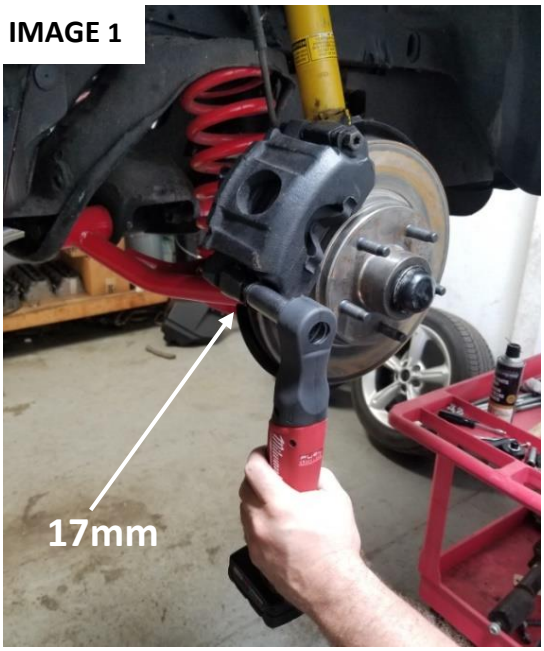
KM731, 732 and 740 INSTALLATION INSTRUCTIONS

IMAGE 1



RECOMMENDED TOOLS:

Hydraulic jack and jack stands **(a lift is recommended)**

Assorted Wrenches and Sockets

Basic Hand Tools

(NOTE: Due to the long production span, the accuracy of bolt and nut head sizes may vary. Ensure that you are using the correct socket before removing or installing fasteners.)

Instructions:

1. Raise vehicle and support front and rear with jack stands.**(A lift is HIGHLY recommended but this can be done using jack stands. You must ensure that you can raise the front of the vehicle at least 16" to have enough room to work.)**

2. Remove the front wheels and using a **17mm socket**, remove the front brake calipers as in **IMAGE 1.** Using a zip tie or hook, hang the caliper somewhere in the rear of the wheel-well making sure not to pull or put tension on the brake line or hose.

3. Use a small flat head screw driver or small pry tool and remove the wheel hub bearing cover. Remove the pin cover and pin and using a **1-1/8"** socket, remove the hub bearing preload nut as in **IMAGE 2**.

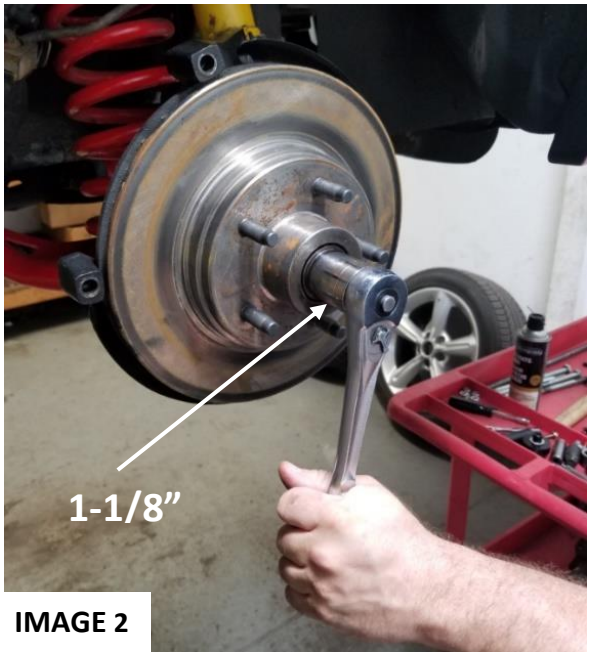


IMAGE 2

4. With the nut removed, place your thumb over the bearing and remove the brake rotor as in **IMAGE 3**. This will prevent you from dropping and damaging your hub bearing. Place this entire assembly in a safe space where it can not get dirt or dust in the bearing.

IMAGE 3

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IMAGE 4

IMAGE 5

5. Use a **3/8” socket** and remove the three bolts holding the dust sheild on to the spindle as in **IMAGE 4.**

6. Using an **18mm socket** to remove the castle nut from the tie rod end. Flip the nut over and rethread it on the tie rod until the nut is one thread from being flush with the top of the tie rod thread. Use a brass hammer or non-maring mallet and break the seal of the tie rod ball joint as shown in **IMAGE 5**.

7. Using a **9/16” and ½” wrench**, remove the steering shaft from the steering rack as shown in **IMAGE 6**.

8. Using a **15 and 19mm wrench and socket**, remove the fasteners holding the steering rack to the factory K-Member as in **IMAGE 7**.

IMAGE 6

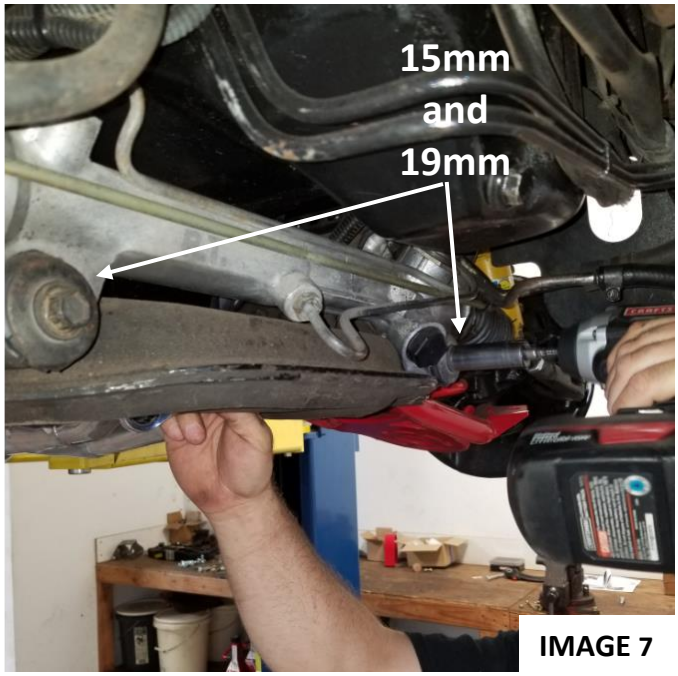

IMAGE 7

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9. Once the steering rack is free, slide it off the studs on the K-Member and use hooks or zip ties hang it forward of the k-member.

(ENSURE that the power steering lines do not have any tension on them and are free of the K-member)

10. Support the control arm with a jack for the next step as in **IMAGE 8**.

11. Using a **15/16" wrench** and a **13/16" socket** and remove the shock from the spindle.

12. Use the jack to slowly release pressure on the spring. You can use a pry bar or any long rod that is inserted through the bottom of the control arm, and along the center of the spring to help contain the spring as you release pressure.

13. Using a **15/16" socket** and a **13/16" wrench**, remove both control arm bolts as in **IMAGE 9**. Set aside the control arm and spindle assemblies.

IMAGE 8

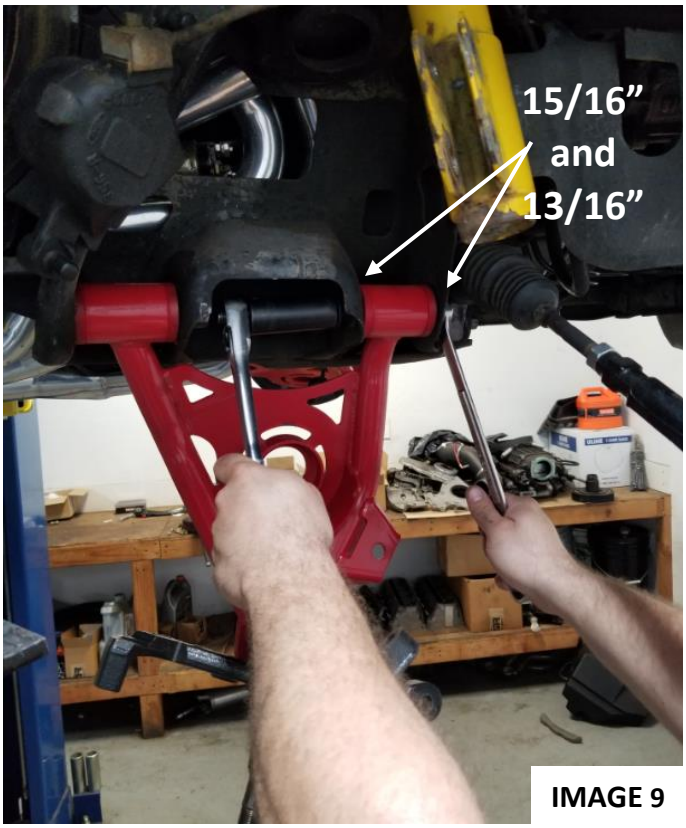

IMAGE 9

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14. If you are going to be using aftermarket coilovers or are replacing your stock shocks, use a **21mm** and remove the upper strut moutning nuts while holding the shock as in **IMAGE 10**.

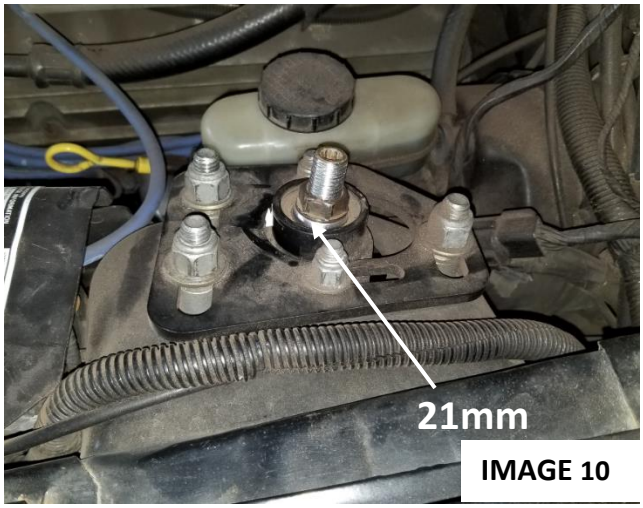

IMAGE 10

15. With the control arms and steering rack removed, place your jack under the bell housing as shown and support the motor and transmission as shown in **IMAGE 11**. Ensure that the jack does not go under the K-Member so that you you are able to remove it easily.

16. Undo the four(4) main bolts of the K-Member using a **18mm socket** and then undo the four(4) rear frame bolts using a **15mm socket.**


IMAGE 11

17. When replacing the K-Member us the stainless washer on the rear frame bolts as shown in **IMAGE 12**.

18. *If you are using coil springs, install the two coil spring seats as shown in **IMAGE 13 and 14. Ensure that the mounts are oriented properly and angle outward away from the motor.***

19. Re-install the steering rack, use the 'D' shaped washer behind the rack, turn the flat in the 'D' to clear the main tube. The washer should sit flash on the back face of the steering rack stud. Place the large washers on the front to capture the steering rack bushings as shown in **IMAGE 15**.
20. Re-install the steering shaft to the input of the steering rack. Use the aluminum spacer as shown in **IMAGE 16**.

(Note: this K-member uses the lower steering rack position of later SN-95 mustangs. This will improve your bump steer if your vehicle is lowered)

21. Re-install all compontents in reverse of the steps above. Use the follwing torque specs and ensure all bolts are properly torqued and everything is secure.

IMAGE 12

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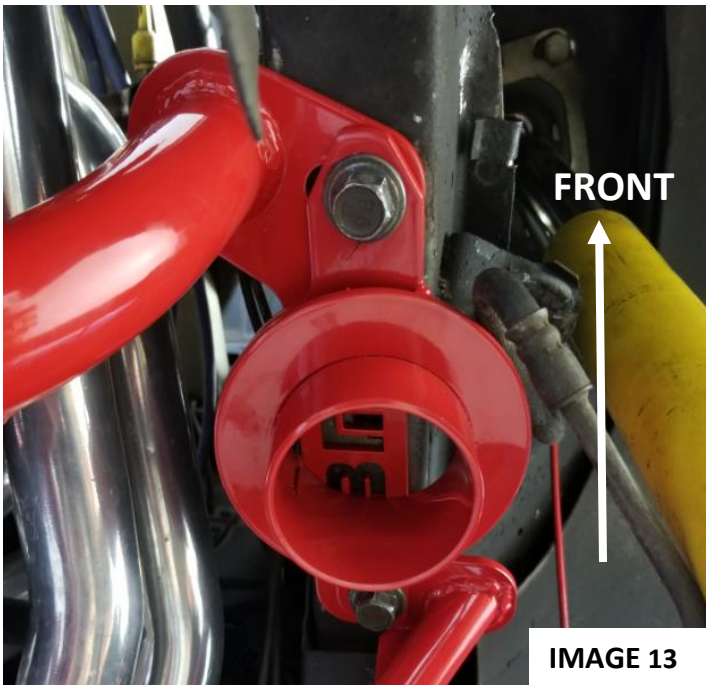

IMAGE 13

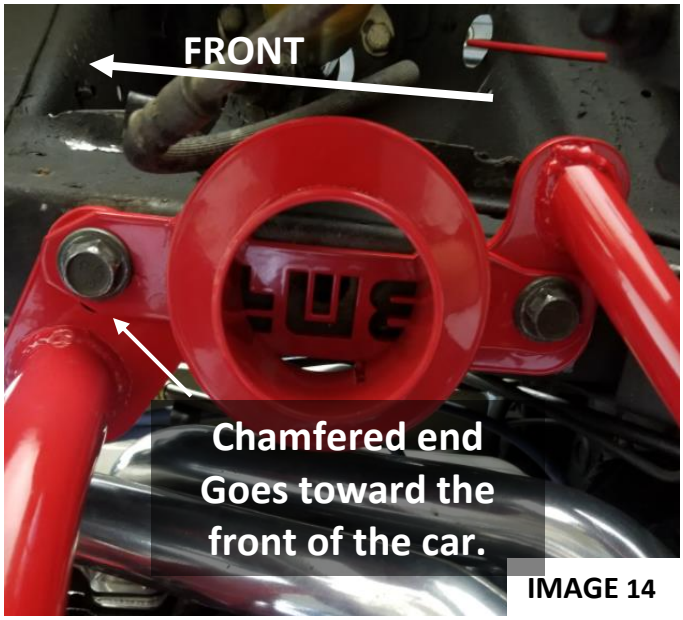

IMAGE 14

IMAGE 15

IMAGE 16

KM731, 732 and 740 INSTALLATION INSTRUCTIONS

FRONT SUSPENSION	
Balljoint To Spindle Nut	1979-1982 - 80 to 120 ft-lbs
	1983-1986 - 100 to 120 ft-lbs
	1987-1993 - 80 to 120 ft-lbs
Control Arm To K-Member Pivot Bolts/Nuts	1979-1981 - 200 to 220 ft-lbs
	1982 - 215 to 260 ft-lbs
	1983-1985 - 150 to 180 ft-lbs
	1986-1993 - 110 to 150 ft-lbs
Strut To Spindle Nut	1979-1985 - 150 to 180 ft-lbs
	1986-1993 - 140 to 200 ft-lbs
Strut Upper Mount To Body Nuts	1979-1986 - 62 to 75 ft-lbs
	1987-1993 - 50 to 75 ft-lbs
Strut To Upper Mount Nut	1979-1982 - 60 to 75 ft-lbs
	1983-1986 - 55 to 92 ft-lbs
	1987-1993 - 50 to 75 ft-lbs
Sway Bar End Link	1979-1993 - 35ft-lbs
CHASSIS	
Main K-Member Bolts	1979-1993 - 110ft-lbs
Rear K-Member Bolts	1979-1993 - 90ft-lbs
Engine Mount to K-Member	1979-1993 - 90ft-lbs
STEERING	
Steering Gear Mounting Bolts/Nuts	1979-1985 - 80 to 100 ft-lbs
	1986-1993 - 30 to 40 ft-lbs
Intermediate Shaft Flange To Steering Gear Clamp Nuts	1979-1993 - 20 to 30 ft-lbs
Intermediate Shaft Flange To Steering Column Shaft Nut/Bolt	1979-1989 - 35 to 45 ft-lbs
	1990-1993 - 38 to 54 ft-lbs
Main Steering Rack Bolts	1979-1993 - 60ft-lbs
Tie-Rod End To Spindle Arm Nuts	1979-1993 - 35 to 47 ft-lbs