



STIFFLERS

CHASSIS & SUSPENSION

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Spider Brace 1979-1998 Mustangs (SPD-M02)

The Spider brace works with Stiffeners Lower Chassis Brace and Crossmember to completely integrate the K-member and subframe system eliminating unwanted movement of the front frame rails caused by launching, cornering and braking. Acting as a lower frame rail, this system gives your unibody car the benefits of a tube chassis by greatly increasing front end rigidity and transferring those loads to the strongest part of the car, the subframe system.

To achieve the ultimate in chassis stiffness, go with Stiffeners' **Fully Integrated Technology (FIT) System!**
See buystiffeners.com for more details or ask your dealer!

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

Kit Includes:

2 Front Tube Assembly (short)	8 3/8-16x1.25 Bolts
2 Rear Tube Assembly (long)	8 3/8-16 Pinch Nuts
1 Driver Rear Brkt.	12 3/8 SAE Washers
1 Passenger Rear Brkt.	
2 Crossmember Brkts.	
4 Clevis (Right Hand)	
4 Clevis (Left Hand)	
4 Jam Nut (Right Hand)	
4 Jam Nut (Left Hand)	

Required Tools: Floor Jack
MIG Welder
Basic Hand Tools

Install Time: Approximately 1 hr.

NOTES:

Must have subframe connectors installed to use this kit, most any manufacturer's square or rectangular connectors will work. Also requires Stiffeners Lower Chassis Brace and Transmission Crossmember to be present prior to installation.

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. Disconnect battery.
3. Locate bag containing Left Hand (LH) clevises and jam nuts, identified by "LH" on bag. Thread nut completely onto clevis. [NOTE: These are LH threads, turn nut **COUNTER-CLOCKWISE** to install.]
4. Repeat step 8 with Right Hand (RH) clevises & jam nuts.
5. Install one RH & LH clevis into each tube assembly leaving half the thread length showing. [NOTE: LH thread on tube in identified by machined groove. (Fig.1)]
6. Beginning with Driver's side, loosely fasten Front Tube (the short one) to bracket on Lower Chassis brace by placing one 3/8" washer between clevis and bracket and securing with supplied 3/8" hardware. (Fig.1)
7. On opposite end of tube, loosely fasten a crossmember bracket using one each of the 3/8" bolt, washer and nut.



SPD-M02

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Page 1

8. Position bracket along top side of crossmember. (See Fig.2 for example locations of bracket placement) Adjust length of the tube as required by rotating it until the bracket rest on the crossmember in the desired location.
9. Confirm clearance of the tube to exhaust and mark desired location of the bracket on the crossmember. DO NOT WELD.
10. Locate a rear tube (the long one) and loosely fasten Driver's Rear Brkt to one end by placing one 3/8" washer between clevis and bracket and securing with supplied 3/8" hardware. (Fig.1)
11. Loosely fasten opposite end of tube to the crossmember bracket and hold Driver's Rear Brkt against subframe connector to confirm exhaust clearance. The bracket should be slightly inclined toward the front so the clevises do not bind (See Fig.3 & Fig.4). Adjust length of tube and bracket location if required for clearance. Trace along bottom and both sides of bracket to mark location.
12. Repeat steps 6-11 for Passenger side tubes and brackets.
13. Grind powder coat from marked locations for both crossmember and rear brackets and weld into location. [NOTE: It may be easier to remove crossmember for welding.]
14. Clean weldments with wire brush. Spray all bare metal areas with rust preventative paint. If color matching is desired, use Textured Matte Black paint.
15. IF removed for welding, re-install crossmember and loosely connect tube assemblies.
16. **Final adjustments - Please follow these steps.**
17. Beginning with either rear tube, **lengthen** tube assembly by rotating it **by hand** until a firm resistance is felt. Do not use a wrench for this, the tube does not have to be overly tight, just enough force to push out against both brackets. Tighten 3/8" bolts and jam nuts. Repeat for remaining rear tube.
18. Repeat this same procedure for both front tubes. As with the rear, make sure you are **lengthening** the tubes, pushing out against both brackets. Tighten 3/8" bolts and jam nuts. Your Spider

system has now been properly adjusted for best performance.

19. Lower vehicle and reconnect battery.

Fig.1



Fig.2

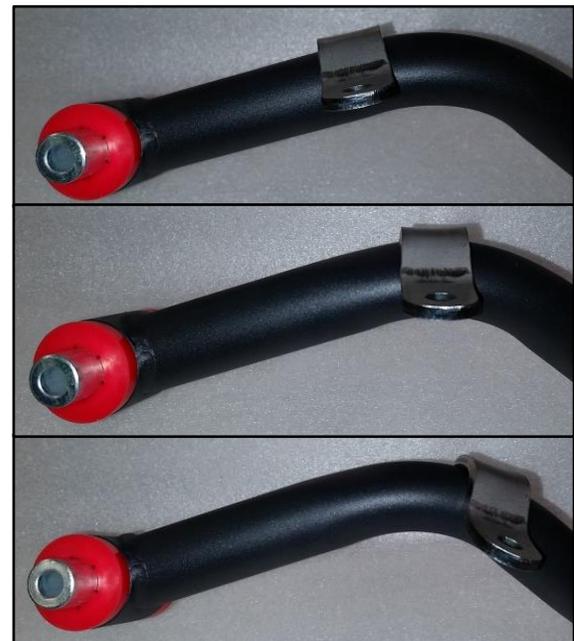


Fig.3



Fig.4



Final Installation
(shown with Stifflers Driveshaft Safety Loop)