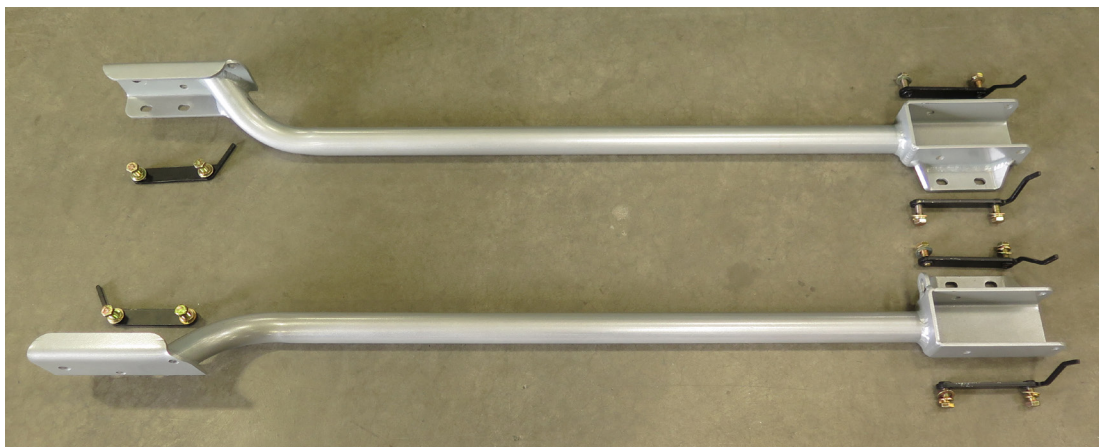


## #6470SFC-B Subframe Connector Installation Instructions

### For 1964½-70 Ford Mustang



#### Notes:

Check for exhaust/muffler clearance (and make any required adjustments) before installing. On some models, it may be necessary to slightly modify fuel line so as not to interfere with rear mount on driver's side.

#### Instructions:

1. Safely and securely elevate vehicle, giving yourself plenty of room to work beneath with power tools. If available, a lift is the most efficient means in which to perform the job from under the car.

**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.



2. As a precaution, take weight off rear end prior to removing the forward leaf spring eyelet bolts, which will initially locate the Subframe connectors in the rear. (Figs A-B)



3. With the slotted holes facing downward, attach the Subframe connector bars to the forward leaf spring mount using the stock hardware on '64½ - 66 models; use supplied spacers/bolts on '67-70 models. Leave semi-loose. (Fig C)

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## #6470SFC-B Subframe Connector Installation Instructions For 1964½-70 Ford Mustang (Continued)



4. Rotate the bars forward and align onto the sheetmetal box rails; use jack stands to support the bars. On passenger side, undo parking brake return spring, as it will interfere with placement. (Fig D)



5. Mark and drill a 7/8" hole, 3/4" forward of the subframe connector's mounting bracket—this will provide access into the rail to allow the mounting hardware backing plates to be inserted. (Fig E)



6. With the bar completely compressed onto the box rail, drill the two outer holes using a 3/8" bit. (Fig F)



7. Insert the backing plate ("holding" tabs will point in, towards each other) and attach with supplied hardware. (Figs G-H)



8. Tighten down exterior sides and repeat steps for the inside-facing mounting holes. (Fig I)

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## #6470SFC-B Subframe Connector Installation Instructions For 1964½-70 Ford Mustang (Continued)



9. The rear mounts will also require sheetmetal access holes for the backing plates; mock plates up from the exterior and mark the box rail accordingly, keeping in mind there's a vertical metal divider at the body seam just forward of the leaf spring. (Fig J)

10. Drill a 7/8" hole, using either a step-drill as shown, or a holesaw. (Fig K)



11. Drill the two 3/8" holes for the mounting hardware and install backing plates. (Figs L-M)



12. Securely tighten down all mounting hardware, including leaf spring pivot bolts. (Fig N)



13. Re-attach the parking brake return spring using the integrated tab on the Subframe connector. (Fig O)



14. Completed subframe connector assembly shown with optional CPP X-Frame Brace #6570XFB-S. (Fig P)

1. 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.