

## Lower Chassis Brace 2005~Current Mustangs (LCB-M05)

Stifflers does it once again with an industry first! This innovative design goes beyond the basic G-load brace by boxing in the K-member at the control arms' rear mounting point. This provides substantially more stiffness and support to the front suspension while under cornering and braking loads, minimizing flex and maintaining correct suspension geometry. The result is tighter steering response and more predictable handling under cornering and braking.

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

### Kit Includes:

- 1 Lower Chassis Brace
- 6 7/16-14 x 1.250 Bolts
- 12 7/16" SAE Washer
- 6 7/16-14 Pinch Nut

**Required Tools:** Basic hand tools

**Install Time:** Approximately 1/2 hr.

### 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. At the rear location of K-member, locate the flange and holes as shown in. Remove factory brace if equipped (Fig.1). [NOTE: Early model 2005 cars may have a partial flange with no holes. See Step 2a if this applies to you.]

(2a) The brace can still be used with partial flange style K-members. Although the flange is too small to use both the existing holes in the LCB, one hole can be added to each side. To do so, place the LCB over the face of the flange and align with bottom hole. Using the LCB as a guide mark location of holes to be drilled. Remove brace and drill both holes. [NOTE: It is permissible for hole to extend past edge of flange.]

3. Using supplied hardware install LCB as shown (Fig.2). [NOTE: On models with non-removable OEM studs (Fig.1) brace can be installed over studs, reusing factory nuts.] Torque bolts to 45~50 ft-lbs.
4. Lower car and enjoy a test drive!

Fig.1



Fig.2

