CHE Performance Products
Control Arm Installation Hardware

If you are installing new control arms you have basically 3 choices:

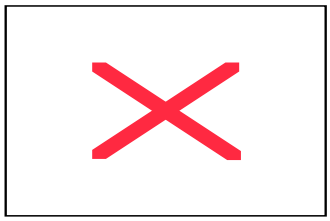
1) Reuse the stock hardware- We have seen rather new and very well taken care of Mustangs whose control arm bolts were so rusty that they were merely 75% of the original thickness. This is because the stock bushings sleeves are rolled from a flat piece of steel instead of solid tubing, so there is a gap where water can infiltrate causing rust and corrosion. Unless your vehicle is only a couple of years old, this is a bad idea. Unfortunately many companies expect you to do just this. Another point to be made is that the style of nut that Ford uses loses some of its effectiveness once it is removed, that is why all the service manuals direct you to use new hardware when performing any suspension repair.

2) Use replacement hardware- The problem with replacement hardware, and even the hardware that a few companies provide, is that they often rely on low cost and ineffective lock washers. The issue here is that the lock washers are not able to "bite" into the hardened alloy Grade 8 hardware and are effectively useless. Additionally, in the event that the nut does become loosened, there is nothing to keep it from coming completely off of the bolt. Kind of scary.

3) Do it right- Our hardware is of the highest quality, and OEM design. The nuts and bolts are highest grade alloy steel with original style flange heads which are considerably stronger and easier to install than bolts with separate flat washers. The real advantage here though is that the nuts employ deformed thread or constant torque locking like the originals. What this means is that the nut is slightly oval shaped, and requires sufficient torque to thread onto the fastener. Ford knew the consequences of a nut working loose on a suspension component, which is why they chose this style of hardware. Shouldn't you do the same?

What about the sway bar?

In order to install any aftermarket tubular control arm set, the sway bar mounting hardware needs to be altered. Because the sway bar is now being bolted on the outboard side instead of the stock inboard side, the J-clips need to be flipped around. Not a big deal-except that it doesn't really work very well. The swaybar mounting holes have a recess that allows the clip to sit flush, and when those clips are flipped around they do not, leaving a gap between the swaybar and the mount on the control arm. Furthermore, the factory clips use the same deformed threads as the control arm mounting bolts which lose their effectiveness when they are removed. Again, you can do it the cheap way, or you can do it the right way. Our installation hardware includes swaybar mounting hardware, and is OEM quality Grade 8 alloy steel with flange heads and deformed thread locknuts.



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