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MUSTANG II CROSSMEMBER KIT ASSEMBLY & INSTALLATION

#WS14340, #WS14440, #WS14540



56" TRACK WIDTH KIT for 1933-48 Ford cars, 1935-47 Ford pickups, 1935-54 Chev cars, 1937-55 (early series) Chev pickups, and many other applications.

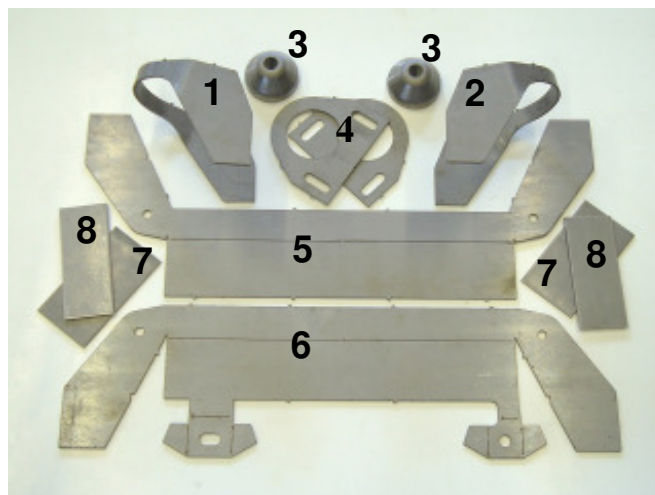
58" TRACK WIDTH KIT for 1948-52 Ford pickups and other vehicles that need a slightly wider track than the stock Mustang II. (Same as #WS14340 except for the two main crossmember plates.) Longer 1978-81 Fairmont tie rod ends (as MOOG ES2128RL) can be used.

60" TRACK WIDTH KIT for 1953-56 Ford F100 pickups and 1955 (second series)-59 Chev pickups and other vehicles that need a wider track width. (Same as #WS14340 except for the two main crossmember plates.) Rack extensions or longer 1978-81 Fairmont tie rod ends (as MOOG ES2128RL) must be used

WELDER SERIES' PARTS ARE TO BE ASSEMBLED AND INSTALLED BY QUALIFIED WELDERS. THE PURCHASER OF WELDER SERIES' PARTS MUST ESTABLISH THE SUITABILITY OF THE PARTS AND THE QUALIFICATIONS OF THE PERSON WELDING THE PARTS. WELDER SERIES PARTS, WELDED IMPROPERLY, COULD FAIL AND CAUSE INJURY OR DEATH.

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Parts included with your Welder Series Mustang II Crossmember Kit



REF PART#	DESC	QTY
1 #14329	Upper tower plate, wrap-around; driver	1
2 #14339	Upper tower plate, wrap-around; pass	1
3 #1083A	Shock mount/Spring Locator	2
4 #14321	Tower top plate	2
7 #14307	Boxing plate, crossmember	2
8 #14308	Boxing plate for spring tower	2

for 56" kit

5 #143731	56" Crossmember plate, front & bottom	1
6 #143751	56" Crossmember plate, rear & top w/rack mnts	1

for 58" kit:

5 #144732	58" Crossmember plate, front & bottom	1
6 #144751	58" Crossmember plate, rear & top w/rack mnts	1

for 60" kit:

5 #145731	60" Crossmember plate, front & bottom	1
6 #145751	60" Crossmember plate, rear & top w/rack mnts	1

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**BEFORE BEGINNING ANY WORK
CHECK TO MAKE SURE THE CHASSIS IS SQUARE,
TRUE TO CENTERLINE
AND IS NOT DAMAGED**

The frame must be at ride height & rake and level side-to-side.

Initial work should be done with the fenders on the vehicle. This will help determine possible interference points so they can be accommodated.

The motor/transmission can be left in the vehicle if the frame is already boxed, but installation is much easier if they are removed.

Tack weld angle iron or tubing “spreader” pieces across the rails to keep the rails in position during the installation. These pieces should be above and below the frame so the sides stay vertical.

Position the car on jack stands with both the front and rear at ride height. The two side rails must be level when viewed from the front.

Make ground to frame rail measurements on ONE frame rail and use the same dimension for the other side. If the floor isn't level, the crossmember will still be in the frame properly.

Locate the stock spindle location on the frame. This might not be the location for the new Mustang II centerline because of the lower ride height, but it is a handy reference. Other builders will ask if you positioned the new crossmember ahead or back of the stock spindle centerline.

Introduction

To make this assembly and installation guide as detailed as possible, there are many pages and drawings. Please read through these sheets, referencing the drawings as noted, to familiarize yourself with the components and the procedure.

These instructions will show you how to cut notches in the crossmember and upper spring towers so the kit will fit your frame exactly and your ride height will be exactly where you want it. There are some practical limits to the ride height, but these instructions will tell you how to get just about any ride height, with any size frame rail, by doing some modifications to your frame.

Stock height or dropped spindles can be used. The sheets are for stock spindles but there are notes to guide you if you are using dropped spindles. You can get a very low ride height with this kit using stock spindles and you will have 2” more clearance under the crossmember. (Using dropped spindles will give you 2” more oil pan-to-crossmember clearance.) It might be necessary to c-notch clearance for the rack bellows. These kits are designed for both stock and aftermarket (tubular and fabricated) upper and lower control arms. Lower arms that eliminate the strut rod can be used (and will improve the ride over strut rod style arms).

“Assembly” refers to putting the kit together – imagine a model car kit with many pieces. The model will go together easily when the assembly steps are followed in sequence.

“Installation” refers to actually making the kit fit your frame. This kit allows you to determine your own ride height, within limits. You cut notches for the towers and crossmember pieces to fit your frame.

The lower arm mounting holes are 1/2” diameter, for stock lower arms. If you are using tubular lower A-arms that eliminate the strut rod, they might (probably) come with 5/8” bolts. The holes should be drilled out per the instructions that are likely included in your lower control arm kit. Drilling now will be much easier than after the crossmember is installed. Some kits have one long spacer and some have two shorter spacers. If your arms didn't come with any spacers or bolts, call us. We have spacers, gussets and bolts that will probably solve this problem.

ESTABLISH SPINDLE HEIGHT

Establish the spindle height for the tire that will be used. Reference DWG 01. Measure the tire diameter, divide by 2 (to get the radius), and subtract 1/2" from the radius (for tire "squat" under load) to get the spindle height for your tire size. This will be referred to as 'H'.

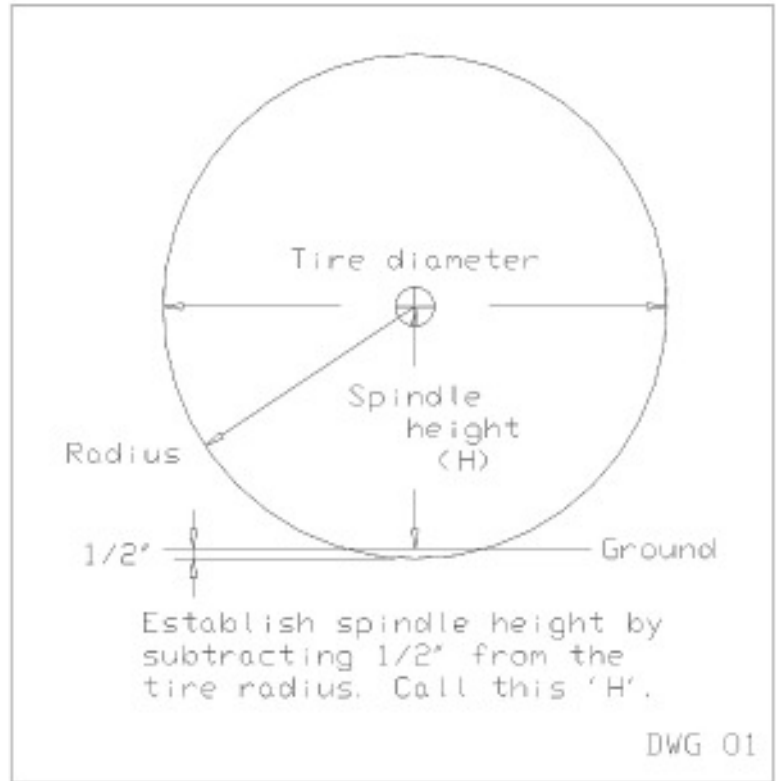
The tire radius can also be found by using the chart at <http://www.miata.net/garage/tirecalc.html>.

Subtract 1/2" from the radius (for tire "squat" under load) to get the spindle height for your tire size. This will be referred to as 'H'.

SPINDLE HEIGHT IS 'H'. THIS IS TRUE FOR STOCK OR DROPPED SPINDLES BECAUSE THE SPINDLE IS IN THE CENTER OF THE TIRE.

REMOVE THE VEHICLE'S ORIGINAL

FRONT SUSPENSION components and crossmember, steering components and related items. If the frame is a channel section, it must be boxed in the area that the crossmember and upper towers will mount. It is a good idea to box right back to the firewall to add strength to the front of the frame. Do this before taking frame dimensions.



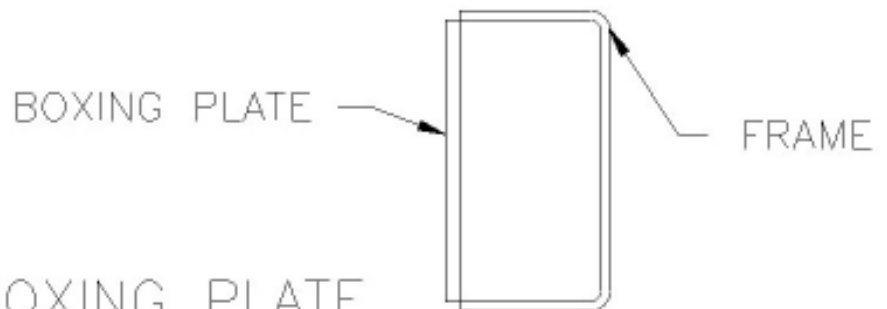
LOCATING BOXING PLATE

- The boxing plate should be at least 6" ahead of and behind the spindle location. This will box the frame on both sides of the upper tower.

- Cut out and install the frame boxing plates corner-to-corner as shown in the "Boxing" drawing. Longer plates will strengthen the frame.

- Weld the boxing plates in place.

LOCATING BOXING PLATE



BOXING PLATE
WELDED TO FRAME
CORNER-TO-CORNER

DRAWING "BOXING"

NOTE: The frame in these drawings is shown on an exaggerated rake to emphasize that the lines on the side of the frame are to be vertical, not necessarily at 90 degrees to the top of the frame. Likewise, lines going across the top of the frame are to be drawn with a straight edge across both rails, not necessarily at 90 degrees to the edge of the rail.

SPINDLE LOCATION

Establish the front-to-back spindle location. This will be referred to as 'Z'. This is where the tire looks best in the fender. It is not necessarily the stock axle location because tire size, ride height, and rake affect the "visual" center. Here's a good way to establish the spindle location on your frame:

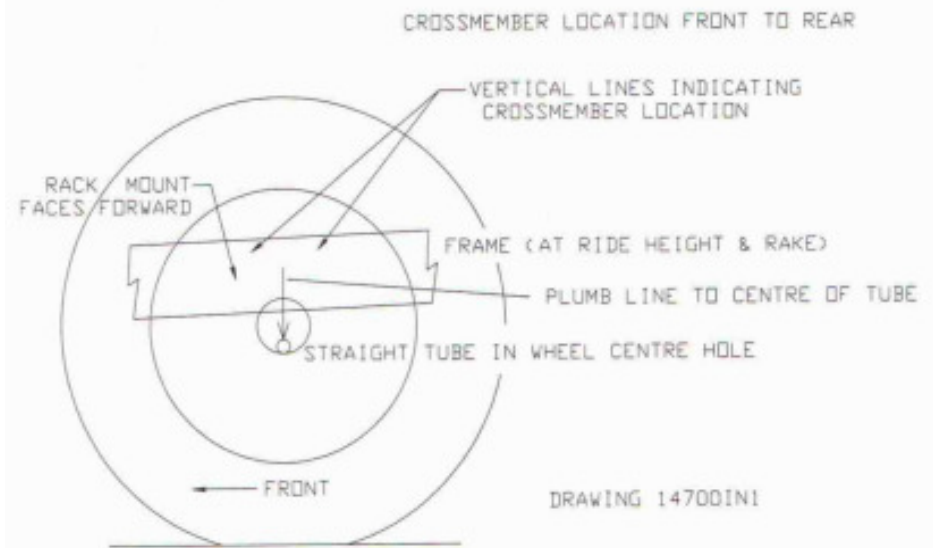
- Position wheels and tires in the wheel well and fender and roll them until the tire looks "right". The vehicle must be at ride height and rake and where you can stand back and look at it.

- Put a piece of straight electrical conduit (or other round tube) through both wheel centre holes to establish spindle centre line. The conduit will roll to the bottom of the wheel centre holes.

- Use a plumb line* to transfer the center of the round tube to the frame. Put a straight edge across both frame rails and scribe the spindle location on the top of each frame rail. Be sure this point is the same distance from a common point on both rails. Centre punch this line so it is easy to see. Reference DWG 05 on page 7.

Draw a vertical line on the outside of both frame rails at 'Z'. Remember, this is spindle location, front-to-rear.

Draw a vertical line on both boxing plates at 'Z'.



* Make a simple plumb line by tying a bolt or nut to a short (about 12" should be enough) length of string. A "store-bought" plumb line will have a pointer at the end of the string. Let your string hang down the side of the frame and move it so it just touches the front or rear of the conduit. The spindle centerline will be 1/2 the size of the tube behind or ahead of the string.

Draw the following vertical lines on the outside of the frame rails. See DWG 02.

Draw a line 1-7/8" ahead of 'Z'. This will be the front of the crossmember. Call it 'CF' (for Crossmember, Front).

Draw a line 1-7/8" back from 'Z'. This will be the rear of the crossmember. Call it 'CR' (for... you guessed it, Crossmember, Rear).

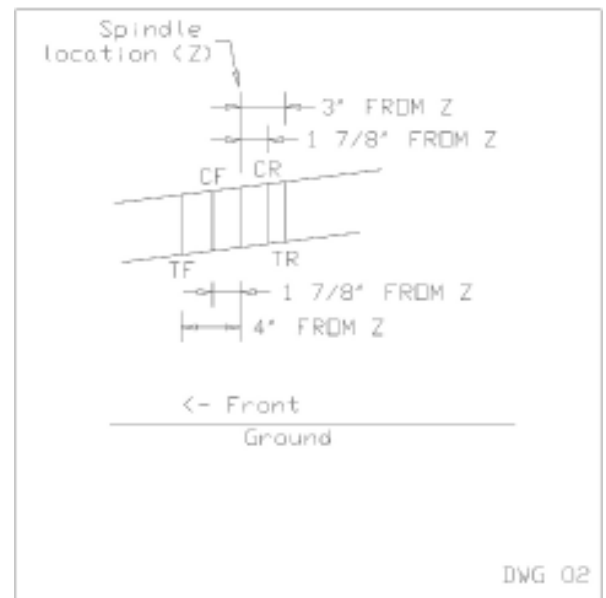
Draw 'CF' on the boxing plates.

Draw a line 4" ahead of 'Z'. This is a reference line for notching the front of the upper tower. Call this line 'TF' (Tower, Front).

Draw a line 3" back from 'Z'. This is a reference line for notching the rear of the upper tower. Call this line 'TR' (Tower, Rear).

WHY AREN'T THE TOWER LINES THE SAME DISTANCE AHEAD AND BEHIND 'Z'?

The upper towers tilt down at the back by 4 degrees to provide a condition called "anti-dive". This reduces the amount of front end "dive" during braking. When the tower is tilted on its centerline, the front and rear lower points both move forward. Our 4" and 3" dimensions are not exactly the amount of forward movement. These dimensions move the tower slightly to the rear to provide some built-in caster.



UPPER ARM CLEARANCE

Here is how to be sure the upper arm will clear the top of the frame rail:

Reference DWG 03. Check the vertical distance from the ground to the top of the frame at a point 5-1/2" back from the spindle location.

For STOCK SPINDLES, if this dimension is less than $H + 4\text{-}3/4$ ", the control arm will clear. 'H' is the spindle height dimension. If this dimension is greater than $H + 4\text{-}3/4$ ", the top of the frame will be higher than the bottom of the upper control arm (at the bushing).

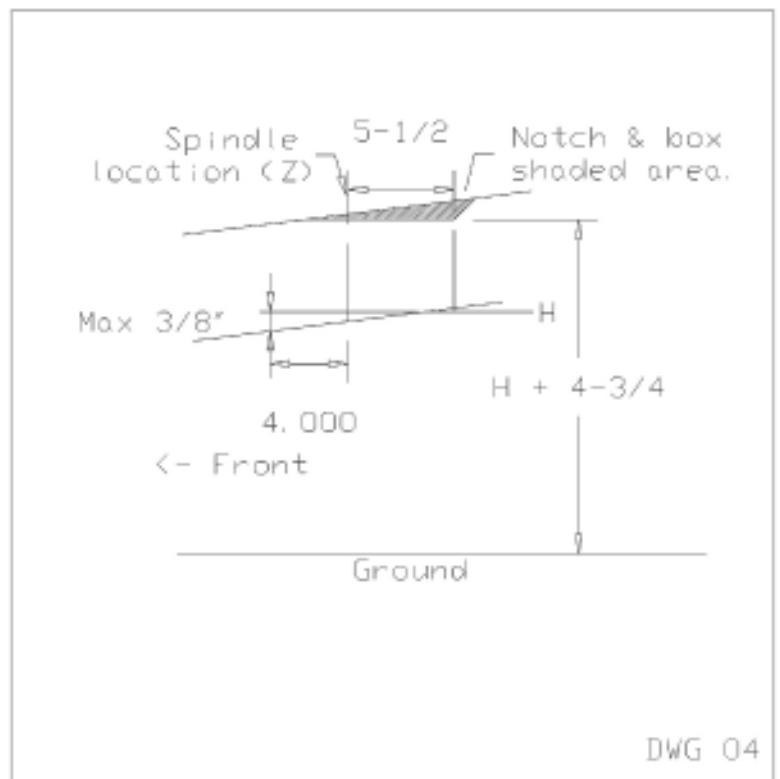
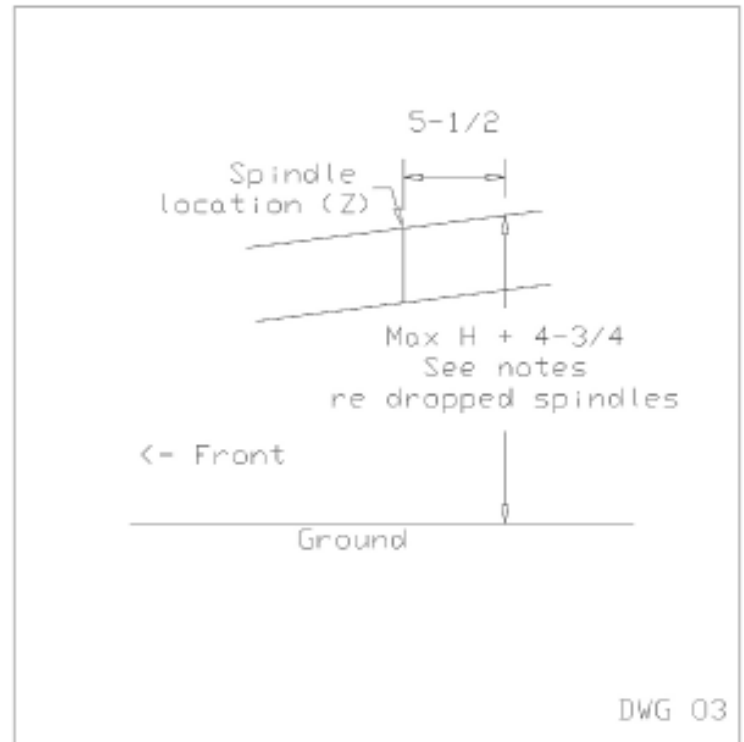
For 2" DROPPED SPINDLES, if this dimension is less than $H + 2\text{-}3/4$ ", the control arm will clear. If this dimension is greater than $H + 2\text{-}3/4$ ", the top of the frame will be higher than the bottom of the upper control arm (at the bushing).

This condition is fairly common when builders want the frame at stock height or only moderately lowered. (If you only want the frame lowered slightly, use stock spindles.) This condition is also common with heavier frames, pickup trucks, and some Chrysler products. The frame must be lowered or the top of the frame notched (cut out and a new top plate welded in) for control arm clearance. Reference DWG 04. If the frame must be notched, the top surface of the notch becomes the new top surface of the frame for the reference measurements.

Another thing to keep in mind is that if the bottom of the frame, at 'TF', is more than 3/8" lower than 'H', the rack bellows will touch the bottom of the frame if stock spindles are used. Again, reference DWG 04.

(With 2" dropped spindles, if the frame is more than 2-3/8" lower than 'H', the bellows will touch the bottom of the frame.)

Welder Series' C-notch fill pieces #213117 can be used to provide bellows clearance.



MARKING & CUTTING THE CROSSMEMBER TO FIT YOUR FRAME

The lower arm mounting holes are 1/2" diameter, for stock lower arms. If you are using tubular lower A-arms that eliminate the strut rod, they might (probably) come with 5/8" bolts. The holes should be drilled out per the instructions that are likely included in your lower control arm kit. Drilling now will be much easier than after the crossmember is assembled.

IF YOU ARE USING DROPPED SPINDLES

Mark a new reference point 2" above the notch in the crossmember plate. (Above is away from the lower control arm hole.) Use this reference point instead of the notch and follow the instructions as for stock spindles.

If you are making the frame cutouts before the crossmember gets welded, mark the front plate and the rear plate. The frame cutouts might be different because of the frame width or rake.

The bottom of your frame will be either lower, at the same height as, or higher than the spindle height 'H' (obviously).

IF YOU ARE USING STOCK SPINDLES

The notches in the "wings" of the crossmember plates have been made at the same height as the stock spindle will be at ride height. So by relating the bottom of the frame to spindle height, 'H', it is easy to establish the cut line for the bottom of the frame on the crossmember plates. If the bottom of your frame is lower than 'H', your frame bottom cut line will be lower than the notch by that amount. ("Lower" is towards the lower arm pivot hole in the plate.) If the bottom of your frame is at the same height as 'H', your frame bottom cut line will be right on the notch. And if the bottom of your frame is higher than 'H', your frame bottom cut line will be above the notch (above being away from the lower control arm hole.) Take this measurement at 'CF' and 'CR' and DRAW the frame bottom cut lines on the front and rear crossmember plates.

DON'T CUT YET!

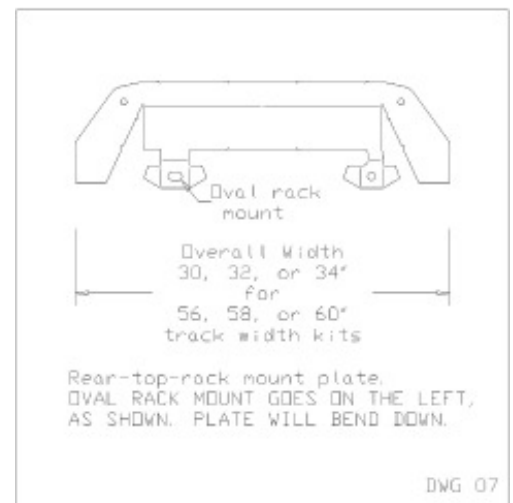
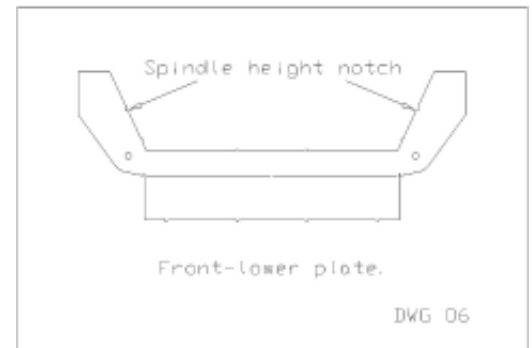
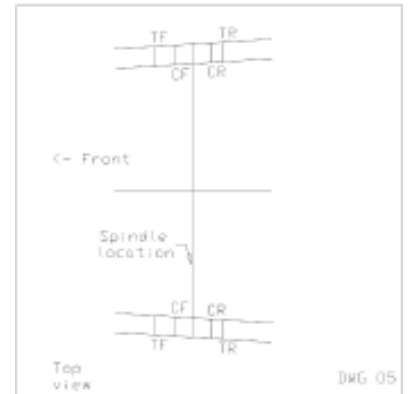
The Welder Series crossmember is designed to weld to the bottom of the frame and to either the boxing plates or the outside of the frame, depending on the frame width. The frame bottom cut line established above gets the frame at the right height. Now we will draw "vertical" cut lines on the crossmember plates at either the boxing plate width or the frame outside width. This is so the crossmember can have more weld length and give support to the frame.

For the front/lower crossmember plate (the one without the rack mounts): Measure the frame inside and outside dimensions at 'CF'. If the outside dimension is greater than the width of your crossmember, the crossmember will weld to the boxing plates and to the bottom of the frame. If the outside dimension is less than the width of your crossmember, USUALLY the crossmember will weld to the outside and bottom. There are some conditions where the crossmember will weld to both the boxing plates and to the outside of the frame (and to the bottom of the frame). The chassis builder can make a decision whether to weld to the 3 edges or to only weld to 2 edges and trim the crossmember "tag" corners.

Subtract the 'CF' dimension (inside or outside) from the overall width of the crossmember plate. (A 56" crossmember plate is 30" wide, a 58" crossmember is 32" wide, and a 60" crossmember is 34" wide.) Divide the result by 2. (This will center the crossmember on the frame.) The vertical cut lines will be in from the outer edges of the crossmember plate by this amount. The cutout will be towards the outside of the crossmember if it will weld to the boxing plates. The cutout will be towards the center of the crossmember if it will weld to the outside of the frame.

Repeat the above procedure on the other crossmember plate, the one with the rack mounts. This is the rear and top plate. Take the measurements at 'CR'. Some examples are on the next page.

continued next page...



Here are 2 examples:

Suppose the inside dimension of your frame, at 'CF', is 26", the outside dimension is 30", and you have a 56" crossmember. The outside dimension of the 56" crossmember is 30" wide, too. Subtract 26" from 30" and divide by 2 to center the crossmember under the frame. $30 - 26 = 4$. 4 divided by $2 = 2$. In this example the vertical cut lines will be 2" in from the outer edges of the crossmember plate. The crossmember will weld to the boxing plates and to the bottom of the frame.

Suppose the inside dimension of your frame, at 'CF', is 24", the outside dimension is 28", and you have a 56" crossmember. Subtract 24" from 30" and divide by 2 to center the crossmember under the frame. $30 - 24 = 6$. 6 divided by $2 = 3$. Subtract 28" from 30" and you get 2". Divide by 2 and you get 1". In this example the vertical cut lines will be 3" in from the outer edges of the crossmember plate or 1" in. The crossmember could weld to the boxing plates and to the outside of the frame and to the bottom of the frame, depending on where the bottom of the frame is relative to 'H'.

Cut out the crossmember plates on your lines.

UPPER TOWERS

The two upper towers are similar, but different. One is for the driver's side and one is for the passenger's side. The top of the tower angles out and up from the frame. The front face of the tower is longer than the rear. This is to provide the anti-dive angle (4 degrees). The front face of the upper tower is designed to lean back at the top 4 degrees. The bottom edge of the tower (front face and rear) is designed to be the same height as 'H' (with stock spindles). DWG 08 shows the terms used for the tower edges and "faces" (e.g. "Front face").

The upper towers must be cut out to fit on top of and outside the frame.

FOR DROPPED SPINDLES:

Since the bottom edge of the towers is designed to be the same height as 'H' with stock spindles, simply draw a line on the front and rear faces of the towers 2" higher than the bottom edge. Now follow the instructions below for stock spindles, but use this new line for reference instead of the bottom edge of the towers.

FOR STOCK SPINDLES:

For the cut line that mounts the front of the tower on top of the frame (the Horizontal cut line), measure from the ground to the top of the frame at 'TF'. Subtract 'H' from that dimension. Measure that distance up from the lower edge of the tower. That will be the horizontal cut line on the front of the tower. (For example, if the top of the frame at 'TF' is 17-1/2" and 'H' is 13-1/2", the horizontal cut line would be 4" from the bottom edge of the tower - for STOCK, not dropped, spindles. Use the new reference line if you have dropped spindles.)

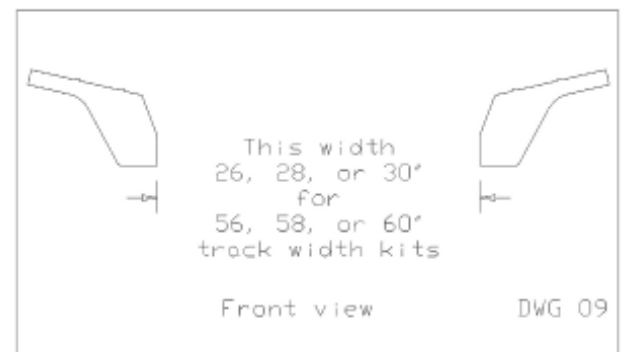
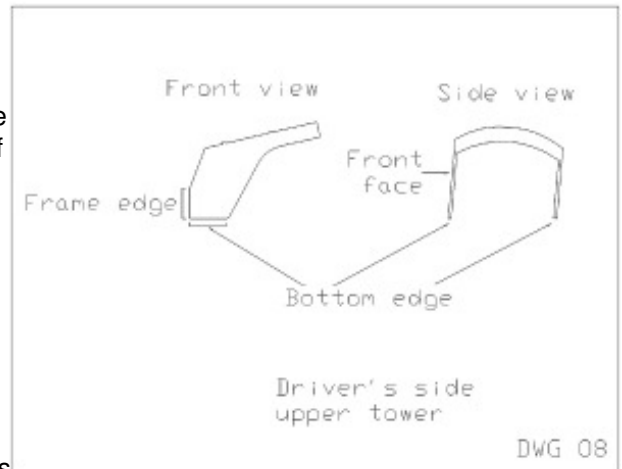
Do the same thing on the rear face, using the 'TR' location on the frame.

To make the cuts in the upper towers for the outside of the frame, it is necessary to use different dimensions for the 3 different kit widths. The dimension for the 56" kit is 26", for the 58" kit is 28", and for the 60" kit is 30". This is actually the distance between the vertical frame edges of the upper towers that puts the shock mounts and the upper arm slots in the right location after the frame notches have been cut. See DWG 09.

For the front face, measure the frame outside width at 'TF'. Subtract the dimension for your kit width. Because this amount will be split between the two towers, divide by 2. Measure out from the frame edge of the tower and mark the cut line for the outside of the frame rail. (Suppose you have a 56" kit. The dimension is 26". If your frame width is 30", subtracting 26" leaves you with a difference of 4". Divide this by 2 so the same amount is cut from both towers. Draw the cut line 2" from the frame edge of the tower. If you have a 58" or 60" kit, the width dimension will be different, i.e. 28" or 30".)

Do the same thing on the rear face of the towers using 'TR'.

Hold the pieces against the frame where they eventually have to go. If the cut lines look like they are right, actually make the cuts and continue with the installation.



LOCATING THE UPPER TOWERS

Here is how to locate the upper towers (**but don't weld them in yet**):

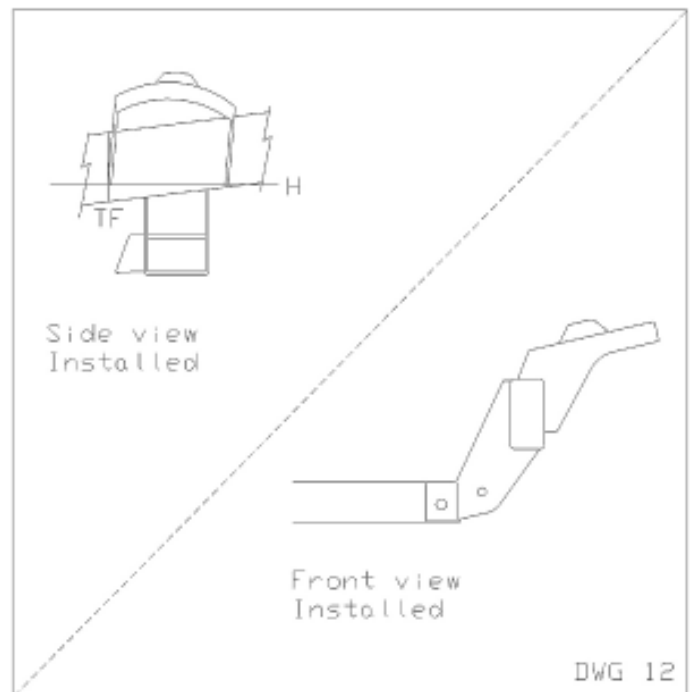
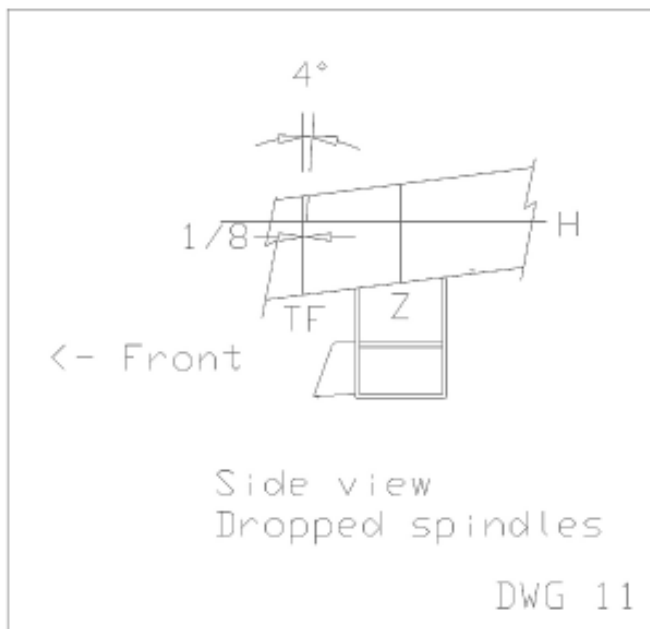
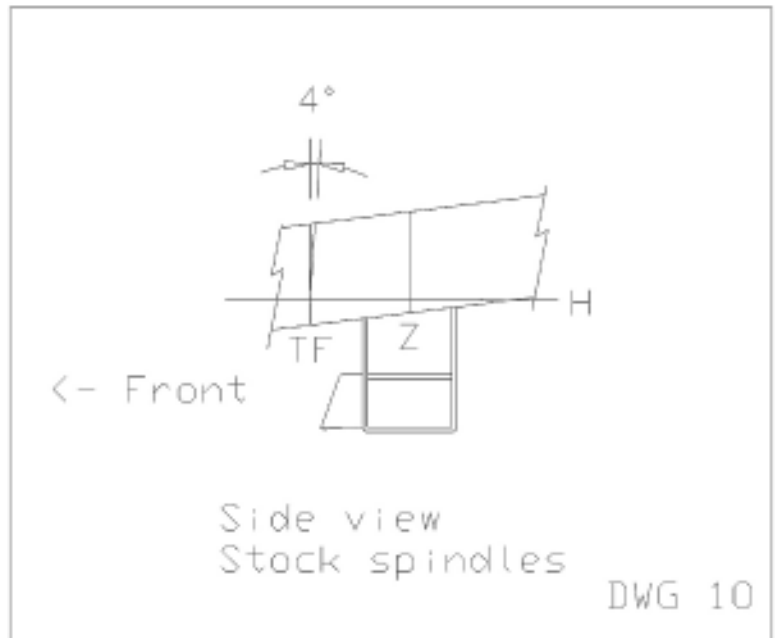
FOR STOCK SPINDLES

Locate the point on line 'TF' that is 'H' from the ground. See DWG 10.

If the bottom of your frame is lower than 'H', this point will be on the frame rail. If the bottom of your frame is right at 'H', this point will be at the bottom of the frame rail. And if the bottom of your frame is higher than 'H', tape a piece of cereal box cardboard to the outside of the frame so the edge of the cardboard extends 'TF' down to 'H'. Remember that the front face of the upper towers leans back at 4 degrees because of the anti-dive built into our towers? Well, to establish the location of the upper towers, draw a line up and back at 4 degrees starting at the intersection of 'TF' and 'H'. After the notches are cut in the upper towers, the front face will go on that 4 degree line. And the towers will be in the right spot. Really!!

FOR DROPPED SPINDLES it takes a little more work. See DWG 11.

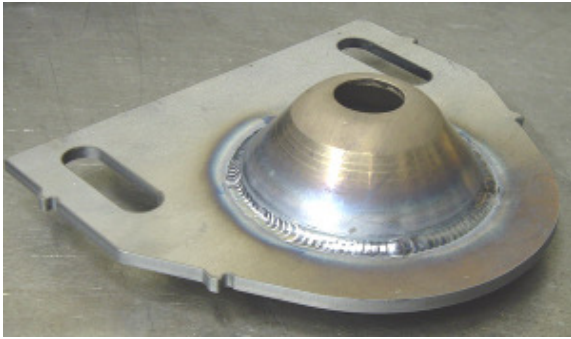
Where your 'H' line crosses the 'TF' line, go towards the rear by 1/8" and draw a line up and back at 4 degrees. After the notches are cut in the upper towers, the front face will go on that 4 degree line.



WELDING & ASSEMBLING THE UPPER TOWERS

Clean the scale from the laser cut edges before welding.

Put 1/2" spacers under the top tower plate. Place one Shock Mount/Spring Locator "cone" into the hole and on to the bench.



Weld the "cone" to the plate.

The alignment tabs on the top tower plate and on the driver's side wrap-around plate will hold the parts in position. The tabs don't touch each other - they just keep the parts "corner-to-corner" for welding.



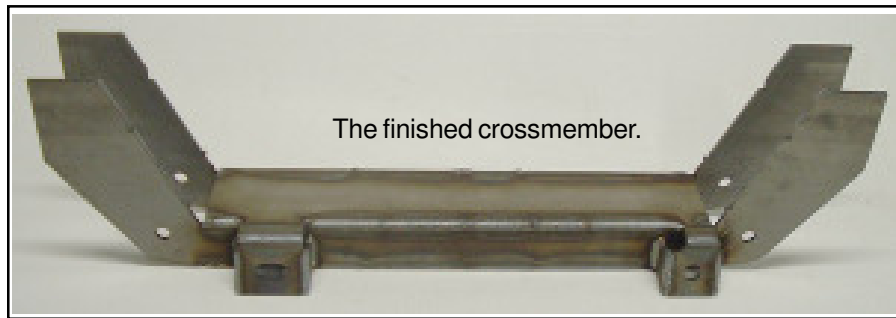
Clamp the sides of the wrap-around plate and tack, as shown. Finish welding the wrap-around plate to the top tower plate. The corner-to-corner edge gives a safe, clean weld.

Repeat to finish the other upper tower.

Resist the temptation to weld the towers to the frame.

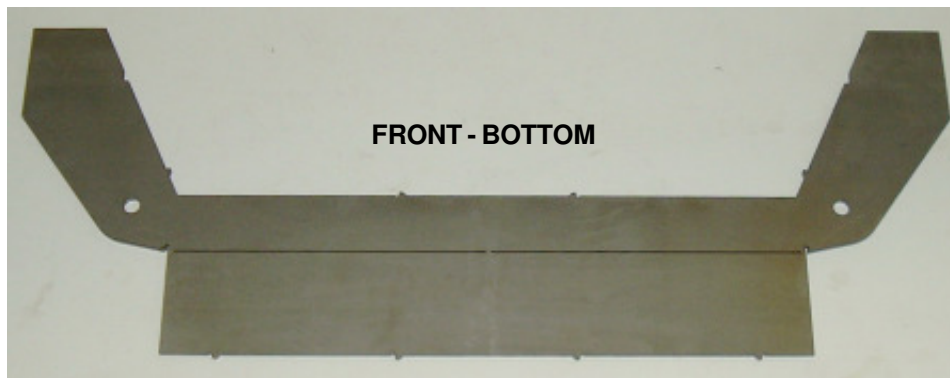


ASSEMBLING THE MAIN CROSSMEMBER



slotted rack mount hole

This plate develops into the rear, top and rack mount portions of the crossmember. The laser-cut slits (heavy black lines in the picture) allow the plate to be folded accurately.



This plate develops into the front and bottom of the crossmember. The laser-cut slits allow the plate to be folded accurately.

CLAMP -- Clamp the rear-top-rack mount plate to the edge of a work bench as shown in the photo. THE SLOTTED RACK MOUNT HOLE MUST BE ON YOUR LEFT AS YOU FACE THE PLATE, AS SHOWN IN THE PHOTO. The laser cut slit should be off of the bench slightly.

#1





#2 Use 2 hands to bend the top portion of the crossmember **DOWN**, as shown. Do this slowly to put less stress on the small connecting bridges.



#3 The top must be square to the back



#4 The front-bottom plate is symmetrical and can be placed on the bench with either side up. Bend down so the bottom is square to the front. Do this slowly to put less stress on the small connecting bridges.



#5 The crossmember plates will nest together and the tabs will provide close alignment, left to right. Check again that the parts are square and adjust, if necessary.



#6 Split the gap between the tabs, tack, and weld all 4 corners. Weld these corners in short stitches, alternating from end-to-end and around the crossmember to avoid excessive heat build-up which can cause the crossmember to twist. Weld inside the crossmember at the ends.



#7

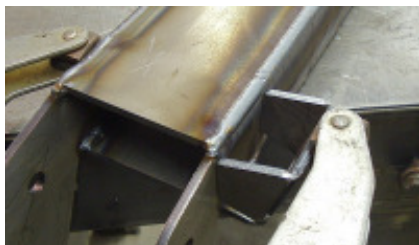


#8



#9

Use an adjustable wrench, tightened on the plate, to bend the rack mount sides (gussets) square to the rack mount face. Then bend the rack mount face and gussets to the crossmember. Do this slowly to put less stress on the small connecting bridges.



#10 Clamp the rack mount to the crossmember face.



#11 Weld the gussets to the crossmember. Weld the corner edges that were opened up when you bent the laser cut slits. The notch in the driver's side rack mount is clearance for a power rack. Later model power racks require a 5/8" spacer between the mount face and the rubber insulator.

INSTALLING THE CROSSMEMBER

After the crossmember has been welded (and radius ground, if you prefer), install it in the frame with the front of the crossmember at the 'CF' line.

The crossmember should be level, front-to-rear and side-to-side. If it isn't, only a small amount of grinding should be required to get it to spec.

TACK the crossmember in place.

Position the upper towers with the front face on the 4 degree line.

TACK the upper towers in place.

Mount a lower arm. Hold the lower arm horizontal and check for spring clearance at the frame under the tower. If the spring and the frame want the same space, remove the upper towers and clearance the frame. If this is a small amount, the frame can be heated and dimpled with a hammer using a pipe to make the dimple. If the clearance has to be large, cut out the frame and box it with a piece of tubing shaped to fit.

Finish welding the crossmember in place.

Trim and weld the #14307 crossmember boxing plate to the inside of the crossmember and to the frame.

Trim and weld the #14308 tower boxing plate to the inside of the upper towers and to the frame.

Your kit has been supplied with 2 extra long tower boxing plates that measure 6-13/16" wide. These plates have been cut extra long for fitting purposes in your application. Due to the configuration of your particular frame, the inner tower boxing plates may not contact the top edge of the frame. In this case, it will be necessary to trim the inner edges of the tower plates to allow the boxing plate to weld to the top of the frame, or to the edge of the crossmember boxing plate. When trimming the edges of the tower plates remember to keep the edges parallel to each other, which will allow the flat boxing plate to fit without trying to curve it.

Alignment specs are as 1978 Mustang II.

If you have any problems following this procedure, please call us. We want to help you enjoy your project.

Other Mustang II products

BRAKE KIT for 1974 - 78 Mustang II and 1974-80 Pinto/ Bobcat spindles. This kit adapts larger 11", 1975-80 Granada rotors and 1982 - 92 Camaro (or equivalent) calipers for a simple, effective, inexpensive brake upgrade. Rotors and calipers are not included in this kit. Some 14" wheels will clear the calipers; 15" wheels will clear. The 1975-80 Granada rotors move each wheel out 1/4". Comes Welded or Ready to Weld - Either kit makes one pair of



Welded Kit #2125



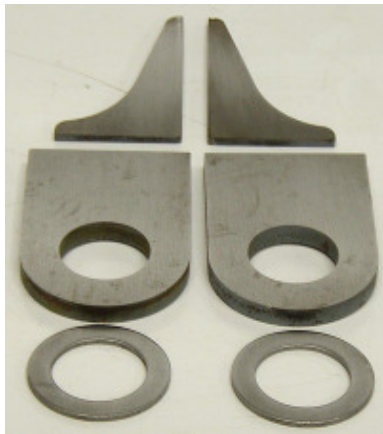
Ready-to-Weld Kit #WS2125



Welded Kit #2136



Ready-to-Weld Kit #WS2136



STRUT ROD BRACKET & GUSSET KIT

Use this kit as the frame mounts for stock-style Mustang II strut rods. The strut rod washer is used to tighten up bushings that are loose on the 3/8" bracket. **#108140**



RACK MOUNT SPACER KIT must be used with 1979 and newer power racks to move the rack centerline to the same position as the stock 1974-78 rack. The spacers also provide extra clearance for the power rack input shaft casting.

#24410

BOLT, to mount the manual rack. 5/8-18 RH, 4" long, Grade 5 hex, zinc plated. 2 are required, along with washers and nuts as described above. **#B10FR4G5HZ**

BOXING PLATE - For frames. Can be used when installing a Mustang II crossmember. Priced individually.
23" long x 7 1/2" x 3/16" **#14399**

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