



Installation Instructions

94-04 SN95 Control Arm Rod End Style PN
200010



Congratulations on your purchase of AFCO Mustang Control Arms . We believe that you will agree that this system is second to none in quality, performance, and ease of installation. **Please read and understand each of the steps involved with the installation of your new control arms prior to getting started.**

The AFCO team takes pride in providing the utmost in quality and performance. Should you have a concern about the product you receive, please call 1-800-632-2320 and press 2 for AFCO customer service.

Special Notes Before You Get Started

NOTE: This product is intended for racing and off-road applications.

AFCO highly recommends hiring a professional installer, one that is familiar with the installation of aftermarket performance products.

AFCO products are not covered under any warranty, either expressed or implied.

AFCO is not responsible for any product that has been improperly installed, crashed, welded to, or modified in any way. AFCO does not cover damage to any related components. Neither the seller nor AFCO will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine the proper use or application of this product.

Parts List

1. Assembled Control Arms (Qty. 2)
2. 1/16" Washers (Qty. 8)
3. 1/8" Washers (Qty. 12)
4. Spacers (Qty. 26)
5. Installation Instructions (Qty. 1)

Required Accessories

1. Hardware kit..... AFCO PN 200017 (Qty. 1)
2. Coil over kit (79-04 Mustang)AFCO PN 29022 (Qty. 2)
3. Struts (79-04 Mustang).....AFCO PN 30022 (Qty. 2)
4. Caster Camber plate AFCO (94-04 PN 40024) (Qty. 1)

Tool List

22mm wrench	Needle nose pliers
24 mm wrench	Pickle fork
11/16" deep well socket	Small standard screwdriver
3/4" deep well socket	Jack stands
15/16" deep well socket	Service manual
24 mm deep well socket	Spring compressor
	Grease gun

1. Secure the front of vehicle on jack stands. Reference the factory service manual for proper jack stand support locations.
2. Remove the wheel and tire, then disconnect the sway bar link from the control arm. Next, disconnect the tie rod end from the spindle.
3. Removal of factory springs should only be performed by an experienced professional! (Reference service manual)* After the spring is removed, remove the factory control arm and spindle assembly by unbolting the main two strut bolts attaching the strut to the spindle (Fig. 1).
4. Remove the spindle from the factory control arm using a pickle fork. NOTE: In some cases it may be necessary to remove the brake rotor and caliper in order to remove the spindle from the control arm.



Fig. 1

Head of 5 1/2" bolt

Head of 5" bolt



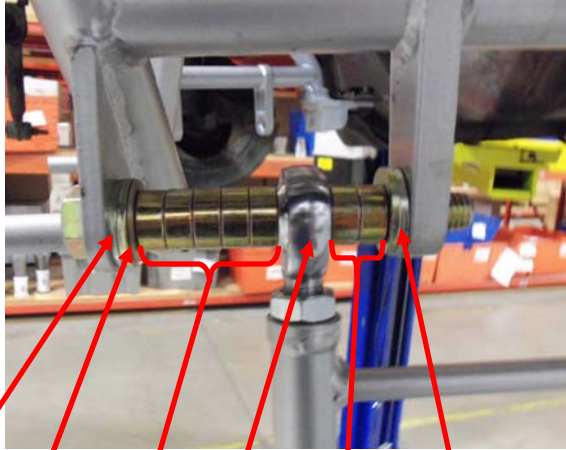
Fig. 2

5. If installing the AFCO control arm onto the AFCO Tubular K-member, use a 5/8-11 x 5" bolt in the rear mounting position and the longer 5/8-11 x 5 1/2" bolt in the front mounting position (bolts from the 200017 bolt kit) (Fig. 2). The front and rear bolts should be installed with the nut at the rear of the car and the bolt head at the front of the car. This will prevent interference with the steering rack (Fig. 2). If installing the AFCO control arms onto a factory k-member, four grade 8 5/8-11 x 5" bolts and nylock nuts will need to be purchased in order to install the control arms. **DO NOT USE THE FACTORY BOLTS WHEN INSTALLING the CONTROL ARMS!**

6. For spacer installation of the AFCO control arms onto the AFCO Tubular K-Member, see Figs. 3 and 4. If installing onto the stock K-Member, see Figs. 5 and 6. Due to varying tolerances, the use of or removal of a 1/16" washer may be necessary in order to fit the arm. Torque the bolts to 159 ft-lbs.

Fig. 3 Front Control Arm Mount on AFCO Tubular K-Member

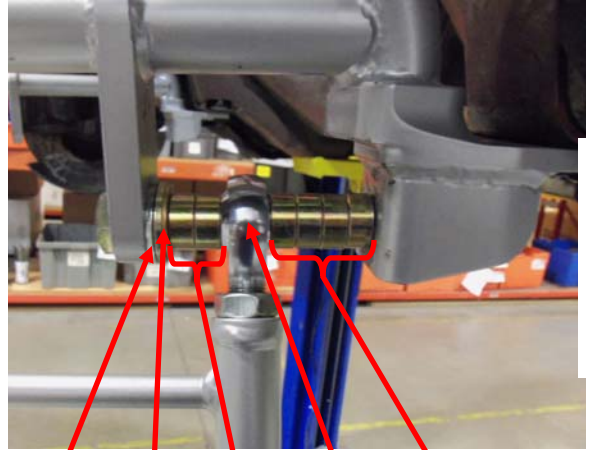
Front of Vehicle



- 2 ea 1/8" Washer
- 1 ea 1/16" Washer
- 5 ea Rod End Spacer
- 1 ea Rod End
- 2 ea Rod End Spacer
- 2 ea 1/8" Washer

Fig. 4 Rear Control Arm Mount on AFCO Tubular K-Member

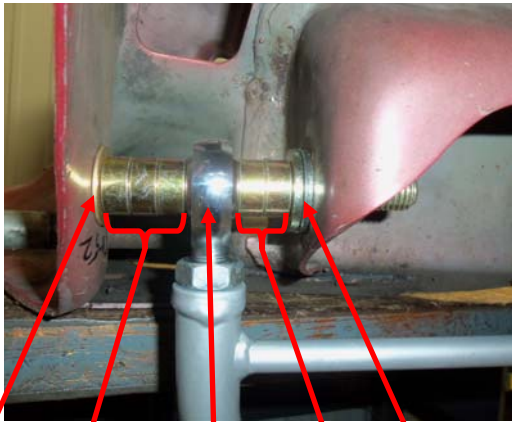
Rear of Vehicle



- 2 ea 1/8" Washer
- 1 ea 1/16" Washer
- 2 ea Rod End Spacer
- 1 ea Rod End
- 4 ea Rod End Spacer

Fig. 5 Front Control Arm Mount on Stock K-Member

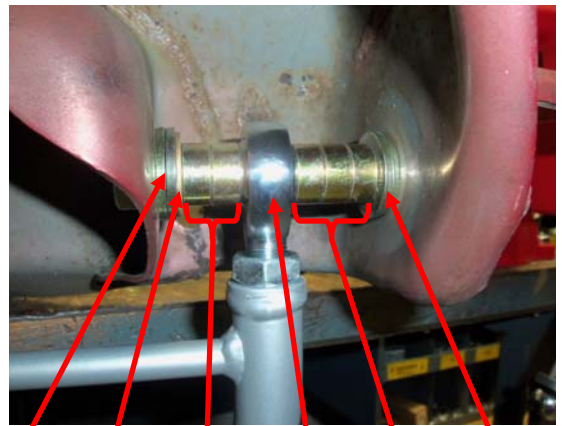
Front of Vehicle



- 1 ea 1/16" Washer
- 3 ea Rod End Spacer
- 1 ea Rod End
- 2 ea Rod End Spacer
- 2 ea 1/8" Washer

Fig. 6 Rear Control Arm Mount on Stock K-Member

Rear of Vehicle



- 2 ea 1/8" Washer
- 1 ea 1/16" Washer
- 2 ea Rod End Spacer
- 1 ea Rod End
- 3 ea Rod End Spacer
- 2 ea 1/8" Washer

7. Install the spindle onto the ball joint, and torque the nut. Next, install the cotter pin (Fig. 7).*
8. Install the two main strut bolts and torque to the manufacturer's specs. (Fig. 8).*

* Reference service manual



Fig. 7



Fig. 8

9. Re-install the tie rod end into the spindle and torque the nut to manufacturer's spec. (Fig. 9).* Install the cotter pin after the nut is properly torqued.

10. Install the sway bar link into the control arm and torque to manufacturer's spec. (Fig. 9).*

11. If it was necessary to remove the brake rotor and caliper earlier, they should be reinstalled at this time.*

12. Install the grease zerk into the ball joint. Grease the ball joint before installing the tire and wheel (Fig. 10).

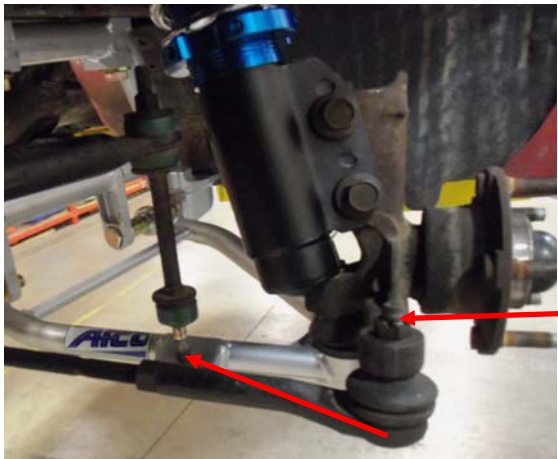


Fig. 9



Fig. 10

* Reference service manual

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13. Reinstall the tire and wheel.
14. Repeat steps 2-14 on the opposite side of the car.
15. After both arms have been installed, you should check for proper clearance with the tire, control arm, suspension components, and steering components before driving the vehicle. This should be done while the car is on jack stands and also on the ground in order to check all components during full suspension travel.
16. It is recommended to have a front end alignment performed after installing the control arms.

Service Information

Ball joint.....AFCO PN 20040
5/8" Rod End.....AFCO PN 10434
5/8" Jam Nut.....AFCO PN 10142



The rod end should be set at 1.15" from the nut to the center of the rod end if replaced.