

Fitting Lowering Springs to a Ford Mondeo Mk3

To do the fronts, the easiest way that I found was to undo the Drive shaft hub nut, (Sorry I forgot to take note of the hub nut socket size) when this is loosened, Slightly undo the wheel nuts then, Jack up the car and place it on axle stands, [Jacking Points](#) Remove the wheel, and unscrew and remove the hub nut. (Its recommended to renew the hub nut)

1, Remove the Drop link, from the strut,



2, Unclip the ABS Wire,



3. Unclip the Flexi brake pipe, and then undo the Calliper guide pin bolts, and the Calliper mounting bracket bolts, don't let the calliper just hang on the flexi pipe, tie it up out of the way with some wire,



Undo the Calliper guide pin bolts, and Calliper mounting bracket bolts.



4. Remove the brake disc,

5, Loosen the track rod end nut a few turns, (you may need to use a 5mm Allen key to stop the balljoint from turning) two things here, you can ether use a balljoint splitter, or if you don't have one, then undo the nut till its flush with the top then hit it with a hammer, try to avoid damaging it,

6. Undo and remove the pinch bolt that goes through the lower ball joint, (note which way round it is fitted) if its hard getting the bolt out, then put the nut on the end and use a punch/ hammer to drive it out,



7. Use a chisel in the gap in the hub, by the lower balljoint and prise it apart a little, Then using a pry bar lower the arm down to get the ball joint out of the hub.



I had to strap it to avoid the hub moving outward, as every time I tried to pry it apart the balljoint would catch and jam in the hub so it would not pop out. Handy if you got no extra hands.

Here it is out.



8. In the engine compartment mark one of the bolts and studs, then mark on the top of the strut mount so it coincides with each other, (this is so the strut goes back the same way it comes out) remove the 3 bolts, then remove the strut/hub as one unit.



I found it easier to clamp the spring first before i removed it.



Here it is finally out.



9. Clamp the knuckle, and strut, in a vice, I used my impact wrench to whined in the clamps, hold the centre with an Allen key and use a ring spanner to undo the nut, remove the top mounting, and the old spring.



Refit the new spring, making sure the spring end is against the spring seat at the bottom.



Refit everything in the reverse order, making sure the marks you made on the bolt and stud coincide with the mark on the top mount in the engine compartment, It is a good idea to renew any nuts/bolts if you can, personally I never bother, unless I have to, I just make sure I give them a good clean, removing rust dirt and grease, then i use some thread lock



Once all done, get a 4 wheel geometry done on the vehicle.

10. Torque Wrench Settings, from the Workshop Manual.

Anti-roll bar link.....48 Nm 35 lbf ft

Brake calliper mounting bracket to steering knuckle....130 Nm 96 lbf ft

Hub/driveshaft nut.....290 Nm 214 lbf ft

Lower arm balljoint to steering knuckle pinch bolt.....83 Nm 61 lbf ft

Suspension strut top mount to body.....30 Nm 22 lbf ft

Track rod end to steering arm.....40 Nm 30 lbf ft

I hope this guide is ok? If anyone finds any errors then please let me know.

I would like to thank, motorman116, and all those on the fordmondeo.org forum who helped me to do this guide.

Thanks guys.

Disclaimer

Whilst every effort has been made to ensure that the information and content within this guide is accurate, up-to-date and reliable, I cannot be held responsible for inaccuracies, or errors in this guide, Use of this guide or actions taken from information on it, are solely at the user's own risk.