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INSTALLATION INSTRUCTIONS

*MUSTANG K-MEMBER
P/N MUK11, MUK12, MUK13*

**NOTICE- THIS K-MEMBER REQUIRES THE USE OF COIL OVER SUSPENSION.
K-MEMBER WILL NOT WORK WITH FACTORY STYLE SPRINGS.**

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• DISCLAIMER / WARRANTY •

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THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Spring Compressor
- Wrench Set
- Socket Set
- Engine Hoist
- Tape Measure

PRE-INSTALLATION NOTES

ENGINE

MUK11 for 79-93 cars	5.0L WINDSOR
MUK12 for 96-04 cars	4.6L MODULAR
MUK13 for 94-95 cars	5.0L WINDSOR

- QA1 does not recommend driving the vehicle until it has been properly aligned due to changes in suspension geometry that will affect the handling characteristics of the vehicle. *A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.*

Removal:

1. Raise the front of the car and place it on jack stands. **SEE YOUR CAR'S OWNER'S MANUAL FOR PROPER JACKING LOCATIONS AND SUSPENSION DISASSEMBLY. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED.**
2. Start QA1 Mustang K-member installation by inspecting chassis components. Look for worn out bushings, ball joints, etc. If anything looks suspicious, now is the time to replace it.
3. Remove the wheels and then unbolt the brake calipers. Tie them up out of way. Do not hang by brake line.
4. Remove the sway bar end link bolts and bushings.
5. Use the jack to support one of the A-arm assemblies. Raise the A-arm up just enough to take the load off of the strut and the spindle. Loosen and remove the nut at the upper strut mount. Slowly, CAREFULLY, let the A-arm assembly down until the spring is free and can be removed. (This may require the use of a spring compressor.) Repeat the procedure for the both sides
6. Remove struts from spindles. Assemble coil-over hardware onto struts and bolt to spindles. With all coil-over hardware and spring installed on strut, bolt coil-over into upper strut mounting point. See instructions included with coil-over struts.
7. Remove the lower control arm pivot bolts using 21mm socket. To eliminate the need to remove the lower ball joint and tie rod ends the coil-over struts should be fully installed during this step.
8. After checking to ensure the wheels and steering wheel are straight, mark the steering shaft linkage to assure same position upon reassembly. Disconnect the shaft to rack steering joint. *(Figure 1)*
9. Remove the steering rack bolts and pull the rack forward off of factory K-member stud mounts. Temporarily support steering rack with tie wrap.
10. Support the engine with an engine hoist or suitable support fixture, taking pressure off of factory K-member. Whichever method used to support the engine weight, **DO NOT REMOVE ENGINE SUPPORT UNTIL NEW K MEMBER IS INSTALLED AND TORQUED.**



Figure 2



11. Using a 21mm socket, remove and retain the motor mount bolts from the stock K-member.
12. Supporting the stock K-member with a floor jack (during removal process a couple helpers will be needed. One on each side of the K-member and one operating the floor jack), remove and retain the four (4) bolts in the rear of the K-member using a 15mm socket.
13. Remove and retain the four (4) bolts in the front upper mounting area using an 18mm socket.
14. Carefully lower the K-member and slide from under the car.

Installation:

1. In preparation for the new K-member install you should first re-align the receiving nuts of the upper K-member mount (*figure 2*) using a screwdriver. This will ease the reinstallation of the mounting bolts. **The engine mounting plates should be bolted to the K-member at this time using the supplied hardware. Torque to 24 lb-ft (*figure3*)**

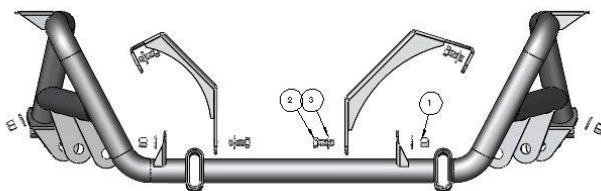
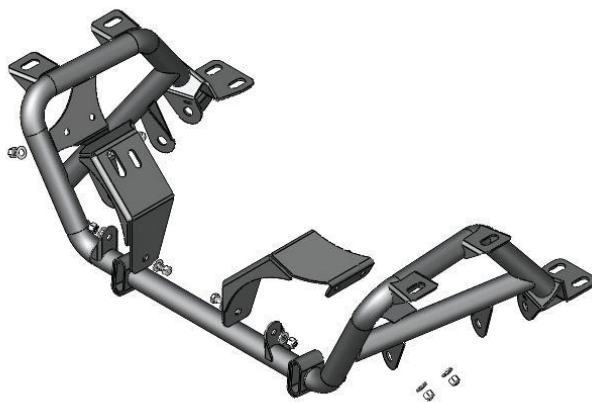


Figure 2



Figure 3

Part #	Description	Qty
1	3/8 NYLON LOCKNUT ZINC	6
2	3/8-16 HEX HEAD GRADE 5 ZINC	6
3	3/8 SAE WASHER ZINC	12



**ENGINE MOUNT
INSTALLATION DIAGRAM**

2. Slide new K-member into position and temporarily snug all eight (8) K-member mounting bolts.

Squaring Up the K-Member

3. To square up the new K-member, take a measurement from both rear K-member mounting tabs and measure back to a stationary chassis item like the lower trailing arm mounting bolts. Also take a cross measurement and adjust K-member accordingly so that the measurement is square to the car.
4. Re-install the control arm pivot joints to the new K-member using the supplied hardware (MUST USE LOCTITE). Note that the supplied 1.8" dia. stainless washer will need to be installed in the correct position (*figure 4*) dependent on whether the factory or QA1 Street Series arms will be used. If using QA1 Race Series arms, refer to instructions included with arms. Torque control arms to 130 lbs-ft *WHILE VEHICLE IS AT RIDE HEIGHT*.

Part #	Description	Qty
1	5/8 X 4 1/2 HEX HEAD GRADE 5 ZINC	4
2	5/8 NYLOCK ZINC LOCKNUT	4
3	5/8 SAE FLAT WASHER ZINC	6
4	INSERT, MUK RACK MOUNT	4
5	WASHER, .63" I.D. X 1.80" O.D.	6
6	5/8 X 6 HEX HEAD GRADE 5 ZINC	2

CONTROL ARM INSTALLATION DIAGRAM

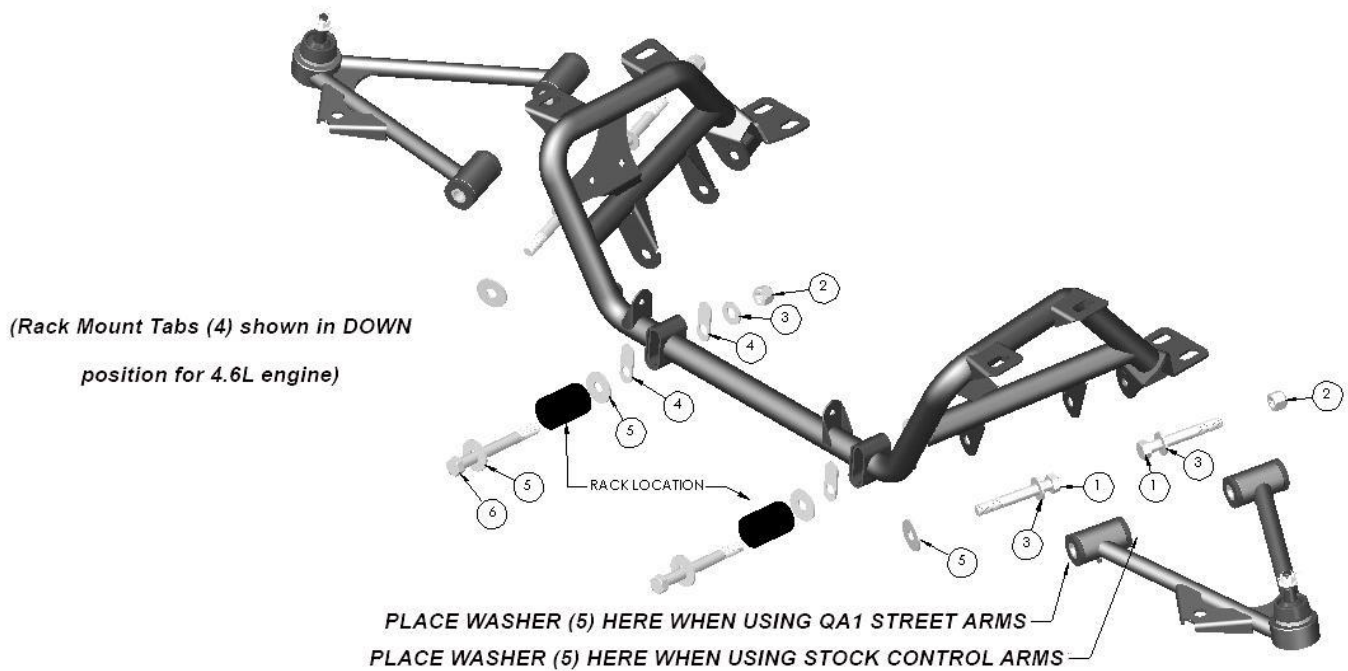


Figure 4

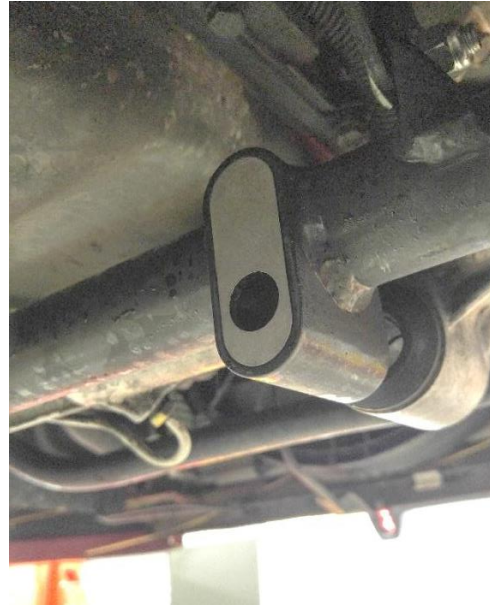
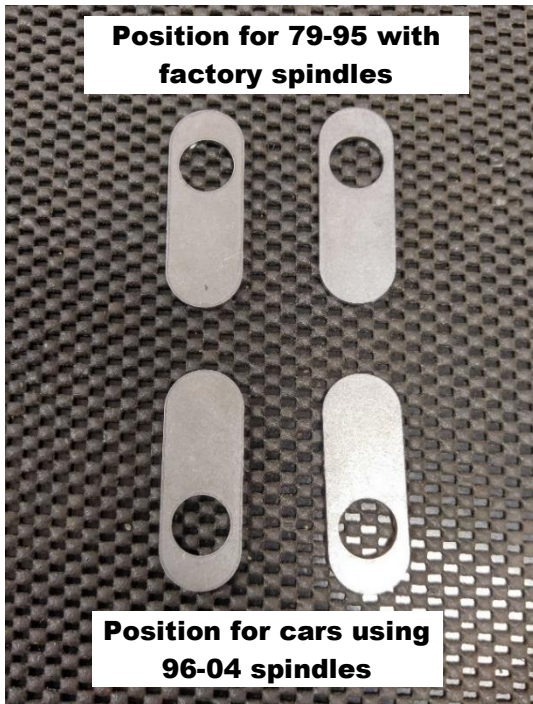
5. Install the steering rack to the new K-member. The new QA1 K-member will come with four stainless steering rack tabs to ensure proper rack alignment with the tie rods. Install two tabs into the front of the K-member steering mount and two in the back of the steering mount. IT IS VERY IMPORTANT THE TABS ARE INSTALLED WITH THE CORRECT HOLE ORIENTATION FOR YOUR VEHICLE TO AVOID UNWANTED BUMPSTEER.

'79-'95 cars using stock spindles: TAB HOLES UP

'96-'04 cars using stock spindles: TAB HOLES DOWN

'79-'93 Fox body using SN95 spindles from 94/95 model: TAB HOLES UP

'79-'93 Fox body using SN95 spindles from '96-'04 model: TAB HOLES DOWN



6. Make sure the front wheels are straight and loosley reassemble the steering joint using the factory hardware. In some cases the intermediate shaft at the firewall may have to be moved forward (pulled out) to mate up with the steering joint. Because these vehicles have collapsible steering columns, it is common to extend the intermediate shaft to attach the rack & pinion.
7. Tighten both steering rack mounts using the provided hardware. The (2) 1.8" dia. stainless washers should be installed on both sides of the rack bushings, with a 5/8 washer on the backside of the K member mount.
(Parts List- figure 4 / Picture figure 5)



Figure 5

8. Tighten rack mounts using 15/16" socket/wrench until bushing diameter expands to same as washer.

9. Tighten your loosely installed steering linkage
10. Evenly torque all eight K-Member bolts (4 upper mounting bolts (89 lbs-ft) and 4 rear chassis bolts (72 lbs-ft) to the given specifications.
11. Release engine support and realign the engine mounts. Torque to 50 lbs-ft.
12. Re-install the brake calipers and wheels.
13. Now that your installation is complete, the first stop must be to a front-end alignment shop for alignment of the vehicle.

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