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### INSTALLATION INSTRUCTIONS

#### *QA1 P/N CSX105, CAX105, CAA105 Lower Trailing Arms 2005-2014 Ford Mustang*

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** •

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER OR INCORRECT INSTALLATION OR MAINTENANCE, NOR WHEN THE PRODUCT HAS BEEN REPAIRED OR ALTERED IN ANY WAY. QA1'S LIABILITY IN THE CASE OF DEFECTIVE PRODUCTS SUBJECT TO THE FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1'S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

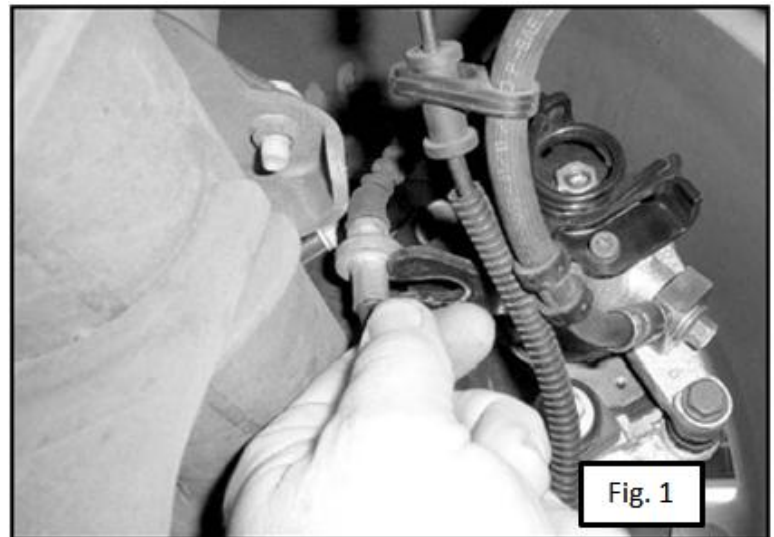
### TOOLS AND SUPPLIES REQUIRED

- Floor jack and jack stands
- 18mm socket and combination wrench
- Torque wrench
- Tire chocks
- Blue Loctite™
- Lug wrench
- Grease gun

### REMOVAL OF STOCK TRAILING ARMS

1. Place the vehicle on a level surface and place tire chocks in front of and behind the front tires.
2. Support the rear of the vehicle on jack stands by the frame rails and remove rear wheels.
3. Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts. Make sure not to lift the vehicle off the jack stands. *NOTE: Keep floor jack under vehicle during the complete removal and installation procedure.*

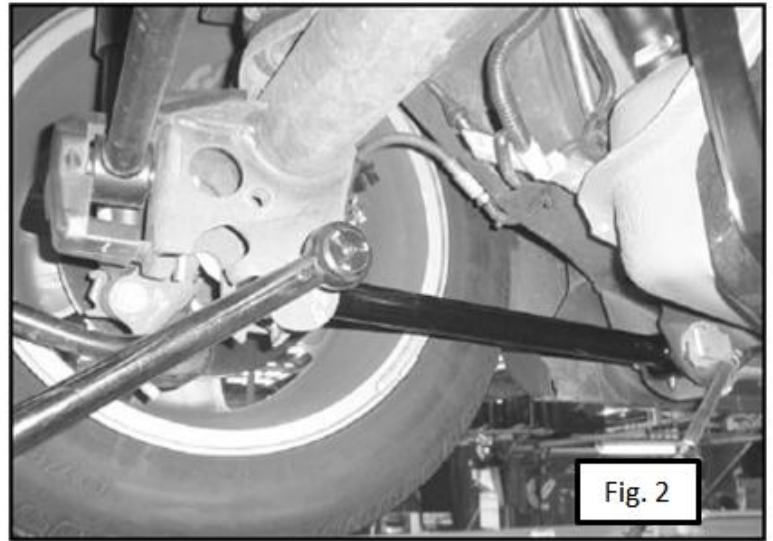
**CAUTION:** Do not remove both trailing arms at the same time or the axle will rotate and the trailing arm installation will be much more difficult.



4. With the parking brake released, remove the clip from parking brake cable at brake caliper. Slip cable out of the brake caliper and off of parking brake arm. Thread the cable back through the trailing arm (**See Figure 1**).
5. Remove the trailing arm bolts and trailing arm (**See Figure 2**).

## **INSTALLATION OF QA1 TRAILING ARMS**

1. Clean the attachment points with a wire brush.
2. Install the jam nuts onto the rod ends.
3. Apply anti-seize lubricant to the male threads on both rod ends prior to assembly.
4. Install the rod end assemblies into the QA1 trailing arm. Do not tighten the jam nuts at this time.
5. Carefully measure the center of bushing to center of bushing distance on the factory trailing arm. Transfer this measurement onto QA1 trailing arm.
6. Install the QA1 trailing arm using the factory bolts and a supplied rod end spacer on each side of rod end.
7. Tighten the bolts to the factory specifications (130 lb. ft.). **(See figure 2)**
8. Loop the parking brake cable over the QA1 trailing arm. Re-attach the cable to the parking brake lever and clip to caliper bracket. Secure the cable to the trailing arm with the supplied cable tie.
9. Once satisfied with centerline measurements, tighten jam nuts to 45 lb. ft. while holding rod end to prevent damage.
10. Recheck torque of mounting bolts and jam nuts after 10 miles and re-torque if necessary.



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