

Technical Support Line: (952) 985-5675 Email: sales@QA1.net

INSTALLATION INSTRUCTIONS

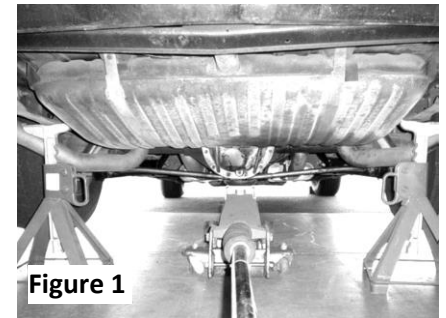
QA1 P/N 5255 Adjustable Trailing Arms
1979-2004 Mustang

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- 18mm socket and wrench
- Torque Wrench
- Blue Loctite™
- Grease Gun
- Lug Wrench

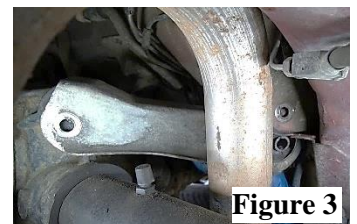
Removal of Stock Trailing Arms

1. Place the car on level surface and place tire chocks in front of and behind the front tires.
2. Support the rear of the car on jack stands and remove the rear wheels.
3. Place a floor jack under the differential and slightly raise the rear axle to remove tension from the trailing arm bolts. Make sure not to lift the car off the jack stands. **(Figure 1)**



Note: Keep the jack under car during the complete removal and installation procedure. Do not remove both trailing arms at the same time or the axle will rotate and the trailing arm installation will be much more difficult.

4. Start with either trailing arm and remove the rear bolt using an 18mm socket and 18mm wrench. Note the direction of the bolt installation. **(Figure 2 & 3)**
5. Remove the front trailing arm bolt and remove the trailing arm from the car. The front factory bolts will be re-used with the new QA1 trailing arms.
6. Clean the frame at trailing arm pivot area with a wire brush.



Differential Bushing Installation

Note: Bushings supplied with these arms are designed to be used with the original differential bushing shells. Do not press out bushing shells.

1. Punch the inner sleeve out of the bushing **(Figure 4 & 5)** before prying the rubber bushing out of the outer race **(Figure 6)**. The new QA1 bushing will re-use the outer shell left in the axle.



2. Clean the inner bushing shell to remove any remaining bushing material.
3. Using the supplied grease, lube the inside and flange of the O.E. bushing shell.
4. Lightly grease the inside and outside of the polyurethane bushing and install the bushing into the axle from the wheel side of the flange. **(Figure 7)**
5. Grease the outside of the steel sleeve and insert it into the new polyurethane bushing.
6. Install the (thinner) polyurethane thrust bushing onto the inboard side of the flange.

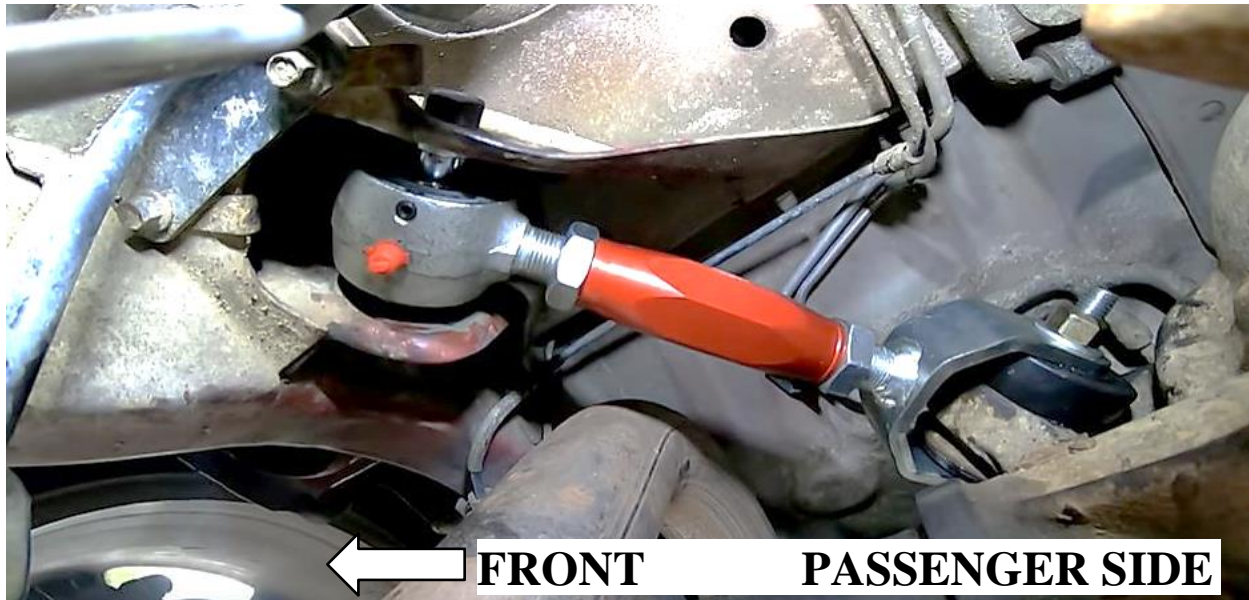


Figure 7

Installation of QA1 Adjustable Trailing Arms

Note: QA1 Adjustable trailing arms are fully assembled, greased and ready to install.

1. Install the new trailing arms with the grease fittings facing down, locating the front bolt first. Secure the front connection by re-using the factory bolt and nut with one drop of blue Loctite. Torque to 70 lb. ft. The trailing arm should pivot smoothly.
2. Pivot the trailing arm into position over the polyurethane bushing and thrust washer. Secure the trailing arm to the axle using the included mounting bolt, washers and nut with one drop of blue Loctite. The bolt head should be installed on the outboard side of the mount with the nut on the inboard side of the mount. Torque to 70 lb. ft.
3. Although QA1 Trailing Arms are pre-lubed, you may want to finish your installation by lubing the front bushings with a grease gun. Be sure to replace the dust caps on the zerk fittings to prevent dirt and corrosion from damaging the fitting.



Notes:

1. QA1 Adjustable Trailing arms come pre-adjusted to stock length. Pinion angle can be adjusted by loosening the jam nuts on the arms and turning the aluminum adjuster sleeve in the center of the arm. Both arms should be adjusted evenly. A properly installed and adjusted trailing arm will have the spherical ball straight and parallel with the ball housing. If the ball is twisted in its housing when installed, the arm could fail during suspension articulation. After adjustment has been made, use a drop of Loctite™ on threads at jam nuts.
2. Re-torque all bolts after the first 10 miles and jam nuts should be checked periodically for tightness.



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