

## *MM SVO Spindle Adapters (MMFCAB-10)*



This adapter enables the installation of 1984-86 SVO Mustang spindles (sourced from Lincoln) with 1979-2004 Mustang ball joints. The ball joints for the original SVO front control arms are no longer available.

With this adapter

- 1984-86 SVO Mustangs can be fitted with Maximum Motorsports Front Control Arms (MMFCA-10 & MMFCA-11 control arms with Forward-offset geometry, designed for an SN95 Mustang). This will require the installation of a coil-over conversion kit. Installing these MM Front Control Arms will retain the original track width, while moving the front tires forward 3/4" from their original location, improving weight distribution.
- SVO/Lincoln spindles can be installed on a Fox chassis Mustang.

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

- When replacing an SVO Mustang's stock front control arms with MM front Control Arms, or other aftermarket front control arms, follow Steps 1 through 21.
- When installing an SVO/Lincoln spindle onto a Fox chassis Mustang follow Steps 22 through 27.

1. Safely jack up the front of the car. Support it with jack stands, positioned under the K- Member, right behind the forward front control arm pivots. Be sure to block the rear wheels from moving.
2. Remove the front wheels from the vehicle.
3. Disconnect the front swaybar end links from the control arms.
4. On the driver side of the vehicle, steer the spindle to provide access to the ball joint retaining nut. Place a floor jack under the control arm near the ball joint. Leave about 1/4" of clearance between the floor jack and the control arm.
5. Loosen the lower ball joint's retaining nut until the top of the nut is flush with the top of the ball joint stud.
6. Spray the ball joint taper with penetrating oil.
7. Strike the spindle just below the strut, where the ball joint attaches to the spindle, with a large hammer. Do this until the ball joint taper comes free from the spindle.
8. For cars equipped with conventional front coil springs, use an internally mounted coil spring compressor and compress the front coil spring. Most auto part and equipment rental stores rent this type of spring compressor.
9. Raise the control arm slightly with the floor jack. Remove the ball joint nut completely.
10. Carefully lower the floor jack until the front spring becomes unseated from the upper spring perch.
11. With the floor jack completely removed from under the control arm, release the internal spring compressor to free the spring from the control arm.
12. Loosen and remove the control arm pivot bolts.
13. Remove the control arm from the vehicle.
14. Repeat Steps 4 through 13 for the passenger side of the car.

15. Lightly coat the inside and outside of the MM SVO Spindle Adapters with an anti-seize compound.

16. Place one of the MM SVO Spindle Adapters onto the tapered portion of the ball joint of each new MM Front Control Arm.

NOTE: It is normal for the MM SVO Spindle Adapter to protrude above the tapered section of the ball joint.

17. Follow the installation instructions that came with your new front control arms. The MM Spindle Adapter will allow the Mustang ball joint to be properly tightened down in the larger tapered hole of the SVO/Lincoln spindle.

18. After installing the front control arms, attach the front swaybar end links to the control arms.

19. Reinstall the front wheels.

20. Torque the lug nuts to factory specifications.

21. Carefully lower the car to the ground.

*When installing SVO/Lincoln spindles onto a car with Mustang Fox chassis front control arms, these instructions assume that you have already disassembled the car, and have the mechanical ability to properly reassemble the car.*

22. Lightly coat the inside and outside of the MM SVO Spindle Adapters with an anti-seize compound.

23. Place one of the MM SVO Spindle Adapters onto the tapered portion of the ball joint of each front control arm.

NOTE: It is normal for the MM SVO Spindle Adapter to protrude above the tapered section of the ball joint.

24. Carefully guide the SVO/Lincoln spindle onto the ball joint (with the MM SVO Spindle Adapter in place).

25. Place two 5/8"-G8 washers between the ball joint retaining nut and the spindle for proper thread engagement. Thread the ball joint retaining nut into place. Torque to factory specifications.

26. Repeat Steps 23 to 25 for the other side of the car.

27. Complete reassembly of your car.

This kit includes:

- 2 SVO Adapter sleeves
- 4 5/8" Grade 8 flat washers