



# ADJUSTABLE REAR UPPER CONTROL ARMS INSTALLATION INSTRUCTIONS

Part #20144, #20149, #20154

## Features:

- Heavy gauge steel eliminates flex increasing traction
- Completely bolt-on, no welding required
- Polyurethane bushings for positive suspension control and stability
- Completely adjustable to set up your suspension

## IMPORTANT!

Read this instruction sheet completely so that you thoroughly understand it and are familiar with the procedure before attempting installation.

## WORK SAFELY!

Installation of these control arms requires working underneath vehicle.

**USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.**

Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position.

**DO NOT USE A BUMPER JACK.**

## PREPARATION FOR INSTALLATION

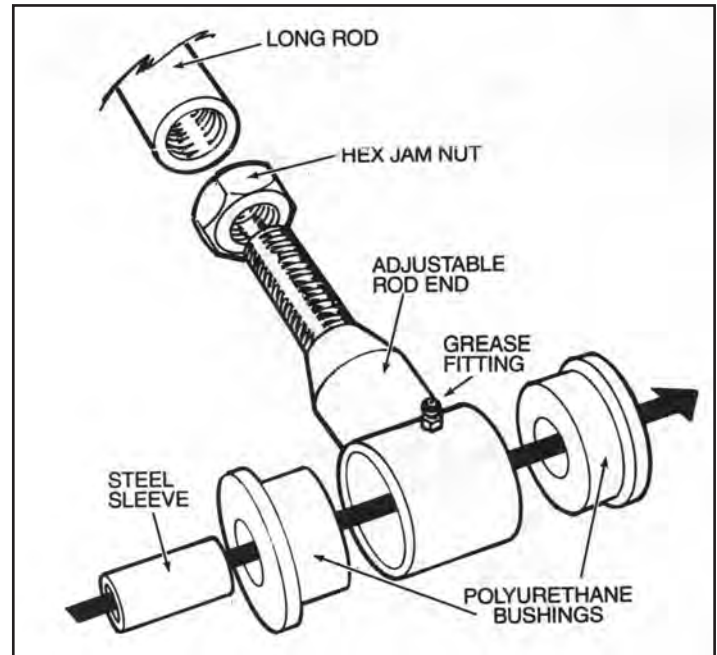
1. Place vehicle on a solid level surface to ensure safe installation
2. Place wheel blocks in front of and behind both front wheels to prevent movement in either direction.
3. Raise rear of vehicle and support flat area of chassis in front of lower control arm attaching point using approved automotive support stands having adequate load capacity. DO NOT put support stands under the axle housing. **Note:** Raise vehicle high enough to allow adequate clearance for coil spring removal.

## CAUTION

**DO NOT BEGIN THIS INSTALLATION UNTIL YOU ARE CONFIDENT THAT VEHICLE IS SECURE AND SAFELY SUPPORTED!**

## CONTROL ARM ASSEMBLY

1. Install grease fittings (supplied) into each end of control arm by threading fittings into drilled hole of bushing eyelet. Use care not to damage fittings (*see illustration*).



2. Apply lubricant to polyurethane bushings and steel sleeves, then install into eyelet ends as shown.

## CONTROL ARM INSTALLATION

## NOTE

*We recommend working on only one side at a time.*

1. Remove both rear wheels.
2. Apply penetrating oil or rust release lubricant to front and rear mounting bolts of upper control arms.
3. Raise axle housing up approximately 2" (a hydraulic floor jack is recommended for this procedure).
4. Using a wrench, remove one upper control arm. DO NOT discard the bolts and nuts, they may be reused.
5. Lightly lubricate threads of short adjustable end. Install hex jam nut, and assemble. Adjust Lakewood control arms to same length as factory arm using center to center location of mounting bushing holes as your measurement point.
6. Install the new control arm to chassis and axle housing brackets using the stock factory mounting bolts and nuts previously removed.

**Note:** Clean and lubricate axle and chassis control arm mounting brackets with a good quality chassis grease to ease installation.

7. Tighten front and rear control arm mounting bolts to 80 ft./lb. torque.

**Note:** The adjustable feature of this arm enables you to correctly locate the rear end in relation to the chassis and to compensate for altered ride heights.

8. Follow the same above procedure for installation of Adjustable Control Arm on other side of vehicle.
9. Lubricate control arm bushings with a good quality chassis grease.
10. Once arms are installed you can begin to adjust.
11. The pinion angle must now be checked and adjusted if necessary. The angle between the drive shaft and the rear end yoke must be between 4 and 6 degrees down.
12. With pinion angle set, tighten all fasteners securely.
13. Install wheels and properly tighten lug nuts to wheel manufacturers specifications.
14. Carefully remove support stands and lower vehicle to ground.

**THIS COMPLETES THE INSTALLATION.  
YOU CAN NOW ROCK-N-ROLL!**

**IMPORTANT!**

*Periodically check to make sure that all mounting hardware is securely tightened. Use a good quality chassis grease to keep bushings and sleeves properly lubricated.*

**Recommended Optional Lakewood Products for Ford:**

- For drag racing, use Lakewood Traction... Action Lift Bars for 1979-98 Mustangs **#21900**, for 1999-03 Mustangs **#21901**
- For drag racing, the factory rear shocks should be replaced with a 50/50 ratio shock absorber (1979-1993 Mustangs) **#40301**
- Front Drag Struts are also available for 1979-93 model years in ratios of 70/30 **#40501**, or 90/10 **#40511**. Also 1994-2003 Mustangs 70/30 **#40506**, and 90/10 **#40516**
- Rear Lower Control Arms with polyurethane bushings to reduce flex and provide stability for 1779-98 Mustangs **#20150**, and 1999-03 Mustangs **#20151**
- Ford Lower Control Arms  
1979-1993 Ford Mustang, Capri, **#21314**  
1980-1985 Ford Thunderbird, Cougar **#21314**  
1978-1982 Ford Fairmont **#21314**  
1981-1982 Ford Granada, Monarch, Zephyr **#21314**
- Replacement Bushing Set. Bushings for all Lakewood Control Arms and Traction Bars **#20538**
- Bolt-in Drive Shaft Safety Loop for 1979-03 Mustangs **#18017**

**Recommended Optional Lakewood Products for GM:**

- For drag racing, the factory rear shocks should be replaced with a 50/50 ratio shock absorber available for 1982-92 model years (**#40301**).
- Replacement Bushing Set for Traction Bars (**#20538**).
- Front Drag Struts are also available for 1982-92 model years in ratios of 70/30 (**#40500**) or 90/10 (**#40510**).
- Bolt-in Safety Drive Shaft Loop available for 1982-92 model years (**#18020**), 1993-2002 model years (**#18022**).
- GM Lower Control Arms  
1964-1972 GM A-Body Cars: Chevelle, GTO, Cutlass, Skylark, G.S., 442 **#21312**  
1978-1987 GM G-Body Cars: Regal, G.N., Monte Carlo, Cutlass, Grand Prix **#21313**
- GM No-Hop Traction Bars  
1964-72 Skylark, Chevelle, Cutlass, 442, Grand Prix, GTO, Lemans, Malibu, Monte Carlo **#21609**  
1978-87 Chevelle, Cutlass, 442, Grand Prix, Malibu, Monte Carlo, Regal **#21610**