



UPR 79-04 Mustang K Member installation

To begin this installation, we will assume the engine is out of the car. If the k member is to be installed with the engine in the car, you will need to support the engine properly with a hoist or engine support cradle.

Replacing the K member in a Fox Body or SN95 chassis can be done using jack stands, but a lift is recommended. If you are using jack stands, you will need to be able to lift the vehicle 18 inches and support it (SAFELY) on jack stands to give yourself room to remove the factory K member and install the new UPR K member.

If you are unfamiliar with removing and or installing suspension components, please have a qualified professional perform the work for you.

Removal of the original K member:

Remove the front wheels

Remove the sway bar end links from the front control arms.

Remove the brake calipers from the spindles and support them so the brake hoses are not stretched or in bind.

Remove the tie rod from the spindles by removing the cotter pin, then loosen the tie rod nut. Use a pry bar to apply downward pressure on the tie rod while using a hammer to tap on the spindle to release the tie rod. You can also use a tie rod fork.

To separate the lower control arm from the spindle, place a floor jack under the lower control arm so that it is just barely touching the arm, but will support the arm when the ball joint is released. Remove the cotter pin and castle nut from the ball joint. Use a pry bar to apply downward pressure to the control arm while tapping on the spindle close to the ball joint until it separates from the spindle. Once the ball joint is free, slowly lower the jack to release pressure on the spring, then remove it.



You can leave the front control arms on the K member and remove it as an assembly or remove the A arms and K member separately. To remove the A arms, remove the A arm bolts, then remove the A arms. You may need a pry bar or dead blow hammer to get them free from the K member.

At this point, you will have the spindles hanging from the front struts. Remove the Spindles from the struts then remove the struts from the upper strut mounts.

Loosen the pinch bolt where the steering shaft meets the steering rack. Pry the steering shaft back slightly to release it.

Remove the 2 bolts that attach the steering rack to the K member. Gently pry the rack forward to release it. (If the engine is in the car, and you are re using the power steering rack, you can tie the rack to the sway bar to keep it in the car but out of the way.)

Support the K member with a jack. Remove the 2 bolts on either side at the rear of the K member near the floor. Remove the 2 bolts on each side holding the K member to the frame rails.

Lower the K member and remove it from the car. (Check to make sure any brake lines that can interfere are out of the way)

Installation of the UPR K member:

Inspect the factory hardware including the nuts in the frame. If they are in poor condition, now is the time to change them. UPR offers K member hardware kits on our website.

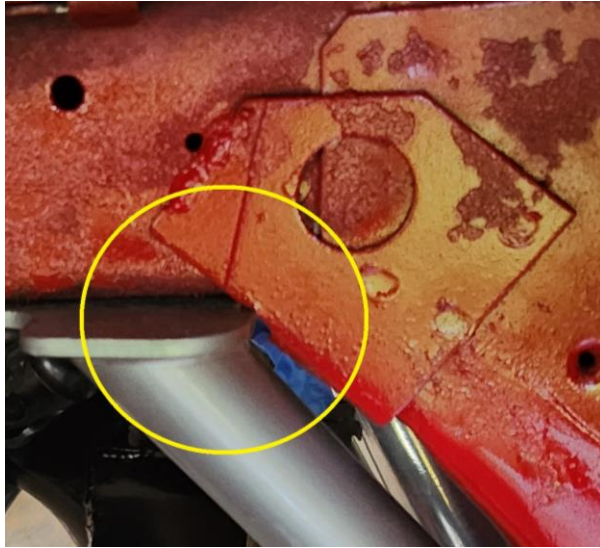
Bolt kit SKU# 2025-07 or Master kit with Frame Nuts SKU# 2025-07M

Installation is the reverse of removal.

Hold the K member up against the frame and insert one bolt into the oblong hole to start. Insert the 3 remaining bolts into the frame rail. Do not tighten the bolts at this time.

Check to make sure any brake lines are out of the way, and if necessary, re route or adjust the location so they clear the K member.

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Check the fit at the rear of the top plates on the K member where it meets the frame rail joint. Many cars will be slightly different in this location. The fit may be snug, and if it touches this area it is ok, but the top plate should be able to lay flat against the frame rail. If it interferes, you may need to grind some material away from the frame support (it is common to see the factory frame gusset in slightly different locations from car to car). You may also grind a little material away from the top K member if needed (do not grind into the weld on the K member). If you are using K member spacers, this area is less critical.

Install the bolts and washers at the rear lower mount on either side of the k member.

The upper K member bolts can be torqued to 110 ft lbs. The lower bolts 90ft lbs.

Reinstall the steering rack using the UPR steering rack bushings and steering rack bolts.

Reinstall the steering shaft.

*For A arm installation instructions, refer to the QR code on the A arm box next to the part number, or look up the part number on the UPR Products website and click on the instructions tab. **DO NOT TORQUE A ARMS TO FACTORY SPECIFICATIONS. SEE INSTRUCTIONS.**



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*If you are using Spring Perches and factory A Arms, refer to the QR code on the Spring Perch kit box next to the part number, or look up the part number on the UPR Products website and click on the instructions tab.

*For Caster Camber Plate installation instructions, refer to the QR code on the Caster Camber kit box next to the part number, or look up the part number on the UPR Products website and click on the instructions tab.

*For Coil Over Conversion Instructions, refer to the QR code on the Coil Over kit box next to the part number, or look up the part number on the UPR Products website and click on the instructions tab.

Before driving the vehicle, an alignment must be done.

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