

Installation Instructions

MUSTANG II IFS COMPLETE PARTS PACKAGE

*Please read these instructions completely **BEFORE** starting your installation!*

Your *Southern Rods & Parts* Mustang II IFS Parts Package contains the following items:

- 1 pr) Upper Control Arms (2023)
- 1) Upper Arm Bolt Kit (MP-001-A)
- 1 pr) Lower Control Arms (2024)
- 1 pr) Brake Rotors with Bearings & Seals
 - 1 pr) Brake Calipers with Pads
 - 1) Caliper Bolt Kit
- 1 pr) Spindles (5556 or 2-5556)
 - 1) Spindle Nut Kit (HK-006)
- 1 pr) Coil Springs (SPA8542) & Shocks (PRSSM400)
 - 1) Rack & Pinion with Tie Rod Ends
 - 1 pr) Rack Bushings

Your Mustang II IFS Parts Package contains the parts listed above. The basic assembly for a Mustang II IFS is shown on the exploded view on this sheet. Most of the individual kits, such as the control arms, have their own separate instructions which are packaged in their boxes. Follow those instructions for those parts. Begin the suspension component installation with the upper and lower control arms using their instruction sheets. Place the springs up into the spring pockets and bring the lower arms up to them. Using a floor jack under the lower ball joint (or an external spring compressor), compress the springs by raising the lower arms up into position. Install the shocks by placing the first washer and rubber mount on the shock stud and sliding them up thru the lower arms and install the long bolts thru the lower arms and shocks first. The shocks are the top-out device and will hold the springs in place. As the lower arms are raised, attach the upper rubber mount, washer and nut on top of the shocks when they come through the upper shock mount cups. Install the spindles onto the lower ball joints and then install the upper ball joints into them. Now install the rack and pinion assembly using the two 5/8" bolts, washers and lock nuts supplied with the crossmember. Install the tie rod ends onto the rack and into the spindle arms. Estimate the alignment at this point. Install the rotors and calipers next. You can now place the vehicle on the ground. Do not cut the springs to get to your ride height until the vehicle is finished and all the weight has settled the springs. Now is a good time to install your Steering Column and connect your steering. (Southern Rods and Parts stocks steering columns, u-joints, DD shaft, etc. to complete this.)

Installation Instructions

TUBULAR LOWER FULL A-ARMS

*Please read these instructions completely **BEFORE** starting your installation!*

Your Southern Rods & Parts Tubular Lower Full A-Arms contains the following items:

2) Lower A-Arms with Ball Joints and Bushings installed

2) Ball Joint Boots

2) Ball Joint Nuts, Cotter Pins & Nut Spacers

2) Ball Joint Nut Spacers

2) Inner Bushing Bolts

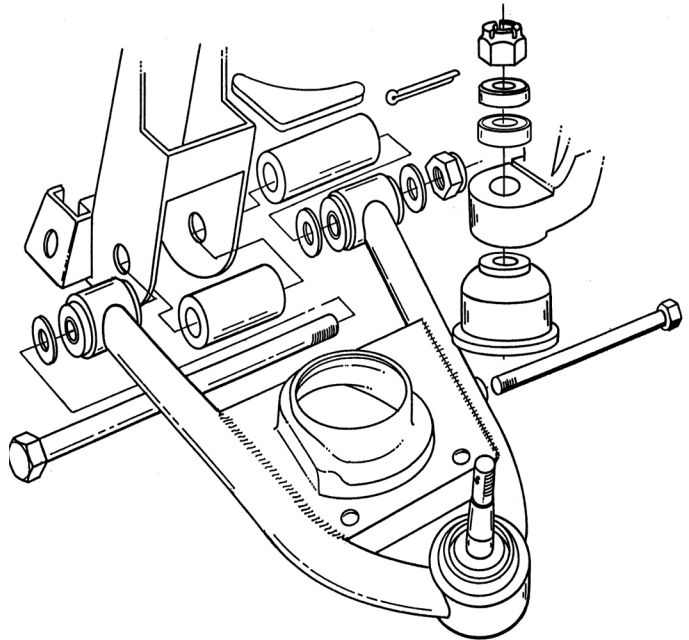
2) Crossmember Spacers

2) Rear Spacers

2) Gussets

6) Inner Bushing Washers

2) Lower Shock Bolts



To begin installing your Mustang Lower A-Arms, the holes where the lower control arms attach to the Crossmember must be enlarged. Drill out the holes to 5/8". Mount the Crossmember Spacers and the Rear Spacers onto the Crossmember using the supplied Inner Bushing Bolts, Nuts and a temporary spacer under the Nuts. **DO NOT** use the A-Arms for this operation as the welding heat will melt the rubber bushings. Tighten the Bolts and Nuts tight. Weld the Rear Spacers to the Crossmember all around. Weld the Crossmember Spacers as far as possible on both ends. Position the Gussets horizontally, not vertically, against the Rear Spacers and the back of the Crossmember. Weld Gussets to Spacers and Crossmember. When they cool, remove the bolts and install the Lower A-Arms, using the Washers as shown. Tighten the bolts securely. Pull the A-Arms down and install the coil springs. Place a floor jack under the ball joints and raise the A-Arms enough to install the shocks, using the new Lower Shock Bolts supplied. Complete the assembly by installing the spindles, using the Ball Joint Nut Spacers under the Nuts **AS SHOWN**, **NOT** on the boots. Install Cotter Pins.

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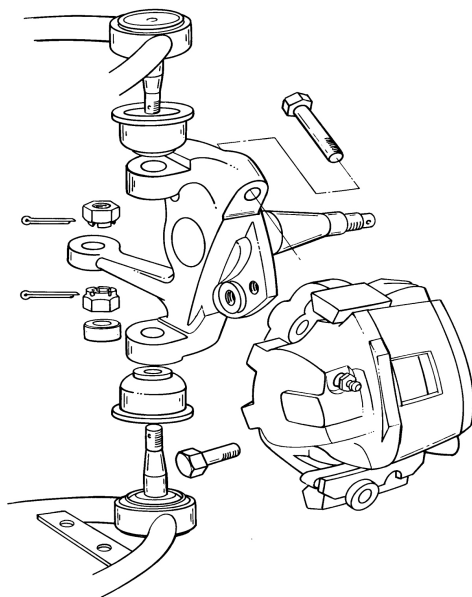
MUSTANG 2" DROPPED SPINDLES

*Please read these instructions completely **BEFORE** starting your installation!*

Begin installation of your Dropped Spindles by placing the Spindles on the lower control arm ball joints and assemble ball joint nuts. Insert the upper control arm ball joints into Spindles and assemble nuts. Install the tie rod ends into the Spindles next and assemble tie rod ends and nuts. Now that the Spindles are being securely held in place, tighten all the nuts and install the cotter pins. If you are using the factory dust shields, install them now. A new upper hole must be drilled in the dust shield to line up with the upper hole in the Spindle. Do not drill a new hole in the Spindle.

Install the rotors next, installing new cotter pins in the spindle nuts. Install the calipers next, using original hardware or new Grade-8 bolts. Loctite is a good idea, also.

At this point, steer the Spindles from lock to lock with the suspension both up and down, checking the brake lines for adequate length. Make sure they are not pulled tight, or against anything. New, longer stainless steel lines may be required (Southern Rods pn #4778. When installing wheels, check the clearance at the lower ball joints, lower control arm flanges and tie rod ends while again steering the Spindles from lock to lock. **NOTE:** If you are using stock control arms trimming of flanges on the outer edges of the lower control arms around the ball joints may be necessary as the flanges may contact the inside of the brake rotor during suspension travel. Run the suspension up and down and observe the clearance there. Tubular lower control arms are slimmer and have lower profile ball joints if more clearance is needed. Wheel spacers are another common item when using any Dropped Spindles. Remember that even though it is a direct bolt-on part, a Dropped Spindle is a different design spindle and compatibility of mating parts is the responsibility of the installer.



Installation Instructions

LATE MUSTANG IFS POWER RACK & PINION UPGRADE

*Please read these instructions completely **BEFORE** starting your installation!*

Your *Southern Rods & Parts* Power Rack & Pinion contains the following items:

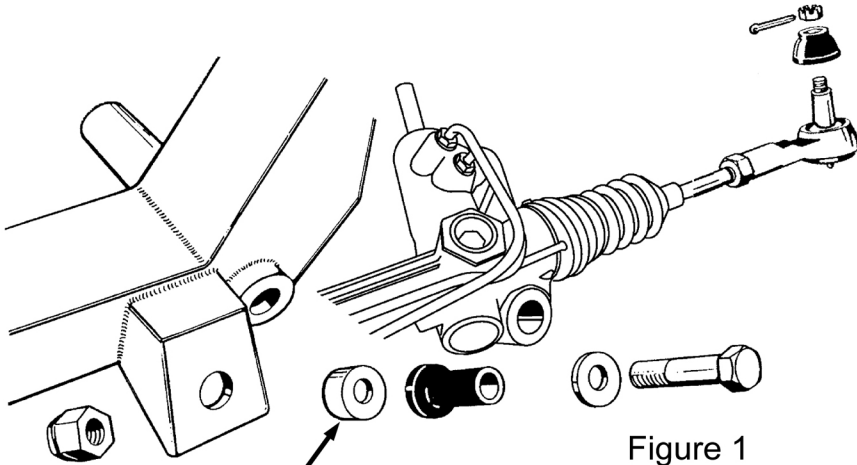
- 1) Power Rack & Pinion
- 2) Rack Spacers
- 2) 5/8-11 x 4 1/2" Bolts

The rack & pinion supplied is a 1994 and later "V" style Ford Mustang unit. This rack can be used on any of our Front Suspension Crossmembers that have the slotted rack mount on the passenger side. The kit is supplied with two 3/4" spacers* which must be installed between the rubber rack bushings and the rack mounts on the crossmember. Use the longer 4 1/2" bolts supplied. See Figure 1. This power rack has a "V" style input shaft and uses the same tie rod ends as the Mustang II rack. The high pressure fitting is the M14x1.5 thread port which is toward the front of the rack, and the return fitting is M16x1.5 thread port that is at the rear, closest to the pinion input shaft. See Figure 2. **WARNING!** Care must be taken that the hoses are hooked up correctly, since the braided hose adapters supplied with most hook-up kits convert both ports to a -6 hose size. If the hoses are incorrectly installed, the internal pressure will blow out the seals under the boots and cause leaking. Incorrect hose installation will void the warranty, as the rack and pinion units are pressure tested at the rebuilder's plant.

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LATE MUSTANG IFS POWER RACK & PINION UPGRADE



DO NOT Use on
Camaro PRO-G Subframe

Figure 1

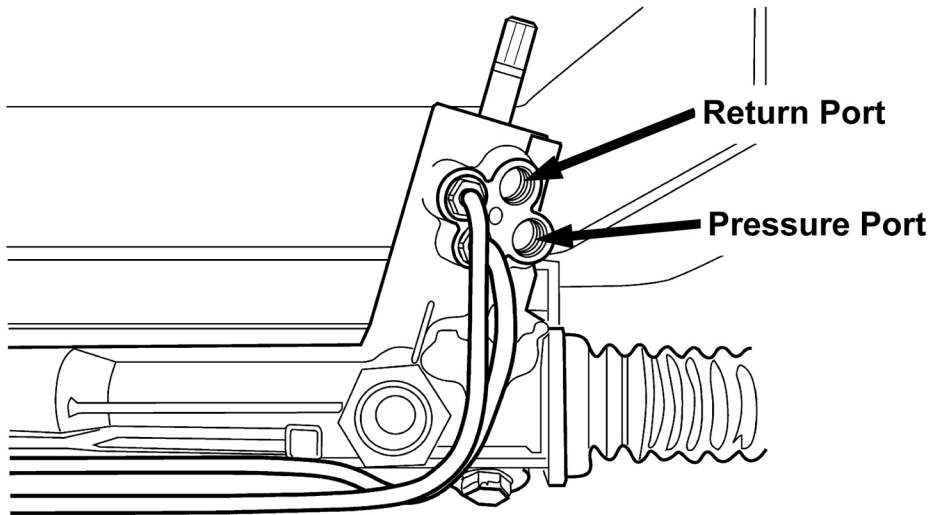


Figure 2