

INSTRUCTIONS

910-34335

Offset coil over lower arms

910-34337

Offset narrow coil over lower arms

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MUSTANG II TUBULAR OFFSET LOWER COIL OVER CONTROL ARMS

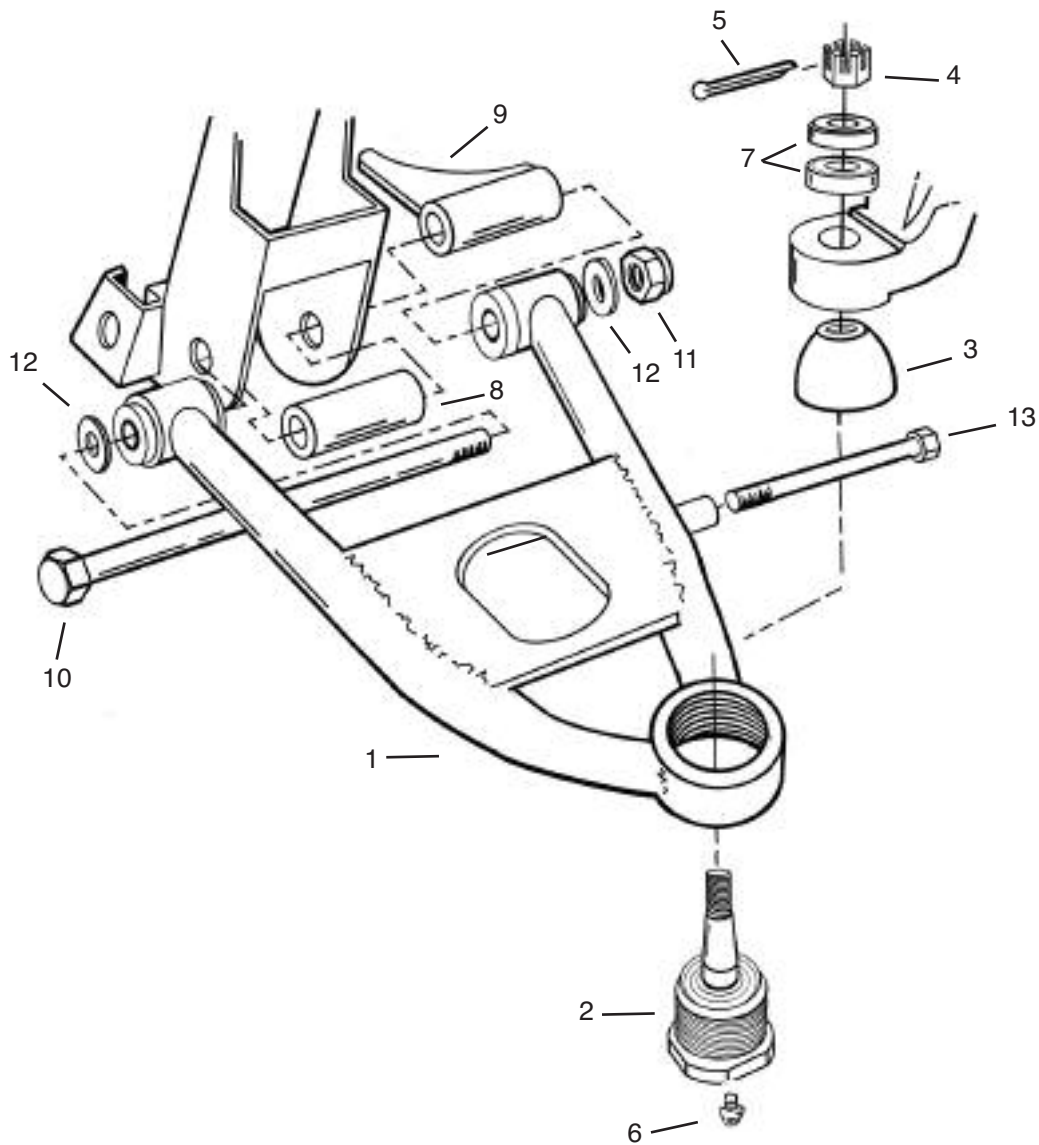
PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION!

This kit installs the offset tubular coil over lower control arms 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	1/2"-13 x 7" GR 5 hex bolt	2

Using the parts list above, double check 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" bolts (#10) and 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. Turn the threaded adjuster counter clockwise to its 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 (#13) and torque to 38-57 ft. lbs. Slide the spring over the shock and fully extend 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. lobs. Continue to tighten until the slot and hole are aligned and install the cotter pin.

6. 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 jack stands.

7. Once the vehicle's ride height has been set, loosen the 5/8" inner pivot bolts, bounce the suspension to release the stress in the busing and retighten. Torque to 73-110 ft. lbs.

IMPORTANT

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