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### **ASR-13 ADJUSTABLE STRUT ROD KIT (71-73 MUSTANG)**

The ASR-13 kit replaces the factory strut rods and bushings. Each strut rod comes pre-assembled, however **the strut rods are not preset to any special length and the jam nuts are loose. An alignment will be required after installation.** In the kit we also supply 4 (9/16 x 1 ½ x 18 bolts). These bolts replace your factory bolts that attach the strut rod to the lower control arm.



Note: The bolts the factory uses are ½ inch bolts.

Generally they fit really loose in the arm. We use 9/16 bolts because in many cases the bolts fit nice and tight – very little play. If your arm does not allow the 9/16 bolt to slide through you will need to drill the stock arm out to 9/16. We know this maybe a inconvenience however we want the bolts to fit snug in the holes.

Installation will require removal of the factory strut rods. A factory service manual will help if a procedure is required.

1. Once the factory rods are removed, make sure the hole in the frame locating the rubber bushings are clear of any dirt and old bushing material.
2. Install the assembled strut rod clevis up into the frame hole. **Note: 1971 through 73 Mustangs have a right and left strut rod.** Make sure the strut rod is resting on top of the lower control arm with the steering bump stop pointing up. The clevis will only install one way. The curved portion goes down allowing the face of the clevis to go flush against the frame. There is a centering ring around the bolt that is used to index the clevis in the frame. It must stay on the bolt. Once you have slipped the assembly through the frame hole, install the large flat washer, lock washer, and nut on the clevis. **When tightening the clevis nut, make sure the clevis is perpendicular to the frame and is not tilted.** The rod end in the clevis should be pivoting straight up and down on the ball, not on a angle. Torque the nut down to 120 foot-pounds.
3. Attach the strut rod with the new hardware to the lower control arm. Tighten the bolts until you have contact with the arm but do not torque them until you are finished with the alignment. The strut rod must pivot slightly during the adjustment process. Please take note: The first hole in the strut rod that attaches the lower arm is oval. The furthest back hole is round. By leaving the bolts slightly loose when adjustments are made, the forward oval hole allows for the angle change between the strut rod and lower arm mounting holes. This is so that when adjustments are being made, either camber or caster, the rod is allowed to pivot keeping the loads centered on the rod end. This will stop the spherical rod end from prematurely wearing out. **DO NOT DRIVE AROUND WITH THE BOLTS NOT TORQUED.**

4. Installation is now complete. Align the vehicle. After the alignment is complete torque the strut rod bolts to 70 foot-pounds and tighten down the jam nuts.

**Important: You should never have 5/8 of an inch or more of threads showing on the rod end side of the adjuster for two reasons: First it is unsafe, not enough threads holding the assembly together. 2<sup>nd</sup> You should never be in that position anyway because you would be setting negative caster. Negative caster creates wander and has no self-centering action.**