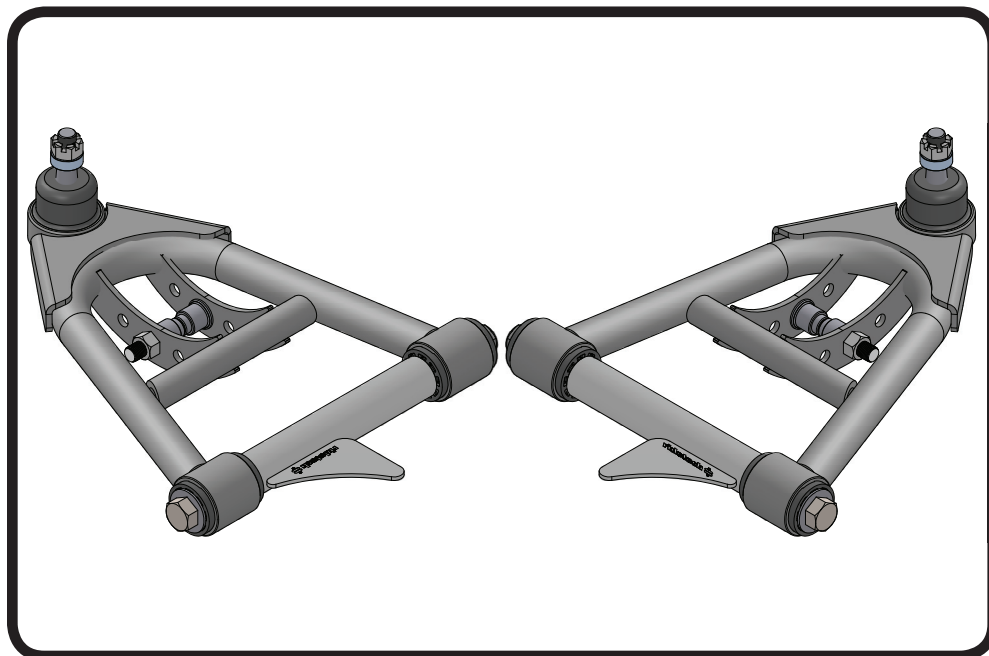
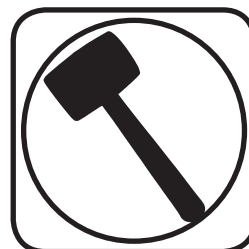
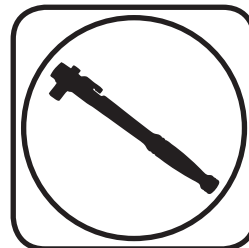




**Part # 19012899**

### Mustang II Lower ShockWave/CoilOver StrongArms

#### Recommended Tools



### Mustang II Lower StrongArms

# Installation Instructions

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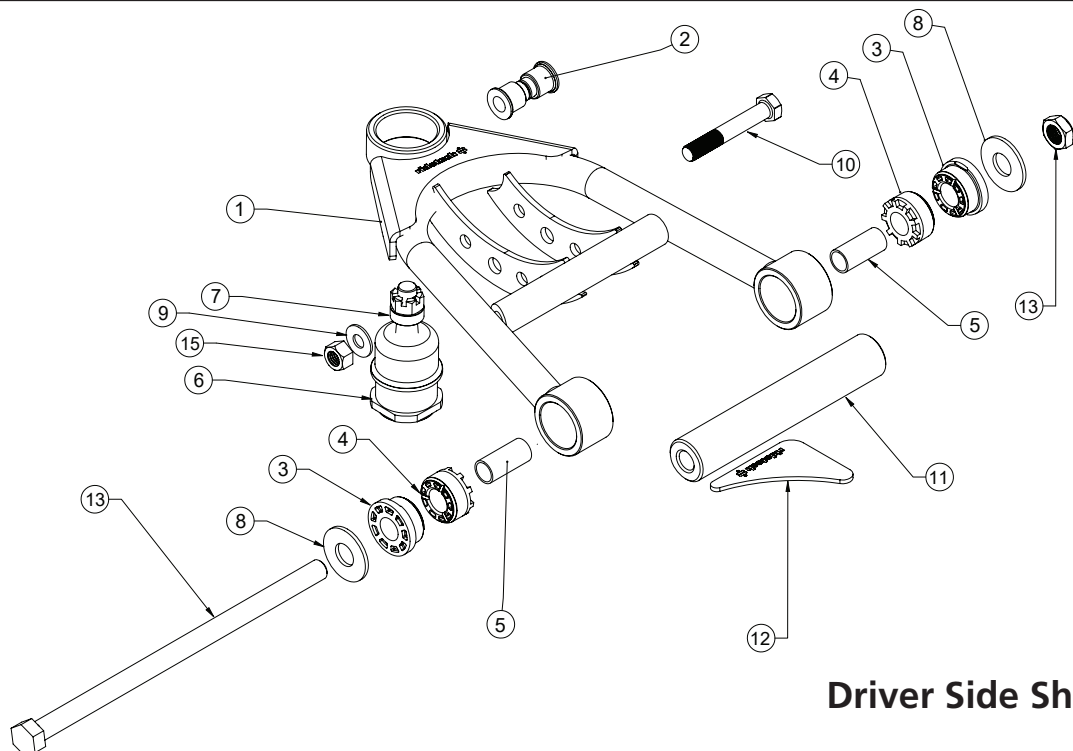
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### Lower Control Arm Components .....In the box

Item #	Part Number	Description	QTY
1	90002899	Driver Lower Control Arm <b>(Shown)</b>	1
1	90002890	Passenger Lower Control Arm	1
2	90002062	ShockWave/CoilOver Bearing Spacers	4
3	70010827	Outer Delrin Bushings	4
4	70010826	Inner Delrin Bushing	4
5	90002891	Delrin Bushing Inner Sleeve	4
6	90000895	Lower Ball joint	2
7	90002283	Ball joint Nut Spacer	2
8	99603003	5/8" USS Washer	4
9	99502001	1/2"-13 Nylok Nut	2
10	99501005	1/2"-13 x 3 1/2" Hex Bolt	2
11	90000277	7 3/4" Spacer - to Convert to Tubular Control Arms	2
12	90000202	Spacer Gusset	2
13	99621008	5/8"-18 x 12" Hex Bolt	2
14	99622006	5/8"-18 Thin Nylok Nut	2
15	99503001	1/2" SAE Flat Washer	2

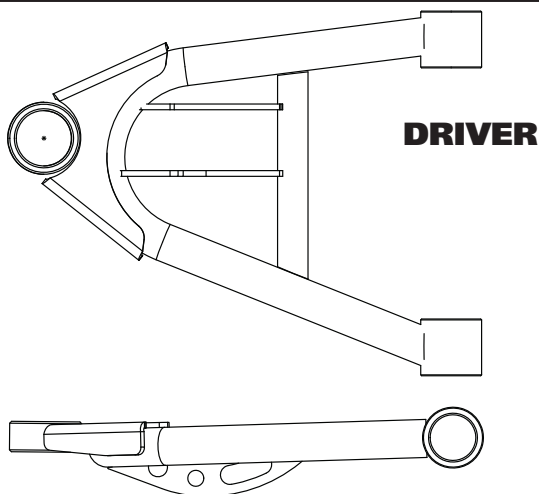


**Driver Side Shown**



### Getting Started.....

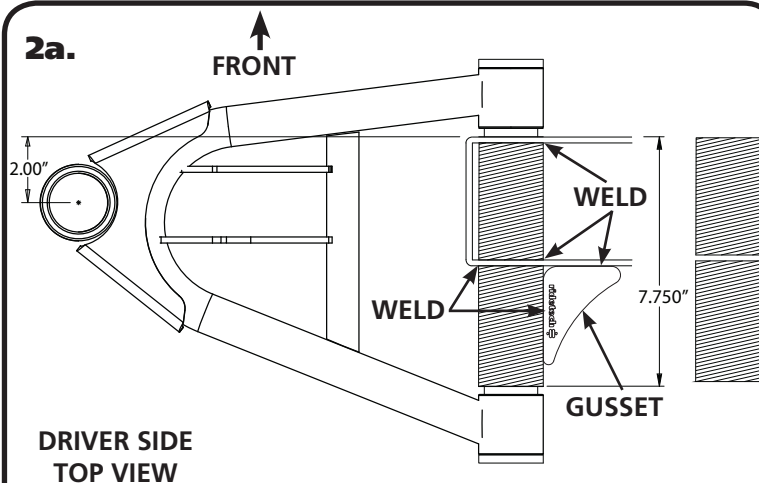
1.



1. Image 1 shows the Driver StrongArm. The ball joint is closer to the front tube.

2. This StrongArm Kit includes a Spacer to be used to eliminate the Strut Rod if your suspension uses one. The spacer does require welding. We show 3 different variations for installing the spacer. The goals are to have the Ball joint centered on the crossmember and to fill the gap between the front and rear bushings for strength. You will need to clean the paint off of any area that will need to be welded.

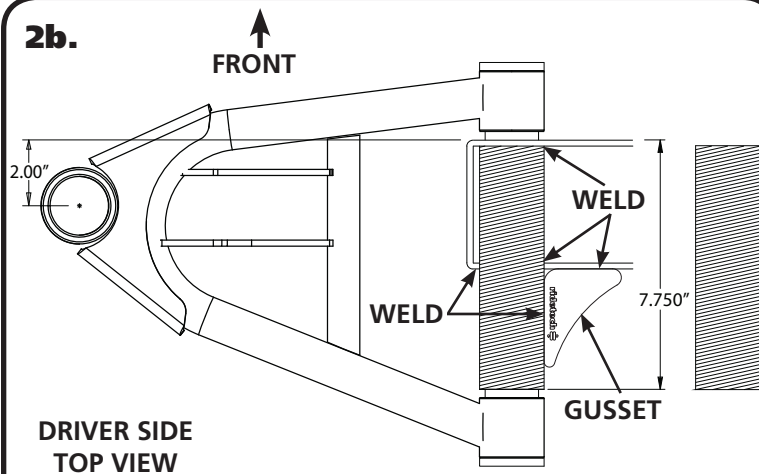
2a.



2a. If you have a crossmember that is made out of thick material, cutting the spacers to the length you need to fill the gaps is a good option. Cut 1 spacer to go inside the crossmember and a 2nd spacer the correct width to fill the remainder on the back side of the crossmember. Weld the spacers and gusset in place. Do this for driver and passenger.

**NOTE:** Some crossmembers already have a spacer installed on the inside. You will need to weld a spacer on the rear of the crossmember to fill the remainder.

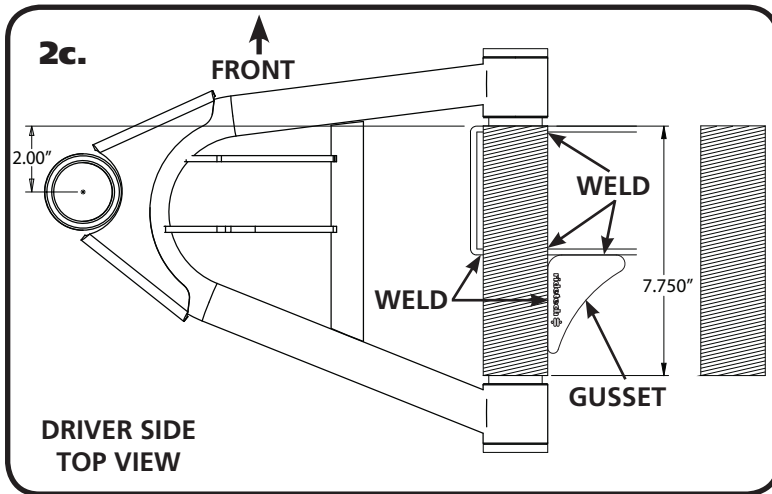
2b.



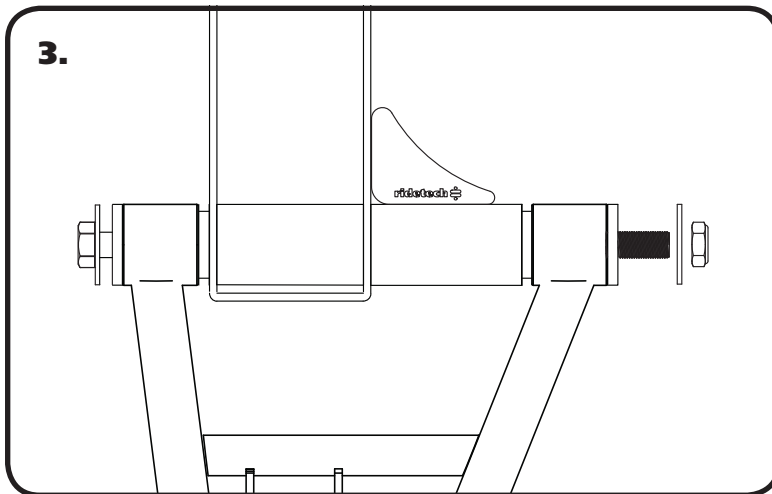
2b. If your crossmember is the correct width to center the ball joint, but is made of thinner material, **Image 2b** is a good option. Drill the rear control arm bolt hole out to 1 3/8" and slide the spacer in from the rear butting it against the front wall of the crossmember. You will need to shorten the spacer the thickness of the front wall of the crossmember. Weld the spacer and gusset in place. Do this for driver and passenger.



### StrongArm Installation

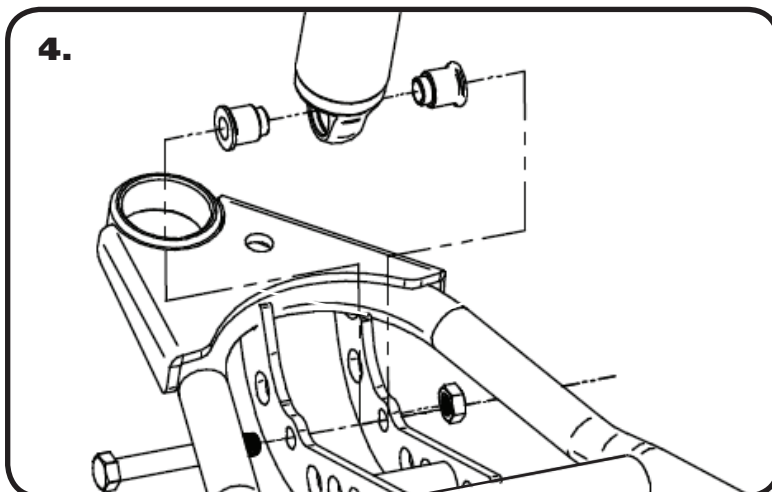


**2c.** If your crossmember is too narrow to center the ball joint on the crossmember, **Image 2c** is the best option. You will need to drill the front and rear control arm mounting holes out to 1 3/8". This will allow you to insert the supplied spacer through the crossmember and position it to center the ball joint with the crossmember. When the correct position is obtained, weld the spacer and gusset in place. Do this for driver and passenger.



**3.** Let the welds cool and paint the bare surfaces. Line up the Lower StrongArm on the crossmember. Install (1) of the supplied washers on the 5/8" x 12" bolt and install it from the front side with the threads pointing to the rear of the vehicle. Install a 2nd Washer on the threads sticking out followed with a 5/8" Nylok Nut. Tighten the nut enough to eliminate any gaps, but you should be able to swing the control arm up and down by hand. Do this for driver and passenger.

**Install the ShockWaves/CoilOvers at this time. Refer to the CoilOver instructions for Assembly.**



**4.** Insert the Bearing Spacers (90002062) into the lower shock bearing. Swing the Control Arm up, line up the 1/2" holes with the bearing spacers, insert 1/2"-13 x 3 1/2" bolt. Install a 1/2" flat washer and nylok nut. Torque to 50 ftlbs. Do this for driver and passenger.