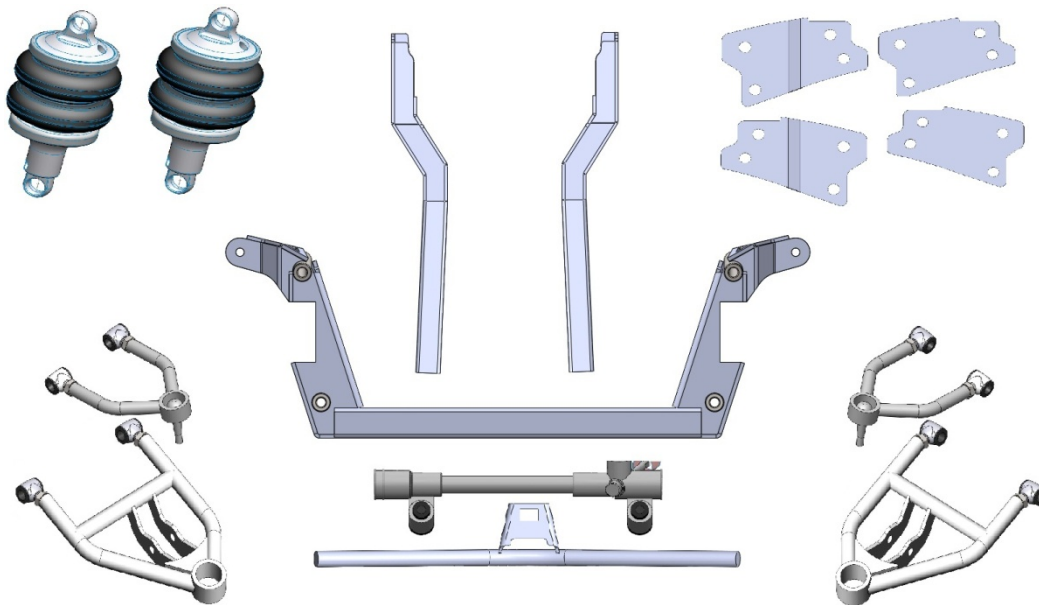
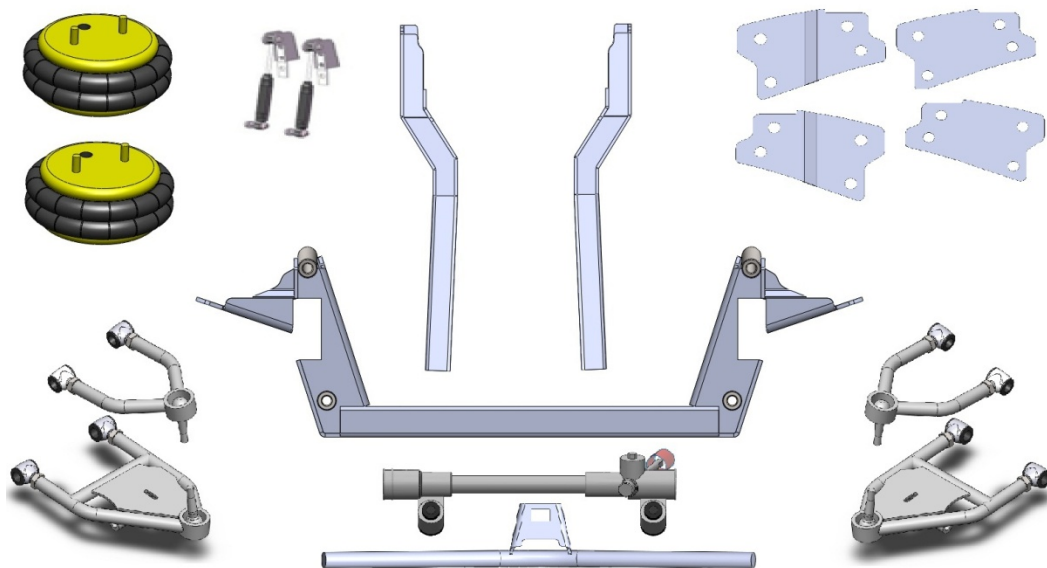


42-47 caddy car mustang ii suspension

shock option components: (1) mustang ii crossmember (2) upper control arms (2) lower control arms (1) mustang ii rack (2) frame rails (1) core support cross member (2) airwaves or coil-overs (4) Transition Plates



bag option components: : (1) mustang ii crossmember (2) upper control arms (2) lower control arms (1) mustang ii rack (2) frame rails (1) core support cross member (2) air bag mounts (4) air bag mount gussets (2) universal shock mounts (2) a1450ll shocks (4) Transition Plates



hardware

upper control arm: (2) 5/8-11x9 bolts (4) 5/8 flat washers (2) 5/8-11 c-locks

lower control arm: (2) 5/8-11x11 (4) 5/8 flat washers (2) 5/8-11 c-locks

rack: (2) 5/8-11x3 1/2 (2) c-locks (2) 5/8 flat washers

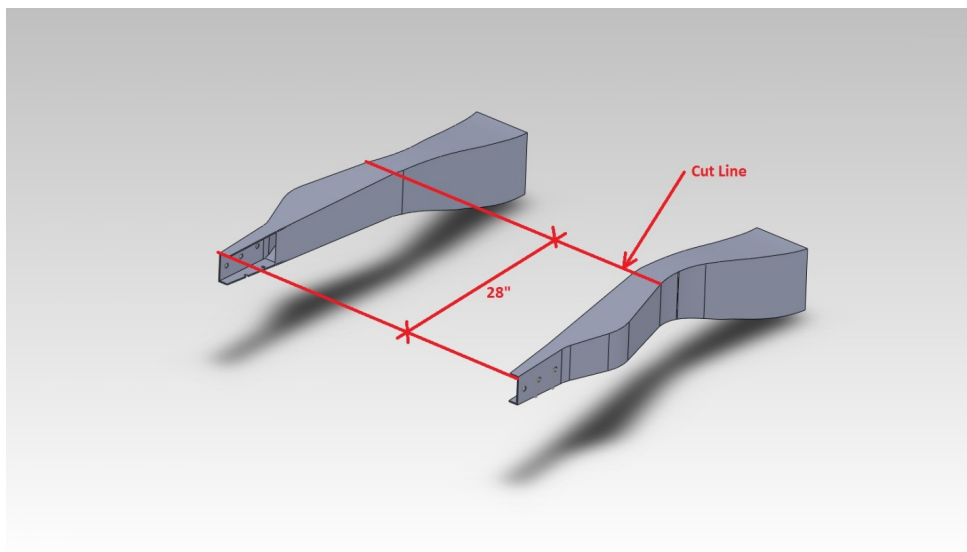
other: (4) Ball joints (8) T-bolts with bushings and jam nuts

shock option: (2) 1/2-13x 2 3/4 bolts (2) 1/2-13 c-locks (4) 1/2 flat washers

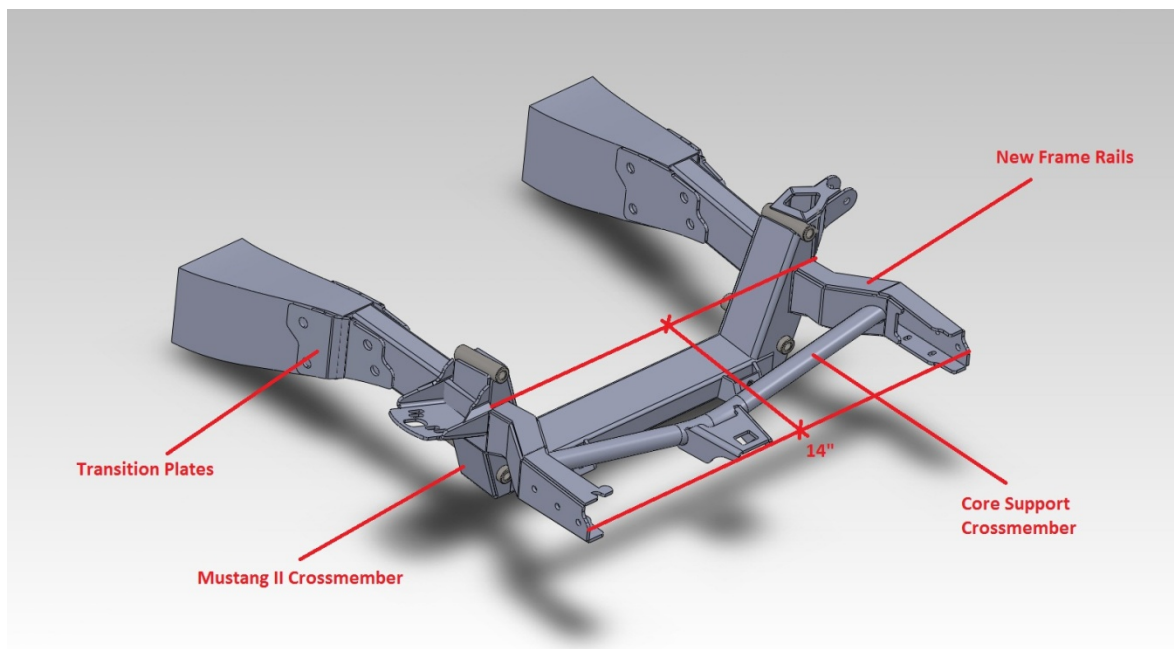
bag option: (2) air-bag hardware kits (2) universal shock mount hardware kits

instructions:

1. find wheel center of factory suspension, this will be used for reference later.
2. chock rear wheels and place car on jack stands, making sure that the frame of the car is level both left to right and front to rear. make sure that the jack stands are not under any parts of the frame that will be removed.
3. support the front frame section to be removed.
4. carefully cut the frame at 28" from tip of front frame horns.
note: factory suspension can be removed prior to cutting the frame or may be removed with the front frame section.



5. cut and remove any inner structures or any obstructions at both driver and passenger side frame stubs where the new frame rails will be butted up too.
6. insert the new frame rails face to face to the frame stubs with the front core support crossmember indexed into the holes that are provided and align using the inner face of the frame. make sure the frame rails are level both front to rear, left to right and square with one another, then tack into place. **note:** the new frame rails will be a tight fit, the frame stubs may need to be widened a little top to bottom and side to side.



7. from rear to front, slide the mustang II cross-member into place, aligning it 14" from the front tip of the new frame horns
8. using the wheel center measurements taken from the factory suspension, check the placement of the new cross-member, adjust as needed and tack into place.
9. Align the new core support crossmember with the core support and tack into place.
10. measure everything once more, checking for symmetry and proper placement, then final weld the frame rails, mustang ii cross-member, and the core support cross member

air bag option: after installing and welding the frame rails, mustang ii cross member, and core support cross member into place, place and weld the bag mount along with bag mount gussets to the new frame rails, followed by the upper and lower shock mounts. **note:** make sure to cycle the suspension before final welding air bag mounts, air bag gussets and shock mounts.

