

PARTS LIST

Qty	Part Number	Description
2	5065	Lower 1-1/4" Control Arm 14-3/16" Long

905809M40.12 - Hardware Bag Components

Qty	Part Number	Description
8	3120-050S-Y	Washer 1/2" Hardened Flat SAE
8	3135-1528-065	Reducer Spacer 12mm x 1.010 Long
4	3138-12-1.75-Z	Locknut 12mm-1.75 Pitch Nylon Insert
4	3139-12CX100-Y	Bolt 12mm-1.75p x 100mm (3.94")

905809M40.22 - Hardware Bag Components

Qty	Part Number	Description
2	3102-075-16LY	Jam Nut 3/4-16 LH Grade 5, Yellow Zinc
2	3102-075-16RC	Jam Nut 3/4-16 RH Grade 5, Clear Zinc
2	3136-075X075-L	Rod End 3/4-16 LH x 3/4" Bore Male Teflon
2	3136-075X075-R	Rod End 3/4-16 RH x 3/4" Bore Male Teflon

INSTRUCTIONS

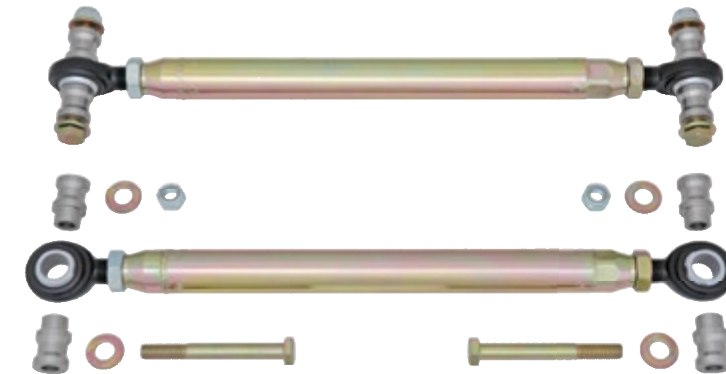
1. Raise vehicle and support frame with jack stands so that rear suspension hangs freely.
2. Remove factory rear anti-roll bar if present.
3. Verify the stock lower control arm length by measuring from bolt-center to bolt-center. If existing control arm measurement is NOT 17-11/16", stop installation immediately. You have the incorrect control arms.
4. Thread jam nuts onto rod ends until distance from center of spherical bearing and opposite side of jam nut measures 1-3/4". Shown in assembly diagram. Yellow zinc plated jam nuts are left hand thread.
5. Apply Anti-Seize™ to rod end threads and thread rod ends into lower control arm. Hex shaped tube adapter end uses left hand threads.
6. Verify that center-to-center assembly length is 17-11/16". If necessary adjust length by screwing rod ends in or out **equal amounts** to ensure thread engagement remains balanced.
7. Remove first stock lower control arm. *Control arms will be swapped one at a time for safety purposes.*
8. Insert one short and one long ball spacer into each rod end. Spacer shoulder should seat against ball.
9. Install new control arm with shorter spacers toward centerline of vehicle at each end, and hex adjuster closest to rear axle. This offsets the control arm for additional tire clearance and provides easier access for adjustment.
10. Secure arm using hardware shown in diagram. Torque mounting hardware at chassis and rear axle to 70 lb ft.
11. Tighten jam nuts. Make sure rod end bodies are centered and have equal clearance at each side of mount.
12. Repeat steps 6-10 for opposite side.
13. Using a floor jack cycle rear suspension throughout its full range of vertical travel and body roll to check for binding at rod ends. Coil springs must be removed and shocks reinstalled to correctly limit travel at each extreme.
14. If maximum rod end misalignment is exceeded, loosen jam nut and rotate rod end body to allow adequate clearance, then re-tighten jam nut.
15. Once operation is bind free, reinstall springs, then verify that all mounting hardware is correctly installed and tightened to the correct torque specification.

INSTALLATION GUIDE



5809-M40

17-11/16" Competition Moly Lower Control Arms 1979-1998 Ford Fox Chassis Vehicles with 12mm Bolts



Description: Direct bolt-on 17-11/16" (center-to-center) length lower control arms, rod ends, jam nuts, reducer spacers, and mounting hardware. For rear coil-over equipped 1979-1998 Fox-Body vehicles with 17-11/16" length factory lower control arms with 12mm bolts.

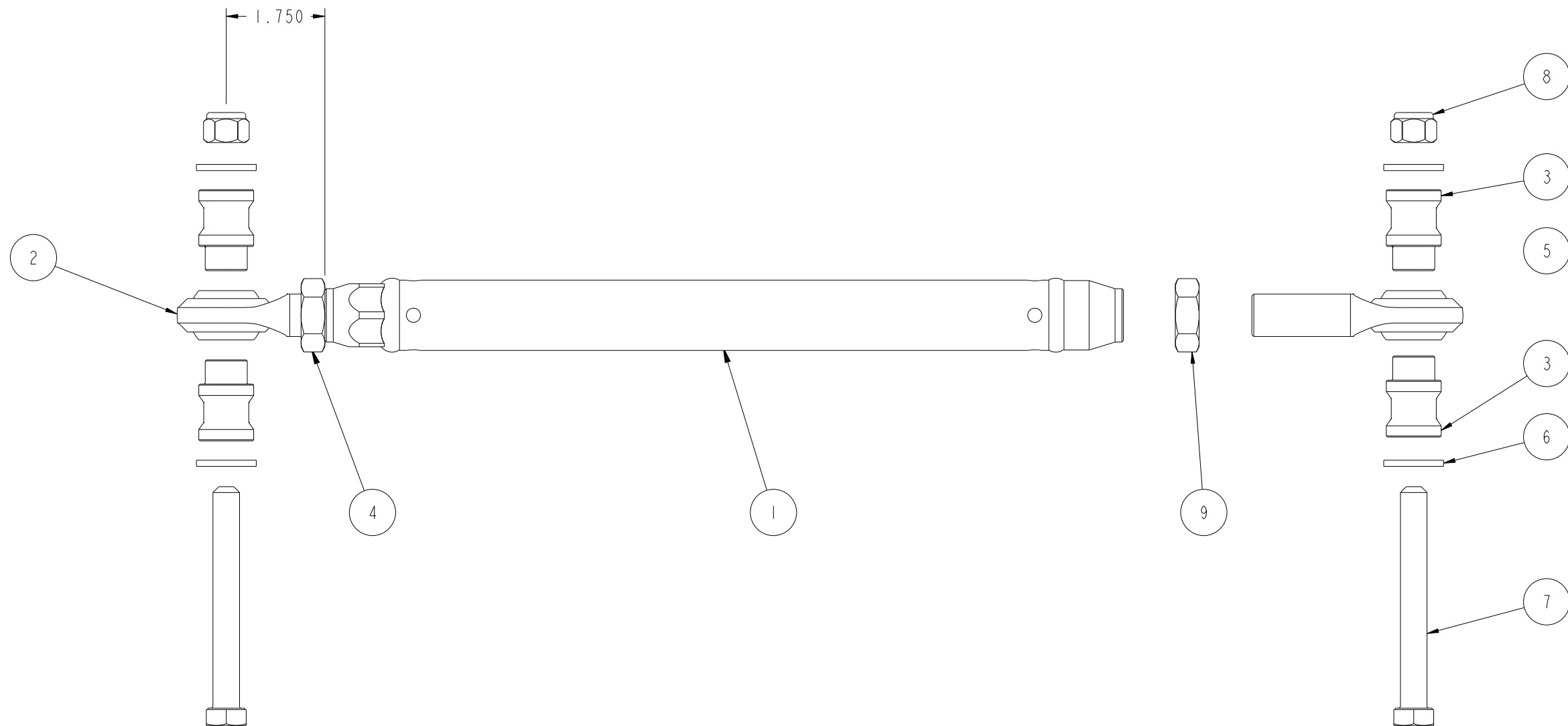
Note: Not designed for use with factory rear anti-roll bar.

WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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ITEM	QTY	PART NO.	DESCRIPTION
1	1	5065	LOWER 1 1/4 CONTROL ARM 79-04 MUSTANG
2	1	3136-075X075-L	ROD END, 3/4-16 LEFT x 3/4 BORE CMXL12
3	4	3135-1528-065	REDUCER SPACER, 12MM x 1.010 LONG, 3/4 BORE x 7/8 WIDE BALL
4	1	3102-075-16LY	JAM NUT, 3/4-16 LEFT, YELLOW ZINC
5	1	3136-075X075-R	ROD END, 3/4-16 RIGHT x 3/4 BORE CMXL12
6	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
7	2	3139-12CX100-Y	HEX BOLT, 12MM-1.75 x 100MM, GRADE 10.9, YELLOW ZINC
8	2	3138-12-1.75-Z	LOCKNUT, 12MM-1.75, CLASS 8, NYLON INSERT, CLEAR ZINC
9	1	3102-075-16RC	JAM NUT, 3/4-16 RIGHT, CLEAR ZINC

DESCRIPTION	
LOWER ARMS, 79-98 MUSTANG, 1 1/4 TUBE, 3/4 ROD ENDS	
<i>Chris Alston's</i> CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295	PART NO. 5809-M40
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