
MM 4-Point K-Brace Installation, 1996-04 HT (MMKB4-4)

Read all instructions before beginning work.
Following instructions in the proper sequence will ensure the best and easiest installation.

1. Park the car on level ground and allow it to cool. This will make installation easier because the brace is attached near the oil pan and catalytic converters, which can be extremely hot after driving.
2. Block the rear wheels to keep the car from moving. Safely raise the car high enough so you can comfortably work underneath it and place the car on jack stands.
3. If the car is equipped with the original Ford 2- point brace, remove the two bolts which hold it to the K-member. The front attachment points of the MM brace will bolt to the same location.
4. Locate the rearward 4 bolts, 2 per side, which attach the K-member to the chassis (at the bottom of the photo). These are located behind the front control arms at the front of the subframe rails.
5. Remove the inner 2 bolts, 1 per side.
6. The brace will fit onto the car only one way; the portion of the brace with the bends is positioned towards the rear of the car. The tubes welded to the end of the bent tube are placed over the stock K-member bolt locations. The forward straight tube will line up with the 2 existing holes in the K-member (see photo) where the factory 2-point brace attached.
7. Using the supplied hardware, bolt the brace to the K-member. The rear portion of the brace is attached using the longer 12mm bolts. Place one washer between the brace and the K-member, and another washer between the bolt head and the brace. Apply some anti-seize compound to the threads of the 12mm bolts

and insert them into the end tubes of the brace. Finger tighten the bolts. *Tip: If the 12mm bolts don't easily thread into the nut-plate, loosen the outward bolts, enabling the plate to move.*
8. For the forward straight tube, use the 10mm bolts and washers to secure it to the K-member. Insert the bolt upward through the end of the tube and then through the K-member. Place a washer between the bolt head and the brace. Place a second washer between the brace and the K-

member. Tighten to 31 lb-ft. *Tip: If the holes on the K-member don't line up with the brace, temporarily remove the 10mm retaining nut from the K-member. Either file the hole as needed to fit the brace, or use a bit in an electric drill to enlarge the hole.*

9. Go back to the 12mm bolts and tighten to 54 lb-ft. *Tip: check for clearance between the catalytic converter heat shields and the brace. If necessary, dimple the shield.*
10. Lower the car. Drive it for a day or two and then check the bolts, re-tightening if necessary.

Note for Automatic Transmissions: The brace may have a slight interference with the automatic transmissions' cooler lines. These lines can be easily re-located slightly for clearance.



4-Point K-Brace placement on the K-member
as viewed from the rear of the car

Hardware List

- | | |
|---|-----------------------------|
| 2 | Hexbolt 10mm x 1.5 x 70mm |
| 2 | Hexbolt 12mm x 1.75 x 100mm |
| 4 | Washer 3/8" SAE G8 |
| 4 | Washer 1/2" SAE G8 |