



FORD PERFORMANCE

M-5300-MV
2025 Maverick
Lobo Spring Kit

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

SPECIAL TOOLS NEEDED:

Two Leg Puller
Spring Compressor
Vise
Vehicle/Axle Stands

Part Number	Part Name/Description	Quantity
SZ6C-5310-DND	Front Springs	2
SZ6C-5560-DNC	Rear Spring (Right-Hand Side)	1
SZ6C-5B859-DNC	Rear Spring (Left-Hand Side)	1
W520516-S441	Strut Clevis Nut	4
W710645-S440	Front Shock Nut for Shock Shaft	2
W719733-S442	Front Shock Top Mount Bolt	6
W719813-S440	Sway Bar Endlink Nut	2
W720633-S439	Rear Control Arm Bolts	4
W721339-S439	Strut Clevis Bolt	4

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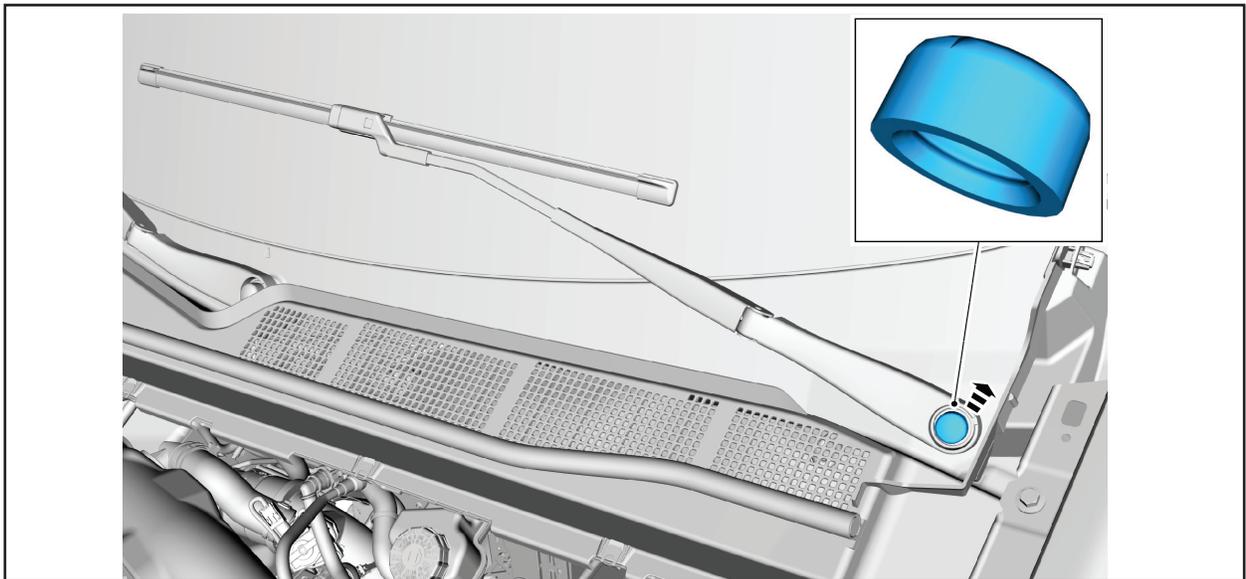
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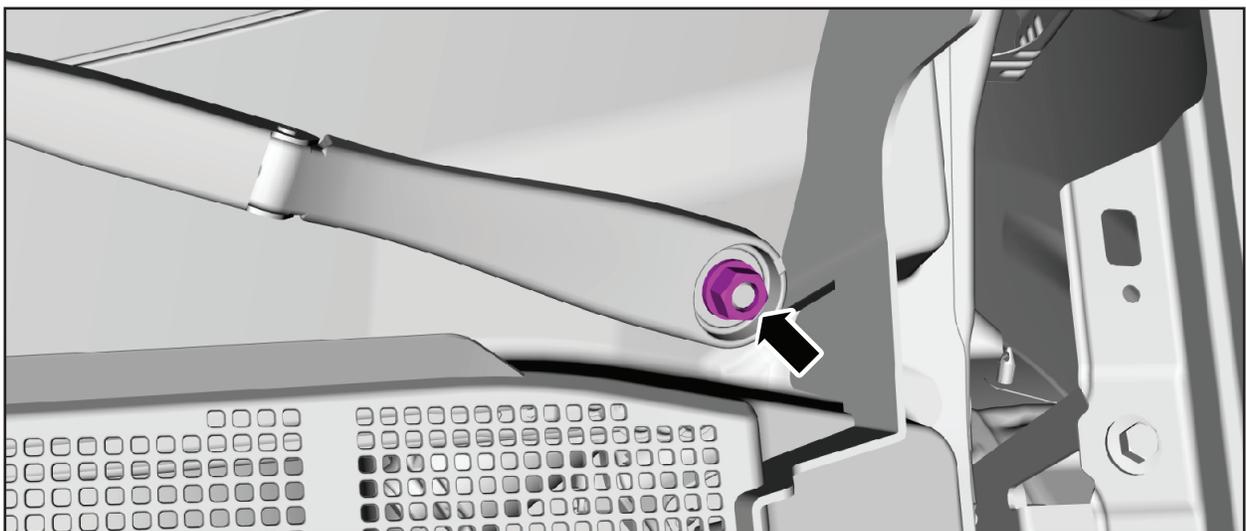
1. Remove the windshield wiper pivot arm nut covers.

NOTE: Left-hand (LH) side shown, right-hand (RH) side similar.



2. Remove the windshield wiper pivot arm nuts.

NOTE: Left-hand (LH) side shown, right-hand (RH) side similar.



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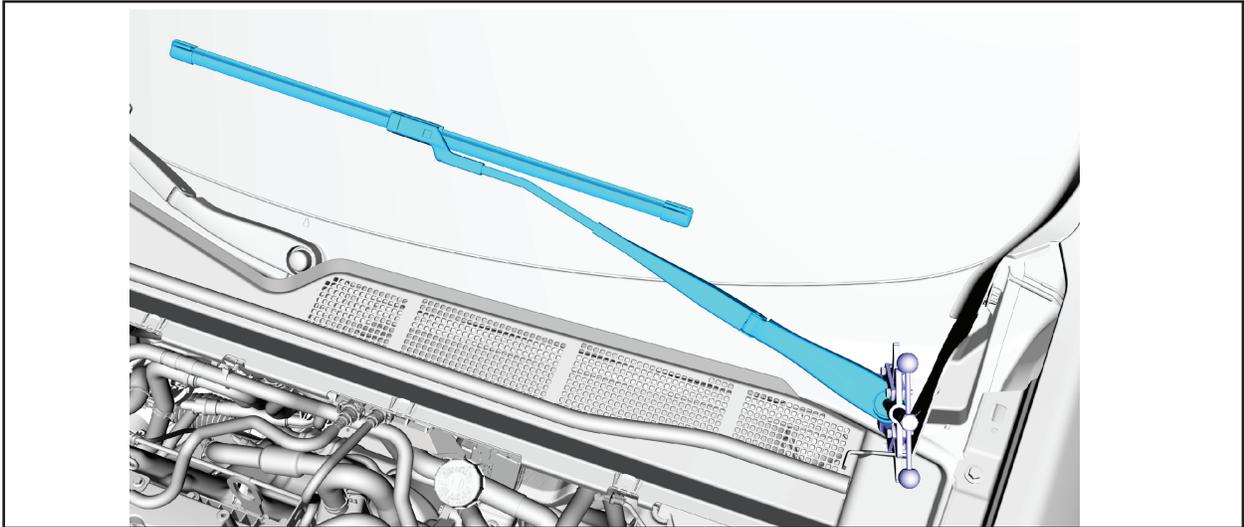
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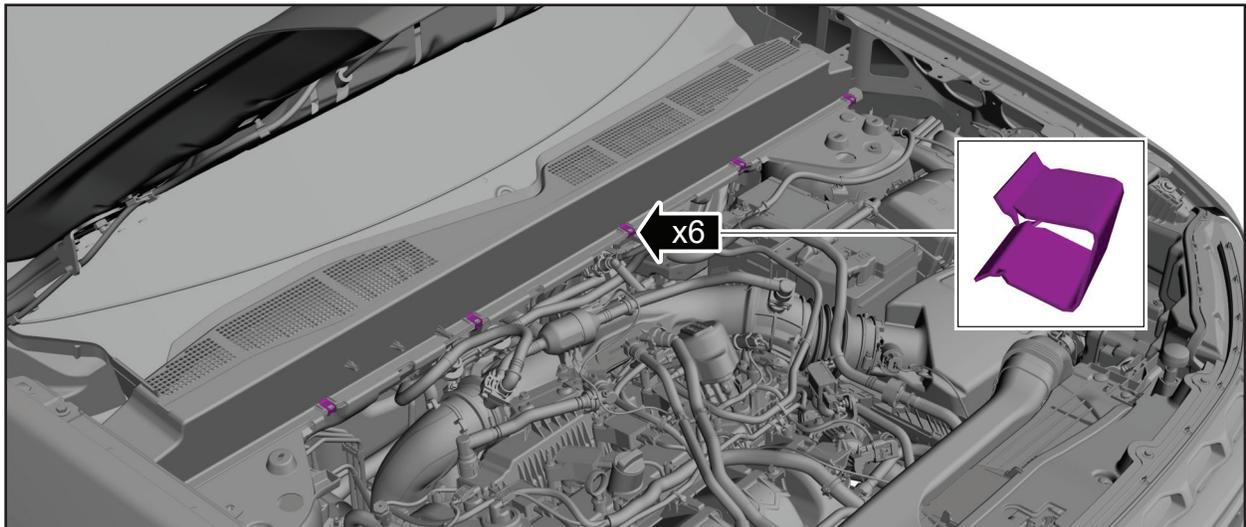
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3. Remove the windshield wiper pivot arms. Use the General Equipment: Two leg Puller.

NOTE: Left-hand (LH) side shown, right-hand (RH) side similar.



4. Remove the clips.



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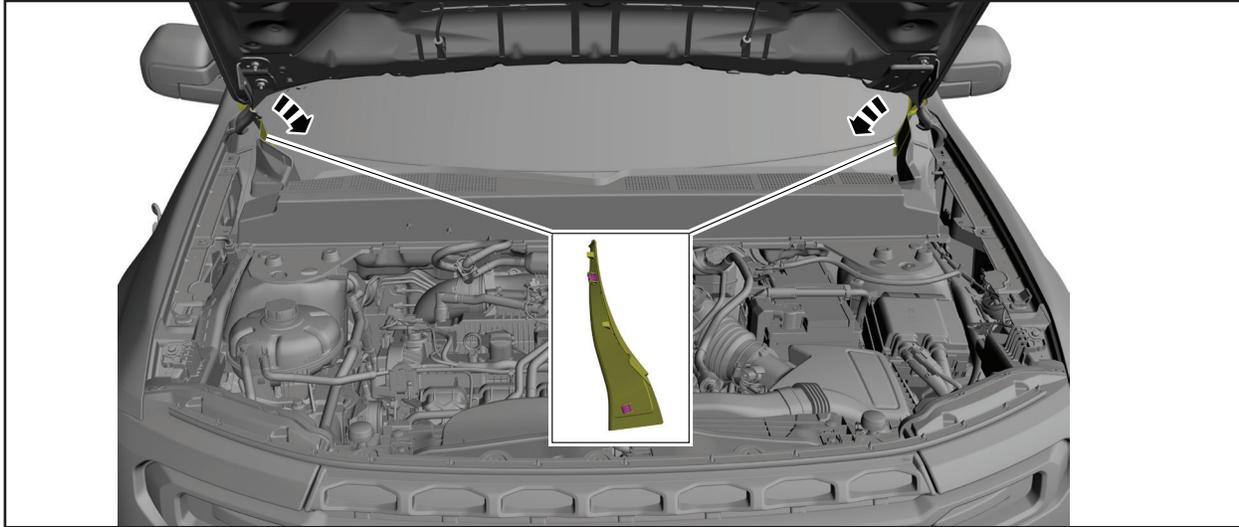
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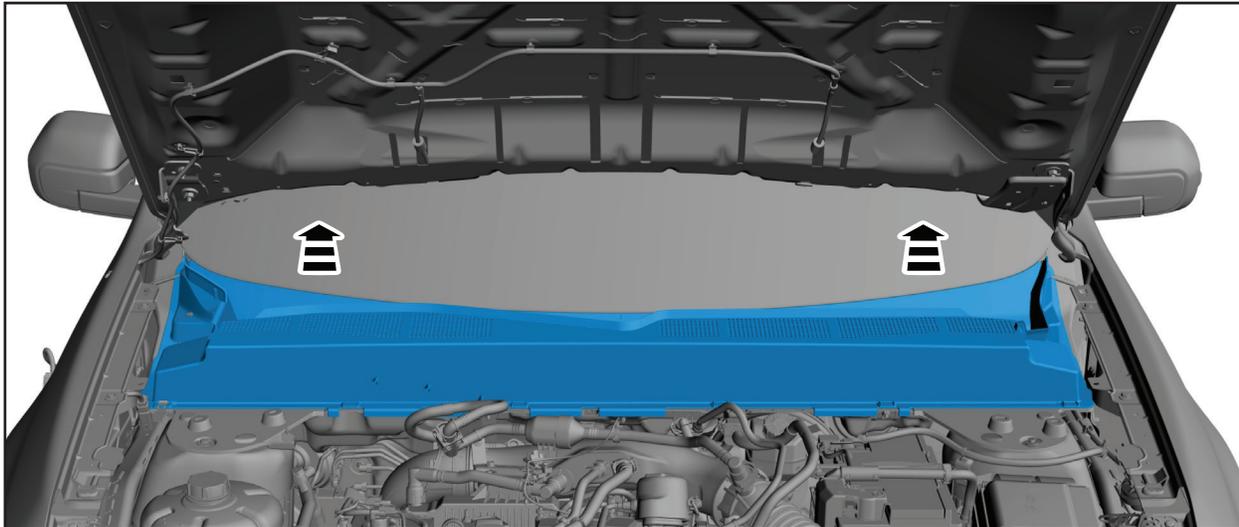
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5. Pull outward to release the locking clips and position the upper portion of the cowl panel grille away from the A-pillar.



6. Pull upward and remove the cowl panel grille.



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7. 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.

8. Remove 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.

NOTE: Steps 9-22 are to be performed on BOTH SIDES of the vehicle.

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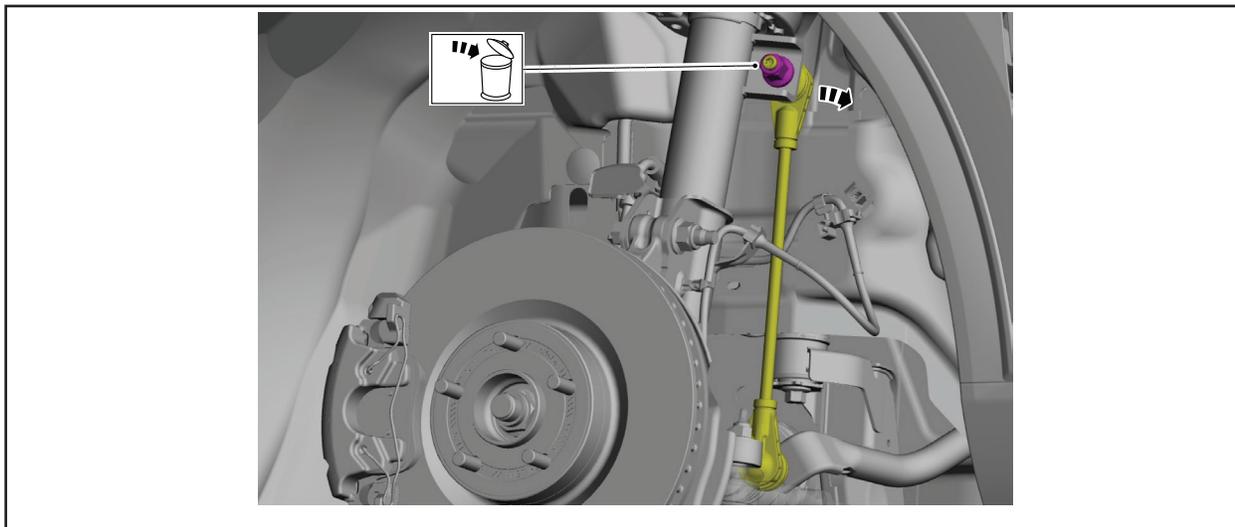
FRONT STRUT AND SPRING ASSEMBLY

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

NOTE: Use the TORX PLUS® holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.

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

9. Remove and discard the upper stabilizer bar link nut and position aside the stabilizer bar link.





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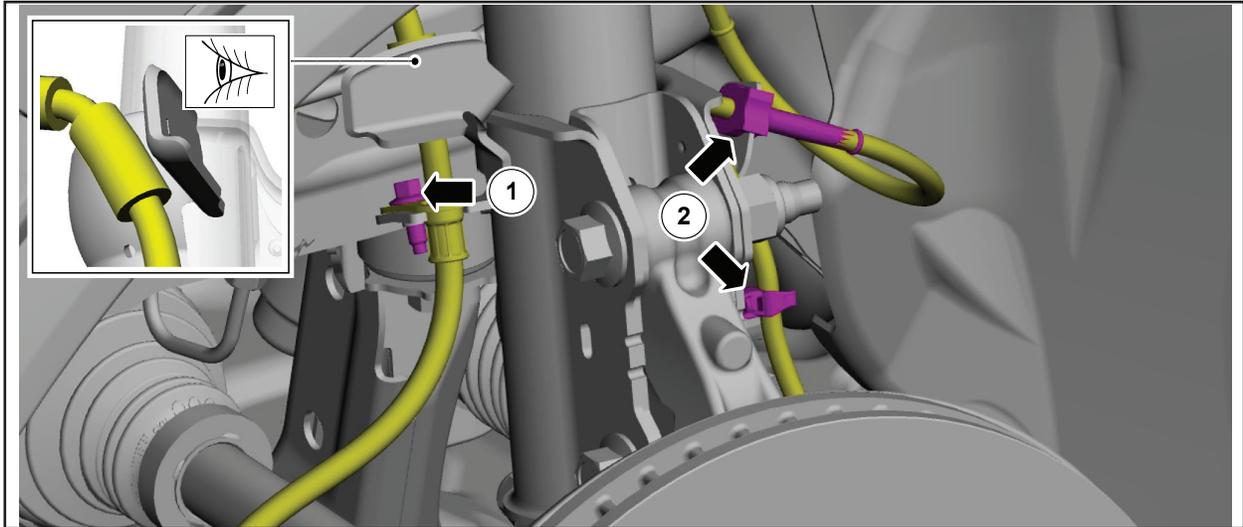
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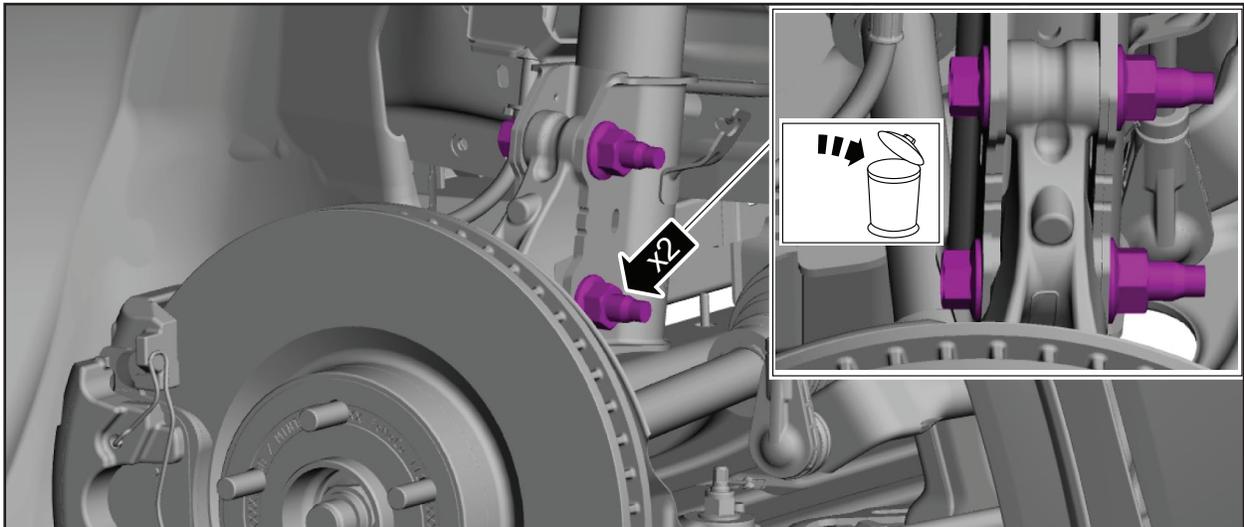
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10. Remove the bolt and position aside the brake hose. Then, unclip the two wire retainers and position aside the wheel speed sensor wiring harness.



11. Remove and discard the two front strut and spring assembly-to-wheel knuckle bolts and nuts.

NOTE: It may be necessary to hammer the bolts to remove them. Be careful not to damage any surrounding parts.



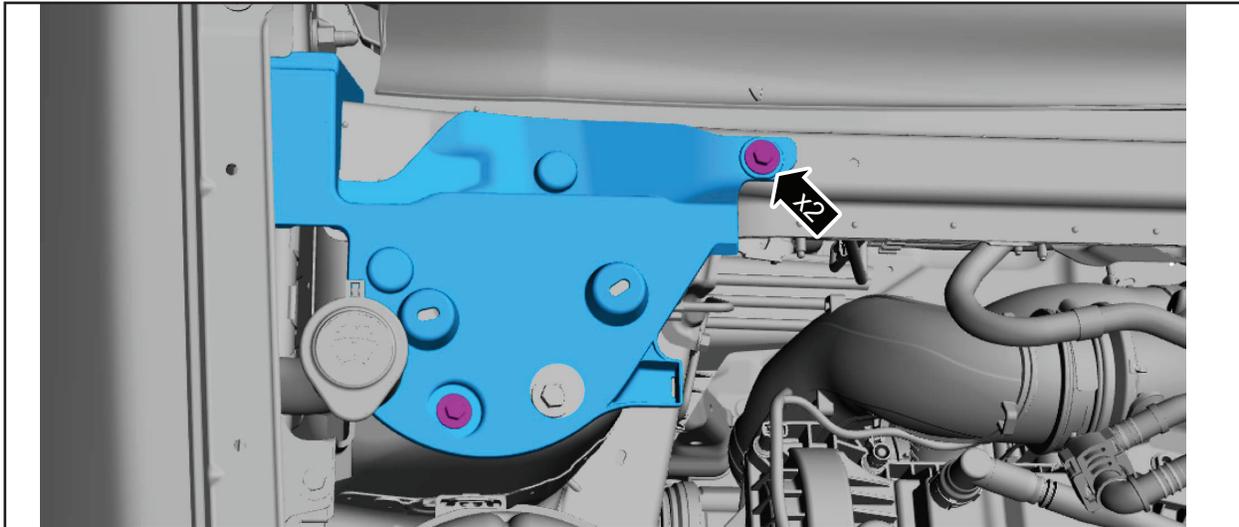
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12. Remove cowl panel grille support bracket retainers and remove the bracket.



13. Remove the front strut and spring assembly.

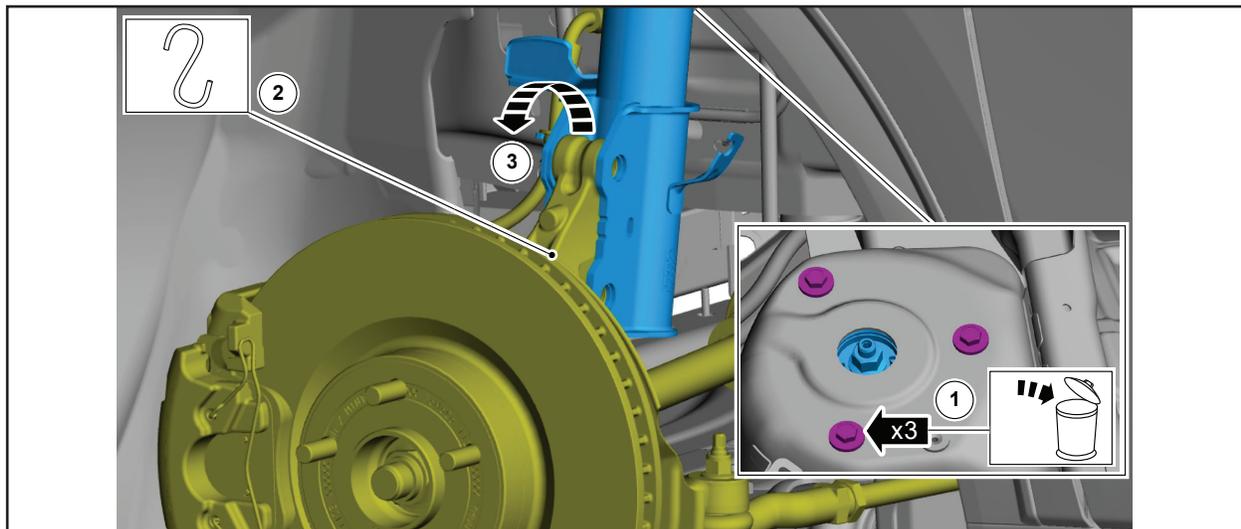
1. Remove and discard the three top front strut and spring assembly mounting bolts
2. Support the wheel knuckle assembly using mechanic's wire.

NOTICE: Make sure that no load is placed on the brake hose.

NOTICE: Never allow the knuckle to hang from the upper and lower control arms or damage to the ball joints can occur.

NOTE: Take care not to damage coating on suspension components.

3. Remove the front strut and spring assembly.



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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.

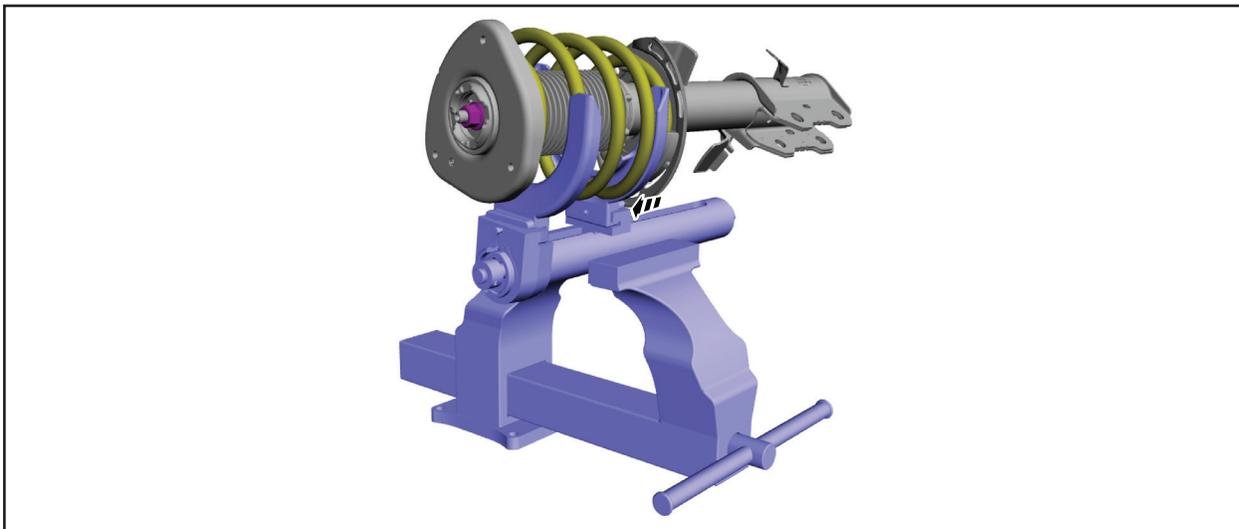
WARNING: Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious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

NOTICE: When installing a suitable spring compressor, use care not to damage the spring coating.

NOTICE: Take extra care not to damage the component.

NOTICE: Do not use power tools to remove the nut.

14. Compress the coil spring enough to relieve the tension on the strut assembly. Use the General Equipment Spring Compressor and Vise.





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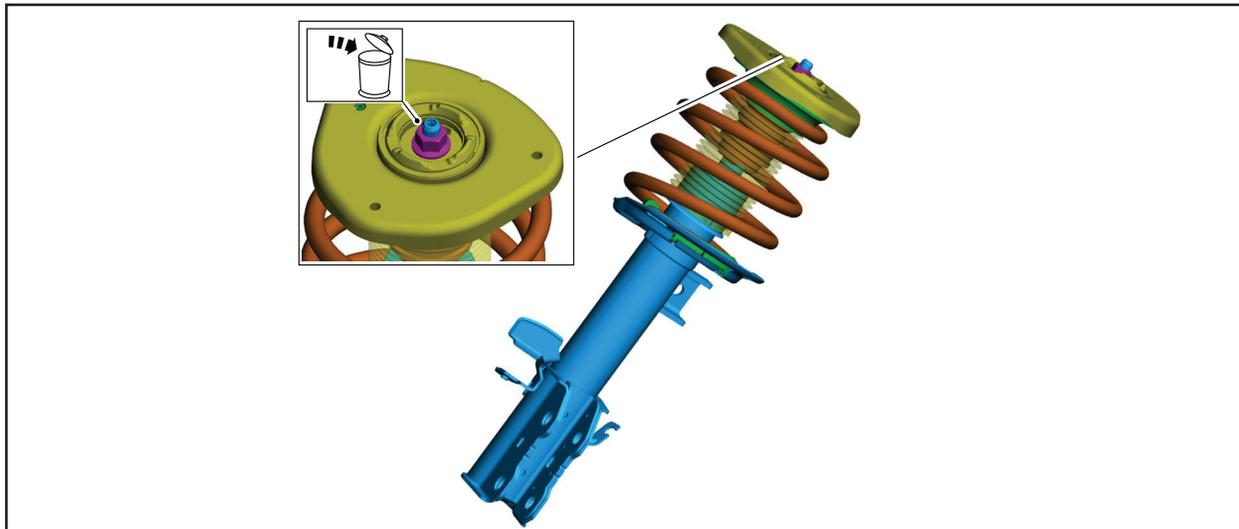
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NOTE: Note the position of the components before removal.

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

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

15. Remove and discard the front strut and spring assembly rod nut. Disassemble the front strut and spring assembly.



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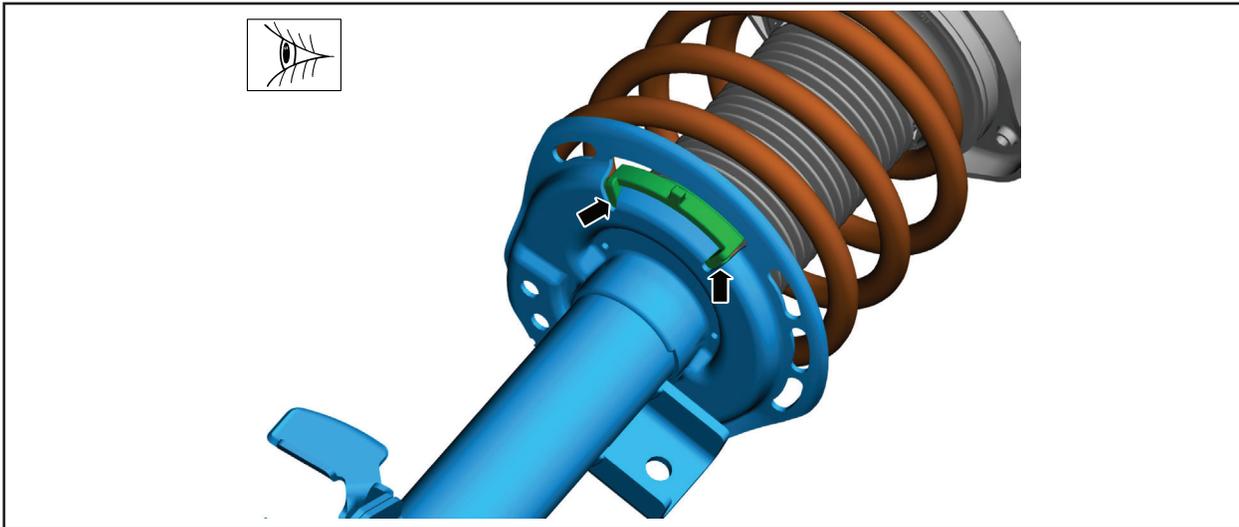
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NOTE: Make sure that the components are installed to the position noted before removal.

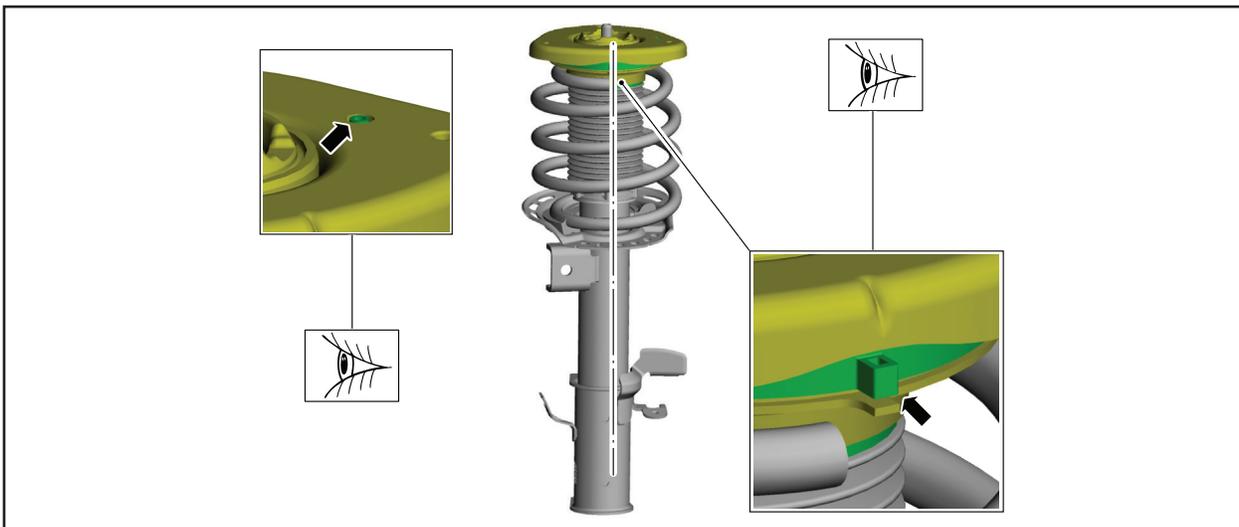
16. Make sure that the lower spring seat is properly installed.



NOTICE: Make sure the components are correctly aligned during assembly.

NOTE: Make sure the strut bearing tabs are aligned before compressing the spring.

17. Align the strut bearing tabs.



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

NOTE: Typical strut and spring assembly shown.

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

18. Install the new strut rod nut. Use the general equipment spring compressor and vise.
Torque: 41 lb.ft (55 Nm)



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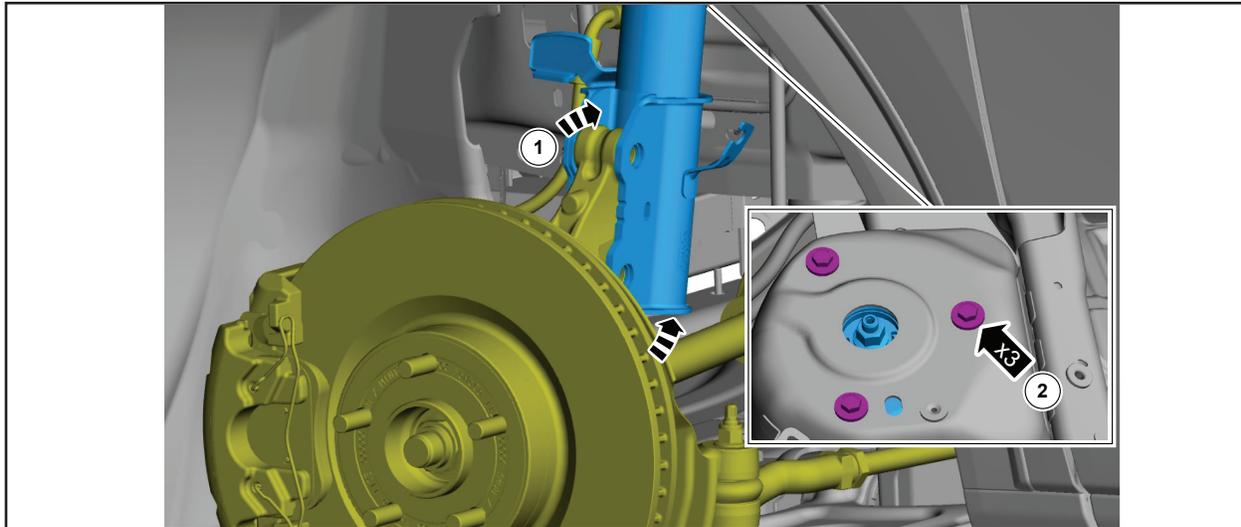
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NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

19. Install the new front strut and spring assembly.
1. Position the front strut and spring assembly into the wheel knuckle.
 2. Install the new front strut and spring assembly upper bolts.
- Torque: 22 lb.ft (30 Nm)





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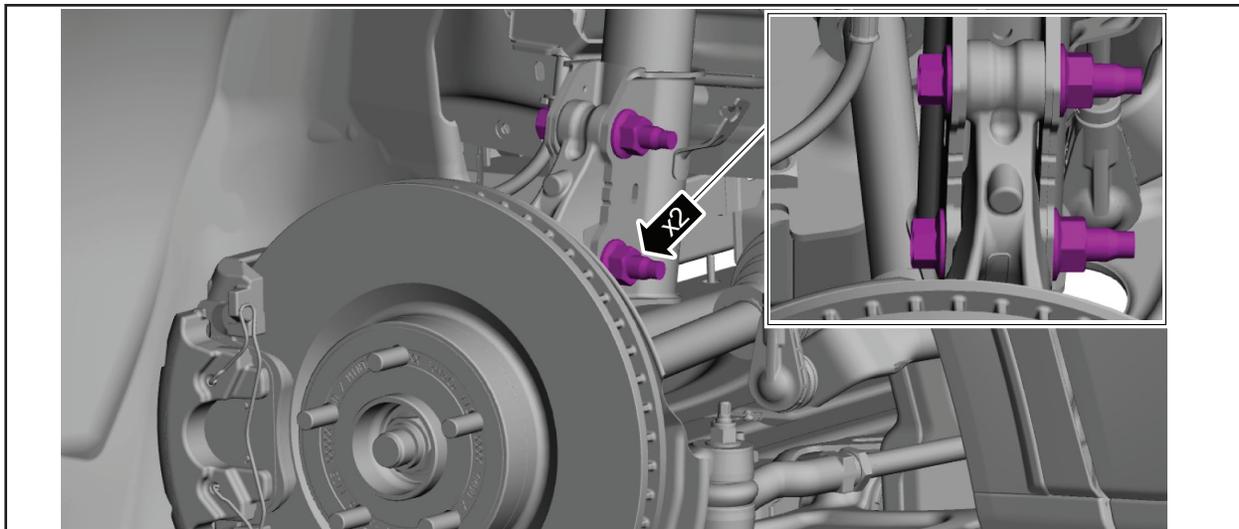
20. Install the new front strut and spring assembly-to-wheel knuckle bolts and nuts.

Torque:

Stage 1: 103 lb.ft (140 Nm)

Stage 2: 120°

NOTE: The bolts may need to be lightly tapped in with a suitable tool before they can be torqued down.



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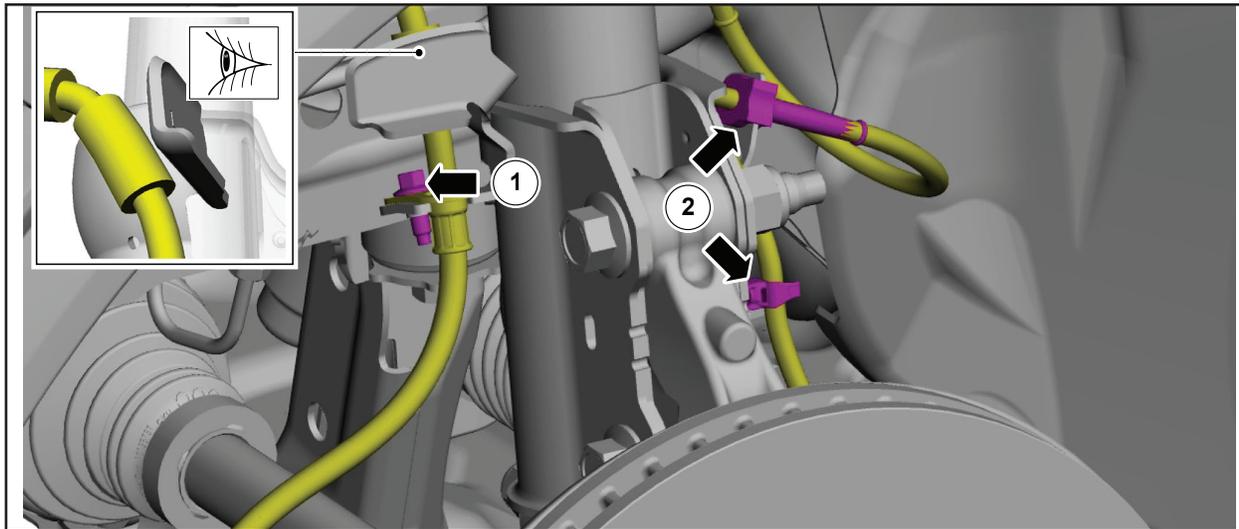
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21. Install brake components.

1. Position the brake hose and install the bolt.

Torque: 97 lb.in (11 Nm)

2. Position the wheel speed sensor wiring harness and clip the 2 wire retainers.



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

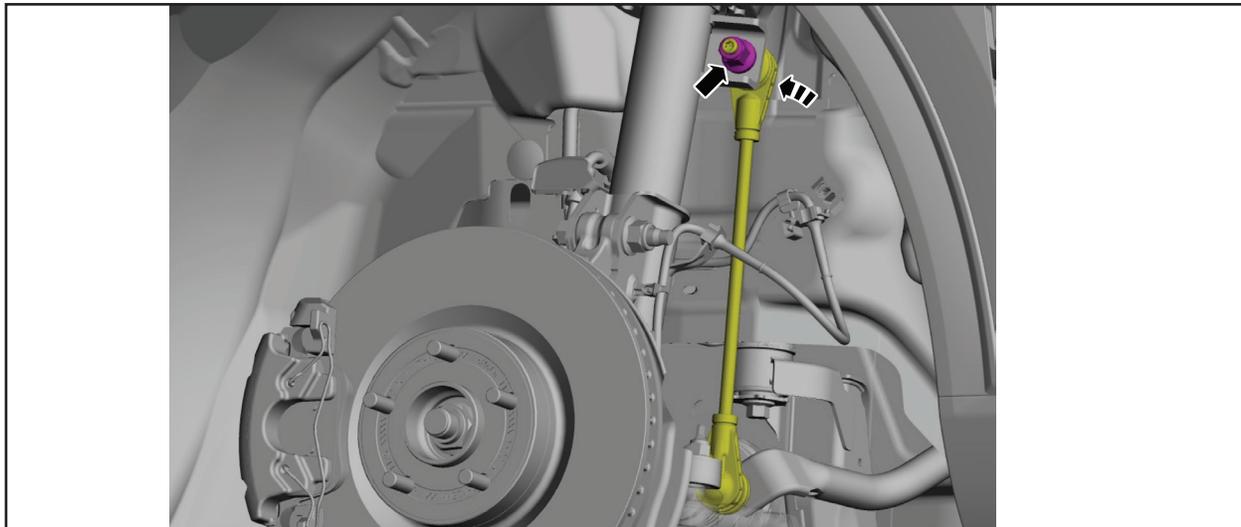
NOTE: Use the TORX PLUS® holding feature to prevent the ball stud from turning while installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.

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

22. Position the front stabilizer bar link and install the new front stabilizer bar link upper nut.

Torque: 81 lb.ft (110 Nm)

2. Position the wheel speed sensor wiring harness and clip the 2 wire retainers.



23. Once the new front springs have been installed on BOTH sides of the vehicle, reverse steps 1-6 to install the cowl panel grille.



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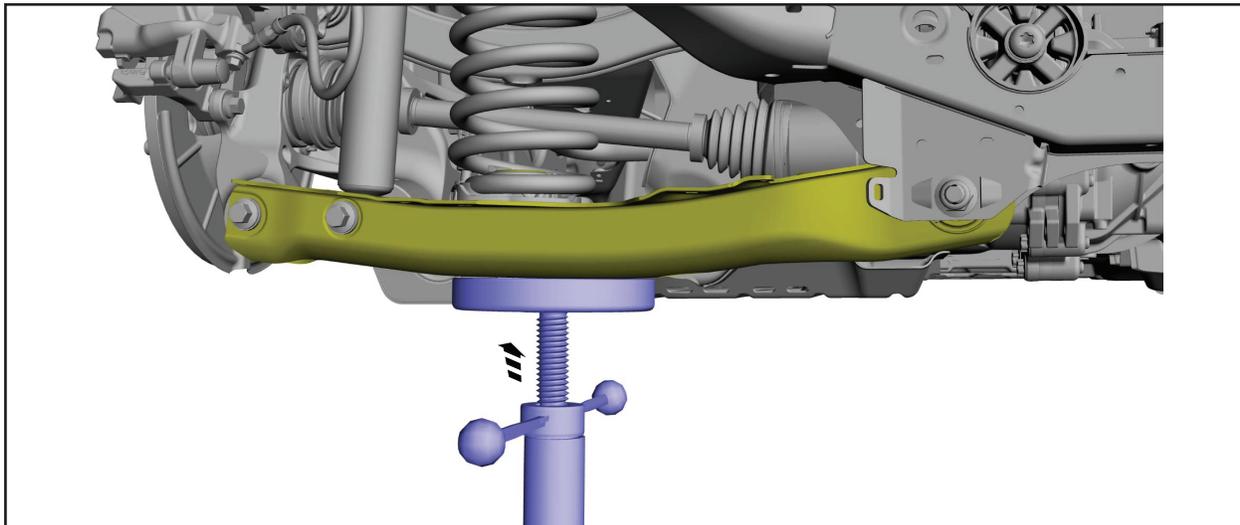
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REAR SPRINGS

NOTE: Steps 24-32 are to be performed on BOTH SIDES of the vehicle.

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24. Using a suitable jackstand, support the rear lower arm at curb height.



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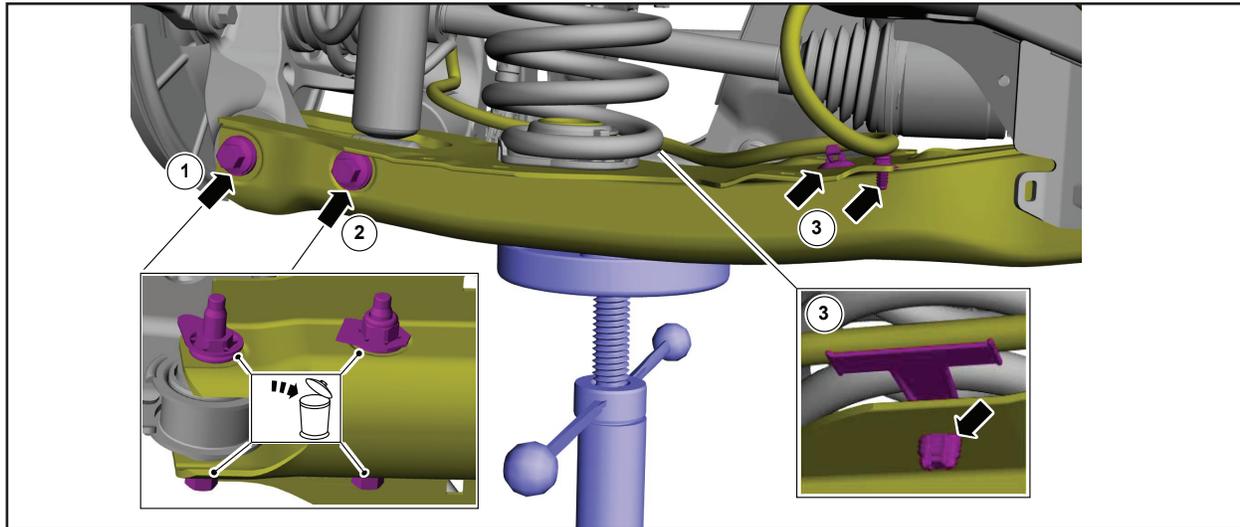
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NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

NOTE: Note the position of the components before removal.

25. Remove the components.

1. Remove and discard lower arm-to-wheel knuckle bolt and nut.
2. Remove and discard the rear shock absorber lower bolt and nut.
3. Unclip the rear wheel speed sensor wire harness retaining clips and position the harness aside.





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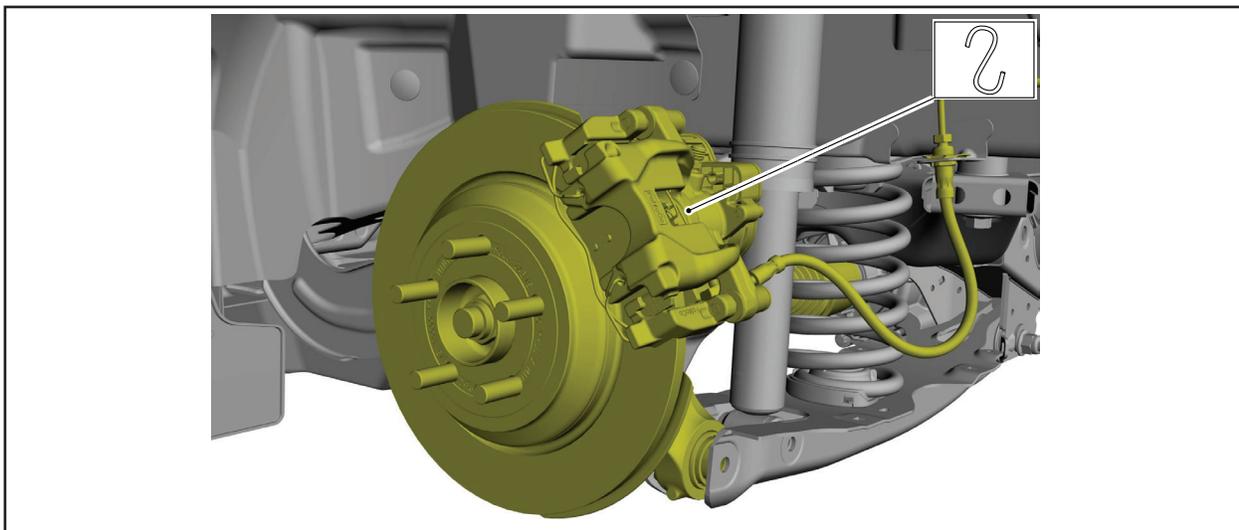
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NOTICE: Never allow the knuckle to hang from the upper and lower control arms or damage to the ball joints can occur.

NOTE: Take care not to damage coating on suspension components.

26. Support the wheel knuckle assembly using mechanic's wire.



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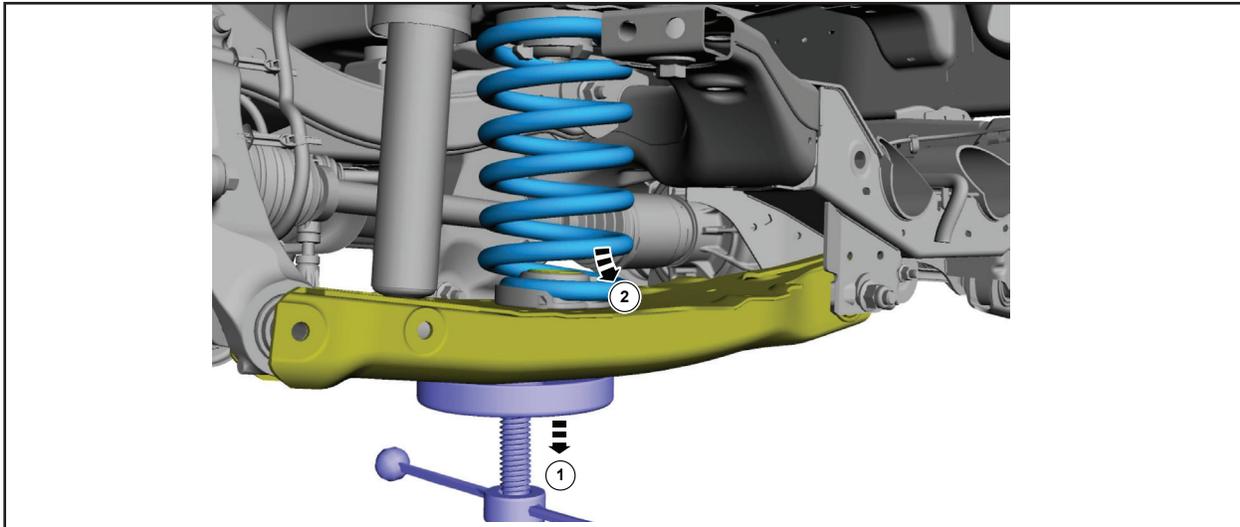
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NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

27. Remove the spring.

1. Lower the suspension to release the spring compression.
2. Remove the spring by lowering the lower arm and position aside.



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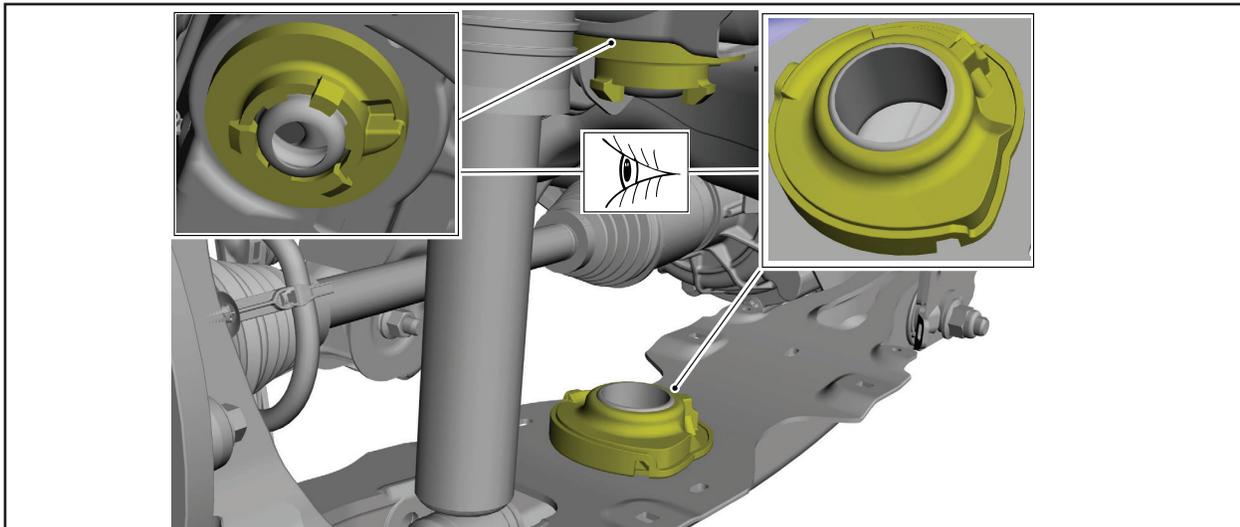
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NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

28. Visual check.

1. Check the upper and lower spring seat for damage. Replace as necessary.



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NOTICE: When installing a spring, use care not to damage the spring coating.

NOTICE: Take extra care not to damage the component.

NOTICE: Make sure that the spring coating is not damaged during assembly.

NOTICE: Do not attempt to jacking on the rear control arm. Damage to control arms may occur.

NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

⚠ WARNING: Make sure to install the springs on the correct sides. Check the part number on the spring to validate that it is being installed on the correct side.

29. Install new spring.

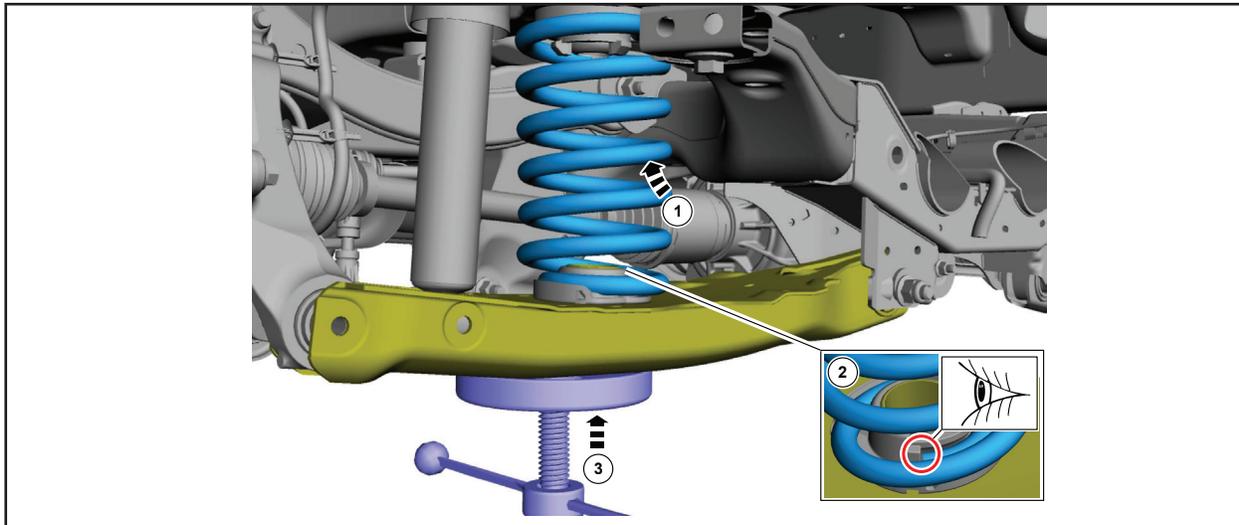
NOTE: Hold spring in place while installing lower arm.

1. Install the spring in the upper and lower spring seat.

NOTICE: Make sure that the spring is correctly located in the lower spring seat.

2. Visual check: Align the spring in the lower spring seat.

3. Position the jackstand under the lower arm and raise the lower arm into position.





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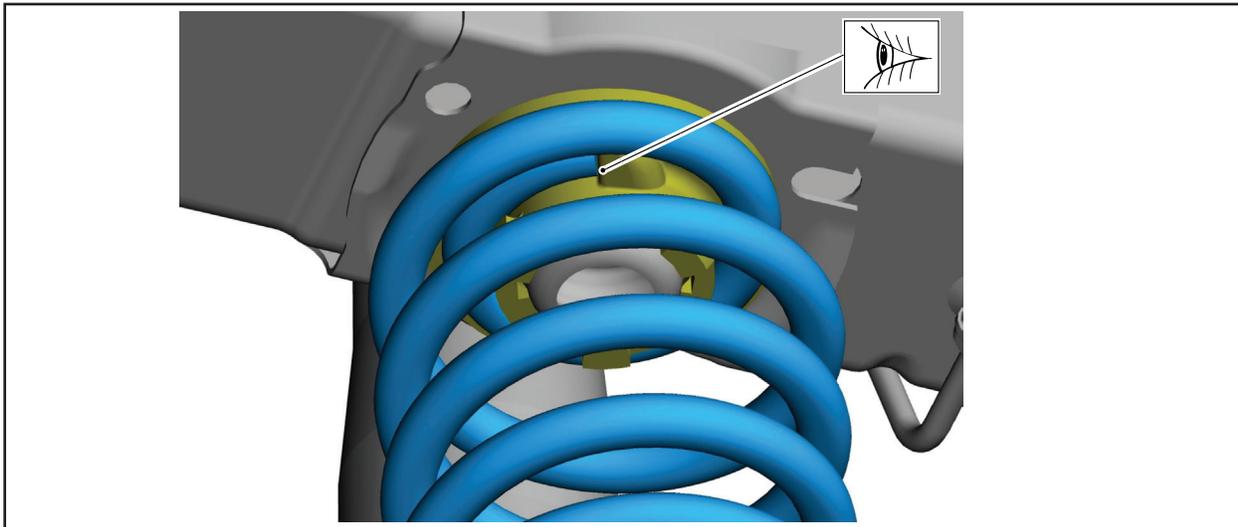
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NOTE: Make sure that the spring is correctly located in the upper spring seat.

NOTE: The maximum clearance between the spring end and the spring pad stop is 3 mm.

30. Visual check: Align the spring in the upper spring seat.



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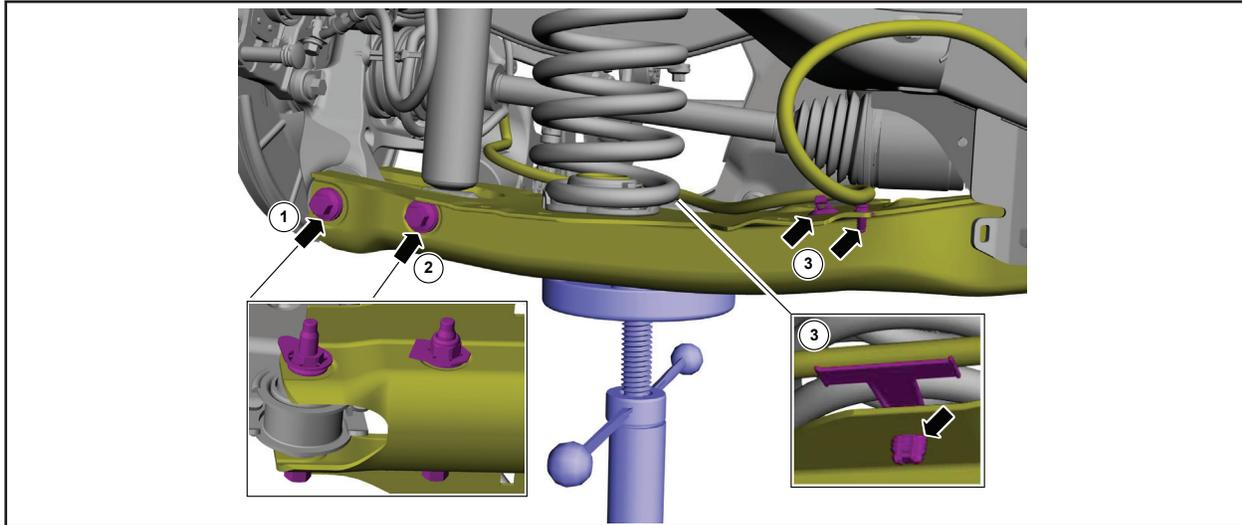
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NOTE: Only tighten the bolt and nut finger tight at this stage.

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

31. Position and install components.

1. Position the lower arm to the wheel knuckle and install the new lower arm-to-wheel knuckle bolt and nut.
2. Position the rear shock absorber and install the new rear shock absorber lower bolt and nut.
3. Position the rear wheel speed sensor wire harness and clip the harness retaining clips into place.



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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

NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushing may occur.

NOTE: Only tighten the nuts and bolts when the suspension is in the normal drive position.

32. Tighten fasteners. (E360879)

1. Tighten the new lower arm-to-wheel knuckle bolt and nut.

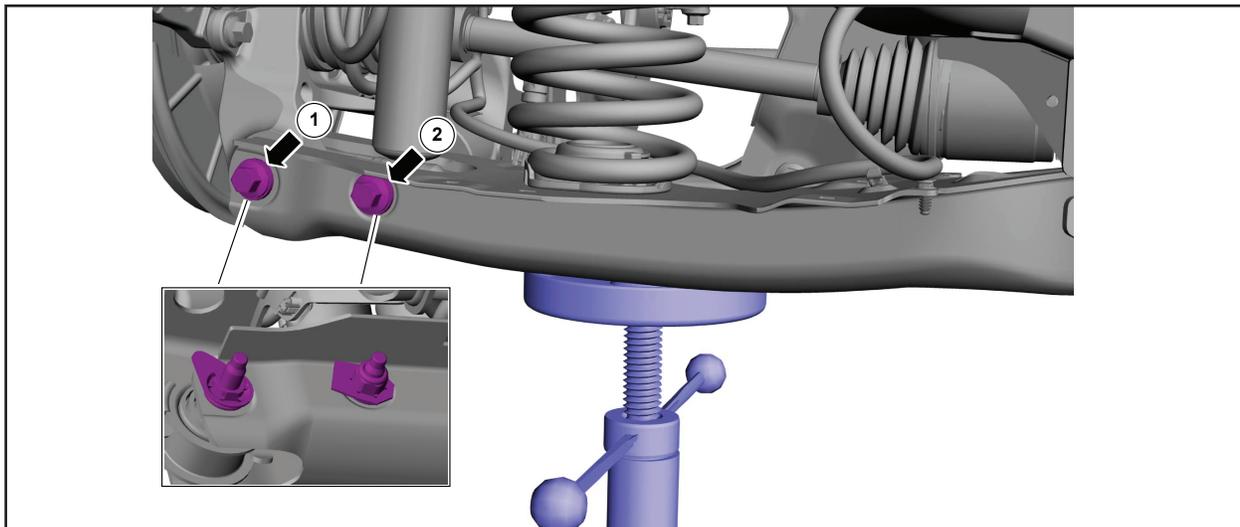
Torque:

Stage 1: 81 lb.ft (110 Nm)

Stage 2: 120°

2. Tighten the new rear shock absorber lower bolt and nut.

Torque: 81 lb.ft (110 Nm)



33. Install the wheels and tires.

NOTICE: It is highly recommended that a 4-wheel alignment is completed once the installation of the new springs are completed.