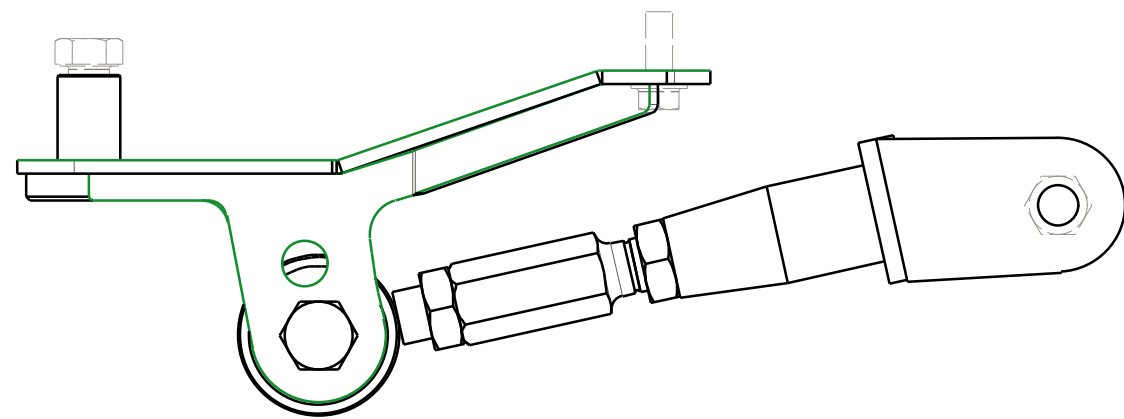
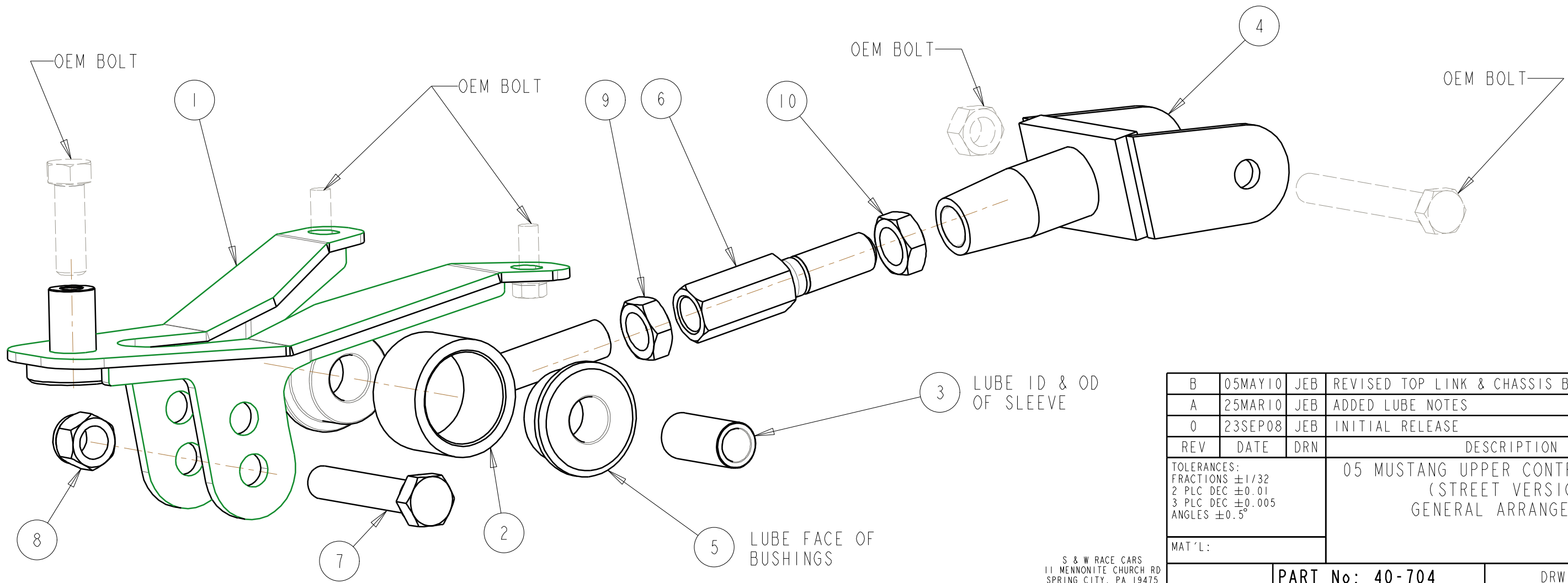


40-704-1



BILL OF MATERIALS

ITEM	QTY	PART No.	DESCRIPTION
1	1	40-704-01	UPPER CONTROL ARM BRACKET
2	1	40-704-02	CONTROL ARM BUSHING WELDMENT
3	1	40-704-03	STEEL BUSHING
4	1	40-704-05	TOP LINK WELDMENT
5	2	40-702-05	POLY BUSHING, FRT
6	1	65-1001	HEX ADJUSTER
7	1	65-065	5/8 X 3 1/2" BOLT
8	1	65-137	5/8 NYLOCK NUT
9	1	65-120	3/4-16 JAM NUT
10	1	65-121	3/4-16 LH JAM NUT



REV	DATE	DRN	DESCRIPTION
B	05MAY10	JEB	REVISED TOP LINK & CHASSIS BRKT
A	25MAR10	JEB	ADDED LUBE NOTES
0	23SEP08	JEB	INITIAL RELEASE

<p>TOLERANCES: FRACTIONS ±1/32 2 PLC DEC ±0.01 3 PLC DEC ±0.005 ANGLES ±0.5°</p>	<p>05 MUSTANG UPPER CONTROL ARM KIT (STREET VERSION) GENERAL ARRANGEMENT</p>
MAT'L:	
PART No: 40-704	
DRW No: 40-704 - 1	

S & W RACE CARS
 11 MENNONITE CHURCH RD
 SPRING CITY, PA 19475

GENERAL INSTALLATION NOTES:

1. RAISE AND SUPPORT CAR WITH JACK STANDS. THE REAR OF THE CAR SHOULD BE SUPPORTED WITH THE JACK STANDS UNDER THE SUBFRAMES. THE REAR HOUSING SHOULD BE HANGING. PLACE A JACK STAND UNDER THE REAR HOUSING AT THE PINION SO THAT THE HOUSING DOESN'T ROTATE WHEN THE TOP LINK IS REMOVED.
2. REMOVE THE REAR SEAT CUSHION. REMOVE THE BOLT IN THE DRIVE SHAFT TUNNEL THAT HOLD THE FRONT OF THE TOP LINK CHASSIS BRACKET. KEEP THIS BOLT, IT WILL BE USED TO HOLD THE NEW BRACKET.
3. LOOSEN THE STRAPS THAT HOLD THE FUEL TANK AND FUEL LINES. SEPERATE THE TANK FROM THE BODY AND LET IT HANG.
4. REMOVE THE TWO REMAINING BOLTS HOLDING THE CHASSIS BRACKET AND THE BOLT HOLDING THE TOP LINK TO THE REAR HOUSING. KEEP THESE BOLTS AND USE WITH THE NEW BRACKET & LINK.
5. INSTALL THE NEW CHASSIS BRACKET USING OEM BOLTS. NOTE: USE LOCK TIGHT OR SIMILAR PRODUCT ON THESE BOLTS.
6. ASSEMBLE THE NEW LINK. MAKE THE LENGTH OF THE NEW LINK THE SAME AS THE STOCK LINK TO START WITH. PUT LUBE ON ID & OD OF STEEL SLEEVE AND FACE OF POLY BUSHINGS.
7. BOLT NEW LINK TO REAR HOUSING.
8. BOLT THE LINK TO THE CHASSIS BRACKET. FOR THE INITIAL SETUP YOU MAY WANT TO START WITH THE LINK IN THE TOP HOLE, THIS IS CLOSE TO THE STOCK LOCTION.
9. CHECK YOUR WORK AND TIGHTEN ALL NUTS AND BOLTS.
10. TAKE THE CAR OFF THE JACK STANDS AND WITH THE WEIGHT ON THE SUSPENSION CHECK THE PINION ANGLE. THE ANGLE SHOULD BE BETWEEN 0 & 2 DEGREES DOWN. THE ANGLE CAN BE ADJUSTED BY LOOSENING THE JAM NUTS ON THE HEX ADJUSTER AND TURNING THE ADJUSTER. TIGHTEN THE JAM NUTS WHEN THE ANGLE IS SET.



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A	25MAR10	JEB		ADDED LUBE INFO TO NOTE 6.
0	01JUN07	JEB		INITIAL RELEASE
REV	DATE	DRN	APP'R	DESCRIPTION
TOLERANCES: FRACTIONS ±1/32 2. PLC DEC ±0.01 3. PLC DEC ±0.005 ANGLES ±0.5°				05 MUSTANG UPPER CONTROL ARM KIT (STREET VERSION)
MAT'L:				
			Part No: 40-704	DWR No: 40-704 - 2