



## Subframe Stiffening System 2005-Current Mustangs (FIT-M03)

Twisting, bending, twisting, bending.....unlike a human, this is NOT the way a car stays in shape! Even everyday driving puts your car through a workout of twists and bends. Installing Stiffeners FIT System integrates the front and rear subframe and ties them into the rocker panel, forming a triangulated web of strength and stiffness. The end result is your car keeps its' shape, improving your handling, launches, ride quality and more.

*(Please read all instructions prior to beginning installation. Contact your dealer with any questions.)*

### Kit Includes:

- 1 Driver Subframe Connector
- 1 Passenger Subframe System
- 2 14x2.0x95mm HHCS
- 2 14x2.0 Nyloc Nuts
- 4 ½" USS Washers
- 2 Spacers
- 4 Plastic End Plugs

### Required Tools:

- Basic Hand Tools
- MIG Welder
- Torque Wrench
- Floor jack
- Black Rust Preventative Paint

**Install Time:** Approximately 3 hr.

### Installation:

1. Disconnect battery.
2. Raise vehicle to allow access for installation. *[NOTE: It is recommended the vehicle's weight be supported by the suspension during installation. This can be accomplished by using a drive on style lift, ramps or raising the car and positioning jackstands under the suspension.]*
3. Lay subframe connectors (SFC) on ground and remove tape tabs located along top edges of rail and mounts to expose bare metal welding areas.
4. *[NOTE: If installing on a convertible the factory rear stiffening bars will need to be removed before continuing.]*
5. On Driver's side of car, find and remove protective plastic panel covering fuel and brake lines. Keep all OEM hardware and set panel aside.
6. Remove bolt securing E-brake bracket (Fig.1).
7. Loosen and remove lower control arm front mounting bolt (Fig.2). *[NOTE: Bolt may be pinched due to suspension loading making it difficult to remove. To assist removal, pull forward slightly on axle housing to relieve pressure while removing bolt.]*
8. Locate Driver's side SFC (Fig.3) and loosely fasten into place with supplied bolt at control arm mount. A jack or clamp can be used to temporarily support the front section against bottom of car (Fig.4). *[NOTE: The lower control arm does not need to be in place for this step. The arm can be rotated downward slightly so the bolt can easily be put in place through mount.]*
9. Using the bare metal areas on the SFC as a guide, mark the locations for weldments along the car's underbody (Fig.5).
10. Remove SFC and grind paint from marked areas on car.
11. Replace SFC on vehicle. Using supplied hardware, fasten control arm into position as shown in Fig.6. *[NOTE: Do not forget to insert spacer; it must be in place for bolt to torque correctly.]*
12. As before, support front of SFC against bottom of car using jack or clamp.
13. Snug control arm mounting bolts.
14. Place tack-welds within the designated welding areas working from front to rear of the SFC.

15. Remove support from front of SFC and finish-weld all designated areas starting at the front and working towards the rear. **[NOTE: Use caution around fuel and brake lines.]**
16. Clean weldments with wire brush. Spray all bare metal areas with rust preventative paint. If color matching is desired, use Textured Matte Black paint.
17. Repeat Steps 6~15 for Passenger side.
18. Final torque both control arms to 129ft-lbs.
19. Re-install E-brake brackets.
20. Cut out supplied paper template. Position on plastic panel as shown (Fig.7).
21. Trace onto panel and cut out area shown. (Fig.8)
22. Draw straight line on panel as shown in Fig.9 and remove end section.
23. Re-install plastic panel starting at front then bending the rear up and into position (Fig.10). Fasten with OEM hardware. **[NOTE: It may be necessary to trim area shown with arrow for proper fit.]**
24. Insert supplied plastic end plugs into SFC to keep moisture out.
25. Lower vehicle and reconnect battery.

Fig. 1



Fig. 2

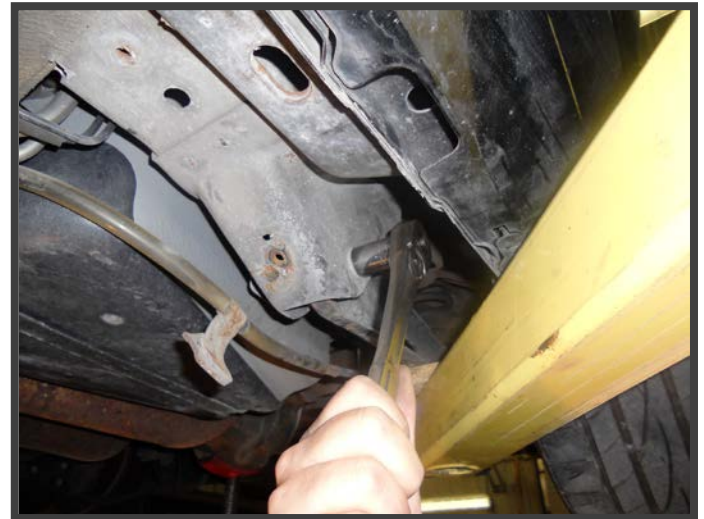


Fig. 3

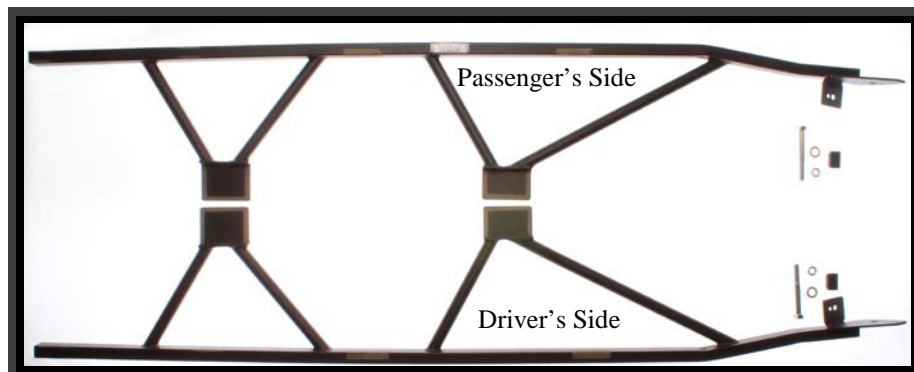


Fig. 4 (Shown with prototype SFC)



Fig. 5



Fig. 6



Location of spacer

Fig. 7

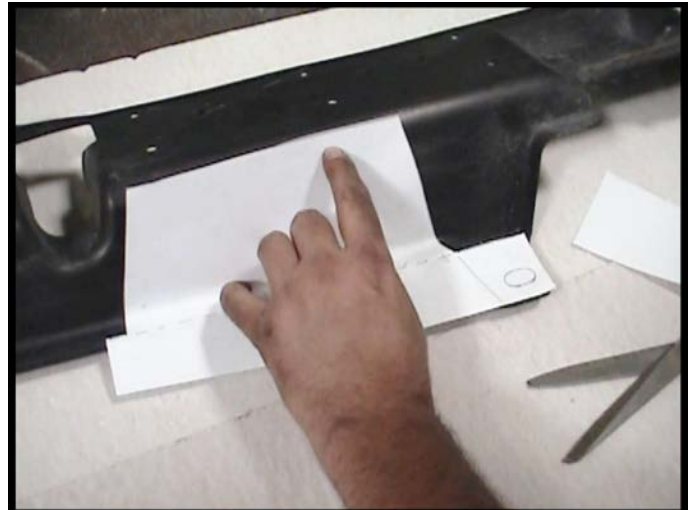


Fig. 8



Fig. 9

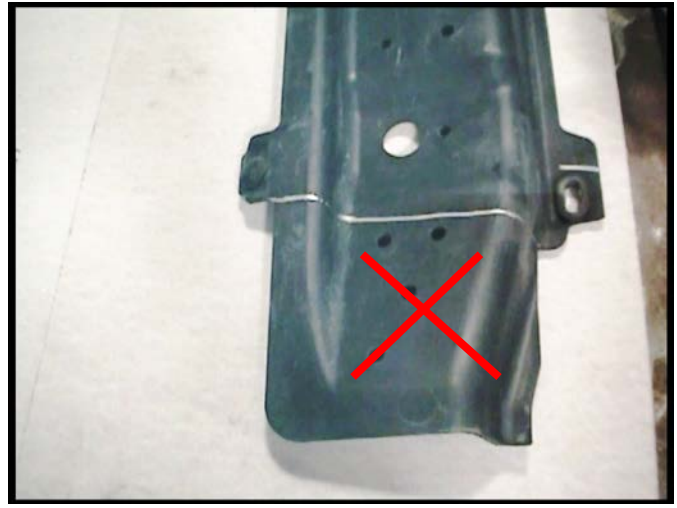


Fig. 10

