

PARTS LIST

Qty	Part Number	Description
2	5149	Upper Control Arm Double Adjustable

905810M40.12 - Hardware Bag Components

Qty	Part Number	Description
4	3106	Bolt 1/2-20 x 4" Hex Head Cap Screw, Grade 8
8	3120-050S-Y	Washer 1/2" Hardened Flat SAE
4	3135-1628-049	Ball Spacer .766 Offset x .5 Bore
4	3200	Locknut 1/2-20 Nylon Insert, Plated

905810M40.22 - Hardware Bag Components

Qty	Part Number	Description
2	1500	Ladder Bar Adjuster 1-14 Male LH 3/4-16 Female RH
2	3102-075-16RC	Jam Nut 3/4-16 RH Grade 5, Clear Zinc
2	3102-100-14LY	Jam Nut 1-14 LH Grade 5, Yellow Zinc
2	3136-075X075-R	Rod End 3/4-16 RH x 3/4" Bore Male

INSTRUCTIONS

1. Raise vehicle and support rear housing with jack stands so weight of vehicle is carried by the suspension.
2. Use an angle finder to measure the pinion angle at level ride height and record it for later reference.
3. Verify the stock upper control arm length by measuring from bolt-center to bolt-center. If existing control arm measurement is NOT 9-13/32", stop installation immediately. You have the incorrect control arms.
Note: Some vehicles were equipped with 12mm control arm bolts. Do NOT use the stock size 12mm hardware. Upper control arm mounts with 12mm holes will need to be drilled out to 1/2".
4. Thread 3/4-16 (clear zinc) jam nuts onto rod ends until 1-1/8" of thread has passed the jam nut.
5. Thread 1-14 (yellow zinc) jam nut onto adjusters until 1-7/16" of thread has passed the jam nut.
6. Apply Anti-Seize™ to rod end threads and thread rod ends into adjusters.
7. Apply Anti-Seize™ to adjuster threads and thread into upper control arm weldment.
8. Verify that center-to-center assembly length is 9-13/32". Adjust length using adjuster hex if necessary.
Do not allow rod end or control arm weldment to rotate with the adjuster to ensure thread travel remains centered.
9. Reposition jack stands so that rear suspension hangs freely.
10. Remove first stock upper control arm. *Control arms will be swapped one at a time for safety purposes.*
11. Insert two ball spacers into each rod end. Spacer shoulder should seat against ball.
12. Install new control arm using supplied hardware as shown in assembly diagram. Torque to 70 lb ft.
13. Repeat steps 10-12 for opposite side.
14. Reposition jack stands so that weight of vehicle is again carried by the suspension at level ride height.
15. Verify that pinion angle is set correctly. Adjust control arm lengths equally, if necessary.
16. Rotate rod end body to center it within the mounting clevis, then tighten all jam nuts.
17. 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. Some limited applications may require the driver's side control arm flange and/or the third member case to be clearanced with the use of a small grinder.
18. If maximum rod end misalignment is exceeded, loosen jam nut and rotate rod end body to allow adequate clearance, then re-tighten jam nut.
19. Once operation is bind free, reinstall springs, then verify that all mounting hardware is correctly installed and tightened to correct torque specification.

After initial track testing, preload can be added to help the vehicle launch straight. Shorten the upper control arm on the side the vehicle is driving toward. Retighten the jam nuts after making adjustments.

INSTALLATION GUIDE



5810-M40

Competition Moly Upper Control Arms - Double Adjustable 1979-2004 Ford Fox Chassis Vehicles



Description: Direct replacement 9-13/32" (center-to-center) length upper control arms, rod ends, jam nuts, reducer spacers, and mounting hardware. Fits 1979-2004 Fox-Body vehicles with 9-13/32" length factory upper control arms.

Note: Control arms shipped disassembled.

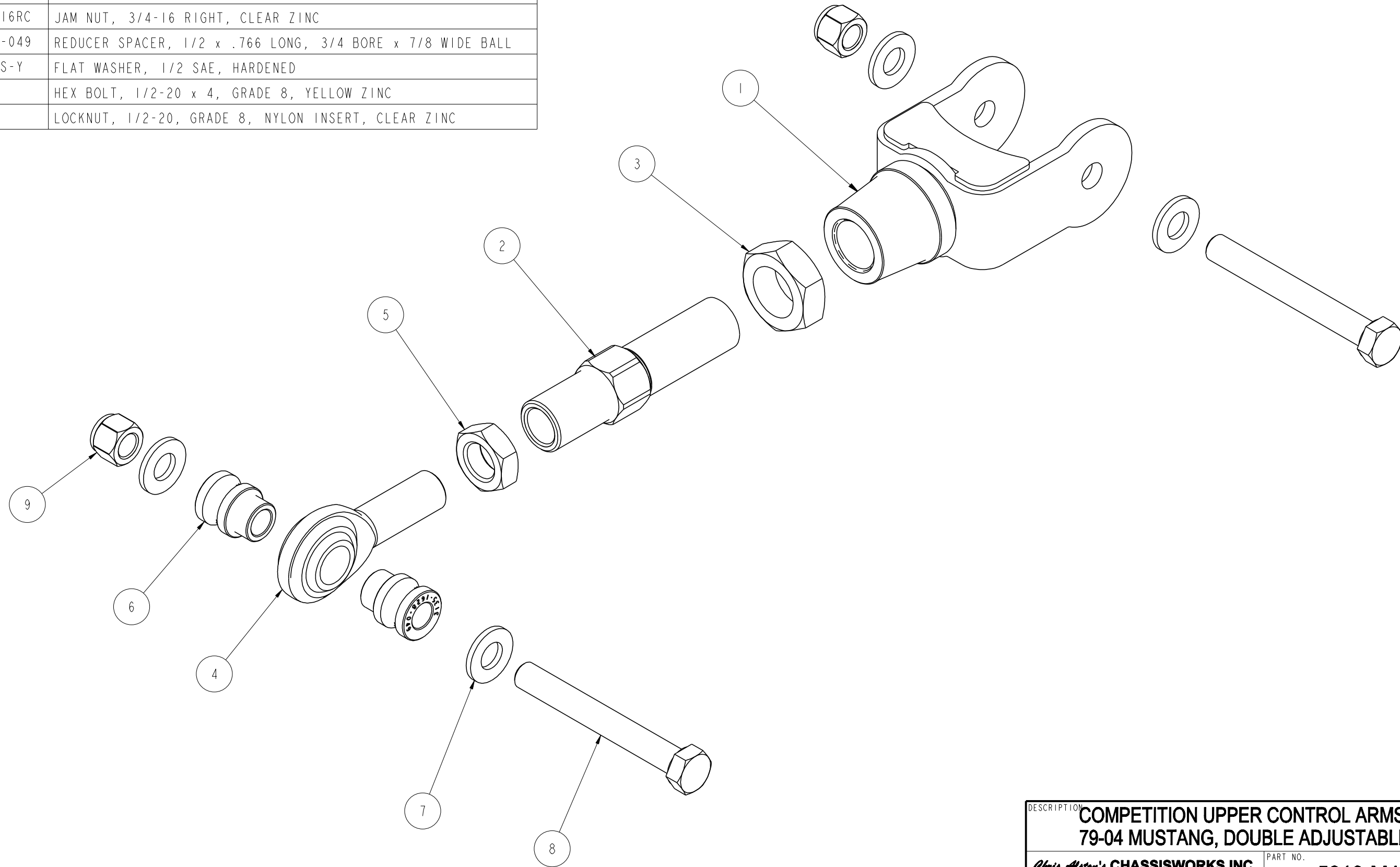
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There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before 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	5149	CLEVIS, DOUBLE ADJUSTABLE UPPER CONTROL ARM, 79-04 MUSTANG
2	1	1500	ADJUSTER LINK, 1-14 LEFT THREAD 3/4-16 RIGHT THREAD
3	1	3102-100-14LY	JAM NUT, 1-14 LEFT, YELLOW ZINC
4	1	3136-075X075-R	ROD END, 3/4-16 RIGHT x 3/4 BORE CMX12
5	1	3102-075-16RC	JAM NUT, 3/4-16 RIGHT, CLEAR ZINC
6	2	3135-1628-049	REDUCER SPACER, 1/2 x .766 LONG, 3/4 BORE x 7/8 WIDE BALL
7	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
8	2	3106	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
9	2	3200	LOCKNUT, 1/2-20, GRADE 8, NYLON INSERT, CLEAR ZINC



DESCRIPTION		COMPETITION UPPER CONTROL ARMS, 79-04 MUSTANG, DOUBLE ADJUSTABLE	
Chris Alston's CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	5810-M40
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