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LCA1022 68-70 Mustang Lower StrongArms

LCA1022

Lower StrongArms

1	A1032D-1	Driver side lower arm
1	A1032P-1	Passengers side lower arm
2	BAL1000	Lower ball joint
2	Thick washer for BAL1000	
4	A1034	Eccentric eliminator
2	A1030	Inner bushing sleeve
4	DAYMO3519	Poly bushing halves
2	BEA005	Control arm pivot bearing
2	A990	Bearing housing
2	A1031	Bearing retaining plate
2	A989	Aluminum bearing spacer
2	A988	Bearing stud (Set to 2- 15/16")

Hardware:

2	1/2" x 4 1/2" SAE Gr.8 bolt	Lower arm to frame
2	1/2" SAE Nylok nut	Lower arm to frame
6	3/8" x 1 1/2 USS SHCS	Bearing housing
6	3/8" lock washer	Bearing housing
2	3/4"-16 Jam nut	Stud to arm
2	3/4"-16 Lock nut	Stud to bearing
2	3/4" flat washer	Stud to bearing

A1031



A990



BEA005



A989



Ball joint washer



Installation Instructions for SKW1022SA-LUCA

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring, shock absorber, upper shock bracket, strut rod, sway bar, upper and lower control arms. Refer to factory service manual for proper disassembly procedure.



3. Be sure to remove the outer bushing sleeve from the strut rod frame mount.

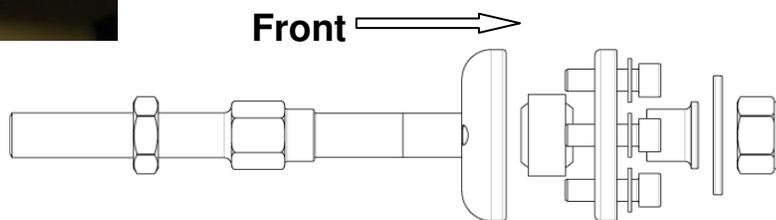
4. Remove any excess undercoating or rust.



5. Using the bushing retainer as a template, mark the holes to drill with a center punch.

6. Remove the retainer and drill the holes with a 3/8" bit.

7. Place the bearing inside the bearing housing, then clamp it to the frame with the bearing retainer and the 3/8" x 1 1/2" SHCS and lock washers.





8. The bearing stud should already be threaded into the lower arm, factory set at 2-15/16" (measuring from the end of the arm to the bearing).

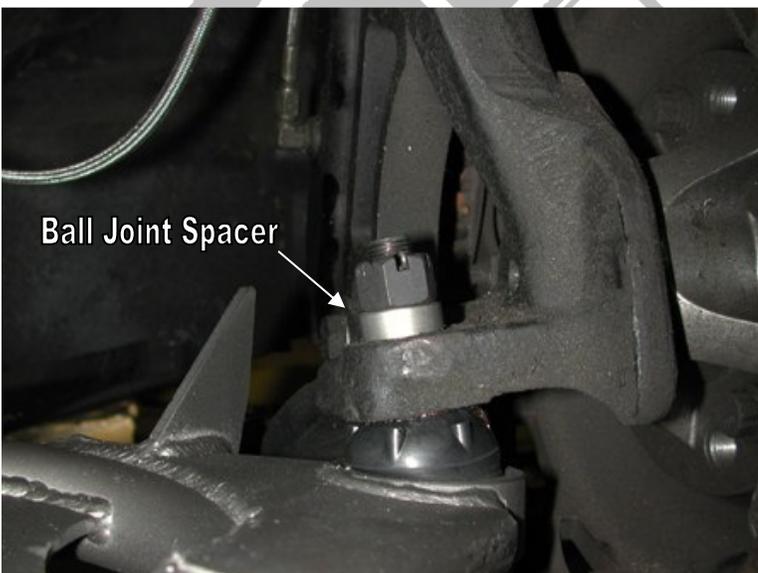
9. Slide the stud through the bearing, then slide the aluminum spacer over the stud with the larger end toward the front of the car. Secure the assembly with a 3/4" Nylok Nut and flat washer.

Note: We caster setting should set at around 3.5 degrees positive. Vehicle must be aligned before driving.



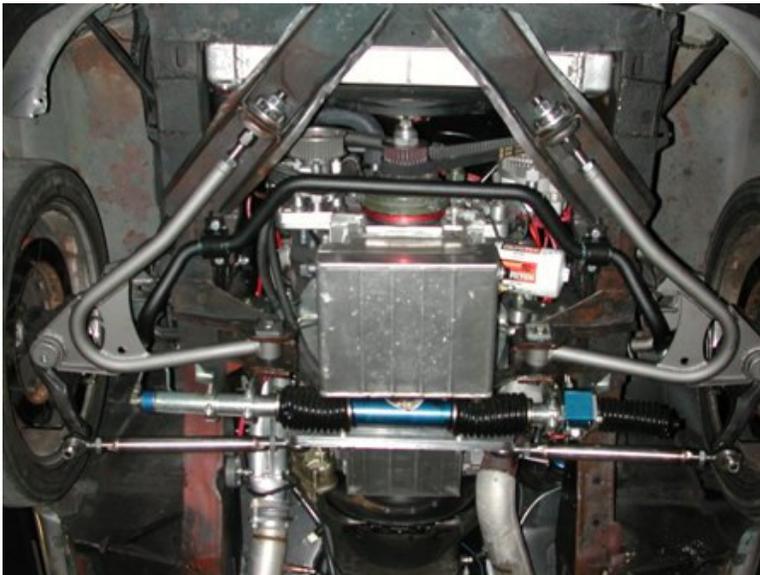
10. Attach the other end of the lower control arm to the factory frame mount using a 1/2" x 4 1/2" bolt and Hex nut.

11. Eccentric eliminator plates are included and one must be installed on each side of the frame. Start out with it in the center, make sure both plates are in the same position.

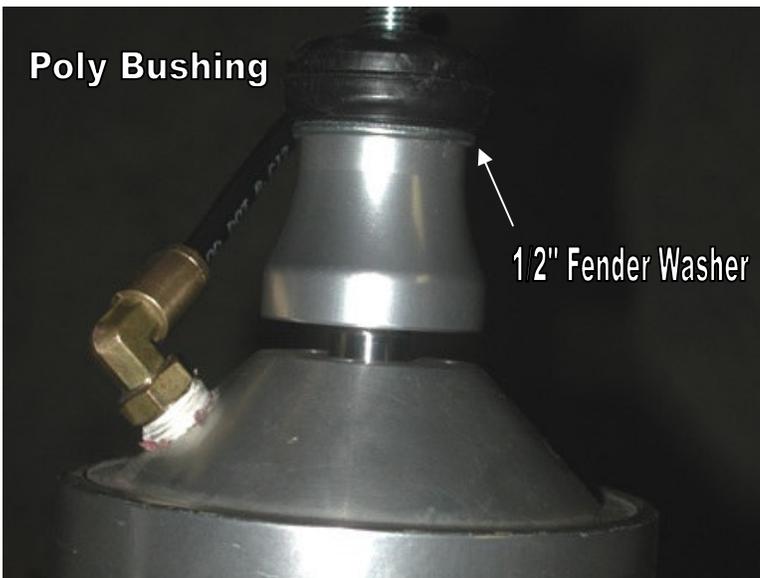


12. Slide the ball joint boot over the ball joint, then place the spindle over the ball joint stud. A ball joint spacer will be necessary to align the castle nut with the cotter pin hole.

Note: Before installing the spindle, turn the ball joint stud so that the cotter pin hole faces front to back. This will make it easier to install/remove the cotter pin.



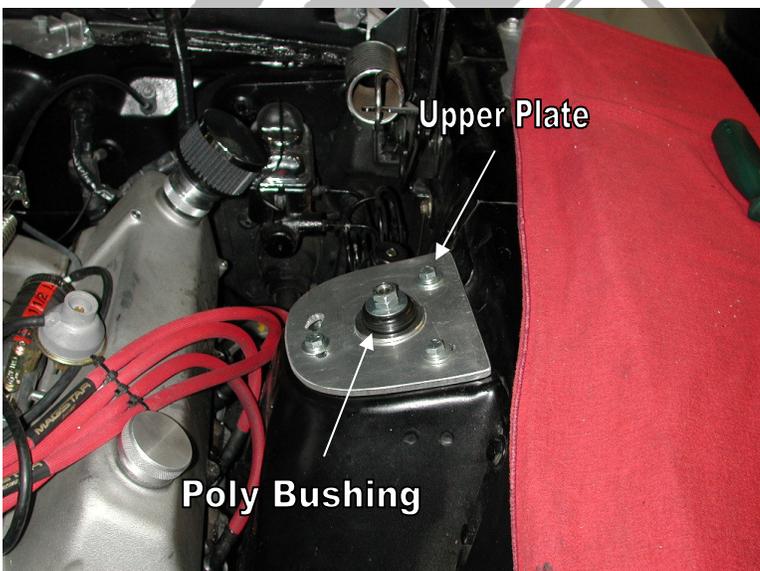
13. Here is a view of the bottom of the car with the arms installed.



14. Apply thread sealant to an elbow air fitting and screw it into the top of the Shockwave.

Note: The bellow can be rotated separate of the shock to move the air fitting location.

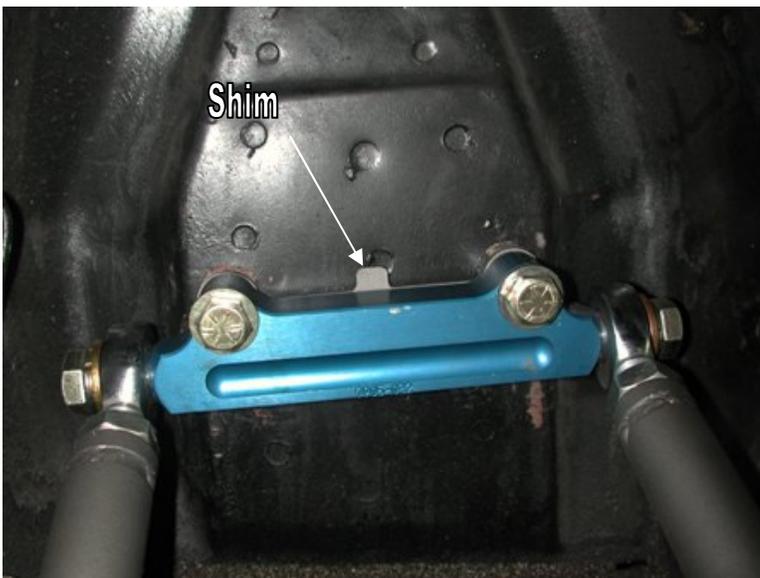
15. Place a 1/2" fender washer over the stud top. Then slide a poly bushing over it with the step in the bushing facing up.



16. Place the upper Shockwave plate on top of the strut tower. While holding the upper Shockwave mount up to the bottom of the strut tower, fasten the assembly with three 5/16" x 1" flange bolts.



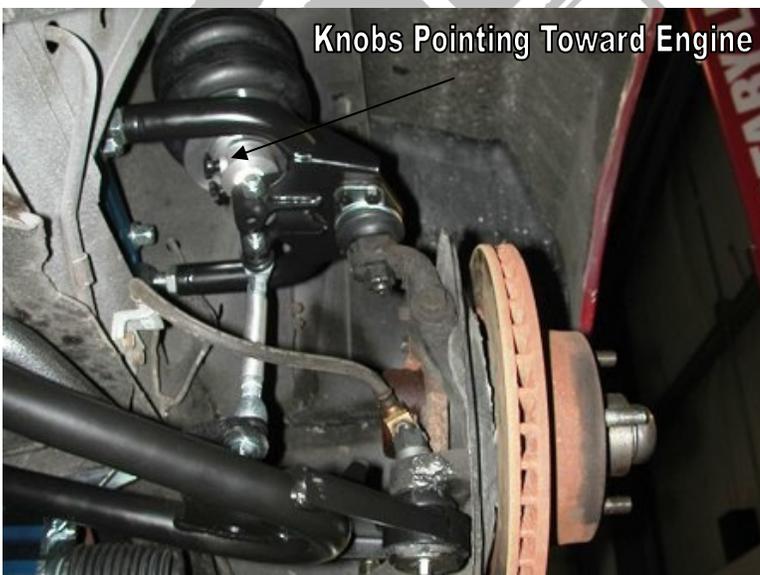
17. Place the Shockwave up through the upper mount. Place a second poly bushing on top of the mount with the step in the bushing facing down. Secure the assembly with a 1/2" fender washer and two 7/16" jam nuts.



18. Bolt the upper StrongArm to the body using 1/2" x 2 1/2" bolts, flat washers and lock washers. A shim is supplied and may need to be installed between the body and the arms to achieve proper alignment.

19. The arms are preset at the factory so the alignment should be close, but the vehicle must be aligned before driving.

Note: The upper arm mounting holes on many cars have been redrilled 1" lower. This is done to improve the handling. Our cross shaft has the drop built into it, **make sure to use the**



20. Bolt the upper arm to the spindle using the hardware and cotter pin supplied.

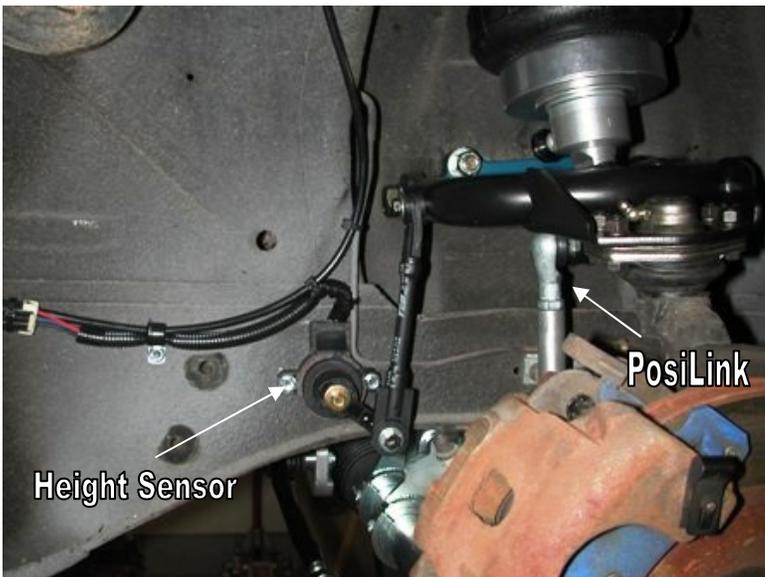
21. Attach the Shockwave to the upper StrongArm using a 1/2" x 2 1/4" bolt and Nylok nut. **The Shockwaves must be mounted with the knobs facing the engine bay. Failure to do so will damage the unit.**

22. This control arm is designed to work with our MuscleBar sway bar. The end link will attach to the **rear** mounting tab on the upper arm.



23. Reattach the outer coil spring shield. A hole can be drilled into it to allow airline access to the Shockwave. Use a rubber grommet to prevent airline damage.

24. Check air spring clearance through full suspension travel. Allowing the air spring to rub will cause failure and is not a warrantable situation.



25. Here is an example of how the height sensor can be mounted (if your compressor system uses one.)

26. Ride height on this system, should be around 90psi depending on vehicle weight. This system has approx. 5" of wheel travel. Ride height is about 3" from fully compressed and 2" from fully extended.

27. 6-8 clicks in the shock dampening will be a good starting point.

