



INSTALLATION INSTRUCTIONS

P/N C8007

CONTROL ARM LOWER REAR, DRAG RACE, ROAD RACE 1979-1998 MUSTANG

The arms are designed to replace the stock factory control arms found on 1979-1993 Mustangs.

PARTS LIST

2 – Rear Lower Control Arms	2 – 3/4" Rod End, Right
4 – Spherical Bearing Spacer (short)	2 – 3/4" Rod End, Left
1 – Axle Bracket, Right	2 – 3/4" Jam Nut, Right
1 – Axle Bracket, Left	6 – 3/4" Jam Nut, Left
1 – Drill Pattern	4 - 7/16" Lock Nuts
2 – Rear Spacers 2-1/2" Long	6 - 1/2" Lock Nuts
2 – Shock Hardware Kits	4 - 7/16"x 1-1/4" Bolts
4 - Spherical Bearing Spacer (long)	6 - Bolt 1/2" x 4-1/4"
4 – 1/2" Washers	4 – 7/16" Washers

INSTALLATION

1. 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.
2. Loosen the bolts that retain the sway bar and the stock control arms to the vehicle. Also remove the shock bolts.
Note: Factory sway bar, shocks and coil springs cannot be used with these control arms. This kit used with Competition Engineering Part # C2055 Coil Over Conversion Kit, C3168 Rear End Housing Bearings, 8005 Adjustable Upper Control Arm Kit, and C2020 Mustang Anti Roll Bar would be the ultimate adjustable suspension package.
3. Slowly lower the rear housing and remove the coil springs.
4. Raise the housing up again and hold it in place with the bolts in the lower shock mount.
5. Now remove the stock lower control arm bolts and the lower control arms.
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 Line at
(203) 458-0542, 8:30am-5:00pm Eastern Time**

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6. Assemble the control arms by threading the Jam Nuts on the matching Rod Ends and then threading the Rod Ends in to their respective ends of the Control Arms.
7. Place (2) Spherical Bearing Spacers (long) into a Rod End. The Long spacers go to the front mounting pockets. See fig (1)
8. Install the front of the control arms into the front mounting pockets on the chassis using (2) of the supplied 1/2" x 4-1/4" bolts and washers on both sides of the bracket. Install the lock nut but do not tighten at this time.
7. Mount the axle brackets inside the factory housing pockets.
8. When the Axle Brackets are installed properly the factory control arm mount hole will line up with the top hole on the supplied bracket. The shock factory mount hole should line up with the threaded bung on the Axle Bracket.
9. Install a supplied 1/2" X 4-1/4" Bolt through the factory control arm mounting hole and the top adjustment hole in the supplied Bracket.
10. Do not tighten at this time.
11. Use the supplied Shock Mounting Hardware by inserting the shock mount into the threaded bung in the Axle Bracket.
12. Tighten to factory specifications.
13. Remove the 1/2" X 4-1/4" Bolt. Position the supplied aluminum template by installing the 1/2" Bolt in the factory control arm mount hole and the bottom hole in the supplied Axle Bracket. Tighten the Bolt only enough to hold the template while drilling.
NOTE: The Template is positioned properly when the 1/8" hole is at the top and toward the rear of the vehicle.
14. Drill a 1/8" pilot hole in the factory axle bracket.
15. Remove template and repeat for other side.
16. Drill out the 1/8" hole using a 15/32" drill bit continue to drill through the opposite side of the axle bracket.
17. Install the supplied 7/16" X 1-1/4" Bolts into the newly drilled holes and tighten to 50ft lbs.
18. Install the supplied Spherical Bearing Spacers (short) into the Rod Ends.
19. Swing the new Lower Control Arm into the desired setting in the supplied Axle Bracket. Insert the 1/2" X 4-1/4" Bolt through the Bracket and Control Arm. Tighten to 75ft. lbs.
20. Raise the rear end back up and install the shocks (Per Included Instructions).
Tighten all bolts securely: Torque 1/2" bolts – 75 ft/lbs. and torque, 7/16" bolts – 50 ft/lbs.
21. Repeat procedure for other side.
22. Road Test.

NOTES:

1. Check bolt torque routinely.
2. Do not drive vehicle in **Street Performance** or **Bracket Race** position without pinning or welding the axle brackets.
3. Factory quad shocks may be removed in **Street Performance** or **Bracket Race** positions without affecting handling.

EXPLODED VIEW LIST

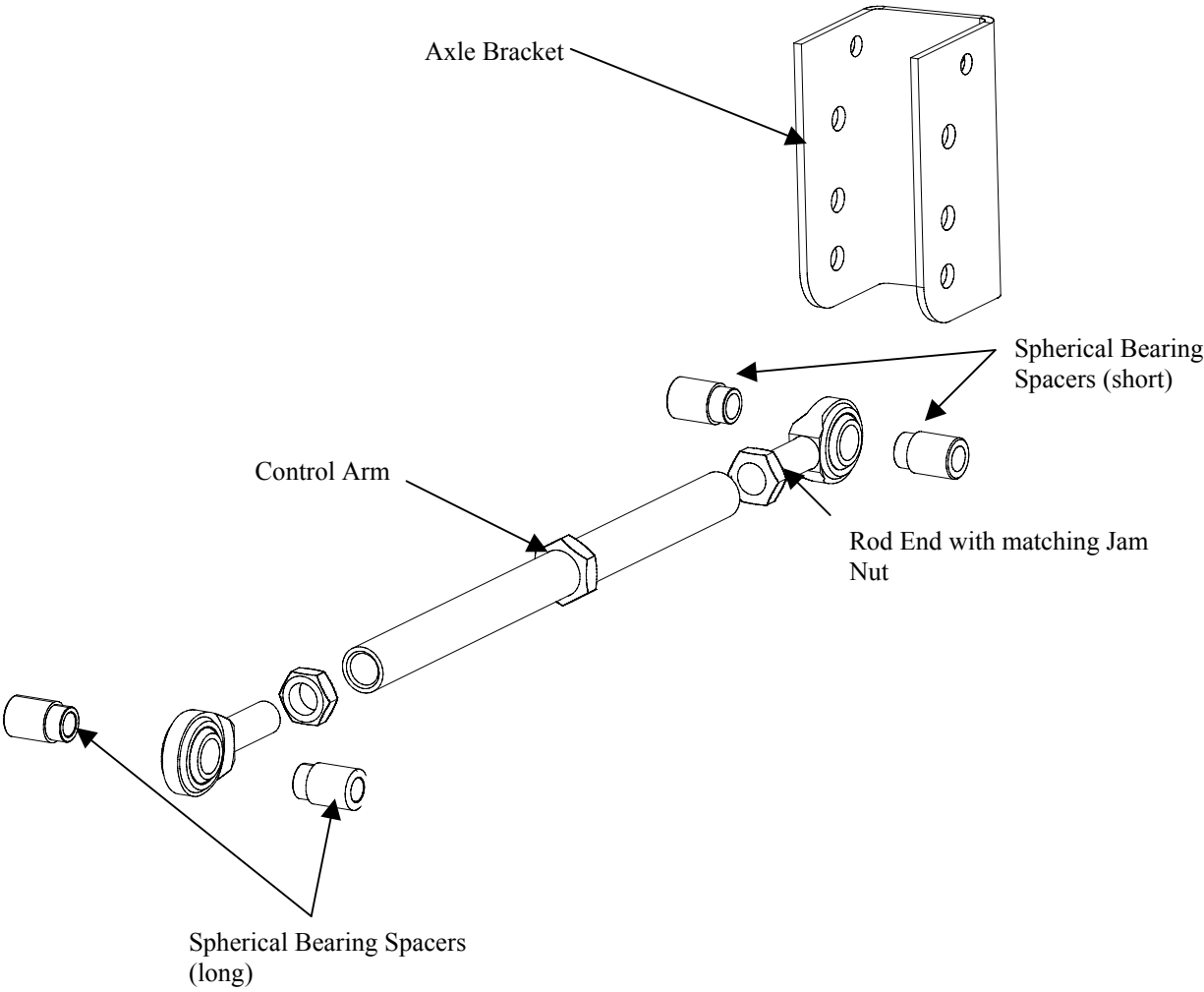


Fig (1)