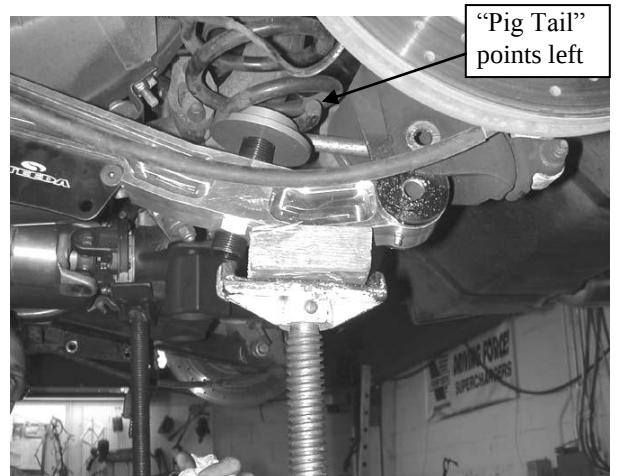
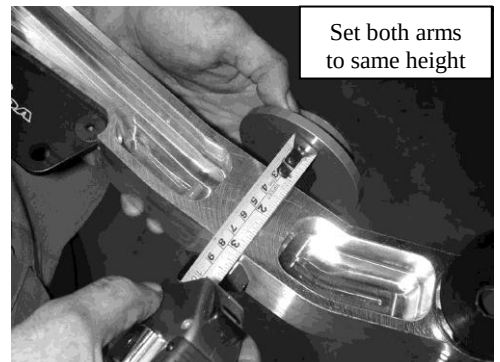


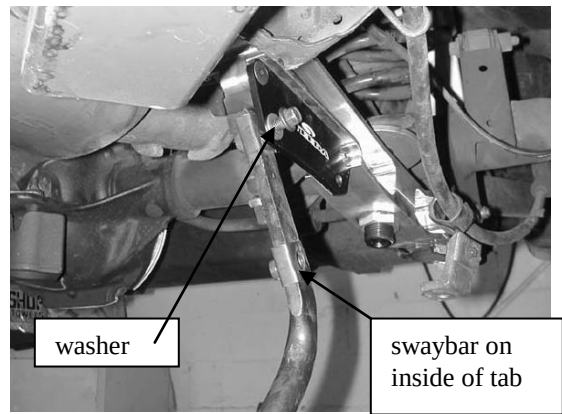
Billet Adjustable Lower Control Arms: Installation Instructions

Before Starting: Inspect the new control arms. You should have one left and one right control arm. **The swaybar tab goes towards the outside of the car**, away from the center. Make sure you have all the bushings and hardware before removing your stock control arms.

1. Follow all safety rules and use caution whenever working on any vehicle. It is best to consult a shop manual for your vehicle before beginning this project. Failure to do the job correctly could result in serious injury. Read all of the instructions before you start. Have the job done by an experienced technician if you are not sure you can complete it correctly.
2. Place the car on level ground and measure the ride height from the ground to the top of the fender opening for both rear wheels. Write the measurements down for future reference.
3. Raise the vehicle and support it on jack stands, so that the rear suspension is unloaded (wheels hanging). Remove the rear tires and rear swaybar.
4. Place a jack under the back end of one rear lower control arm and raise the arm slightly, just enough to take the weight off the shock. Remove the rear control arm bolt.
5. Slowly and carefully lower the jack until all of the pressure is off of the spring. **Be careful not to let the compressed spring pop out of the perch.** Remove the spring once the pressure is off of it.
6. Remove the front bolt and remove the control arm from the car. You may have to disconnect the muffler from the catalytic converter H-Pipe in order to access the front control arm bolt.
7. Inspect the control arm bolts. Worn, rusted or pitted nuts and bolts should be replaced with new hardware from the Ford dealer.
8. For the quietest ride, transfer the rubber isolator from the original control arms onto the spring perch of the new arms. Leaving out the isolator will let you lower the car an additional 3/16 to 1/4 inch.
9. Adjust the spring perches so that they are at the same height on both arms. Stock ride height is approximately 1 inch from the top of the control arm to the **bottom** of the spring seat.
10. Spread some grease on the sides of the control arms bushings before installing the arms.
11. Install the front end of the new arm in the car and install the front bolt. Do not tighten the nut yet. The swaybar tab should be towards the side of the car, with the STEEDA logo facing outward and the larger space of the bolt holes facing forward.
12. Install the spring in the car and on the spring perch of the new control arm. The bottom "pig tail" goes to the rear, with the end of the spring pointing towards the left side of the car. Make sure the top of the spring is seated in the perch.
13. Place a piece of wood under the new control arm and raise the rear of the arm with a jack until you can install the rear bolt. Jack under the main body of the arm so as not to deform the round end. It may be necessary to tilt the axle by jacking under the front of the differential to get the bolt-holes to line up.



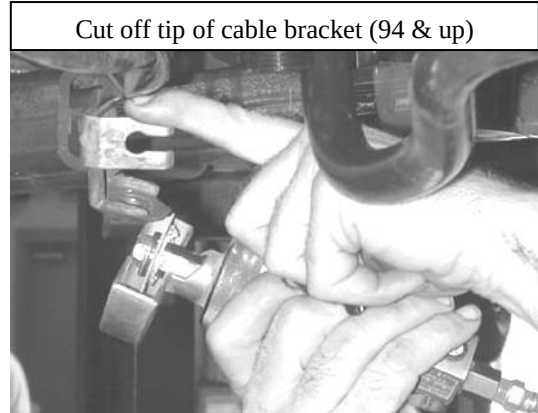
14. Tighten the front and rear control arm bolts and torque to factory specs. (80-100 ft/lbs).
15. Repeat steps 4 through 14 on the passenger side control arm.
16. Reconnect the exhaust system if it was disconnected in step 6.
17. Grease the control arm bushings and jack screw with a grease gun. **Do not over grease the bushings. Too much grease can hydraulically force the bushing out of the control arm, distorting the bushing and eventually causing bushing failure.** Watch the bushings as you grease them. Stop when you see grease appear at the edge of the bushing or when the bushings start to bulge.



18. Install the swaybar. Use the supplied washers under the head of the bolts to protect the aluminum swaybar tab. Tighten the bolts 40 ft/lbs.

The control arms angle inward towards the front. It is much easier to fit the swaybar between the tabs if you start with the swaybar behind the tabs and bring it forward. The factory swaybars vary in width a little bit. If the swaybar is tight, start by installing the front bolts with the swaybar hanging down. Once the front bolts are started, lift the back of the swaybar and pry it inward until it clears the tab.

On 1994 and later Mustangs the emergency brake cable is bolted to the swaybar tab of the new control arms. Grind off the tab on the tip of the brake cable bracket so it will sit flat against the swaybar tab. Attach the bracket to the control arms using the rear swaybar bolt.



19. Install the wheels. Lower the car to the ground and torque the wheels.
20. Roll the car back and forth and bounce the car a few times to settle the suspension. Then check the ride height.
21. Adjust the ride height as desired by turning the bottom of the jack screw with a 1/2 inch ratchet. Lock the adjustment in place by tightening the jam nut on the bottom of the control arm.



Note: The swaybar bolts should be loosened when making large ride height adjustments to prevent adjustments on one side from being transferred to the other side through the swaybar. Tighten the swaybar bolts after making adjustments.

Important!

- A) Do not adjust the jack screw higher than flush with the bottom of the control arm.
 - B) When the jack screw is lowered below "stock" height, **the spring must be checked to ensure there is enough preload to prevent it from falling off of the spring seat.** Raise the car so the wheels are hanging and gently pull on the spring. If it feels like it can come out of its perch, the ride height must be raised, or droop limiting straps must be installed, or a longer spring must be used.
22. Take a short test drive and re-inspect the installation. Re-check all bolts and make sure everything is secure and the spring is seated properly.
 23. Periodically grease the bushings and jack screw to ensure smooth operation. Brush anti-seize compound on the exposed jack screw threads to prevent corrosion.