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1979-2004 Fox Body Tubular K-Member Instructions

It is always a good idea to read through the installation instructions completely before attempting this installation. This way you know what to expect. GMS pioneered the first production style tubular Mustang K-Member in 1993. Over the years we have made several improvements culminating with the Hercules Series Mustang Front Suspension System.

Special Note:

This K-Member is designed to work with tubular Front Control Arms and Front Coil Over Conversion kits, also offered by Granatelli Motor Sports. It is highly recommended you also use adjustable bumps steer tie-rod ends and Caster/Camber plates.

Unique features and benefits:

Increased Header Clearance Over Stock
Ultra Durable Design Insures Chassis Rigidity
Stretched Wheel Base (.75") Increase Caster Approximately 2 Degrees For Better Handling and High Speed Control

Tools Required:

Metric & American Selection of Sockets and Wrenches
Torque Wrench
Floor Jack or Hoist
Cherry Picker (Engine Hoist)
Jack Stands

Removing Your Stock K-Member:

1. Disconnect the Ground wire from the Battery
2. Always use jack stands to support the chassis.
3. Remove the wheels.
4. Remove tie rods ends from spindles
5. Unbolt front calipers and hang out of the way in the wheel well. No need to disconnect brake lines.
6. Remove rotors.
6. Unbolt front sway bar end links.
7. Loosen front control arm bolts (both sides). Don't remove yet!

Note: A coil spring compressor should be used at this point.

8. Support the ball joint end of the arm with a jack, unbolt ball joint from spindle and lower jack very slowly. Remove stock springs.
9. Remove control arms bolts and remove control arms.
10. Remove spindles.

11. Remove the 2 bolts that hold the steering rack to the factory K-Member and pull the rack as far forward and down as possible to get it out of the way. Note: There is no need to disconnect the lines going to the rack unless you are plan to go to a new unit and manual rack.
12. Remove the retaining nuts that capture the motor mounts to the K-Member.
13. The engine needs to be supported from the top so that you can drop the K-member from the bottom but not the engine.
14. The engine needs to be lifted just enough so the motor mount studs clear the K-Member on both sides
15. Remove K-Member by loosening the four main bolts that mount into the frame and the four bolts at the rear.
16. The K-Member should now be able to drop down. Pay special attention not to catch any wires that may be in the way.

Reinstalling New GMS K-Member:

1. Using the eight factory bolts just removed from the factory K-Member, reinstall the new GMS K-Member. At this point, do not tighten all the bolts. It may be necessary to loosen the bolts that fasten the motor mounts to the block. This allows you to wiggle the mounts as the K-Member is put back into place.
2. Once the motor mounts are in place and the eight bolts are hand tight you want to make sure the K-member is as square as possible to the frame.
3. If you purchased the G-Load rear K-Member brace, install it now using the bolts supplied in the kit. Depending on which oil pan and headers you are running, spacers are included in the kit to aid you in positioning the part up or down. You want the bar as high as possible for maximum ground clearance.
4. Once you have the K-member as square as possible, tighten all eight bolts holding the K-Member to the car and the engine mounts.

Reinstall Tubular Arms:

1. Grease control arm bushings first, and install them into arms. Grease inner sleeves and install them into bushings.
- Note: Short sleeve goes in front bushing of each arm.***
2. Grease contact surface of K-member at contact points of control arms.
 3. Now install arms in K-member, reuse stock bolts and torque to factory specs. Note: Use bottom holes for mounting.
 4. Bolt spindle to arm and torque to spec.
 5. Bolt brake caliper and wheels on, torque to spec.

Reinstall Steering Rack:

1. Your kit came equipped with aluminum offset rack bushings. This allows you to position the rack as high as possible in relation to the K-Member.
2. After you have installed the offset rack bushing on the rack, place the assembly on the newly installed K-Member insuring proper engagement of the steering shaft. Note: the steering shaft can only go on 1 way – THE RIGHT WAY! Do not force this step. Make sure you have proper alignment and full engagement.
3. Using the factory bolts, screw them in by hand in from the front towards the engine. Confirm the boots on the steering shaft are not interfering with anything and then torque rack bolts down to 50 ft/lbs.
4. Confirm you have installed the steering shaft bolt and torque to factory specs
5. It is highly recommended that you install a bump steer kit as well. Consult the bump steer instruction for that installation
6. After installing bump steer kit or factory rod ends torque to factory spec or 135 ft/lbs.
7. Alignment should be checked for your specific needs.

LIMITED WARRANTY & LIABILITY AGREEMENT

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RETURN POLICY:

NOTE: No returns accepted without pre-approved RGA (return goods authorization) number clearly marked on the outside of the box. No returns accepted on special orders or after 90 days from date of original shipment. All returns are subject to a 25% restocking fee. Before you return this product, contact our service department M-F 8AM-5PM (PST) at 805-486-6644, Ext. 23 or techsupport@GranatelliMotorSports.com for an RGA number. Returns made without prior authorization will be refused. All returns must be made within 30 days from date of original shipment, safety packaged in original packaging (if available as in-transit damage is not covered by our limited warranty), have the RGA number clearly marked on the top and two sides of the box and be insured for full replacement value. We recommend using UPS or Fed Ex for shipping. All returns are subject to a restocking fee up to 25%. The balance will be returned in the form of a check or may be applied as credit towards another purchase. Special orders and electrical components are not eligible for returns. For warranty registration, go to: www.GranatelliMotorSports.com/warranty.asp.

PERFORMANCE CONSUMER'S BILL OF RIGHTS:

Legally, a vehicle manufacturer cannot void the warranty on a vehicle due to an aftermarket part unless they can prove that the aftermarket part caused or contributed to the failure in the vehicle (per the Magnuson Moss Warranty Act, www.GranatelliMotorSports.com/magnusonmoss.htm (15 U.S.C. 2302(C))). For best results, consider working with performance-oriented dealerships with a proven history of working with customers. If your vehicle manufacturer fails to honor emission/warranty claims, contact EPA at (202) 260-2080 or www.epa.gov. If federal warranty protection is denied, contact the FTC at (202) 326-3128 or www.ftc.gov. For additional information, check out the following links:

[Consumers Bill of Rights](http://www.enjoythedrive.com/content/?id=8123) - <http://www.enjoythedrive.com/content/?id=8123>

[What You Can Do If Your Warranty Is Denied](http://www.enjoythedrive.com/content/?ID=8124) - <http://www.enjoythedrive.com/content/?ID=8124>

[Federal Warranty Laws](http://www.enjoythedrive.com/content/?id=8128) - <http://www.enjoythedrive.com/content/?id=8128>

[Vehicle Manufacturer Warranty Contact Phone Numbers](http://www.enjoythedrive.com/content/?id=8129) - <http://www.enjoythedrive.com/content/?id=8129>