



## ***UPR Products 2005-2014 Mustang Tubular K-member Installation***

1. Loosen the lugs on the front wheels.
2. Jack up the front of the vehicle and support with jack stands under the subframe.
3. Remove front wheels.
4. Remove the 18mm nut on top of the outer tie rod on each side and disconnect the tie rod from the spindle.
5. 05-10 Mustang - Remove both rack mount bolts and the hydroboost line bracket mounted to the center of the K-member. 11-14 Mustang - Remove both front rack mount bolts and the rear rack mount bolt.
6. Mark a reference line on the steering shaft and u joint so you have a reference line when you go to reassemble.
7. Remove the 13mm cross bolt from the steering shaft and separate the shaft from the u joint. 05-10 Mustang - Move the rack out of the way but do not disconnect the hydroboost lines. 11-13 Mustang – Disconnect the electrical connector and move rack out of the way.
8. Using a 21mm socket remove the two rear A-arm bolts and an 18mm socket to remove the front A-arm bolt and knock the spindle loose from the A-arm, repeat on other side.
9. Use a 15mm socket with long extension and remove both motor mount nuts from the top of the mount.
10. Remove the 4 nuts holding the K-member brace in place and remove brace.
11. Support the engine and the K-member separately.
12. Use an 18mm socket to remove the 4 rear bolts and 4 front nuts holding the K-member up and remove. Rear bolts will be reused to install the UPR K-member.
13. Bolt the rear legs onto the K-member using the provided hex head socket bolts. Assemble the Motor Mounts as shown in picture below. If you desire stock engine height make sure to add aluminum optional spacer on top of mount.
14. Raise the tubular K-member into place and install the 2 standard washers at the front of the main body mount along with the 2 nylock nuts. Install the 2 offset washers at the back of the main body plate along with 2 of the provided nylock nuts. With the front nuts in place reinstall the previously removed 4 stock rear bolts into the back pads of the K-member bolts leave them loose do not tighten yet.
15. Align the motor mount brackets off of the engine with the motor mount bushings on the K-member and place the bottom urethane/aluminum bushing along with the 3/8 x 4 hex bolt going through the assembly with the nut on the end and tighten.
16. Tighten the 8 K-member body mount bolts/nuts to 85ft lbs, it's now safe to remove engine support.
17. Put the stock A-arm in place and up front place it in the top hole and place the 14mm bolt through it and secure it with lock nut and tighten them to 100 ft lbs. For the rear use the 2 aluminum spacers between the K-member and the A-arm bushing and secure with the 9/16" bolts/washers and lock nuts included. Tighten rear bolts to 110 ft lbs.
18. Move the A-arm up and guide the ball joint back into the spindle and re-install cross bolt and nut and tighten to 40ft lbs.
19. Place the steering rack into position and secure with M12 x 130 bolts and nylock nuts. \*\*11-14 Mustang install the aluminum spacer inside of the rear mount of the electric steering rack then use the 1/2" bolt, washer, lock washer and nut to secure the rear mount of the rack to the K-member.

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20. Align the steering shaft with steering rack and reconnect it with cross bolt. 11-14 Mustang – Reconnect electrical connector.
21. Re-install out tie rods to the spindles and tighten to 85ft lbs.
22. Secure the factory power steering line to the steering rack with a tie strap.
23. Put the wheels back on.
24. We recommend an alignment any time suspension parts are changed up front.

