



Adjustable Lower Control Arms Part# C8009 (Street and Strip version)

To aid in the installation of our rear suspension products, mark the rear shock absorbers (with a marker) just below the protective skirt. This will be used as a reference later.

Place the transmission in neutral and hoist the vehicle into position. While the vehicle is in the Air support the weight of the rear axle, raising it to the marks made on the shock tubes.

Poly bushings must be inserted into the Control Arm Ends. Using the lubricant supplied in this kit, lubricate the internal bushing surfaces of the Poly Bushings and install the steel, Bushing Sleeves.

1. Using a small screwdriver unhook the brake cable where it attaches on the brake caliper. Slide the brake cable out of the control arm. (remove one control arm at a time so the axle does not pivot out of position).
2. Remove the control arm.
3. Lube the bushing mating surfaces of the control arm.
4. The factory control arm length should be duplicated. To accomplish this place your new control arm on top of the factory one. Place the bolts in the Rod End and bushed end of the control arm. Adjust the Rod End in or out, until both bolts drop through the Moroso control arm and into the holes of the Factory control arm.
Final adjustments can be made by turning the Rod End in or out. Tighten the Jam Nut to 59 Lb-Ft. (Ford Motor Company Workshop Manual)
5. With the Rod End forward and the Grease Fitting pointing down, install the Control Arm using the factory bolts. Tighten to 129 Lb-Ft.

NOTE: The Driver's side rear control arm is labeled "driver's side" the label faces down when the control arm is installed and can removed after installation. See Fig 1.

If no custom pinion angle is desired, proceed with re-installation of brake cables etc.

For custom pinion angle proceed to "Adjust Pinion Angle" below otherwise proceed to step 7

6. Repeat steps 1-5 for the control arm installation of the second control arm.
8. Re-install the brake cables. **NOTE: to aid in re-assembly a pry bar can be used to rotate the brake lever while re-inserting the cable end into the slot.**

Note: after installation the brake cable should rest just above the Control Arm

For Technical Assistance, call Competition Engineering's Tech Line at
(203) 458-0542, (203) 458 0546 8:30am-5:00pm Eastern Time

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9. Grease each fitting (any good quality chassis grease may be used. Grease again at 500 miles and with every oil change.
10. Reinstall the wheels lower the vehicle and road test.

Adjusting Pinion Angle

Note: When changing from a stock pinion angle to custom, the wheel base of the car will also change.

Note: When changing pinion angle use Competition Engineering Part number C8020 to aid in ease of adjustability.

1. Make sure the rear end is loaded and at ride height.
2. Place an angle finder on the rear portion of the drive shaft and record angle.
Now place an angle finder on the pinion yoke and record angle.
3. Subtracting one angle from the other results in you pinion angle.(Example: -2 Rear end angle subtracted from 0 drive shaft angle = -2 degrees)
4. Adjust the control arm to achieve the desired angle.
Note as a starting point, most cars need a 1-3 degree negative setting.
5. Once pinion angle has been set, tighten all bolts to 129 lb-ft and tighten Jam Nut.
We recommend using a quality thread lock to prevent the jam nuts from loosening

