

CORNER KILLER II IFS 1964-1970 MUSTANG



IMPORTANT INFORMATION!

- 1 Read these instructions fully before starting your installation.
- 2 MEASURE TWICE, WELD ONCE!

Installing the Crossmember

- 1 Support your vehicle on 4 jack stands at approximately the same angle as it will sit on the ground, but be sure to place the front jack stands under the frame rails near or directly under the firewall. This is because the frame rails will temporarily be cut open and will be very weak during the installation process, and they might bend if the jack stands are not under the firewall.
- 2 You will now need to remove all the [suspension components](#) and parts, and remove the existing shock towers. See figure 1 for the approximate cutting path you should use. The best cutting method would be to use a plasma cutter, but a saw or a torch can get the job done as well. Cut the towers away from the frame rails as well. When you're done, your frame rails should be bar and clean and ready for the next step- Trimming and boxing the rails.
- 3 See figure 2 for a diagram about the notches that will need to be in the frame rails for the coil springs. You will also be removing the lower outer flange in the boxing plate area. From the front surface, measure back 24¼" and scribe a line around the frame rails. This is the centerline for the crossmember and the center of the spring relief radius, which you will also scribe onto the frame rail. You can use the boxing plates as a template. *NOTE: Boxing plates are sold separately.* Figure 2 also shows how the plates are used to enclose and strengthen the fram in this area. The upper and inner plates should be clamped in place and tack
- 4 welded first, and then the outer plates, followed by the lower plates, which are done last. After all the plates have been tack welded in place and you are satisfied and confident with their placement, finish weld them in place. We recommend welding short sections at a time to minimize warping, while alternating locations. When done, you might grind the welds smooth to enhance appearance.
- 5 Now that your frame is boxed, you will begin fitting the new crossmember in place. Start diagonally and slide one end into place, followed by the other end, centering the crossmember on the line you scribed as well as the C-notches for the springs. If the fit is tight, you may use a rubber mallet to get it to fit in position because the frame will probably give outwards a bit. If not, you can grind the inner edges a little bit. Once the crossmember is fully seat on the underside of the actual lower boxing plate, tack weld it in place. Once you are satisfied and confident in its location, finish weld the top, down the sides and all around the bottom.
- 6 Now assemble all the suspension parts. You might need to use the shim washers to center the calipers on the rotors. Do not install the coilovers until you have propped the lower control arms up so they are level and achieved the following alignment settings:
 - 1° Positive Caster
 - ½° Positive Camber

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- No more than 1/8" + or - Toe In.

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The caster and camber settings are done using the adjusters on the upper control arms. Both adjusters are screwed in or out to achieve the camber, and they are adjusted opposite each other to change the caster. About 1° of caster is built into the crossmember, so you won't need too much adjustment. You can play with the amount of caster you want- 1 degree is give good road feel and low-speed handling, but 2 or 3 degrees will provide more high-speed tracking and self-centering. The more caster you give it, the harder it will be to park the car though. There is a trade off, so find your happy medium.

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The car should now be placed on the ground after you have installed the coilovers. Set the spring seat rings in the bottom position to provide the least amount of preload, and then adjusted after the vehicle is on the ground to position the lower control arms at a level position. The car should be fully weighted at this point for spring load accuracy.

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Note: You must use a rear sump oil pan to clear the crossmember and steering rack. Do not modify anything to relocate the rack or you'll end up with horrible bump steer. Check installation after 100 miles, adjust alignment if necessary.

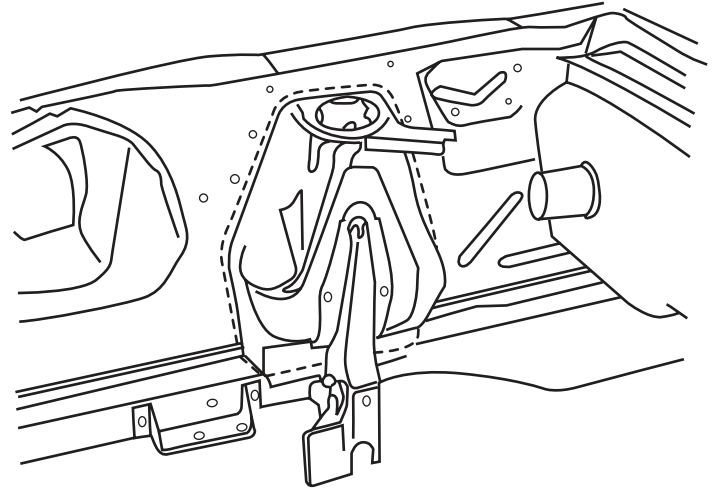


Figure 1

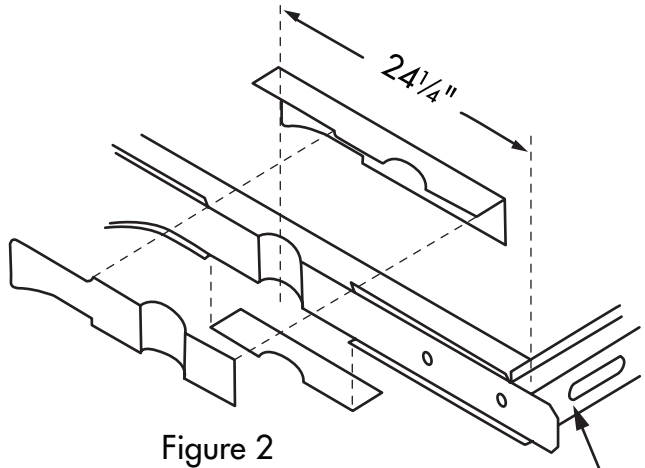
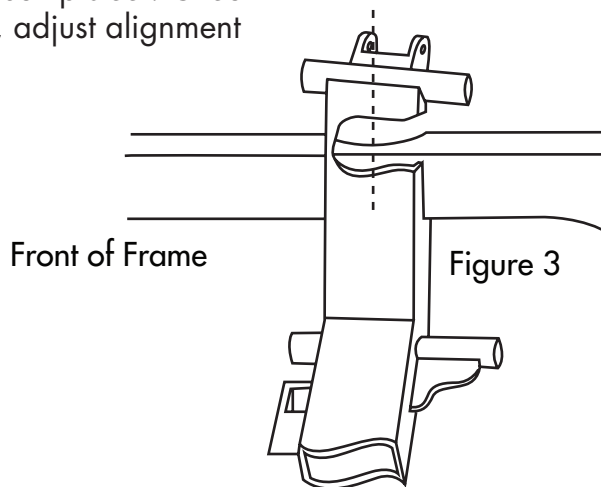


Figure 2

Measure from
Front Surface



Front of Frame

Figure 3