



Installation and Assembly Tips

1. **Boxing Plates** – Your SRE crossmember allows for a 3/16” boxing plate. On models with a “C” channel frame, the frame must be boxed from the firewall forward to at least 4” ahead of the new crossmember location. We make precut boxing plates for most popular models, or you can fabricate your own out of 3/16” plate steel. It is important that you use 3/16” steel with our crossmembers, for the inner frame supports are calculated with the 3/16” steel in mind. We have many [boxing plate designs](#) listed on our website. If you cannot find your make and model, we can still cut them for you on our CNS Plasma Table. Please call to discuss how to make templates and for pricing.
2. **Calipers** – The calipers provided with your kit are universal. This means they can fit on either side. If you get calipers that are marked the same (e.g. – two left’s), just switch the bleed screw with the brake line screw and you will be ready to go. Install the caliper with the bleed screw “up”.
3. **Rotors** – With the plain rotors (standard with any kit), it will not matter which side you mount them on. The drilled and slotted rotors will have a left and a right. Make sure you mount them on the correct side. There is a designator on the part no. on the box.

Ford (FC) - IW4048/5419**FC78-L** (left), IW4048/5419**FC78-R** (right)

Chevy (CC) - IW4048/5419**CC78-L** (left), IW4048/5419**CC78-R** (right)

4. Control arms

Standard (Hub to Hub Kits) - On standard control arms, install the cross shaft with the grooves pointed down to the spring tower. This will help the cross shaft “grip” the spring tower and there will be less likelihood that the control arm will move after alignment. Although the ball joints are pre-greased, remember to grease them after they are installed.

Ultra Ride – Your Ultra Ride control arms with come with 4 washers on the 10” Grade 8 bolt(s). Install the bolts with 2 washers on each side of the tower shaft. The Ultra Ride towers are designed with castor preset. Once you have your vehicle in for alignment, the tech will move the washers on either side to “dial in” the castor. Although the ball joints are pre-greased, remember to grease them after they are installed.

5. **Alignment** – Tell your alignment specialist to use the specs from a 1974 – 78 Ford Mustang II. If they do not have them, the specs are as follows:

CASTER 2° positive

CAMBER 1/4° positive

TOE-IN 1/8” + 1/8”

6. **Pre-fitting** – Always pre-fit and tack weld the entire system before finish welding. Check and re-check your measurements and fitment. The system must be square or wheel alignment will not be possible.