



Upper Control Arm Kit Mustang 05-08

Part# C8018

Note: To aid in the installation of our products we suggest that you mark the rear shock absorbers relative to the protective skirt while the vehicle is sitting at ride height. (curb height)

PARTS LIST

- | | |
|----------------------------------|------------------------|
| (1) Upper Control Arm Mntg Plate | (1) Threaded Adjuster |
| (1) Adj. Upper Control Arm | (1) Right Hand Jam Nut |
| (2) Rod End Spacer | (1) Left Hand Jam Nut |
| (2) Rod End Seals | (1) Rod End Assembly |
| (1) Grease fitting | |

Installation Instructions

- Carefully remove rear seat bottom.
- On the drive shaft tunnel there is a bolt that must be loosened and removed. This is the Upper Control Arm Mounting Plate forward bolt. Remove and retain for reassembly later.
- Place the transmission in neutral and hoist the vehicle into position.
NOTE: While the vehicle is in the air support the weight of the rear axle, raising it to the marks previously made on the shock tubes.
- Loosen the gas tank straps and support the fuel tank.
- Lower the gas tank approximately 2 inches to allow the Mounting Plate to be removed.
- Loosen the (2) rear mounting plate bolts and remove.
- Loosen the rear carrier bushing bolt and remove. **Note the direction it was installed.**
- Remove upper control arm and mounting bracket assembly.
- Assemble the Upper control arm by: Threading the Jam Nut onto the Rod End, leaving 1IN. of thread showing from end of the Rod End Assembly to edge of Nut. Use this same procedure to ensure there is at least on inch of thread engagement for the Threaded Adjuster.
- Screw the Rod End Assembly into the Threaded Adjuster until it hits the Jam Nut. Next screw the Threaded Adjuster into the Contol Arm welded assembly end until the Jam Nut hits the assembly.
- Now adjust the assembly until the center to center distance is roughly 10 inches.
- Insert the Rod End Seals into the Rod End Assembly with cup side facing out. Insert the Rod End Spacers through the metal disc of the seal and into the Spherical Bearing. Install grease fitting in Rod End Assembly. Be sure grease fitting is facing downward when installed in car.
- Slide a bolt through the Upper Control Arm Mounting Plate side hole. (There are 2 sets of holes).
NOTE: The forward most hole is for an adjustable upper control arm and the rear holes are for the a nonadjustable style upper control arm.
while simultaneously placing bolt through the front control arm bolt hole. Torque to 129 lbs ft.

**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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14. Install the Moroso Upper Control Arm Mounting Plate and Upper Rear Control Arm as an Assembly.
15. Hand tighten 2 Upper Mounting Plate bolts first.
16. Slide the rear mounting bracket of the Upper Control Arm over the rear end bushing and slide the bolt through. Insure that the bolt is installed the same way it was removed.
Note: Rear may have to be jacked up or lowered for the bolt to be installed.
17. Now tighten the rear center section bolt to 129 lbs ft.
18. Tighten the (2) upper plate bolts to 85 lbs.ft.
19. Tighten the gas tank strap to 38 lb.ft.
20. Grease the Rod End Assembly spherical bearing. (See below for grease specifications).
21. Lower the car. And install the Upper Arm Mounting Plate forward bolt from inside the car. Tighten the bolt to 129 lb.ft.
22. Re-install the rear seat.
22. Road test the vehicle.
Fine Tuning Your Upper Control Arm Kit.
23. With the pre determined 10 inch length of Competition Engineering adjustable control arm you will have approximately 1.5 degrees of negative pinion angle.
NOTE: Pinion Angle must be checked and adjusted with vehicle at normal ride height.
24. **Shortening** the length of the Adjuster will give you more **Neg.** Angle.
NOTE: After any adjustments are made be sure to tighten the Jam Nuts.

We recommend using Loctite Blue or a comparable product to secure the Jam Nuts and prevent them from backing off once the final adjustments have been made.

NOTE: Jam Nuts should be checked periodically for tightness.

We highly recommend using Valvoline Palladium Grease with Moly. part no. 70112 for greasing the Rod End Assembly.