



Steering, Brake & Suspension Specialists

#6466TCA-K - Installation Instructions for 1967-70 Ford Mustang Mini™ Sub-frame Kit

Parts List:

1 ea	Left Lower Control Arm Assembly	12 ea	3/8-16x1-14 Gr. 8 Bolts
1 ea	Right Lower Control Arm Assembly	12 ea	3/8-16 gr. 8 Nuts
1 ea	Cross Member	12 ea	3/8 Lock Washers
2 ea	Wheel Alignment Cam Kits	24 ea	3/8 Flat Washers
4ea	Lock-Out Plates	2 ea	Radiator Mounting Tabs
5 ea	Doubler Plates	2 ea	Granada ball joint adapter

Notes:

Some drilling will be required.

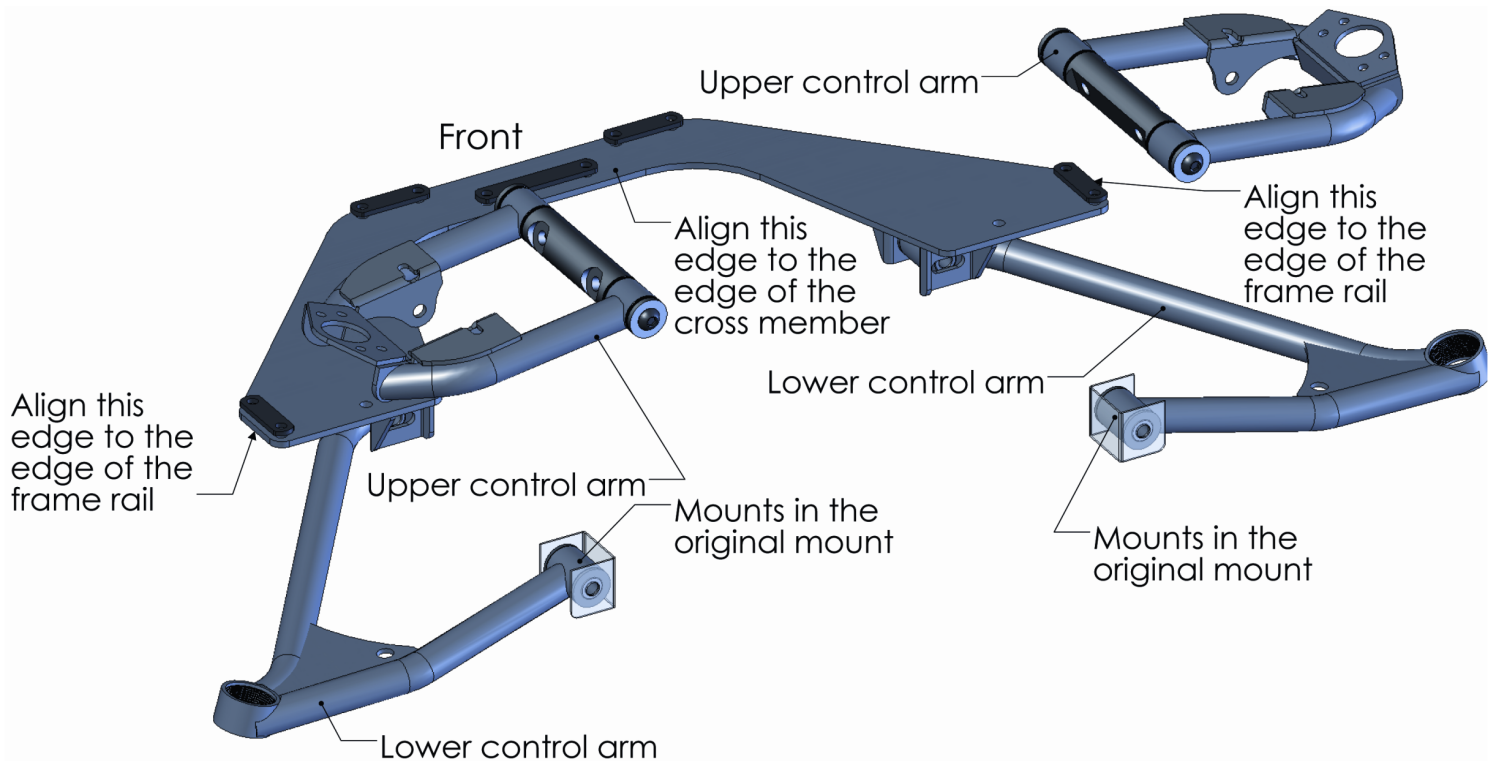
This kit will add a forward adjustment to the lower control arm. This adjustment will allow the caster to be adjusted at the lower control arm as well as the upper control arm.

Instructions:

1. Remove the lower ball joints from the spindles.
2. Cars with sway bars will need to remove the sway bar end links.

3. Remove the control arm pivot bolts from the frame.
4. Remove the strut rod bushing nuts. Remove the lower control arm and strut rod assemblies from the car.
5. Remove the spot welds that secure the strut rod mount to the frame and core support. A common method is to use a spot weld drill bit and drill the spot welds in the strut rod mounting bracket. Do not drill into the core support or the frame! Remove the strut rod mounts from the frame.
6. Clamp the new cross member to the bottom of the frame. The edges of the frame should line up with the edges of the cross member. Loosely install the lower control arms into the crossmember and the original arm mount. If the arm is not fitting correctly adjust the position of the cross member.

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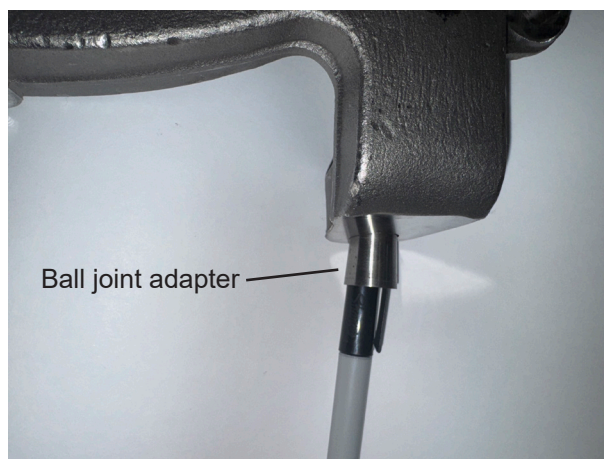


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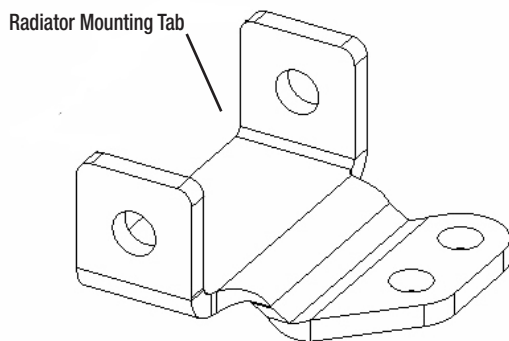
#6466TCA-K - Installation Instructions (Continued)

- 7. Using the cross member as a template drill 7/16" holes thru the frame and core support. Place the doubler plates on the top side of the chassis and bolt the cross member to the chassis as you drill each hole. The doubler plates and cross member will sandwich the chassis. The 2 bolts closest to the new forward arm pivots (1 on each side) will not have doubler plates and are bolted to the front of the sway bar mounting flange.
- 8. Install the new lower control arms with the supplied wheel alignment cam kits. The wheel alignment cam kits are installed in the front control arm pivot of the new cross member. The rear pivots will mount where the original control arm mounted. Final front end wheel alignment and installation of the lock-out plates should be performed by a qualified alignment shop. Lock-out plates will be installed in place of the round alignment cams on the nut side of the cam alignment bolt.

- 9. Cars with sway bars will need to reattach the sway bar end links.
- 10. If using Granada spindles, install the ball joint adapter on the lower ball joint stud. Install the ball joints into the spindles. Use washers under the ball joint nuts if necessary. Torque down the ball joint nuts and install the cotter pin.



- 11. Have the car professionally aligned.

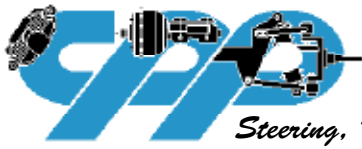


PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.



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#10134 - Lock Out Installation Instructions

Parts:

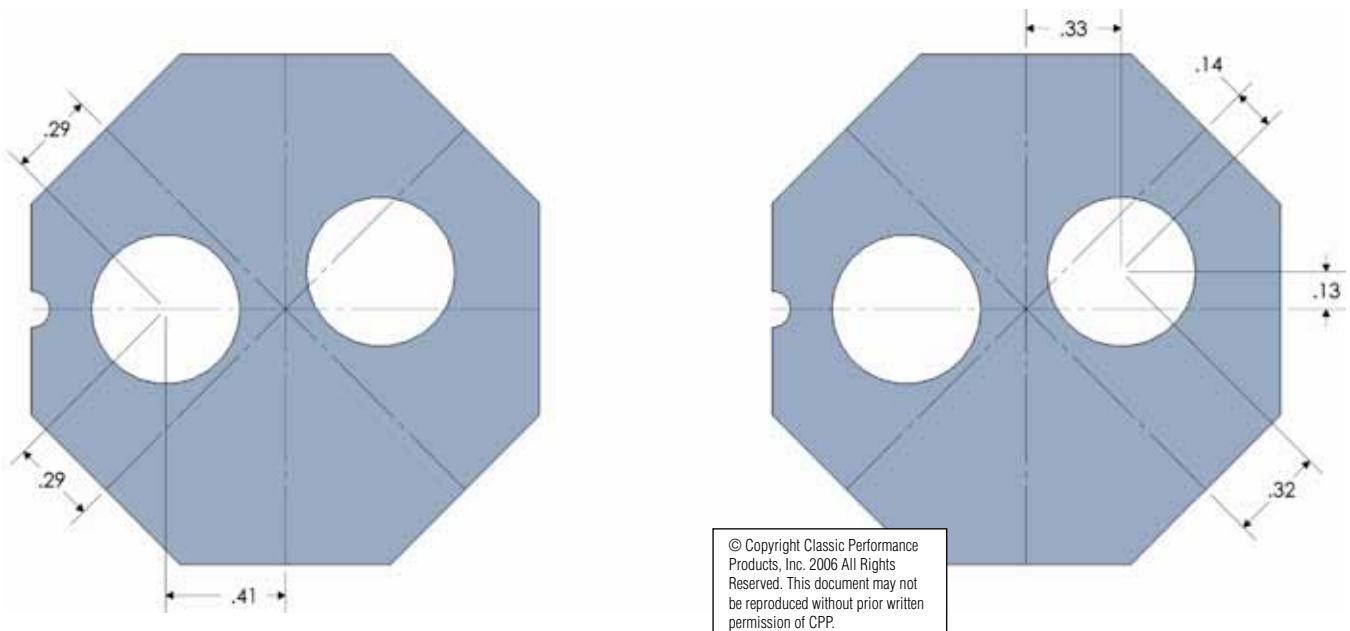
2 ea	1/2-13x4 Gr.8 Bolt
2 ea	1/2-13 Gr.8 Nut
2 ea	1/2 Lock Washer
4 ea	Cams
4 ea	1/2 Flat Washers

Note:

The lock out plates offers an adjustment range of 0 to 0.41 inches from center.

Instructions:

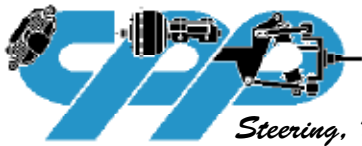
1. Remove the alignment cams from the control arm pivots.
2. Install the lock out plates. They can be rotated and turned over in order to be as close as possible to the correct position.
3. Small adjustments to the alignment may need to be done by shimming the upper control arm cross shaft.



For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000

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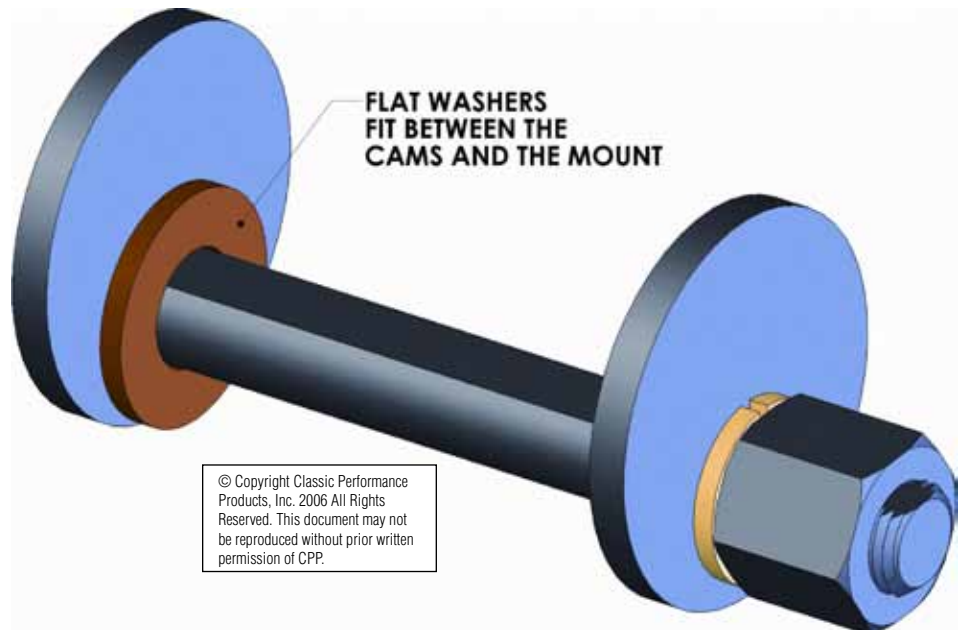
#264-3594 - Alignment Cam Installation Instructions

Parts:

- 1 ea 1/2-20x4 Gr.8 Bolt W/Flat
- 1 ea 1/2-20 Gr.8 Nut
- 1 ea 1/2 Lock Washer
- 2 ea Cams
- 2 ea 1/2 Flat Washers

Instructions:

1. Assemble the cam on to the bolt.
2. Assemble one flat washer on the bolt.
3. Install the bolt, cam washer assembly.
4. Install one flat washer.
5. Install the remaining cam.
6. Install the lock washer.
7. Install the nut.



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