

MFK 2000 WC Frame Kit with Relocated Adjustable Rear Control Arm Mountings

This job is for experienced car builders with fabrication experience!

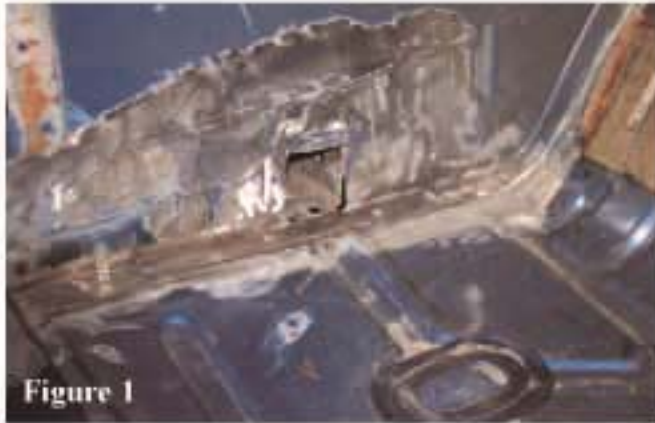


Figure 1

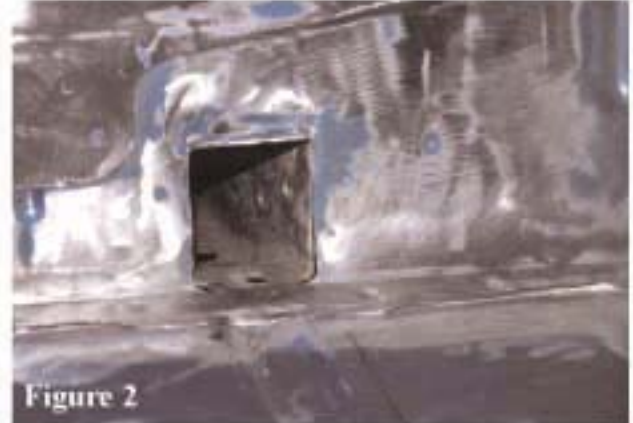


Figure 2

1. Locate and cut hole in rear bulkhead exposing inside of rear subframe. Clean and prep area for welding of both frame rail and bulkhead stiffener Figure 1 & 2.
2. Cut floor as shown in Figure 3. Cut to tight fit to frame rail to minimize weld gap. Clean and prep edges of hole for welding. Drill rosette holes in sides of subframe. Production tolerances from Ford may cause fit problems. Some cars may require modification to frame rails before inserting in to rear subframe.

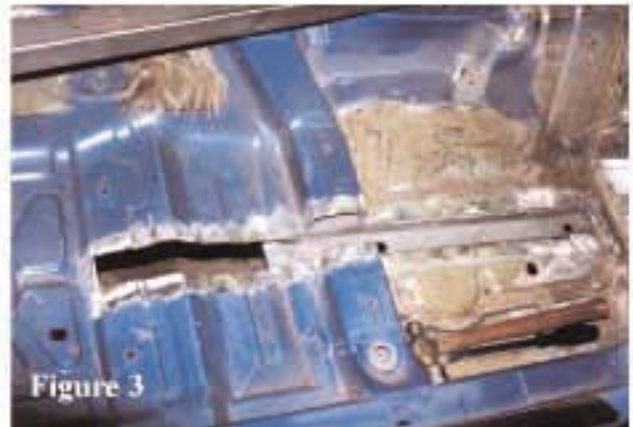


Figure 3



Figure 4

3. Remove torque boxes with whatever method suits you. A torch or plasma cutter is fastest. Clean up area. Figure 4.

4. Drill rosette holes in sides of rear subframe as you did in front. Figure 5.



5. If vehicle has engine and/or rear axle in it, be sure weight of car is supported by wheels or axles before welding. If vehicle is disassembled, be sure it is held level and straight. If the vehicle is not supported properly, the resultant distortion in the chassis will be permanent when you are finished welding.



6. Install frame rails and bulkhead stiffeners and gussets as shown. Figure 6.

7. Weld all rosettes and peripheries of frame rails.
8. Weld all rosettes and weld 2" beads around periphery of bulkhead stiffener.
9. Assemble control arm mounting brackets with supplied steel spacer as shown. Be sure top plate is as high as it will fit and remain level. Weld in place.
10. Install control arms, using spacers to adjust angle of arm so that it runs just slightly up hill to the chassis. While axle is held level at desired ride height.