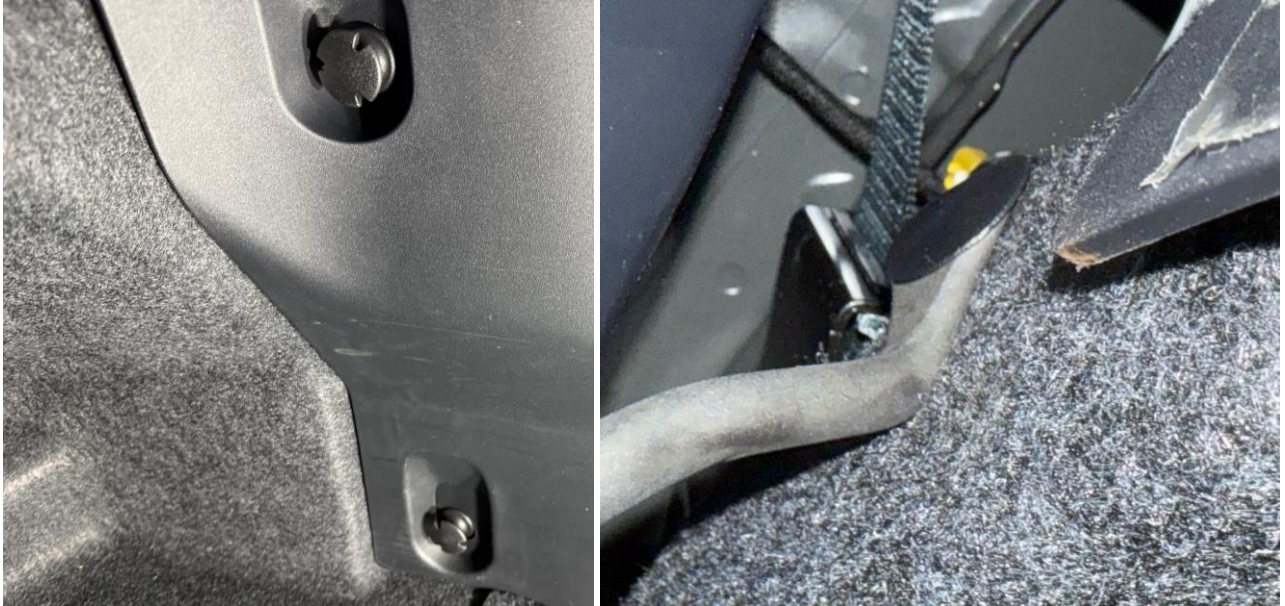


2015-2025 Mustang Rear Upper Shock Mount 2006-29

(Not for Magneride equipped Mustangs)

1. Remove the interior trunk liners that cover the driver and passenger side wheel wells. There will be several interior push retainers to remove including 2 that are hidden behind the rear seat back.

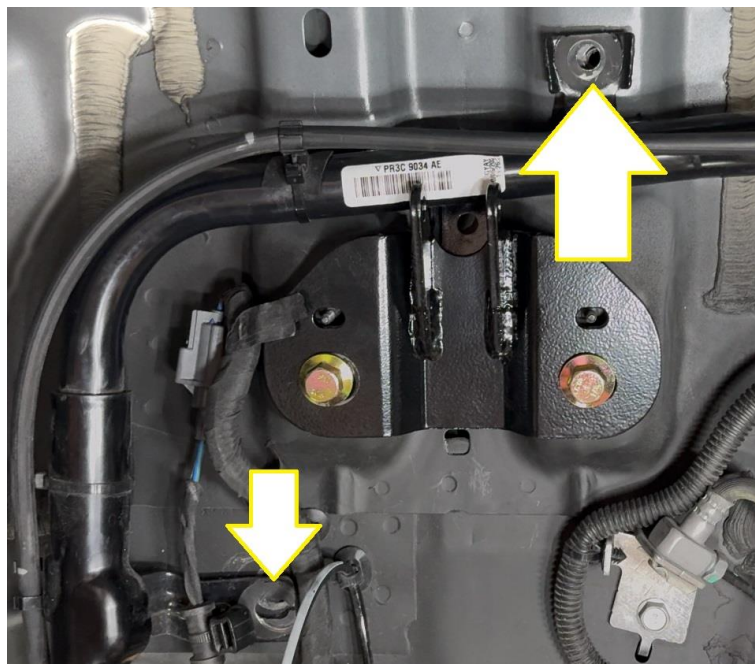


2. Lift the vehicle and remove the wheels. If you are using a floor jack, support the back of the car properly with jack stands.
3. Use a jack to lightly support the bottom of the rear lower control arm while you remove the shocks.
Remove the two 15mm bolts at the bottom of the shock, then the two 18mm bolts holding the factory upper shock mount to the body.

- To access the upper shock mount retaining nut, remove the plastic cap from the factory upper shock mount and remove the upper shock mount nut with a 15mm socket. An impact gun will work best.



- Use a 15mm socket to install the upper shock mount with the hardware provided. On the driver's side, in the wheel well area, you may find that the fuel filler tube is very close to or may interfere with the shock mount. You can unbolt the filler tube without disconnecting it to give you some room. In some cases, you may need to enlarge or slot the hole on the mounting tab to reinstall it. We used a step drill to easily enlarge the hole on the upper tab, and slightly bent the lower tab. Torque the shock mount bolts to 66 ftlbs.



6. Once the outer bracket is in place you can use it as a guide to drill the holes for the upper retaining plate. **Before drilling**, make sure any wires in the trunk are moved out of the way. Use a 3/8 drill bit and drill the 2 holes on each side. On the driver side, you will need to move the filler tube out of the way to access the upper hole.



7. Some cars will have more seam sealer in the trunk area than others. It is recommended to remove the factory sealer as it will be hard enough to interfere with properly aligning the retainer plate. We used the retainer plate to mock up and see where we needed to scrape the sealer off.



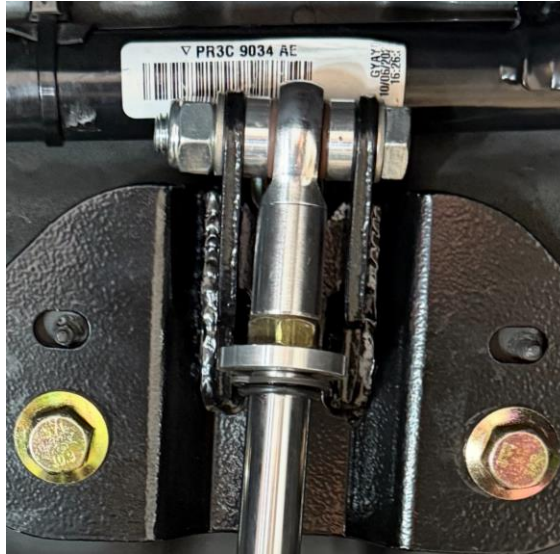
8. We recommend re applying a small amount of auto body seam sealer to the back of the retainer plates before installing. You can find seam sealer at just about any auto parts store. Have a friend hold the plate in place while you get the 3/8 bolts started. ***Using an impact gun on the bolts is NOT recommend.** Hand tighten the 2 retainer plate bolts in steps (tighten some on the top bolt, then the lower, then back to top etc.) to draw the plate flush with the body and prevent stripping the bolts and/or plate. Do not exceed 35ft lbs.



9. Before installing the shock, assemble the upper shock eyelet conversion. If you are using a factory or aftermarket shock bump stop, slide it onto the shock shaft. Install the thick washer, then the nut, then the rod end and tighten it. *(this kit is designed for shocks using M10 1.5 thread only)*



10. Install the upper shock eyelet into the upper shock mount. Arrange the O rings on either side of the eyelet, then a spacer on either side. Install the shock bolt, washers and lock nut. Tighten with a 17mm wrench and socket.



11. Reinstall the lower portion of the shock into the lower control arm. The 15mm lower shock bolts should be torqued to 35 ftlbs.



12. Reinstall the trunk liners. Reinstall the wheels. The UPR upper shock mount moves the upper shock mounting point up $\frac{3}{4}$ of an inch. This helps to correct the shock length on lowered cars and will increase bump travel.

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