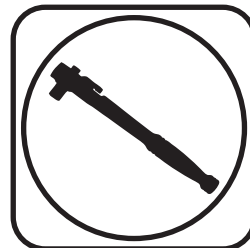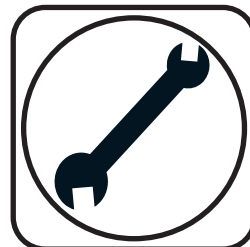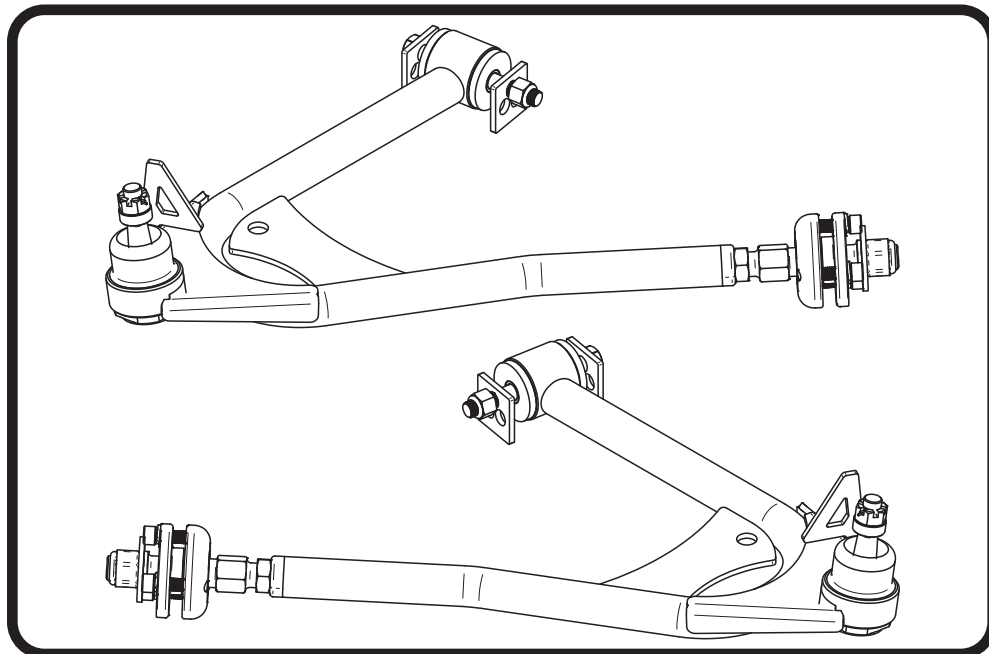# ridetech

Part # 12102899

1967-1970 Mustang/Cougar Front Lower StrongArms

Recommended Tools

1967-1970 Mustang/Cougar Lower StrongArms

Installation Instructions

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THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH RIDETECH COILOVERS/SHOCKWAVES AND RIDETECH UPPER STRONGARMS.

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REV1 6/27/22

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Upper Control Arm Components .....In the box

| Item #	Part Number	Description	QTY
1	90000110	Lower Control Arm - Driver - (Shown)	1
1	90000111	Lower Control Arm- Passenger	1
2	90000895 kit	Ball Joint Kit - Moog # K772	2
3	90001086	Bushing Half	4
4	90000108	Inner Bushing Sleeve	2
5	90000732	Bearing Stud - set to 2 15/16"	2
6	99752004	3/4"-16 Jam Nut	2
7	90000734	Pivot Bearing Housing	2
8	90001045	Pivot Bearing	2
9	90000109	Pivot Bearing Retaining Plate	2
10	90000733	Aluminum Pivot Bearing Spacer	2
11	90002283	Ball Joint Castle Nut Spacer	2
12	90000112	Eccentric Eliminator	4
13	99752001	3/4"-16 Lock Nut	2
14	99753002	3/4"x 2" Flat Washer	2
15	99501034	½"-13 x 4 ½" Gr.8 Bolt	2
16	99503014	1/2" SAE Flat Washer	8
17	99502009	1/2"-13 Nylok Nut	2
18	99371019	3/8"-16 x 1 1/2" SHCS	6
19	99373006	3/8" Split Lock Washer	6
	99250001	Grease Zerk	2
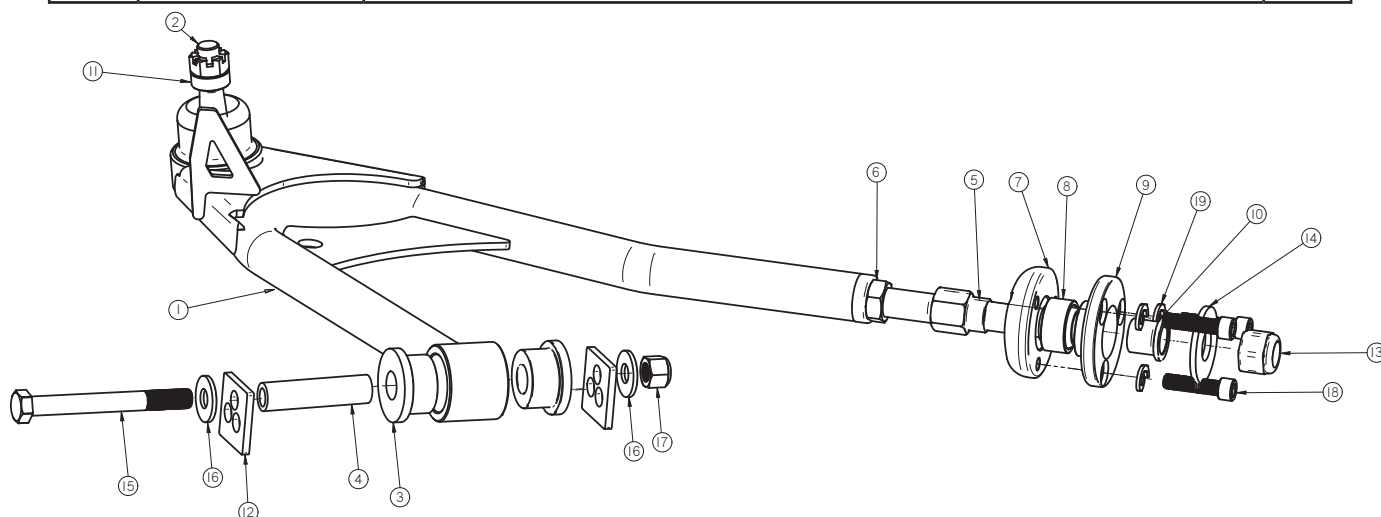
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Getting Started………

Congratulations on your purchase of the Ridetech Mustang StrongArms. These StrongArms have been designed to give your Mustang excellent handling along with a lifetime of enjoyment. Some of the key features of the StrongArms: Ball Joint angles have been optimized for the lowered ride height. The Geometry has been optimized for excellent handling, and drive ability. The control arm is a 1-piece control arm to eliminate the strut rod and bushing.

Note: These control arms are designed for use with the Ridetech ShockWaves or CoilOvers. **The factory shocks and springs will not fit these arms.**

Installation

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.

2. Remove the lower control arms, and the strut rods.
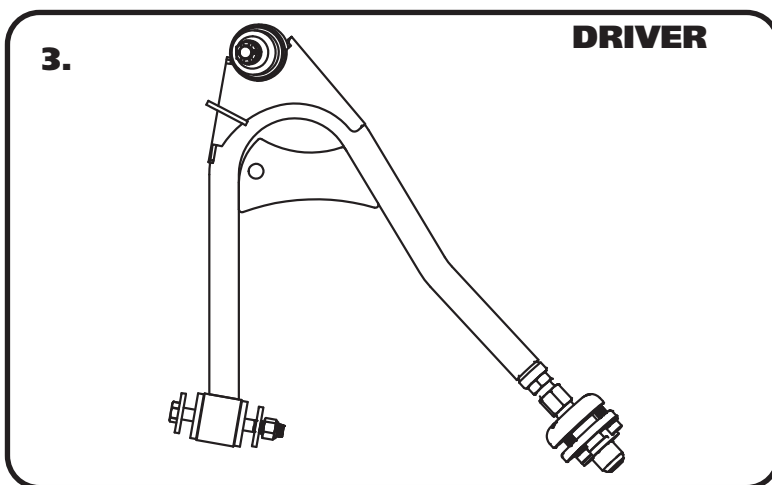
3. The control arms are marked "D" for Driver and "P" for Passenger. The ball joint pin points down and the sway bar mount is on the front side of the arm.

4. Be sure to remove the outer bushing sleeve from the strut rod frame mount.

Note: Remove any excess undercoating or rust.
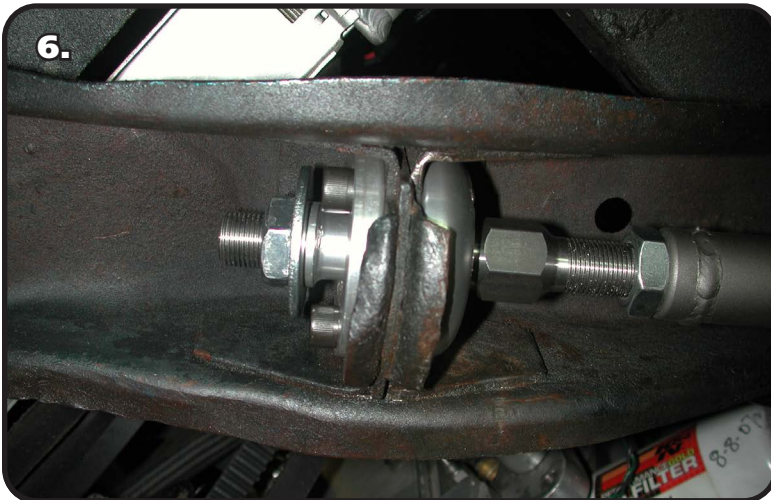
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Control Arm Installation

5. Using the bearing retainer as a template; drill three 3/8″ holes in the frame to secure the assembly. Use three 3/8″ x 1 ¼″ SHCS and lock washers to secure the assembly. Torque to 30 ft-lbs.

Note: The hole in the frame may need to be buffed to allow bearing retainer plate to slide in.

6. Slide the stud through the bearing, then slide the aluminum spacer over the stud with the larger end toward the front of the car. Secure the assembly with a ¾″ Nylok Nut and flat washer. Use **Images 6 & 7** as a guide.
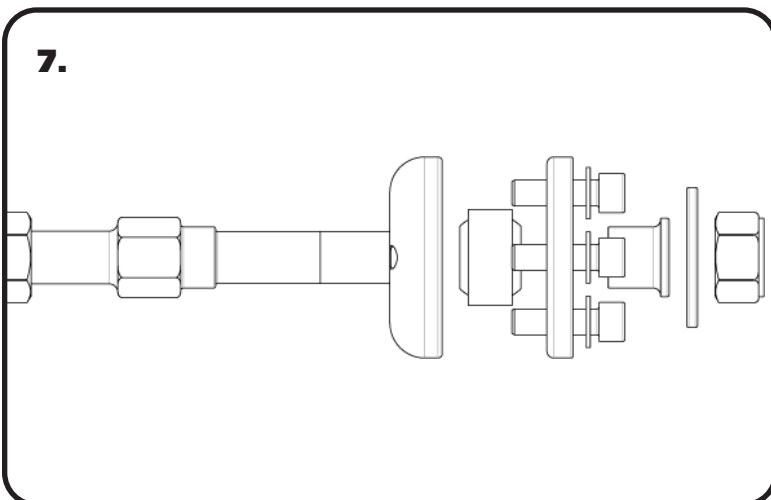
7. The front leg of the lower arm will attach to the frame in place of the strut rod. Refer to **Diagram 7** for assembly order. Torque the 3/4″-16 nut to 130 ft-lbs.

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Control Arm Installation

8. Eccentric eliminator plates are included, one must be installed on each side of the frame. Start out with it in the center, make sure both plates are in the same position. Attach the other end of the lower control arm to the factory frame mount using a ½" x 4 ½" bolt and Hex nut. Torque to 50 ft-lbs. Install the grease zerk in the control arm sleeve.
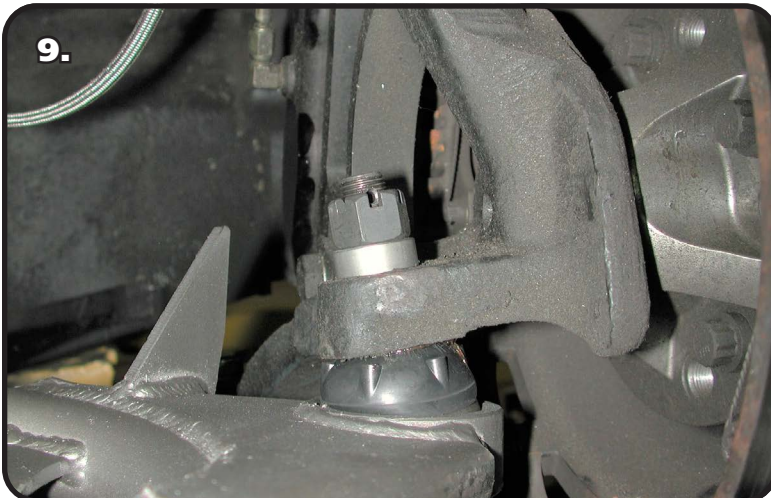
9. Slide the ball joint boot over the ball joint, then place the spindle over the ball joint stud. A ball joint spacer will be necessary to align the castle nut with the cotter pin hole. Grease ball joint. Attach the spindle to the control arms.

Torque Specs:
Lower Ball joint - 70 ft-lbs and tighten to line up cotter pin.

Install the cotter pin after tightening the ball joint nut.

10. Lubricate control arm bushing with Lithium grease.

Suggested Alignment Specs:
Camber: Street: -.5 degrees
Caster: Street: +3.0 to + 5.0 degrees
Toe: Street: 1/16" to 1/8" toe in

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