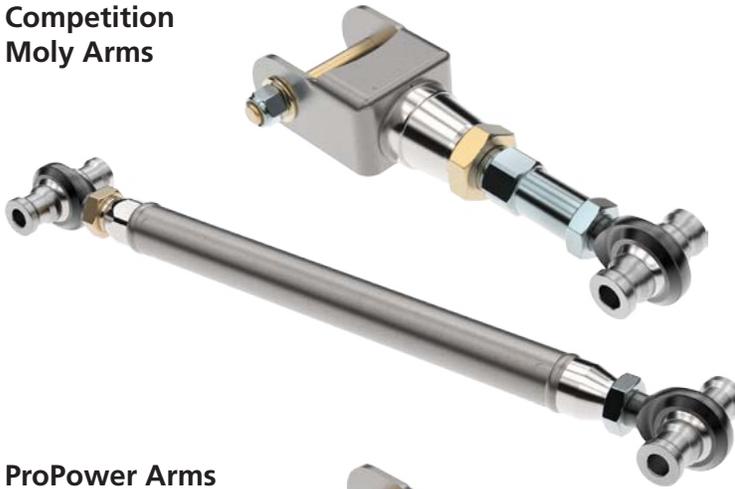


## Upper and Lower Rear Control Arms for 1979-2004 Mustangs and Fox Chassis Vehicles

### Competition Moly Arms



#### Competition Moly Control Arms

- 1-1/4 x .083" 4130 lower links
- 3/4"-shank rod ends
- 25,000 lb-rated rod ends
- Centered-position lower arms
- Suitable for vehicles up to 800 hp

### ProPower Arms



#### ProPower Control Arms

- 1-5/8 x .083" 4130 lower links
- 7/8"-shank rod ends
- 55,696 lb-rated rod ends
- Offset-position lower arms for wider tires
- Suitable for vehicles over 800 hp

## Fox Chassis Rear Control Arms

Chassisworks offers two levels of race-ready, adjustable-length, upper and lower control arms for coil-over-equipped 1979 to 2004 Mustangs and other Fox chassis vehicles. Both sets feature quality spherical-bearing rod ends and 4130 chrome-moly lower arms for absolute control of rearend-housing movement in high-horsepower, high-traction performance applications. The Competition Moly series features two-piece, steel-alloy, 3/4"-shank rod ends rated at 25,000 lb Ultimate Static Load (USL). We recommend the Competition Moly series for vehicles with less than 800 hp. The ProPower series arms feature three-piece, steel-alloy bodies with Teflon®-lined, heat-treated bearing races. These are rated at 55,696 lb USL and are designed for the extreme duty of professional-level drag racing. All hardware is zinc-plated for corrosion resistance and quality appearance with welded arm assemblies shipped in bare steel.

#### Features and Benefits

- Direct-fit Fox chassis 1979-2004
- High-horsepower, high-traction applications
- Deflection-free pivot points
- Enables rearend alignment and wheelbase adjustment
- 4130 chrome-moly lower arms
- Gusseted upper-arm weldment

## Competition Moly Lower Arms

The Competition Moly lower arms are designed for drag-race applications using stock suspension mounting points. Link tubes are constructed of 1-1/4 x .083" 4130 chrome-moly steel tubing, which creates a significantly stronger yet lightweight component with excellent bending resistance. Link tubes feature right- and left-hand threaded tube adapters, rosette-welded for additional pullout strength. The left-threaded adapter features a wrench hex for easy rotation and tightening. Two-piece steel-alloy rod ends (rated at 25,000 lb Ultimate Static Load) are sufficient for applications up to 800 hp. Taking advantage of the rod end's 3/4" bearing bore, specialized stainless-steel reduction spacers allow the use of factory-sized, Grade 10.9 mounting hardware while increasing shear strength at the bearing. The spacer body diameter is 3/4" with broadened 1" bases at each end to increase contact surface and stability.

### Quality Rod Ends

Spherical-bearing rod ends enable length adjustment, exact geometry control, and bind-free, reliable operation. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing.

### Mounting Hardware

Each end of the arm is secured by application-specific 12- or 14-mm Grade 10.9 bolts, hardened flat washers, and nylon-insert locknuts.

### Chrome-moly Link Tubes

- 1-1/4 x .083" 4130 tubing
- 4130 tube adapters, right- and left-hand threaded
- TIG-welded assembly
- 1-1/4" adjustment hex

### Two-Piece Rod Ends

- 3/4"-16 shank
- 25,000 lb Ultimate Static Load
- Heat-treated, steel-alloy Body
- High-carbon chromium-steel bearing with 3/4" bore

### Reduction Spacers

- Centered position in mount
- 3/4" bore to 12- or 14-mm bore
- Stainless steel

### Mounting Hardware

- Grade 10.9 mounting bolts
- 12- or 14-mm, specific to vehicle
- Hardened flat washers
- Nylon-insert locknuts

### Part Numbers

- 5809-M40 (1979-1998)
- 5809-M60 (1999-2004)



## Competition Moly Upper Arms

The Competition Moly upper arms are designed for drag-race applications using stock suspension mounting points. The heavy-duty arm clevis features 1/4"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung. An oversized, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. Two-piece steel-alloy rod ends (rated at 25,000 lb Ultimate Static Load) are sufficient for applications up to 800 hp. Specialized stainless-steel reduction spacers increase shear strength at the bearing and allow the use of 1/2" Grade 8 mounting hardware with the rod end's 3/4" bore. The spacer body diameter is 3/4" with broadened 1" bases at each end to increase contact surface and stability. Competition Moly upper arms can be used with rubber or urethane axle-housing bushings or the FAB9™ spherical-bearing assembly.

### Quality Rod Ends

Spherical-bearing rod ends enable exact geometry control and bind-free operation. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing.

### Mounting Hardware

Each end of the arm is secured by 1/2" Grade 8 bolts, hardened flat washers, and nylon-insert locknuts.

Note: Vehicles equipped with 12mm factory mounting hardware (1979-1998) may require modification of OEM housing-bushing bolt sleeve to use 1/2" mounting bolt. The chassis bracket holes are oversized from the factory and will accommodate a 1/2" bolt.

### Arm Weld Assembly

- Heavy-duty 1/4"-thick steel clevis
- Reinforcement gusset
- 1-3/4" welded bung

### Adjustment Coupler

- Oversized 1" left-threaded stud
- 3/4" right-threaded female end
- Stout 1"-diameter body
- 1-1/8" adjustment hex
- Zinc-plated

### Two-Piece Rod Ends

- 3/4"-16 shank
- 25,000 lb Ultimate Static Load
- Heat-treated, steel-alloy body
- High-carbon chromium-steel bearing with 3/4" bore

### Reduction Spacers

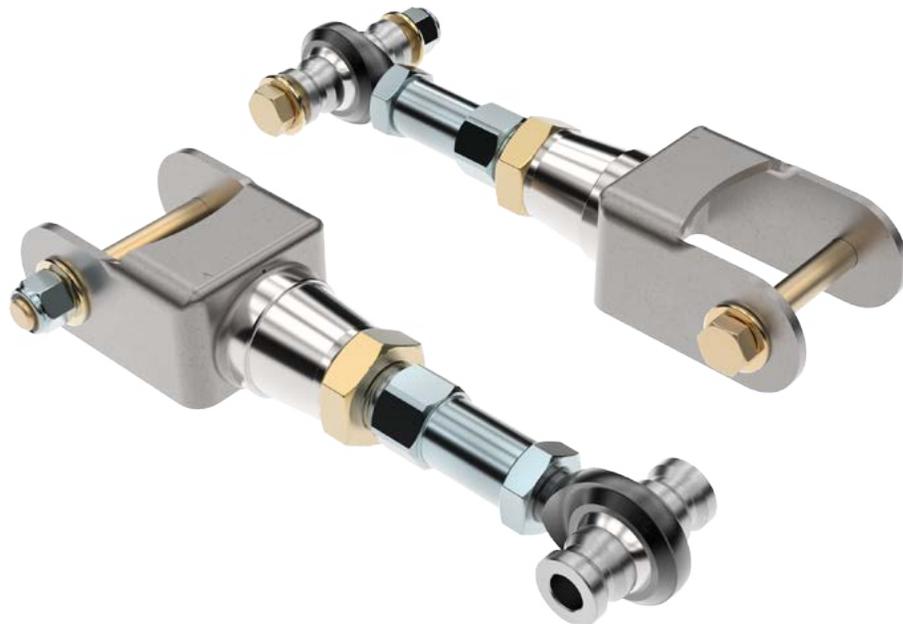
- 3/4" bore to 1/2" bore
- Stainless steel

### Hardware

- 1/2" Grade 8 mounting bolts
- Hardened flat washers
- Nylon-insert locknuts

### Part Number

- 5810-M40 (1979-2004)



## ProPower Lower Arms

The ProPower lower arms are designed for professional drag-race applications requiring the use of stock suspension mounting points. Link tubes are constructed of large-diameter, 1-5/8 x .083" chrome-moly (4130) steel tubing. The large section width creates an incredibly strong but lightweight component (1.98 lb) with exceptional bending resistance. Link tubes feature right- and left-hand threaded tube adapters, rosette-welded for additional pullout strength. A hex is machined into the left-threaded adapter for easy rotation and tightening. Oversized 7/8"-shank rod ends more than double the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,696 lb Ultimate Static Load. Taking advantage of the rod end's 3/4" bearing bore, specialized stainless-steel reduction spacers allow the use of factory-sized, 12- or 14-mm, Grade 10.9 mounting hardware while increasing shear strength at the bearing. The spacer body diameter is 3/4" with broadened 1" bases at each end to increase contact surface and stability. An additional 1" of tire clearance is also created by offsetting the arm's position. Link tubes welded assemblies are bare sheet.

### Best-Quality Rod Ends

Ultimate-quality spherical-bearing rod ends enable length adjustment, exact geometry control, and bind-free, bulletproof operation. The three-piece rod end features a heavy-duty 7/8" shank, heat-treated steel-alloy race, and high-carbon, chromium-steel bearing. A special Teflon® fabric race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life.

### Mounting Hardware

Each end of the arm is secured by application-specific 12- or 14-mm Grade 10.9 bolts, hardened flat washers, and nylon-insert locknuts.

### Chrome-moly Link Tubes

- 1-5/8 x .083" 4130 tubing
- 4130 tube adapters, right- and left-hand threaded
- TIG-welded assembly
- 1-1/4" adjustment hex

### Three-Piece Rod Ends

- Alloy-steel 7/8" right- and left-thread shanks
- 55,696 lb Ultimate Static Load
- Heat-treated, steel-alloy race
- Teflon® PTFE-lined
- High-carbon chromium-steel bearing with 3/4" bore

### Offset Reduction Spacers

- Offsets arm for tire clearance
- 3/4" bore to 12- or 14-mm bore
- Stainless steel

### Mounting Hardware

- Grade 10.9 mounting bolts
- 12- or 14-mm, specific to vehicle
- Hardened flat washers
- Nylon-insert locknuts

### Part Numbers

- 5807-M40 (1979-1998)
- 5807-M60 (1999-2004)



## ProPower Upper Arms

The ProPower upper arms are designed for professional drag-race applications requiring the use of stock suspension mounting points. The heavy-duty arm clevis features 1/4"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung — creating the strongest arms available. A sturdy, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. Oversized 7/8"-shank rod ends are used, more than doubling the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,696 lb Ultimate Static Load. Specialized stainless-steel reduction spacers increase shear strength at the bearing and allow the use of 1/2" Grade 8 mounting hardware with the rod end's 3/4" bore. The spacer body diameter is 3/4" with broadened 1" bases at each end to increase contact surface and stability. ProPower upper arms can be used with rubber or urethane axle-housing bushings or the FAB9™ spherical-bearing assembly. Links tube welded assemblies are bare steel.

### Top-Quality Rod Ends

High-quality spherical-bearing rod ends enable exact geometry control and bind-free operation. The three-piece rod end features a 7/8" shank, heat-treated steel-alloy race, and high-carbon, chromium-steel bearing. A special Teflon® fabric race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life.

### Mounting Hardware

Each end of the arm is secured by 1/2" Grade 8 bolts, hardened flat washers, and nylon-insert locknuts.

Note: Vehicles equipped with 12mm factory mounting hardware (1979-1998) may require modification of OEM housing-bushing bolt sleeve to use 1/2" mounting bolt. The chassis bracket holes are oversized from the factory and will accommodate a 1/2" bolt.

### Arm Weld Assembly

- Heavy-duty 1/4"-thick steel clevis
- Reinforcement gusset
- Broad 1-3/4" welded bung

### Adjustment Coupler

- Sturdy 1" threaded stud
- Oversized 1-1/8"-diameter body
- 1-1/8" adjustment hex
- Zinc-plated

### Three-Piece Rod Ends

- Alloy-steel 7/8" shank
- 55,696 lb Ultimate Static Load
- Heat-treated, steel-alloy body and race
- Teflon® PTFE-lined
- High-carbon chromium-steel bearing with 3/4" bore

### Reduction Spacers

- 3/4" bore to 1/2" bore
- Stainless steel

### Hardware

- 1/2" Grade 8 mounting bolts
- Hardened flat washers
- Nylon-insert locknuts

### Part Number

- 5808-M40 (1979-2004)



## Control Arm Applications

OEM Year	OEM Hardware	Lower Arms		Upper Arms		Spacer- and Bolt-Sets	
		Competition Moly	ProPower	Competition Moly	ProPower	Centered	Offset
1979-1998	12mm <sup>1</sup>	5809-M40	5807-M40	5810-M40	5808-M40	905809M40.12	905807M40.12
1999-2004	14mm	5809-M60	5807-M60	5810-M40	5808-M40	905809M60.12	905807M60.12
<b>Notes:</b>							
1	OEM axle-housing bolt bushing sleeves may have to be drilled out to accommodate 1/2" mounting hardware.						

## Related Products

### Direct-Fit FAB9™ 9" Housing for Fox Chassis

Chassisworks' direct-fit FAB9™ fabricated 9" housing offers exceptional performance, reliability, and adjustability to 1979-2004 Mustangs and other Fox chassis vehicles. Housing mounts have been engineered to accept OEM or aftermarket control arms and feature multiple mounting positions for instant-center adjustment. Shock mounts also have the benefit of multiple mounting positions that enable a ride-height adjustment range of over two inches. FAB9™ offers superior strength from fabricated center-section panels, internal tube gussets, folded back braces, and consistent robotic spray-arc welded seams. Various options are also available, including mild-steel or 4130 chrome-moly construction, urethane-bushing or spherical-bearing upper arm mounts, and the drag-race-ready anti-roll bar and wheelie-bar mounting assembly. (Anti-roll bar and wheelie-bar kits sold separately.) Housings are available in stock and narrowed widths to a minimum of 54-1/2" wheel to wheel (49" housing end to housing end).



Spherical Bearing Eyes and Optional Anti-Roll Bar



Urethane Bushing Eyes and Optional Back Brace

### Fox Chassis Rear VariShock Coil-Over

The Fox chassis coil-over uses OEM mounting locations and can be used with direct-fit FAB9™ or factory rearend housings. The shock features spherical-bearing ends and 16-position, single- or double-adjustable valving. An optional multi-position lower mount assembly is sold separately. Spring-rate selection ranges from 80 to 450 lb/in.



### Adjustable Lower Shock Mount

The lower shock mount kit enables ride height to be adjusted without adjusting spring preload or adversely affecting available shock travel. Adjustments are made in 7/16" increments to a maximum of 2-5/8". Kits consist of billet steel mounting blocks, precision laser-cut mounting tabs, and 3/8" Grade 8 mounting hardware. Available for use with OEM or FAB9™ rearend housings.



All prices subject to change. Current pricing available at [www.cachassisworks.com](http://www.cachassisworks.com).



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