

STUDEBAKER M2 FRAME INSTALLATION

REMOVE ENGINE, TRANSMISSION AND FRONT SHEETMETAL, LEVEL CAR ON JACK STANDS BEHIND FRONT BODY MOUNT.

USING A PLUMB BOB MARK THE CENTERLINE OF FRONT WHEELS AND END OF FRAME ON THE FLOOR.

MARK A REFERENCE POINT ON THE CENTER OF THE PINCH WELD ON THE FIREWALL. MEASURE FROM REFERENCE POINT TO THE END OF BOTH FRAME RAILS AND RECORD THE DIMENSIONS. MEASURE THE HEIGHT FROM THE FLOOR TO THE END OF THE FRAME RAILS AND RECORD IT.

MEASURE BACK FROM THE FRONT OF THE FRAME THE LENGTH OF THE NEW FRAME AND MARK IT FOR CUTTING, MAKE A CARDBOARD PATTERN OF THE CUT ANGLE FROM THE NEW FRAME AND TRACE IT ON BOTH SIDES OF YOUR EXSISTING FRAME FOR THE CUT.

SUPPORT THE FRAME WITH A FLOOR JACK BEFORE MAKING THE CUTS. YOU CAN ALSO MAKE TEMPORARY SUPPORTS THAT BOLT TO THE BUMPER MOUNT HOLES TO SUPPORT THE FRONT OF THE OLD FRAME, YOU CAN THEN USE THESE TO HELP LOCATE THE NEW FRAME.

CUT ON MARKS AND REMOVE THE OLD FRAME. TRIAL FIT THE NEW CLIP AND TRIM THE CUT EDGE FOR A GOOD FIT. CHECK THE REFERENCE DIMMENSIONS RECORDED EARLIER. CHECK THE CENTER OF THE CROSSMEMBER AND FRAME END WITH LINES MARKED ON THE FLOOR. WHEN FIT IS CORRECT, TACK AND WELD THE JOINT. GRIND WELD FLAT AND INSTALL GUSSET PLATES AND WELD THEM ALL AROUND.

INSTALL THE LOWER CONTROL ARMS AND DRILL AND BOLT ON THE MODIFIED STRUT ARMS TO THE LOWER CONTROL ARMS. ASSEMBLE THE REMAINING PARTS AS ANY OTHER MUSTANG II FRONT END KIT. SPRING RATES WILL DEPEND ON THE WEIGHT OF THE ENGINE TRANS COMBINATION. AFTER ASSEMBLY MAKE SURE TO HAVE THE CAR ALIGNED.