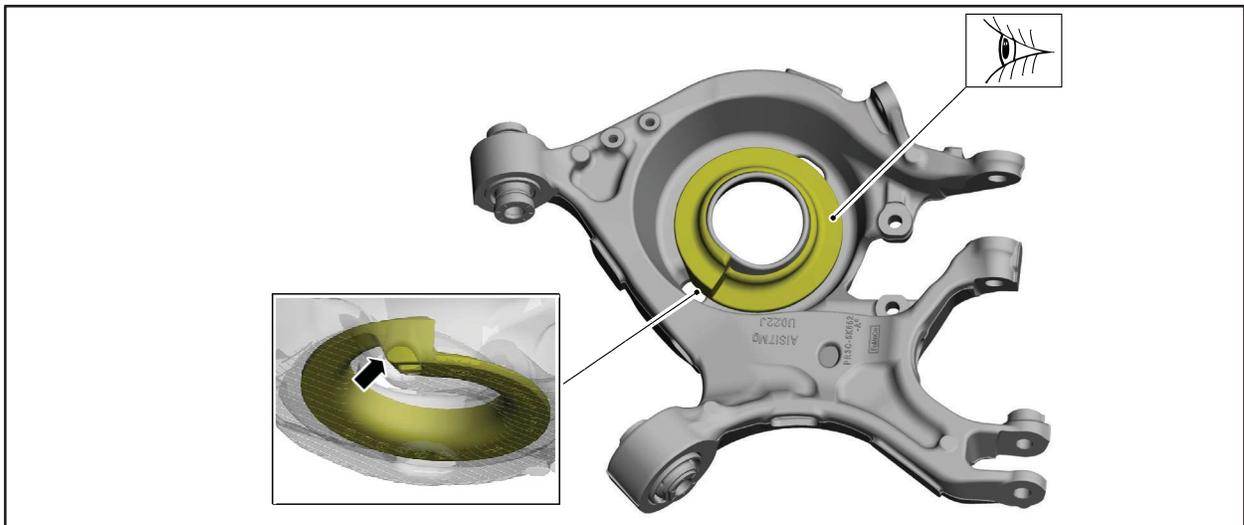
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7. Install the new upper spring seat.



8. Inspect the lower spring seat. Make sure it is properly aligned in the lower control arm.



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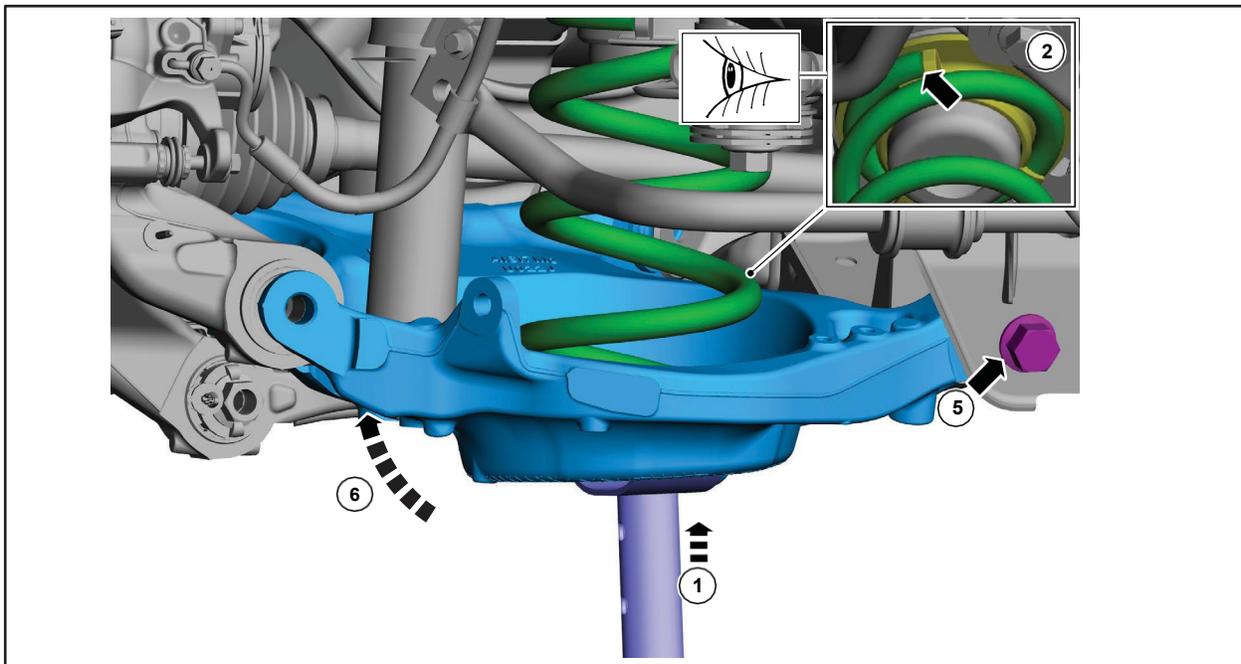
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9. Install the *new* rear spring:

1. Position the lower arm and jackstand.  
Use the General Equipment: Vehicle/Axle Stands
2. Position the *new* spring into the upper and lower spring seat.  
**NOTE:** Hold spring in place while installing lower arm.  
**NOTE:** Make sure the upper spring seat is properly positioned on the upper spring mount.
3. Remove any remaining Loctite from the lower arm-to-frame rearward bolt using a wire brush.  
Use the General Equipment: Wire Brush
4. Apply red Loctite to the threads of the lower arm-to-frame rearward bolt.  
Material: Threadlock 262® (TA-26)
5. Install the lower arm-to-frame rearward bolt.  
**NOTE:** Before tightening the lower arm bolt, use a jackstand to raise the rear suspension to ride height.  
**NOTE:** Only tighten the bolt finger tight at this stage.
6. Raise the lower arm into position.

**⚠ WARNING: Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.**

**NOTE:** Do not allow the rear spring to fall.



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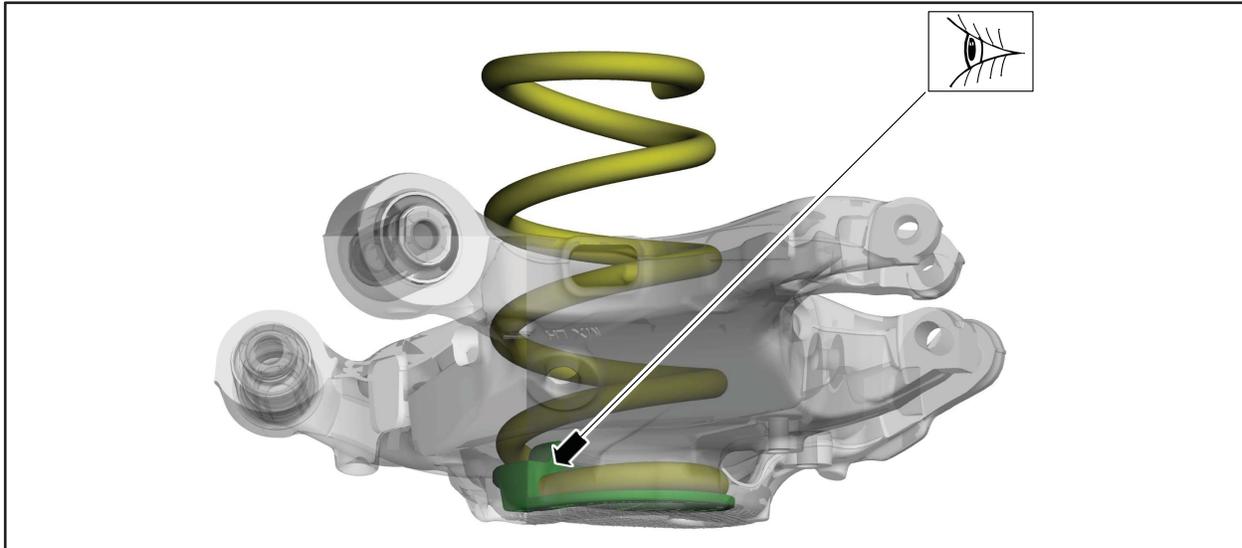
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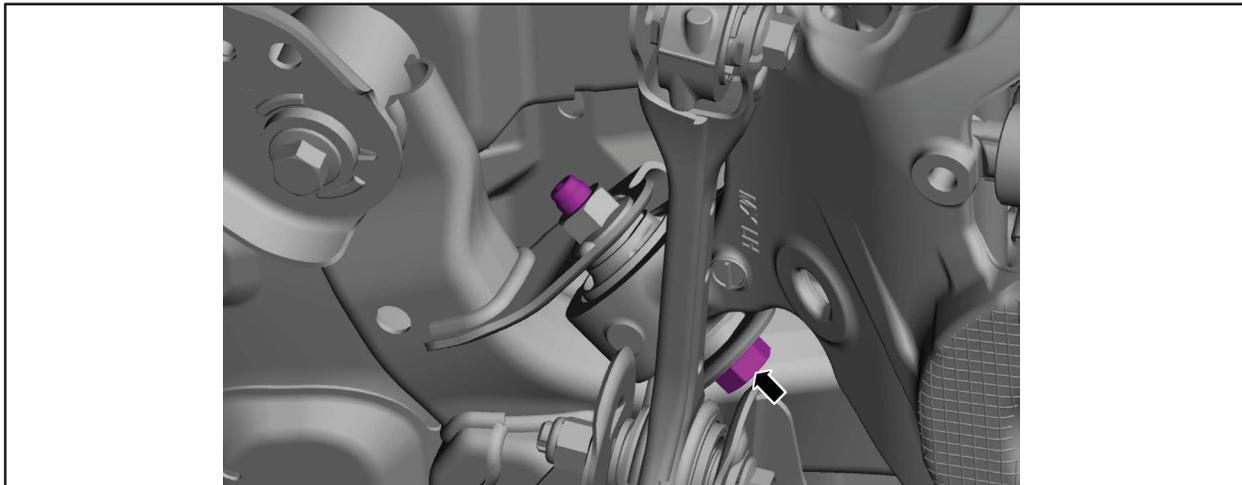
10. Make sure that the *new* spring is properly positioned in the lower spring seat.



11. Install the forward lower control arm-to-frame bolt:

1. Remove any remaining Loctite from the forward lower control arm-to-frame bolt using a wire brush.  
Use the General Equipment: Wire Brush
2. Apply red Loctite to the threads of the forward lower control arm-to-frame bolt.  
Material: Threadlock 262® (TA-26)
3. Install the forward lower control arm-to-frame bolt.

**NOTE:** Only tighten the bolt finger tight at this stage.



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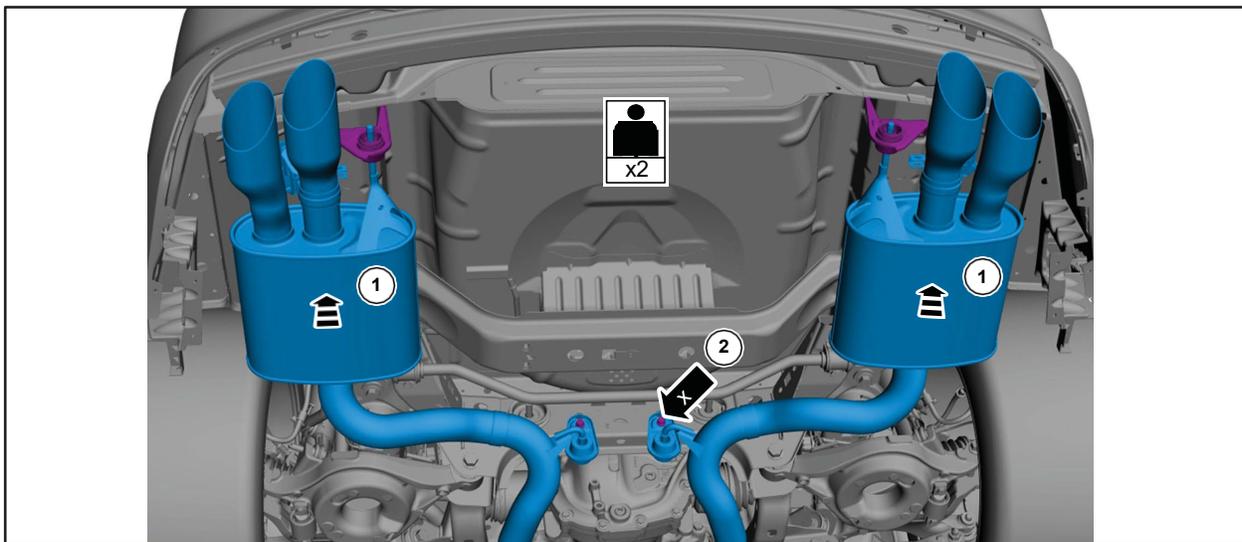
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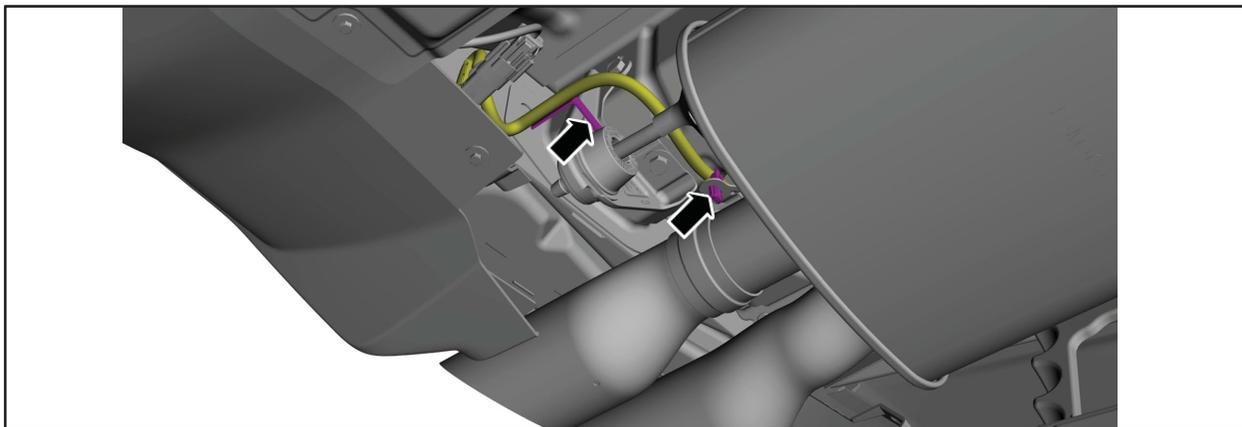
12. Clean all exhaust connections before reassembly.
13. Install the muffler and tailpipe.
  1. Install the muffle and tailpipe assembly. Rotate the isolators and hook them to the muffler and tailpipe.
  2. Install the intermediate exhaust hanger isolator bracket bolts to the rear subframe.  
Torque: 22 lb.ft (30 Nm)

**NOTE:** This step requires the aid of another person



14. If equipped, on both sides, connect the exhaust tail pipe actuator electrical wiring harness retainers.

**NOTE:** Make sure the electrical wiring is routed with suitable clearance from the exhaust tips and the push pin clips are correctly installed.



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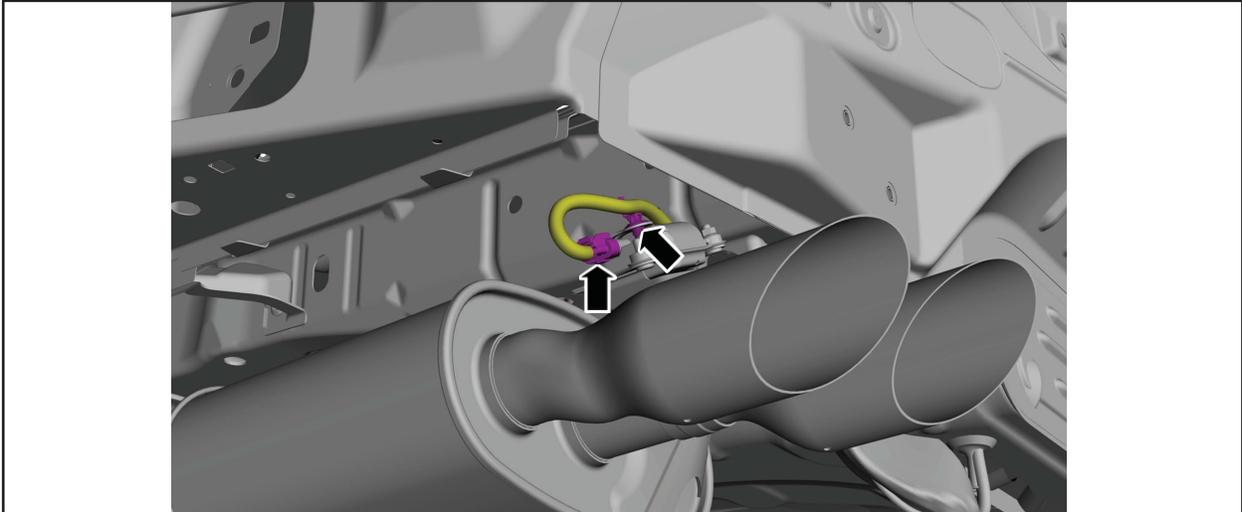
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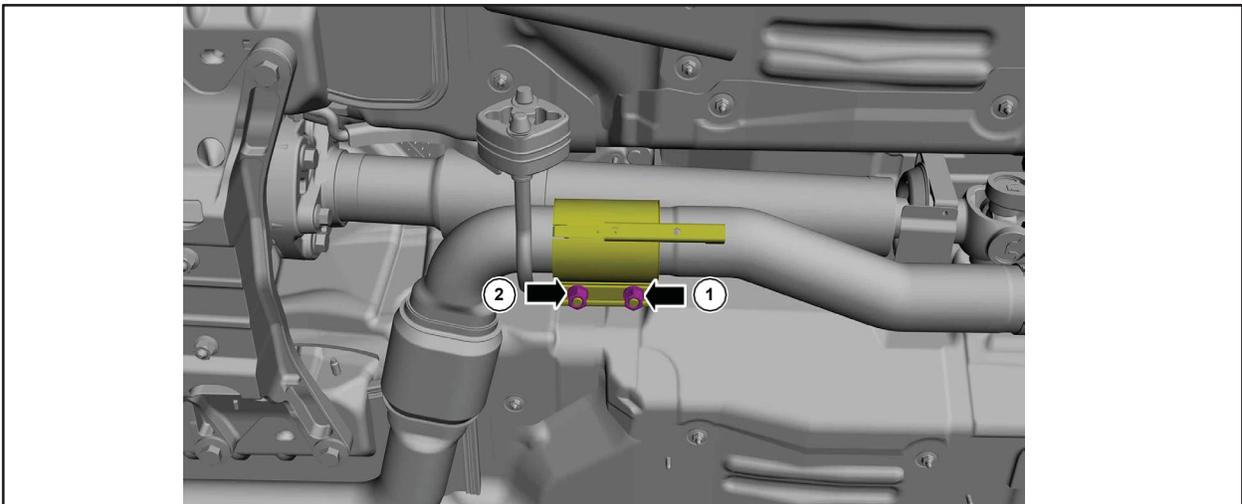
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15. If equipped, on both sides, attach the wiring retainer and connect the exhaust tail pipe actuator electrical connector.



16. Align the decorative tips and tighten the clamps in the sequence shown.  
Torque: 35 lb.ft (48 Nm)

**NOTE:** Make sure the decorative tips are properly aligned with the openings in the rear bumper cover and adjust if needed.



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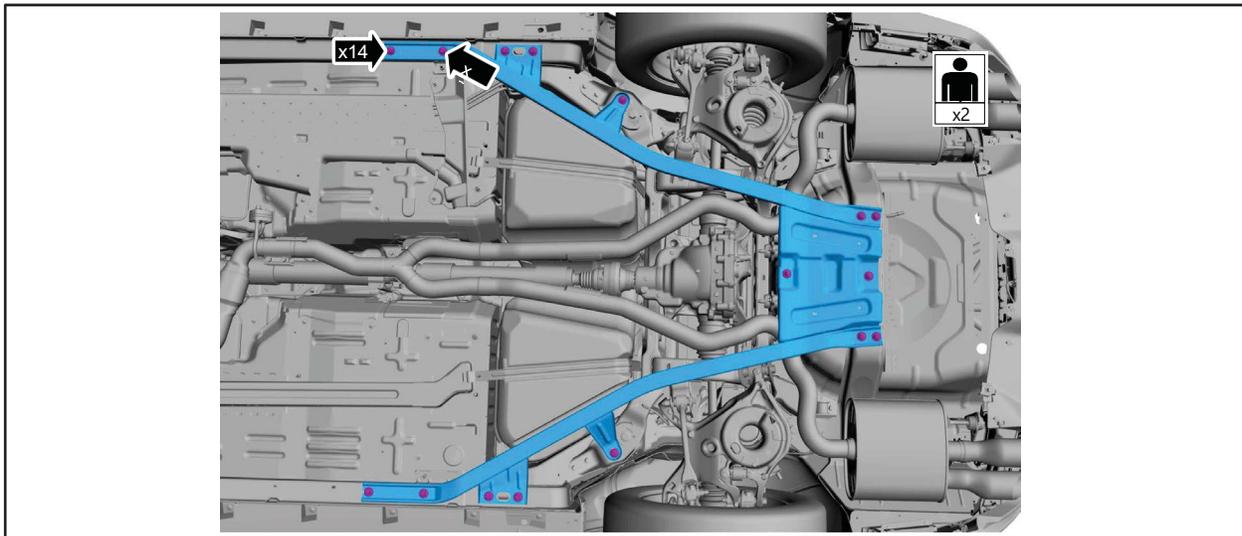
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17. Convertible top vehicles, install the brace and the retainers:
1. Remove any remaining Loctite from the brace bolts using a wire brush.  
Use the General Equipment: Wire Brush
  2. Apply Loctite to the threads of the brace bolts.  
Material: Motorcraft® Threadlock and Sealer / TA-25-B
  3. Install the brace and the bolts.  
Torque: 46 lb.ft (63 Nm)

**NOTE:** This step requires the aid of another person.



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18. Attach the wheel knuckle to the lower arm:

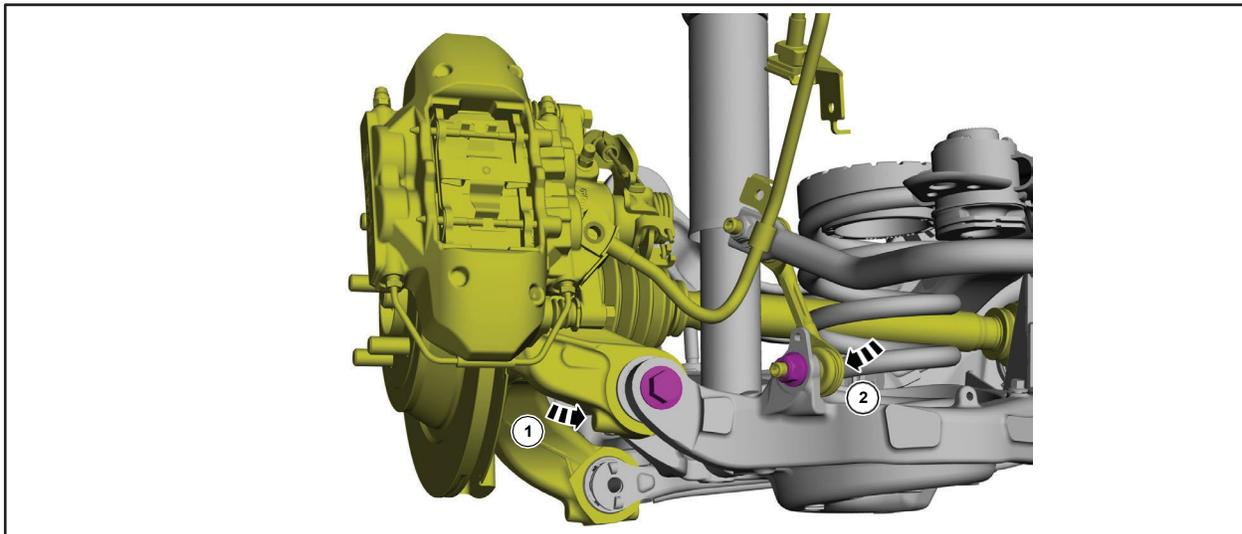
1. Remove any remaining Loctite from the lower arm-to-wheel knuckle bolt using a wire brush.  
Use the General Equipment: Wire Brush
2. Apply Loctite to the threads of the lower arm-to-wheel knuckle bolt.  
Material: Threadlock 262® (TA-26)
3. Position the wheel knuckle to the lower arm and install the lower arm-to-knuckle bolt.
4. Position the stabilizer bar link and install the stabilizer bar link lower nut.

**NOTICE: Do not use power tools to remove or install the stabilizer bar link nuts. Damage to the stabilizer bar link ball joints and boots may occur.**

**NOTE:** The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

**NOTE:** Use the hex-holding feature to prevent the ball stud from turning while removing the stabilizer bar link nut.

**NOTE:** Only tighten the fasteners finger tight at this stage.



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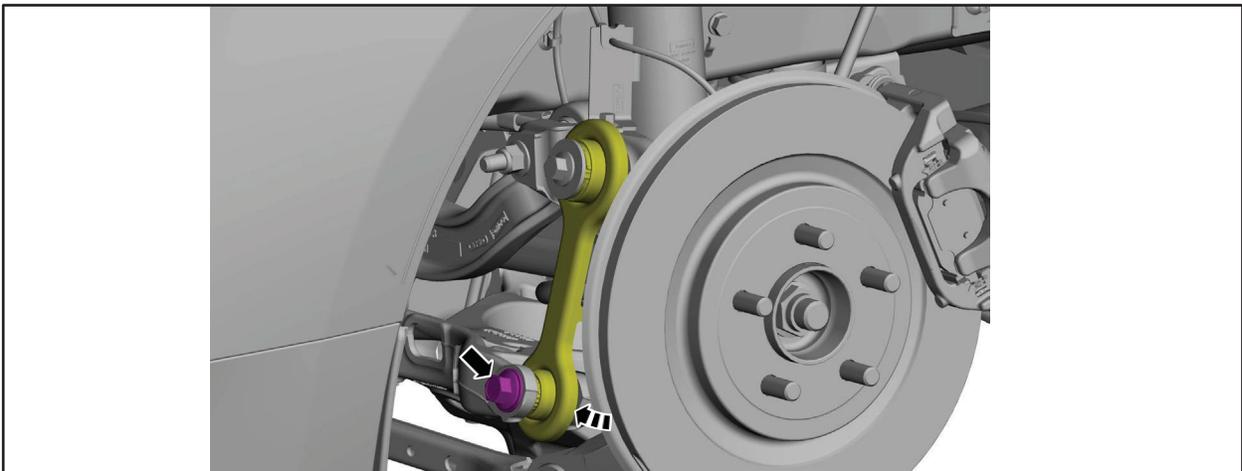
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20. Position back the lower arm vertical link:

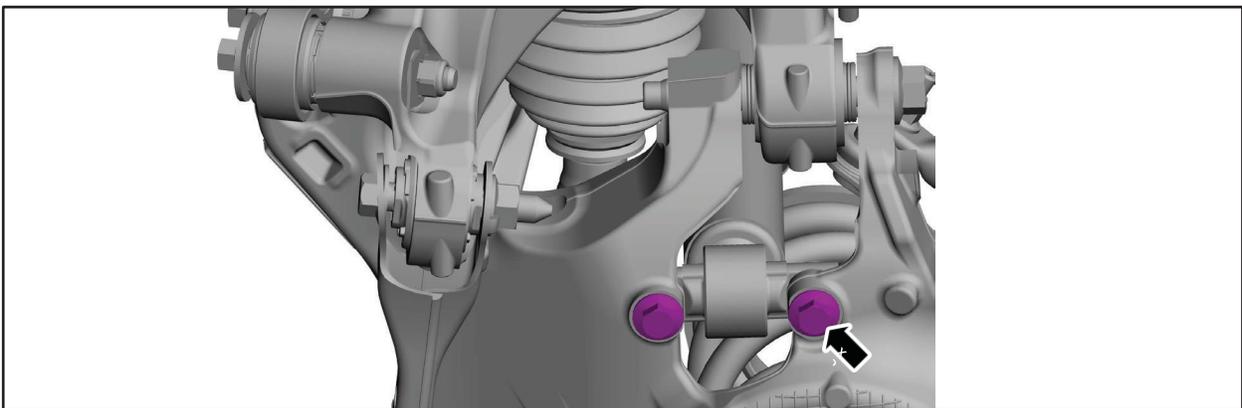
1. Remove any remaining Loctite from the lower arm vertical link bolt using a wire brush.  
Use the General Equipment: Wire Brush
2. Apply Loctite to the threads of the lower arm vertical link bolt.  
Material: Threadlock 262® (TA-26)
3. Position the lower arm vertical link and install the bolt.

**NOTE:** Only tighten the bolt finger tight at this stage.



21. Install the rear shock absorber bolts:

1. Remove any remaining Loctite from the rear shock absorber bolts using a wire brush.  
Use the General Equipment: Wire Brush
2. Apply Loctite to the threads of the rear shock absorber bolts.  
Material: Threadlock 262® (TA-26)
3. Position the rear shock absorber and install the bolts.  
Torque: 41 lb.ft (55 Nm)



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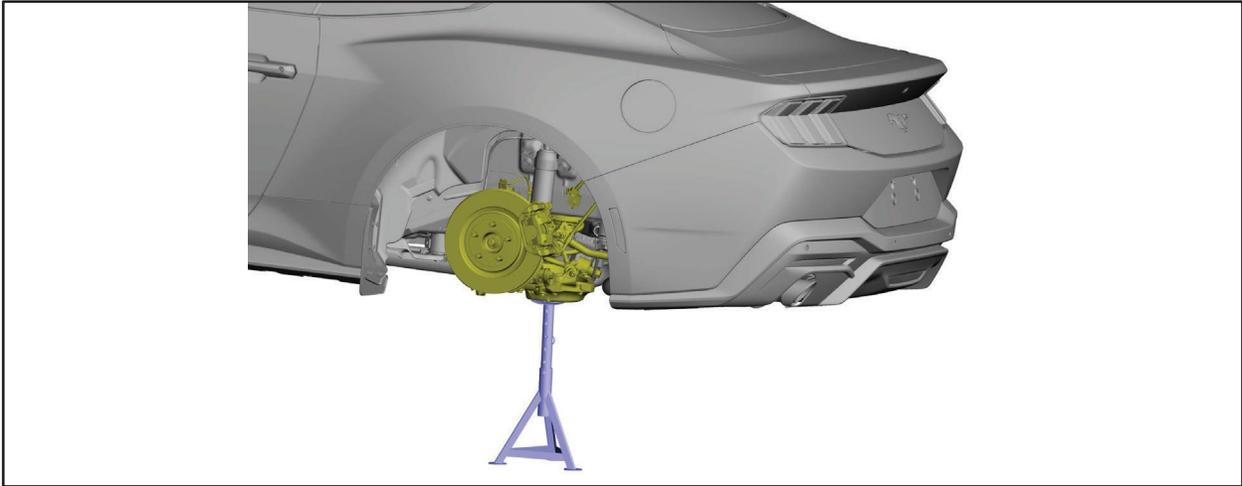
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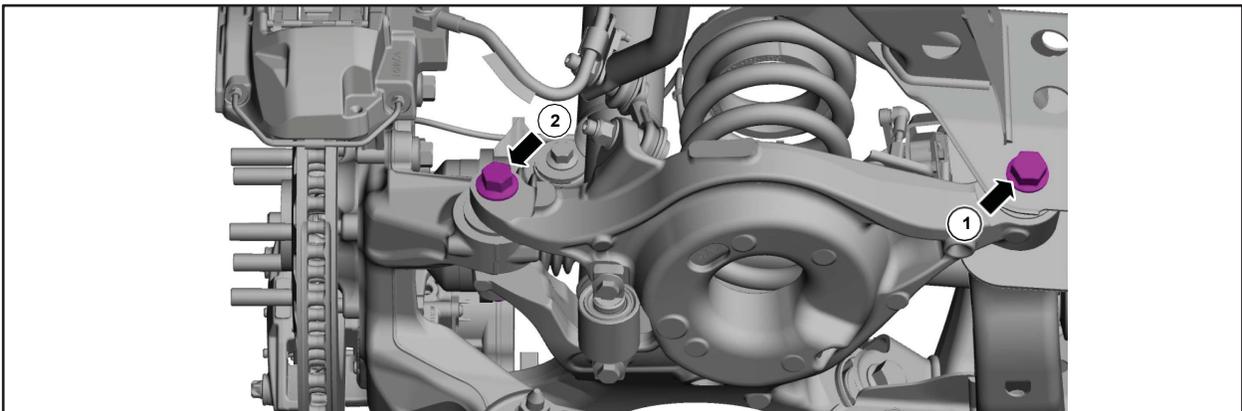
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22. Support the rear suspension at curb height.  
Use the General Equipment: Vehicle/Axle Stands



23. Tighten the fasteners:
1. Tighten the rearward lower control arm-to-frame bolt.  
Torque: 184 lb.ft (250 Nm)
  2. Tighten the lower control arm-to-wheel knuckle bolt.  
Torque: 203 lb.ft (275 Nm)

**NOTICE: Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.**



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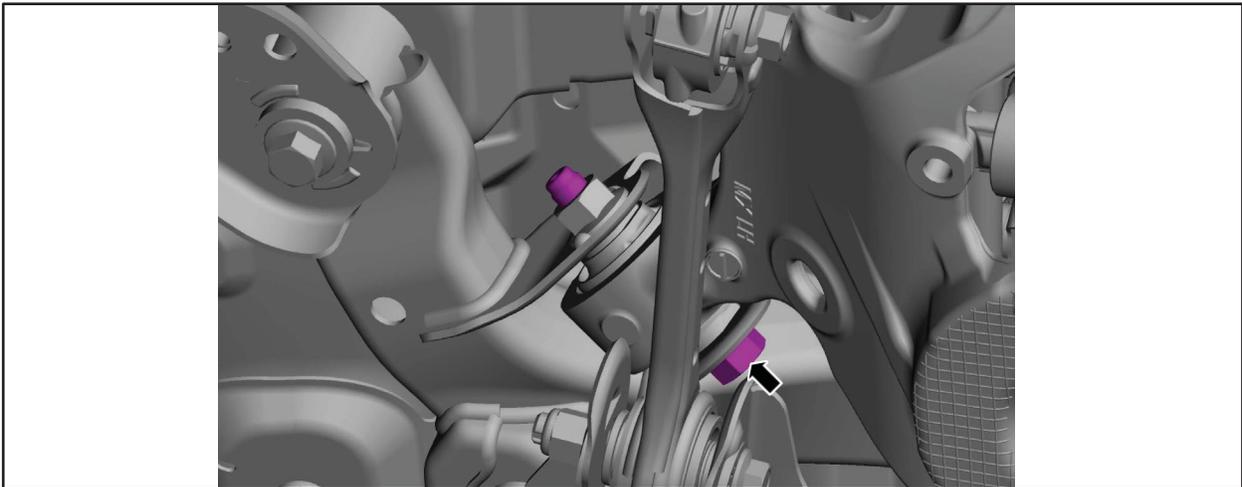
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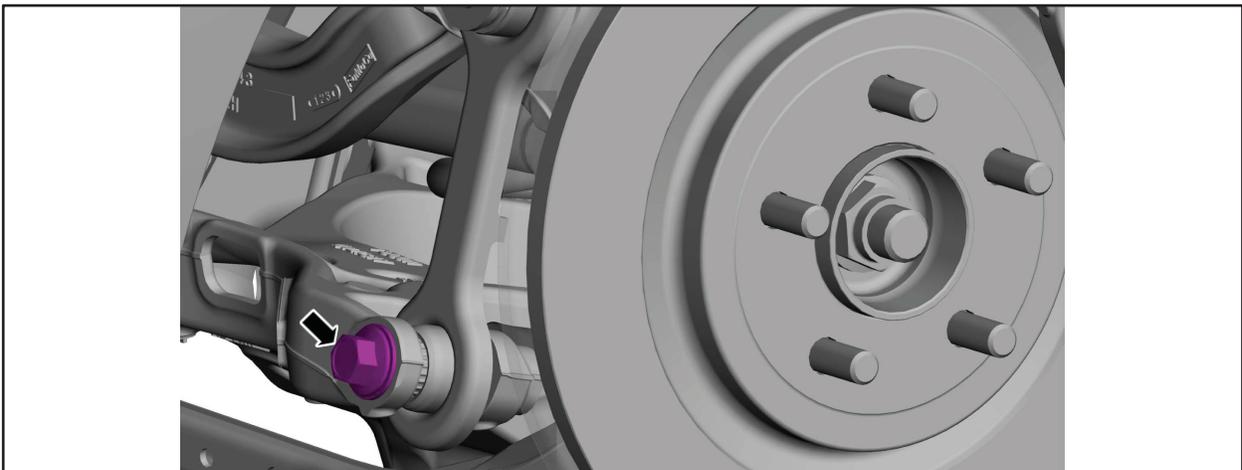
24. Tighten the forward lower control arm-to-frame bolt.  
Torque: 166 lb.ft (225 Nm)

**NOTICE: Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.**



26. Tighten the lower arm vertical link bolt.  
Torque: 129 lb.ft (175 Nm)

**NOTICE: Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.**



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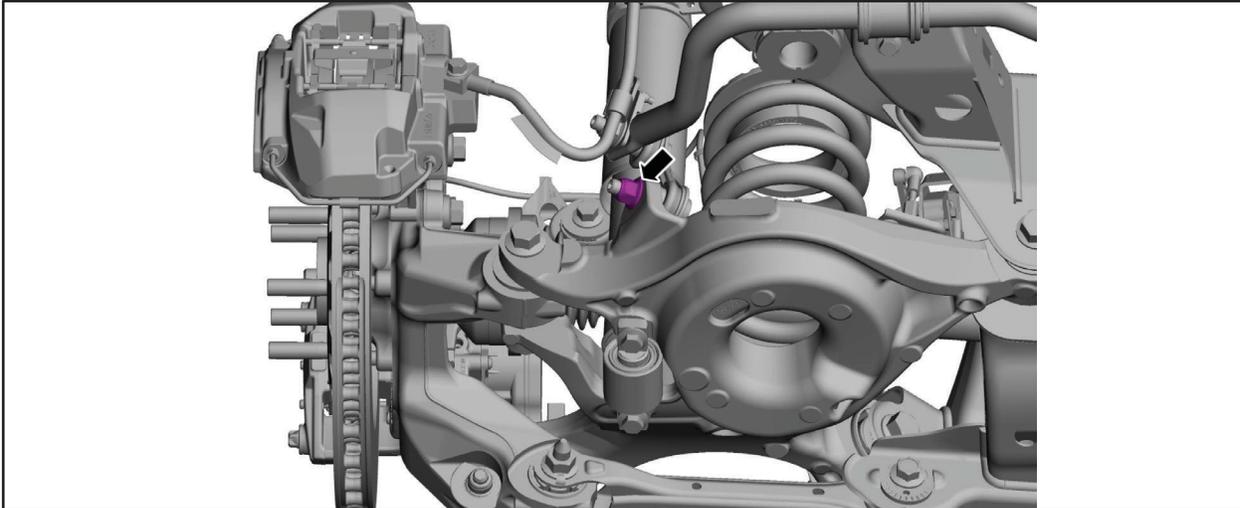
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27. Tighten the stabilizer bar link-to-lower arm nut.  
Torque: 85 lb.ft (115 Nm)

**NOTICE: Do not use power tools to remove or install the stabilizer bar link nuts. Damage to the stabilizer bar link ball joints and boots may occur.**

**NOTE:** The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

**NOTE:** Use the hex-holding feature to prevent the ball stud from turning while removing the stabilizer bar link nut.



28. Remove the suspension support.  
Use the General Equipment: Vehicle/Axle Stands

29. Start the vehicle and check for exhaust leaks.

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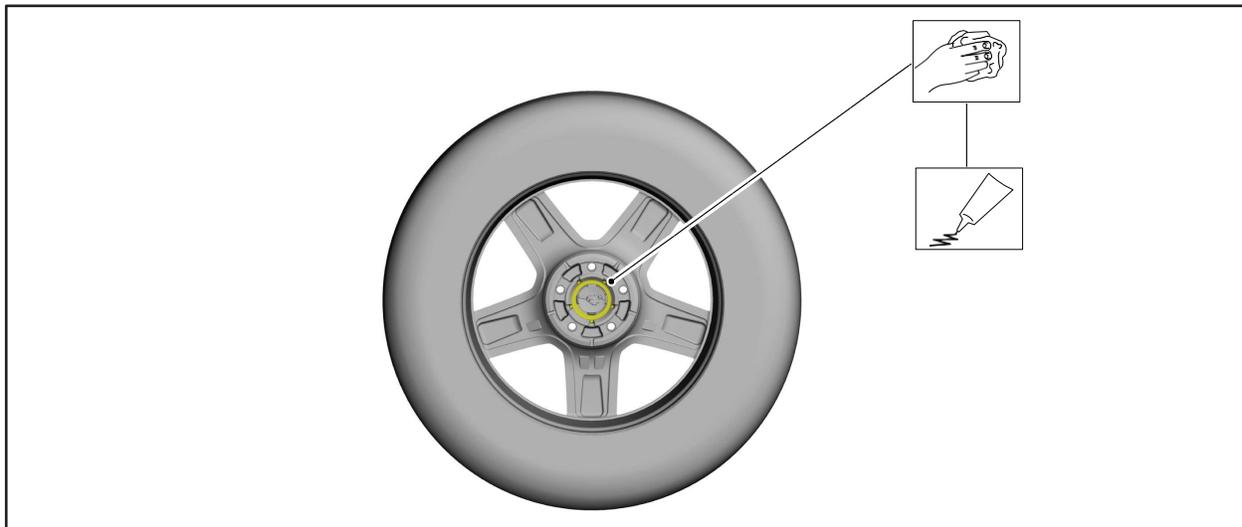
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**Wheel Installation:**

**⚠ WARNING:** When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).

**NOTICE:** Make sure to apply a thin coat of anti-seize lubricant only to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize to make contact with the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces or damage to components may occur.

1. Clean the mounting surface of the wheel and apply the specified grease.  
Material: Motorcraft® High Temperature Nickel Anti-Seize Lubricant



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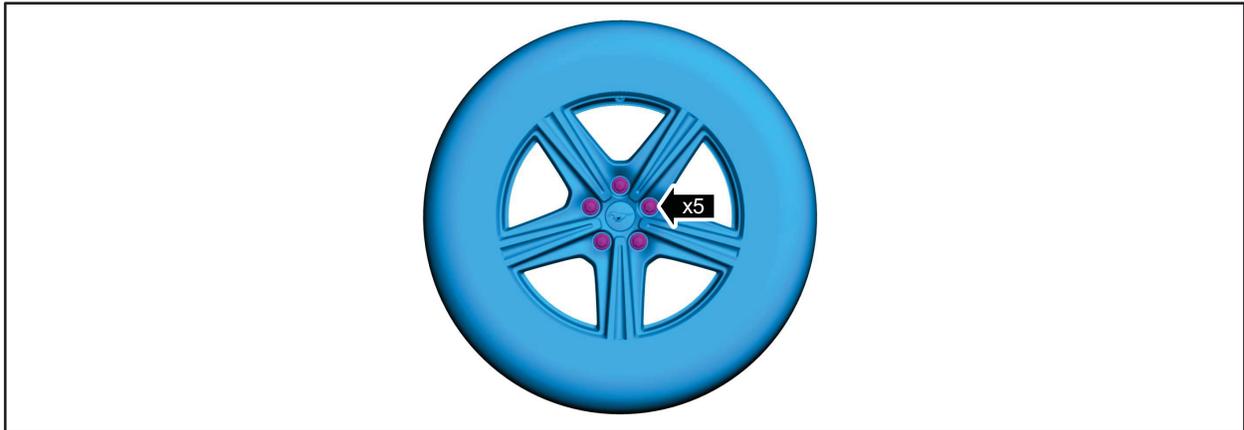
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2. Position the wheel and install the wheel nuts.

**NOTE:** Only tighten the nuts finger tight at this stage.



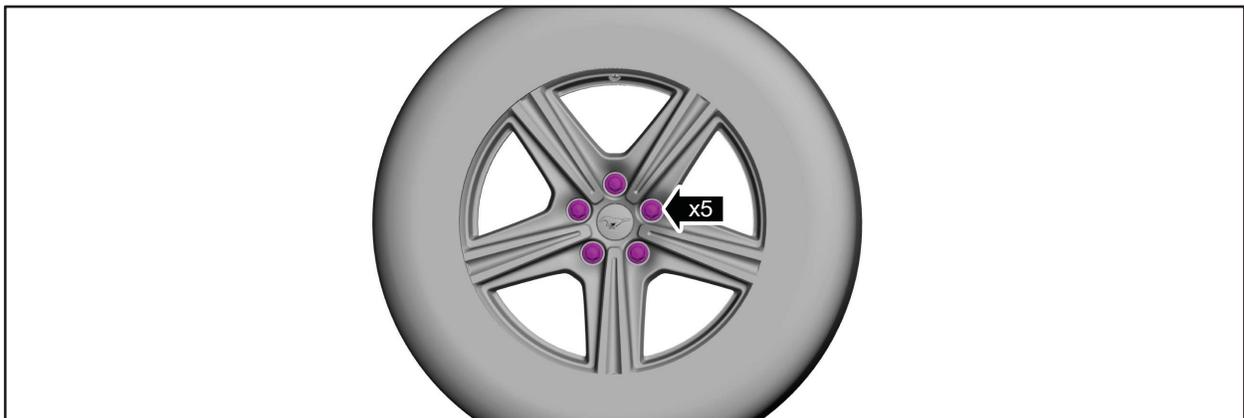
3. Tighten the wheel nuts in a star pattern.  
Torque: 150 lb.ft (204 Nm)

**⚠ WARNING:** Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

**NOTICE:** Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which accelerates the development of brake roughness, shudder and vibration.

**NOTE:** The wheel nut torque specification is for clean, dry wheel stud and wheel nut threads.

**NOTE:** Final tightening to be performed with vehicle resting on tires.



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M-5300-S62T  
2025 Mustang  
2.3L Track Lowering Spring Kit

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD PERFORMANCE PARTS

**PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPLETELY**

**For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788**

Please visit <https://www.performanceparts.ford.com> for warranty information

**Wheel Alignment:**

1. Using alignment equipment and the manufacture's instructions, adjust the wheel alignment at all 4 wheels to the specifications provided below.

Use the General Equipment: Wheel Alignment System

**NOTE:** The Ford Performance alignment specifications below may result in accelerated tire wear, with the benefit of improved vehicle response and handling.

| Item:                    | Left Side:     | Right Side:    | Total/Split:  |
|--------------------------|----------------|----------------|---------------|
| <b>Front Suspension:</b> |                |                |               |
| Camber                   | -1.20° ± 0.75° | -1.20° ± 0.75° | 0.00° ± 0.75° |
| Caster                   | 7.10° ± 0.75°  | 7.10° ± 0.75°  | 0.00° ± 0.75° |
| Toe                      | —              | —              | 0.10° ± 0.20° |
| <b>Rear Suspension:</b>  |                |                |               |
| Camber                   | -1.10° ± 0.75° | -1.10° ± 0.75° | —             |
| Toe                      | 0.15° ± 0.20°  | 0.15° ± 0.20°  | 0.30° ± 0.20° |

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