STLM11

1979-93 MUSTANG AND CAPRI TORQUE BOX REPAIR KIT

PARTS LIST

(2) 1/8" x 4" x 4" Plates (2) 1/8" x 3 x 4 Plates (2) 1/8" x 3 3/8 x 3 3/8 Radius Plates
(2) Oval Plates
(2) 1" x 13" Tubes (2) Inner Sleeves
(4) 12 mm x 90 Bolts (4) 12 mm Locknuts
(4) ½" Washers

THIS ITEM IS A WELD-IN APPLICATION ONLY AND REQUIRES SUBSTANTIAL CUTTING AND GRINDING ON THE CHASSIS TO PREPARE IT FOR INSTALLATION.

READ ALL INSTRUCTIONS PRIOR TO BEGINNING INSTALLATION.

WE ASSUME NO LIABILITY FOR DAMAGE, INJURY OR DEATH RESULTING FROM THE INSTALLATION OF THIS PRODUCT.

INSTALLATION

1) **Remove bottom section of the rear seat, carpet and sound deadener from the rear foot well up to where the seat belts fasten to the floor. Scrape away all tar and seam sealer.**
2) **Place vehicle on a lift or on (4) jack stands with enough height to allow yourself a roomy and comfortable working condition.**
3) **Remove rear wheels. Ideally, remove the rear axle assembly from the vehicle OR remove the springs and lower control arms. Then, jack rear end all the way up and tie it off to the chassis or grab another set of jack stands to support it.**
4) **TO REDUCE THE RISK OF FIRE AND GETTING BURNED IF IT DRIPS ON YOUR SKIN , scrape all the undercoating from the rocker panels, torque boxes, floor pan and subframes.**
5) **Once all undercoatings (and any other combustible materials) are removed, begin cutting out the stock torque boxes.**
   Use a cutting torch, plasma cutter or spot weld cutter, however, some parts will need to be removed with a torch.
   Refer to Pictures A, B and C for what needs to be removed. Pictures D and E represent the subframes, floorpan and rockers without multiple burn holes cut into them.
   Begin by torching in the corners of all the attachment flanges as specified by black arrows in pictures A, B and C.
   Leave reinforcement plates on the subframes intact as shown in Picture F.

6) **Now that the torque boxes are removed, you can remove the attachment flanges spot welded to the subframes, floorpan and rockers.**
<u>Expert</u>: Use a small tip and low heat so as to take these off without burning holes in the parent metal.
<u>Novice</u>: Use an electric grinder with a 4 ½" or 5" hard wheel to grind them off.
(Do both sides the same way)

7) **The reinforcement plate front edge is trimmed square to the frame in Pictures F and G. The dimension from the front edge of the stock hole to the front Edge of the plate is about 2 ½". This is a trim to fit when installing kits.**
(Do both sides then same way)

NOW THAT YOUR VEHICLE HAS BOTH SIDES LOOKING LIKE Pictures D and E, YOU CAN BEGIN TO FIT THE KIT SECTIONS TO THE CHASSIS.

8) **The two original torque boxes need to be trimmed to fit the chassis. The 1 ½ x 2 ½" tube is oversized and must be cut to length to fit between the rocker panels and subframes with an 1/8" gap at the rocker panels.**

9) **The (2) 1/8" x 4" x 4" plates included are placed against the inner rocker panels at the end of the 1 ½ x 2 ½" tube. This plate must be clamped in place when fitting the frame section as portrayed in Picture H.**
Some minor fitting of the top flange (with 2 notches) to the subframe may be necessary when fitting the frame section to the rocker panel as shown in Picture I.

10) **Once the frame sections are trimmed to length, install them in place one side at a time using supplied bushings and the 12mm bolts.**

11) **Insert the bolt through the upper hole and bushing and supplied plate 1/8" x 3 ¼ x 3 ¼" with (2) holes. Note: Plate will fit only one way with radius corner in the upper front corner with holes vertical and bolt in place through the stock hole in the subframe. Snug the bolt up. Put the second bushing in place lined up with the lower hole, using the other 12mm bolt for alignment, then tighten the upper bolt to hold the bushing and plate in place.**
Tack weld the reinforcement plate in place.

12) **Remove the bolts, bushings and frame section. Finish welding the plate in place. (Do both sides the same way)**

13) **Drill the lower hole through the subframe, on both sides, with a 31/64" drill.**

14) **Reinstall frame sections using the bolts and bushing to hold it in place. With the 4 x 4" plate on the rocker panel, up against the floor pan and centered on the 1 ½ x 2 ½" tube, WELD EVERYTHING IN PLACE.**
(Do both sides the same way)

15) **You'll find (2) oval plates supplied, 1 ½ x 2 5/8" with (2) holes, that are**

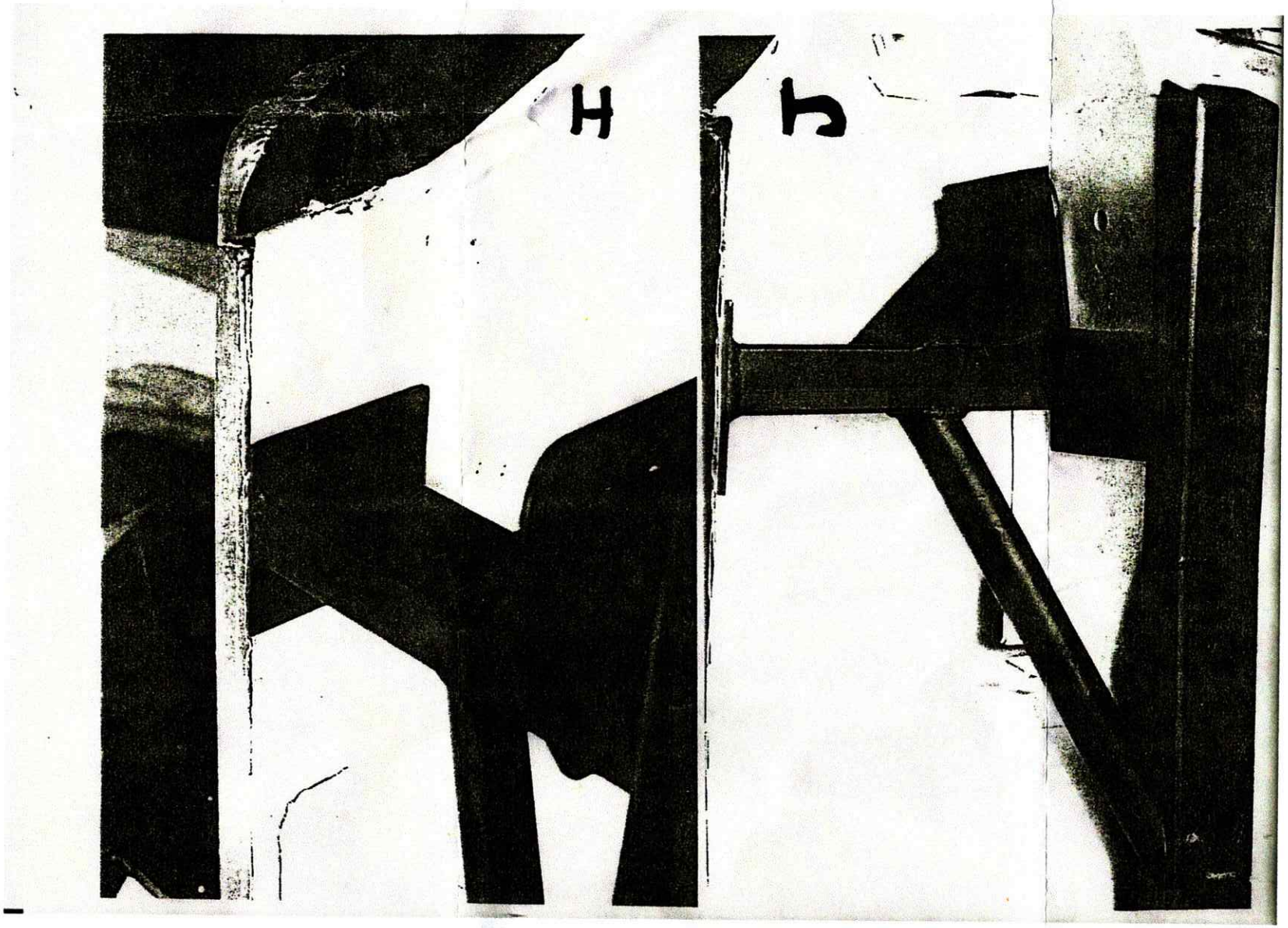
additional reinforcements. These go inside the subframes through the oval's hole. Note: This plate only fits in one way. Hold it in place with (2) bolts and weld. Repeat for both sides.

16) **Also supplied are (2) 1" Round x 13" Long tubes used to diagonally tie the frame section to subframe connectors. Trim to fit and weld in place as portrayed in Picture J**
17) **If everything is welded into place at all accessible joints and surfaces, then you can begin to reassemble the lower control arms (lift bars) after trimming 1/8" off the inside of the front bushing. Then install the bars using the supplied inner bushings and 12mm bolts. Complete installation of the rear end, springs and shocks.**

18) **There is an option of two holes when installing lift bars.**
Stock location/Top Hole OR Lower Hole. The lower hole is for high horse power cars (10.50 or faster). Using the lower hole will lessen impact to the tires, but lengthens duration of the hit and keeps the tires planted longer.

A
B
C
D

G
E
F


H
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