



These instructions can be found in color and expandable at QA1.net

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INSTALL INSTRUCTIONS

'79-'04 MUSTANG CONTROL ARMS

| PART NUMBER | DESCRIPTION | YEAR RANGE |
|-------------|------------------------|---------------|
| 52740 | Street Control Arm Kit | 79-93 Mustang |
| 52540 | Race Control Arm Kit | 79-93 Mustang |
| 52741 | Street Control Arm Kit | 94-04 Mustang |
| 52541 | Race Control Arm Kit | 94-04 Mustang |

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- **Coil-over Struts**
- Tape Measure
- Anti-seize
- Torque Wrench
- Common Hand Tools

PRE-INSTALLATION NOTE:

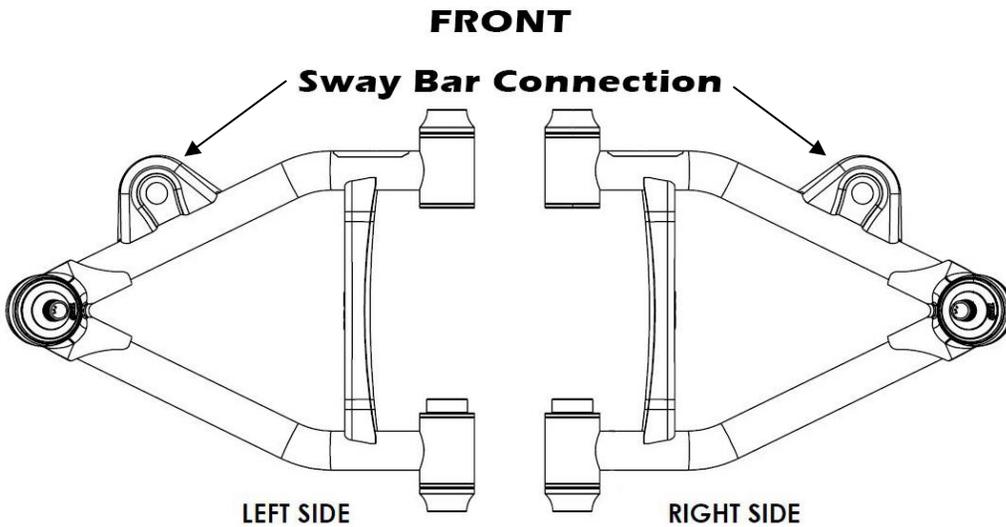
THESE CONTROL ARMS REQUIRE THE USE OF COIL-OVERS AND WILL NOT WORK WITH FACTORY STYLE SPRINGS

REMOVAL:

1. Before starting the installation of your QA1 control arms, read the instructions carefully and thoroughly. A good service manual, available at your local parts store may aid in the installation. Check to make sure all of the parts and tools needed to complete this installation are on hand.
2. Jack up the car so that jack stands can be placed under the frame. Let the jack down so that the frame sets securely on the stands.
3. Remove the wheels and then unbolt the brake calipers. Secure the brake calipers out of the way of the control arms (*do not let the caliper hang from the brake line. This can cause damage to the brake hose*). For vehicles equipped with ABS, refer to your Ford manual for safe removal.
4. Remove the sway bar end links from the vehicle. (Inspect for bushing wear and replace as needed)
5. Use the floor jack to support one of the A-arm assemblies. Jack the A-arm up just enough to take the load off of the strut and spindle. Use of a spring compressor to contain the spring energy is highly recommended. (Fox body cars will require the removal of the rotor backing plate before continuing.) Remove the cotter pin from the castle nut on the ball joint. Loosen the castle nut enough to separate the ball joint. Once the ball joint has been loosened from the spindle the castle nut should be removed. Slowly, CAREFULLY, let the A-arm assembly down until the spring is free and can be removed.
6. Repeat this procedure for the other side.
7. Loosen and remove the two bolts and nuts holding each A-arm into the K-member.

PRE-INSTALLATION NOTES:

1. Identify the left and right-side control arms. The tube with the sway bar attachment will be installed towards the front of the car.



Street Arms have polyurethane bushings with black aluminum, non-adjustable sleeves.

Race Arms have composite bushings with red aluminum adjustable eccentric sleeves.

This installation slightly differs when installing QA1 Control Arms into a factory K-member or QA1 K-member. Find the installation being performed below for details:

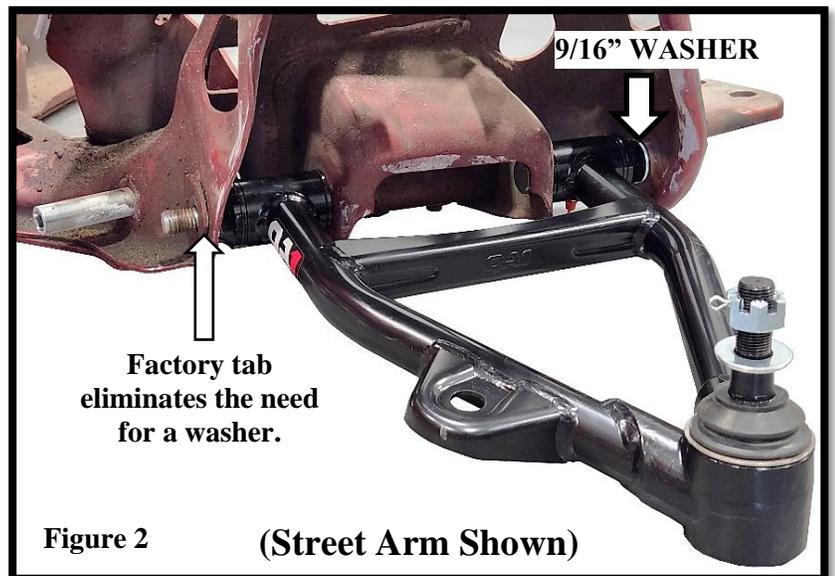
QA1 CONTROL ARMS INTO FACTORY K-MEMBER

QA1 Race Control Arms

Race control arms have eccentric mounts that allow additional camber/caster adjustment by turning the hex. The notch on the hex will signify that the bore of the eccentric is at the opposite side of the hex notch. As a notable starting point, install the arms with the notch facing outboard. **(Figure 1)**



1. Install the QA1 control arm into the factory k-member with one **thicker, 1-1/2" O.D. washer in the rear of the rear connection. (Figure 2)**
2. Beginning with the front connection, secure the arm using the included 5/8" x 4.5" bolts inserted from the inboard side of the connection with one washer under the head of the bolts. The factory k-member has welded tabs on the outward ends of the connections and will not need a washer before securing with a 5/8" nut. Torque to 120 lb. ft. **(Figure 2)**



QA1 CONTROL ARMS INTO QA1 K-MEMBER

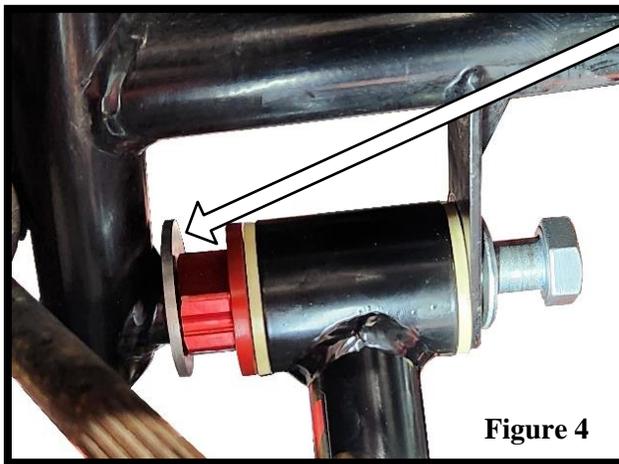
QA1 Race Control Arms

Race control arms have eccentric mounts that allow additional camber/caster adjustment by turning the hex. The notch on the hex will signify that the bore of the eccentric is at the opposite side of the hex notch. As a notable starting point, install the arms with the both notches facing outboard. **(Figure 3)**



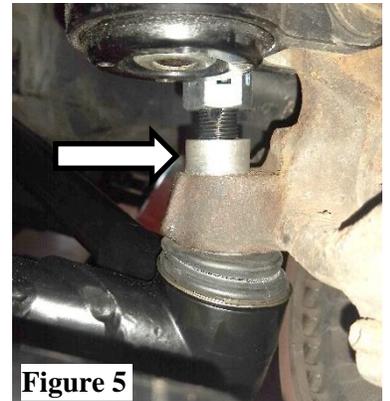
1. Install the control arm into the QA1 K-member with one **1.47" diameter washer (included with QA1 Control Arms) in front of the front connection. (Figure 4)**
2. Beginning with the front connection, secure the arm using the included 5/8" x 4.5" bolts inserted from the inboard side of the connection with one washer under the head of the bolt. The front connection of the QA1 K-member is threaded and will not need a nut, while the rear connection will use two washers and one nyloc nut. Torque to 120 lb. ft.

(Race control arms shown. QA1 Street arms into QA1 K-member will have washer in the same location as shown.)



NOTE: IF THE VEHICLE WAS NOT PREVIOUSLY USING COIL-OVER STRUTS, REFER TO THE NEW COIL-OVER INSTRUCTIONS BEFORE CONTINUING.

3. Install the spindle to the ball joint. If using SN95 spindles with 79-93 control arms, a spacer is required under the castle nut to allow the castle nut to be tightened and to position the nut for cotter pin alignment. This spacer is included with 52540 and 52740 fox body control arms. **(Figure 5)** Torque castle nut to 75 lb. ft. Continue to tighten until castle nut aligns with cotter pin hole.
4. Reinstall the brake rotor, caliper, and backing plates.



5. Reinstall the ABS sensor. (if equipped)
6. Reinstall both front wheels.
7. Set ride height by adjusting the spring seat adjuster on the body of the strut.
8. Lock the spring seat adjuster once desired ride height is achieved.
9. Double check all bolts and make sure that they are torqued to manufacture specifications.

A PROFESSIONAL ALIGNMENT SHOULD BE PERFORMED BEFORE DRIVING THE VEHICLE

Recommended Alignment Specifications for Street Driving

Fox bodies with narrow K-members

Camber: + 0.1° ±0.5°
 Caster: +3.5° ±.75°
 Toe: 0.2° ± 0.05

Fox V8 (Wide) K-member

Camber: -0.5° ±0.5°
 Caster +3.5°, ±.75°
 Toe: 0.2° ± 0.05

SN95

Camber: -1° ±0.5°
 Caster: +3.5°, ±.75°
 Toe: 0.2° ± 0.05

S197

Camber: -1° ±0.75
 Caster: +7.1° ±0.75
 Toe: 0.2° ± 0.05



READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

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