



Factory Five Racing, Inc.

Part Number: <u>12240</u>	Revision: <u>B</u>	Effective Date: <u>07/02/02</u>	By: <u>J. INGERSLEV</u>
Document Type (indicate):	<input type="radio"/> Bill of Material	<input type="radio"/> Drawing (may be attached)	<input type="radio"/> Specification
	<input checked="" type="radio"/> Assembly Instructions	<input type="radio"/> Operating Procedure	<input type="radio"/> Other

Tubular Rear Lower Control Arm Installation Instructions

I. Tools Required:

15mm, 18mm, 3/4" sockets
15mm, 18mm Wrenches
(2) Jack Stands
Floor Jack
Wheel Chock
Torque Wrench
Grease gun
Chain or Bicycle lock
Bolt for chain

Read all instructions before installation.

Two bolts are included with the control arms, the other two are included in the kit with the Traction Lok Brackets.

II. Installation Instructions

1. Loosen the lug nuts on the rear wheels.
2. Raise the rear of the car and place the frame on jack stands (not the axle housing).
3. Place a wheel chock in front of one of the front tires.
4. Remove the rear wheels using a tire iron or 3/4" socket.
5. Remove the rear sway bar from the factory control arms using a 15mm socket or wrench.
6. Run a section of chain or Bicycle lock around each control arm and through each spring. Leave the chain a little loose and connect the ends of the chain together with a bolt to prevent the spring from accidental unloading.
7. Place the jack under the center of the rear axle and raise the jack so that it just lifts the rear axle.
8. Disconnect the quad shocks from the rear axle using an 18mm socket.
9. Disconnect the vertical shocks from the axle brackets using a 15mm wrench and 18mm socket.
10. **The following step must be done with extreme caution to prevent bodily harm.**

11. **Slowly**, lower the rear axle until either the rear springs are unloaded (if aftermarket lowering springs are already in use) or until the rear axle bushings bind. Watch the rear springs and the flexible brake line going to the axle to prevent binding and accidents.
12. If the axle binds allowing the jack to drop and the springs are still under pressure, move the jack under one of the axle control arm mounts and jack it up slightly while another person pushes down on the opposite end of the housing allowing the spring to come loose. Remove the spring and repeat for the opposite side of the axle.
13. Remove the springs if not already done.
14. Place the jack under the center of the rear axle so the axle is just supported by it.
15. Using an 18mm socket and wrench, remove the rear lower control arms.
16. Inspect the rubber spring isolators on both the upper part of the spring and on the lower control arm. Replace with Ford part # D8BZ-5536-A if necessary.
17. Inspect the lower control arm bolts for excessive wear. Replace if necessary or, wire wheel/clean the threads.
18. With the spring pad located towards the rear axle and the sway bar mount offset towards the outside of the car, position the new control arms inserting the bolts and attaching the nuts. **Do not torque the bolts.**
19. If installing new **upper control arms** do so at this time following the instructions included with them.
20. Position the lower spring pads on the control arm spring mounts.
21. Install the springs in the same way that they were removed, with the jack under one side of the control arm mount pushing the other side down while inserting the spring.
22. Place the jack under the center of the rear end and raise it until the shocks can be attached.
23. Insert the bolts and attach the nuts but do not torque.
24. Attach the quad shocks but do not torque the bolts.
25. Raise the rear axle until just before the frame lifts off the jack stands.
26. Attach the Sway bar to the inside of the control arms.
27. Torque all of the bolts to the following specifications.

	Nm	lbft
Lower Control Arm to Axle	95-135	70-100
to Frame	108-142	80-105
Lower Vertical Shock to Axle Bracket	61-81	45-60
Quad shock to Axle	75-95	56-70
Sway Bar to Control Arm	45-70	33-52

28. Lubricate the control arm bushings using the grease fittings and reinstall the dust covers on the fittings.
29. Lower the car to the ground and remove the wheel chock.
30. Check the bolts for the correct torque after driving for a short time.