

MCA 4500 Series Installation

Congratulations on your purchase of the Griggs Racing Products MCA 4500 Rear Lower Control Arms. In addition to various hand tools, the installation of these GR-40 components requires:

- Ford Service Manual or an aftermarket equivalent
- Stock lower control arms or tape measure and plumb bobs
- Floor jack
- Chassis scales (for weight jack setup)

Small parts kit should include:

- 2- 3/4 inch heim joints and jam nuts
- 4- Irradiated machined steel heim reducers
- 2- .625 inch x.058 inch cromoly bushing sleeves
- 4- Urethane control arm bushings
- 1- Urethane grease package

Follow the procedures in order and you will not have to spend any time duplicating your effort. Although the installation is quite simple it requires attention to detail for proper function.

Working on automobiles can be dangerous. If you are not a skilled mechanic you should find one to perform this (and any other) installation. Please recycle all your discarded parts.

1) Support chassis with jack stands under front and rear frame rails just behind the K-Member, and under the torque boxes. Remove rear wheels and rear anti-roll bar. Depending on the exhaust system, it may be necessary to remove the mufflers and tailpipes to access the front lower control arm bolts. Vehicle must be raised at least 24 inches.

2) Place a jack underneath the rear of one trailing arm for support. Following the instructions in the factory service manual remove the rear lower trailing arm pivot bolt and carefully lower the rear of the arm.

WARNING

The springs may not be completely unloaded at full droop, and may be dangerous if allowed to unseat accidentally. Remove the spring, spring isolators and front control arm mounting bolts.

3) Assemble new control arm by threading the heim joint into the arm. Use lots of anti-seize. Insert the gold Iridited bushings into the heim joint. Using the stock arm as a template set length of new control arms by adjusting the heim joint to the appropriate length. Tighten the jam nut.

4) Mount forward end of control arm to chassis. Tighten fasteners to factory torque spec.

5) Lubricate outside of cromoly sleeve that passes through rear of lower arm bushings. Lubricate outside faces of rear lower arm bushing. Install upper spring pad on new spring (optional).

6) Holding spring in place (if applicable), raise rear of control arm into position in axle bracket with a jack. Tighten fasteners to factory torque spec.

7) Repeat with other control arm. Reinstall exhaust, swaybar, wheels and tires. Lower car.

8) Using tape measure or plumb-bobs, confirm wheelbase side to side. If you have an inequality in excess of 1/4 inch (make sure steering wheel is absolutely straight) plumb car to determine source of error and correct as necessary.