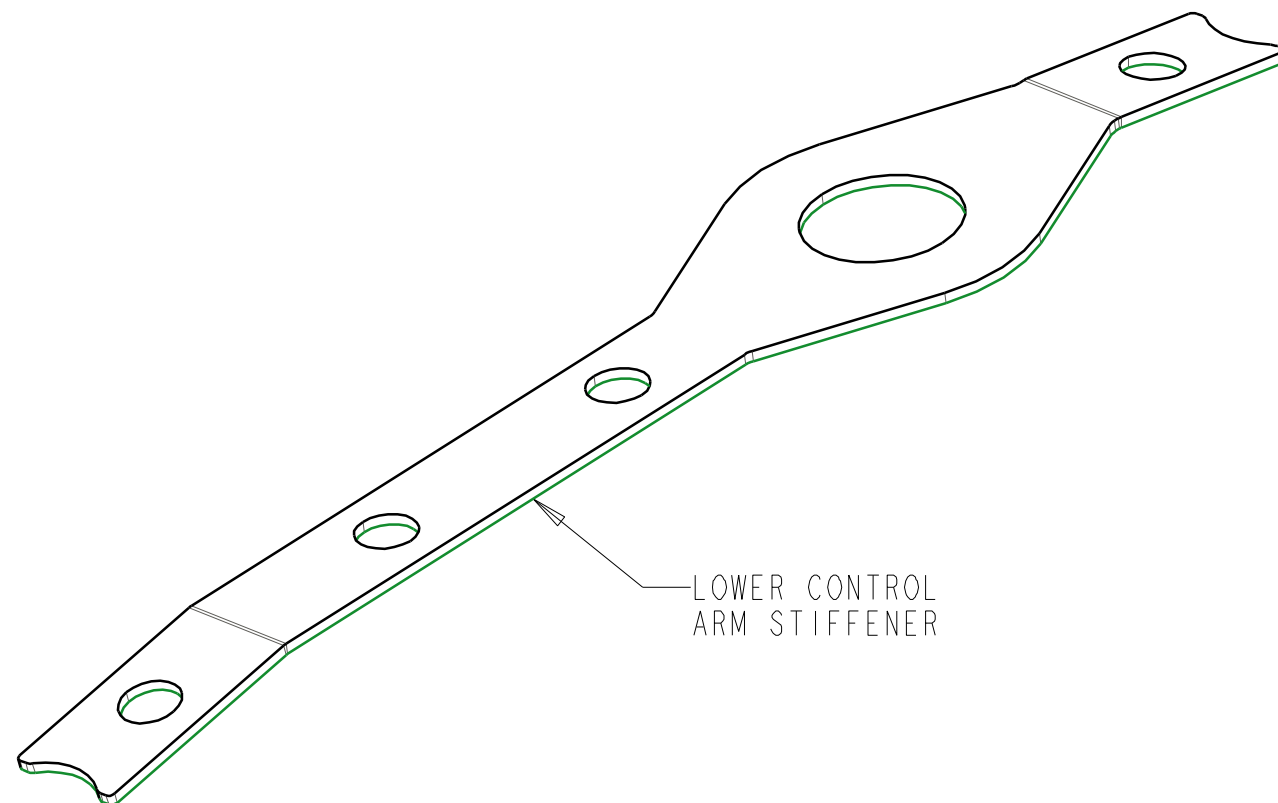


UPPER CONTROL
ARM STIFFENER



LOWER CONTROL
ARM STIFFENER

NOTE:
FOR BEST RESULTS THE CONTROL ARMS SHOULD BE REMOVED FROM THE CAR.

THE CONTROL ARM BUSHINGS SHOULD BE REMOVE TO PREVENT DAMAGE DURING WELDING.

TEST FIT THE STIFFENERS IN THE STOCK CONTROL ARMS. NOTICE THAT THERE IS A LEFT AND RIGHT STIFFENER FOR THE UPPER CONTROL ARMS. SOME FINAL FITTING OF THE STIFFENERS MAY BE REQUIRED TO MINUMIZE GAPS.

REMOVE ALL PAINT, DIRT, RUST AND SCALE FROM STOCK CONTROL ARMS IN THE AREA THAT THE STIFFENERS WILL BE WELDED.

WHEN YOU ARE SATISFIED WITH THE FIT OF THE STIFFENERS TACK THE STIFFENER TO THE CONTROL ARM.

MOVING FROM FRONT TO BACK AND SIDE TO SIDE ALTERNATE WELDING SHORTS SECTIONS OF THE STIFFENER TO THE CONTROL ARM. THIS HELPS CONTROL THE HEAT AND REDUCE TWISTING OF THE CONTROL ARMS DURING THE HEATING AND COOLING CYCLE DUE TO WELDING. THE STIFFENER PLATES SHOULD BE WELDED COMPLETELY ALONG THE EDGES.

S & W RACE CARS
11 MENNONITE CHURCH RD
SPRING CITY, PA 19475

0	08OCT07	JEB	INITIAL RELEASE
REV	DATE	DRN	DESCRIPTION
TOLERANCES: FRACTIONS ±1/32 2 PLC DEC ±0.01 3 PLC DEC ±0.005 ANGLES ±0.5°			STOCK CONTROL ARM STIFFENERS 79-04 MUSTANG GENERAL ARRANGEMENT
MAT'L:			
PART No: 40-729			DRW No: 40-729 - 1