

INSTRUCTIONS

910-34338
Offset lower arms for Air Springs

910-34339
Offset narrow lower arms for Air Springs
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MUSTANG II TUBULAR OFFSET LOWER CONTROL ARMS FOR AIR SPRINGS

PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION

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

PARTS LIST

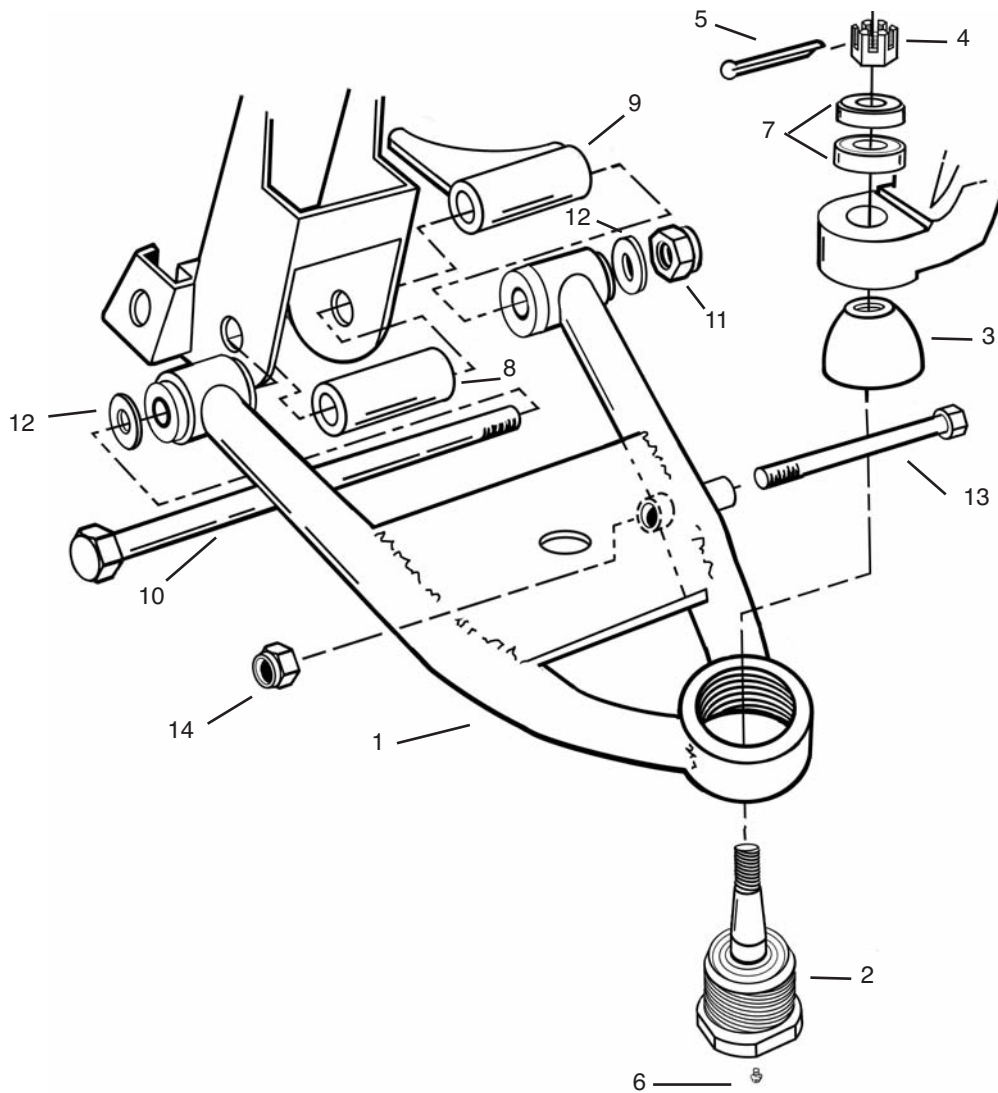
Index Number	Description	Qty.
1	Offset tubular lower arm (left)	1
1	Offset tubular lower arm (right)	1
2	Screw in ball joint	2
3	Ball joint boot	2
4	9/16"-18 castle nut	2
5	Cotter pin	2
6	Grease fitting	2
7	Ball joint spacer washers (2)	2
8	Crossmember spacer	2
9	Rear spacer and gusset	2
10	5/8"-11 x 12" GR 5 hex bolts	2
11	5/8"-11 nylon lock nut	2
12	5/8" Flat washer	4
13	1/2"-13 x 5½ hex bolts	2
14	1/2"-13 nylock nut	2
15	Upper shock mounts	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 you can use a little anti-seize on the threads.



Install the lower control arms onto the crossmember. Install a 5/8" flat washer (#12) on to the 5/8"-11 x 12" hex bolt (#10) 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. 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. Bolt the upper air spring mount to the air spring. (Air spring and air spring mount are not included with control arm kit.) Slide the air spring and air spring mount up into the spring tower and bolt in place. Pull the lower control arm up and bolt the air spring to the lower arm.

7. Bolt the shocks to the lower control arm with the 1/2"-13 x 5 1/2" bolts (#13) and nylock nuts (#14) and torque to 37-58 ft. lbs. Bolt the upper shock mount to the shock. Adjust the upper shock mount to the frame. Position the mount so when the shock is fully extended it supports the lower control arm being careful not to over extend the air spring. NOTE: If the air spring is over extended it could cause damage to the spring. The mounts will need to be trimmed to fit the frame evenly. Tack weld the mounts to the frame. Run the suspension through its full travel and check for any interference or binding then weld in place.

8. 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.



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