



Spider Brace 1979-1998 Mustangs (SPD-M02)

The Spider brace works with our Lower Chassis Brace and Crossmember to completely integrate the K-member and subframe system eliminating unwanted movement of the front frame rails caused by launching, cornering and braking. Acting as a lower frame rail, this system gives your unibody car the benefits of a tube chassis by greatly increasing front end rigidity and transferring those loads to the strongest part of the car, the subframe system.

*To achieve the ultimate in chassis stiffness, go with Stiffeners' **Fully Integrated Technology (FIT)** System!
See buystiffeners.com for more details or ask your dealer!*

(Please read all instructions prior to beginning installation. Contact your dealer with any questions.)

Kit Includes:

- | | |
|------------------------------|---------------------|
| 2 Front Tube Assembly (long) | 8 3/8-16x1.25 Bolts |
| 2 Rear Tube Assembly (short) | 8 3/8-16 Pinch Nuts |
| 1 Driver Rear Brkt. | 12 3/8 SAE Washers |
| 1 Passenger Rear Brkt. | |
| 4 Clevis (Right Hand) | |
| 4 Clevis (Left Hand) | |
| 4 Jam Nut (Right Hand) | |
| 4 Jam Nut (Left Hand) | |

Required Tools: Floor Jack
MIG Welder
Basic Hand Tools

Install Time: Approximately 1 hr.

NOTES:

Must have subframe connectors installed to use this kit, most any manufacturer's square or rectangular connectors will work. Also requires Stiffeners Lower Chassis Brace and Transmission Crossmember to be present prior to installation.

Installation:

1. Raise vehicle to allow access for installation.
[NOTE: It is recommended the vehicle's weight be supported by the suspension during installation. This can be accomplished by using a drive-on style lift, ramps or raising the car and positioning jackstands under the suspension.]
2. Disconnect battery.
3. Locate bag containing Left Hand (LH) clevises and jam nuts, identified by "LH" on bag. Thread nut completely onto clevis. [NOTE: These are LH threads, turn nut **COUNTER-CLOCKWISE** to install.]
4. Repeat step 3 with Right Hand (RH) clevises & jam nuts.
5. Install one RH & LH clevis into each tube assembly leaving half the thread length showing.
[NOTE: LH thread on tube is identified by machined groove. (Fig.1)]
6. Using supplied 3/8" hardware; loosely fasten Front Tube (the short ones) to bracket on transmission crossmember as shown in Fig.2.
7. Position clevis on opposite end of tube over mount located on Lower Chassis brace. (Fig.1)
8. While clevis remains positioned on bracket as shown, rotate tube until holes align. Place one 3/8" washer between clevis and bracket (Fig.1) and loosely fasten with 3/8" hardware.
9. Repeat steps 6-8 for remaining front tube.

10. Loosely fasten rear tubes to transmission crossmember brackets using supplied 3/8" hardware.
11. Attach passenger rear bracket to remaining clevis on rear tube. Place one 3/8" washer between clevis and bracket as did in step 8. Fig.3 shows proper orientation for Driver's.
12. Place rear bracket against side of subframe connector as shown (Fig.3) and trace along bottom and both sides. The bracket is to be slightly inclined toward the front so the clevises do not bind. Location on the rail should be just in front of subframe connector seat bracing.
13. Grind paint from marked location on SFC. **Keeping tube assembly connected to assist in alignment**, reposition bracket and tack-weld the bottom and both ends into place.
14. Remove tube assembly from bracket and fully weld bottom and both ends of bracket. **[NOTE: Use caution around fuel and brake lines.]**
15. Repeat steps 12-14 for driver side rear bracket.
16. Clean weldments with wire brush. Spray all bare metal areas with rust preventative paint. If color matching is desired, use Textured Matte Black paint.
17. Loosely reconnect both tubes to rear brackets.
Final adjustments - Please follow these steps.
18. Beginning with either rear tube, **lengthen** tube assembly by rotating it **by hand** until a firm resistance is felt. Do not use a wrench for this, the tube does not have to be overly tight, just enough force to push out against both brackets. Tighten 3/8" bolts and jam nuts. Repeat for remaining rear tube.
19. Repeat this same procedure for both front tubes. As with the rear, make sure you are **lengthening** the tubes, pushing out against both brackets. Tighten 3/8" bolts and jam nuts. Your Spider system has now been properly adjusted for best performance.
20. Lower vehicle and reconnect battery.

Fig.1



Fig.2



Fig.3





Final Installation
(shown with Stiffers Driveshaft Safety Loop)

