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INSTALL INSTRUCTIONS

QA1 P/N MU1RCA, MU2RCA, MU3RCA '79-'04 MUSTANG RACE SERIES CONTROL ARMS
QA1 P/N MU1ESA, MU2ESA, MU3ESA '79-'04 MUSTANG STREET SERIES CONTROL ARMS

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• DISCLAIMER / WARRANTY •

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TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- Coil-over Struts
- Tape Measure
- Drill & 3/8" bit
- Torque Wrench
- Common Hand Tools

REMOVAL:

1. Before starting the installation of your QA1 control arms read the instructions carefully and thoroughly. A good service manual, available at your local parts store may aid in the installation. Check to make sure all of the parts and tools needed to complete this installation are on hand.
2. Jack up the car so that jack stands can be placed under the frame. Let the jack down so that the frame sets securely on the stands.
3. Remove the wheels and then unbolt the brake calipers. Secure the brake calipers out of the way of the control arms (*do not let the caliper hang from the brake line. This can cause damage to the brake line*). For vehicles equipped with ABS, refer to your Ford manual for safe removal.
4. Remove the sway bar end links from the vehicle. (Inspect for bushing wear and replace as needed)
5. Use the floor jack to support one of the A-arm assemblies. Jack the A-arm up just enough to take the load off of the strut and spindle. Use of a spring compressor to contain the spring energy is highly recommended. (Fox body cars will require the removal of the rotor backing plate before continuing.) Remove the cotter pin from the castle nut on the ball joint. Loosen the castle nut enough to separate the ball joint. Once the ball joint has been loosened from the spindle the castle nut should be removed. Slowly, CAREFULLY, let the A-arm assembly down until the spring is free and can be removed.
6. Repeat this procedure for the opposite side.
7. Loosen and remove the two bolts and nuts holding each A-arm into the K-member.

8. Inspect the bolts for any defects or wear. Replace hardware if needed. (QA1 p/n 52395)

| Balloon Number | Description | Qty |
|----------------|---|-----|
| 1 | SPACER, 1"OD X .625" ID X .5" ALUMINUM | 4 |
| 2 | SPACER, 1"OD X .625" ID X 1.5" ALUMINUM | 1 |
| 3 | WASHER, FLAT 5/8" | 2 |
| 4 | SPACER, 1" OD X .625" ID X 1.38" ALUMINUM | 1 |
| 5 | NUT, NYLOCK 5/8-11 | 2 |

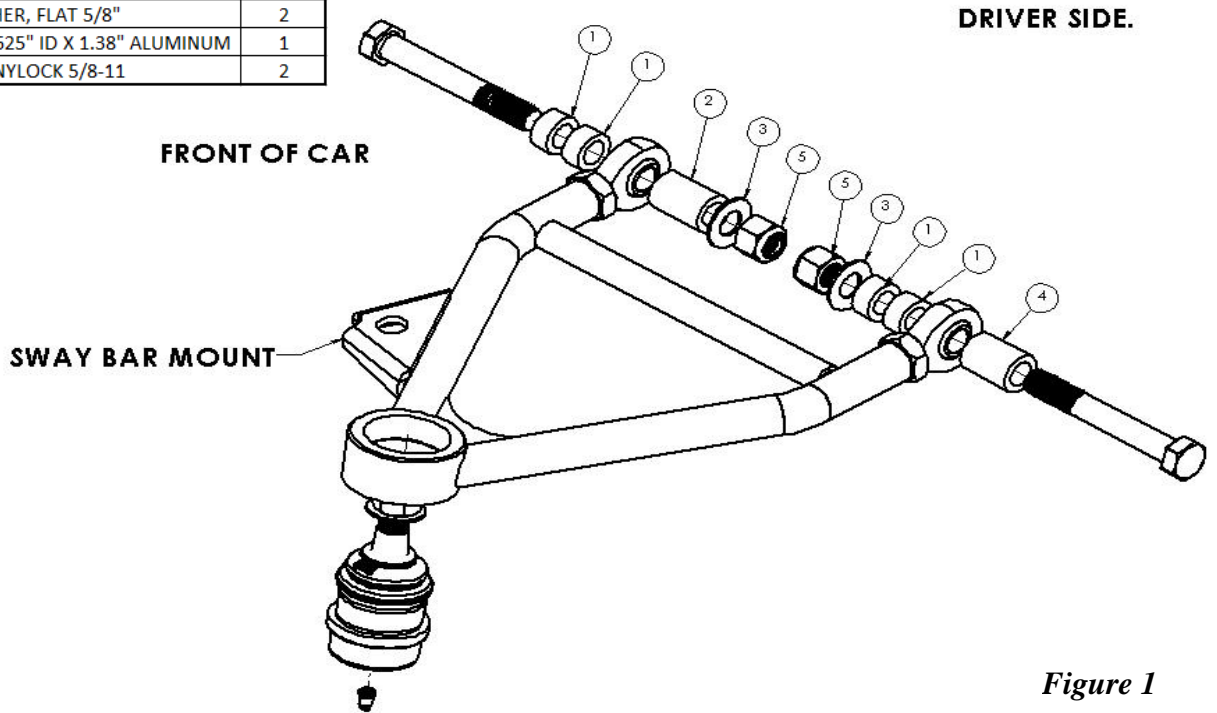


Figure 1

NOTE: Installation of control arms to QA1 K member will slightly vary as the front bolt will thread into the K member.

PRE-INSTALLATION INSTRUCTIONS: *RACE SERIES CONTROL ARMS*

1. Identify the left and right side A-arms. The tube with the sway bar attachment will point toward the front of the car.
2. Install 3/4"-16 jam nuts onto 3/4"-16 threaded rod ends and thread into control arm.
3. Place control arm pivot points against a flat surface and measure to the center of the ball joint to the following length.

(See Figure 2)

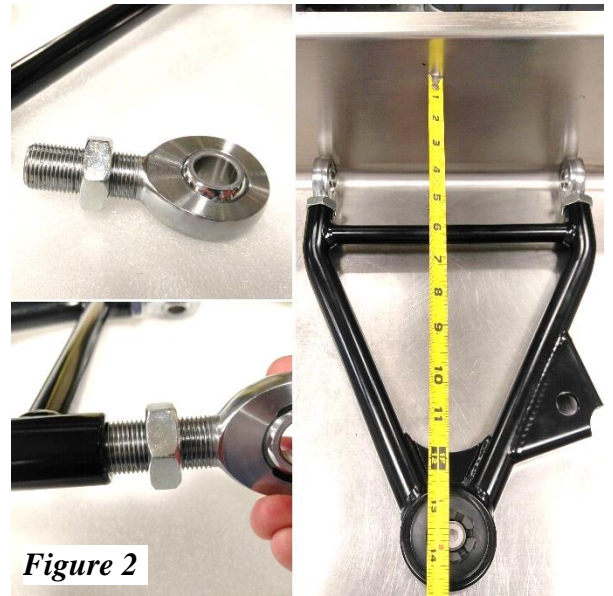


Figure 2

| CONTROL ARM PART NUMBER | END OF ROD END TO CENTER OF BALL JOINT |
|-------------------------|--|
| MU1RCA | 13.687" |
| MU2RCA | 14.875" |
| MU3RCA | 14.687" |

INSTALLATION INSTRUCTIONS: *RACE SERIES CONTROL ARMS*

1. Install the control arm into the K-member on each side of the car using the included spacers. Identify the different sized spacers and install as shown in **Figure 1**.

Note: The age and condition of your stock K-member may require resizing of QA1 Race Series control arm spacers for correct fitment.

2. Tighten control arm hardware to 130 lb.-ft.

INSTALLATION INSTRUCTIONS: *STREET SERIES CONTROL ARMS*

1. Identify the left and right side control arms. The tube with the sway bar attachment will point toward the front of the car.
2. Install the control arm into the K-member on each side of the car. If installing control arms into QA1 k-member, see **Figure 3** or refer to your k-member instructions for correct washer placement.

| Part # | Description | Qty |
|--------|-----------------------------------|-----|
| 1 | 5/8 X 4 1/2 HEX HEAD GRADE 5 ZINC | 4 |
| 2 | 5/8 NYLOCK ZINC LOCKNUT | 4 |
| 3 | 5/8 SAE FLAT WASHER ZINC | 6 |
| 4 | INSERT, MUK RACK MOUNT | 4 |
| 5 | WASHER, .63" I.D. X 1.80" O.D. | 6 |
| 6 | 5/8 X 6 HEX HEAD GRADE 5 ZINC | 2 |

CONTROL ARM INSTALLATION DIAGRAM

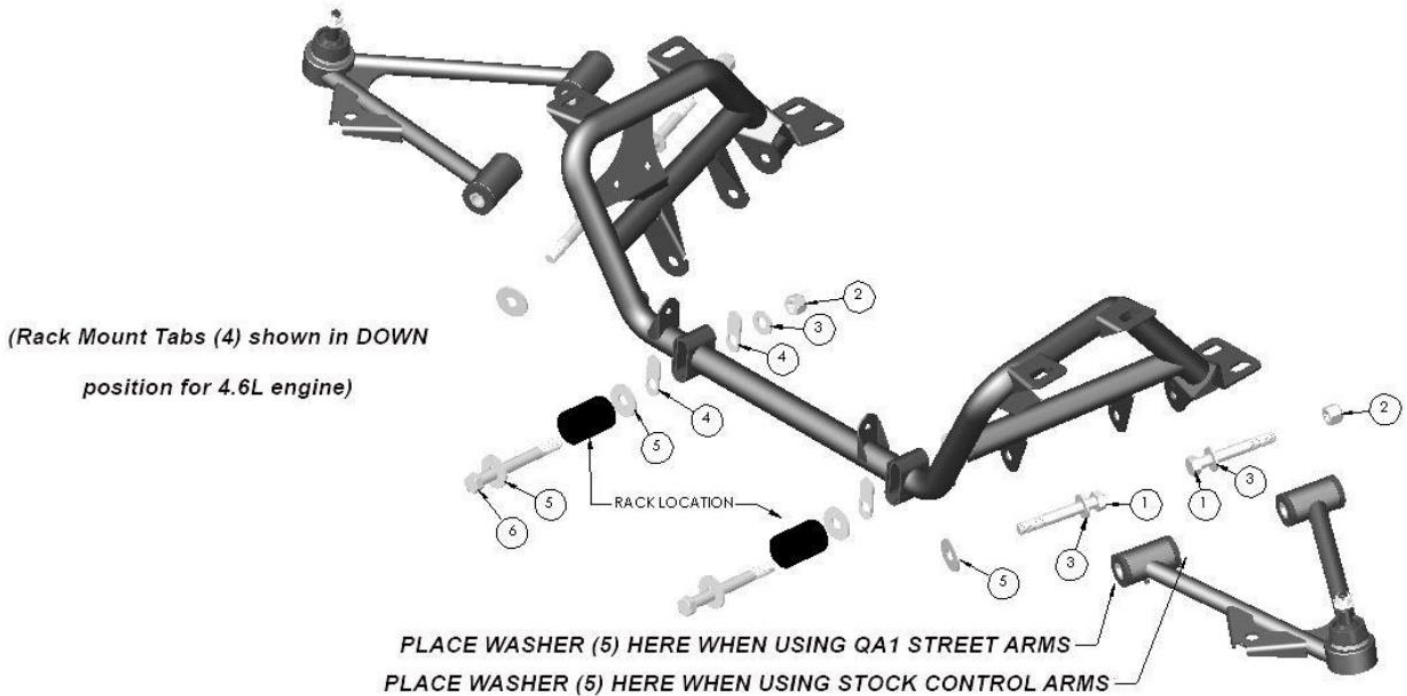


Figure 3

3. Hand tighten control arm hardware, keeping in mind the final torque should be done with car at ride height as to not bind the bushings.
4. Grease both ball joints using general automotive grease or synthetic grease.

NOTE: IF THE VEHICLE WAS NOT PREVIOUSLY USING COIL-OVER STRUTS, REFER TO THE NEW COIL-OVER INSTRUCTIONS BEFORE CONTINUING.

5. Reinstall the brake rotor, caliper, and backing plates.
6. Reinstall the ABS sensor.
7. Reinstall both front wheels.
8. Set ride height by adjusting the spring seat adjuster on the body of the strut.
9. Lock the spring seat adjuster once desired ride height is achieved.
10. Double check all bolts and make sure that they are torqued to manufacture specifications.
11. Torque control arms to 130 lb.-ft. with car at ride height.
12. Bring the vehicle to a reputable shop for a quality frontend alignment to factory specs.

Maintenance of QA1 Ultimate Ball Joints

Grease using high quality NLGI #2 GC-LB Lithium based grease and check preload on a regular basis. Check and set ball joint preload at least annually or every 3,000 miles, whichever comes first. NOTE: Preload on the ball stud can be set with the ball joint attached to the control arm if the spring is unloaded and the ball joint taper is free from the spindle.

1. Using the QA1 spanner socket from Ball Joint Tool Kit (p/n 1891-106) loosen the lock nut by turning counter clockwise.
2. Using the QA1 hex key, torque the torque nut to 25-30 in. lbs. and then back off 90°.
3. Using the QA1 hex key, a ½" open-ended wrench or socket, and the QA1 spanner wrench, tighten the lock nut while holding the torque nut, locking them together to 25 ft. lbs.
4. Re-check the lash on the ball stud and adjust as needed. The ball stud should not have any axial lash.

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