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**MOD LOWER CONTROL ARM AND  
STRUT ROD ASSEMBLY**

**1964 - 1973 FORD MUSTANG**

# INSTALLATION INSTRUCTIONS

## BEFORE STARTING

Read all installation instructions to their fullest before beginning the installation of your product. Always make sure to wear the appropriate safety equipment when working on your vehicle and that the car is safely placed on jack stands. If any questions arise before/during/after you install the product please call MMI at 925-443-6300 or email us at [maier@mikemaierinc.com](mailto:maier@mikemaierinc.com).

**NOTE: All work should be performed by a qualified technician.**

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## INCLUDED IN THIS KIT



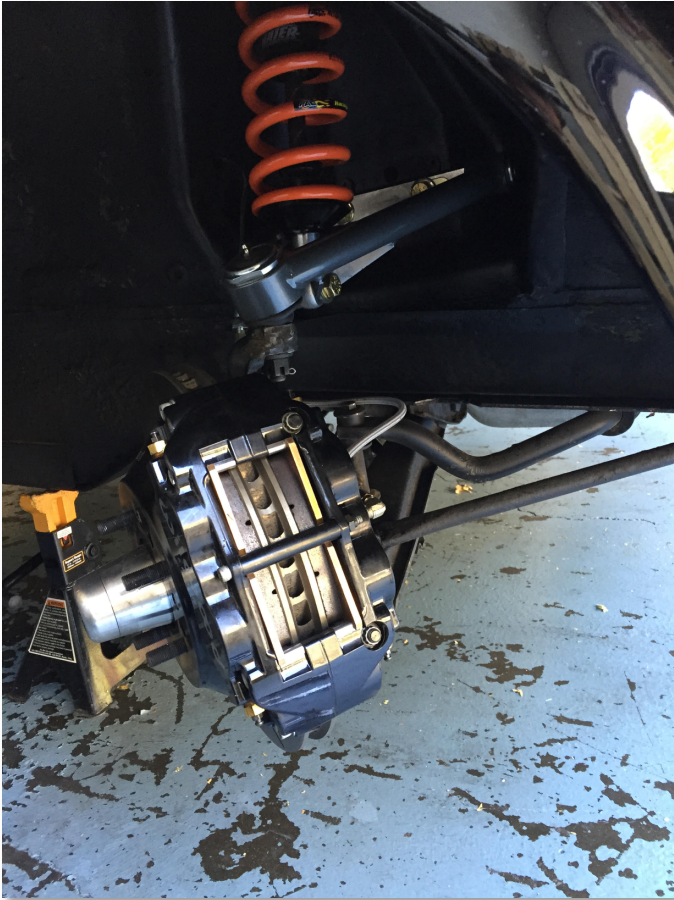
| ITEM NO. | DESCRIPTION                            | QTY. |
|----------|--|------|
| 1        | MOD Lower Control Arm                  | 2    |
| 2        | MOD Strut Rod Assembly w/ Billet Mount | 2    |

## TOOLS

- Standard socket set
- Torque wrench

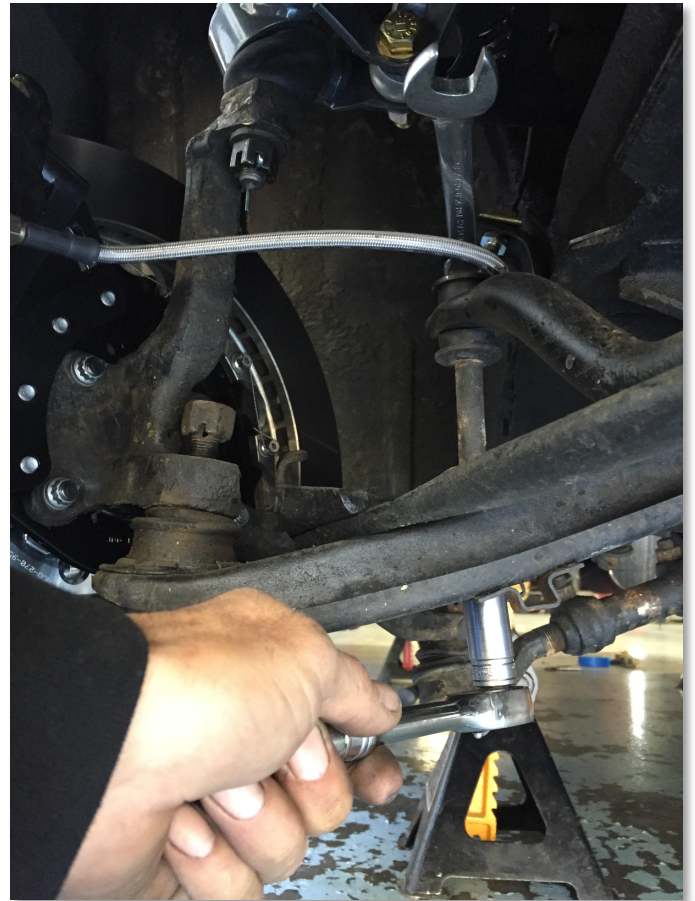
## A. SETUP

1. Safely jack up your vehicle and place jack stands under the jack points. As an extra precaution, remove the wheels and place them under the car where you will not be working.
2. Point the wheel towards the side you are working on to provide more clearance for the installation.



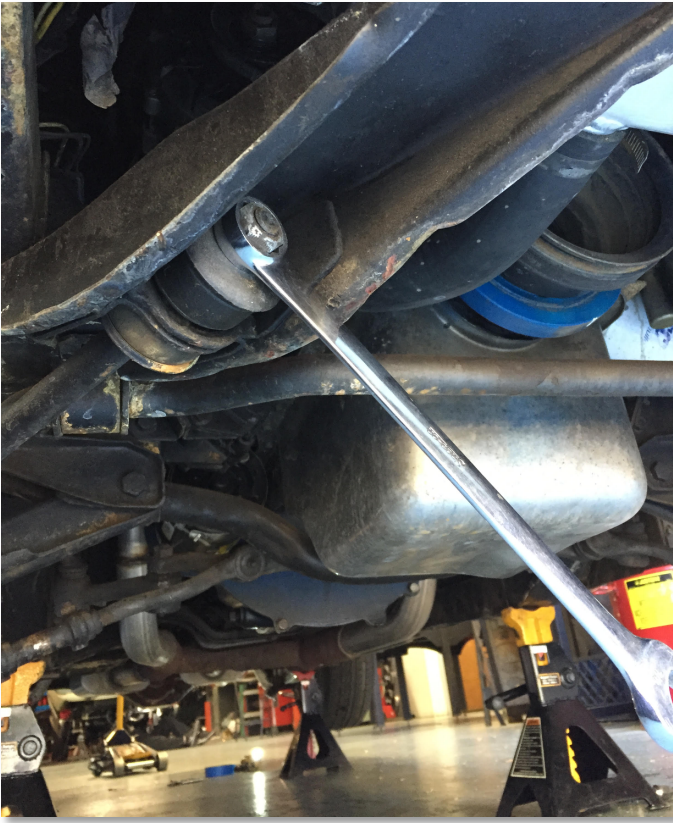
## B. REMOVE STOCK STRUT ROD

1. Unbolt the strut rod from the stock lower control arm



*Figure B.1 – Here the hardware is being removed that connects the sway bar and strut rod to the stock lower control arm*

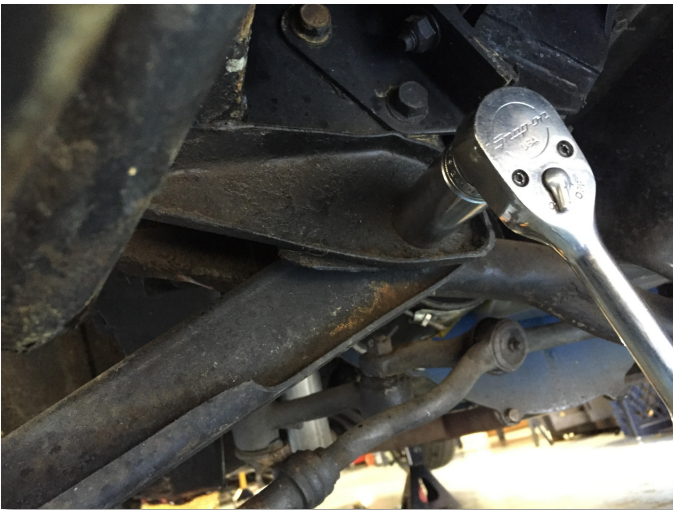
2. Disconnect the strut rod from the chassis



*Figure B.2 – Showing the stock strut rod being unbolted from the chassis*

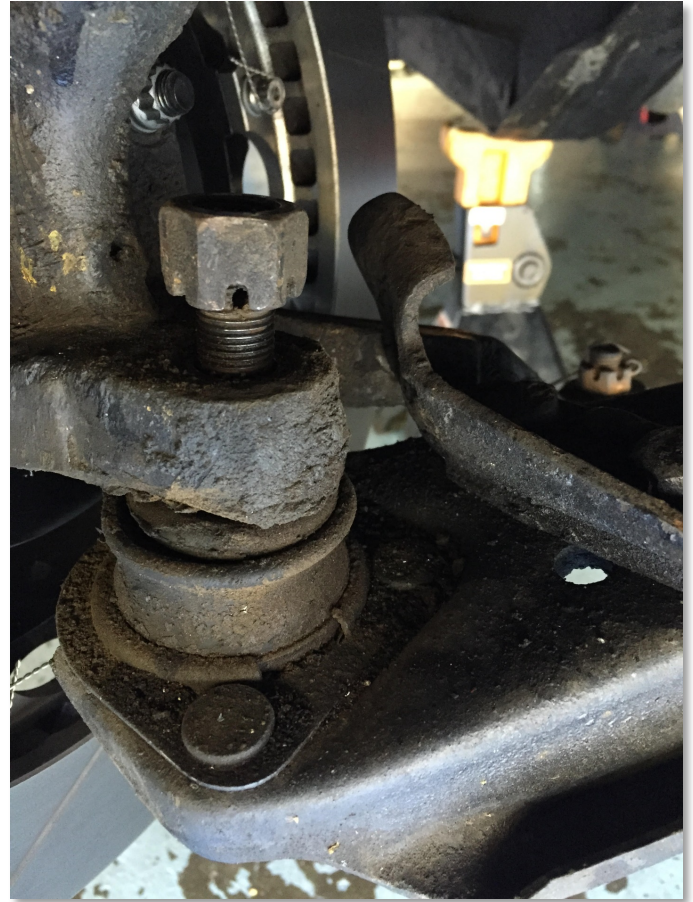
### C. REMOVE STOCK LOWER CONTROL ARM

1. Start by removing the hardware connecting the lower control arm to the chassis, you may need to remove the cross member to slide the bolt out.



*Figure C.1 – Unbolting the control arm from the chassis*

2. Now move on to the ball joint connecting the lower control arm to the spindle. Remove the cotter pin and castle nut, then flip the castle nut over and screw it on to protect the threads in the next step.



*Figure C.2 – This view shows the castle nut flipped over on the ball joint. This is done to ensure the threads do not get damaged when disconnecting the ball joint.*

3. Hit the castle nut with a hammer to knock the bolt loose from the spindle.

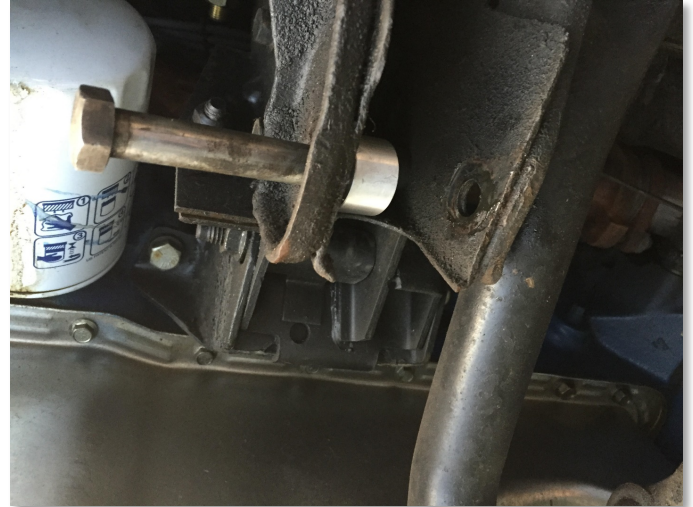


*Figure C.3 – We have just knocked the bolt loose from the spindle. You can see the lower control arm has dropped free. The installed castle nut also prevents it from falling on the floor.*

4. Now unscrew the castle nut and remove the old lower control arm

#### D. INSTALL MOD LOWER CONTROL ARM

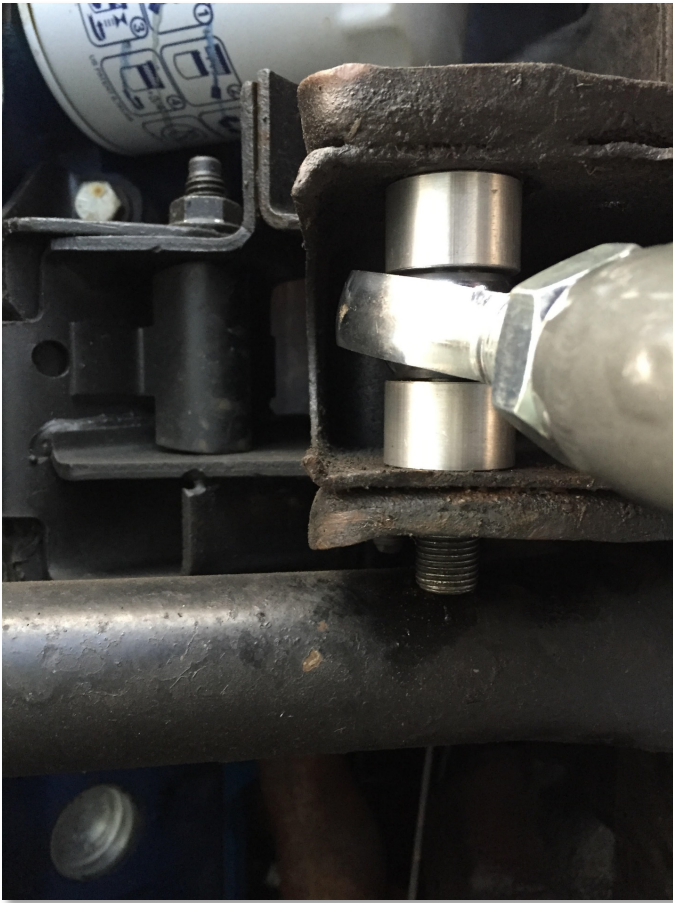
1. Bolt the MOD lower control arm to the chassis, be sure to pay attention to the following figures which show the installation of the aluminum spacers which center the rod end.



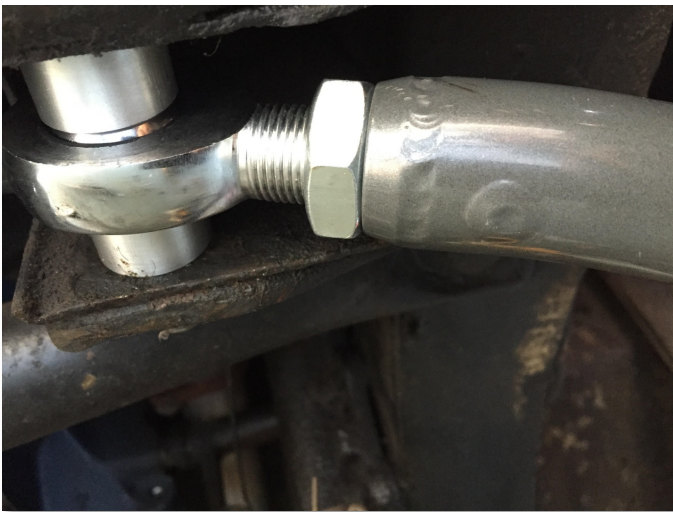
*Figure D.1.1*



*Figure D.1.2*

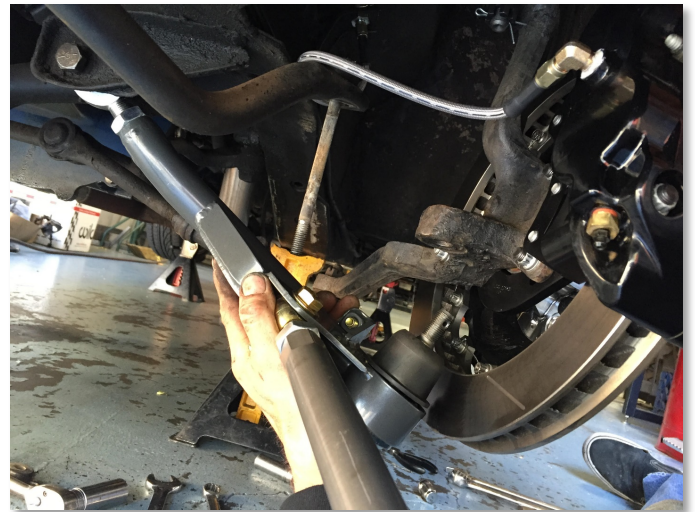


*Figure D.1.3*



*Figure D.1.4 – A view of the lower control arm bolted to the chassis, sandwiched between the aluminum spacers within the bracket.*

2. The next step is to connect the control arm to the spindle.



*Figure D.2.1 – Slide the ball joint into the spindle*



*Figure D.2.2 Install the castle nut, and torque to spec*



*Figure D.2.3 – Complete this step by installing a new cotter pin.*

## E. INSTALL MOD STRUT ROD

1. Now connect the strut rod to the chassis.



*Figure E.1 – A view of the strut rod fitted to the mounting point on the chassis.*

2. Now that the strut rod is fitted to the chassis, apply some blue Loctite to the bolt used for this connection. Install the hardware as shown in the following figures.



Figure 2.1.1



Figure 2.1.2

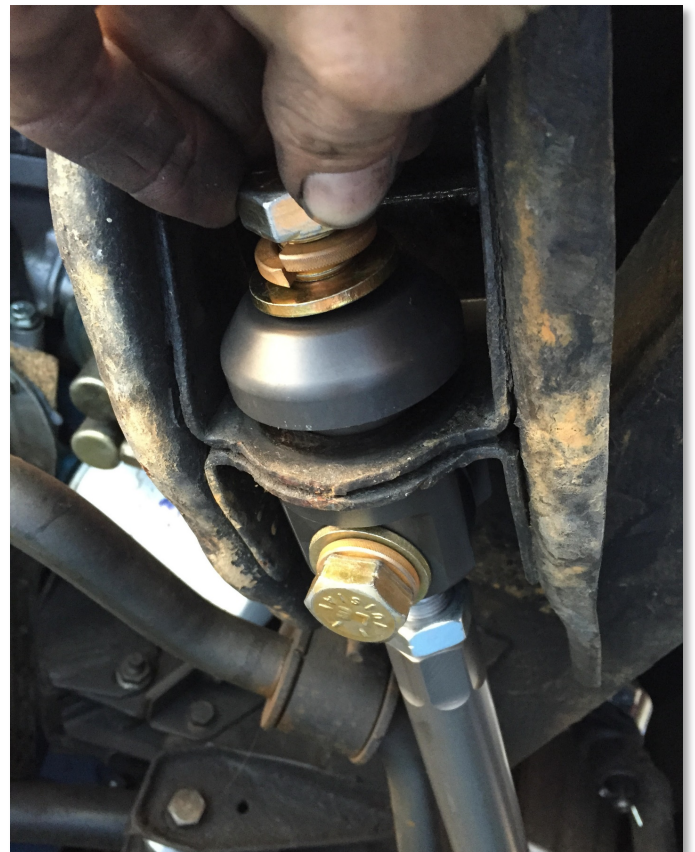


Figure 2.1.3



Figure 2.1.4 – A view of the completed connection

3. Now apply a few pumps of grease to the new ball joint.



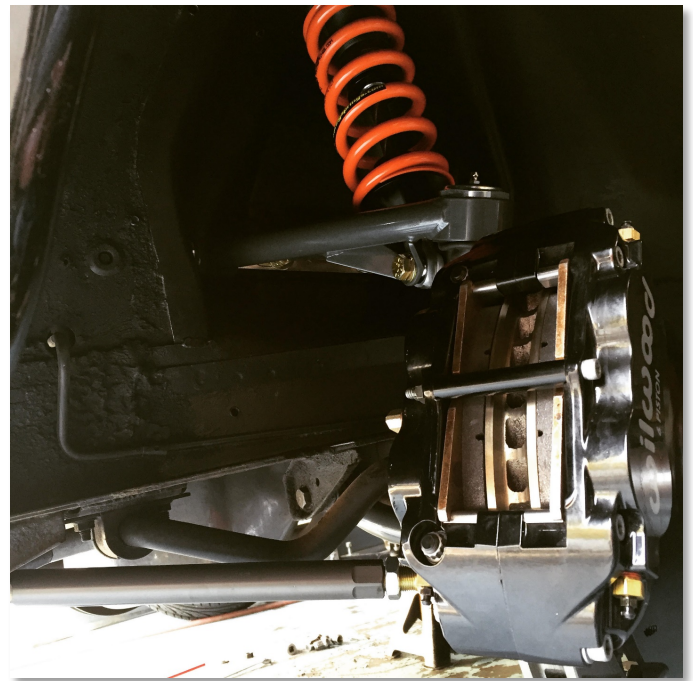
*Figure 2.1.5*

## F. COMPLETE THE INSTALLATION

This completes the installation of one side of the MOD lower control arm and strut rod assembly, now repeat the above steps on the other side.

Before driving the car, be sure to:

- Double check that all hardware connections have been torqued to spec
- Cotter pins have been installed in the castle nuts
- Ball Joints have been greased.



*Figure F.1 – A view of the completed installation.*

## G. ALIGNMENT

Lastly, take the car to an alignment shop and enjoy your new components.