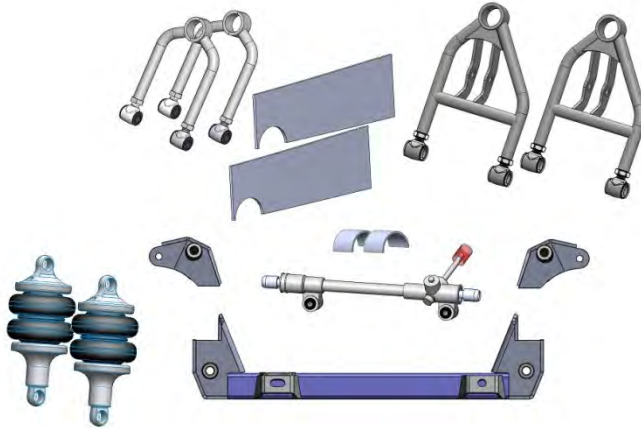
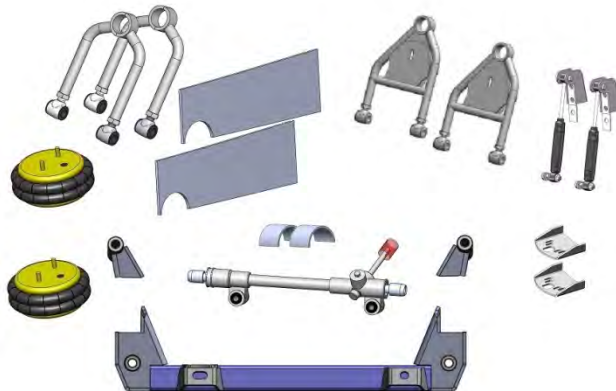


47-54 gm truck mustang ii

shock option components: (1) cross-member (2) upper control arm/shock mounts (1) mustang ii manual or power rack (2) lower control arms (2) upper control arms (2) frame box plates (1) tie-rod notch tube



bag option components: (1) cross-member (2) upper control arm mounts (1) mustang II manual or power rack (2) lower Control arms (2) upper Control arms (2) frame box plates (1) tie-rod notch tube (2) bag mounts (2) universal shock kits (2) a1450ll shocks



hardware

upper control arm: (2) 5/8-11x9 bolts (4) 5/8 flat washers (2) 5/8-11 c-locks

lower control arm: (2) 5/8-11x11 (4) 5/8 flat washers (2) 5/8-11 c-locks

rack: (2) 5/8-11x3 1/2 (2) c-locks (2) 5/8 flat washers

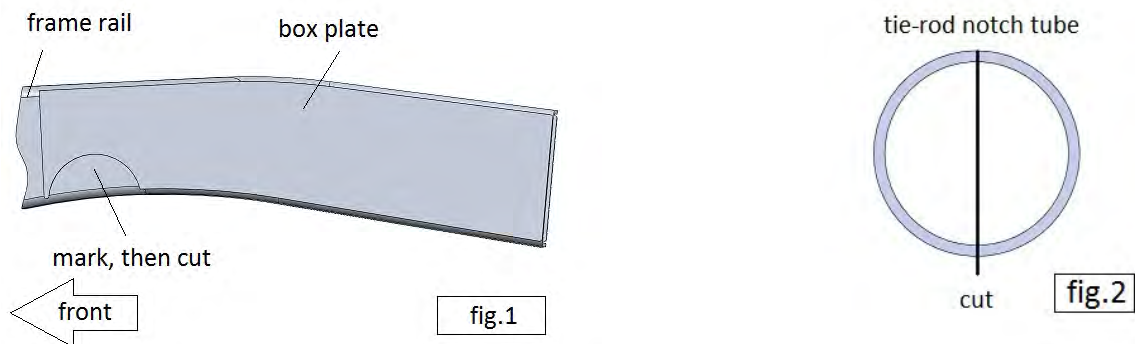
other: (4) ball joints (8) t-bolts with bushings and jam nuts

shock option: (2) 1/2-13x 2 3/4 bolts (2) 1/2-13 c-locks (4) 1/2 flat washers

bag option: (2) air-bag hardware kits (2) universal shock mount kits

instructions:

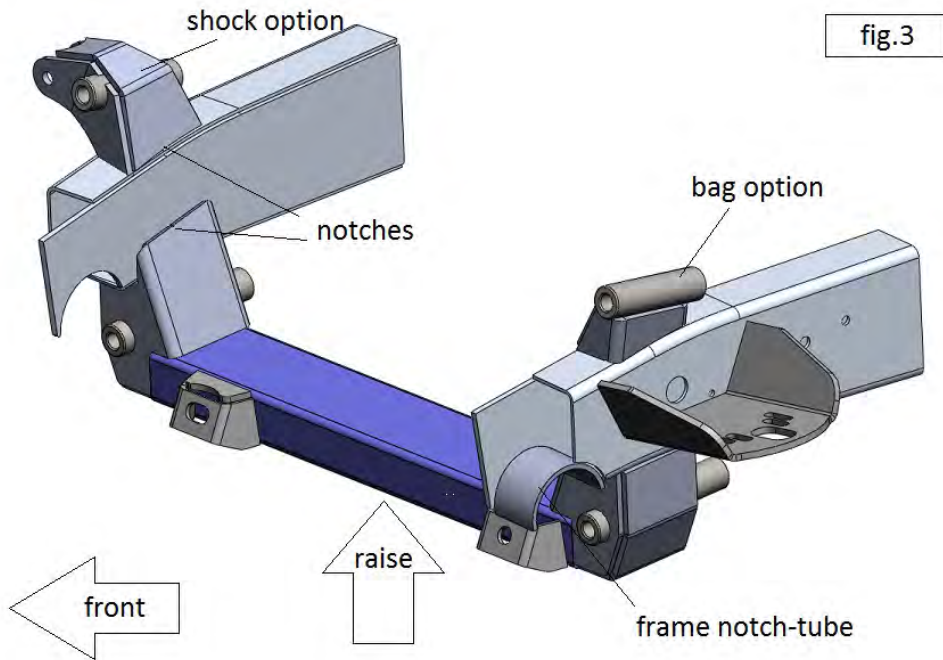
1. find the wheel center on the factory suspension and mark or scribe center line onto the top face of frame rail, this will be done on both passenger and driver side. next, remove the factory front suspension and anything else that may obstruct the new cross-member.
2. mark or scribe frame for tie-rod notches, using the frame box plate as a template. (refer to fig.1)



3. place frame box plates and tack into place (refer to fig.3), followed by carefully making the cuts for the notches on both passenger and driver side frame rail.

4. cut the tie-rod notch tube in half. (refer to fig.2)

5. raise the new cross-member into place, making sure the notches on the cross-member are aligned with the scribed or marked factory suspension center line and weld into place along with the frame box plates. (refer to fig.3)



6. place the upper mounts, aligning notches with marked center-line and weld into place (these mounts will differ, as shown, depending on the suspension choice)

air bag option: weld bag plates onto the frame. place and tack weld the upper and lower shock mounts, making sure to cycle the suspension and check for clearance as well as articulation, then final weld. (refer to fig.4)

