

MM Front Control Arms (MMFCA-1,2,4,5,7,8,10,11)



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

The MM Front Control Arms require the use of a front coil-over conversion kit.

Front Control Arm Assembly

1. Grease all exposed metal surfaces of the control arm pivot tubes. Grease the outside diameter of the bushings with the supplied grease.
2. Insert the bushings into the control arm pivot tubes.
3. Grease the inside diameter of the bushings.
4. Insert the steel crush sleeves into the bushings. Note there are two lengths of crush sleeves. The shorter sleeve is plated clear and belongs towards the front end of the car. The longer sleeve is plated yellow and belongs towards the rear end of the car.

Installing the MM Front Control Arms

The MM Front Control Arms can be installed on the MM K-member, or most aftermarket K-members which have the same control arm mounting point dimensions as the stock K-member.

MM or other aftermarket K-member

1. Grease the exposed faces of the bushings.

2. Slide the control arm into place on the K-member with the swaybar mounts facing toward the front of the car.
3. Install both control arm pivot bolts. The MM Front Control Arms are designed to reuse the factory pivot bolts. The MM K-member requires both pivot bolts to be installed with the bolt heads towards the front of the car.



4. Thread a factory nut onto each pivot bolt.
5. Torque the control arm pivot bolts to 148 ft-lbs.
6. Insert the ball joint stud up through the spindle.
7. MM Front Control Arms are supplied with a locknut for the ball joint. Install the nut and torque it to 129 ft-lbs.
8. Re-attach the swaybar end links.
9. Have the front end professionally aligned.

Stock K-member

The stock K-member must be modified to accept the MM Front Control Arms.

1. The inner mounting flanges of the stock K-member must be shortened so they protrude only 1-1/4" from the center of the control arm mounting holes. This can be done with a reciprocating saw (jig saw or saws-all), cut-off wheel in a die grinder, a hand-held grinder, oxy-acetylene torch, or a combination of these tools.

2. Paint the exposed metal edges to prevent rust.
3. Grease the exposed faces of the bushings.
4. Slide the control arm into place on the K-member with the swaybar mounts facing toward the front of the car.
5. Reinstall the original factory control arm pivot bolts and nuts.
6. Torque the control arm pivot bolts to 148 ft-lbs.



7. Check that the control arm pivots freely. If it does not pivot freely, there two likely causes:
 - 1) Misalignment of the four pivot holes in the stock K-member. Those four holes must be in perfect alignment. Use a 5/8" rod that is long enough to pass through all four pivot holes to check the alignment. If they are not in alignment, you will have to align the hole(s) by using a file or dremel tool to move each hole so they are all in a straight line.
 - 2) Refers to Delrin bushings only: On the stock K-member, the face of each control arm tab where they contact the exposed face of Delrin bushings are rarely flat. The curved stamping of

the stock K-member may be pinching the Delrin bushings. You will have to carefully note where the Delrin may be pinched and remove the MM control arm to sand the Delrin so that it is contoured into the stamping of the stock K-member. Be careful not to clearance the Delrin so far that there is any visual slop in the installed control arm.

8. Insert the ball joint stud up through the spindle.
9. MM Front Control Arms are supplied with a locknut for the ball joint. Install the nut and torque it to 129 ft-lbs.
10. Re-attach the swaybar end links.
11. Have the front end professionally aligned.

We recommend greasing the control arm pivots every 10,000 miles. The best grease is a Teflon based grease (available in two different size tubes to fit standard grease guns from MM). As an alternative use a quality waterproof grease, such wheel bearing grease for boat trailers.

This kit includes:

- 1 Driver and Passenger Side Front Control Arm
- 8 Delrin or Urethane Bushing
- 2 Short Crush Sleeve – Plated Clear
- 2 Long Crush Sleeve – Plated Yellow
- 2 Grease Packet
- 2 Locknut