

WELDER SERIES MUSTANG II INSTALLATION TIPS INTERNATIONAL 1952 L110 58-1/2" KIT

Do not mix different sets of Welder Series' instructions except to weld the crossmember and upper tower parts if you bought a "Ready-to-Weld" kit.

Check and double check your dimensions. There are numerous reasons why your frame dimensions might be different. It's easier to correct things or make minor adjustments before going too deeply into the installation.

See Drawing 1. This is a top view of the frame forward of the firewall. Spindle location ('Z'), front-to-rear, will be 1-5/8" back from the center of hole indicated. A portion of the stock frame is shown with hatched lines. The International frame is too narrow for our standard 58-1/2" Mustang II kit. It is necessary to add a 12" length of 2"x4" tubing to the outside of the each frame rail with the mid-point at 'Z', as shown. The tube should be level and the bottom even with the bottom of the stock frame at 'Z'. The end of the tubes should be closed for maximum strength. The ends can be cut on an angle, as shown, but the outside of the tubes should be at least 4" long ahead and back from 'Z' so the towers can be welded to them.

Mark the 'Z' location on the 2x4 tube.

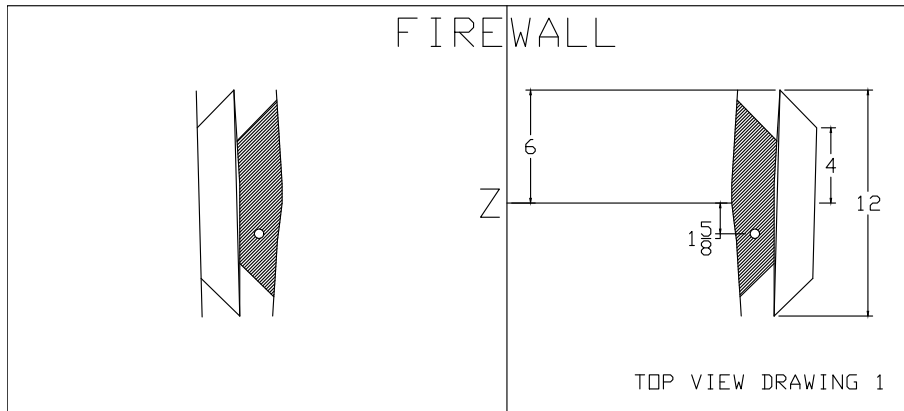
Remove the stock frame hatched section as shown.

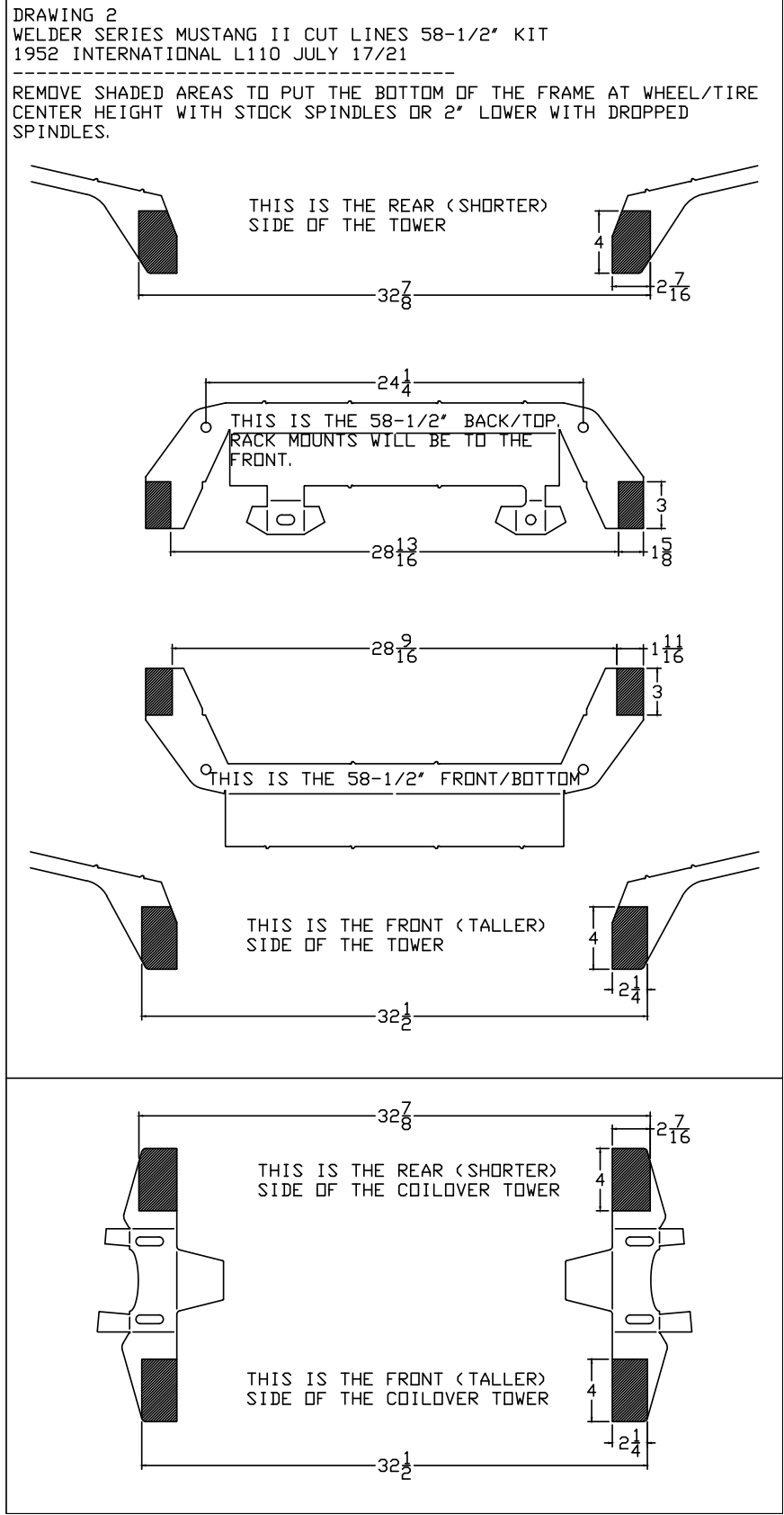
The crossmember is designed to be bubble level front-to-back and left-to-right. Some fitting might be required.

The rack mounts go on the front of the crossmember with the slotted one on the passenger side.

The upper towers are designed to have 4 degrees of anti-dive. This is the slope down towards the rear.

When the hatched sections are removed from the towers, the mid-points of the front and rear upper arm adjustment slots should be about 31-1/2" apart, plus or minus 1/4", driver side to passenger side.





DRAWING 3
WELDER SERIES MII CROSSMEMBER AND TOWER LOCATION FROM 'Z'.
1952 INTERNATIONAL L110 58-1/2" KIT

