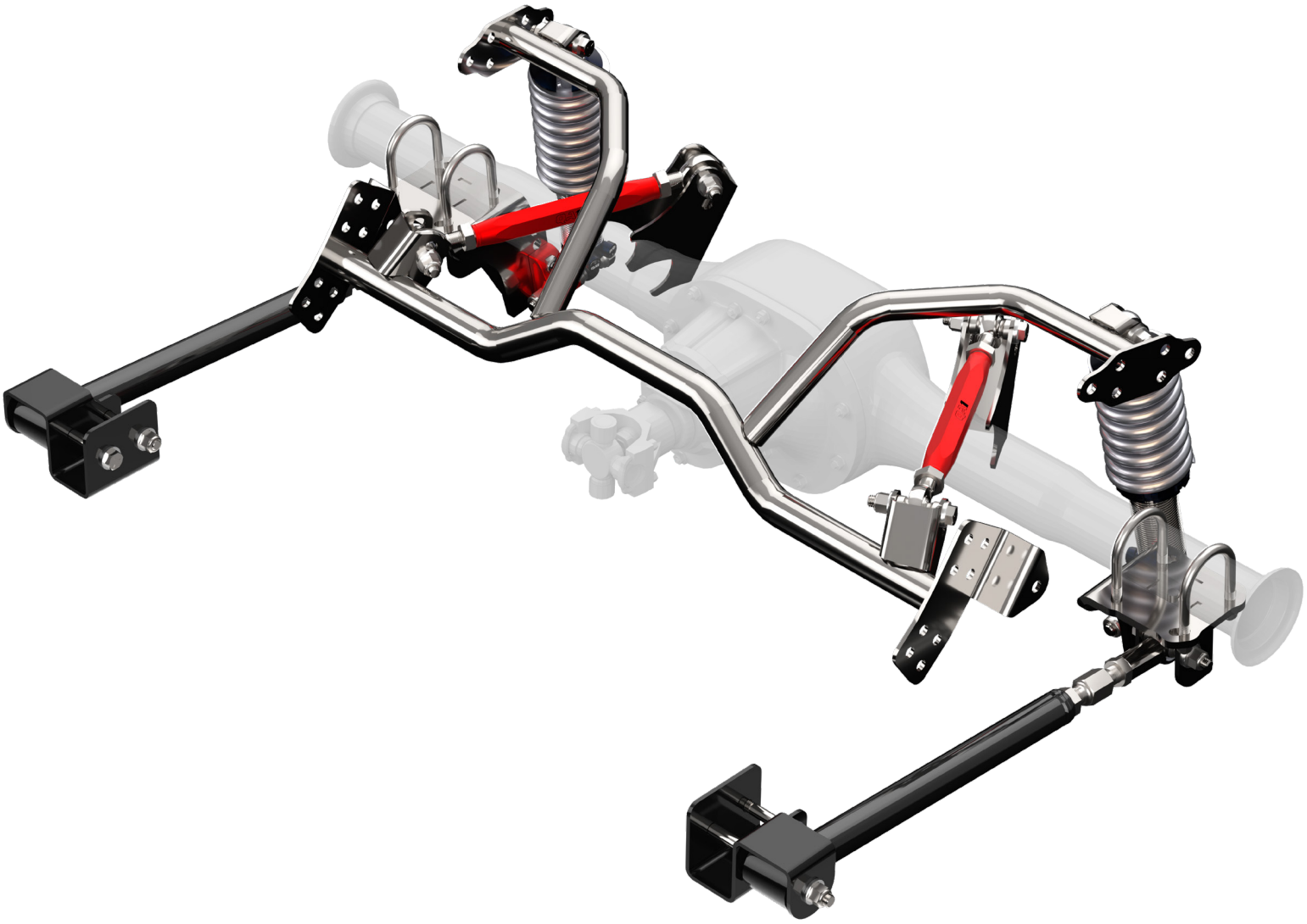
QA1

GO DRIVE IT.



QA1 64-70 FORD MUSTANG 4-LINK REAR SUSPENSION

INSTALLATION INSTRUCTIONS: R123-130, R124-150, R223-130, R224-150

WELCOME TO QA1!

OUR COMMITMENT

Congratulations on your purchase of this high-quality QA1 64-70 Ford Mustang 4-Link Rear Suspension assembly. It is engineered to the highest standards, utilizes the finest materials, and is built with exceptional craftsmanship and attention to detail.

While we understand your eagerness to start your build, please remember that your safety is our utmost priority. Always use an approved and appropriately rated jack, jack stand, or automotive lift, and take all necessary safety precautions to ensure the job is completed safely and correctly.

Before you start, read and understand all instructions thoroughly. With hand tools and essential equipment, you can do the main assembly and setup of your new 4-link rear suspension in your home garage, but if you feel unsure of your abilities during the assembly or installation and need some help or have any uncertainties, please seek the assistance of a qualified mechanic or automotive repair shop.

If you have any product questions or need guidance, please don't hesitate to call and speak with QA1 technical support at 952-985-5675.

Remember, we're here to support you every step of the way and are committed to ensuring your assembly and installation process is successful and enjoyable. We wish you all the best!

BEFORE INSTALLATION

Before you begin the QA1 64-70 Ford Mustang 4-Link Rear Suspension installation, read and understand these instructions carefully. If instructions are not correctly followed, personal injury, equipment, or product damage can result.

Products that have been installed are not eligible for returns. To prevent mistakes, thoroughly read these instructions before you start the 4-Link Rear Suspension assembly procedure.

Check your order as soon as possible upon delivery. QA1 has provided parts list tables and images, as shown on pages 4 through 7. Compare your order's contents against the tables. Call your authorized dealer immediately if you discover anything missing from your order.

This kit requires welding to assemble and install. When welding on and around your vehicle, take the necessary precautions. Utilize welding blankets and spark deflection paper to prevent sparks from reaching surrounding painted surfaces, fuel tanks and lines, braking components and lines, rubber hoses, electrical wiring, and other exterior components while welding and grinding.

It is equally important to wear the appropriate personal protective equipment (PPE). However, the responsibility does not end there. Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work. Make sure to ventilate combustible vapors and remove any nearby flammable materials.

ABOUT THIS MANUAL

PURPOSE

These instructions outline the QA1 64-70 Ford Mustang 4-Link Rear Suspension.

This system is designed to work with only the factory Ford Mustang 8" and 9" rear axle housings, or the QA1 9" rear axle housing.

ITS CONTENTS

The information that follows is described in this instruction set:

- Required tools and supplies.
- Safety, hazard, and warning rules.
- Product overview and included parts.
- Installation and the setup procedures required for use.

Pages with images will have paragraphs and sentences with callout numbers that refer to their respective images, steps, and parts.

Procedures, once described in the text, are generally not repeated. When it is necessary to refer to another procedure, the page and step reference will be given.

REQUIRED TOOLS AND SUPPLIES

- Floor Jack
- Jack Stands
- SAE Wrench Set
- SAE Socket Set
- Torque Wrench (lb-ft)
- Anti-Seize Lubricant
- Masking Tape
- Cut-Off Wheel
- Angle Grinder or Cut-Off Tool
- Weld-Through Primer
- Level and plumb bob
- Tape Measure
- Mig Welder (minimum of 1/4" penetration)
- Applicable welding equipment
- Digital angle finder (for pinion)

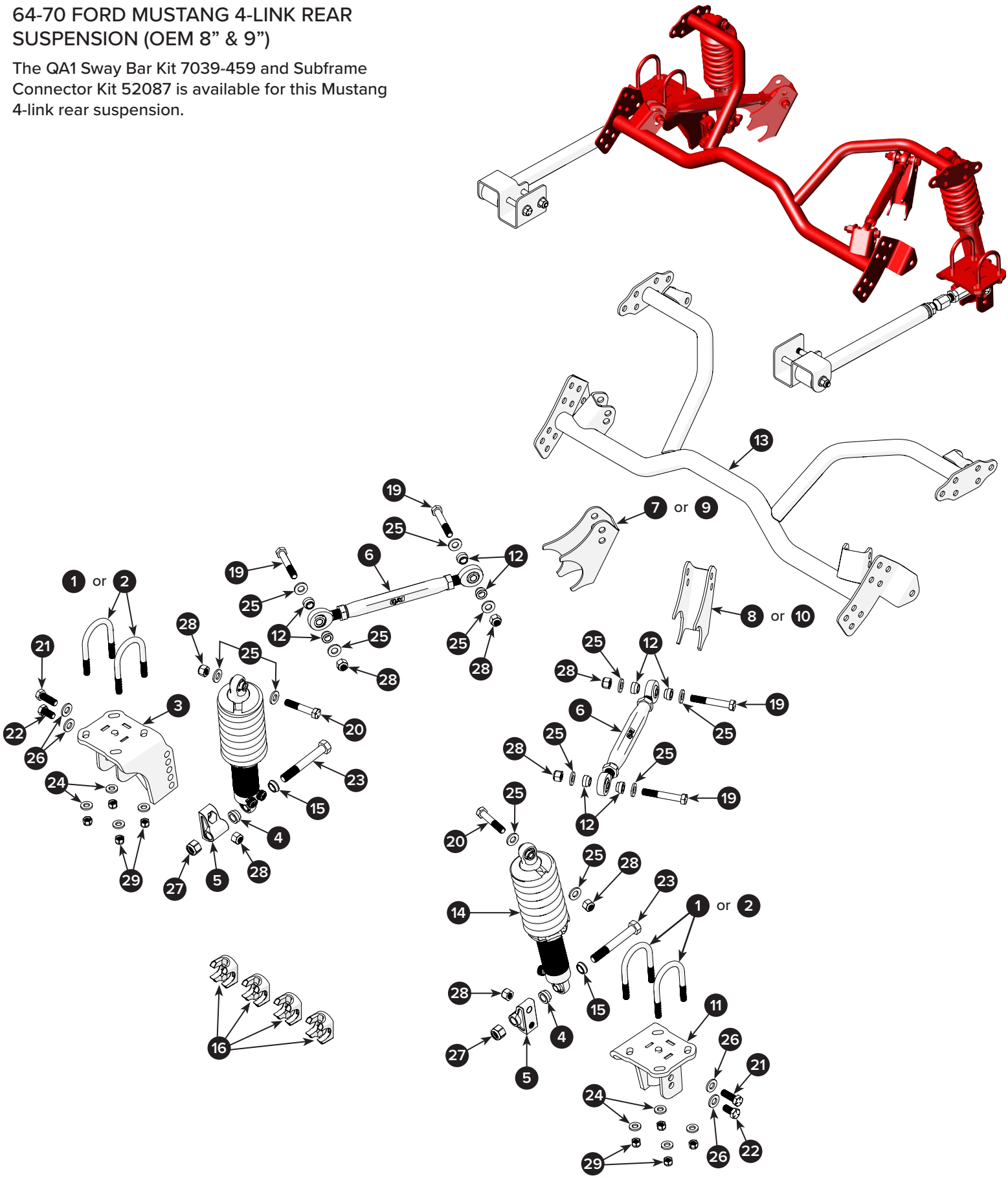
SAFETY FIRST

- Work on your vehicle in an appropriate location.
- Park your car on a level surface.
- Use wheel chocks to prevent vehicle roll.
- Check your owner's manual for the correct jack lift points.
- Always support your vehicle with jack stands.
- Wear personal protection like safety glasses, gloves, and a fine particle respirator mask.
- Never use compressed air to clean brake or metal grinding dust from the brake, suspension components, frame, or rear axle housing.
- Grind metal only in a well-ventilated area, and wear a respirator until the dust has settled and the work area air has been cleared.
- Dispose of damaged or old parts in accordance with local laws. Do not throw any hazardous waste in the trash.
- Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work.

CONTENTS

64-70 FORD MUSTANG 4-LINK REAR SUSPENSION (OEM 8” & 9”)

The QA1 Sway Bar Kit 7039-459 and Subframe Connector Kit 52087 is available for this Mustang 4-link rear suspension.



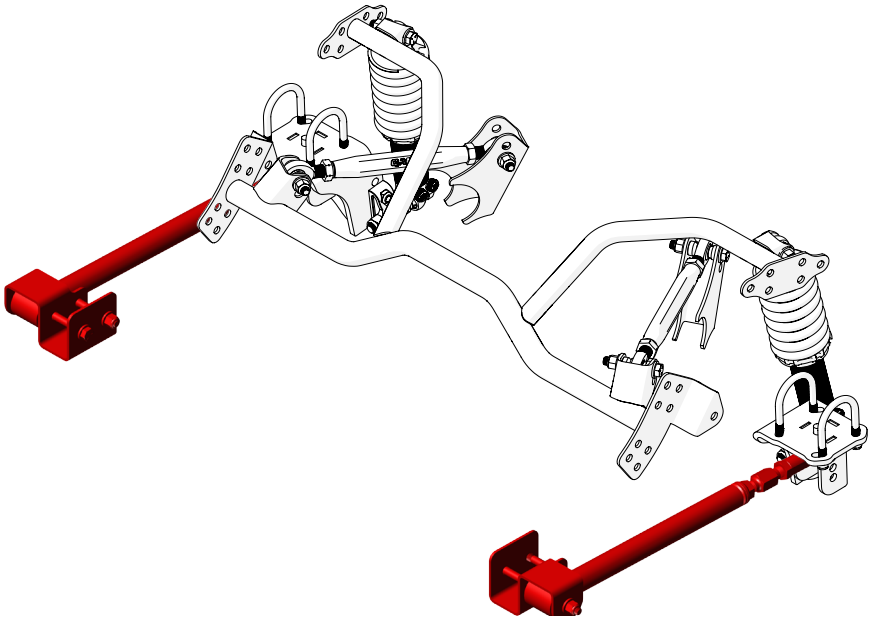
64-70 FORD MUSTANG 4-LINK REAR SUSPENSION (OEM 8” & 9”) R123-130, R124-150, R223-130, R224-150				
POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	9012-379	U-BOLT, GRADE 5, 7/16”-20 X 3.00” X 4.38”	4	—
2	9012-378	U-BOLT, GRADE 5, 7/16”-20 X 2.38” X 4.00”	4	—
3	9039-580	WELDMENT, LOWER TRAILING ARM, AXLE MOUNT, RH	1	—
4	SG108	SPACER ROD END SS, 5/8” ID X .5” WIDE	2	—
5	9037-977	BLOCK, COILOVER MOUNT	2	—
6	NA	UPPER TRAILING ARM ASSEMBLY, ADJUSTABLE	2	—
7	9039-564	BRACKET, UTA MOUNT, 9IN AXLE, RH	1	—
8	9039-565	BRACKET, UTA MOUNT, 9IN AXLE, LH	1	—
9	9039-566	BRACKET, UTA MOUNT, 8IN AXLE, RH	1	—
10	9039-567	BRACKET, UTA MOUNT, 8IN AXLE, LH	1	—
11	9039-587	WELDMENT, LOWER TRAILING ARM, AXLE MOUNT, LH	1	—
12	SG88	SPACER ROD END SS, 1/2” ID X 1/2” WIDE	8	—
13	7740-542	CROSSMEMBER, REAR 4-LINK, WELDMENT	1	—
14	R123-130	COILOVER SHOCKS, S-ADJ, 12-130, 1964-1966	2	—
	R124-150	COILOVER SHOCKS, S-ADJ, 12-150, 1967-1970	2	—
	R223-130	COILOVER SHOCKS, D-ADJ, 12-130, 1964-1966	2	—
	R224-150	COILOVER SHOCKS, D-ADJ, 12-150, 1967-1970	2	—
15	SG105	SPACER ROD END SS, 5/8” ID X 5/16” WIDE	2	—
16	7791-175	TOOL, ALIGNMENT, AXLE PLATES	4	—

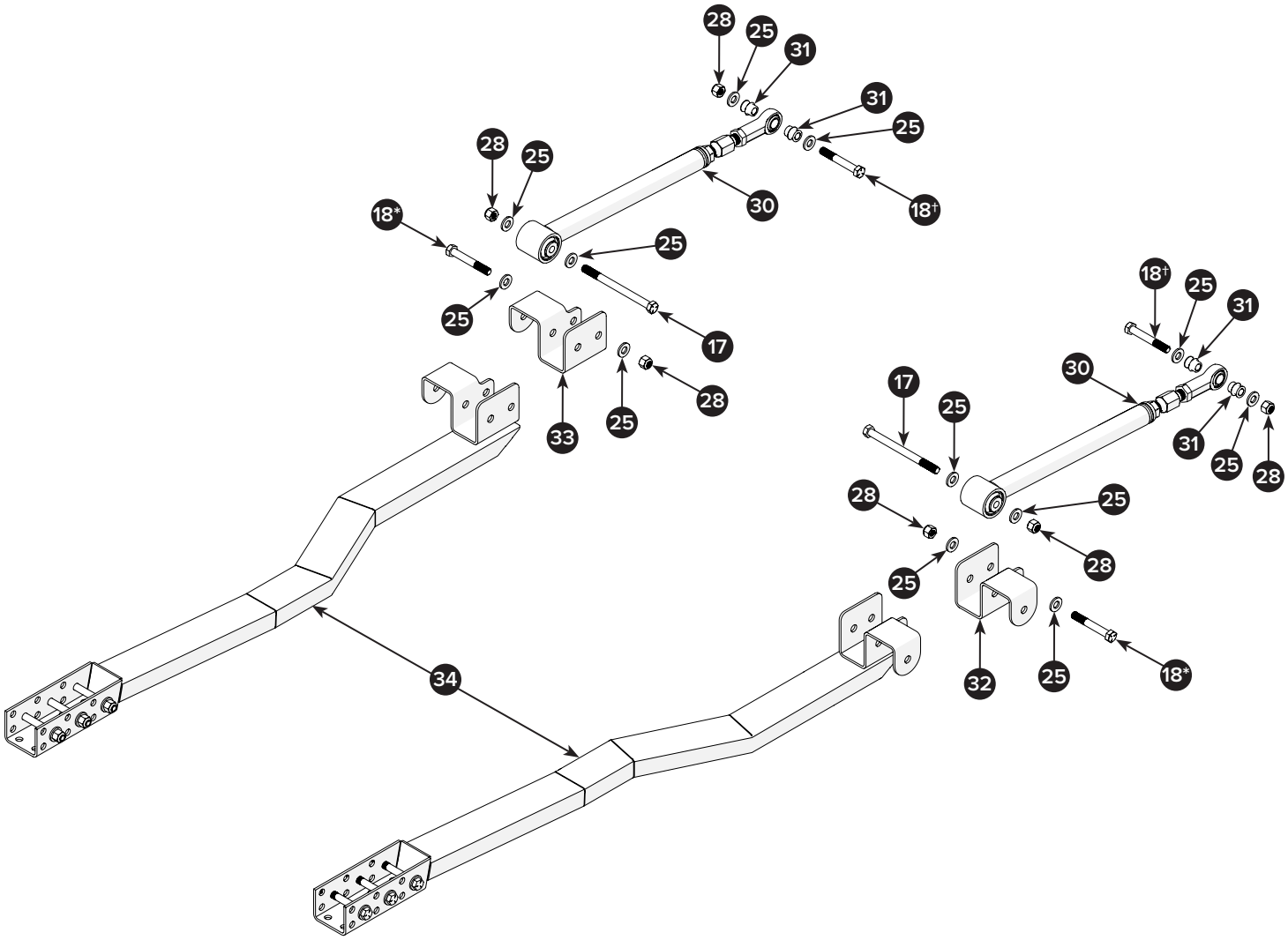
64-70 FORD MUSTANG 4-LINK REAR SUSPENSION HARDWARE KIT 7039-460 (PAGE 4 & 6)				
POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
17	NA	BOLT, HEX, GRADE 5, 1/2”-13 X 6.50”	2	40 lb-ft
18	9012-271	BOLT, HEX, GRADE 5, 1/2”-13 X 3.5”	4	40* & 75† lb-ft
19	NA	BOLT, HEX, GRADE 5, 1/2”-13 X 3.25”	4	75 lb-ft
20	NA	BOLT, HEX, GRADE 5, 1/2”-13 X 2.75”	2	75 lb-ft
21	NA	BOLT, HEX, GRADE 5, 1/2”-13 X 1.50”	2	75 lb-ft
22	NA	BOLT, HEX, GRADE 5, 1/2”-13 X 1.0”	2	75 lb-ft
23	9012-114	BOLT, HEX, GRADE 5, 5/8”-11 X 4.5”	2	50 lb-ft
24	9005-243	FLAT WASHER, 7/16”	8	—
25	9005-228	FLAT WASHER, STEEL, 1/2”	28	—
26	9005-257	WASHER, FLAT 5/8” SAE	2	—
27	NA	NYLOCK NUT, 5/8”-11	2	—
28	9014-520	NYLOCK NUT, 1/2”-13	14	—
29	NA	NYLOCK NUT, 7/16”-20	8	50 lb-ft

*To front lower trailing arm mount bracket, Step 37.
†To rear lower trailing arm mount bracket, Step 38.

64-70 FORD MUSTANG 4-LINK REAR SUSPENSION (OEM 8” & 9”)

The QA1 Sway Bar Kit 7039-459 and Subframe Connector Kit 52087 is available for this Mustang 4-link rear suspension.





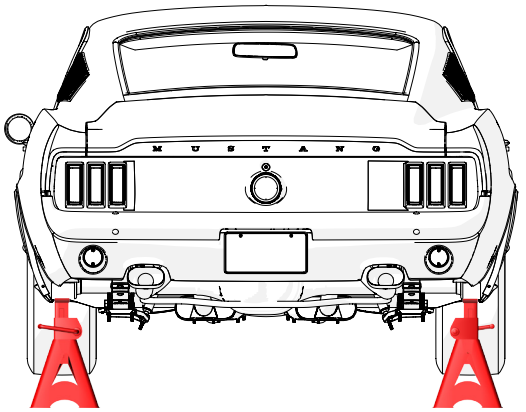
64-70 FORD MUSTANG 4-LINK REAR SUSPENSION (OEM 8” & 9”) R123-130, R124-150, R223-130, R224-150				
POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
30	7725-118	LOWER TRAILING ARM ASSEMBLY, ADJUSTABLE	2	—
31	SG12-84	SPACER, 304 SS, .5” ID X 1.875 WIDE	4	—
32	9039-569	BRACKET, LTA MOUNT, FRAME, LH	1	—
33	9039-568	BRACKET, LTA MOUNT, FRAME, RH	1	—
34	52097	SUBFRAME CONNECTOR KIT (OPTIONAL)	1	—

Note: The part positions listed above will be called out in this installation manual as a visual reference to their respective positions during the installation procedure. Refer to these pages during the installation.

Count and compare all parts and fasteners to the list above. If parts are missing, contact QA1 at sales@qa1.net.

Note: Print pages 4 through 7 for a quick parts reference guide.

Installer's Note: *This rear axle assembly requires welding. Disconnect the battery to prevent damage to the vehicle's electrical system during welding.*



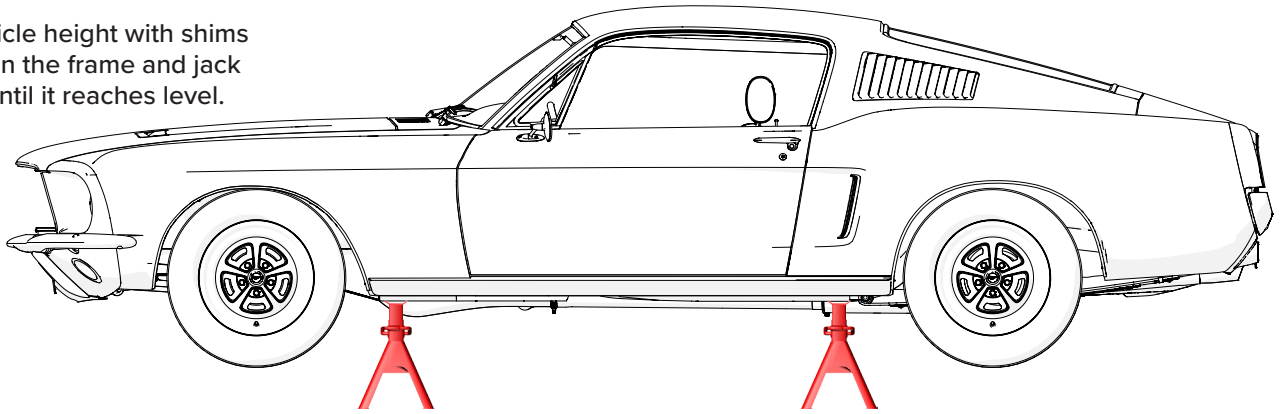
1

Set the vehicle on jack stands (shown) or a frame table on a flat and true surface.

Make sure the car is set to level. The measurements must be the same from the left to right sides and from the front to rear sides.

Measure the drop distance from the bottom of the frame to the floor or frame table.

Adjust the vehicle height with shims placed between the frame and jack stand saddle until it reaches level.



2

First, remove the rear wheels.

Next, unbolt the shock absorbers from both the axle and the upper shock mounts located inside the trunk.

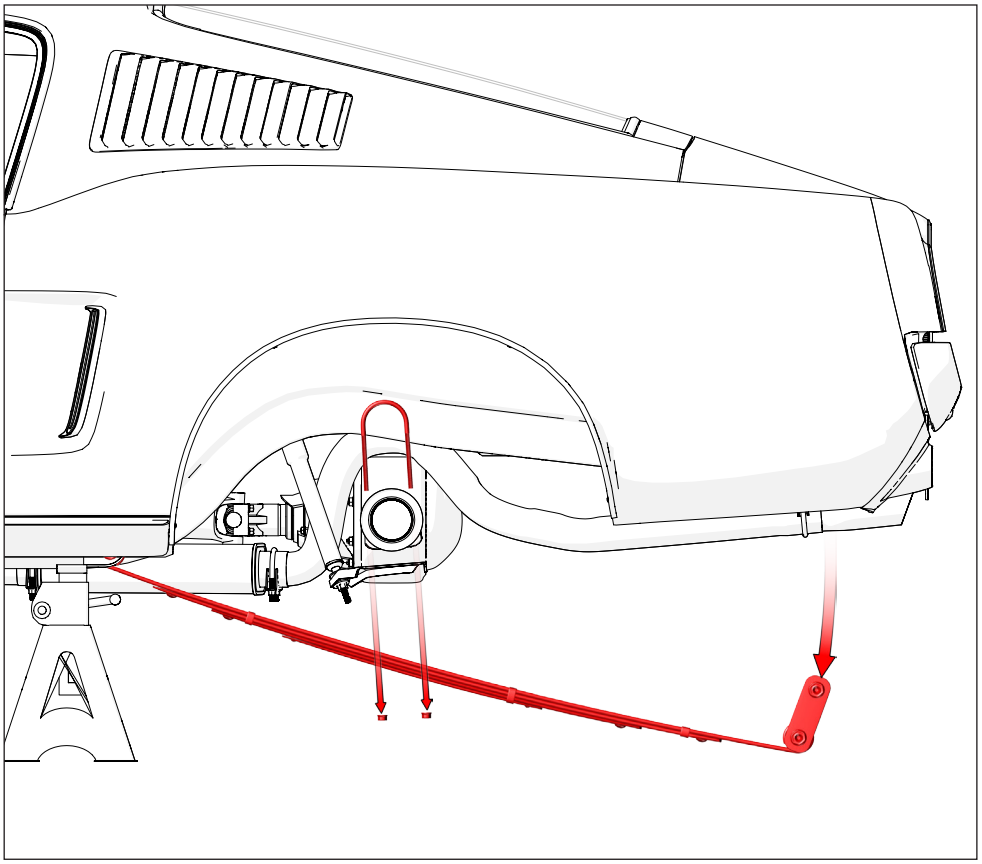
Then, disconnect the brake hose and the parking brake cable from the rear axle housing.

After that, mark the driveshaft's position at the pinion, then disconnect the driveshaft from the U-joint and remove it.

Put a jack or another support under the pinion so it does not rotate.

Now, unbolt the leaf springs from the axle tubes and remove them from the vehicle.

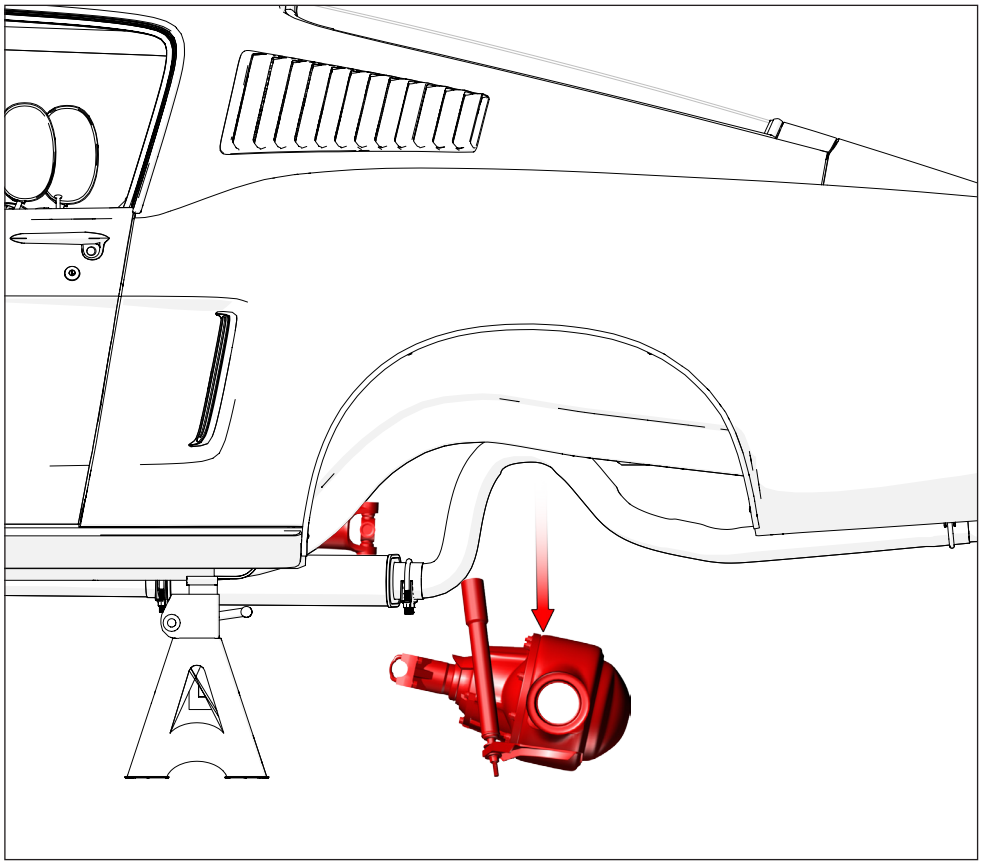
Note: The rear brake system is not shown for clarity.



3 Make sure the axle is not still connected to the frame by remaining or overlooked components.

Carefully lower the rear axle assembly from the vehicle.

Finally, dispose of all attached suspension parts that have been removed. They are not needed, as only the rear axle will be reused.



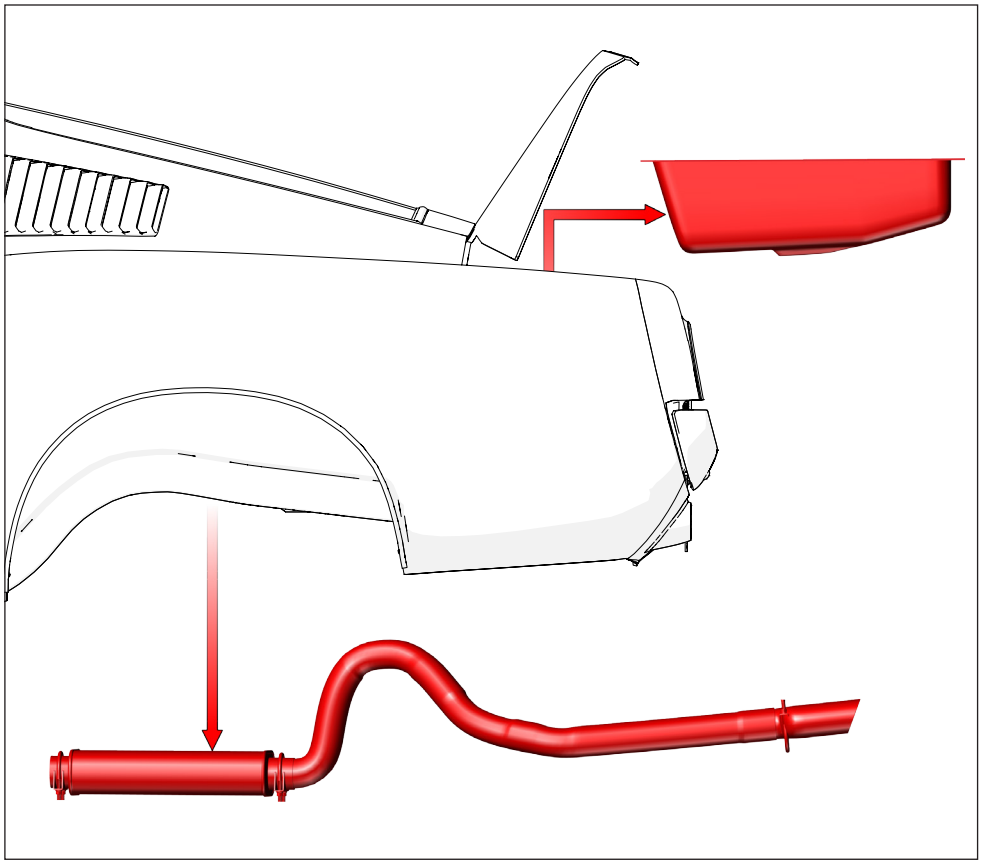
4 Once the rear axle assembly is removed, the rear exhaust section must be removed.

Note: The exhaust system must be re-routed to accommodate the new rear axle assembly and suspension components.

Now, remove all items, padding, and floor liners from the trunk.

Then, drain and remove the fuel tank.

Note: The fuel tank must be removed for safety when welding and to provide additional access to the workspace.



***Installer's Note: The** OE Ford 8" and 9" rear axle housing is shown.*

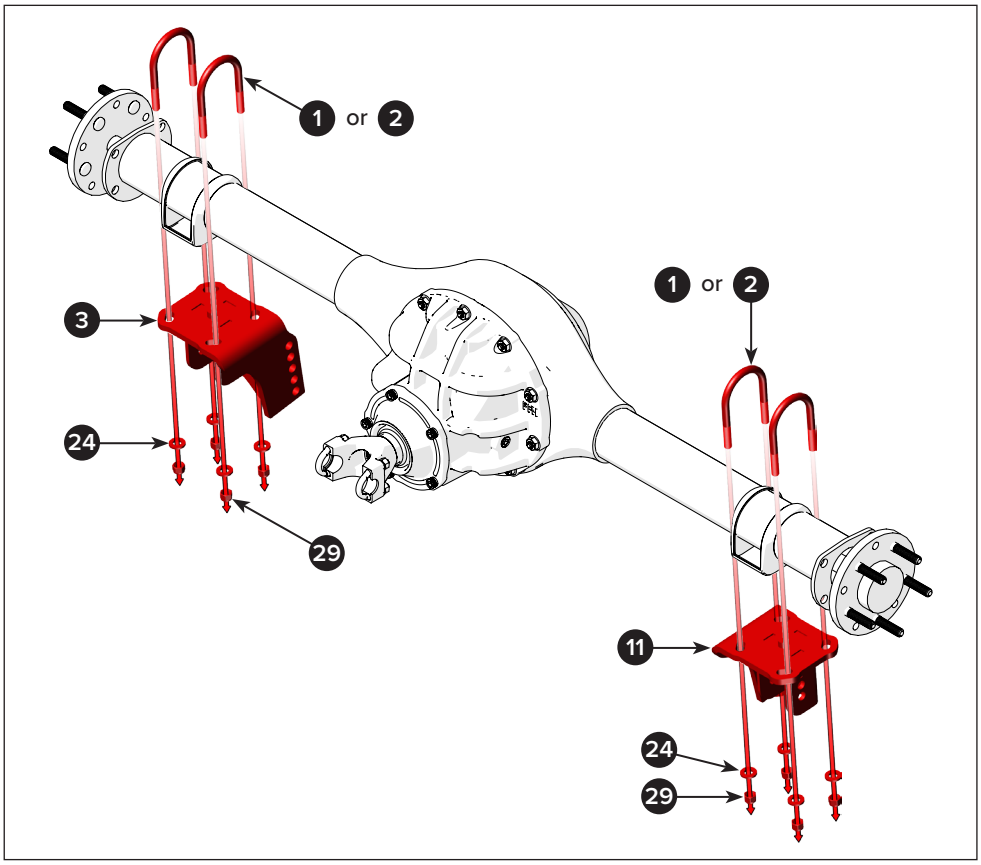
5 Assemble the right-hand (RH) lower axle bracket onto the right side of the rear axle tube. Make sure that the open end of the weldment faces forward for the insertion of the trailing arm's rod end.

The 4-Link kit includes different U-bolts based on the diameter of the axle tube. Use the 3" wide U-bolts (1) for axle tubes on 9" housings, and use the 2.38" wide U-bolts (2) for axle tubes on 8" housings.

Attach the axle bracket with the appropriate U-bolts (1 or 2), four flat washers (24), and four Nylock nuts (29).

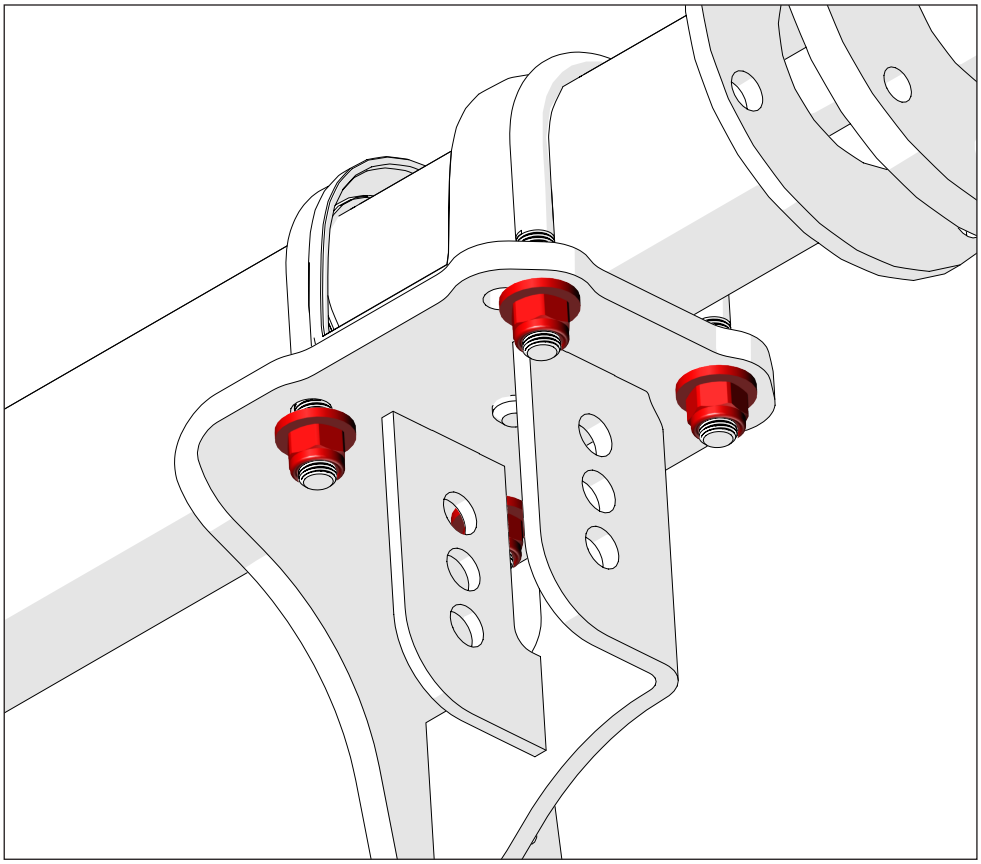
Repeat the installation process for the left-hand (LH) side of the axle with the left-hand axle bracket (11).

Note: The lower axle brackets have centering pins to assist with bracket alignment to the axle housing.



6 When correctly assembled, the U-bolts should sit on either side of the factory spring perch, as illustrated.

Note: To prevent parts movement during the build, torque the nuts to 50 lb-ft.



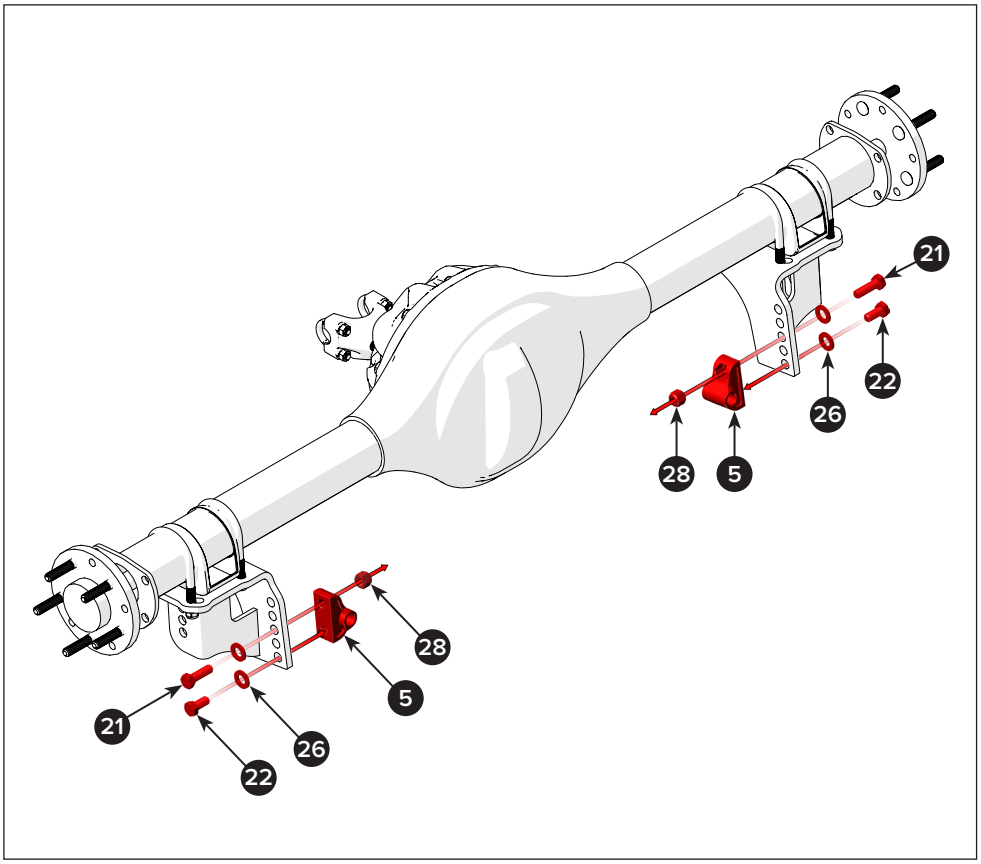
7 Assemble the LH and RH coilover mount blocks (5) to the lower trailing arm brackets as shown.

Fasten the blocks to the brackets with two 1/2” x 1.50”hex bolts (21), two 1/2” x 1.00” hex bolts (22), four 1/2” flat washers (26), and two 1/2” Nylock nuts (28).

Note: The lower hex bolts (22) turns into a tapped hole in the mount block.

The upper hex bolts (21) must use Nylock nuts (28) to fasten the blocks to the brackets. The Nylock nut fits snugly into a hex relief.

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.

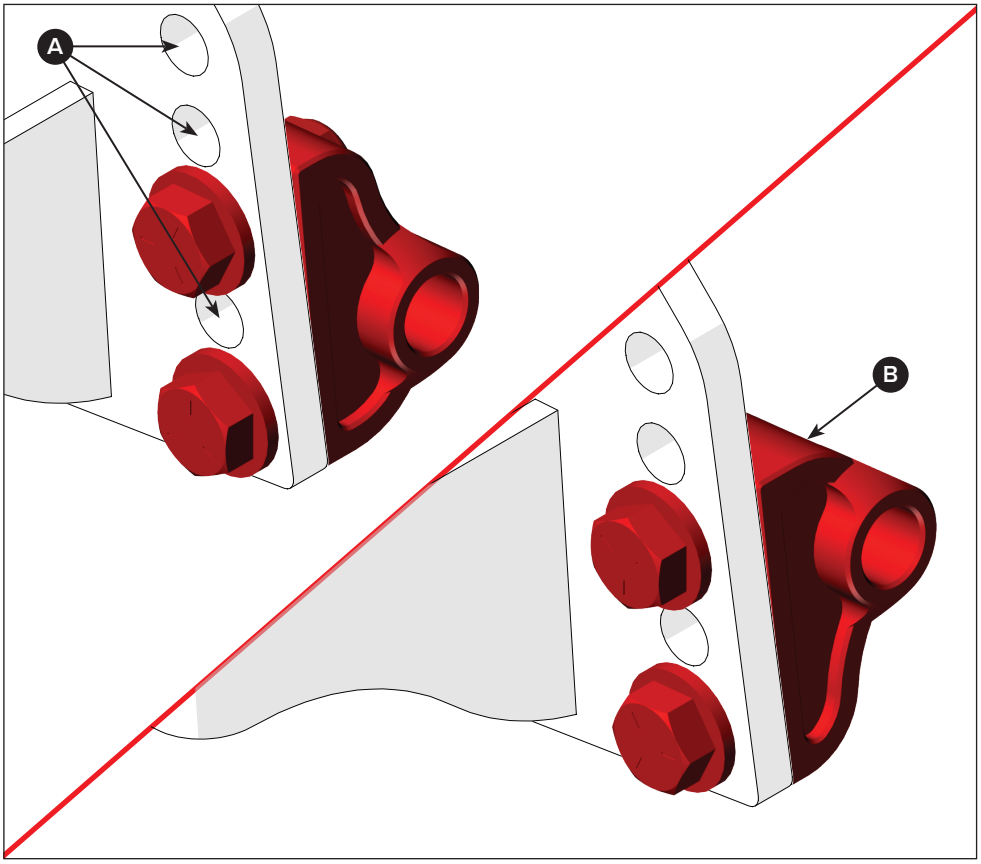


8 The trailing arm brackets feature several drilled holes (A) for adjustability.

During the mock-up, position the mount blocks at their lowest setting.

The coilover block mounts can be readjusted after the mock-up is completed.

Note: For further height adjustment, the bracket can be rotated 180° (B). The hex bolts must also be swapped with the 1.00” bolt in the blind hole.



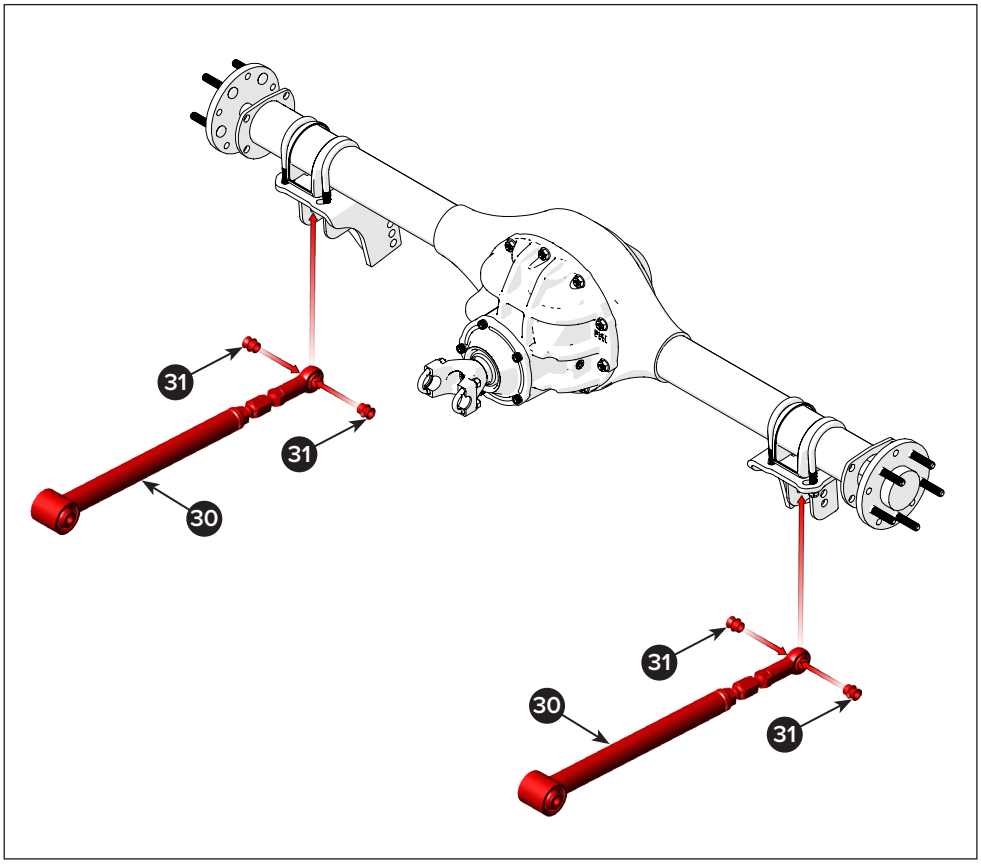
Installer's Note: *The assembly procedure of this rear axle 4-link system is the same for the Ford 8" and 9" housing from this step to the end.*

9 First, place a spacer (31) on each side of the rod end.

Next, insert the rod ends of each adjustable lower trailing arm (30) into the lower axle brackets.

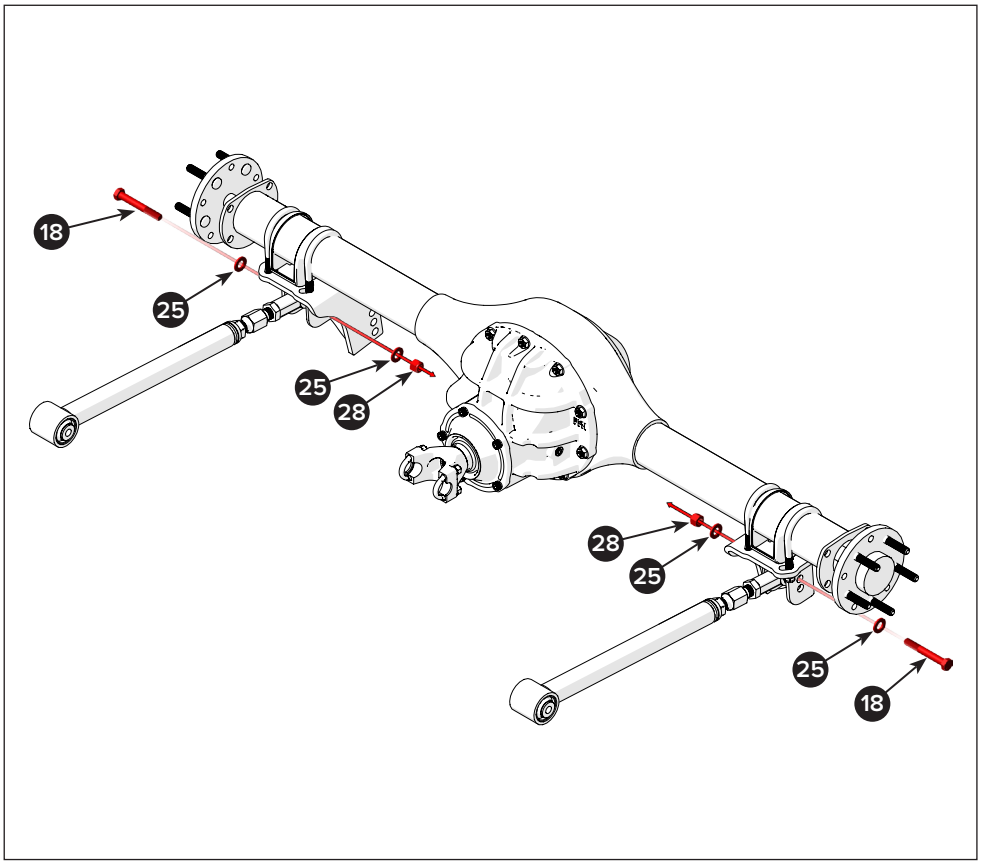
Make sure that the rod ends and bracket holes are correctly aligned.

Note: The lower brackets feature three adjustment holes. For an initial setup, position the trailing arms in the center set of holes.



10 Fasten the lower trailing arms with two hex bolts (18), four flat washers (25), and two Nylock nuts (28).

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.



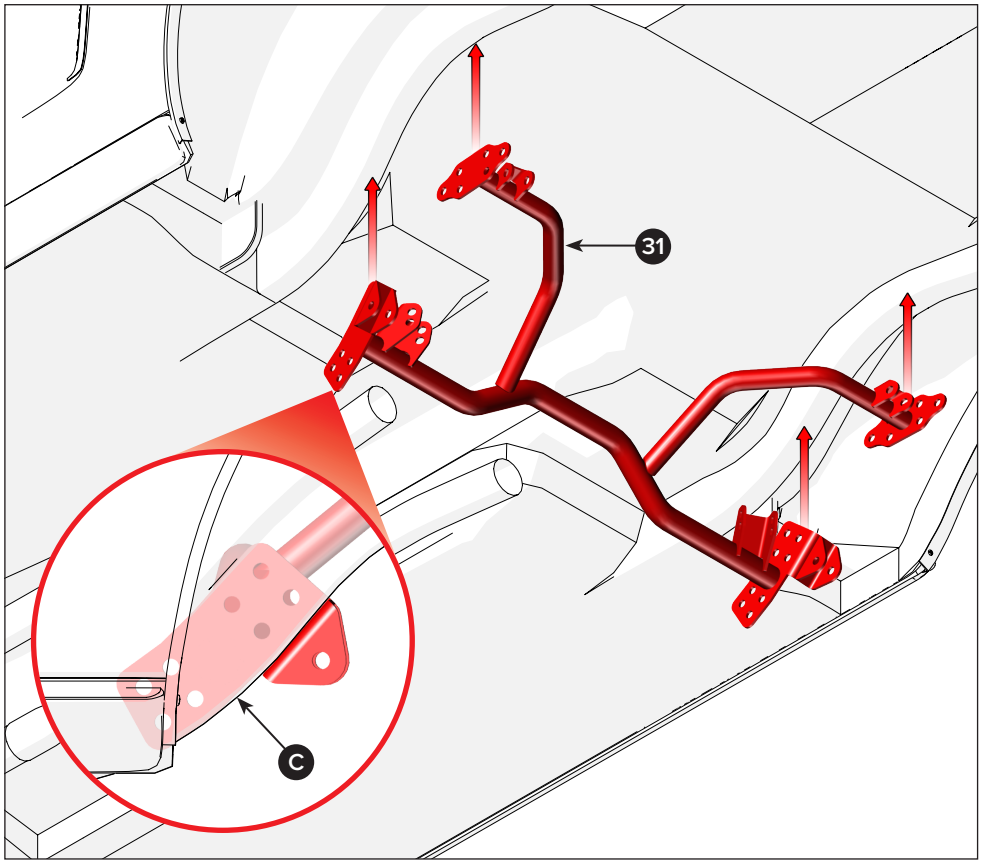
11 First, mock up the crossmember (13) in position. This crossmember features a curved lower bracket to aid in proper placement.

Lift the rear 4-link crossmember and position it between the rear frame rails.

The lower frame mounts will fit onto the curved lower section of the vehicle's frame (C).

The upper frame mount will rest between the vehicle frame rails, close to the floor pan.

Note: Examine the rear brake hose bracket location. Relocate it if it interferes with the crossmember.

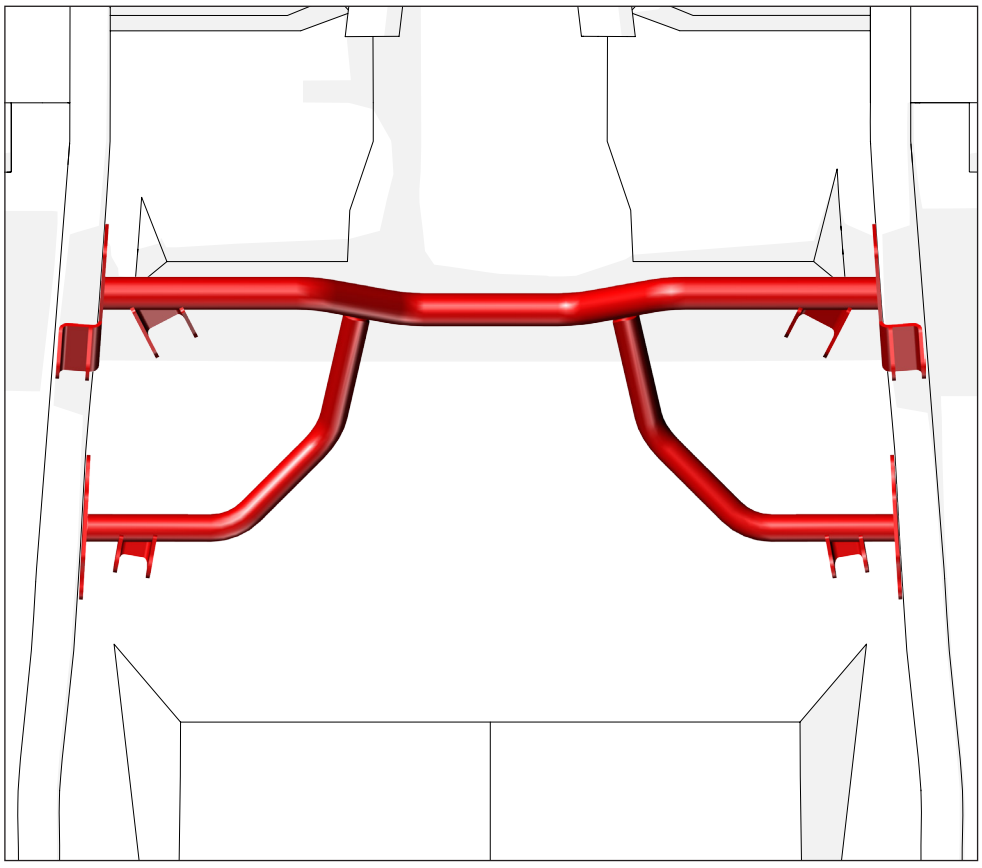


12 Use clamps at each of the four crossmember mounts to hold it in position.

Next, mark or outline the areas where you will weld on the vehicle frame.

Grind off all paint and surface rust from the surfaces around the marked areas.

Note: Do not grind away the outline marks.



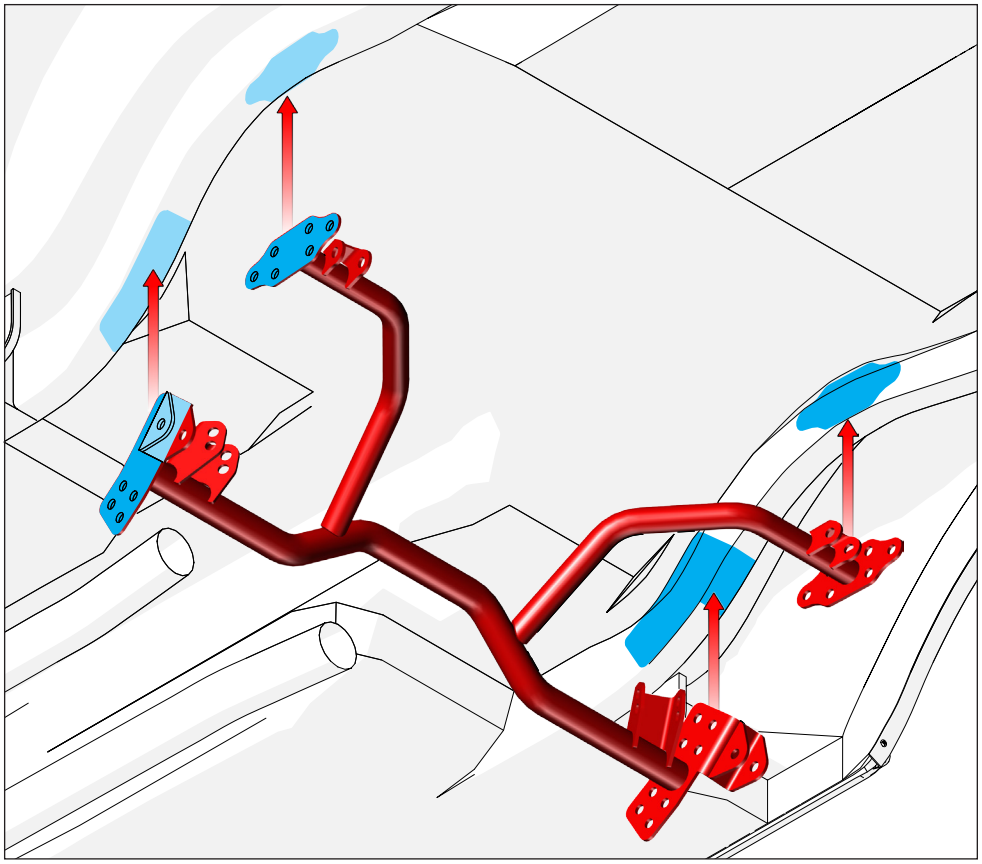
13 To prevent rust formation between the crossmember mounts and the inner frame rails, prepare the metal before you weld.

First, remove all grinding abrasive and paint residue, then repair any rust found on the frame mount areas.

Then, use a prep solvent to wipe down all metal surfaces that will be welded.

After that, apply a weld-through primer (indicated in blue) to all metal surfaces that will come into contact or overlap during welding.

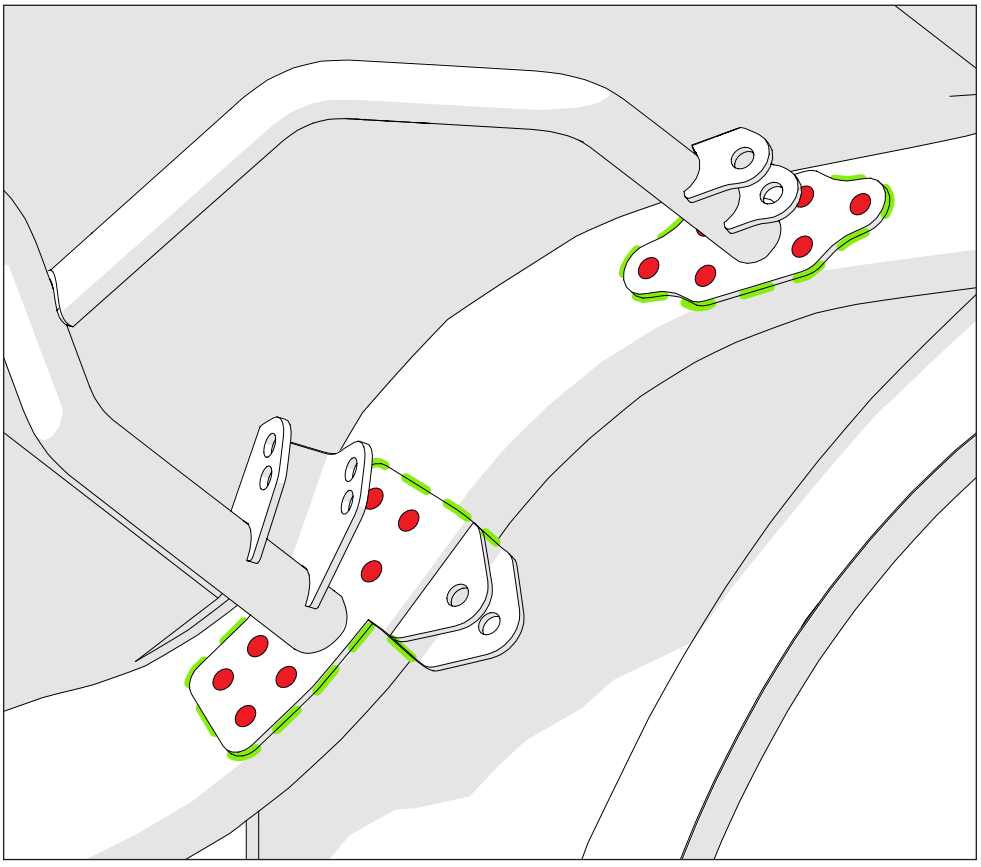
Finally, lift the rear crossmember and position it between the frame rails, and clamp it into its marked position.



14 Now plug-weld (marked in red) the crossmember in the drilled holes on the crossmember mounts.

Once the plug-welds are cooled, stitch-weld (marked in green) the perimeter around the crossmember mounts, where possible.

Remove any weld spatter, then prime and paint the welded areas on the crossmember.

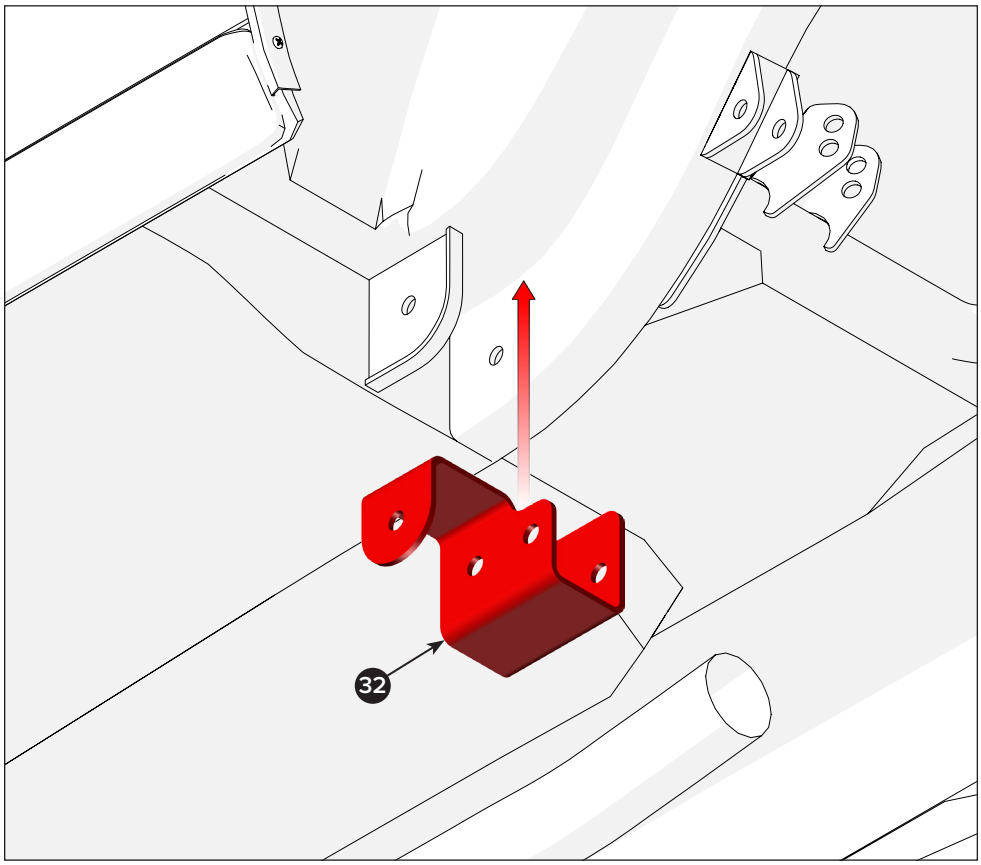


Do not proceed if you plan to install the QA1 Mustang Subframe Connectors. Instead, consult the instructions 9919-367 in the subframe connector kit box.

Installer's Note: *Steps 15 through 18 only apply if the QA1 Mustang Subframe Connectors are NOT used.*

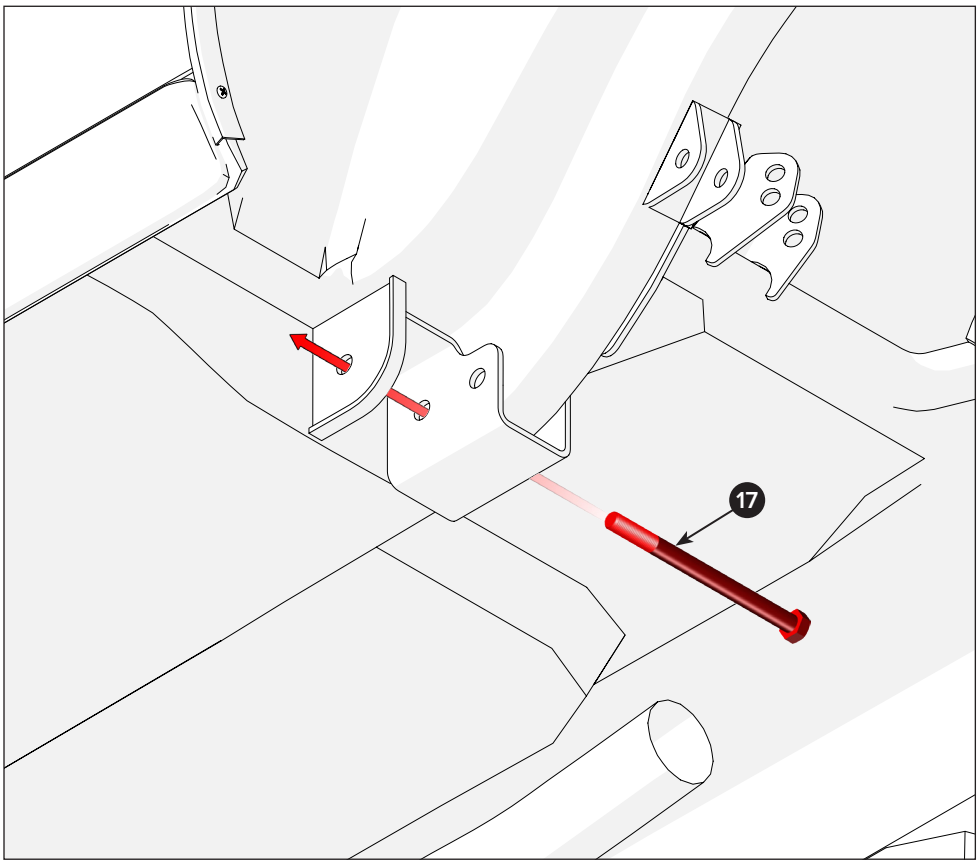
Steps 15 through 18 show the assembly procedure for the LH side of the frame. The RH assembles in the same manner.

15 Put the LH trailing arm mount bracket (32) into the frame pocket where the old front leaf spring was previously mounted.



16 Align the hole in the trailing arm mount bracket, then insert the long 6.50" bolt (17) through the mount bracket and frame. The bolt is put in from the inside of the frame.

Note: This bolt will hold the bracket in place for the next step. It does not require a Nylock nut (28), but one can be used to retain the bolt in place during drilling.

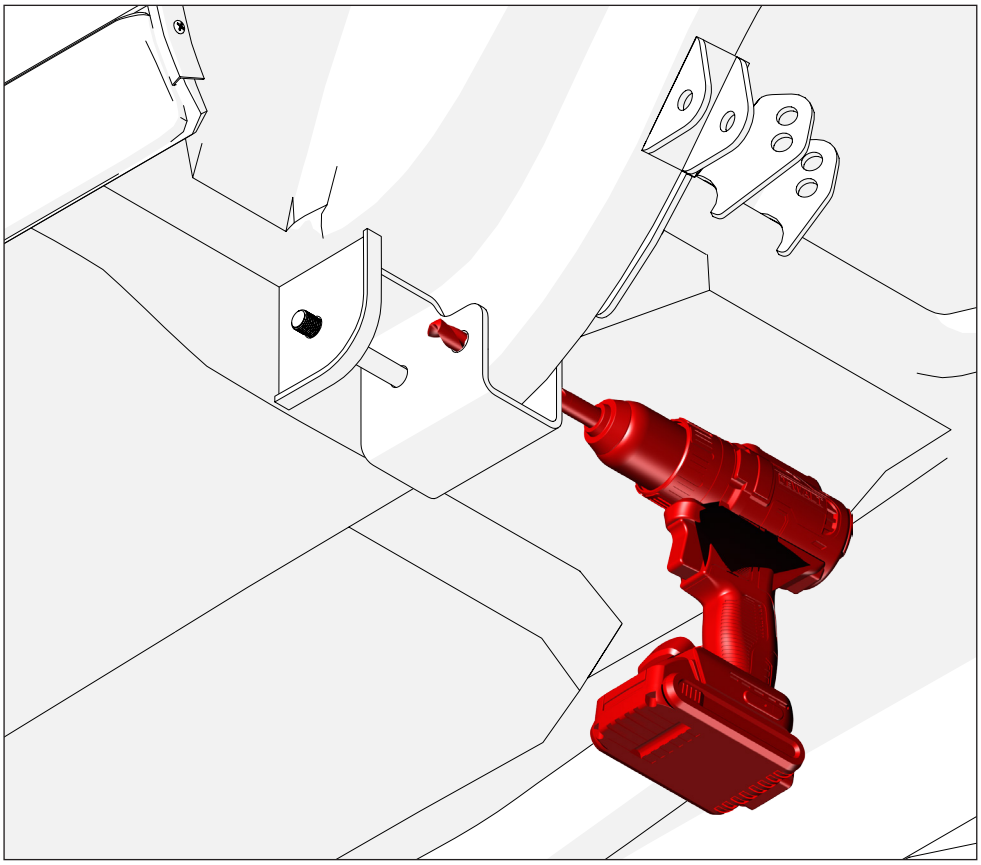


17 First, use a 1/8” drill bit to make a pilot hole from the rocker side and through the frame rail. This hole will align the drill bit when you drill from the inside frame rail.

Now, use a 1/2” metal bit and drill through the rear hole in the rear frame mount bracket and both sides of the frame.

Deburr the holes if necessary.

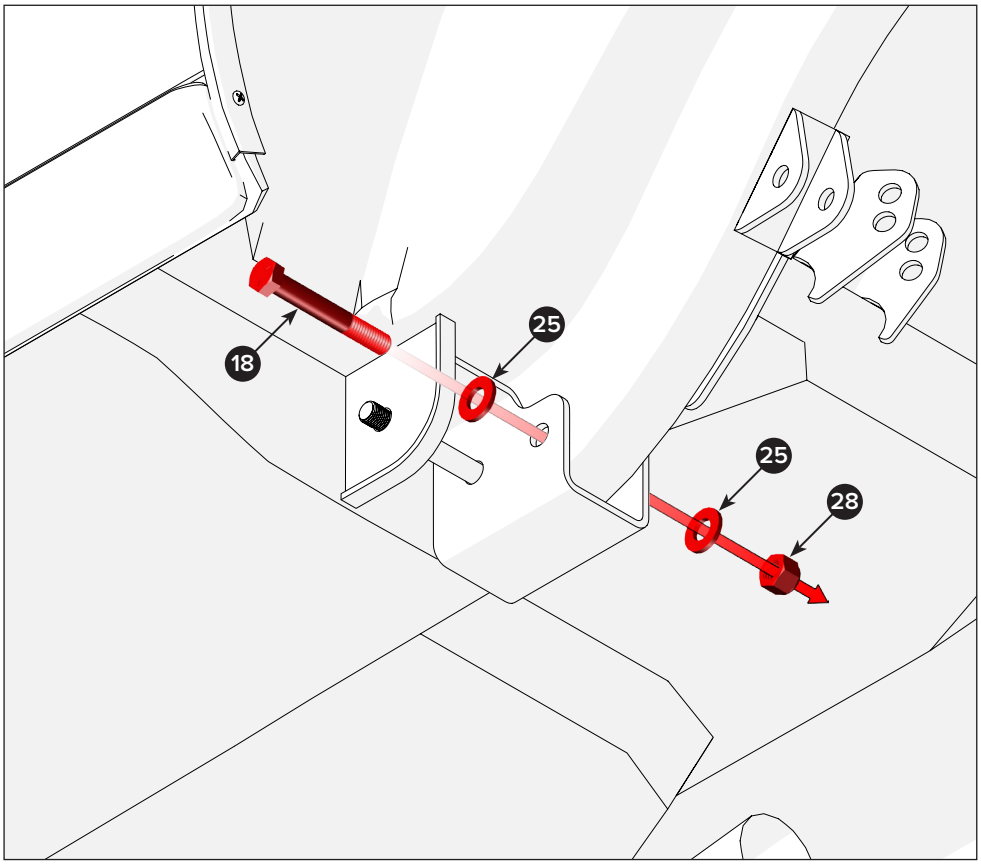
Note: If the new bolt holes are too tight and prevent bolt alignment, remove the LTA mount bracket and use a step drill bit to enlarge the holes.



18 Fasten the mount bracket to the frame, from the rocker side, with one 3.50” bolt (18), two flat washers (25), and one Nylock nut (28).

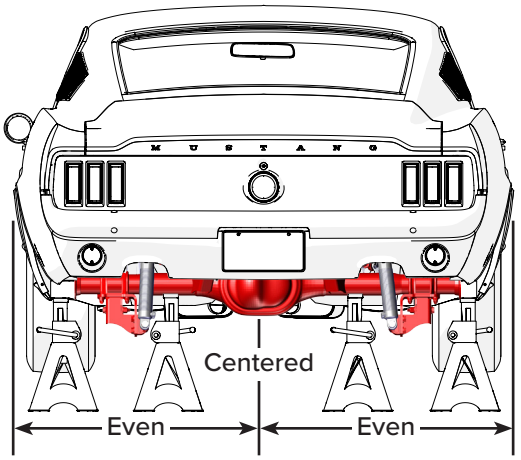
Torque the bolt to 40 lb-ft.

Once the fasteners are tightened, remove the long frame mount bolt.



Installer's Note: *To have a properly functioning suspension system, the axle, tires, and shocks must have at least 2" of up travel before contacting the frame, floor, or body.*

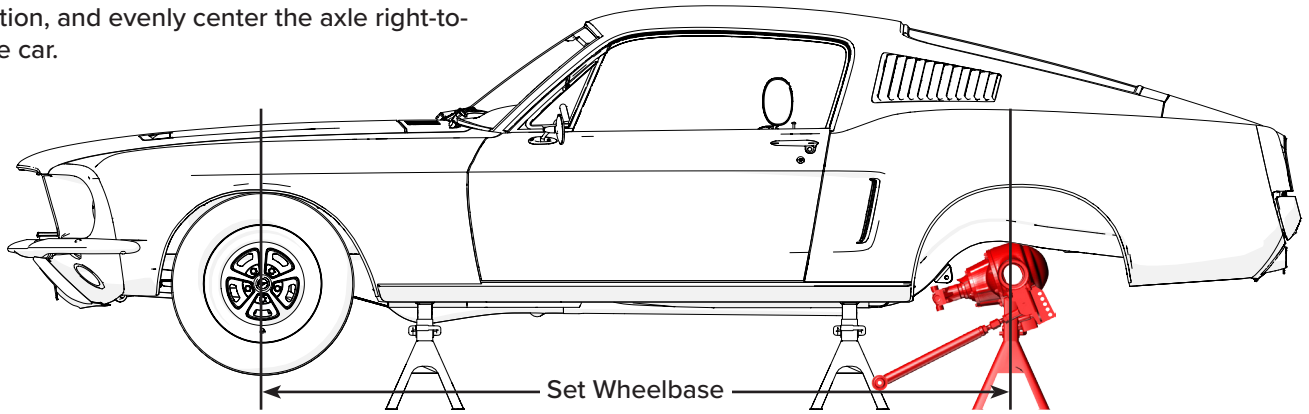
2.5"-3.00" of compression will provide enough travel to offer good ride quality for most street applications. Less than 2" of compression travel will result in poor ride handling and potential damage.



19 Start the installation with the axle positioned approximately where it will sit at the final ride height.

Lift and support the rear axle housing on an axle cradle or stand, or use a floor jack to lift and support the axle with jack stands.

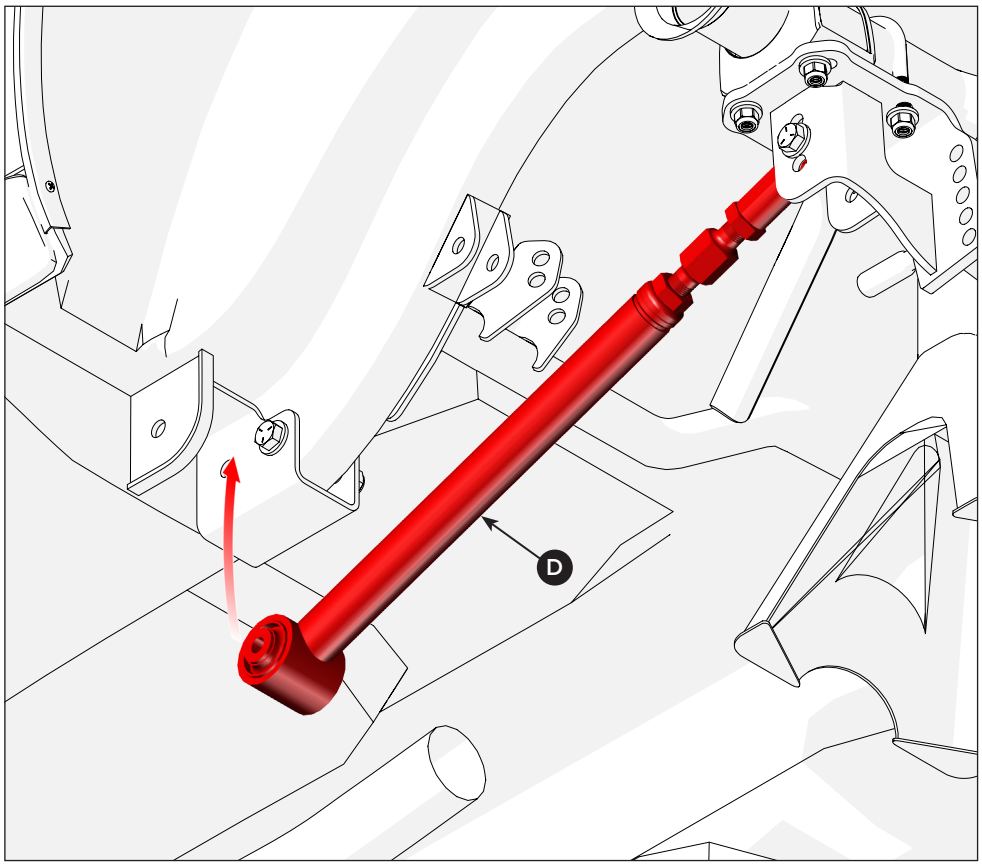
Set the wheelbase based upon your final wheel & tire combination, and evenly center the axle right-to-left under the car.



20 Install the lower trailing arm (D) in the front frame mount bracket.

Note: The trailing arms are preset to 22.625" at the factory. Do not adjust them at this time.

All adjustments must be made after completion of installation and during final adjustments and alignment.

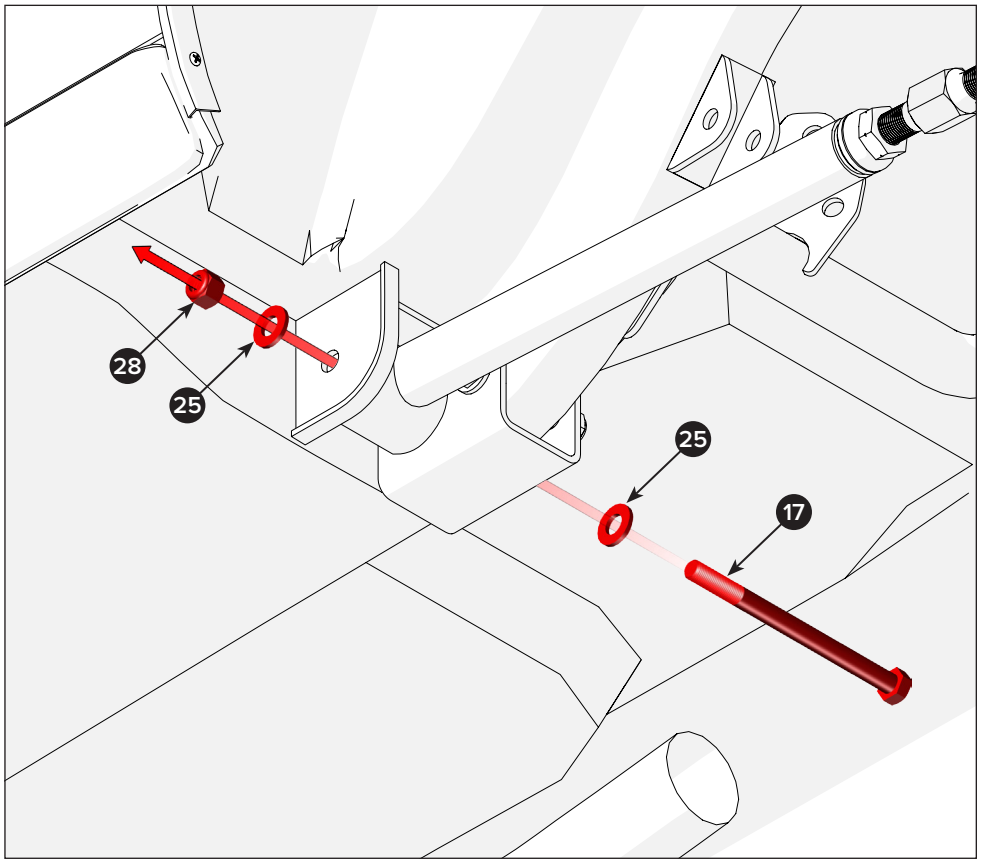


21 Fasten the lower trailing arm to the frame with one 6.50” hex bolt (17), two flat washers (25), and one Nylock nuts (28).

Repeat steps 20 and 21 to attach the RH lower trailing arm mount bracket (33) (not shown) and the trailing arm to the frame.

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.

Adjustments are dependent upon the desired final ride height, the lower trailing arm position, vehicle age and variances. These adjustments will be made after installation completion.



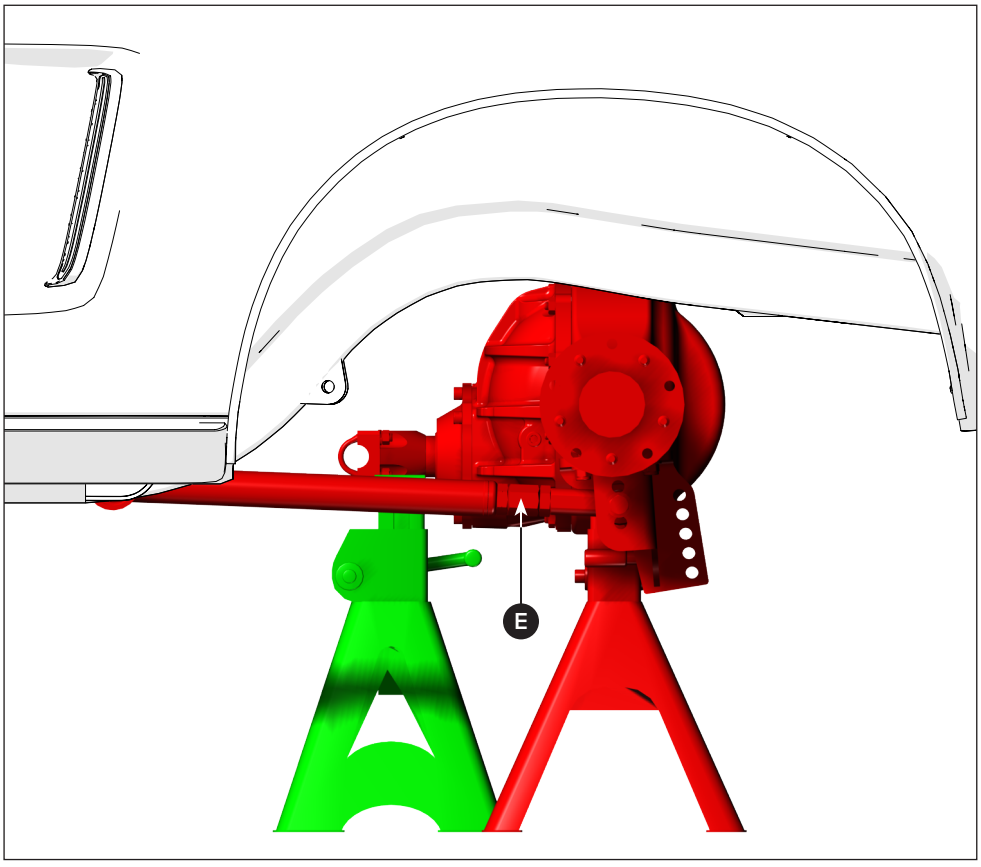
22 Set the axle to 4” below the frame rail. Make sure the axle center is correctly aligned under the vehicle with the frame and wheel opening.

Note: This position is the mid-point of the ride height range, with a 2 1/2” to 5 1/2” axle tube-to-frame-rail height range.

Once positioned, support the pinion with a jack stand or floor jack to prevent rotation.

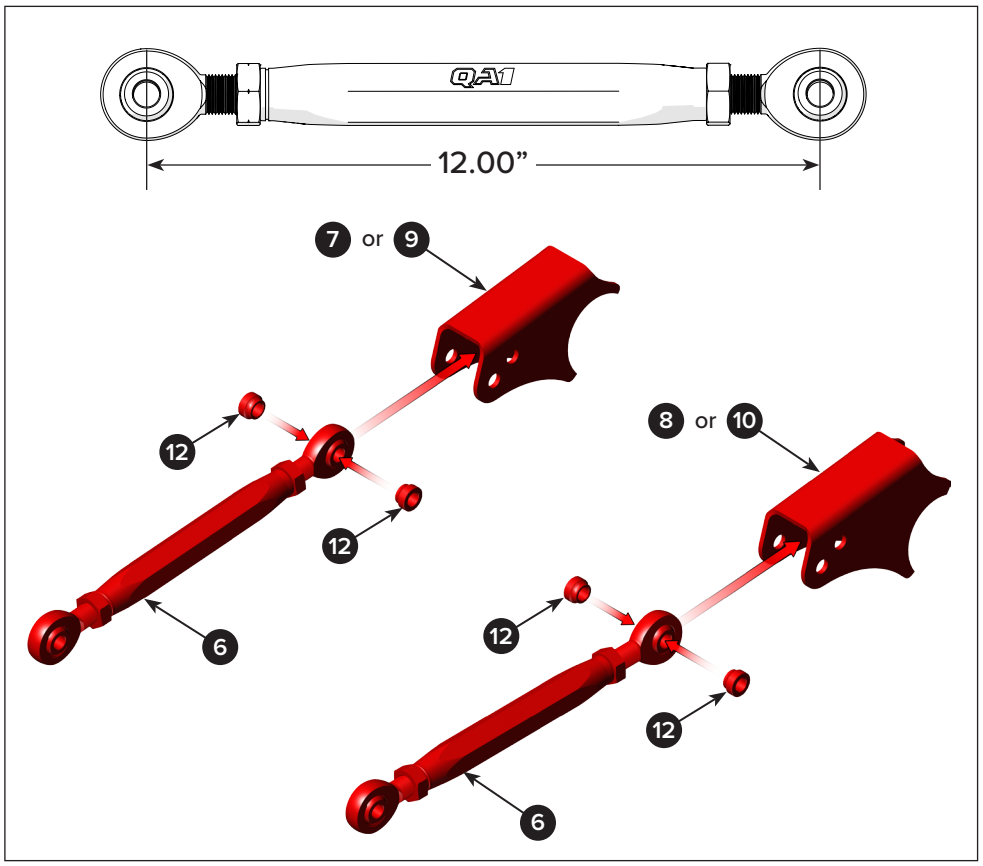
Now, use a digital angle finder to set the pinion angle to 0° relative to the engine and transmission.

Note: The rear axle assembly shown is for illustration only and is not included with the 4-link assembly.



Installer's Note: *Before installation, verify the center-to-center distance of the trailing arm rod ends. They must be set at 12.00".*

To achieve the required distance, loosen the jam nuts and turn the rod ends out or in. Tighten the jam nuts once complete.



23 The 4-Link kit includes different upper trailing arm brackets based on the center section and shape of the housing.

Use the RH UTA mount (7) for the 9" rear axle housing, or the RH UTA mount (9) for the 8" rear axle housing.

Put two spacers (12) on the upper trailing arm (6) as shown and fit it into the appropriate RH upper trailing arm bracket (7 or 9).

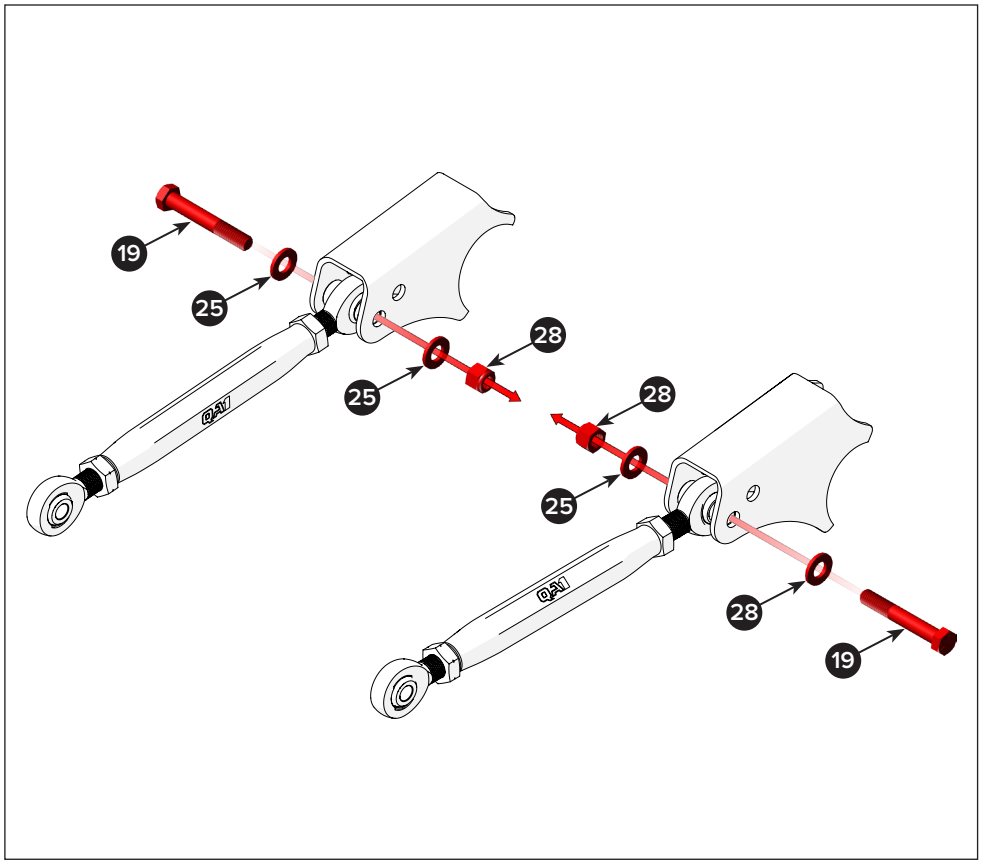
Repeat the procedure for the LH upper trailing arm (18).

Use the LH UTA mount (8) for the 9" rear axle housing, and use the LH UTA mount (10) for the 8.00" rear axle housing.

---

24 Fasten the upper trailing arms to the left and right hand brackets with two 3.25" hex bolts (19), four flat washers (25), and two Nylock nuts (28).

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.

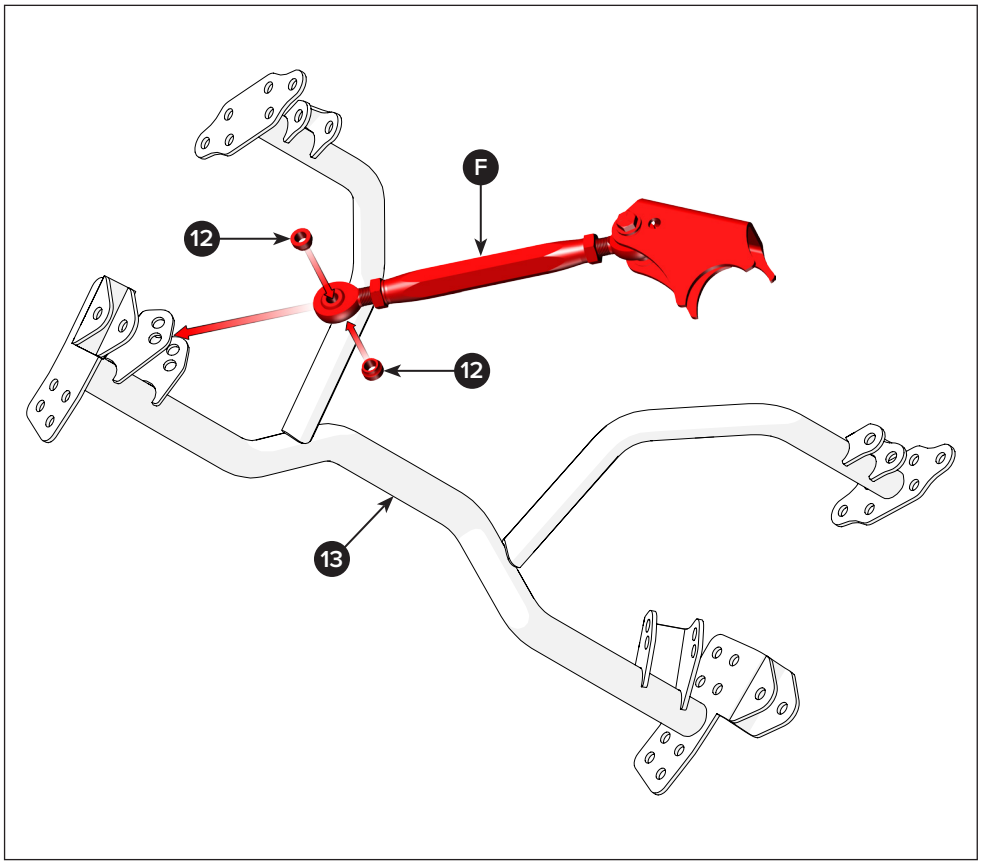


Installer's Note: *For visual clarity, the body, frame, and axle assembly are not shown.*

25 Put two spacers (12) on the LH trailing arm assembly rod end.

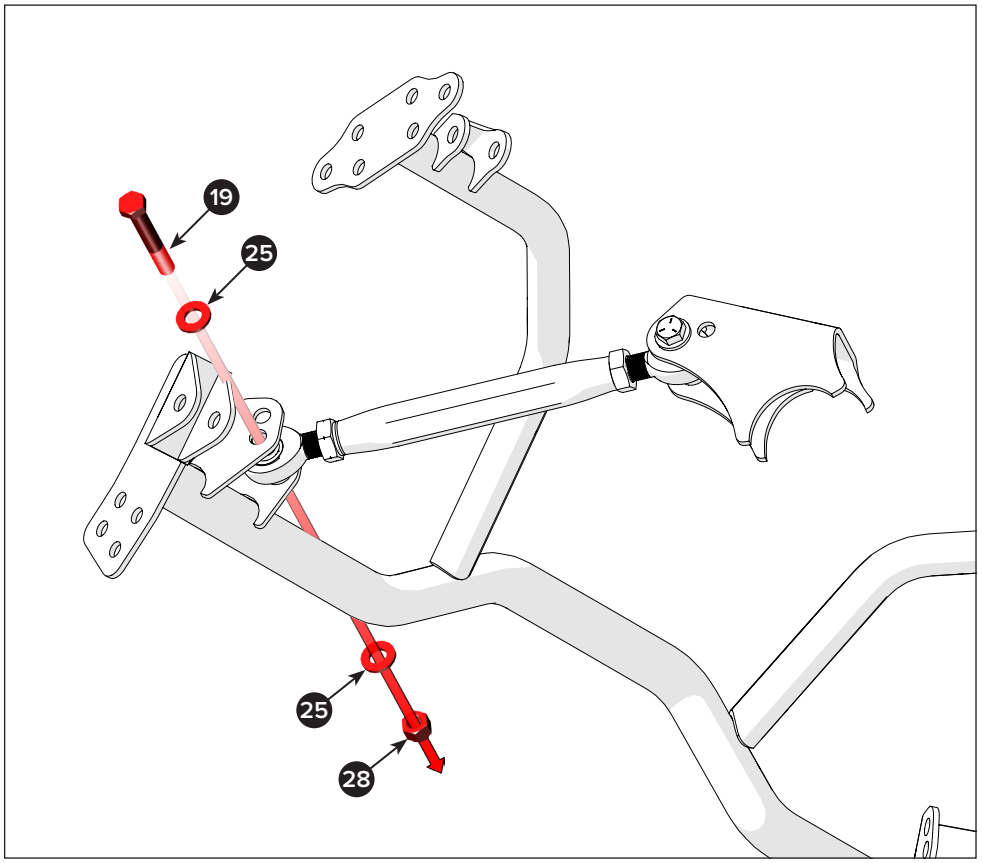
Put the LH upper trailing arm assembly (F) into the crossmember as shown.

Note: The trailing arm bracket (8 or 10) must be assembled into the correct position as shown.



26 Fasten the upper LH trailing arm to the crossmember with one 3.25" hex bolt (19), two flat washers (25), and one Nylock nut (28).

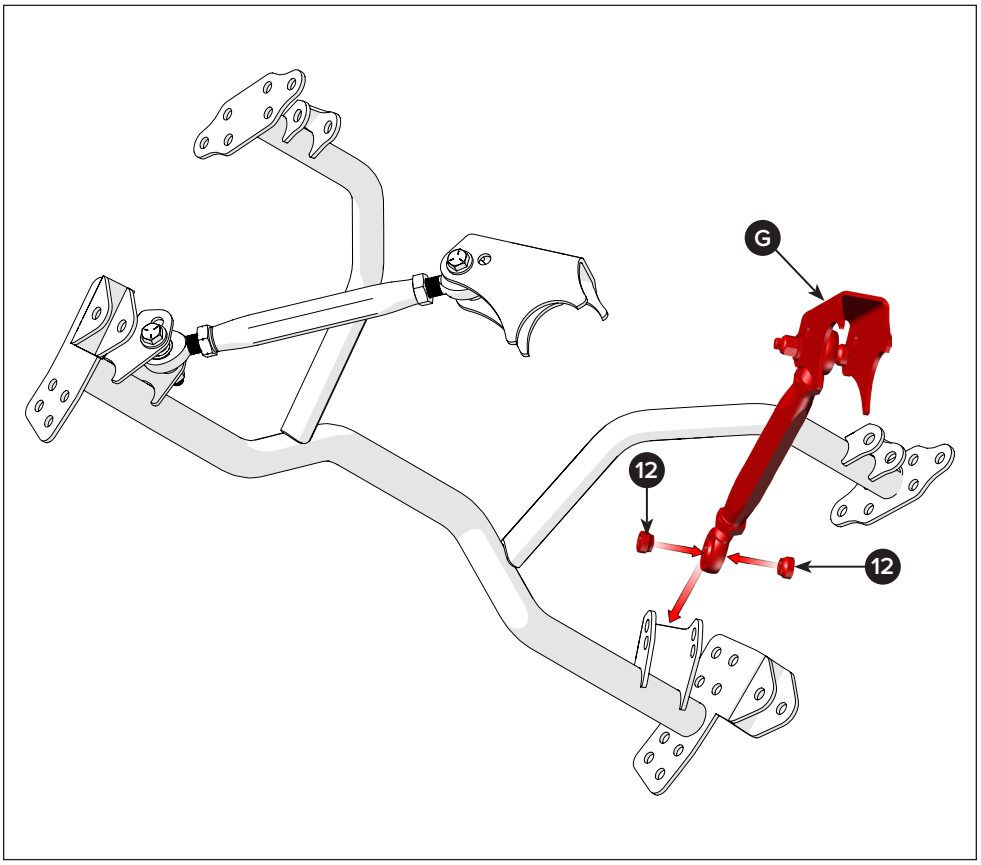
Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.



27 Put two spacers (12) on the RH trailing arm assembly rod end.

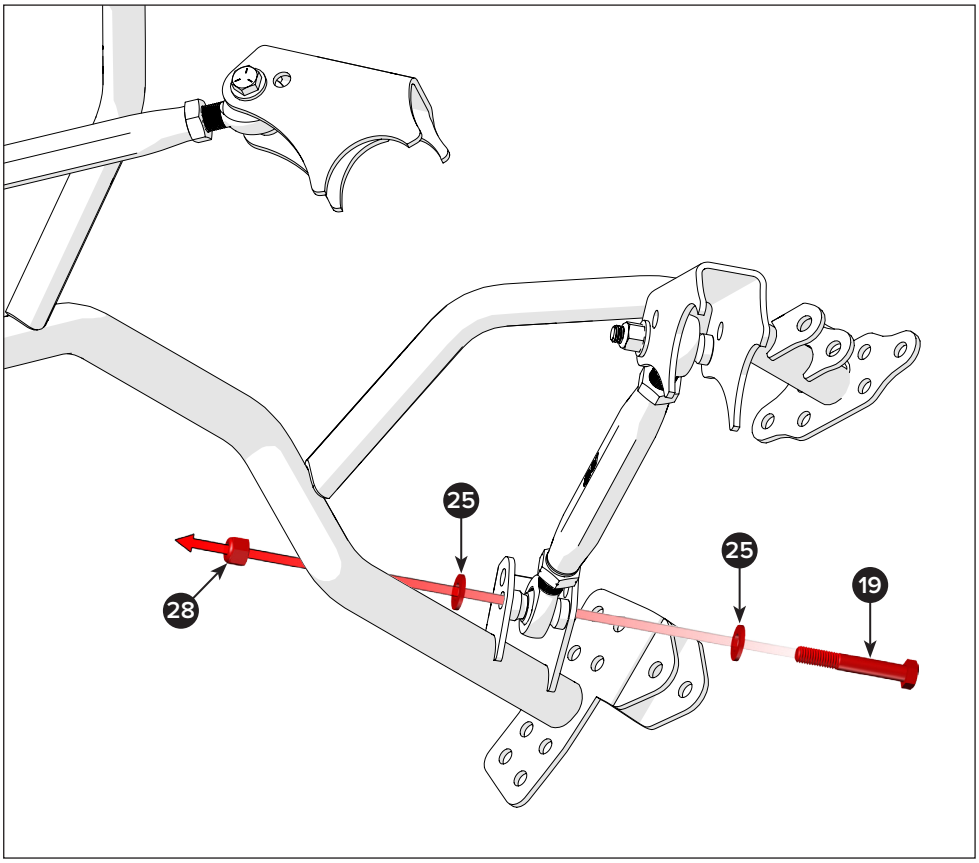
Put the LH upper trailing arm assembly (G) into the crossmember as shown.

Note: The trailing arm bracket (9 or 11) must be assembled into the correct position as shown.



28 Fasten the upper RH trailing arm to the crossmember with one 3.25" hex bolt (19), two flat washers (25), and one Nylock nut (28).

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.

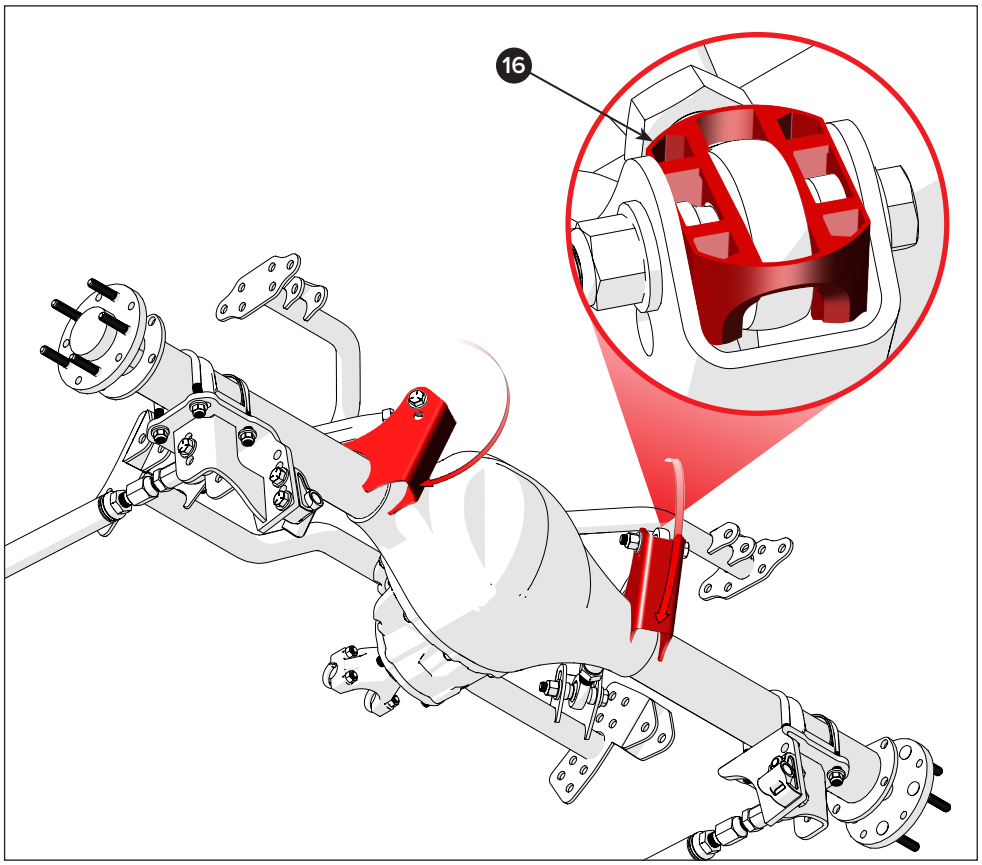


Installer's Note: *For visual clarity, the body, frame, and jack stands are not shown.*

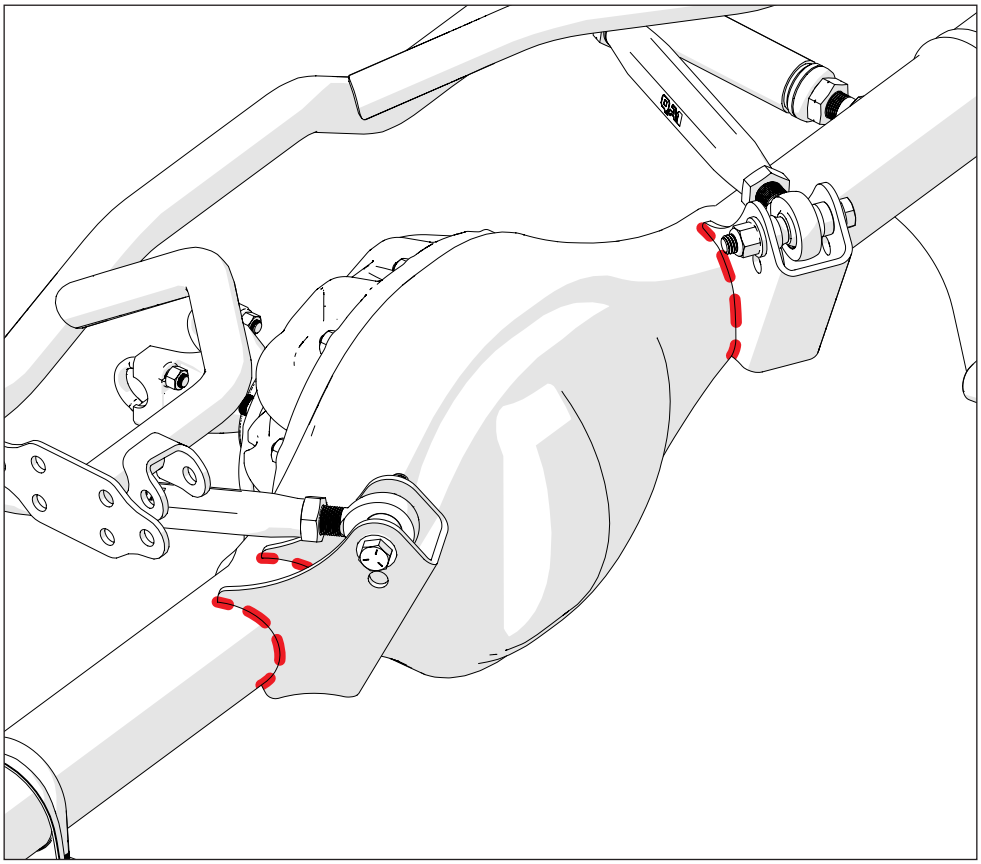
29 First, rotate the left-hand (LH) and right-hand (RH) trailing arm brackets downwards. Make sure that the brackets fully seat against the axle as illustrated.

Next, insert the axle alignment plates (16) into both ends of the upper trailing arm rod ends.

Note: The alignment plates are designed to align the upper trailing arms (UTAs) with the mounting brackets and make sure that they remain perpendicular to each other between the crossmember and the axle during the welding process.

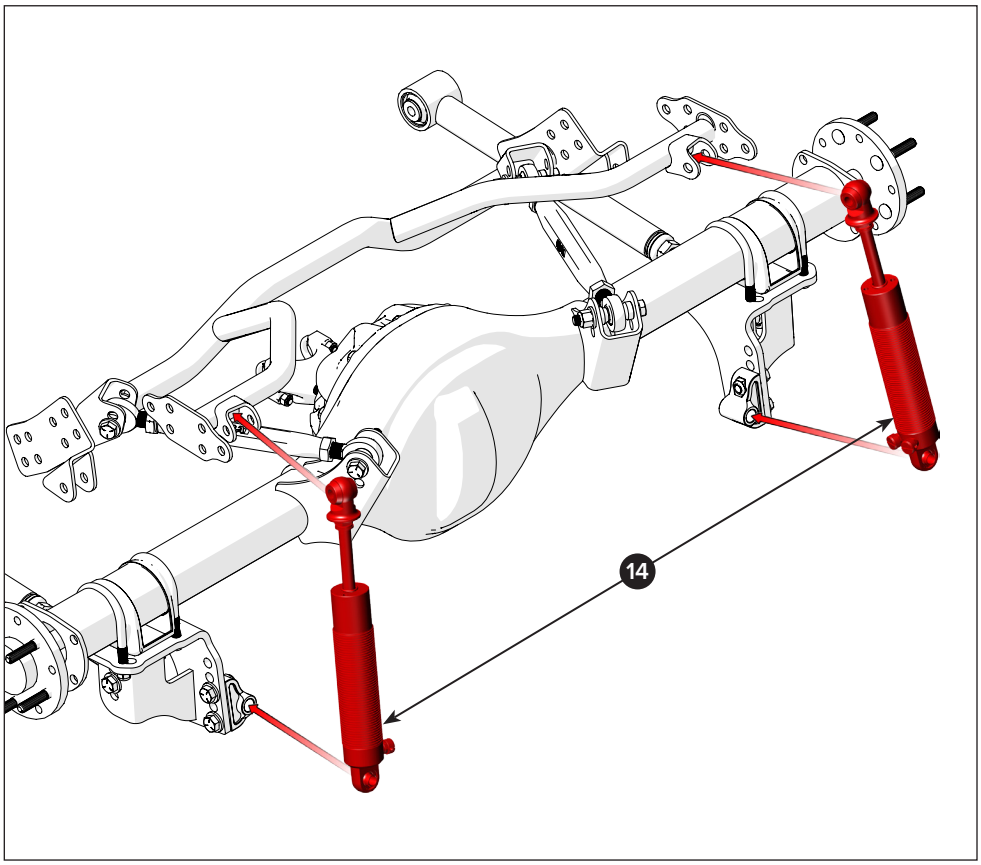


30 Tack-weld the upper trailing arm brackets to the axle.



Installer's Note: *For mock-up purposes, the coilover springs must not be assembled onto the shock bodies at this time.*

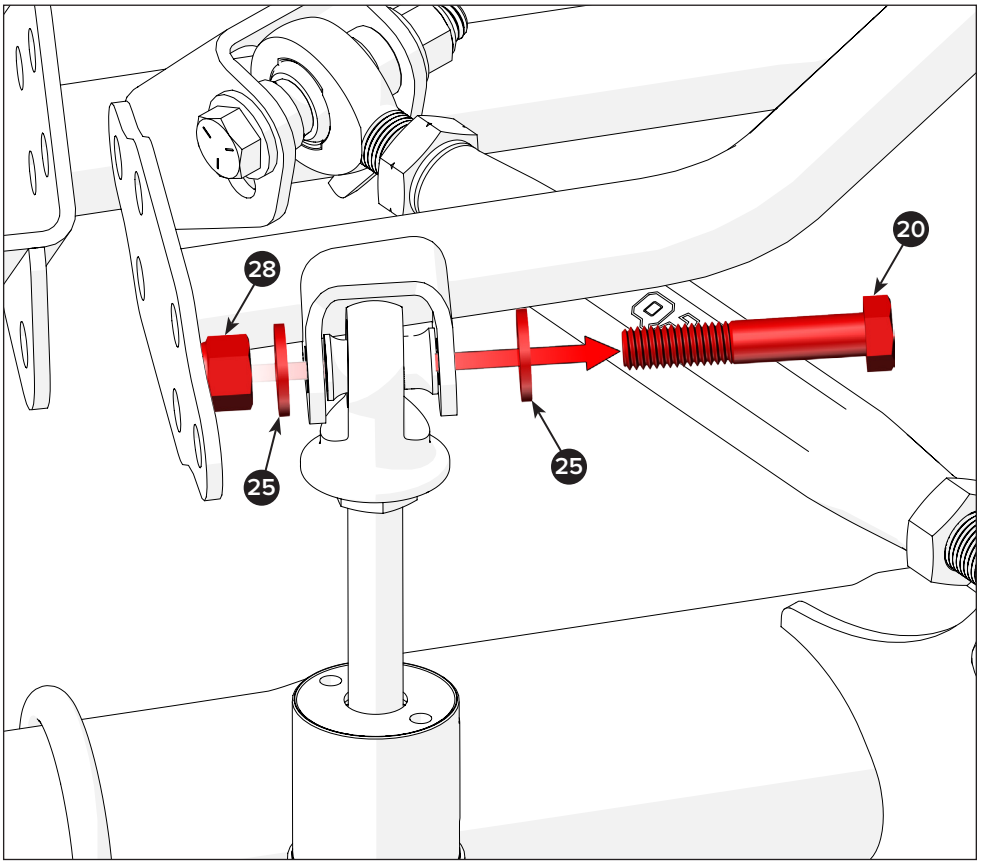
31 Put the upper eyelets of the shock body (14) into the upper shock mounts on the crossmember as shown.



32 Align the holes on the shock to the crossmember.

Fasten the shock top to the crossmember with two 2.75" hex bolts (20), four flat washers (25), and two Nylock nuts (28).

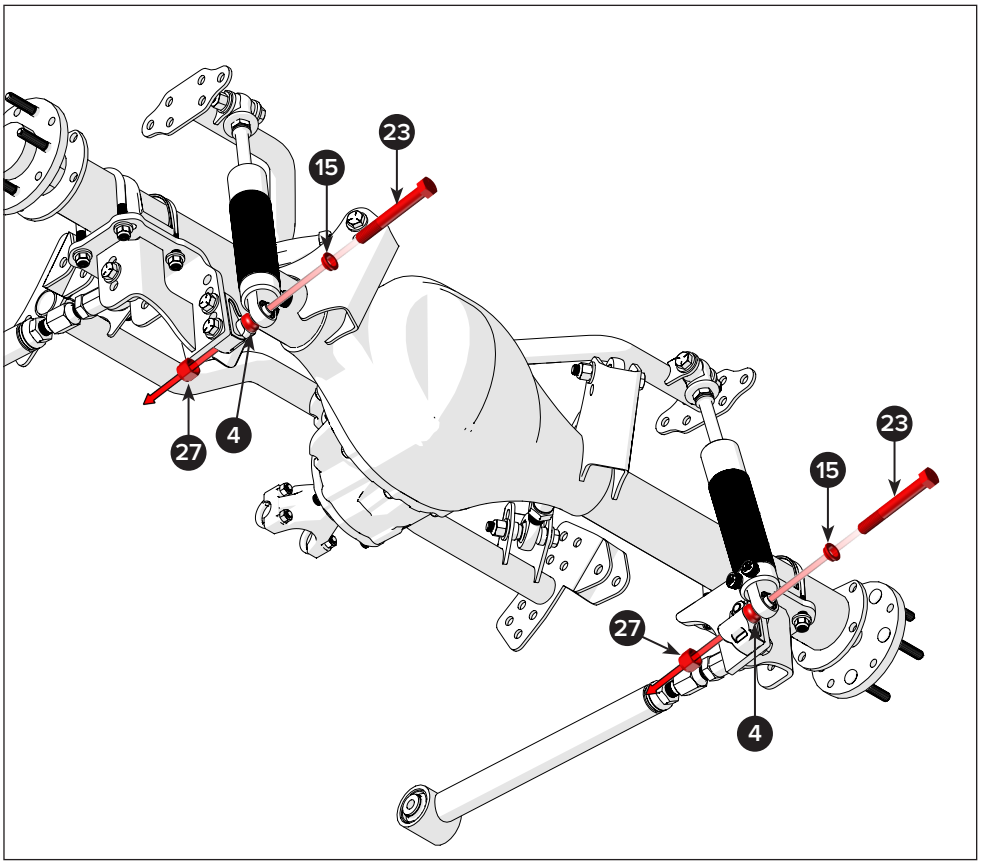
Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.



33 Align the lower shock absorber eyelets with the coilover shock blocks installed in step 7.

Note: For easier suspension tuning, position the valve adjustment knobs so that they face the car's center.

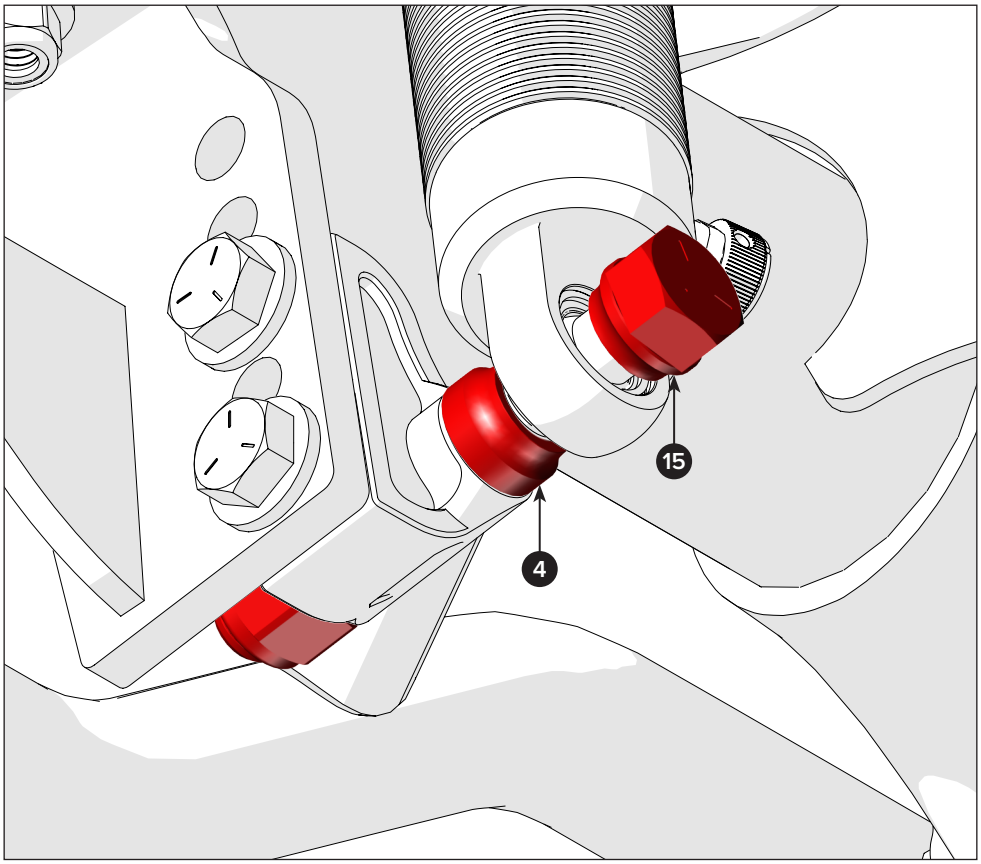
Fasten the shock bottoms to the lower axle shock mounts with two 4.50" hex bolts (5), 5/16" spacers (23), 1/2" spacers (12), and Nylock nuts (14).



34 Verify that the lower shock absorber hardware, especially the spacers, are in the correct order as shown.

The thick spacer (4) fits between the shock block and shock eyelet, and the thin spacer fits between the shock eyelet and bolt/washer.

Note: To prevent parts movement during the build, only snug the bolts at this time. They will be torqued during steps 37 and 38.



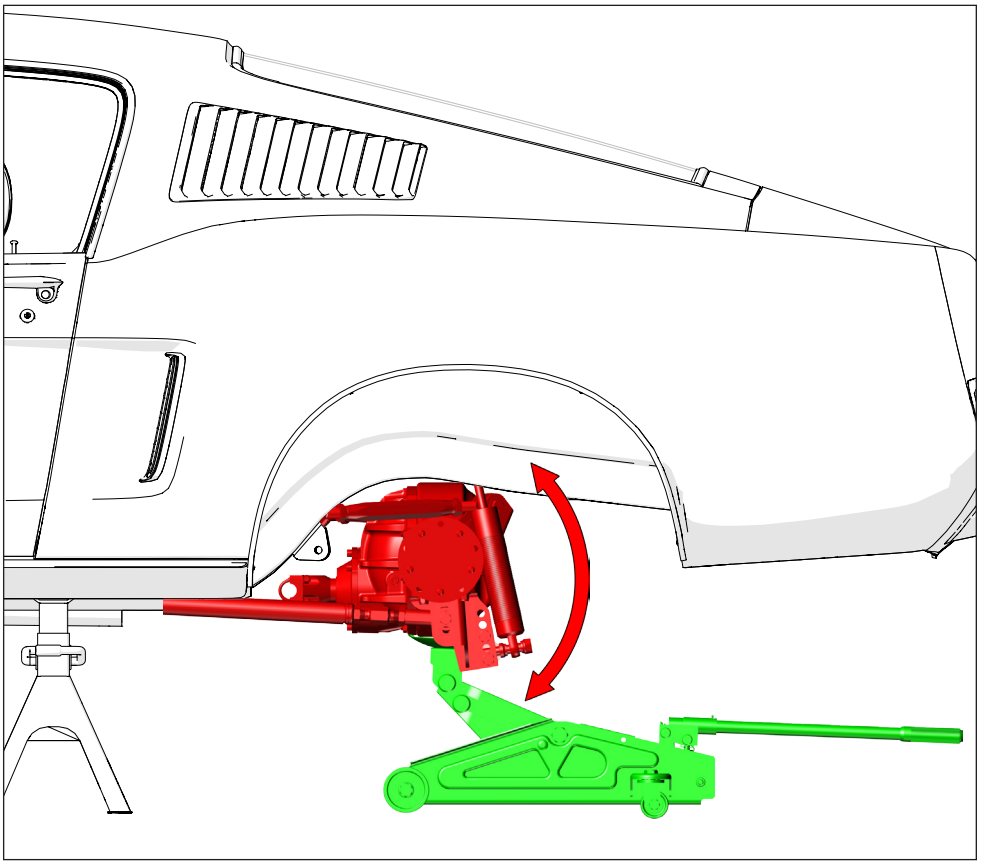
35 Remove the jack stands from under the axle.

With the shock springs removed, cycle the suspension through its full range, both compressed and extended.

Repeat this several times and check for any binding or interference between parts, wheels/tires, the driveshaft, or the floor pan while the rear axle assembly moves through its up-and-down travel arc.

Double-check the pinion angle and wheelbase one final time. If the rear axle moves freely through its arc without interference, proceed to the next step.

Note: If you encounter any noticeable issues with the components or their operation, do not proceed. Instead, adjust the upper and lower trailing arms or the lower shock location until all issues are resolved.

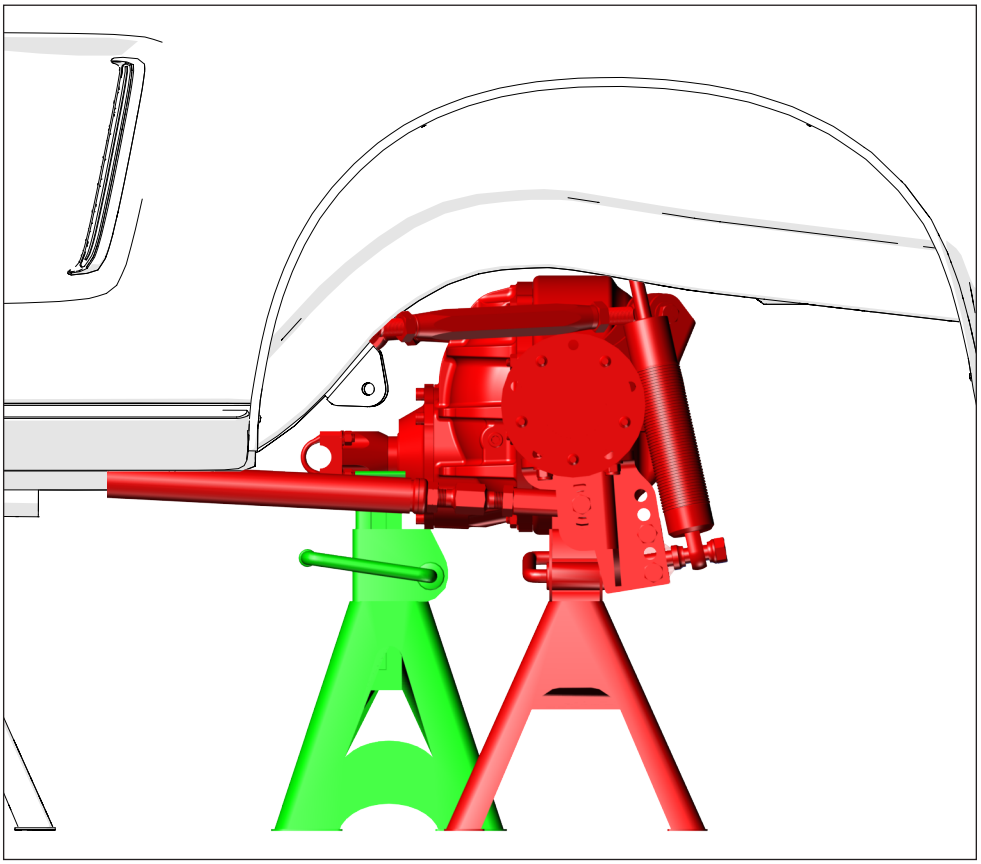


36 Put the jackstands back under the axle.

Note: Once the axle is positioned, support the pinion with a jack stand (shown in green) or floor jack to prevent axle housing rotation.

Verify that the pinion angle is still set at 0°. If the pinion angle is set, proceed to step 37.

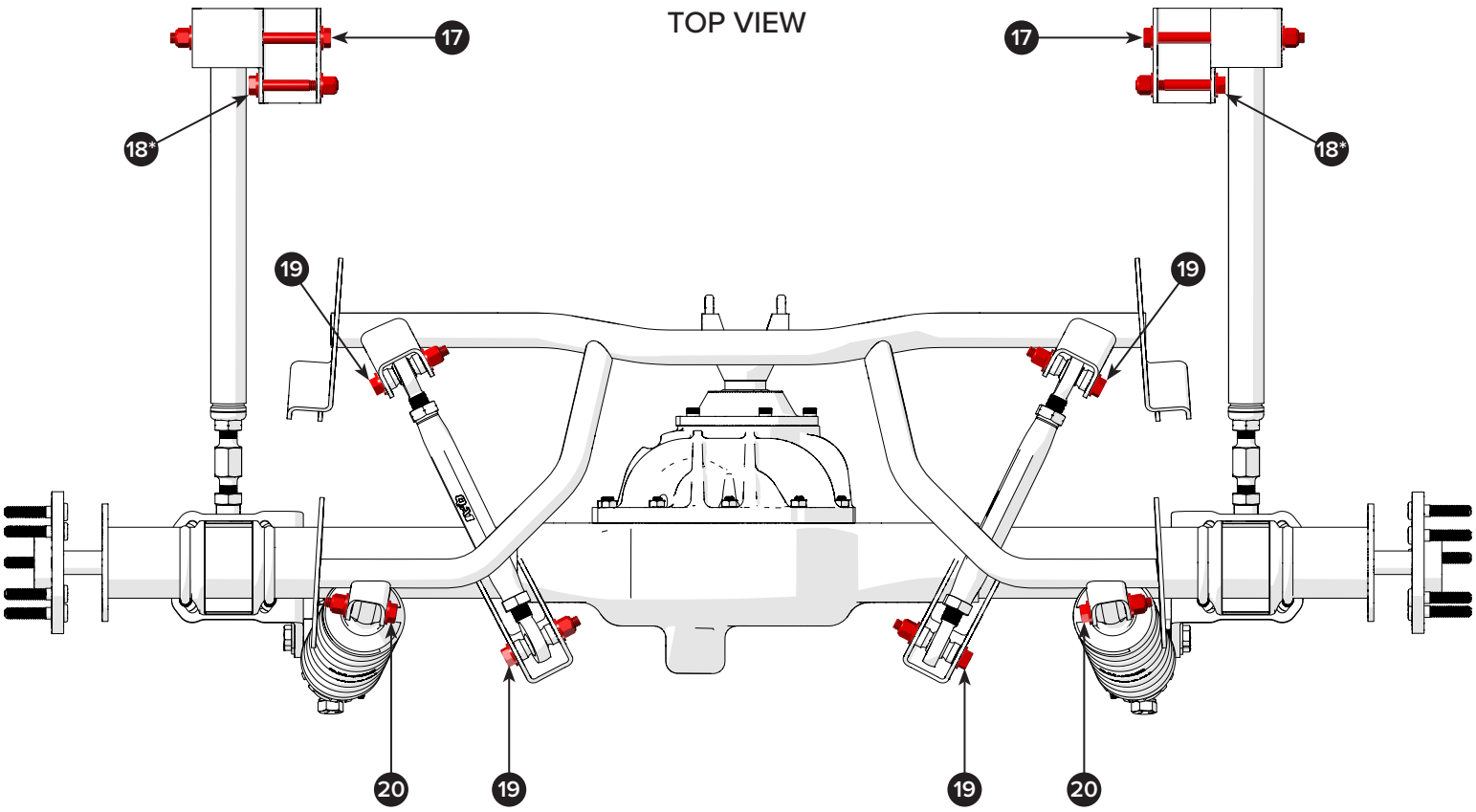
With the 4-link rear axle assembly completed and in place, remove the shocks, and complete the weld on the UTA mount brackets.



Installer's Note: *For visual clarity, the body and frame is not shown.*

With the 4-link rear axle installation completed and in place, prime then paint the axle welds and any exposed bare metal.

Finally, remove the shocks and install the coil springs to finish the shock assembly.



37

Torque the 6.50" front lower trailing arm mount bolts (17) to 40 lb-ft.

Torque the 3.50" front lower trailing arm bolts (18*) to 40 lb-ft.

Torque the 3.25" rear upper trailing arm bolts (19) to 75 lb-ft.

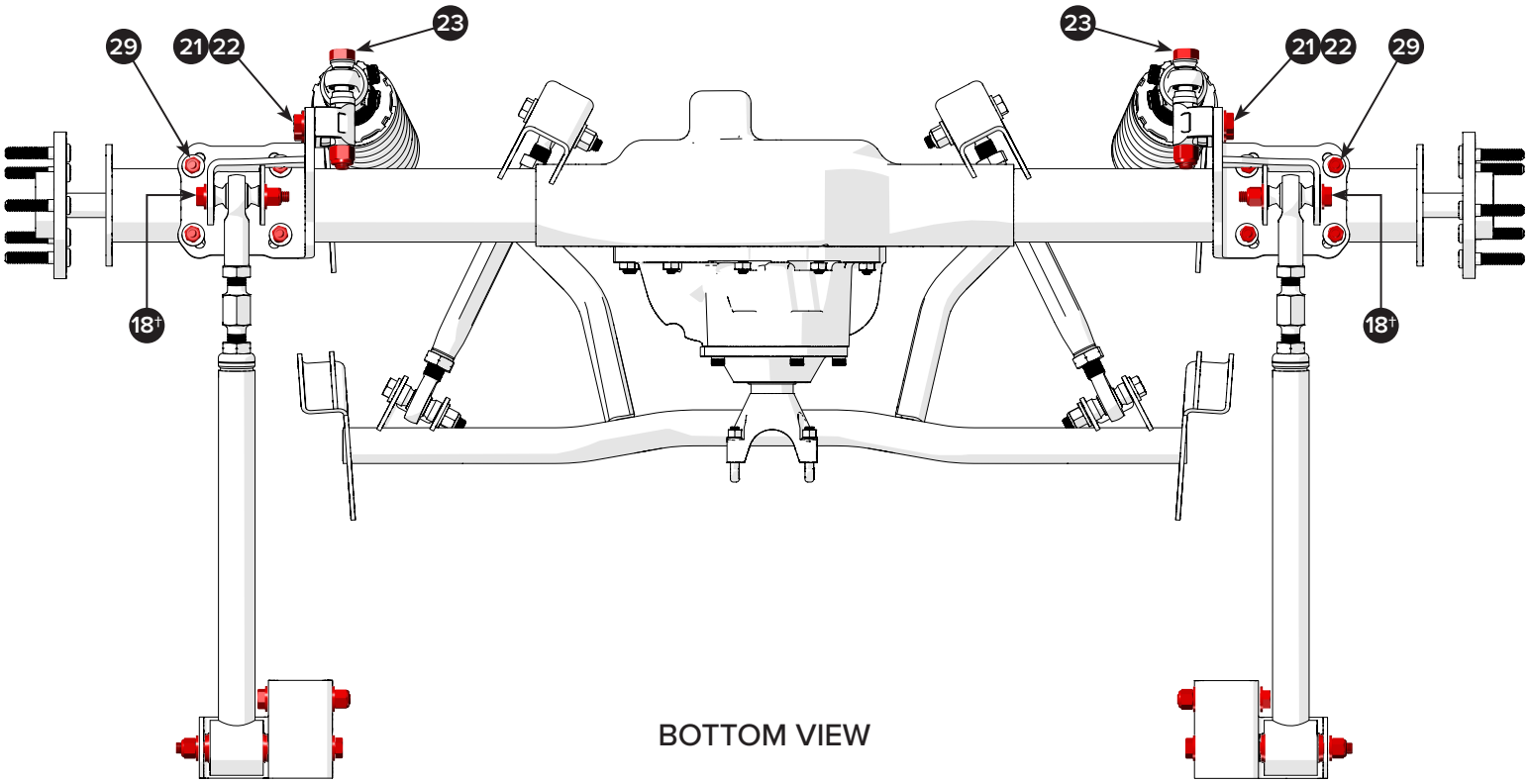
Torque the 2.75" upper shock mount bolts (20) to 75 lb-ft.

38 Torque the 3.50” rear lower trailing arm bolts (18†) to 75 lb-ft.

Torque the 1.75” and 1.00” shock block bolts (21 and 22) to 75 lb-ft.

Torque the 4.50” lower shock mount bolts (23) to 50 lb-ft.

Torque the 7/16” U-bolt Nylock nuts (29) to 50 lb-ft.



BOTTOM VIEW

If you intend to install the QA1 Mustang Rear Sway Bar, refer to the installation instructions 9919-366 included with the 52900 sway bar kit.

39 Make any final adjustments and bleed the brakes.

Note: Before the vehicleis driven, it is required to have a professional alignment.

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QA1 warrants the products to be free from defects in material and workmanship for one year from the date of sale to the original purchaser. QA1 makes no other warranty of any kind, expressed or implied.

QA1 shall have no obligation under the preceding warranty where the defect results from improper or abnormal use, your negligence, vehicle accident, inappropriate or incorrect installation or maintenance, nor when the product has been repaired or altered in any way. QA1's liability in the case of defective products subject to the preceding warranty shall be limited to the repair or replacement of the defective products at QA1's option.

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