



## INSTALLATION INSTRUCTIONS

### Ford REAR LOWER CONTROL ARMS PART No. # 1314

**Fits :** 1979-2004 FORD, Fox Bodies & SN95 MUSTANGS / 1980-1985 FORD THUNDERBIRDS & COUGARS  
1978-1982 FORD FAIRMOUNTS / 1981-1982 FORD GRANADAS, MONARCHS, ZEPHYRS

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**! PLEASE WORK SAFELY !**

*For maximum safety, please perform this install on level ground with both Front wheels blocked.*

### PREPARATION FOR INSTALLATION

- Raise the rear of vehicle by supporting the chassis or body in front of lower control arm attaching point on the car. Be sure to use approved support jack stands that meet the vehicle's load capacity. Raise your vehicle in the back, high enough to allow the rear axle to hang all the way down with rear tires off the ground to have enough room to remove the coil spring(s).

**\*\* Do Not put any support blocks or jack stands under the rear axle. \*\***

- Next, double check to make sure your vehicle is secure with both front wheels blocked and safely supported up in the air with the proper jack stands that are rated to support the weight of your car in the air during this installation.

## INSTALLATION STEPS

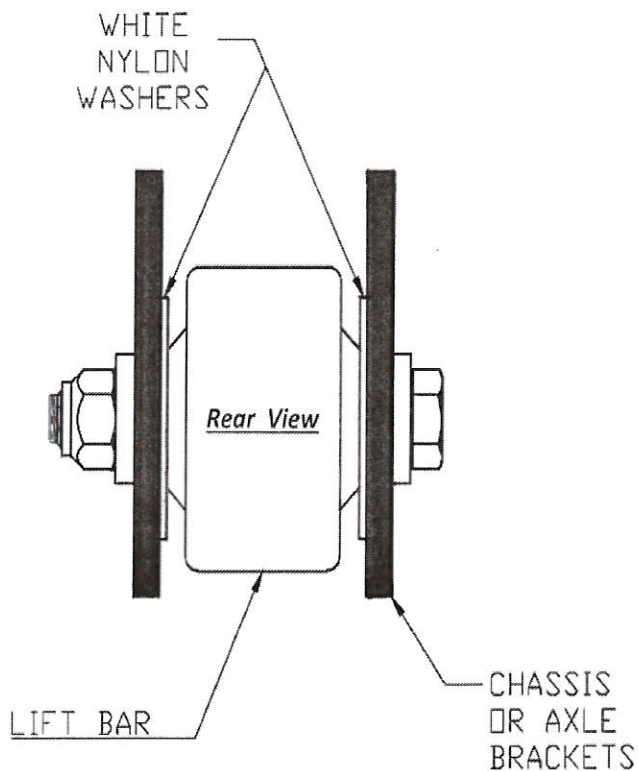
- STEP 1.** Remove both rear wheels and apply penetrating oil, or rust release lubricant to all mounting bolts on your car's *Rear Lower Control Arms*, and apply to both sides to allow time to soak into threads for easy parts removal.
- STEP 2.** Next, remove rear sway bar and horizontal quad shocks. Discard Quad Shocks, as they will *NOT* be re-used. *Do Not Reinstall Quad Shocks !* They will not be needed when using our lift bars and removing these will *Not* affect your vehicle's handling. They were installed to control wheel hop from factory with factory control arms.
- STEP 3.** Now disconnect and remove the exhaust pipes between the catalytic converters and your mufflers. Then, you can just let them hang down enough to have access to front mounting bolts of rear lower control arms on your vehicle.
- STEP 4.** Raise your rear axle housing up 2- 3 inches by using a floor jack and remove the lower shock mount bolts from each shock on the bottom. Then , lower rear axle all the way down & remove *Coil Spring(s)* from both sides.
- STEP 5.** Next , raise your rear axle back up just a little bit to replace both shock bolts back into lower shock mounts. This will hold up rear end for you to remove the rear lower control arms. Remove bolts, remove both lower control arms.
- STEP 6.** After the old lower control arms are removed, we recommend cleaning the mounting areas with a wire brush and then wiping down the mounting locations with a good quality chassis grease, to ease the installation of the new control arms.

**STEP 7.** Next, look in your supplied hardware kit to find four (4) thin white *Nylon washers*. These will be used on all bushings with grease fittings. Place these Nylon washers on both sides of the bushings, over the steel tube sleeves, against ends of the white Delrin bushings. This is done Before installing your control arms onto the vehicle. See Below



**Install Tip :** \* Put small dab of grease on white bushings to make nylon washers stick to the sides of bar during install.

\* Drawing below illustrates proper Nylon washer placement between brackets

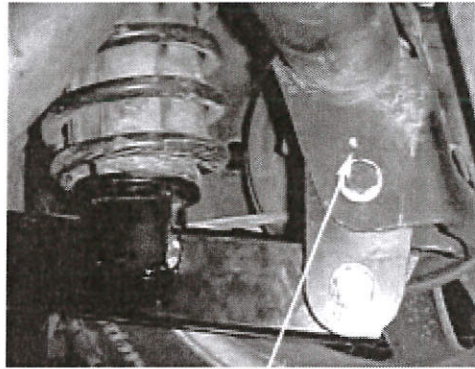


**PLEASE NOTE** : These Nylon Washers on sides will help hold the grease inside on around the steel bushings and around the white Delrin sleeves. Delrin bushings will perform best and last longest when lubricated.

**STEP 8.** Install just the Front End section of lower control arm in OE bracket mount on car body, and let bar hang down.

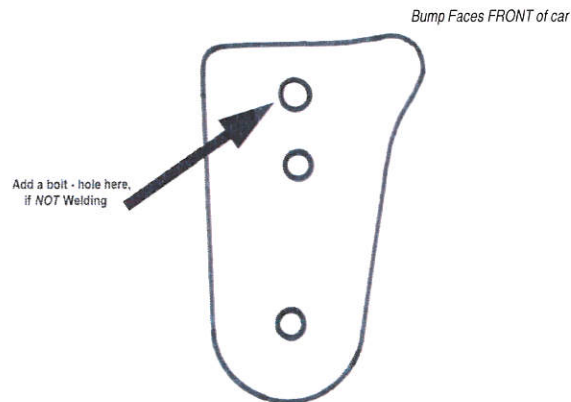
**STEP 9.** Next , install mount plate "between" your factory OE brackets on rear axle. Installing inside brackets "*First* " !  
Make sure bump on black brackets is facing forward, to Front of your car, and then bolt on bracket at this time.

*See Picture Below*



*This is where you drill the hole on the OE bracket side*

**STEP 10.** We recommend drilling this hole for a 7/16" Bolt or Larger , and right *AFTER* the bracket has been installed on rear end, but *BEFORE* you install the bracket on the other side. This will allow enough room for drilling hole, and it will assure the holes line-up properly for the easy added new bolt(s). \* *See Drawing Below* \* .....



**STEP 11.** After all four (4) black brackets have been installed onto rear end brackets with supplied tube sleeve spacers, it's now time for the Back End section of the lower control arm to Swing-up and bolt into place.

**STEP 12.** Make sure the sway-bar mount plate on the bottom of control arms have the upper weld-bead facing outward !

**Install Tip :** Leave control arm mounting bolts slightly "*Loose*" after installed or "*Finger-Tight*" for now. We want to let arms move freely, and prevent Bushing-Bind that happens during installation. *We'll torque them later ! ...*

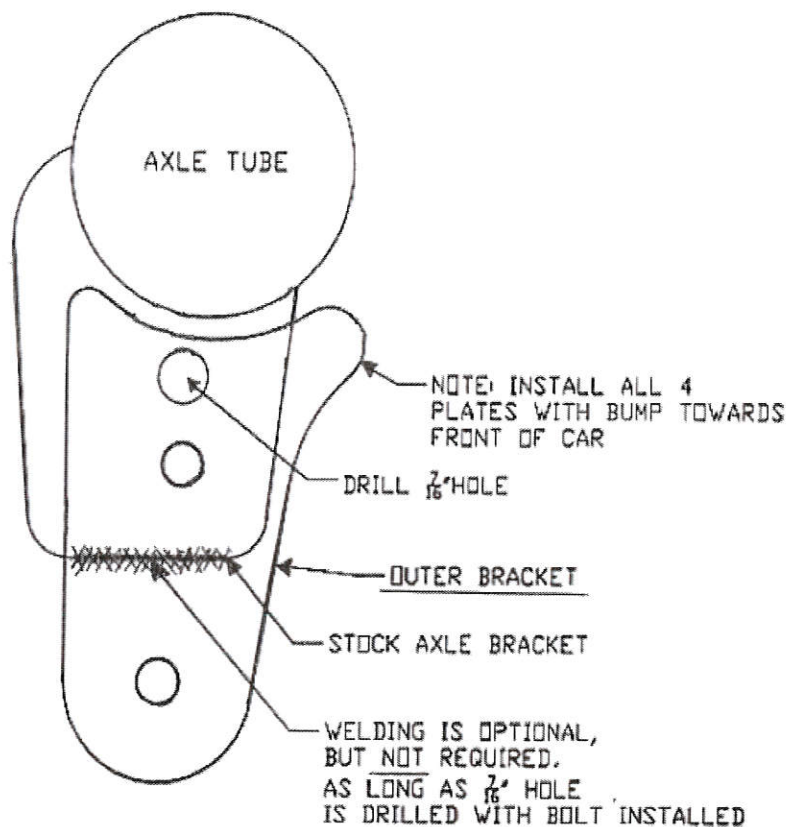
**STEP 13.** Double check the four black mount plates, to make sure "Bump" is facing towards front of car, and both of the sway-bar mount plates on control arms have the weld showing to outside of car on both sides...

**STEP 14.** Next, raise the rear end axle up ( Using floor jack) just slightly to remove lower shock bolts to lower axle down, temporarily to reinstall Both Coil Spring(s) into control arms at original locations. After completed, raise rear axle & install shock mount bolts in lower shock mounts. Finally, tighten both sides & torque down all bolts to 65 ft./lbs.

**STEP 15.** Now, re-attach your sway-bar back onto your *NEW* lift bars at this point and tighten down all bolts secure.

**STEP 16.** *Remember it's VIP* that your black axle brackets supplied in this kit, get an *EXTRA* Bolt Added or Welded !

\* See Drawing Details Below ....



**STEP 17.** If you are Welding, you must let your vehicle down to the ground resting on all four (4) tires on its own weight. Then begin welding the black mount plate to the Factory axle bracket , as indicated above in the drawing.



**\*\*\*\*\* RACERS PLEASE NOTE \*\*\*\*\***

**\* WELDING IS OPTIONAL \* AND *NOT* REQUIRED !**

**SOME RACE DIVISIONS SUCH AS NHRA & IHRA STOCK CLASSES  
DO *NOT* ALLOW WELDING OF TRACTION BARS !**

**THESE STOCK RACE DIVISIONS REQUIRE THEM BOLTED ON ONLY !  
OUR LIFT BARS ARE LEGAL & APPROVED TO USE , IF BOLTED ON !**

*We recommend using a synthetic grease as used on all Poly-Urethane bushings as well !*

***IMPORTANT BUSHING TIP !***

You should only use synthetic grease on Delrin & Polyurethane bushings. Petroleum based grease will actually eat away bushings , you can actually be doing more harm than good, by greasing your bushings with the wrong kind of grease. A lot of moving parts on control arms and traction bars have grease zerks, to allow you to reapply grease easily. You should reapply grease with every oil change , as it washes out from the heat & elements. The grease zerk is a great feature that allows you to grease the bars without taking them apart every time to reapply the needed synthetic grease.

When taking your vehicle to get it serviced, remember to inform technicians the zerk fittings on your control arms or traction bars need synthetic grease only ! Most of the time, they only have Petroleum based grease in the gun and this will hurt your bushings shortening the life span. Please, make sure you inform any technicians working on your vehicle, *NOT TO* use Petroleum grease on your Delrin & Polyurethane bushings.

***CONGRATULATIONS ! ..... You're Finished !***