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 bump steer tie-rod ends and Caster/Camber plates. You will also need to (re)use your OEM steering rack bushings. The rack bushing must be a 2 piece design.

Upgrade Available:
We recommend using poly urethane rack bushing sets, available in standard and offset. Part number 410104G for the offset bushings, and 410103G for the standard bushings.

Unique features and benefits:
Increased Header Clearance Over Stock
Ultra Durable Design Insures Chassis Rigidity
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.
7. Unbolt front sway bar end links.
8. Loosen front control arm bolts (both sides). Don’t remove yet!
   Note: A coil spring compressor should be used at this point.
9. Support the ball joint end of the arm with a jack, unbol the ball joint from spindle ad 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 planning 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. 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. Bolt spindle to arm and torque to spec.
4. Bolt brake caliper and wheels on, torque to spec.

**Reinstall Steering Rack:**

1. Install the Stock rack bushings (DO NOT reuse the factory steel inserts) 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. (You MUST use OEM Ford style two piece rack bushings, 1 piece bushings will not fit)
2. Using the (2) supplied ½-20x1.50” Rack bolts and washers; 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.
3. Confirm you have installed the steering shaft bolt and torque to factory specs
4. If you have replaced your tie rod ends or are using an aftermarket bump steer kit, install your tie rod end or bump steer now and torque to factory specs.
5. Alignment should be checked for your specific needs.
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Consumers Bill of Rights - http://www.enjoythedrive.com/content/?id=8123
What You Can Do If Your Warranty Is Denied - http://www.enjoythedrive.com/content/?ID=8124
Federal Warranty Laws - http://www.enjoythedrive.com/content/?id=8128
Vehicle Manufacturer Warranty Contact Phone Numbers - http://www.enjoythedrive.com/content/?id=8129