CHE PERFORMANCE PRODUCTS
INSTALLATION INSTRUCTIONS

ADJUSTABLE RIDE HEIGHT REAR LOWER CONTROL ARMS
CHE1G: 83-88 Thunderbird/Cougar

Kit Contents:

4ea M12x100 Flange Bolts
4ea 3/8x1-1/4 Flange Bolts
1ea. Assembly Lube Vial
4ea M12 Flange Locknuts
4ea 3/8 Flange Locknuts
1ea. Applicator Brush
Adjuster Rod

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

Warning: 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.

Adjustable Spring Perch Notes:

1. The adjusting stud is a fine thread with a pitch of 14 threads per inch. The adjusting effort is relatively low; however the perch adjuster must be rotated numerous times to affect the ride height (14 revolutions per inch of height). In order to save you a great deal of time, it is highly recommended that the perches be set to the approximate desired ride height before the control arms are installed.
2. With the spring perch in the fully lowered position and the jam nut on top of the spring perch, it is approximately 1/2” higher than stock ride height.
3. If the ride height is going to be raised at least 7/8”, it is recommended to place the jam nut on the bottom side of the spring perch so that access to it is simpler.
4. Spring perch isolators, such as Prothane part number 6-1701-BL are highly recommended during installation. If the bare coil spring is placed on the aluminum perch adjuster, galling can occur which will significantly increase the adjustment effort.
5. Only adjust the spring perch when the weight of the vehicle is off of the coil springs. Adjustment of the perch when the springs are fully loaded will be difficult and damage is likely to occur.
6. The threads come lubricated with Anti-Seize compound. However, if the ride height is changed in the future it will be necessary to ensure that the adjuster rod threads are clear of debris and freshly lubricated with Anti-seize to prevent damage to the aluminum perch threads.

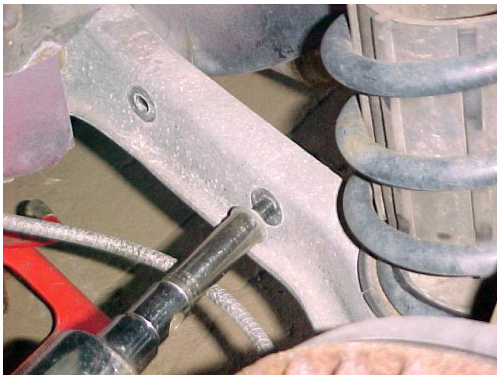
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Step 1. Raise the Vehicle

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. Remove Swaybar

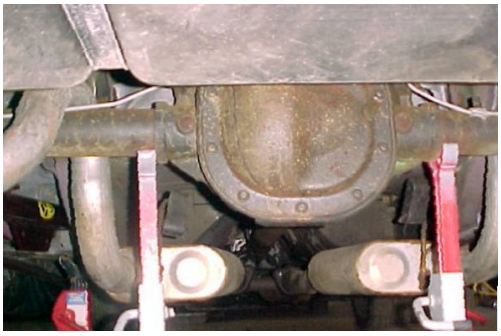


Remove sway bar- Remove the 4 bolts securing the sway bar using a 15mm wrench or socket. If so equipped, remove the ABS Sensor cable from the securing bracket that is mounted to the sway bar bolt. Leave the parking brake bracket on the cable.

Step 3. Raise Rear Axle

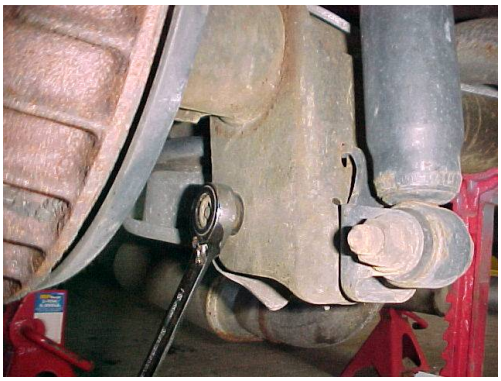
Using a floor jack under the center section of the rear end, raise the rear axle of the vehicle until it is at ride height.

Step 4. Support Rear Axle



Support rear end- Place jack stands securely under the axle for support; you will need the floor jack for removing the control arms.

Step 5. Loosen Bolts



Loosen mounting bolts- Loosen, but do not remove, the 2 control arm mounting nuts.

Tip: It may be necessary to move the mufflers to gain access to the forward mounting bolts. Simply loosen, but do not remove, the 4 bolts that hold the rear exhaust pipes to the H-pipe, and disconnect any hangers that hold the rear exhaust to the body of the vehicle (a little WD40 or equivalent will aid in sliding the hangers off). Let the exhaust hang over the rear end, total removal from the vehicle is not needed.



Step 6. Loosen Mounting Bolts



Working on one side of the vehicle at a time, Remove rear mounting bolt- Note: to ease installation, only do one side at a time. Placing the floor jack under the rear of the control arm, carefully raise the jack just until it is supporting the arm and the tension is removed from the bolt-do not apply so much pressure that the rear end is raised.

6b. Remove the rear mounting bolt.

Step 7. Remove Coil Spring



Remove the coil spring. Ensuring that the floor jack is securely positioned on the control arm, gently and slowly lower the control arm until the coil spring is free to be removed. Take note of the positioning of the lower pigtail of the spring so that it is installed in the same manner.

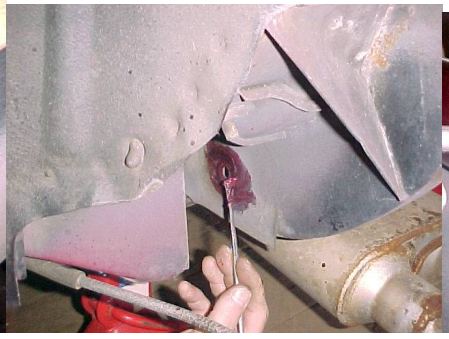
Step 8. Remove Front Mounting Bolt

Remove the forward mounting bolt and remove the stock control arm from the vehicle.

Step 9. Clean & inspect mounting points

Clean & inspect mounting points- Fully inspect all mounting points and remove any debris. 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.







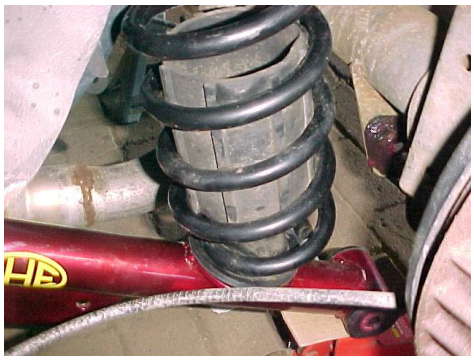
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Step 10. Install Control Arm



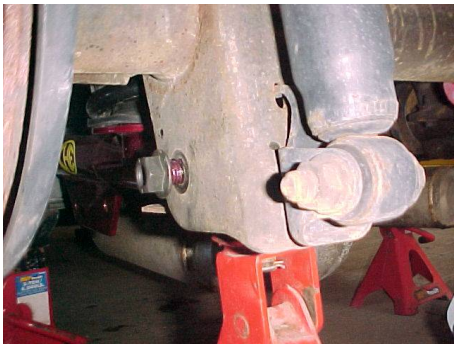
With the spring perch towards the rear of the car and the sway bar mount toward the front, install the control arm in the forward mount. Install the bolt with the nut toward the outside of the vehicle, but do not tighten at this time.

Step 11. Install Coil Spring



Place the floor jack under the rear of the control arm (properly pad the jack saddle to prevent marring the finish), and install the spring isolators and the coil spring on the spring perch ensuring that the spring is properly aligned.
11B. Insure that upper perch is aligned
11C. Tip: A small piece of cardboard on the jack saddle will help protect the new Arm from scratches

Step 12. Install Rear Control Arm Bolt



Install rear mounting bolt- Carefully raise the jack until the rear mount is aligned, and install the rear mounting bolt with the nut toward the outside of the vehicle. If the rear end has moved at any time during the installation, it will be necessary to maneuver it back into position.

Step 13. Torque Fasteners

At this time; tighten both mounting bolts to 70-80 lb-ft.

Step 14. Install 2nd Control Arm

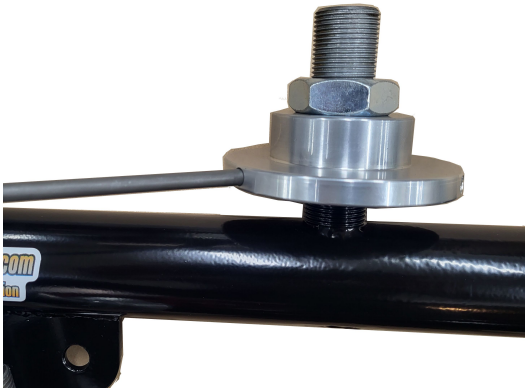
Install the second control arm following the same procedure.

Step 15. Install Swaybar



Remove and discard the factory J-clips from the sway bar. Install the new mounting bolts with the nuts toward the outside of the vehicle, remembering to re-install the parking brake/ABS sensor bracket if present. It may be necessary to trim a small amount from the mounting tab of the parking brake bracket to insure a good fit. Torque bolts to 29-37 lb-ft.

Step 16. Adjust Ride Height



Using the supplied spanner rod, adjust the spring perch until the desired ride height is achieved. Once finalized, tighten the jam nut to lock the spring perch in place. Make sure the notes given on page one of these instructions are followed to ensure proper adjustments are made.

Step 17. Inspect Installation

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

Step 18. 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, please do not hesitate to contact us immediately. Thank you, and enjoy your new CHE Performance Product.

Technical Support/Contact Information

e-mail:info@cheperformance.com

Website: www.cheperformance.com

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