



LOWER CONTROL ARMS STREET/STRIP VERSION PART # C8011

INSTALLATION INSTRUCTIONS

To aid in installation of any of our rear suspension products, mark the rear shock absorber relative to the protective skirt with the vehicle at ride height (curb height).

Place the transmission in neutral, and hoist the vehicle into position. While the vehicle is in the air support the rear axle, raising it to the marks made on the shock tubes.

Poly bushings must be inserted into control arm tube ends. It is imperative to place the smaller length bushings into the small front housing, and the longer bushings into the longer rear housing. Using supplied grease, lube the internal bushing surfaces and slide the steel sleeves into the poly bushings.

NOTE: Ensure that the grease fittings are facing downward when the Control Arms are installed. Greasing the Control Arms will be impossible if this step is not followed.

1. Using a small screwdriver unhook the brake cable where it attaches on the brake caliper. Slide the brake cable out of the control arm. (Remove one control arm at a time so the axle does not pivot out of position).
2. Remove the control arm
3. With the narrow end forward, and the larger offset between the tube and the outer bushing surface (.090 longer) facing the frame rail of the car, install the control arm using the factory bolts and tighten to 129 lb-Ft. (Ford Motor Company Workshop Manual).
4. Repeat steps 1-4 for the other side
5. Re-install the brake cables. To aid in assembly a pry bar may be used to rotate the brake lever while re-inserting the cable end into the slot. After re-installing; the brake cable should just rest above the control arm.
6. Using a grease gun lube each grease fitting (any high quality synthetic chassis grease may be used). Re-grease at 500 miles and every other oil change.
7. Reinstall the wheels; lower the vehicle and road test.

For Technical Assistance, call Competition Engineering's Tech Line at
(203) 458-0542, (203) 458 0546 8:30am-5:00pm Eastern Time

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