

**Component List (Each kit sold separately):**

Adjustable Panhard Bar with UHMW Bushings  
(5S3Z-4264-BPP)



Adjustable Panhard Bar with Race Rod Ends  
(5S3Z-4264-BRRE)



Panhard Bar Body Brace  
(5S3Z-4264-B)



**Tools required for installation:**

- ◆ 15mm and 18mm Socket
- ◆ ½" Drive Ratchet Wrench
- ◆ Torque Wrench
- ◆ Measuring Tape
- ◆ Plum Bob and String
- ◆ 1 1/8" Wrench (*Jam Nuts on Adjustable Arms Only*)
- ◆ Grease Gun with synthetic grease (*UHMW Bushed Arms Only*)

**WARNING!** Installation of this kit requires above average mechanical skills. This procedure should only be undertaken by a competent individual with the necessary skills to properly complete the installation. We strongly recommend that a factory workshop manual be available for reference during the installation. If you are not confident you can complete the job safely, have the work performed by a certified technician who is familiar with the suspension of a Mustang. Failure to reassemble the suspension properly can lead to serious injury.

#### Installation:

Make sure the emergency brake is disengaged and raise the vehicle. Make sure to use jack stands if you are not using a lift. Support the weight of the rear of the vehicle on the rear axle with jack stands or pole jacks if using a lift. One on each side of the axle tube.

Remove Factory Panhard Bar. Using 18mm Socket, loosen and remove factory panhard bar bolts. Pry factory panhard bar from the mounts and remove. (See figure 1)

Remove Factory Body Brace. Using a 18mm Socket, loosen and remove the factory brace bolt and nut on the passenger side. Using a 15mm socket, remove the two factory bolts on the driver side. Pry the factory support bar from the passenger mount and remove. (See figure 2) If you are just replacing the Panhard Bar only, loosen (*but don't remove*) body brace bolts and skip next step.

Install SPP Body Brace using factory hardware reversing step above. Torque the two Driver bolts to 62 N-m (46 ft-lbs) and install factory bolt and nut on passenger side, but do not tighten! (See figure 3)

Install SPP Panhard Bar. As a starting point set panhard bar to factory length by loosening jam nuts and turning bar in or out accordingly and retightening jam nuts. *For UHMW bushings, grease the crush sleeve and outer flanges of the bushing.* Make sure to assemble with the zerk fittings facing down.

Torque passenger nut of upper body brace to 115 N-m (85 ft-lbs). Using factory hardware, torque panhard bar bolts to 175 N-m (129 ft-lbs). (See figure 4)

Using a grease gun with a synthetic lube and lube each grease fitting with 1-2 pumps on panhard bars equipped with the UHMW bushings and grease zerks. The rod ends are Teflon/PTFE lined and therefore self lubricating.

Lower vehicle onto the ground and joust suspension.

Adjust panhard bar. Since panhard bars cause the rear end to travel in an arc, lowered vehicles require the rear end to be re-centered relative to the car body.

First take a measurement on each side of the vehicle of the distance from the wheel to the top of the fender. Hold a plumb bob over the middle of each rear tire with the string on the center of the flat section of the fender arc. Measure the distance from the point of the plumb bob to a fixed point on the wheel. (See figures 5 & 6)

Adjust the panhard bar until this distance is the same on each side of the car within 1/8". This is accomplished by rotating the billet sleeve clockwise and counter clockwise. Both jam nuts need to be loose in order to do this. When the rear end is centered, tighten the jam nuts. It is recommended that all jam nuts have blue Loctite applied before final tightening.

