

# Installation Instructions

## MUSTANG II STOCK STRUT ROD BRACKET KIT

Please read these instructions completely  
***BEFORE*** starting your installation.

Remember the basic rule for a successful installation:  
***Measure Twice, Weld Once!***

1. You will use the lower control arm and strut rod for locating the rear strut rod supports and gussets. Using a 2 x 4 and a C-clamp, install the control arm as shown in Figure 1.

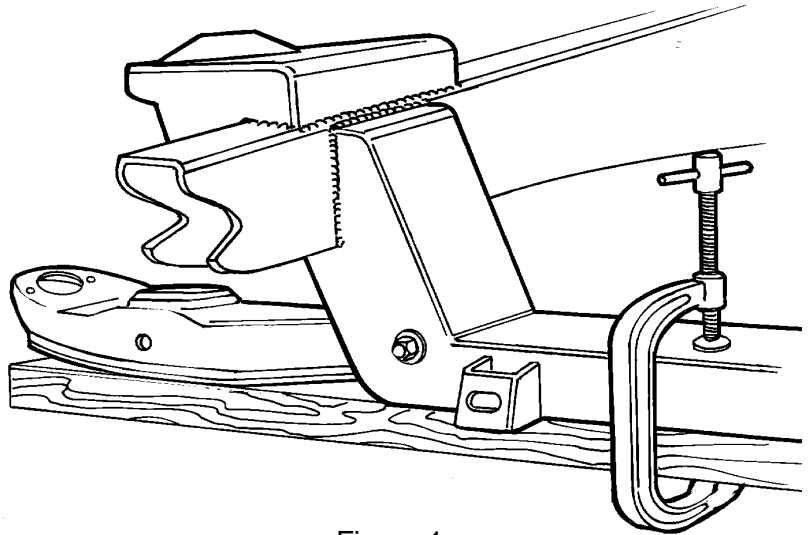
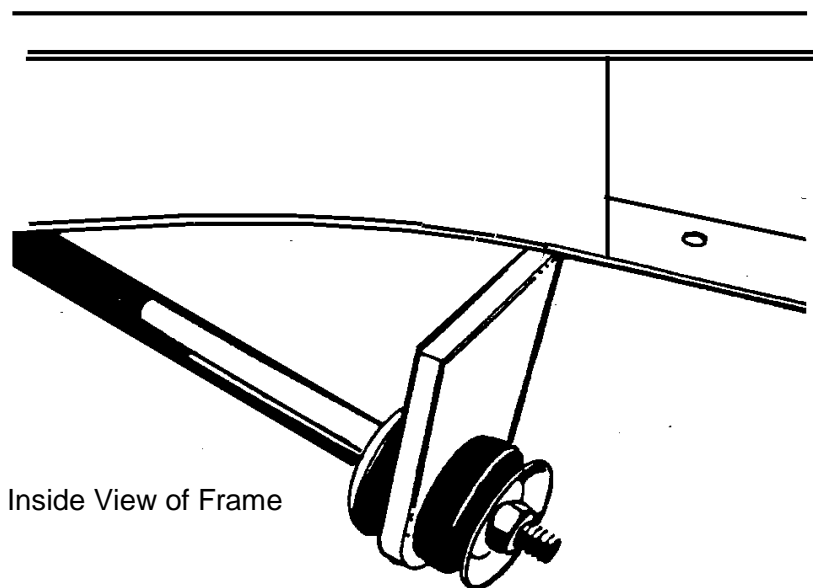


Figure 1

2. Install the strut rod onto the control arm. Now, assemble onto the strut rod the large rubber bushings, including the cupped washers, and the strut mount plate. Be certain to fully tighten the nut on the strut rod to its' fully seated position. (See Figure 2.) There are two rubber bushing sets available; the standard replacement and the improved set. We recommend the improved set, as it provides more stability to the front suspension. The Pinto and Mustang strut rods are different lengths. We recommend the use of Pinto strut rods, as they are bent slightly more than the Mustang strut rods. You will find that with either strut rod the strut rod plate does not line up with the bottom of the frame rail as shown in Fig. 2.



Inside View of Frame

Figure 2

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The strut rod must be heated in the elbow area and bent outward. See Fig. 3. The rod is bent outward until the strut mounting plate lines up to the frame rail, as shown in Fig. 4. You will find that because the Pinto strut rod is initially bent less, it requires much less bending. You may find that you will need to shorten the strut plates to fit under the frame properly. The strut rod will act as an alignment fixture while you tack weld the plate in place, then tack weld the gusset in place. Remove the strut rod, bushings, and arm, and finish welding to the frame and each other. Do not weld the plates or the gussets to the frame while the bushings are in the plates, as the heat will melt the bushings.

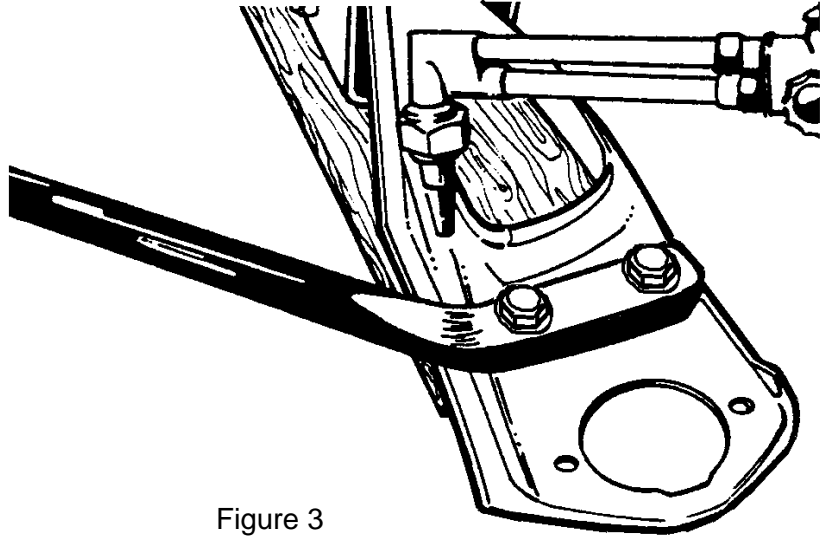


Figure 3

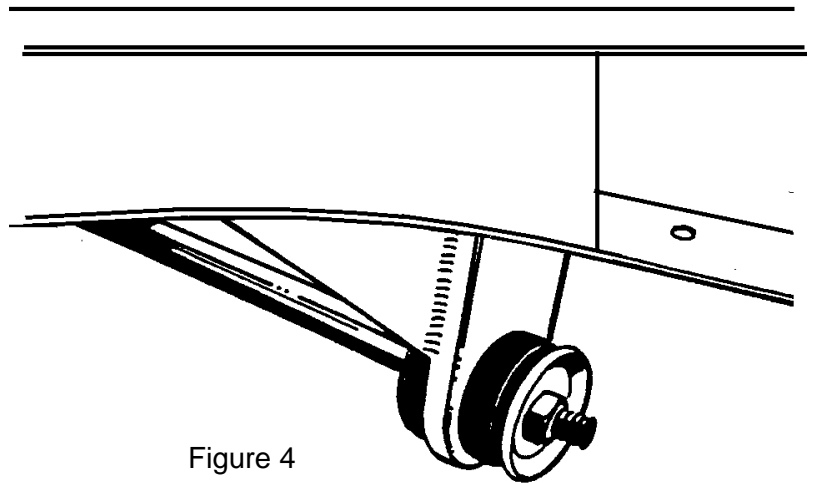


Figure 4

