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Spider Chassis Stiffener Installation Instructions

The chassis stiffener is only intended to be used on a sound chassis and is not designed to reinforce serious rocker panel or floor rust.

Raise the car and support the car on the front suspension arms and rear jacking point. Do not support the car by the rear wheels or differential housing.

On the front driver's side:

1. Remove the 3 nuts holding the steering box and steering-stop bracket to the body. 2. Remove the steering-stop bracket and lengthen the steering-stop bolt by $\frac{1}{2}$ inch to compensate for the thickness of the stiffener plate. If your car has a triangular plate bolted to the body, remove that as well.
3. One at a time, replace the steering box bolts with the longer 10mm bolts supplied with the kit.

On the rear driver's side:

1. Remove the front trailing arm nut. Lightly jack the trailing arm to remove pressure off the bolt and remove the bolt.
2. Bring the driver's side of the stiffener (square tube welded to the outside of the large steering box plate) into position and position the plate over the three steering box bolts. Place the steering stop into its original position and start the self-locking nuts onto the steering box bolts. Do not tighten.
3. At the rear of the stiffener, drop 4 short bolts from the kit into the rear base plate. Do this now; the bolts will not fit later.
4. Swing the rear of the side bar into position, placing the "U" around the trailing-arm bracket on the body. Use shim washers between the inside of the stiffener "U" and the outside of the trailing arm bracket until the clearance is taken up.
5. Insert the new, longer, 14 mm bolt and start the nut. Do not tighten.

Repeat the above procedure on the passenger side of the car. The stiffener bolts to the idler-box bolts, in the same relative location as the steering box bolts on the driver's side.

6. Loosely attach the front and rear cross braces, aligning the punch marks on the braces with those on the mounting plates of the side rails.
7. Due to manufacturing variations of the car, and how gracefully the car has aged, it may be necessary to move some shims around at the trailing arms to get the 8 bolt holes to align with the rear cross bar.
8. Install the front cross bar in one of 2 positions, rotated either toward the front or rear of the car, depending on your exhaust system.
9. Tighten all 8 rear crossbar bolts.
10. Raise the differential to just release the weight of the car off the jack stands. This will release any pre-load on the rear suspension bushings. Without getting underneath the car, tighten both rear trailing-arm bolts securely.
11. Tighten all steering box, idler arm, and front cross-member bolts.
12. Drive the car with vigor!

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