



INSTALLATION INSTRUCTIONS

P/N C8012

TUBULAR REAR CONTROL ARM

1979-'04 MUSTANG AND CAPRI (except '99-'04 Cobra)

These arms are lighter and stronger than factory control arms. Designed specifically for coil over shock application and advocate using the Competition Engineering Nos. C2055 or C2056 kits. The front of the arm has a spherical rod end bearing for squaring axle to the chassis.

PARTS LIST

QTY.	PART NO.	DESCRIPTION
1	C8004100	LOWER CONTROL ARM, D/S
1	C8004200	LOWER CONTROL ARM, P/S
2	86900140	1/4-28 STRAIGHT GREASE FITTING
2	C6162100	ROD END MAGNUM 3/4 RH X 3/4
4	C8004920	ROD END SPACER
4	C8011040	BUSHING, POLY, CONTROL ARM
2	C8004050	REAR CONTROL ARM BUSHING PIN
8	0806001	WASHER FZ .406 ID X .812OD X .065T
4	0406124	3/8-16 X 1.5 IN. BOLT GR8
4	0706009	3/8-16 NYLON INS. LOCK NUT
2	0712009	3/4-16 RT HND THREAD JAM NUT

INSTALLATION

- 1) Measure the rear axle distance from the frame to the axle or from the fender to the center of the axle housing. Write this ride height dimension down for later reference.
- 2) Jack up and support the rear of the vehicle with jack stands. Make sure to place the stands under the frame of the vehicle. Allow the jack to support the weight of the rear axle.
- 3) Remove the rear tires and rim for easier access.
- 4) Loosen the bolts that retain the sway bar and remove the sway bar.
- 5) Remove the factory shocks.
- 6) Slowly lower the rear housing and remove the coil springs.
- 7) Raise the housing up again to take tension off the lower control arms.
- 8) Remove the stock lower control arm bolts and the control arm from one side only. By working on one side at a time will keep the axle housing from rotating and easier to work on.

Note: It may be necessary to remove part of the exhaust system to remove the front bolt from the control arm.

For Technical Assistance, call Competition Engineering's Tech Lines at

(203) 458-0542 or (203)-458-0546, 8:30am-5:00pm Eastern Time

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Pre-Assemble the Control Arms:

- a. Assemble the control arms by threading the jam nut on the rod end and then threading the rod end into each mating control arm.
- b. With the supplied grease, pre-lube the inside of the polyurethane bushings.
- c. With a soft face mallet or arbor press, install the urethane bushings into both control arms.
- d. Install with a soft face mallet or arbor press, insert the bushing pins into the urethane bushings.
- e. Install on each control arm the grease fitting.
- f. Layout the stock lower control arm on a bench and insert the original bolts through each end of the bushing holes. Take the new control arms and (2) rod end spacers; align the bolt to the urethane bushing end and adjust the rod end with the (2) spacers in place to align with the other bolt. This will give you the length of the control arm that was removed from the vehicle. With the rod end parallel to the side of the urethane bushing, secure the jam nut. Still using the same stock control arm, perform the same operation for the other new control arm. Note: By using the same stock control arm for alignment, should result in both arms having the same center-to-center bolt distance.

INSTALLATION continued:

- 9) Identify the **DRIVER SIDE** lower control arm. Place the control arm with the rod end facing toward the front and the urethane bushings facing towards the rear of the vehicle. With the sway bar bracket facing downward, the bracket must be **outboard** (left of the centerline) with respect to the control arm.
 - 10) Determine which side you are going to install (the driver or passenger side). Install the new control arm into the front pocket of the chassis first with the rod end spacers in place on each of the rod end. Re-install the bolt to hold the control arm in place and install the nut only hand tight at this time.
 - 11) Rotate the control arm upward into the axle housing pocket and re-install the bolt and hand tighten the nut at this time.
 - 12) Remove the other stock control arm and repeat (following instruction number 10).
- Important:** Before proceeding, place the sway bar in position between the two control arms to reassure the arms are properly installed. Normally the sway bar has to be sprung outward as much as 1 to 1-1/2" to fit between the brackets. Continue to the next step if everything looks correct.
- 13) With the control arms in place jack up the axle housing to the ride height you wrote down from step (1). Tighten the control arm bolts and torque (with Ford's OEM bolt) to 111 ft-lbs.
 - 14) Re-tighten any exhaust components you may have had to loosen to perform the installation.
 - 15) Reinstall the sway bar. Use the supplied 3/8-16 bolts with a washer under the head and a washer in front of the nylon lock nut. Torque the 3/8" bolts to 45 ft.- lbs.
 - 16) At this time we recommend the installation of your Coil-Over Shock Conversion Kit, and proceed with the instructions in the kit to complete your installation.
 - 18) Re-install the tires and rims and torque the lug nuts to the manufacturers specifications.
 - 19) To insure your best performance the pinion angle should be rechecked to the factory specification and the axle alignment square to the frame by a chassis specialist.
 - 20) Road Test.

After you have completed the installation we highly recommend using a grease gun and greasing the urethane bushings with SILPTFE grease to ensure the best performance of your control arms. Thank you for choosing Moroso Performance Products as your chassis supplier.