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ASSEMBLY INSTRUCTIONS

QA1 P/N 52103 Lower Trailing Arm Relocation Brackets 2005-2014 Mustang

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• DISCLAIMER / WARRANTY •

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THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

TOOLS AND SUPPLIES REQUIRED

- | | | | |
|------------------------------|-----------------|----------------|---------------------------------------|
| • Floor Jack and Jack Stands | • Tire Chocks | • Lug Wrench | • 18 mm socket and combination wrench |
| • Blue Loctite™ | • Torque Wrench | • Hand Grinder | • MIG Welder |

REMOVAL OF STOCK TRAILING ARMS

1. Place the vehicle on a level surface and place tire chocks in front of and behind the front tires.
2. Support the rear of the vehicle on jack stands and remove the rear wheels.
3. Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts. Make sure not to lift the vehicle off the jack stands.

Note: *Keep the floor jack under vehicle during the complete removal and installation procedure.*

Caution: *Do not remove both trailing arms at the same time or the axle will rotate and the trailing arm installation will be much more difficult.*

4. Remove the rear trailing arm bolt and rotate the arm out of the way, then remove counterweights from axle tabs.
5. Measure up from the bottom of the trailing arm tab 5/8" and cut off square to the ground (See figure 1). On the tab with the cut out, remove metal so that the bottom edge is flat with the cut out (See figure 2).

6. Using the relocation bracket as a reference, clean the surface of the stock lower trailing arm mount bracket for welding.
7. Use the supplied bolts and washers to attach the relocation brackets to the rear end housing. Use the OEM trailing arm hardware to attach the trailing arm to the relocation brackets. Axle housing trailing arm brackets have threaded holes on inside tabs. The left tab will require the supplied spacer. Only tack-weld the relocation brackets to housing at this time.

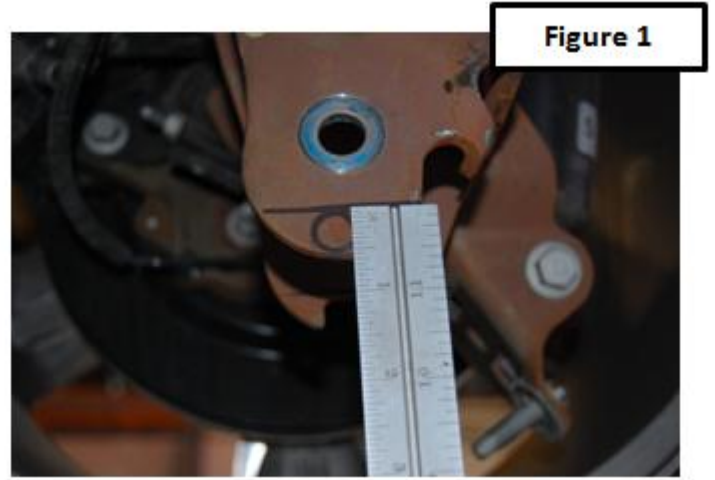


Figure 1

8. Remove the rear trailing arm bolt and rotate trailing arm out of the way. Completely weld relocation brackets to axle tabs. *Note: Professional welder is highly recommended.*

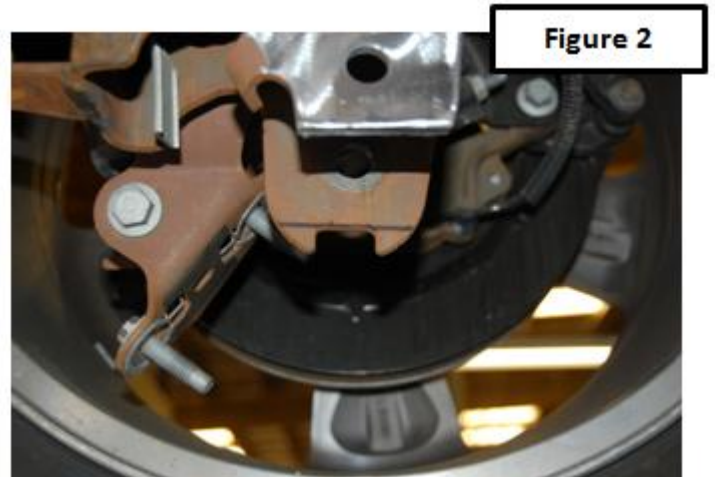


Figure 2

9. The rear axle counterweights will require modification to be reinstalled. Cut off the protruding lug. (See figure 3)
10. After welding is complete, paint the brackets and welded area to prevent rusting. Re-install the lower arm into the relocation bracket using Blue Loctite™ on clean threads (torque to 70 ft.-lbs.) and repeat steps 4-10 on other side of vehicle

Note: *It is highly recommended to run QA1 tubular lower control arms part number 5276. Stock arms tend to flex and twist under hard acceleration and aggressive cornering.*

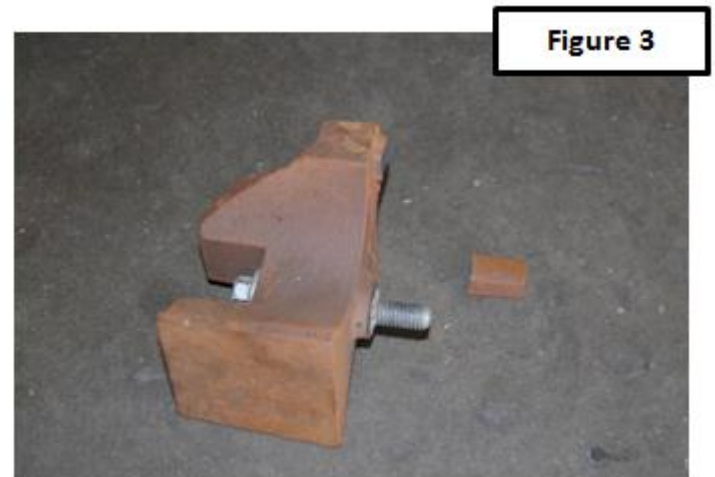


Figure 3

To further upgrade your suspension, use other QA1 suspension products such as coil-overs, shocks, struts, springs, K-members, torque arms, panhard bars, sub-frame connectors, strut tower braces, rod ends, sway bars, tubular control arms, spherical bearings, and more. For more information, please visit www.QA1.net.