

# Spohn Performance, Inc.

## **Part# M4-201-7998 – Tubular Rear Lower Control Arms – Poly Bushed 1979-1998 Ford Mustang & Fox Body Cars**

### **USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!**

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### **INSTRUCTIONS**

1. With the front wheels securely blocked, raise the rear of the vehicle to an adequate working height, then support the vehicle / chassis / body securely leaving the differential slightly supported with the jack. Place the jack under the rear axle to support but do not lift.
2. Remove the rear wheels and then remove the bolts that retain the lower shock absorber mounts. If you have a Quad-Shock equipped car remove the nuts on the frame side of the axle dampening shock and pull it from the pivot.
3. Gradually lower the differential as far as possible (be very careful not to over extend the flexible brake line that runs from the chassis to the rear end.). At this point there should be little or no tension on the rear springs so they can be easily removed from the car allowing the easiest and safest control arm installation possible. NOTE – pay attention to the position of the cutoff spring end and be sure to re-install the springs clocked in the same position as this will affect ride height and ride quality.
4. Unbolt the rear sway bar from the lower control arms and remove the sway bar.
5. Working on one side of the car at a time, remove the two trailing arm pivot bolts. The front pivot bolt has very limited clearance between the muffler and frame rail, but can be reached with a deep socket and ratchet combination. Remove the old control arm. Be sure to only remove and install one control arm at a time, failure to do so will let the rear end housing rotate and will make your installation much more difficult.

6. Clean the surface of the pivot points on the car checking to make sure there are no rough edges that may tear into the new bushings. Apply a light coat of grease to the outer surfaces of each bushing, slide the forward end of the Spohn control arm up into position and reinstall the front pivot bolt.

7. Slide the rear of the control arm into place, reinstall the mounting bolt and torque both bolts to 70 ft./lbs. Note – locating and aligning the rear pivot bolt is a little tougher and may require the use of a small pry bar or similar tool to line up the mounting holes correctly.

**Repeat steps 5-7 on the opposite side of the vehicle**

8. Reinstall the rear springs, making sure of proper position. (See note in step 3)

9. Remove the nut clips from the sway bar and slip them over the holes on the tabs of the Spohn control arms with the threads towards inside of the vehicle. Install sway bar onto control arms with the ends on the outer sides of the tabs.

10. Raise the rear end assembly, reinstall the lower shock mounting bolts and the Quad-Shock mounts (if required). Reinstall the rear wheels. Road test and recheck all bolts after driving a few miles.

**Note 1:** 1983-1985 vehicles with the original anti-hop slapper bars will require removal of these bars, however, due to the increased rear end stability accomplished by these control arms, traction and anti-hop ability will not suffer. For this same reason, Quad-Shocks may also be safely removed from cars so equipped for increased tire clearance.

**Note 2:** The polyurethane bushings come pre-lubed. DO NOT use petroleum-based grease on your poly bushings! Poly bushings must be lubricated with synthetic silicone based waterproof grease. These are the manufacturer's recommendations to prevent pre-mature bushing wear, and will keep things "squeak-free". You can order this grease from Spohn Performance using our Part #902. Do not over grease the bushings! You only need a couple pumps of grease. Over greasing will cause the bushings to balloon from the hydraulic pressure inside of the sleeve and they will fail.