

#6570XFB-S / 6570XFB-B – Installation Instructions

For 1965-70 Mustang X-Frame Brace

Notes:

For use exclusively with CPP's #6570SFC Mustang Subframe Connector kit; will not work individually or with other brand kits. Check for exhaust clearance (especially with aftermarket equipment) and make any necessary adjustments prior to installation.

Instructions:



1. With vehicle safely and securely supported allowing sufficient room to work beneath, set X-Brace onto the forward-side Subframe Connector mounting tabs. (Fig A)



2. The rear tabs will attach from beneath the Subframe flange. (Fig B)



3. The forward tabs go on top of the Subframe flange. (Fig C)



4. Your stock parking brake return spring will clear the top of the X-Brace tube. (Fig D)



5. There should be sufficient driveshaft clearance, even when rear end is at full sag; however, a worn out transmission mount can/will cause the driveshaft to hang lower, so in the event it rubs, check condition of mount, and replace if necessary. (Fig E)



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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