

# Steel Lower Control Arms: Installation Instructions

**Before Starting:** Inspect the new control arms. Make sure you have all the bushings 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. 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.
3. 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.
4. 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.
5. 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.
6. Inspect the control arm bolts. Worn, rusted or pitted nuts and bolts should be replaced with new hardware from a Ford dealership.
7. 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.
8. Spread some synthetic grease on the outside faces of the control arms bushings before installing the arms.
9. Install the front end of the new arm in the car and install the front bolt. Do not tighten the nut yet. Swaybar tabs should be offset to the outside of the car.
10. 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.
11. 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.
12. Tighten the front and rear control arm bolts and torque to factory specs. (80-100 ft/lbs).
13. Repeat steps 4 through 12 on the other side of the car.
14. Reconnect the exhaust system if it was disconnected in step 5.
15. Install the swaybar. 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 factory control arms. Grind off the ear on the top 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.
16. Install the wheels. Lower the car to the ground and torque the wheels.
17. 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.
18. Periodically grease the bushings to ensure smooth & quiet operation.