



M-3050-S Extended Ball Joint Set INSTALLATION INSTRUCTIONS

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Please visit www.fordracingparts.com for the most current instruction information

!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!

The Extended Ball Joint Set includes two spacer rings which are optional to install on the car.

By itself the Extended Ball Joints will lower the front of the car approximately 1/2" without reducing the effectiveness of the suspension geometry.

The spacers included in the kit raise the front of the car back up 1/2" to the original height of the stock ball joint. When the spacers and ball joints are installed together, the ride height will not change but the suspension geometry will be improved, providing better handling.

- Cars with stock springs can use the Extended Ball Joint without the spacers to lower the front of the car 1/2".
- Cars lowered between 3/4" and 1-1/4" can use the Extended Ball Joint with the spacers to achieve the best possible handling and ride quality, or leave the spacers out to lower the car another 1/2" for a more aggressive appearance.
- Cars lowered more than 1-1/4" should install the spacers with the Extended Ball Joint to improve the suspension geometry for better handling.

!!! Caution: Installing this product requires disassembly of some components of the suspension. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the front suspension of a Mustang. Failure to reassemble the suspension properly can lead to serious injury !!!

Note: These instructions are intended as a general outline only! Always consult a good shop manual from a reputable company for the exact procedure for each step outlined below.

INSTALLATION INSTRUCTIONS:

Step 1: Raise the front of the car and place it on jack stands. Remove the front wheels, brake calipers and rotors. Disconnect the front sway bar end-links from the sway bar.

!!! Caution: Be sure to support the vehicle properly to avoid personal hazards !!!

Step 2: Disconnect the spindle from the strut and the ball joint.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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- Step 3: Press out the old ball joints and press in the new ball joints. This can be done two ways:
- A. Remove and replace the ball joints while the control arm is still on the car. This can be done with a Ball Joint Press Tool such as MAC part number BJ7025M.
 - OR
 - B. Remove the front control arms from the car and bring them to a machine shop to press out the old ball joints and install the new ones.
- Step 4: If the spacers are going to be used, remove the springs and reinstall them with the spacers on top of the spring. Make sure the spring and spacer seat properly in the spring perch on suspension cross-member (K-member).
- Step 5: Install the grease fitting in the bottom of the new ball joints and lubricate with good quality high-pressure grease.
- Step 6: Remove the brake dust shields from the spindle. On most cars they are riveted on. Drill or chisel through the rivet to remove the dust shield. This is necessary to prevent the dust shield from interfering with the control arm when using the ball joint.

!!! Warning: Do not inhale dust from brakes, clutches or associated components. Inhalation of dust containing asbestos fibers can be injurious to your health and could cause cancer or asbestosis. Compressed air or brushes must not be used to clean brakes, brake drums, clutches and associated components. A vacuum cleaner equipped for this purpose should be carefully used to remove any dust. Adherent dust should be removed with a damp cloth. Any dust should be contained in a sealed and labeled bag for disposal. Wear an approved high efficiency cartridge or air-line respirator and use extra caution to avoid breathing this dust. Use non-asbestos replacement parts whenever possible !!!

- Step 7: Re-assemble the suspension and torque the bolts to factory specifications. Have the suspension aligned by a reputable alignment shop.

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