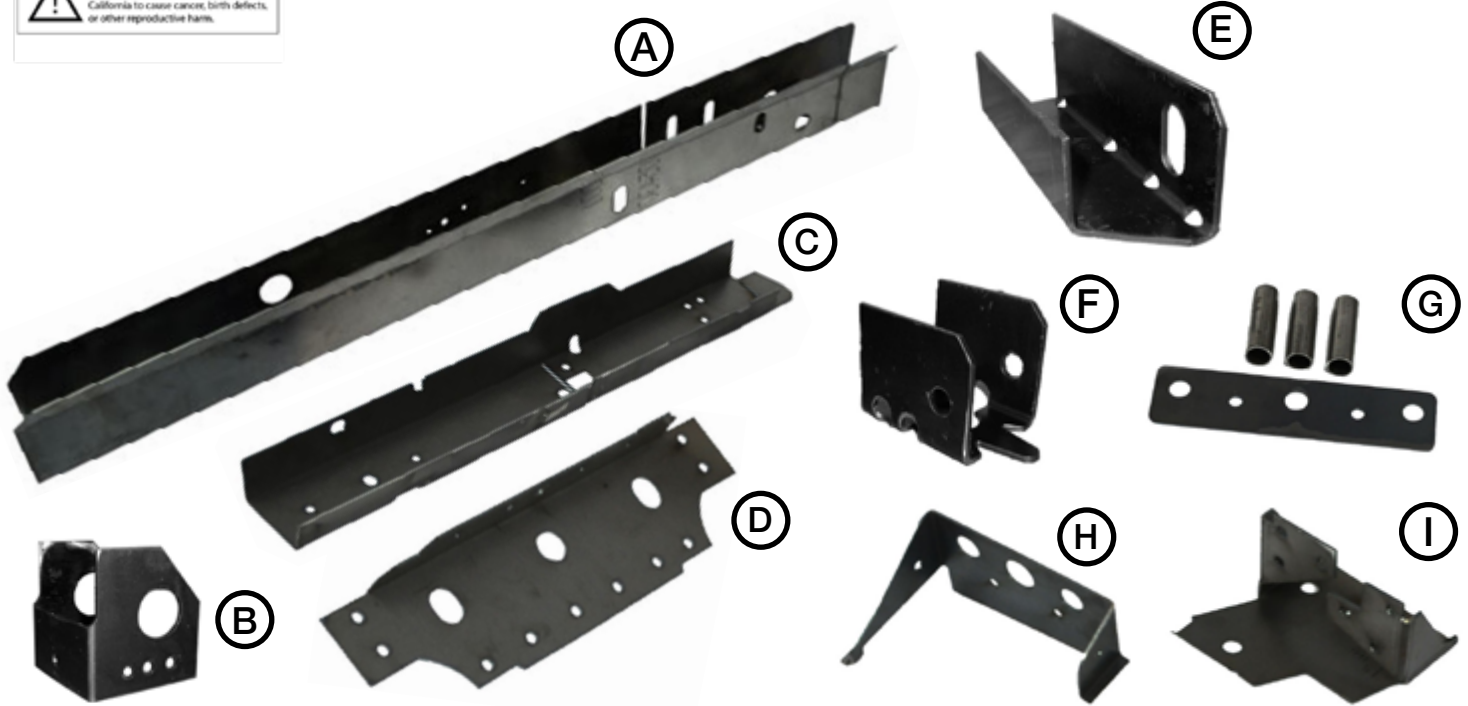


5.0 RESTO FOX BODY REPLACEMENT FRAME RAILS INSTRUCTIONS

Prop. 65 Warning for California Residents
WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.



Installation:

1. Remove the engine from the car. All wiring and bolt-ons to the frame will also need to be removed.

2. Be sure to make measurements to ensure replacement frames fit precisely. Measure from the radiator support to the back of the sway bar mount as well as the rear saddle where the frame rail sets in. Additionally, make cross measurements on the k-member mounting holes and angle line from left front to right rear, and right front to left rear. Make sure all points are marked and labeled.

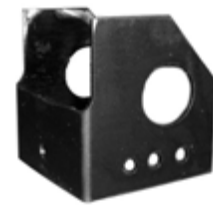
3. The spot welds will all need to be cut so the rail can be removed. When all of the frame rails are removed, clean up all the areas where the spot-welds were located so the surface is as smooth as possible.

4. Fit the main rail with the front cover that has a slot; it has a sight bend in where the slot is cut into the rail and front cap. This is used to help in bending at the correct location, and can be modified to help get the measurements that you need. If you need more of an angle, some of the material can be removed from inside the slot to make more of an angle.

(A) Main Frame Rail



(B) Rear Saddle



(C) Top Cap



5. Tack weld or screw with self-tapping screws the cap into the frame rail and bend the two pieces in until the slot comes together. Check your measurements and tack weld the rail at the slot. The front of the rail and cap have tabs that have been slotted to bend them where it welds to the radiator support. The rail needs to be put in the rear saddle first. Then, bend the outer tab on the front of the rail with the slots in it so the front can be moved outward to the radiator support.

6. Once the rail is in the proper placement, use self-tapping screws to secure it. Then mark with a sharpie a line on the frame rail and body so it can be removed and installed in the exact location. Mark the front cap and cut the tack welds, or unscrew the front cap so the inter supports can be installed at the bumper mount and the tow hook mount. This process may take several tries to get the fit you need. Some of the top cap may need to be trimmed to fit around the strut tower.

7. The bumper inter support can be welded in once aligned with the holes in the front of the rail. The tow hook inter support can be welded in once aligned with the tow hook oblong hole located on the outside of the rail. Now drill holes in the front cap to spot-weld the front cap into place. The spot welds can be put where the two pieces come together. Use your own judgment on how many and where to put them. Reinstall the frame rail and check for any areas that need to be cut or smoothed up to make a good fit.

8. With the frame rail in the proper location, you can begin work on the inter strut tower. Screw the frame rail to the strut tower on both sides to hold it so the lip can be bent down for the inter shock tower plate. Heat the frame rail lip at the area between the sides of the strut tower and bend down to a 90° angle with the side of the rail. This part is slotted to help with the bend. Once the bend is done, you should have a nice rounded down area where the rail mounts to the strut tower and the lip, which is bent at a 90° angle. Weld the slots in solid on the lip and press down for a smooth ledge for the upper plate. The inter strut tower plate can be drilled with a 1/4" drill bit to be welded to the back of the strut tower.

9. The bottom plate with the three large holes is to weld the crush tubes onto. Check the plate in the rail to (cont.)

(D) Inner Strut Tower Plate



(E) Inter Bumper Support



(F) Inter Bumper Support



(G) Crush Tube Plates & Tubes



be sure the holes line up for the k-member support bolts, then tack weld the crush tubes onto this plate at a 90° angle to the plate. The inter strut tower plate will then need to be fitted so the crush tubes line up with the inter plate. The plate will set on the lip that was bent down and the outer tabs will need to be marked and bent up to fit against the inside walls of the strut tower. Once fitted, you can weld the crush tube plate down to the frame rail and weld the crush tubes in place. Then fit the strut tower plate and mark it if all your other measurements are on target.

(H) Sway Bar Mount



10. Now that the pieces are welded, pull the assembly out and apply POR 15 rust preventative coating inside the rail and around the inter pieces.

(I) Sway Bar Saddle



11. Reassemble the rail, fit the inter strut tower plate, and begin spot welding the rail. Drill holes where needed. The screw holes can also be welded shut. Make sure measurements are correct and holes align. The front tab can be bent into the radiator support and tacked in place with weld slots smoothed down for a clean appearance. Once the rail is welded in, the aprons can be spot welded onto the new rail at the original location. On some of the parts, the spot weld holes are already cut in and some you will have to drill the holes for spot welds. Also on some models the rear outer support on the rear of the frame rail next to the firewall is not used. They are included in the kit for older models.

12. Use clamps or vice grips to hold the pieces in place. The sway bar mount could be tacked on and welded. The outer tab can be heated, bent, and welded or can be welded then trimmed when the rail is out or could be welded in later. You can drill holes in the tabs that fit next to the frame rail to weld them on. Additionally, the sway bar saddles can be drilled to tack weld them to the sway bar.

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