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Drag Race Adjustable Rear Lower Control Arms, 1983-1988 Thunderbird (MMRLCA-40)

Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

These MM Extreme-Duty control arms are robust enough for hard launches at the strip by a Thunderbird with 1,000 rwhp, on slicks.

The adjustable-height feature of these control arms was designed for aftermarket springs intended for 1979-2004 solid-axle equipped Mustangs. If Thunderbird springs, either stock or aftermarket, are installed with these control arms the rear ride height will be raised, compared to a stock Thunderbird control arm, even when the adjuster is at its lowest setting.

The following ride heights can be achieved when using these arms:

Adjustable Spring Perch Height	Upper Isolator	Lower Isolator	Ride Height Relative to Stock
Fully Compressed	Installed	Installed	+ 0.5"
Fully Compressed	Installed	Removed	+ 0.4"
Fully Compressed	Removed	Removed	Same
Fully Extended	Installed	Installed	+ 3.5"

Required Tools

- 18mm Socket
- 18mm & 19mm Wrench
- Standard Hand Tools
- Handfile and sandpaper
- Floor Jack
- 2 Jackstands
- 100+ ft-lb Torque Wrench
- Socket for Lug Nuts

Installation Time

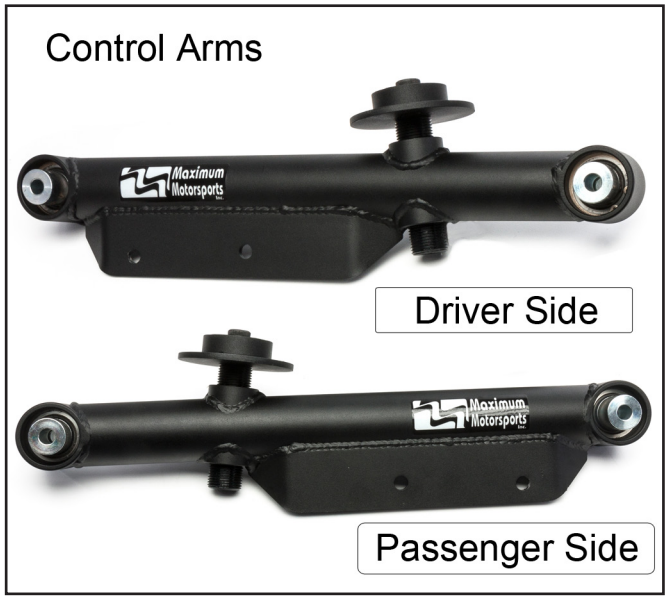
Shop: 2 Hours

Home Mechanic: 4 Hours

This Kit Contains

Description	QTY
Control Arm Assembly, Driver	1
Control Arm Assembly, Passenger	1
Urethane End Cap for Spherical Bearing	8
Grease Packet	4
Swaybar Spacer Plate	1
M10 x 1.5 Nylock Nut	4

Component Identification



Urethane End Cap for Spherical Bearing
(CA-015)

Grease Packet
(19-1750-001)

M10-1.5 Grade 5
Nylock Nut

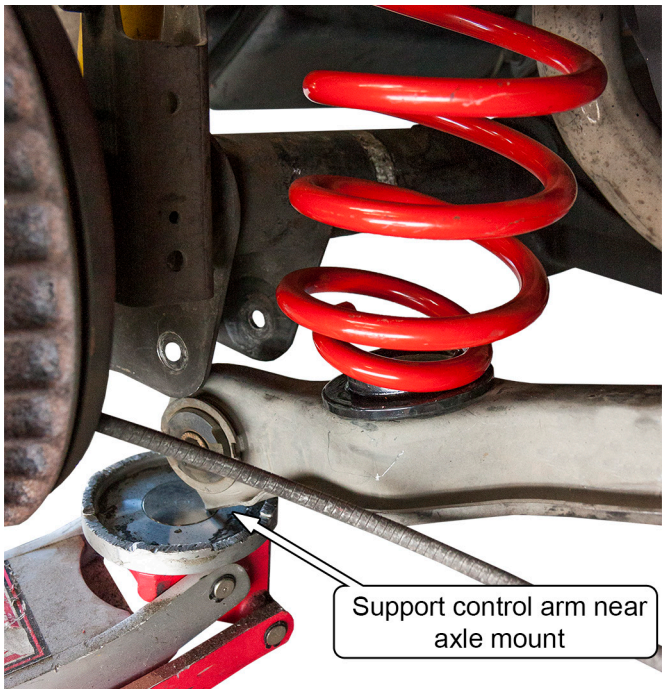
Spacer Plate
(CA-026)

Prepping for Install / Removing Old Arms

1. Block the front wheels to keep the car from rolling.
2. Safely jack up the rear of the car, and support the chassis with jack stands placed under the pinch welds.
3. Jack up the rear axle enough to place jack stand under the axle tubes.
4. Lower the rear axle to a height just above full droop so it's supported by the jack stands.
5. Remove the rear wheels.

   NOTE: *Work on one side of the car at a time. Do not remove both rear lower control arms at the same time. All photos show passenger side.*

6. Remove the rear swaybar. There are four bolts, two per side. On cars with rear disk brakes, the parking brake cable bracket may be attached to the rearward swaybar bolt.
7. Working on the passenger side first, loosen the two lower control arm pivot bolts.
8. Support the control arm near the axle mount with a jack. Remove the lower control arm pivot bolt from the axle end. Slowly lower the jack to release the spring tension. Be careful not to lower it too quickly or the spring may suddenly pop out, causing injury. Once the spring is completely uncompressed, remove it from the car.



9. Remove the control arm pivot bolt from the chassis and remove the control arm from the car.

10. Using a hand file or sandpaper, make sure the torque boxes' mounting faces are clean and free of any rough surfaces.

Prepping the Control Arms

1. Apply a thin coating of the supplied grease to the inside diameter of the urethane, the outside flange surface where it will contact the chassis, and the inside flange surface where it will contact the control arm.
2. Install the urethane end cap bushings into the Control Arms. Firmly press the urethane end caps into both sides of the spherical bearing at each end of the control arms. The urethane is placed over the reducer bushings (which are pressed into the spherical bearings) and is pressed into the recessed end of the bearing tube.

Control Arm Installation

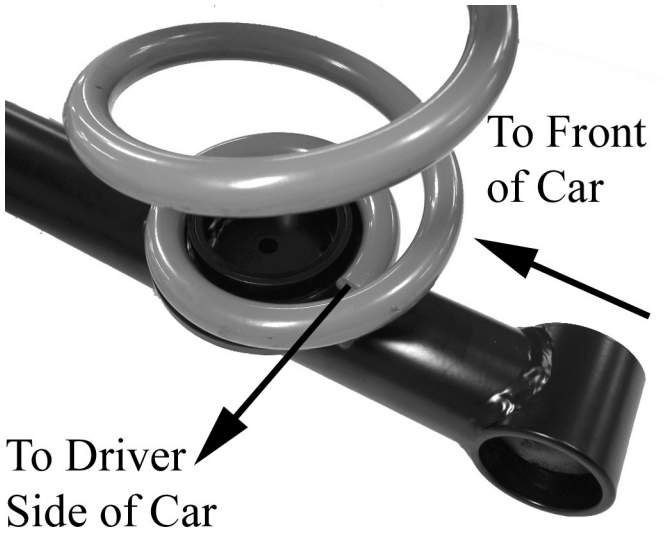
1. Thread the spring perch down until it just touches the control arm.

2. Reattach the control arm to the chassis.

3. Install the lower spring isolator on the MM Control Arm.

4. Place the spring on the control arm and be sure the spring is correctly seated into both the upper and lower perches.

   NOTE: *If using stock-style springs, the spring's "pig tail" should be oriented toward the rear of the car, as shown below.*



5. Raise the control arm back into position with the jack.

6. Install bolt into the rearward pivot, at the axle housing.

   NOTE: *If an MM Panhard Bar is installed on the vehicle, reuse the longer pivot bolt supplied with it for the driver-side pivot location.*

7. Torque the chassis-side flanged head bolt to 86 ft-lb.

8. Torque the axle-side flanged head bolt to 86 ft-lb.

9. If applicable, attach the parking brake cable bracket to the control arm.

10. Repeat the entire process from the beginning for the driver-side control arm.

11. Install the rear swaybar to the control arms by reusing the stock bolts with the supplied 10mm nuts.

12. Verify the parking brake works from inside the car. Adjust to factory specifications if necessary.

13. Reinstall the rear wheels.

14. Lower to the ground and torque the lug nuts.

NOTE: *MM uses special close-tolerance bearings. These typically take 100-200 miles to break in. Until the break-in period is over the car will ride more firmly--like it has stiffer rear springs.*

Ride Height Adjustment

The spring perch can be adjusted upward about 2.5 inches from its fully lowered position. Use a 1/2” drive ratchet with an extension from below to adjust the spring perch adjustment bolts to set the rear ride height. Recheck ride height after driving and adjust as necessary. Grease periodically to ensure smooth operation of the adjusting bolt.

NOTE: Do NOT adjust the spring perch higher than is shown in the photos below, as damage to the adjuster will occur. The photos show the maximum ajustment height, as viewed from the underside of the control arm.