

# Mustang Rear Shock Tower Brace

## Installation Instructions for 555-5751



**Note:** The installation of this brace can be accomplished by someone with average mechanical skills. However, it is strongly suggested that a factory service manual be available to fill in the instructions that have not be addressed in this procedure. The installation of this brace requires the flanges to be welded to the shock towers. If you are not a skilled welder you should have this done by someone who has the necessary skill and experience. Be very careful when welding in this area as stray molten balls of metal can and will ignite the insulation and interior items in your car. It is best to have a second person with a fire extinguisher watching for potential fires as the welder is completing the installation. A wet cloth can be used to cool the molten metal balls from the welding process to prevent a fire.

1. Remove and set aside the trunk flooring that covers the spare tire and the inner panels.
2. Remove the rear seat using a flat blade screwdriver to depress the releases under the front edges of the seat bottom.
3. Remove the insulation that is laying just under the seat bottom and set aside.
4. Remove the seat back by first removing the bolts along the lower edge. Fold the seat backs down and remove the upper retaining bolts.
5. Carefully lift the seat back assembly out of the car and set aside.
6. Remove the upper shock retaining nuts and set aside.
7. Trial fit the new shock tower brace to your car. It is not uncommon for the shock towers to have moved inboard on high mileage cars or those that have seen performance use.
8. Place the bar in position and mark the factory seam sealer approximately 1/2" from the edges of the flanges. **Pic 1**



**Pic 1**

9. Use a single-edged razor or sharp knife to cut the seam sealer where you marked it in Step 8.

10. Use a scraper to remove the seam sealer around the brace flanges. **Pic 2**



**Pic 2**

11. Use a small metal bristle brush to remove the stubborn seam sealer where the flanges will be welded. Sand the areas to be welded to remove paint that could contaminate the welds.

12. Place the bar back onto the shock towers and carefully align the holes in the flanges with the holes in the shock towers. **Pic 3**



**Pic 3**

13. Tack weld the bar in position and recheck the alignment before proceeding.

14. Once you are satisfied with the alignment, MIG or TIG the flanges to the shock tower. **Pic 4**



**Pic 4**

15. After the welding has cooled, reinstall the shock mounting nuts, the trunk interior and the rear seat. You may want to spray some matching paint over the new welds to protect from rust.