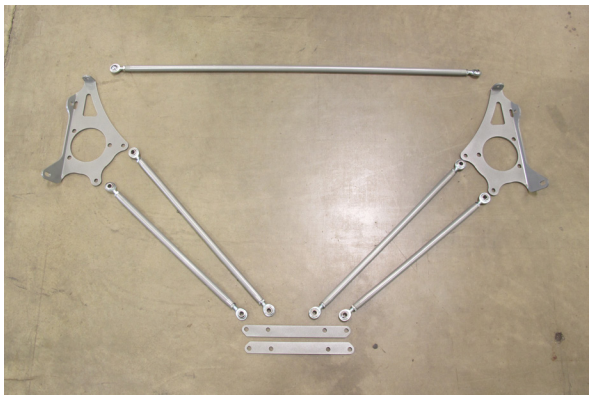
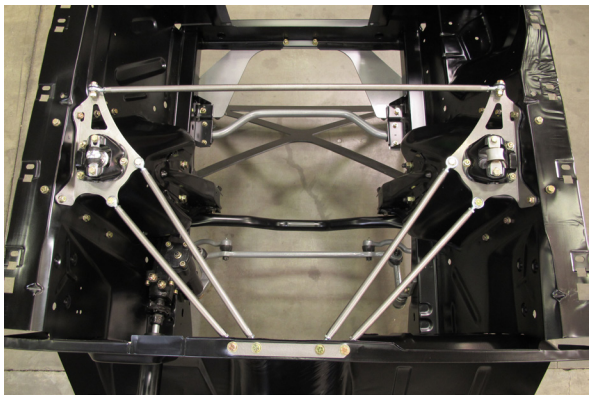
Steering, Brake & Suspension Specialists

#6566STB-BK / 6566STB-SK – Installation Instructions

For 1965-66 Mustang Adjustable Shock Tower Brace Kit





Notes:

The CPP adjustable, integral shock tower brace is designed to replace factory-option (Export and Monte Carlo) braces; no modifications to the inner fender panels or firewall are necessary*. Only basic hand tools are required for the installation. Prior to installation, verify that the air cleaner and/or distributor cap will not obstruct horizontal cross bar; late-model Ford EFI manifolds will not clear the cross bar. (*If your Mustang came equipped with factory stamped-steel support braces, the shock tower brackets will require removal.)

Instructions:

1. Take pressure off the shock absorbers by elevating the front end of the vehicle and securely placing jack stands beneath the front crossmember (not under the lower control arms).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2. To remove the stock brace(s), if present, the stamped-steel upper shock tower caps must be unbolted and removed. Undo shocks first followed by the mounts; shocks can remain in place during the installation procedure. (Figs 3-5)

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 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.

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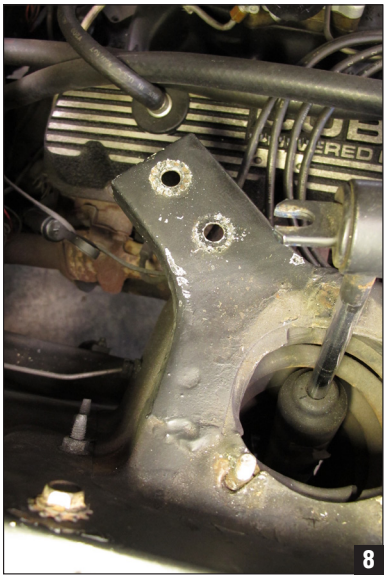
3. Remove the remaining stock braces. (Fig 6-7)



4. For the best, unobstructed fitment, remove the spot-welded brackets from the shock towers. (Fig 8)

5. This may be done by drilling the spot welds out and carefully cutting the brackets from the towers. Take care not to damage underlying sheetmetal at all costs. (Figs 9-11)

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6. Once the bracket has been removed, de-burr and clean up the underlying shock tower surface so the new bracket can fit flush and unobstructed. (Fig 12)

7. Remove the two 5/16 fender bolts directly in front of and behind the shock tower—these two holes, as well as the shock tower cap, will be used to mount the CPP bracket. (Fig 13)

8. If the factory shock tower hardware is questionable, replace with 3/4-inch 5/16-18 carriage bolts; the heads may require slight grinding to properly fit between the sheetmetal and top of the coil spring. (Fig 14)

9. Bolt the CPP shock tower brackets directly onto the shock towers, with the angled cross-bar mounting tabs toward the radiator. (Fig 15)

10. Use supplied hardware to attach bracket to fender panel; the stock shock tower cap will re-mount and secure bracket to tower. (Fig 16)

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11. Ensuring there's no interference, connect the shock tower brackets with the main cross bar (set to appropriate length); lock Heim joint jamb nuts once attached. (Figs 17-18)

12. Mount the two short adjustable bars (set to appropriate length) per side; the longer of the two bars goes on the inside, towards the engine. (Fig 19)


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13. Attach the two-piece rear bracket to the upper firewall/cowl flange, where Export brace mounted, if applicable, along with the shock tower support rods, which mount from the bottom portion of the bracket. (Fig 20)

14. Securely tighten all hardware, including support rod jamb nuts.

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.

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