1511 Hancel Parkway, Mooresville, IN 46158 317-837-2444

Adjustable Panhard Rod
2005~14 Mustangs
(PHR-M01)

Stifflers Adjustable Panhard Rod provides "easy on-car" adjustability to center and keeps the rear end in place under the most demanding driving conditions. The race inspired swaged 1.25" DOM tube offers superior stiffness and weight savings while the CNC machined 3/4" threaded adjuster provides additional strength. Grease able fluted polyurethane bushings minimize side-to-side movement and ensure continued quiet operation. Powder coated for long lasting good looks.

Kit Includes:

1 Adjustable Panhard Rod Assembly

Required Tools: Basic hand tools

Install Time: Approximately 1 hr.

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

Installation:

1. Raise rear of vehicle to allow access for installation; support car with jackstands (do not place under axle).
2. On driver's side, remove plastic cover by placing a flat blade screwdriver through the access hole and release the retainer clip.
3. Remove mounting bolt at each end and then remove the factory panhard rod.
4. Screw together the two sections of the Stifflers Panhard Rod so there is about 1 ¼" of thread showing on each side of the adjuster (Fig.1). ***Do not tighten jam nuts.***
5. Using the factory panhard rod as a guide, place the Stifflers part on top of it and put a mounting bolt through one end of both rods (Fig.2). ***NOTE: The grease fitting at each end should face same direction. (Fig.3)***
6. While holding the free end from rotating, turn the adjuster until the Stifflers panhard rod is the same length as the factory rod. If adjusted correctly, the remaining mounting bolt will pass through both rods.
7. Place the short end of rod (end with the adjuster) into the driver's side and insert bolt, repeat for passenger's side. ***NOTE: Grease fittings facing down (Fig.3)***
8. Torque mounting bolts to 129ft lbs and replace plastic cover on driver's side.
9. Tighten jam nuts one at a time while also holding the adjuster from rotating with a wrench.
10. Remove jackstands and lower vehicle.

NOTE: If your car has been LOWERED it is highly recommended you adjust the axle back to center.

See next page for instructions on axle centering.

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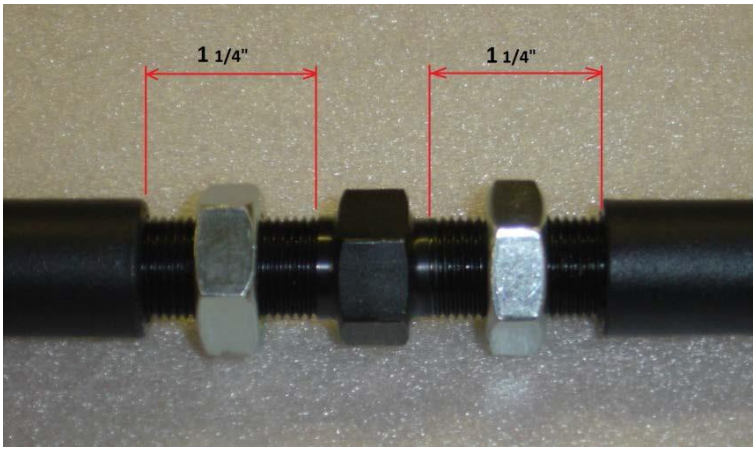
(Fig.1)



(Fig.2)

(Fig.3)

ADJUSTING AXLE CENTER

When a car is lowered it pushes the axle towards one side of the car which can effect handling and cause unwanted tire rubbing on the fender well. The overall goal is to center the axle under the car so the measurement from the fender to wheel lip face is equal on both sides.

1. Settle suspension by bouncing rear of car, then backing it up one car length and pulling back forward.

2. Confirm axle offset by placing a plumb line on the passenger fender and measuring to a flat location on the wheel lip, Record that dimension here:_____. Repeat this measurement on driver side and record:_____.

3. Add these two numbers together and divide by 2, record here:_____(this is your **target dimension**)

4. Loosen the jam nuts and turn adjuster until your target dimension is achieved. The target dimension can be measured on either driver or passenger side.

5. Tighten jam nuts one at a time while also holding the adjuster from rotating with a wrench.

6. Enjoy the ride!