



GLOBAL WEST SUSPENSION
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Part # SPF-1 instruction sheets 64-66 Mustang,
62-65 Falcon, and 62-65 Ranchero

SPF-1 uses a performance Teflon lined spherical bearing in place of a rubber bushing. The bearing does not require lubrication because of the Teflon lining.

1. Raise and support the vehicle on the uni-body frame rails. Following a suitable service manual, remove the lower control arms.
2. Installation of the lower arm is the same as factory. The bearing used in the SPF-1 has spacers, one on each side of the arm. They are shipped pre-assembled with the spacers installed. The spacers make up the distance in the frame and step the bearing hole down to the correct bolt size.
3. Install the lower arm to the uni-body and torque the bolt to 70 foot-pounds. The bolt can be tightened to specifications with the car on jack stands.
4. Install the lower arm through the spindle. Next install the ball joint nut.
5. Torque the lower ball joint to 80 foot-pounds and install the cotter pin.
6. Install the factory strut rod. Note: Make sure you re-install the factory steering stop. The steering stop bolts on the top of the strut rod.
7. Install the grease fitting in the ball joint if is not already done.
8. Lubricate the lower ball joint via grease fitting.
9. In the kit there are four cupped washers. The washers are used for the sway bar end link bushings. Install one washer on the top of the control arm with the cup of the washer going up. Slide the end link with bushing through the washer and control arm. Next place the other cupped washer up against the lower portion of the arm so the cup goes down.
10. Next install the lower sway bar end link, end link washer, and nut onto the bolt and tighten.
11. Alignment may be required depending on original parts being replaced.

