

**Detroit Speed**  
**Tubular Lower Control Arm & Weight Jack Kit**  
**1979-93 Ford Mustang, 1976-86 Mercury Capri**  
**P/N: 030344DS**

The Detroit Speed Tubular Lower Control Arm & Weight Jack Kit replaces the stock lower control arms and standard front springs on 1979-93 Ford Fox Body vehicles. The tubular lower control arms feature SN95 mustang balljoints, greaseable Delrin™ bushings, and are compatible with DSE Weight Jack and coilover suspension systems. The DSE Weight Jack allows for easy ride height and corner balance adjustment, utilizing common 2.5" ID springs further expanding tuning options. The included spring rate has been Detroit Tested and Tuned to provide a well balanced street and autocross ride.



Item	Part Description	Quantity
1	Lower Control Arm Assembly, LH	1
2	Lower Control Arm Assembly, RH	1
3	Lower Control Arm Hardware	1
4	Weight Jack Top Assembly	2
5	Weight Jack Lower Assembly	2
6	7" x 2.5" ID x 700 lb./in Coilover Springs	2
7	Instructions	1

***IMPORTANT:***

All work should be performed by a qualified technician. Please read the entire set of instructions and fully understand all of the steps involved before beginning the project. Always make sure to wear the appropriate safety equipment for the job and properly support the vehicle. If you have any questions before, during, or after the installation, feel

free to contact Detroit Speed by phone at (704) 662-3272 or by email at [tech@detroitsspeed.com](mailto:tech@detroitsspeed.com).

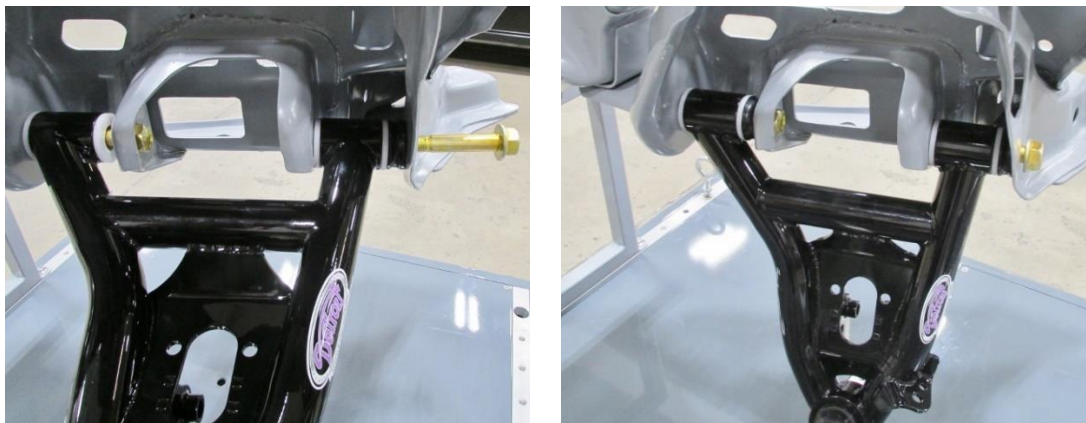
Hardware Checklist - Detroit Speed LCA/Weight Jack Kit			
Item	Description	Quantit	Check
1	LCA Bushing Spacer, Black Anodized, .600"	4	
2	5/8"-11 x 4-1/2" L Flanged Hex Head Bolt	4	
3	5/8"-11 Nylock Flanged Nut	4	
4	3/8-16" x 3/4" Hex Head Bolt (loosely installed in	4	

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Control Arm to Frame	90
Sway Bar End Links	30
Lower Ball Joint	100

### **Installation:**

1. Secure the vehicle on jack stands and remove the front wheels. Gain Access to the lower control arm by removing the brake caliper and supporting out of the way.
2. Remove the outer tie rod nut and separate the tie rod from the spindle. The castle nut will be reused during reassembly
3. Remove the sway bar endlink from the control arm / sway bar. This hardware will NOT be reused.
4. Support the lower control arm with a floor jack or lift stand. Loosen the lower ball joint nut until 2-3 threads remain engaged
5. Use a ball joint separator to separate the lower ball joint from the spindle taper. The coil spring is under pressure and will cause the spindle to raise and rest against the ball joint nut.
6. Remove the lower ball joint nut and slowly remove pressure from the lower control arm by lowering the floor jack. Once all pressure is removed, the coil spring can be removed from the vehicle. Remove the rubber spring isolator from the spring or chassis and set aside for use during reassembly.
7. Remove the 2 lower control arm bolts attaching the control arm to the chassis and remove the control arm.
8. Lubricate the face of the Delrin bushings with a very light coating of grease.
9. Locate the lower control arm in the K-member. Install the 5/8-11 x 4 1/2" bolts from front to rear to hold the control arm for the next step.

10. Remove one bolt and a time and install the provided anodized aluminum spacers on the front side of the lower control arm bushings (Figure 1). **NOTE:** factory k members may require spreading the width of the bushing area. It is common for the control arm to be overtorqued, causing the k member to squeeze inward.



**Figure 1 - Locate Lower Control Arm**

11. Install the provided 5/8"-11 Nylock flange nuts. Tighten hardware to 90 ft lbs.



**Figure 2 - Install Lower Control Arm**

12. Raise the lower control arm up and install the lower ball joint stud into the spindle (Figure 3). Thread the nut onto the lower ball joint stud to keep the spindle in place. Torque the lower ball joint nut to 100 ft-lbs. The SN95 Balljoint relies on the use of a nylock nut, no cotter is required.



**Figure 3 - Place Spindle on Lower Control Arm**

13. Remove the two 3/8"-16 x 3/4" long hex head bolts and washer from the lower spring locator. Place medium strength blue Loctite on the threads of the bolts. Place the spring locator on the lower control arm and install the hardware from the bottom side of the lower control arm. Torque fasteners to 35 ft-lbs. (Figure 4).



**Figure 4 - Install Lower Weight Jack Assembly**

14. During the assembly process at DSE, the jack bolt on the weight jack top assembly has extreme pressure grease applied to the threads. If you have to remove the grease or re-apply it during maintenance, we recommend using extreme pressure grease on the jack bolt. You can do this by threading the upper frame cup out of the spring perch and cleaning any debris off the jack bolt. Once you have applied the extreme pressure grease, thread the frame cup back down to the spring perch to help with installation.

15. Place the factory rubber spring isolator on the weight jack top assembly (Figure 5).



**Figure 5 - Install Spring Isolator**

16. Thread the upper frame cup down all the way to the spring perch. Place the provided coilover spring up against the spring perch on the top assembly. Place the weight jack top assembly with the rubber spring isolator into the factory frame pocket (Figure 6).



Figure 6 – Install Weight Jack Top Assembly

17. Locate the bottom of the spring onto the lower spring locator (Figure 7 on the next page). **NOTE:** If more droop is needed to install the spring, loosen the top strut nut from top mount. This allows the lower control arm to droop further, making it easier to install the spring.
18. Tighten the weight jack adjuster assembly until there is tension to hold the spring in place. Using a 1/2" drive extension (6" or longer), insert the extension from the bottom side of the lower control arm into the jack bolt. Turn the bolt clockwise to increase load on the coilover spring.



Figure 7 – Locate spring

19. Reinstall the Outer Tie Rod, Torque castle nut to 35 ft lbs, tighten further to align cotter pin hole. Install new cotter pin.
20. Reinstall Brake Calipers, torque hardware to factory specs.

21. Install the Sway endlink – Style will change depending on your combination of parts. Following the table below for details

Detroit Speed Sway Bar	Factory Style Sway Bar
Endlink included with sway bar	Endlink- DSE PN 030221DS (2 Required)
Follow instructions included in 031423DS sway bar kit	Drill Control arm mounting tab to .484 (41/64)  Torque hardware to 40 ft lbs.



22. Preload the coil spring before placing the vehicle on the ground. It is recommended to preload until 1" of thread is exposed above the spring adjuster. Additional preload may be required to set correct ride height
23. Repeat the installation on the opposite side of vehicle.
24. Install the front wheels and lower the vehicle to the ground. Torque the wheels to the manufacturer's recommended torque specs. Measure ride height and adjust to desired.
25. To adjust the vehicle ride height, jack up the front of the vehicle to take load off the spring. Adjust spring preload to alter the ride height of that corner. Clockwise to raise ride height, Counterclockwise to lower.
26. It is recommended to have a professional alignment must be performed at this time.
27. For advance vehicle setup. corner balancing is recommended. Using a set of 4 corner scales, Spring Preload is adjusted on each corner to balance out the static weight supported by each tire.

If you have any questions before or during the installation of this product, please contact Detroit Speed at [tech@detroitsspeed.com](mailto:tech@detroitsspeed.com) or 704.662.3272

**Legal Disclaimer:** Detroit Speed is not liable for personal, property, legal, or financial damages from the use or misuse of any product we sell. The purchaser is solely responsible for the safety and performance of these products. No warranty is expressed or implied.