



# MOD LOWER CONTROL ARM & STRUT ROD

1964-1973 MUSTANG

**MIKE MAIER** INC.

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# THANK YOU FROM TEAM MMI

Thank you for purchasing MMI's  
MOD Lower Control Arms &  
Strut Rods

Our MOD Lower Control Arm and Strut Rod Assemblies are designed to replace the flimsy originals while improving overall strength, reducing weight, and improving handling. They're also designed to give you improved tunability, offering you the chance to dial in your caster, camber and track width. We think they're a great addition to every classic Mustang.

**Mike Maier**

Mike Maier Inc.

# NECESSARY TOOLS

Safety Glasses

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Standard Wrench/Socket Set

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Blue Loctite

Jack & Jack Stands

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Torque Wrench

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Hammer



## NOTE BEFORE WE BEGIN

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 [info@mikemaierinc.com](mailto:info@mikemaierinc.com).

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

**LEGAL DISCLAIMER:** Mike Maier Inc. is not liable for personal, property, legal, or financial damages from the use or misuse of any product we sell. The purchaser is solely responsible for the safety and performance of these products. No warranty is expressed or implied.

## 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 (Fig. 1).

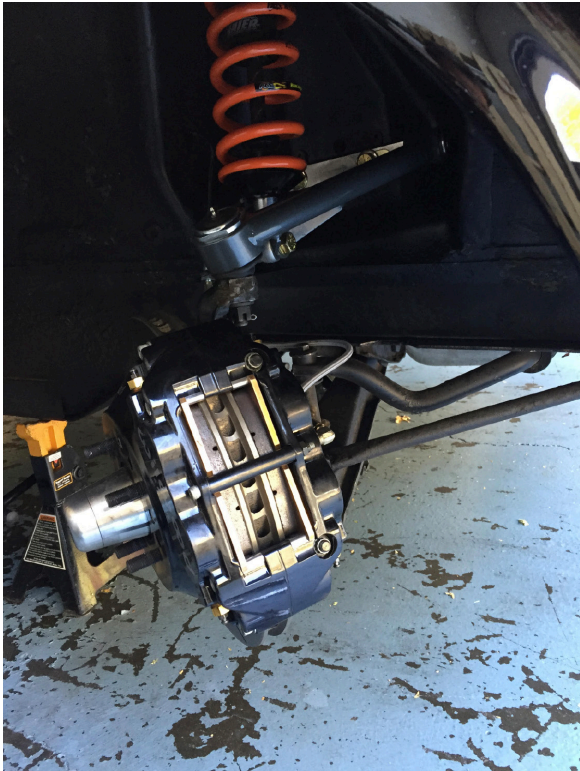


Fig. 1



## REMOVE STOCK STRUT ROD

- 1) Unbolt the strut rod from the stock lower control arm (Fig. 2).
- 2) Disconnect the strut rod from the chassis (Fig. 3).

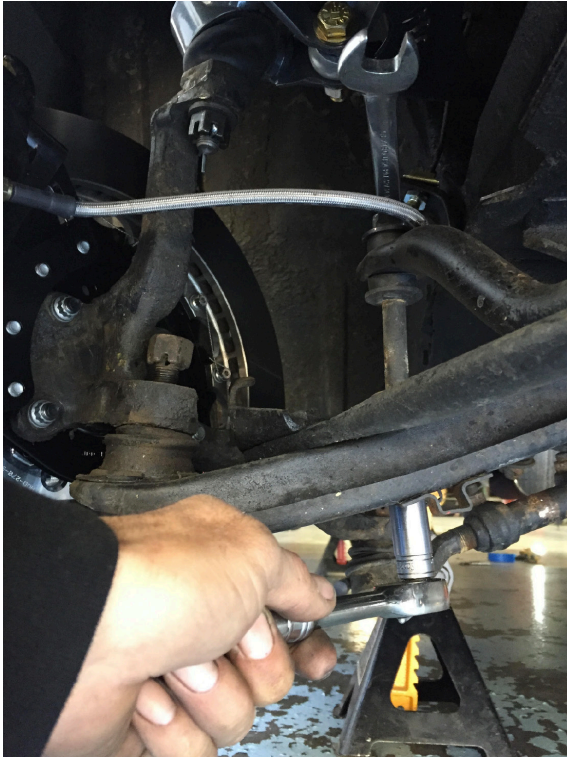


Fig. 2 - Here the hardware is being removed that connects the sway bar and strut rod to the stock lower control arm.

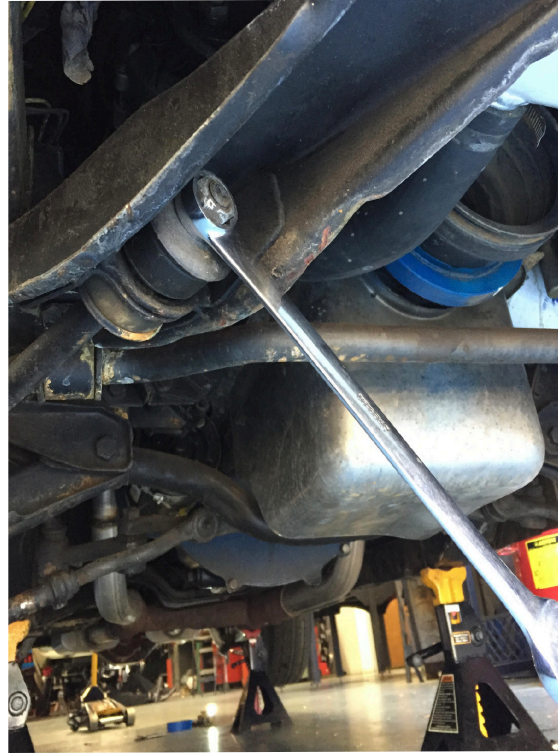


Fig. 3 - Showing the stock strut rod being unbolted from the chassis.

## 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 engine cross member to slide the bolt out (Fig. 4).



Fig. 4 - 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 (Fig. 5).
- 3) Hit the castle nut with a hammer to knock the bolt loose from the spindle (Fig. 6).
- 4) Now unscrew the castle nut and remove the old lower control arm.

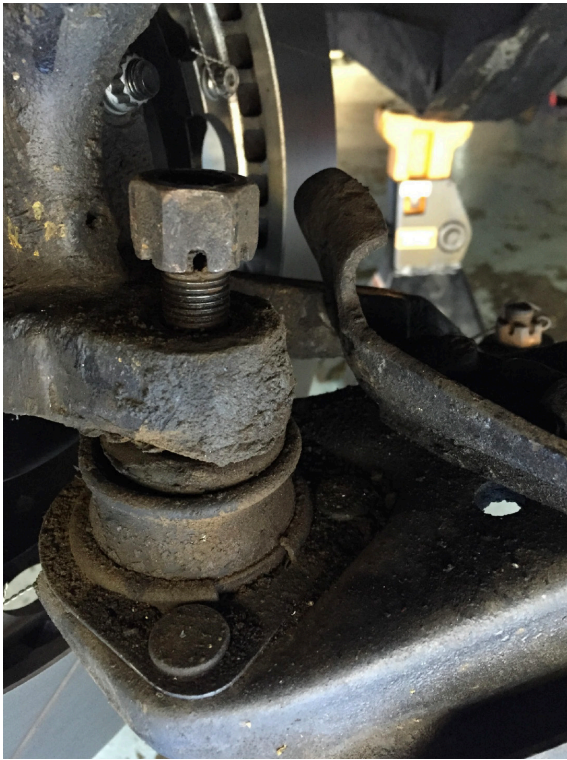


Fig. 5 - This view shows the castle nut flipped over on the ball joint. This is done to ensure the threads do not mar when hit with the hammer.



Fig. 6 - We have knocked the bolt loose from the spindle. The lower control arm has dropped free.



## 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 (Fig. 7-10).



Fig. 7



Fig. 8



Fig. 9

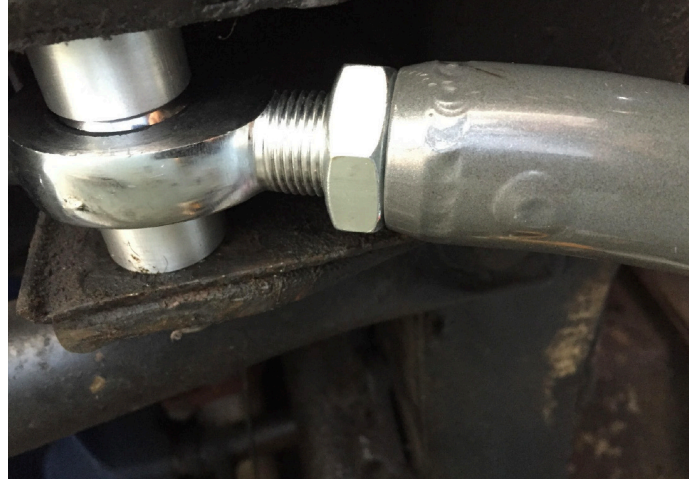


Fig. 10 - A view of the lower control arm bolted to the chassis, sandwiched between the aluminum spacers within the bracket.



2) The next step is to connect the control arm to the spindle (Fig. 11-13).

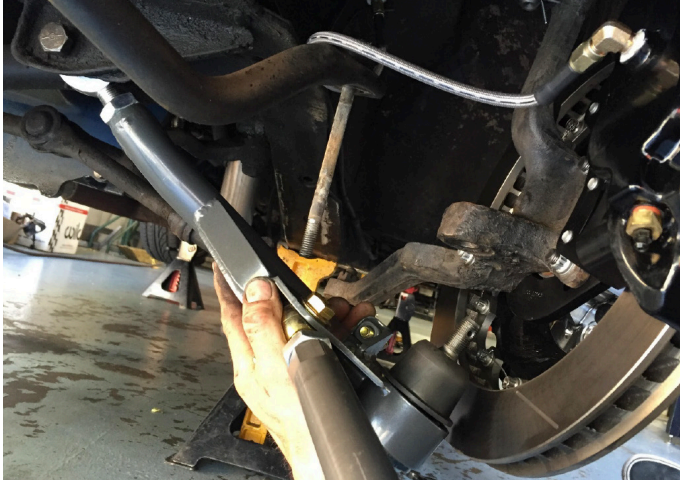


Fig. 11 - Slide the ball joint into the spindle.



Fig. 12 - Install the castle nut and torque to spec (60-90ft-lbs)



Fig. 13 - Complete this step by installing a new cotter pin.

## INSTALL MOD STRUT ROD

- 1) Connect the strut rod to the chassis (Fig. 14).
- 2) With the strut rod fitted to the chassis, apply some blue Loctite to the bolt used for this connection. Install the hardware as shown in the following figures (Fig. 15-18).
- 3) Apply a few pumps of grease to the new ball joint (Fig. 19).



Fig. 14 - A view of the strut rod fitted to the mounting point on the chassis.



Fig. 15

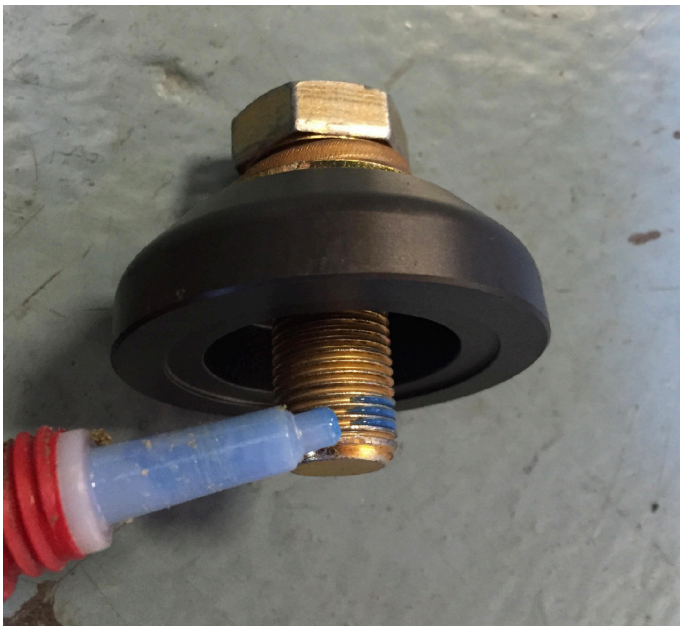


Fig. 16



Fig. 17





Fig. 18 - A view of the completed connection.



Fig. 19

## 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 (Fig. 20 & 21).

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

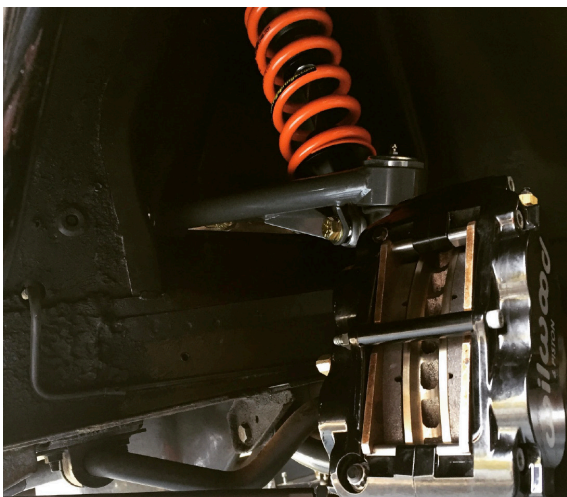


Fig. 20



Fig. 21

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