

INSTRUCTIONS

910-34321

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MUSTANG II TUBULAR COIL OVER LOWER CONTROL ARMS

**PLEASE READ INSTRUCTIONS COMPLETELY BEFORE
STARTING YOUR INSTALLATION**

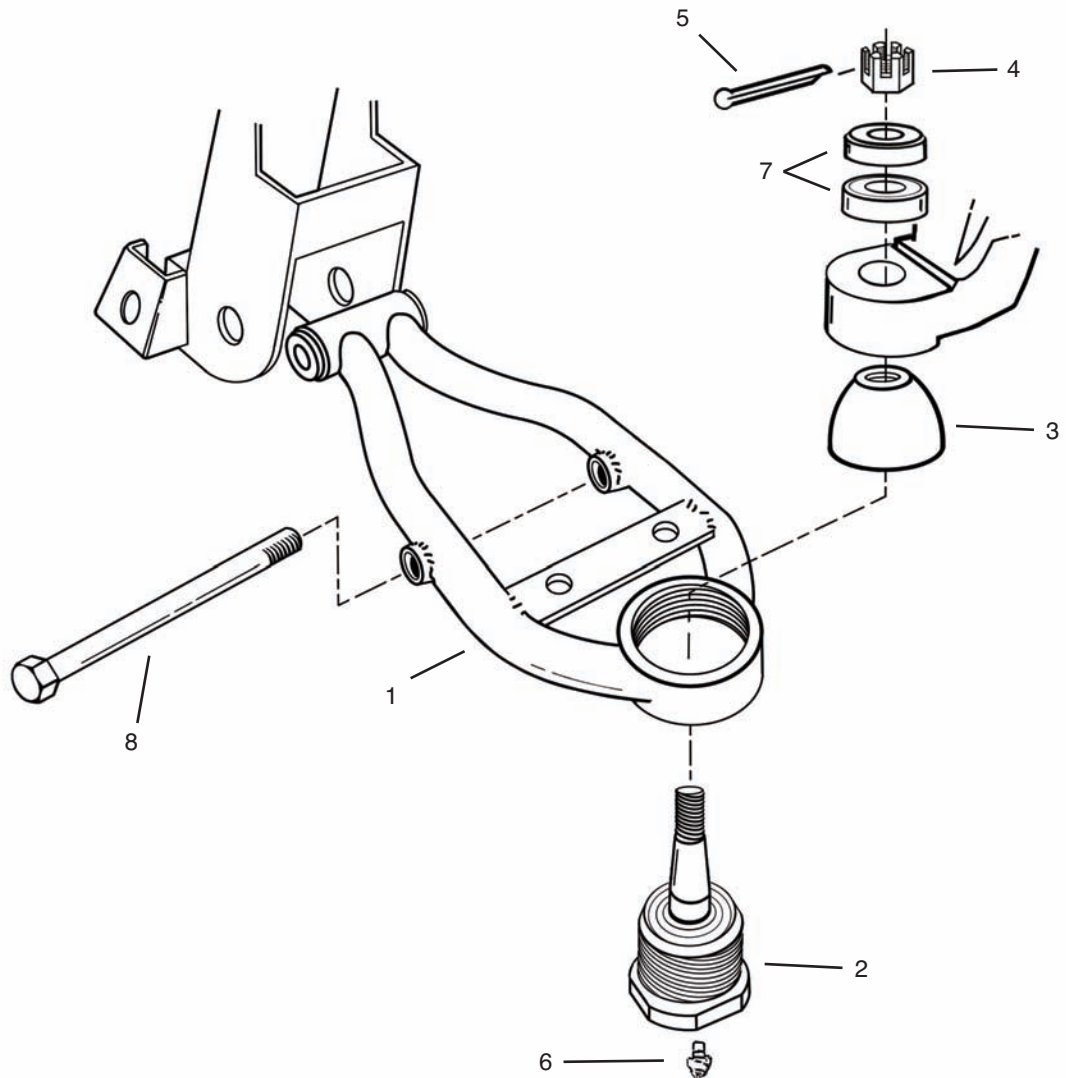
This kit installs the tubular coil over lower control arms on to the Mustang II suspension crossmember.

PARTS LIST

Index Number	Description	Qty.
1	Tubular lower arm (left)	1
1	Tubular lower arm (right)	1
2	Screw in ball joint	2
3	Ball joint boot	2
4	9/16"-18 castle nut	2
5	Cotter pin	2
6	Grease fitting	2
7	Ball joint spacer washers (2)	2
8	1/2"-13 x 7" GR 5 hex bolts	2

Using the parts the parts list above, double check that you have received all the parts in your kit. If there are any missing parts please contact our customer service department.

1. Thread the ball joints (#2) into the lower control arms (#1) and tighten. If the ball joint is a little tight going in you can use a little anti-seize on the threads.
2. Slide the lower control arms onto the crossmember and install the 1/2" lower control arm bolts and nuts. Raise the lower control arm to a horizontal position and temporarily tighten the bolts. Attach the strut rods to the control arms and torque the two 7/16" nuts to 25-37 ft. lbs.
3. Install the spring cushion up into the spring pocket. Turn the threaded adjuster counter clockwise to it lowest position and add anti-seize to the threads. Pull the control arm down and install the shock using the 1/2"-13 x 7" hex bolt (#8) and torque to 38-57 ft. lbs. Fully extend the shock and slide the spring over it. The tapered (smaller) end of the spring goes toward the adjuster. Raise the lower control arm guiding the shock and spring into the upper spring pocket and shock mount. Secure the shock into the upper shock mount. Slide the ball joint boot over the lower ball joint and install the spindle. Install two ball joint spacers (#7) onto the lower ball joint followed by the castle nut. Raise the lower control arm up and install the upper ball joint into the spindle and install the castle nut. Torque the castle nuts to 53-81 ft.lbs., continue to tighten until the slot and hole are aligned and install the cotter pin.



4. Once the car is back on the ground check the position of the lower control arms. The correct ride height is when the lower control arms are level with all the weight on the car. To raise the vehicle ride height turn the adjustment ring clockwise. To lower the vehicle ride height, turn the adjuster counter clockwise. Failure to make this adjustment could result in bent control arms or broken shocks. **NOTE:** All adjustments should be made with the weight off the suspension on jack stands.

5. Once the vehicles ride height has been set, loosen the 1/2" inner pivot bolts, bounce the suspension to release the stress in the bushings and retighten. Torque to 38-57 ft. lbs.



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