

INSTRUCTIONS

910-34334

Offset lower arms for stock springs

910-34336

Offset narrow lower arms for stock springs

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MUSTANG II TUBULAR OFFSET LOWER CONTROL ARMS FOR STOCK SPRINGS

PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION!

This kit installs the offset tubular lower control arms for stock springs on to the Mustang II suspension crossmember.

Parts List		
Index No.	Description	Quantity
1	Offset tubular lower arm (left)	1
1	Offset 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	Crossmember spacer	2
9	Rear spacer and gusset	2
10	5/8"-11 x 12" GR 5 hex bolt	2
11	5/8"-11 Nylon lock nut	2
12	5/8" Flat washer	4
13	7/16"-14 x 7" GR 5 hex bolt	2

Using 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.

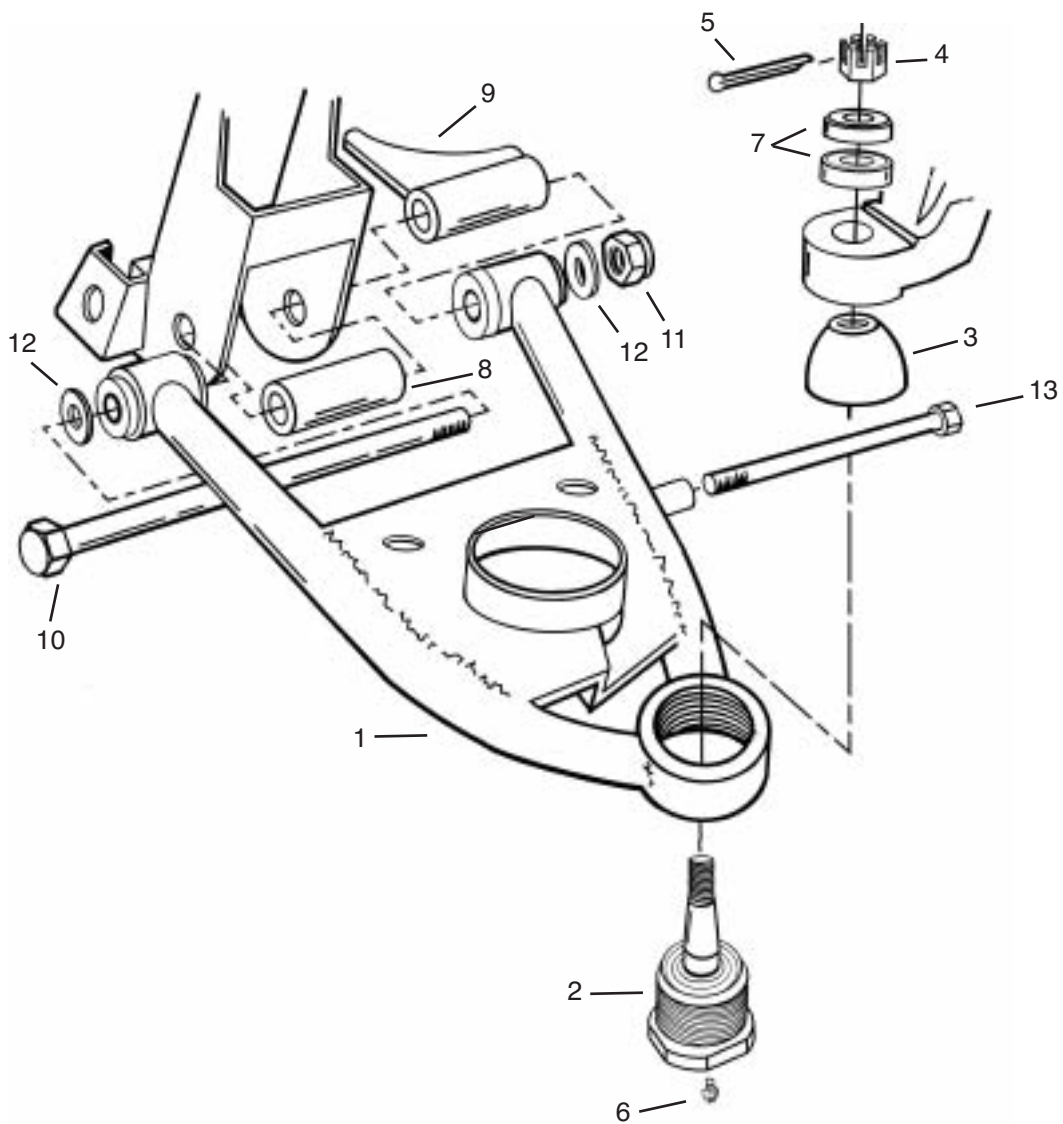
1. The holes in the crossmember where the lower control arms mount need to be enlarged. Drill out these holes to 5/8".

2. Mount the crossmember spacers (#8) and the rear spacers and gusset (#9) onto the crossmember using the supplied 5/8"-11 x 12" bolts (#10) and 5/8"-11 nuts (#11).

DO NOT use the control arms to mount the spacers—the heat from welding will melt the bushings.

A temporary spacer should be used. Position the rear spacer with the gusset horizontal and tighten the 5/8" nut and bolt. Weld the rear spacer and gusset to the crossmember all around. Weld the crossmember spacer in as far as possible on both ends. When it cools remove the bolts.

3. Thread the ball joints (#2) into the lower control arms (#1) and tighten. If the ball joint is a little tight going in use can use a little anti-seize on the threads.



4. Install the lower control arms onto the crossmember. Install a 5/8" flat washer (#12) on to a 5/8"-11 x 12" hex bolt and slide the bolt through the front bushing, crossmember and the rear bushing securing it with a 5/8" flat washer (#12) and a 5/8"-11 nylock nut (#11).

5. Install the spring cushion up into the spring pocket. Pull the control arm down and install the spring onto the spring pocket, with the flat side of the spring pointing up. Place a floor jack under the ball joints and raise the control arms guiding the spring into the upper spring pocket. **NOTE:** if you are installing these on a bare chassis you will need a spring compressor to install the springs. Fully extend the shock and slide it through the lower control arm guiding it into the upper shock mount. Install the 1/2"-13 x 7" hex bolt (#13) and torque to 38-57 ft. lbs. 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 (#4). 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.

6. Once the car is back on the ground loosen the 5/8" inner pivot bolts and bounce the suspension to release the stress in the bushings, retighten and torque to 73-110 ft. lbs. New springs will usually settle 3/4"-1" over the first 300-500 miles. After the springs settle the lower control arms should be level with all the weight on the car.

IMPORTANT

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