**ASSEMBLY INSTRUCTIONS**

_QA1 MUSTANG PRO COMP ARMS P/N MU1TCA, MU2TCA, MU3TCA_

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

**DISCLAIMER / WARRANTY**

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER OR INCORRECT INSTALLATION OR MAINTENANCE, NOR WHEN THE PRODUCT HAS BEEN REPAIRED OR ALTERED IN ANY WAY. QA1’S LIABILITY IN THE CASE OF DEFECTIVE PRODUCTS SUBJECT TO THE FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1’S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT’S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!
REMOVAL:

1. Before starting the installation of your QA1 Motorsports Pro Comp control arms read the instructions carefully and thoroughly. A good chassis manual, available at your local parts store, may aid in your installation. Check to make sure you have all of the parts and tools needed to complete this installation.
2. Jack up the car so that jack stands can be placed under the frame. Let the jack down do that the frame sets securely on the stands.
3. Remove the wheels and then unbolt the calipers. Then tie them up and move them out of your way (do not let the caliper hang from the brake line. This can cause damage to the brake line). For vehicles equipped with ABS, refer to your Ford manual for safe removal.
4. Remove the sway bar end links and the sway bar from the vehicle.
5. Use the floor jack to support one of the A-arm assemblies. Jack the A-arm up just enough to take the load off of the strut and spindle. Remove the cotter pin that is ins the castle nut on the ball joint. Loosen the castle nut enough to separate the ball joint. Once the ball joint has been loosened from the spindle the castle nut. Loosen and remove the two bolts that retain the strut and spindle. Slowly, CAREFULLY, let the A-arm assembly down until the spring is free and can be removed.
6. Repeat this procedure for the other side.
7. Loosen and remove the two bolts and nuts holding each A-arm into the K-member. (Do not discard; you will reuse these bolts and nuts.)
8. Inspect the bolts for any defects or wear. Replace if needed.

INSTALLATION INSTRUCTIONS:

1. Lubricate the threads on the rod ends and thread into the control arms. Leave approximately 4 threads showing behind the jam nut.
2. Identify the right and left side control arms using the diagram above. The tube with the short end after the bend goes to the rear of the car.
3. For STOCK wheel base and caster settings, position spacers provided as shown in the diagram above.

   *Note: The spacers are designed to fit tightly and it may be necessary to pry the tabs slightly.*

4. To extend wheel base or add caster, simply move one or both ½” spacers to the rear of the rod ends. For fine adjustments, turn the front rod end in or out one turn and the rear rod end one turn in the opposite direction. This adjustment will move the ball joint approximately 1/8” forward or rearward without affecting the track width.
5. Tighten all grease fittings and grease the ball joints. Take your car to a reputable shop for a quality front end alignment.

   *Note: To further upgrade your suspension, use other QA1 suspension products such as coil overs, shocks, struts, springs, torque arms, panhard rods, subframe connectors, strut tower braces, rod ends, spherical bearings, etc. For more information, go to our website at WWW.QA1.NET*