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BUSHING KIT # 1087

2005 – 2014 Mustang front lower arms

Installation will require a press to remove the rear big bushing from the control arm. I would recommend using a tool called a bearing/puller separator. You can see the unit in the photo to the right.



1. The lower arms must be removed from the vehicle. The first step is to get the large bushing removed from the lower arm. The arm is built with a large steel pin at the end of it. You will require a press to get this bushing off of the pin. We recommend using a bearing puller as shown in the photo. In the photo you can see we are using a drive pin to push the arm out of the bushing. There is quite a bit of pressure required to get the bushing off of the steel pin.



2. Once the bushing with the bracket is press off the arm you will need to get the bushing out of the bracket. - You first must buff off the flange on the bushing so you can get a fixture to index directly on the bracket.

Next place the bracket and bushing assemble back in the press and press out the bushing.



3. Grab the arm and press the small bushing out of the arm.

4. Once the bushings are out of the arm. Clamp the arm in a vise and with 400 grit sand paper remove any sharp edges on the pin.



5. Drill a grease fitting hole in the front bushing housing on the top of the arm (ball joint pointing up). You are going to drill a #3 hole (.210) in the center. The arm is laying flat on the table. Go straight down. Once the hole is installed, use a $\frac{1}{4}$ x 28 tap and tap the hole. Clean the hole from having any burrs. A 90 degree grease fitting is furnished in the kit. Install the grease fitting so the fitting points towards the ball joint.



6. Next step will be to place the Blackline drag bushings in the arm.

Lubricate the inside of the arm housing and the inside of the bushing halves with water proof synthetic grease. NEO-z12, Redline, or any boat hub grease will work. Slide the two halves to gather and the slide the pin through the bushings. The end result should look like this.



7. Next you must drill a hole in the rear big bushing bracket for a grease fitting. The hole must be placed around 40 to 45 degrees from the bolt hole pointing to

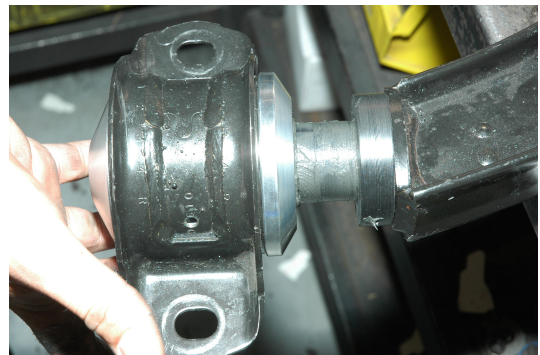
the outside of the car. The photo on the right gives you a good clue on how it should look when it is finished. Once you have drilled the hole, use a ¼ x 28 tap and tap the hole. Do not install the grease fitting yet.



8. Time to press the big rear bushing into the bracket. Align the side hole in the bushing with the grease fitting hole in the bracket. Place the assembly into the press and press the bushing into the bracket till the lip of the bushing contacts the bracket.

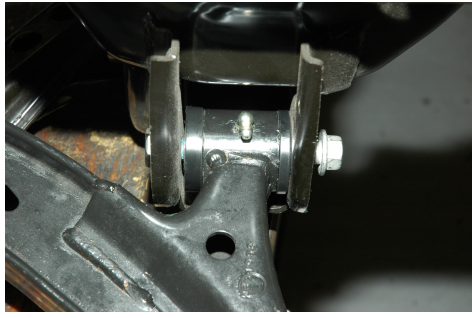


9. Next take the Blackline bushing insert and lubricate the inside of the bushing and the bushing housing. Slide the insert onto the lower control arm pin. The bushing should move freely. Next slide the housing over the insert.



10. Install the grease fitting and you are ready to install the assembly on the car. Install the front bushing first, slide the factory bolt through and tighten to factory specifications. The front bushing should look like the photo on the left when installed. The rear bushing and bracket should be pushed as far forward as possible up against the control arm, No air gaps. The rear bushing bracket should then be tightened to factory specifications. The arm should fall when you let go with all the bushings tightened down.





Do not pry the rear bushing bracket over in an attempt to gain more caster. You will put the bushings in bind and induce drag.