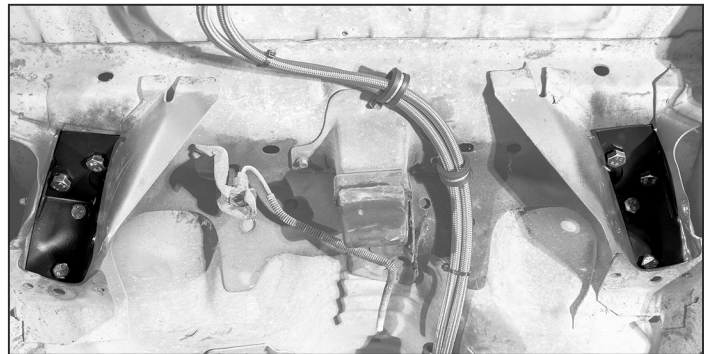




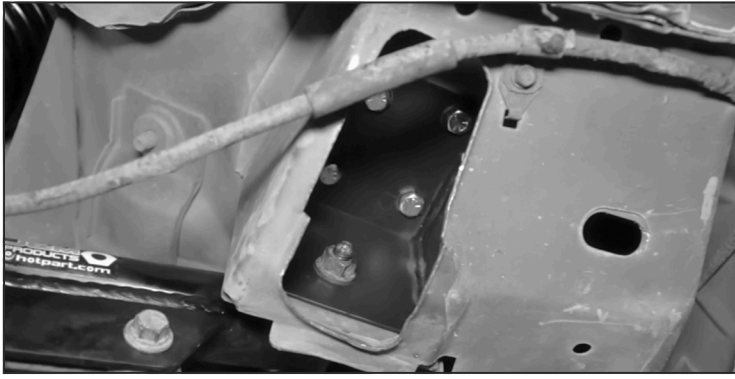
Prop. 65 Warning for California Residents
 WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

TOOLS REQUIRED

- Jack
- Jack Stands
- Drill
- 3/8" Drill Bit
- 1/2" Drill Bit
- Body Saw or Cut Off Wheel
- Socket Set
- 3/8" Socket Wrench
- Wobble Socket
- Phillips Head Screwdriver
- Welder (Optional)
- Sanding Disc (Optional)
- Rust Prohibitive Paint
- Razor Blade
- Putty Knife
- Vacuum
- Safety Glasses



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MUSTANG LOWER TORQUE BOX REINFORCEMENTS INSTALLATION

1. Remove the lower seat belt to floor bolt with a T-45 Torx driver.
2. Push the rear seat bottom toward the back of the car and lift up to remove it.
3. With the seat out of the car, remove the lowest screw securing the rear interior quarter panel.
4. Pull up slightly on the panel pocket and roll back the carpet.



5. Position the jute padding out of the way.



6. Pop the plastic pocket away from the rivet on the interior quarter panel.



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7. Remove the two Phillips head screws and then set the cover aside.

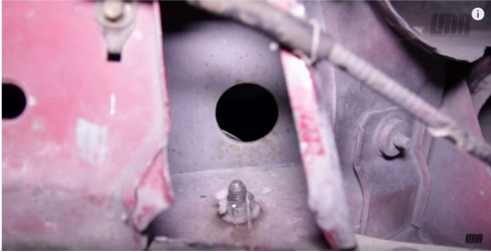


8. Scrape away some of the sound deadening material with a putty knife.



9. Jack the rear of the car up as high and as safe as you can.

10. Push the rubber body plug through the floor.



11. Using a breaker bar with an 18mm socket and a half inch socket wrench with an 18mm socket, remove the nut securing from the lower control arm bolt.



12. Position the plate up through the torque box. Retighten the bolt to 100 ft/lbs.



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12. Position the plate up through the torque box. Retighten the bolt to 100 ft/lbs.



13. Use a three eighths inch drill bit to drill through the floor.



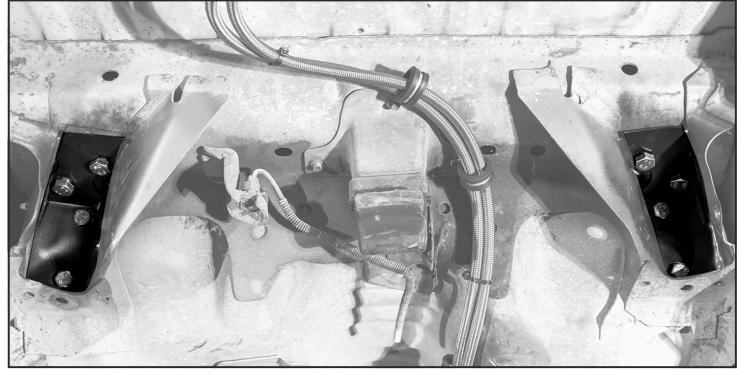
14. Back inside of the car, scrape away any remaining sound deadening material. Vacuum the area and clean the holes up with a uni-bit or a deburr tool.



15. Align the support plate with the holes; these are not side specific. Tighten the hardware with 14mm sockets.

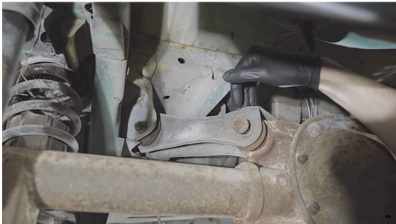


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MUSTANG UPPER TORQUE BOX REINFORCEMENTS INSTALLATION

1. Remove the rear seat backs and seat bottoms from the car.
2. Safely support the car via a lift or jack stands.
3. Remove the rear upper control arm hardware and then remove them from the car. (Because of the pinion angle, you may have to jack up on the front of the rear end so that you can easily remove the bolts.)



4. Slowly lower the rear end down as much as it will go, but be careful not to overextend the rear upper brake hose.
5. Verify that the long M12 bolts pass through the two upper holes in the torque box.
6. If they don't, elongate or widen the holes to accommodate the bolt. Verify that the bolt passes through each hole cleanly and is straight up and down.
7. Hold the lower plate in position and verify that the holes are in line with the holes in the torque box.

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8. Use a half-inch drill bit and drill through-holes into the underbody of the car. When doing this, **MAKE SURE** that the drill bit is as straight up and down as you can get it. You can also use a smaller, 3/8" bit, to serve as a pilot hole and then open it up from inside of the car with a stepped bit.



9. Do the same for the other torque box.

10. From inside of the car, prep the floor area for the upper reinforcement plate.

11. Position the plate over the holes that you just drilled and then trace the plate with a marker.

12. Remove the plate and then carefully heat the factory sound deadening material with a heat source. Whenever the material gets soft, use a razor blade and cut the marked areas.

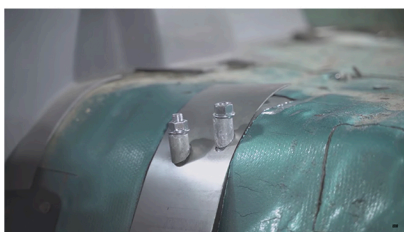
13. Reheat as needed and then gently remove the material.

14. Deburr the drilled holes and do the same for the other side.

15. Temporarily install both sides so that you can mark the upper plates and drill the two 3/8" holes with them removed from the car.

16. Someone will have to be underneath the car and the other person inside of the car.

17. Position the lower plate into place and feed the two M12 bolts through the holes. From inside of the car, install a spacer, then a washer, and loosely tighten the nut.

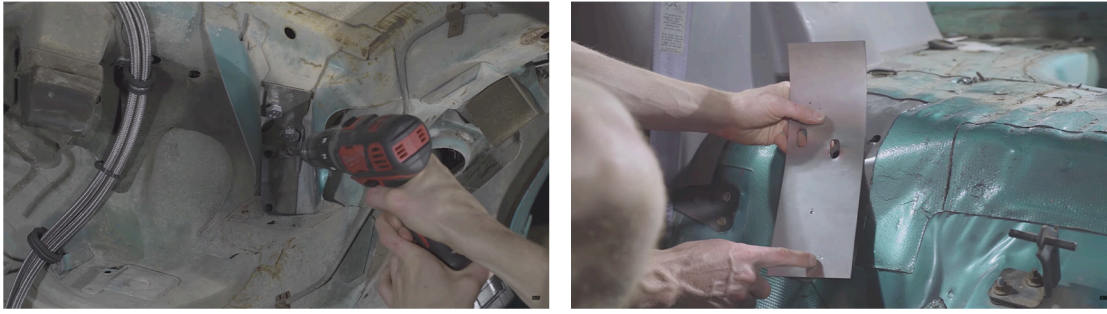


18. Do the same for the other M12 bolt and then tighten the hardware enough to hold everything in place.

19. From underneath the car, use the two smaller holes in the lower plate as a template and drill completely through the floor with a 3/8ths bit. There are multiple layers of sheet metal, so it'll take a little bit of effort to do this.

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20. Once you're through the floor, have your friend hold the upper plate to the body of the car with and use the drill bit to mark the backside of the plate.



21. Go ahead and repeat these steps for the other side and then disassemble everything.

22. Deburr the 3/8" holes.

23. Now you can drill the upper plates off of the car. Use a 3/8" drill bit or a stepped bit and then deburr both sides of the plates.

24. If you're not welding the upper plate, go ahead and prep both plates and the spacers for paint. If you're welding the upper plate, just paint the lower plates. The upper plates and spacers will be painted after you weld them.

25. Scuff these parts with a medium-duty scuff pad and thoroughly wipe them down with a wax and grease remover.

26. Be sure and paint these components in a well-lit and well-ventilated area using a coating or paint that offers good resistance to rust and corrosion. Thoroughly cover each part with paint. Allow adequate drying times between coats and rotate the parts as needed. Whenever you're finished, allow the paint to fully cure before assembly.



27. When the paint is fully dry, you can begin the final assembly of the torque boxes.

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28. Position the small bracket into the torque box and feed either one of the bolts through the holes. The person inside the car will need to install the hardware.



29. The smaller hardware will have a washer followed by the nut; and the larger hardware will have a spacer, washer, and then a nut. Make sure the flat side of the spacer is facing up and the angled side is flush with the bracket.

30. It's recommended that you apply some red thread locking compound to the larger bolts and then fully tighten all of the hardware.

31. Go ahead and do the same for the other side.

32. If you are going to be stitch welding the upper plate to the floor; you'll want to remove some additional sound deadening material so that you can properly prep the area for welding.

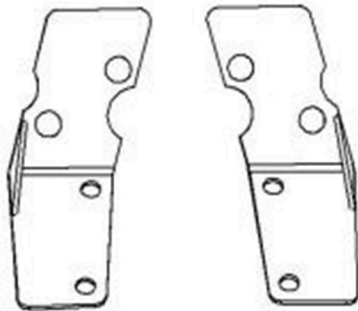
33. Once welded, mask the surrounding area and paint the plate with a rust prohibitive paint.

34. Reinstall the rear upper control arm and tighten the hardware.

35. Get the car on the ground, reassemble your interior, and then you're good to go!

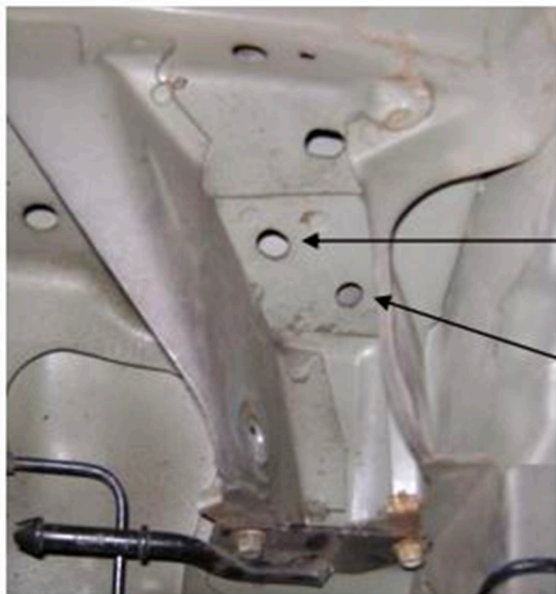
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INSTALLATION DIAGRAM



Drivers Side

Passenger Side



Rear Hole

Forward Hole



SCAN HERE TO WATCH THE INSTALL VIDEO FOR LOWER TORQUE BOX REINFORCEMENTS



SCAN HERE TO WATCH THE INSTALL VIDEO FOR UPPER TORQUE BOX REINFORCEMENTS



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