

MOD LOWERING BLOCKS

1964-1973 MUSTANG



Contact

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THANK YOU FROM TEAM MMI

Thank you for purchasing MMI's
MOD Lowering Blocks

Slipped under your axle and above your leaf spring, these Mustang 1/2" and 1" lowering blocks help you to achieve the perfect ride height for your classic Mustang. They are specifically designed for the Mustang attributes and machined from billet aluminum to keep the weight down. Combined with our leaf springs and plates, these are a great way to bring control and precision to the handling of your Mustang (or classic Ford's) rear end.

Mike Maier

Mike Maier Inc.

NECESSARY TOOLS

Safety Goggles

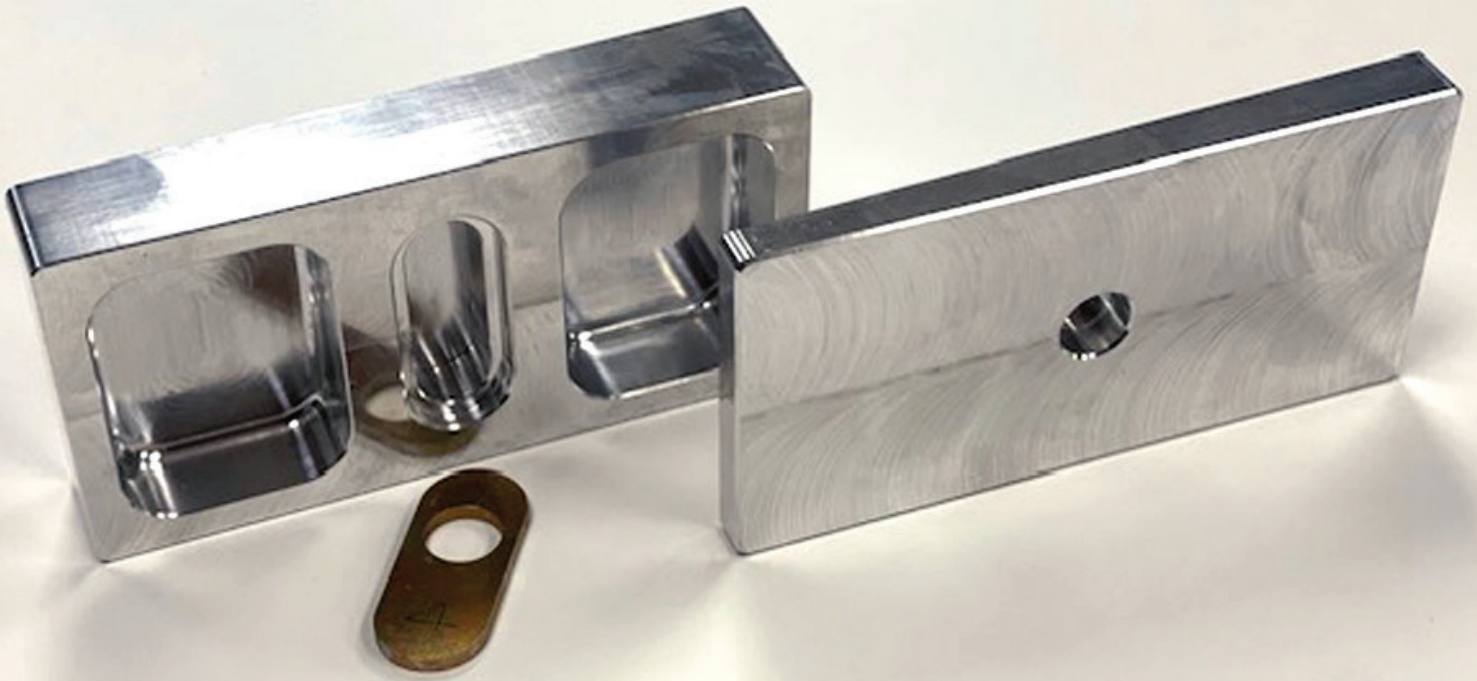
Gloves

2 Large Jackstands

Jack

Sockets & Socket Wrench

Grinder



NOTE

BEFORE WE BEGIN

Read all installation instructions to their fullest before beginning the installation of your product. Always make sure to wear the appropriate safety equipment when working on your vehicle and that the car is safely placed on jack stands. If any questions arise before, during, after you install the product, please call MMI at 925-443-6300 or email us at info@mikemaierinc.com.

NOTE: All work should be performed by a qualified technician.

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This lowering block is intended for the Ford Mustang from 1964-1973. This lowering block has a 2-degree pinion angle wedge machined into the profile of the block and is intended to correct driveline angles for leaf springs with added support in their front halves. These springs will not “wrap up” as much as stock springs under load. As such, using these with stock springs may not appropriately align some combinations of drive line components.

INSTALLATION

1) Elevate the rear of your car safely with your lift of choice. If using jack stands, we suggest mounting the jack stands under the rear frame rails just in front of the forward leaf spring mount. This will allow you to jack up/down the rear axle independently with the leaf spring U-bolts disconnected. Make sure to chock the front wheels to prevent any unwanted movement.

2) Remove the U-bolts one side at a time from the leaf springs. Loosen the other, but do not remove the bolts as this will keep the housing from flopping and allow the weight of the housing to be supported by the jack. You may want a friend to help steady the housing.

3) With the rear of the car in the air, place a jack under the rear end housing, lifting just enough to support the weight of the housing.

4) With the housing “hovering” over the leaf spring on one side, you can access the area in which you’ll be installing the lowering blocks (above the leaf spring, below the axle tube.)

5) When installing the MMI lowering block, the fat side of the block is located toward the front of the car. The lowering blocks also have an arrow pointing forwards. For cars with reinforced leaf springs, this 2 degree angle helps to properly set the driveline angle when the car is under load.

6) The alignment pin on the top of the block is a ½” diameter which is the correct Ford alignment pin size. The early Mustang housings have a recess in the leaf pad that requires an extended pin length to reach the alignment hole. The MMI lowering block has an extended alignment pin for this reason.

Note: When using the MOD Lowering Blocks with MOD Leaf Springs you will need to sand down the alignment pin height to fit. Some leaf springs come with a spacer in conjunction with the alignment bolt. Often this spacer can be removed in lieu of sanding the alignment pin down. The MOD alignment pin is intentionally too long. This allows the leaf springs to properly index into the early Mustang housing leaf pads. We have seen many Mustangs come into the shop with rear end housings out of alignment from the leaf spring alignment pin not reaching the recessed hole in the bottom of the leaf pad.

7) The 1” block includes an alignment key on the female side. We utilize a Howe Racing alignment key in this location. Many Mustangs suffer from the housing being shifted to the passenger side from the factory. This alignment key can be changed in 1/16” increments to align your rear end housing underneath your wheel wells ensuring a perfect fit. The 1/2” blocks do not have an alignment key as there isn’t sufficient material for machining the recess.

8) Repeat on the other side of the car.

9) Once your blocks are installed and properly indexed, re-install your U-bolts, ensuring you have enough length for proper engagement with the addition of the blocks. If not, we offer extended U-bolts on our website. Tighten the nuts on your U-bolts in a start pattern and torque to the specification listed below. Be sure to check all bolts. Make sure they are tight and in good working order before putting the car on the ground. Carefully lower the car back onto the ground and go for a test drive. Your installation is complete!

U-BOLT TORQUE CHART			
SIZE	TORQUE (FT LBS)	SIZE	TORQUE (FT LBS)
(Dia x Thread)	Grade 5 (T5)	(Dia x Thread)	Grade 8 (T8)
7/16 x 20	43-57	5/8 x 18	169-204
1/2 x 20	66-84	3/4 x 16	295-386
Retorque to the above torques after 500 miles and recheck torque periodically.			

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