



## **Installation Instructions**

### **Adjustable Upper Control Arm**

### **Metco Motorsports PN MUC2005**

### **2005 & Newer Ford Mustang**

**Note 1:** The Metco Motorsports upper control arm is assembled to approximate the length of the OEM upper link. The adjustment procedure is described below.

**Note 2:** We suggest the installation of our heavy duty mounting bracket when installing this control arm (PN MUB2005 or MUB2011). Please contact Metco Motorsports (or your dealer) for details.

- The lower section of the rear seat must be removed. Push the lower cushion towards the rear of the car and lift to raise the cushion.
- Loosen (but do not remove) the 18mm hex bolt under the seat cushion. Loosen the bolt approximately four turns.
- Lift and support the vehicle with the rear axle assembly hanging free.
- (To improve access to the upper control arm, we loosened and lowered the passenger side tailpipe. The tailpipe was not removed.)
- Support the rear axle under the centersection using a hydraulic jack or similar support.
- Remove the 21mm nuts from the 18mm bolts at the front and rear of the original upper control arm.
- Remove the two 18mm hex head bolts from the upper control arm bracket.
- Slightly raising or lowering the pinion yoke will allow the upper bracket to drop slightly. Remove the bolt from the axle end of the upper control arm.
- Lift the upper control arm from the axle mount and swing the control arm to the passenger side enough to remove the front control arm bolt.
- The replacement Metco Motorsports control arm is installed in the reverse order. The rubber snubber on the Metco arm faces down.
- Tighten all bolts securely while the vehicle's weight is on the suspension, which is necessary to avoid creating a pre-load condition. Use caution and be certain that the vehicle is safely supported.
- To adjust the length of the Metco upper control arm: Loosen the jam nut with a large open end wrench, and turn the adjuster using a 3/4" open end wrench to the desired length. Tighten the jam nut securely.
- Lubricate the bushing using a high-quality chassis lube. Use caution to avoid over-lubrication, which can hydraulic (deform) the bushing.