



***JPC Racing Adjustable Upper Control Arm
Fits 2005-2011 Mustang GT/Shelby GT500
JPC #01307
Installation Instructions***

Tools and Supplies Required:

- *Floor Jack**
- *Jackstands**
- *Tire chocks**
- *27mm Wrench or Adjustable wrench**
- *21mm Wrench**
- *1 1/8" Socket and torque wrench**
- *Blue Loctite™**

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

Removal of Stock Upper Arm

1. Place car on level surface and place tire chocks in front of and behind front tires.
2. Support rear of the car on jackstands
3. Place a floorjack under the differential and lift up slightly to remove tension from the control arm bolts – make sure not to lift the car off the jackstands.

KEEP FLOORJACK UNDER CAR DURING THE COMPLETE REMOVAL AND INSTALLATION PROCEDURE.

4. Remove bolts retaining trailing arm support bracket. **NOTE:** Two bolts can be reached from under the car, the third bolt is accessed under rear seat. Rear seat lower cushion is retained by two clips at the front of the cushion.
5. Unbolt front trailing arm bolt from support bracket.
6. Clean frame at trailing arm pivot area with a wire brush.

Installation Instructions

The Adjustable Trailing Arm is fully assembled, greased, and ready to install.

2005-2010 Mustang GT Upper Support holes have to be drilled to accept the large $\frac{3}{4}$ " hardware.

1. Install the adjustable trailing arm into the support bracket using supplied billet spacers. Install $\frac{3}{4}$ " bolt through bracket and arm. Install lock nut and torque to 90 ft./lbs.
2. Reinstall support bracket and trailing arm in vehicle. Use blue Loctite on threads and torque to 70 ft./lbs.
3. The trailing arm should then pivot smoothly.
4. Pivot trailing arm into position over OE bushing. Install rear bolt in same direction as original.
5. Place one drop of blue Loctite on clean threads and torque the nut to 90 ft./lbs.
6. Adjust Pinion angle on drive on lift.

Recommended to check all nut and bolt tightness after the first 10 miles.