

# INSTRUCTIONS

## MUSTANG II STOCK OR DROPPED SPINDLES

910-34304

MUSTANG II DROPPED SPINDLES

910-34307

STOCK MUSTANG II SPINDLES

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### PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION

Start the installation by placing the spindles over the ball joints in your lower control arms and install the castle nuts.

**NOTE:** if using tubular lower control arms you will need to add two spacers under the castle nuts so the cotter pin will line up with the hole in the ball joint. Install the upper ball joint into the spindle and install the castle nut. Install the tie rod ends into the spindles and install the castle nuts, torque the ball joint and tie rod castle nuts to 38-57 ft. lbs.

Continue to tighten until the slot and hole are aligned and install the cotter pin.

Install the rotors and calipers next using the original hardware or new grade 8 bolts. Loctite is a good idea. If installing a new disc brake kit follow the installation instructions for your specific kit. Turn the spindles from lock to lock with the suspension both up and down to check the brake lines for adequate length. Make sure they are not pulled tight or do not rub against anything.

Check the clearance of your upper and lower ball joints and control arms to make sure they clear your wheels.

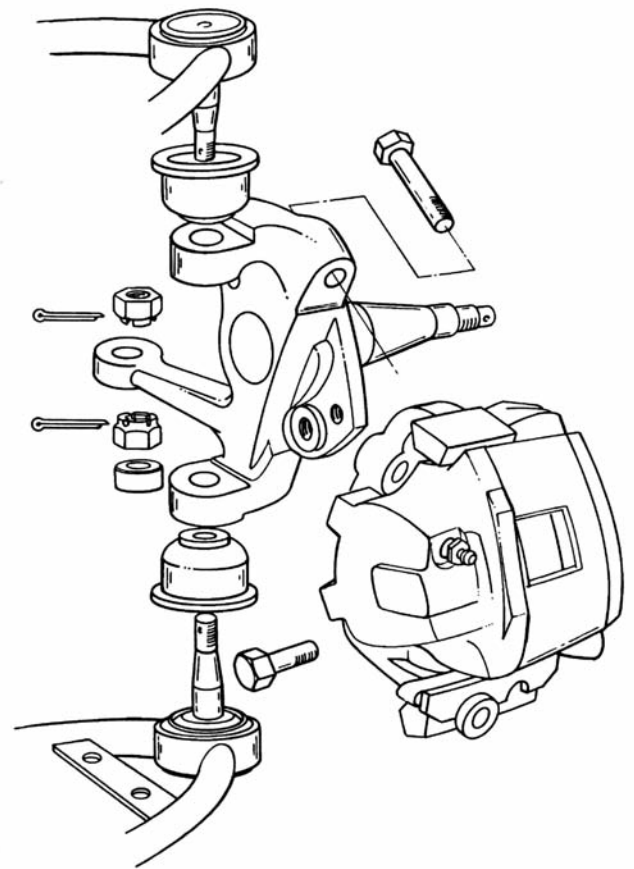
If you are using stock lower control arms trimming of the outer flanges on the outer edges of the control arms around the ball joints may be necessary, as the flanges may contact the inside of the brake rotor during suspension travel. If more clearance is required our tubular lower control arms will give you an additional inch of clearance at the ball joint.

The OEM Pinto or Mustang II brake lines will not work on the 910-34304 dropped spindle. An after market brake line is required. You may try the 617-8565 brake line kit.

After all the suspension is re-assembled and back on the ground have the alignment checked. The wheel alignment should be done by a qualified alignment shop.

#### **ALIGNMENT SPECIFICATIONS:**

CAMBER	1/2 Degree positive
CASTER	1 Degree positive (manual steering)
CASTER	3 Degrees positive (power steering)
TOE IN	1/8" plus or minus 1/8"



# IMPORTANT

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