

#3635M, #3635H & #3635S - Instructions

for 1965-66 Mustang Export Brace & Monte Carlo Bar



3. If the factory shock tower hardware is questionable, replace with 3/4-inch 5/16-18 carriage bolts; the heads may require slight grinding to properly fit between the sheetmetal and top of the coil spring. (Figs 3-4)

Notes:

If your Mustang is equipped with two-piece shock tower braces, CPP's Export Brace will replace them without having to remove the welded-on tower brackets. Both Monte Carlo bars (#3635H & #3635S) attach to existing mounting points; however, one hole must be drilled atop the inner fenderwell panel.

Instructions:

1. Take pressure off the shock absorbers by elevating the front end of the vehicle and securely placing jack stands beneath the front cross-member (not under the lower control arms).

2. If applicable, remove the stock rear support braces (the welded-on shock tower brackets can remain intact). Undo the upper shock mount, then remove the shock tower cap. (Fig 2) The shock absorbers may remain in place during the install.



4. Fit the new Export Brace onto the shock tower mounts; capture with the shock tower caps bolted loosely in place. (Figs 5-6)

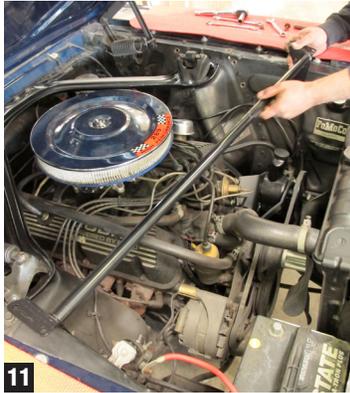


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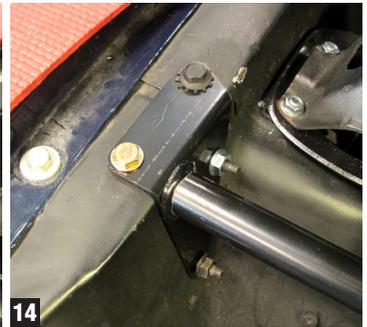
Steering, Brake & Suspension Specialists

#3635M, #3635H & #3635S - Instructions (Continued)



5. The top portion of the brace will bolt directly on top of the firewall/cowl seam (as opposed to beneath, as with the two-piece brace) in the existing four holes. Use a punch to help align holes if necessary. (Figs 7-8)

8. The bar installs with the flat side forward and the angled mounting flange contouring the shock tower; attach using existing hardware, or replace as necessary. (Figs 11-12)



6. Reattach shocks and securely tighten all hardware. (Fig 9)

9. For the hole nearest the front on the upper portion of the flange you will need to drill a 3/8" hole and attach with a 5/16-18 bolt, lock washer, and nut. (Fig 13-14)

7. For the Monte Carlo bar installation, start by removing the upper fender panel bolt (at the seam just forward the shock tower) as well as the two nuts/bolts directly beneath on the inner fender panel. (Fig 10)



10. Securely tighten all hardware on both braces, as well as upper shock mounts.



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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