

Step 10. Install second control arm
Install the second control arm following the same procedure.

Step 11. Set pinion Angle
Please note that the control arms are already set at the factory length. If pinion angle adjustment is desired, please follow the included instructions for setting pinion angle.

Step 12. Inspect Installation
Fully inspect the installation ensuring that the suspension is free to travel and that all fasteners have been properly installed.

Step 13. Lower vehicle
Lower the vehicle and perform a road test.

Questions, Comments, Suggestions?
If you have any questions, comments, or suggestions regarding these instructions or product, whether they be good or bad, please do not hesitate to contact us immediately. Thank you, and enjoy your new CHE Performance Product.

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CHE PERFORMANCE PRODUCTS
INSTALLATION INSTRUCTIONS

2005-CURRENT MUSTANG SEVERE DUTY
REAR LOWER CONTROL ARM SET
PART # CHE1N

- Kit Contents:**
- 2ea. Rear Lower Control Arms
 - 1ea. Assembly Lube Vial
 - 1ea. Applicator Brush

WARNING!!: If you lack the necessary skill, tools, or equipment to safely complete this installation, have the component installed by a mechanic with the proper equipment and expertise.

Thoroughly read and understand these installation instructions before beginning the installation. If there is any doubt regarding the procedure, please contact CHE Performance prior to attempting installation

NOTE: Only remove one control arm at a time. Removing both control arms from the vehicle at the same time may cause damage to the vehicle and/or personal injury.

Step 1. Raise the Vehicle

1A. With the front wheels properly blocked, raise the rear end of the vehicle as high as safely possible. Place jack stands on a solid area under the frame of the car, not the rear end. Remove the wheels at this time.

1B. Tip: Place the jack stands slightly forward of the front control arm mounting bolt or on the mounting plate of the subframe connectors if you have them.

Step 2. Raise Rear Axle

Using a floor jack under the center section of the rear end, raise the rear axle of the vehicle until it is at ride height.

Step 3. Support Rear Axle

Place jack stands securely under the axle for support.

Step 4. Disconnect Parking Brake Cable

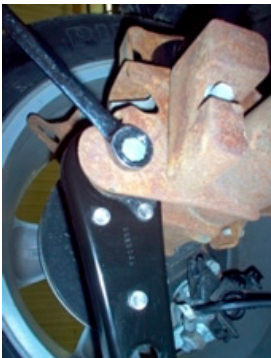


A. Making sure that the parking brake is not applied; disconnect the parking brake cable from the brake caliper by prying the pivot arm down and sliding the cable out of the pivot arm groove.



B. Remove the parking brake retainer clip that holds the cable in the caliper and slide the cable out through the control arm.

Step 5. Loosen Mounting Bolts



Working on one side of the vehicle at a time, loosen, but do not remove, the 2 control arm mounting bolts.

5a. Loosen rear mounting bolt



5b. Loosen front mounting bolt

Step 6. Remove Mounting Bolts



6a. Remove rear mounting bolt allowing the control arms to swing free of the axle mount.

6b. Remove the front mounting bolt and remove the factory control arm from the vehicle.

Step 7. Clean & inspect mounting points



Fully inspect all mounting points and remove any debris. On Poly/Delrin Bushing applications, apply a light coating of the supplied synthetic grease to all surfaces that will be in contact with the bushings. At this time, also coat the outside of the bushings themselves with the same supplied grease

7a. Clean, inspect, and Lube mounting points



7b. Lubricate Bushing Faces

Step 8. Install Control Arm



8a. Install the control arm so that the main tube of the control arm is offset to the outboard side when looking from the rear of the control arm, and the CHE decal right side up. Install the control arm in the axle mount with the nut toward the outside of the vehicle, but do not tighten at this time.



8b. Install the control arm in the chassis mount. Install the bolt with the nut toward the inside of the vehicle, but do not tighten at this time. Tip: If the axle has moved during removal, it may be necessary to align the bolt hole by *carefully* maneuvering the axle into position.

Step 9. Torque Fasteners

Torque the front and rear mounting bolts to 175Nm (129 lb-ft)



CHE PERFORMANCE PRODUCTS INSTALLATION INSTRUCTIONS

2005-CURRENT MUSTANG SEVERE DUTY REAR LOWER CONTROL ARM PINION ADJUSTMENT

A. Raise and Support Vehicle

In order to properly set the pinion angle, the vehicle must be at ride height with the weight of the vehicle supported on the wheels/axle. Automotive ramps under the front wheels and jack stands under the rear axle are recommended. The vehicle should also be as level as possible.

B. Measure Pinion Angle



The pinion angle is the difference in angle between the pinion gear in the axle housing and the driveshaft.

The pinion angle is determined by subtracting the angle of the pinion from horizontal from the angle of the driveshaft from horizontal.

Although there are a number of dedicated devices available for checking pinion angle, a simple angle finder available at most hardware stores will perform this task sufficiently.



The pinion gear angle can be measured from any surface that is either exactly parallel or exactly perpendicular to the pinion, such as the pinion flange or a bearing cap, or the bottom plate of the CHE Axle Brace.

The driveshaft angle is simply measured directly from the driveshaft.

Subtract the 2 angles to arrive at the pinion angle.



C. Adjust Pinion Angle

A pinion angle of 2-3 degrees down (with the pinion pointed downward) is recommended. For V8 cars with the 2-piece driveshaft, the measurements should be made from the rear section of the driveshaft.



Before adjusting the control arms, it is recommended that an indicator line is marked on the control arm to verify that both control arms are adjusted to equal lengths in order to ensure that the axle remains square to the body of the vehicle.



If it is necessary to adjust the pinion angle, first loosen the 2 jam nuts on each of the lower control arms. Note that the jam nut with the identification marks is a left hand thread.

Adjust the length of the control arm by turning the control arm in the proper direction until the desired pinion angle is achieved. It is highly recommended that both the driver and passenger side are rotated in equal turns to preserve suspension squareness. Shorten the control arm to move the pinion angle upward, lengthen the control arm to move the pinion angle downward.

After final adjustment has been made, tighten the 2 jam nuts on the upper control arm.



On rod end mounted control arms, it is important that the rod end is in proper alignment with the spacers or suspension damage may occur.

D. Lower Vehicle

If installation and pinion angle adjustment has been properly completed, lower the vehicle and perform a road test.