

***Sport Series Rear Lower Control Arms, 1979-1998 (MMRLCA-101)***



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

Maximum Motorsports' Sport series Rear Lower Control Arms for the 1979-1998 Mustang improve traction and handling by reducing the unwanted deflection allowed by the stock soft rubber bushings and flexible stamped steel control arm. The unique MM 3-piece bushing and spherical bearing design easily allows the articulation required for proper handling, and reduces the deflection that can cause wheel hop. Fits 1979-1998 Mustang with solid rear axle. Includes spring perch and swaybar mount.

**Required Tools**

- 17mm, 18mm, & 19mm Socket
- 15mm, 18mm, & 19mm Wrench
- Standard Hand Tools
- Handfile and sandpaper
- Floor Jack
- 2 Jack Stands
- 100+ ft-lb Torque Wrench
- Socket for Lug Nuts
- Half-in. Drive

**Required Supplemental Items**

- Pry bar

**Installation Time**

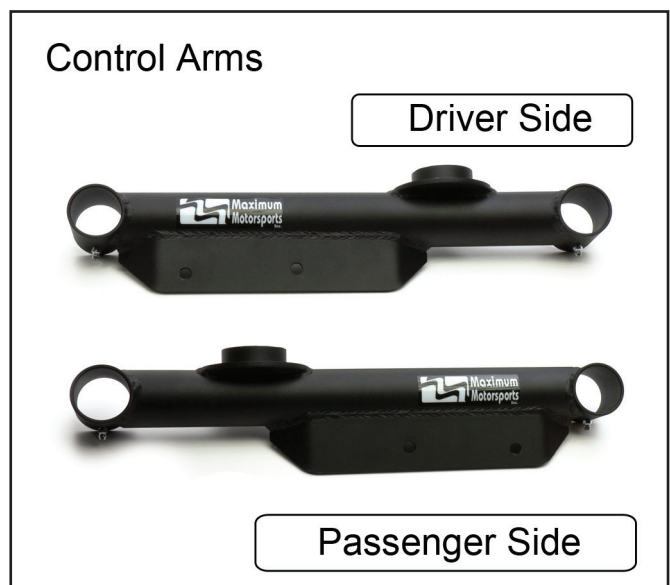
Shop: 2 Hours

Home Mechanic: 4-5 Hours

**This Kit Contains**

Description	QTY
Control Arm Assembly, Driver	1
Control Arm Assembly, Passenger	1
Urethane Bushing Pivot, 79-98	4
Urethane Bushing, Inner	4
Urethane Bushing, Outer	8
Grease Packet	2
Flange Bolt, M10-1.5 x 35mm, Grade 10.9	4
Nylock Nut, M10-1.5, Grade10.9	4
3/8" Grade 8 Washer	4
Spacer Plate	1
Installation Instructions	1

**Component Identification**



**Urethane Bushing Pivot, 79-98**

(CA-004)



**Spacer Plate**

(CA-026)



**Urethane Bushing, Inner**

(CA-008-B)



**Urethane Bushing, Outer**

(CA-009-B)



**Grease Packet**

(19-1750-001)

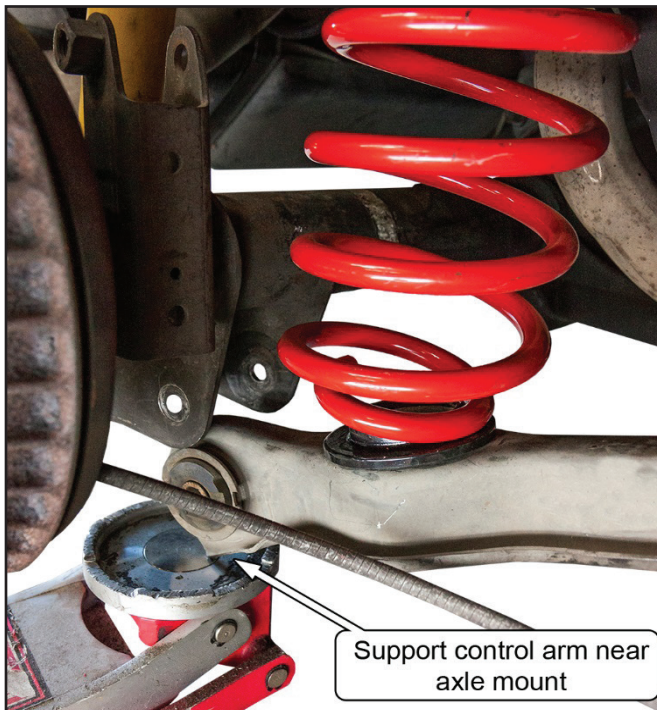


## Prepping for Install / Removing Old Arms

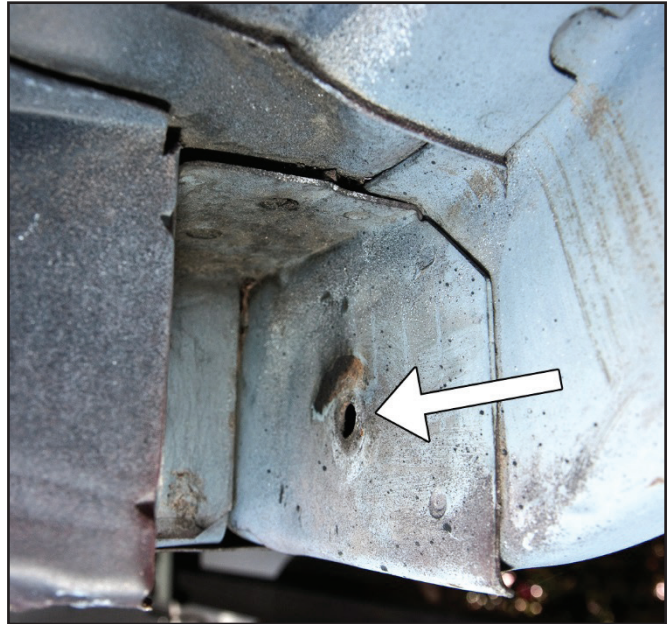
1. Safely jack up the rear of the car, and support the chassis with jackstands placed under the pinch welds.
2. Block the front wheels to keep the car from rolling.
3. Jack up the rear axle enough to place jack stand under the axle tubes.
4. Lower the rear axle, to a height just above full droop, so that it is supported by the jack stands.
5. Remove the rear wheels.
6. Remove the rear swaybar. There are four bolts, two per side. On 1994 and newer cars with rear disk brakes, the parking brake cable bracket is attached to the rearward swaybar bolt.
7. Working on the passenger side first, loosen the two lower control arm pivot bolts.

**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 the passenger side.

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.



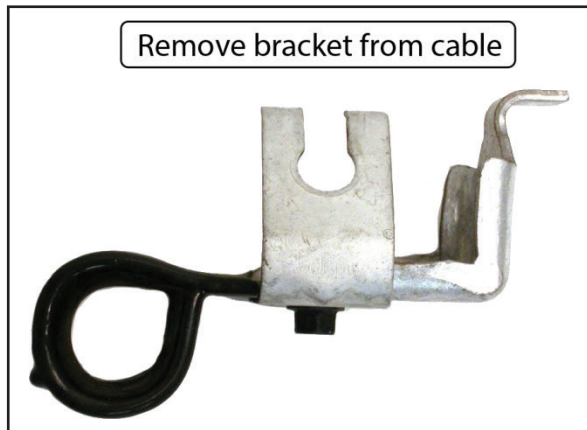
9. Remove the control arm pivot bolt from the chassis and remove the control arm from the car.
10. Using a hand file or sandpaper, make sure that the torque boxes' mounting faces are clean and free of any rough surfaces.



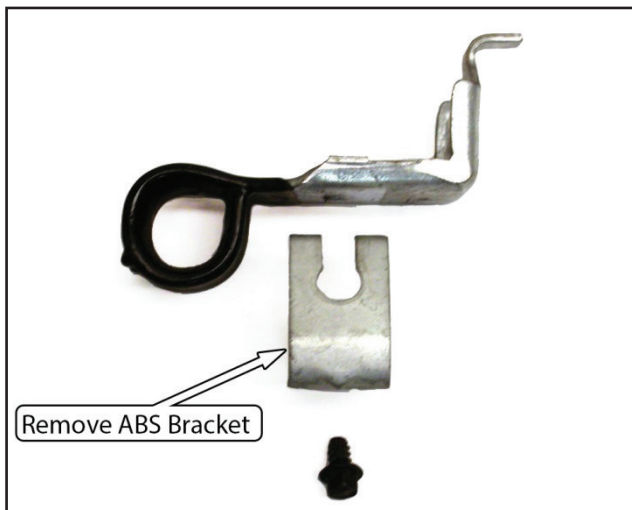
## **ABS Bracket Modification**

**NOTE:** If the vehicle is not equipped with ABS, skip to the "**Prepping the Control Arms**" section.

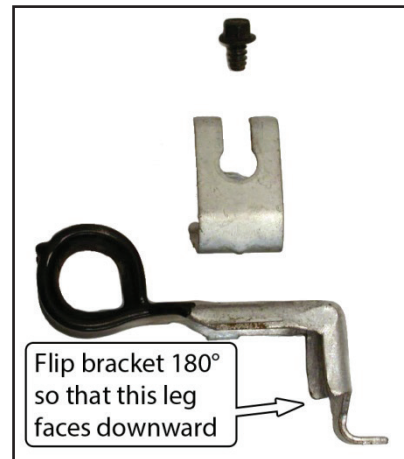
1. Unclip the ABS wire from the bracket.
2. Disconnect the passenger-side parking brake cable from the brake caliper by removing the retainer clip and slipping the end of the cable off the caliper.
3. The configuration of the parking brake cable and ABS brackets must be changed. Disconnect the parking brake cable from the caliper. To do this, remove the E-clip and pull on the end of the cable with pliers to unseat the cable end from the caliper. *Make sure the parking brake is off!*
4. Remove the parking brake cable bracket from the cable.



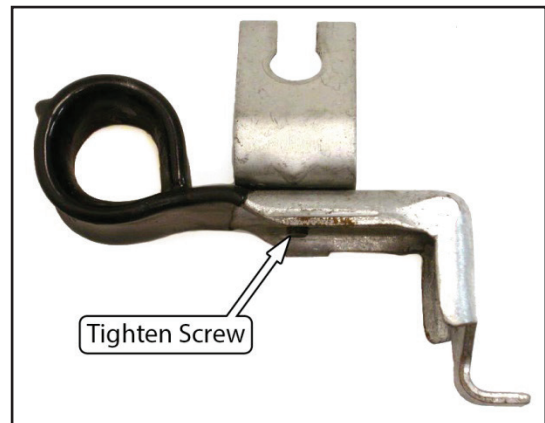
5. Remove the ABS bracket.



6. Flip the parking brake cable bracket 180 degrees and place the ABS bracket on top of the parking brake cable bracket.



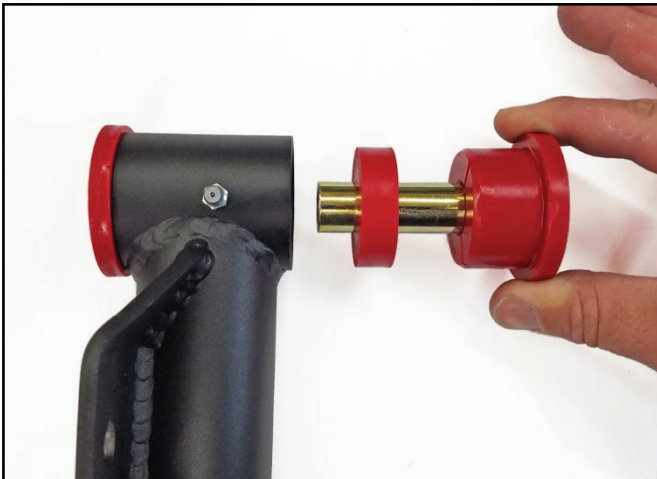
7. Tighten the ABS bracket screw.



8. Slide the parking brake cable bracket back onto the parking brake cable and reattach the parking brake cable to the caliper.
9. Reattach the ABS wire to the bracket.

## Prepping the Control Arms

1. Using the supplied grease, apply a light coating to the outside diameter of the red urethane pieces.
2. Install one of the Outer bushings into the control arm. From the other side, install one of the Inner bushings, seating it against the first Outer bushing.
3. Install the second Outer bushing, seating it against the Inner bushing.
4. Apply grease to the inside diameter of the bushings. Use a small screwdriver or other tool to work the grease into the flutes of the bushing.
5. Insert the steel crush tube through the center of the urethane bushings.

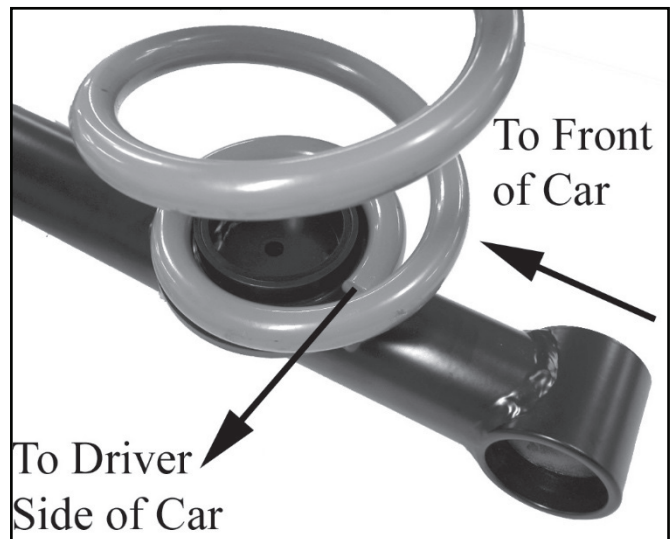


6. Apply a light coat of grease to the outside face of the installed urethane bushings, where they will contact the chassis/axle.
7. Repeat Steps 1-6 for the remaining control arm ends.

## Control Arm Installation

1. (Adjustable Ride Height Arms Only) Thread the spring perch down until it just touches the control arm.
2. Attach the control arm to the chassis using the factory mounting bolt and nut.  
**NOTE:** If present, the welded nut on the side of the control arm must face outward.
3. Install the lower spring isolator on the control arm.
4. Place the spring on the control arm and raise the arm into position with the jack. Be sure the spring is correctly seated on both the upper and lower perches.

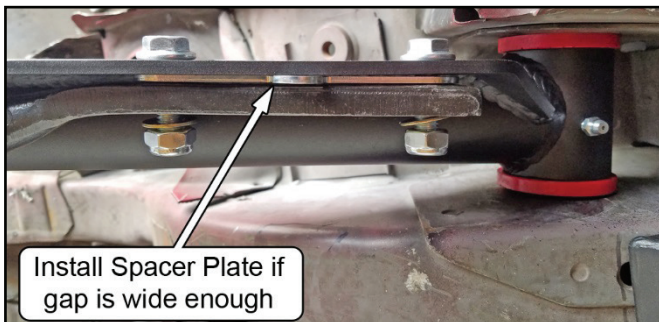
**NOTE:** The spring's "pig tail" should be oriented toward the rear of the car, as shown below.



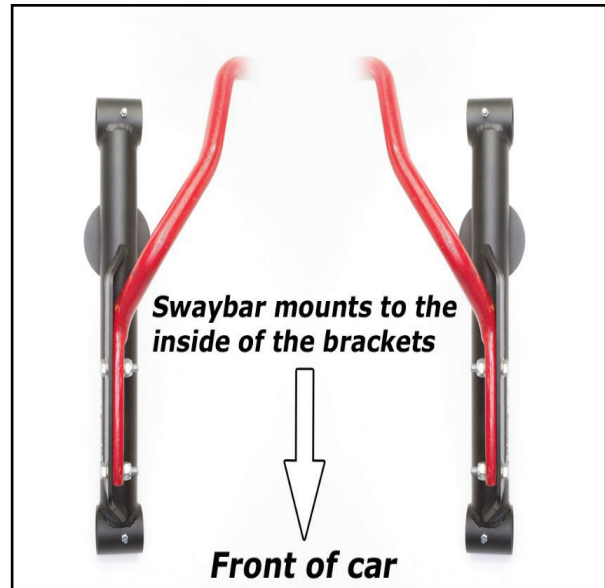
5. Install the factory mounting bolt and nut at the axle housing.  
**NOTE:** If a MM Panhard Bar is installed on the vehicle, use the longer pivot bolt supplied with it for the driver-side pivot location.
6. Torque the chassis-side bolt to 86 lb-ft.
7. Torque the axle-side bolt to 86 lb-ft.
8. Repeat Steps 1-7 for the driver-side control arm.

9. Install the swaybar onto the driver side control arm. Use the provided 10mm flange head bolts, with a washer under each nut, and hand tighten. If present, the ABS bracket should be attached using the rearward mounting bolt.
10. Check the space between the swaybar and the mounting flange on the passenger side control arm. If there is room, insert the provided Swaybar Spacer Plate between the mounting faces. If the space is too small, the Swaybar Spacer Plate should be saved for future use if a different swaybar will be used.

**NOTE:** Due to the production tolerances of the rear swaybars and chassis/axle mounting points, the swaybar mounting flanges have been moved out-board slightly from the stock location. The Spacer Plate is provided to minimize preload on the control arms when the swaybar is too narrow.



11. Install the provided 10mm flange head bolts with a washer under each nut. If present, the ABS Mounting bracket should be attached using the rearward mounting bolt.
12. Torque the swaybar mounting hardware to 45 lb-ft.



13. Verify the parking brake works from inside the car. Adjust to factory specifications if necessary.
14. Reinstall the rear wheels.
15. 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.