Description of Parts

Of the OE style Frame Rail

The main Frame Rail OE Style

- The main frame rail for the OE style has hole that correspond to the original rail. On the front there is two tabs that will go on each side of the radiator support. The outer tab and the lower tab will have bend lines that allow the installer to bend the tab out to assist with installing the frame rail. The installer will set the frame rail in the rear saddle and move the frame rail from the inside to the outside to fit into the radiator support . Also a vertical cut was made 1/3 of the way back from the front on the inside of the frame rail. At this point the frame rail has a slight bend to match the original rail The cut will have to finished by the installer and can be adjusted to match the bend of the current frame rail. Then once the bend is correct the cut can be welded in solid. Same for any of the bend lines once back into position the bend line will be welded in solid
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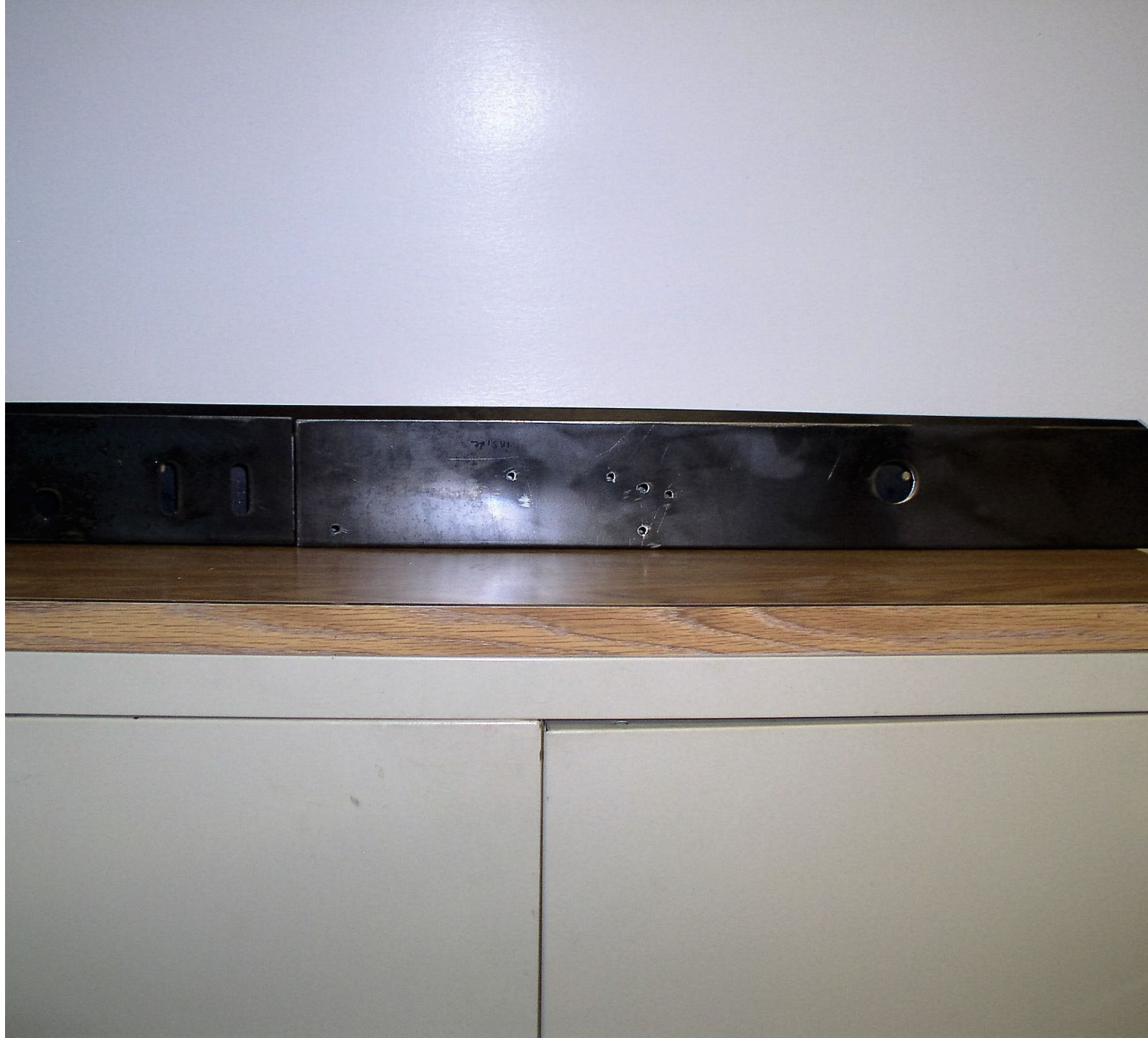
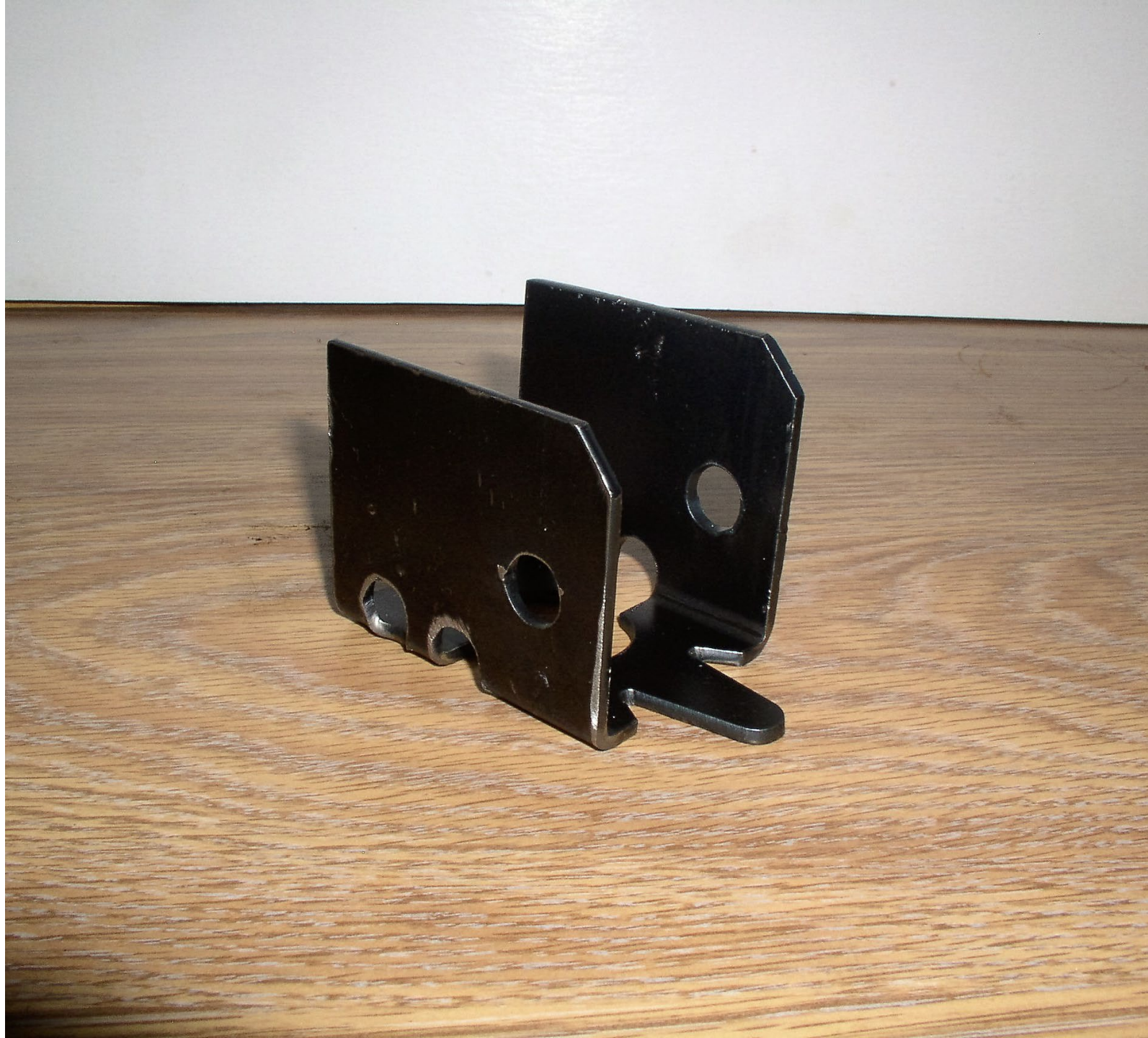


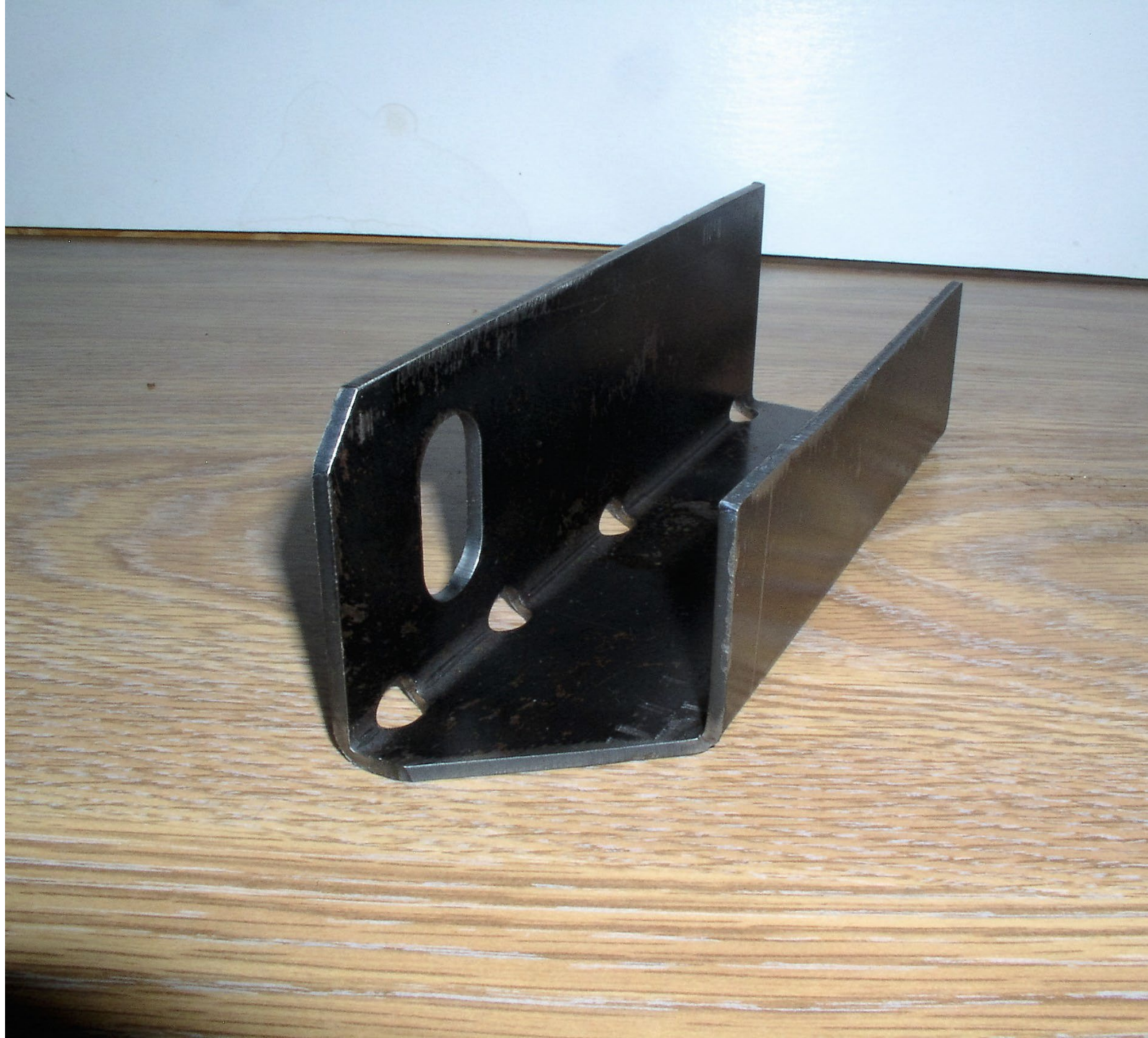
Inter Bumper Support

- This is the Inter Bumper Support
- The purpose of this piece is to add extra support to where the bumper mount bolt will pass thru. The tab will point to the front of the frame rail and position with the holes on each side of the rail.



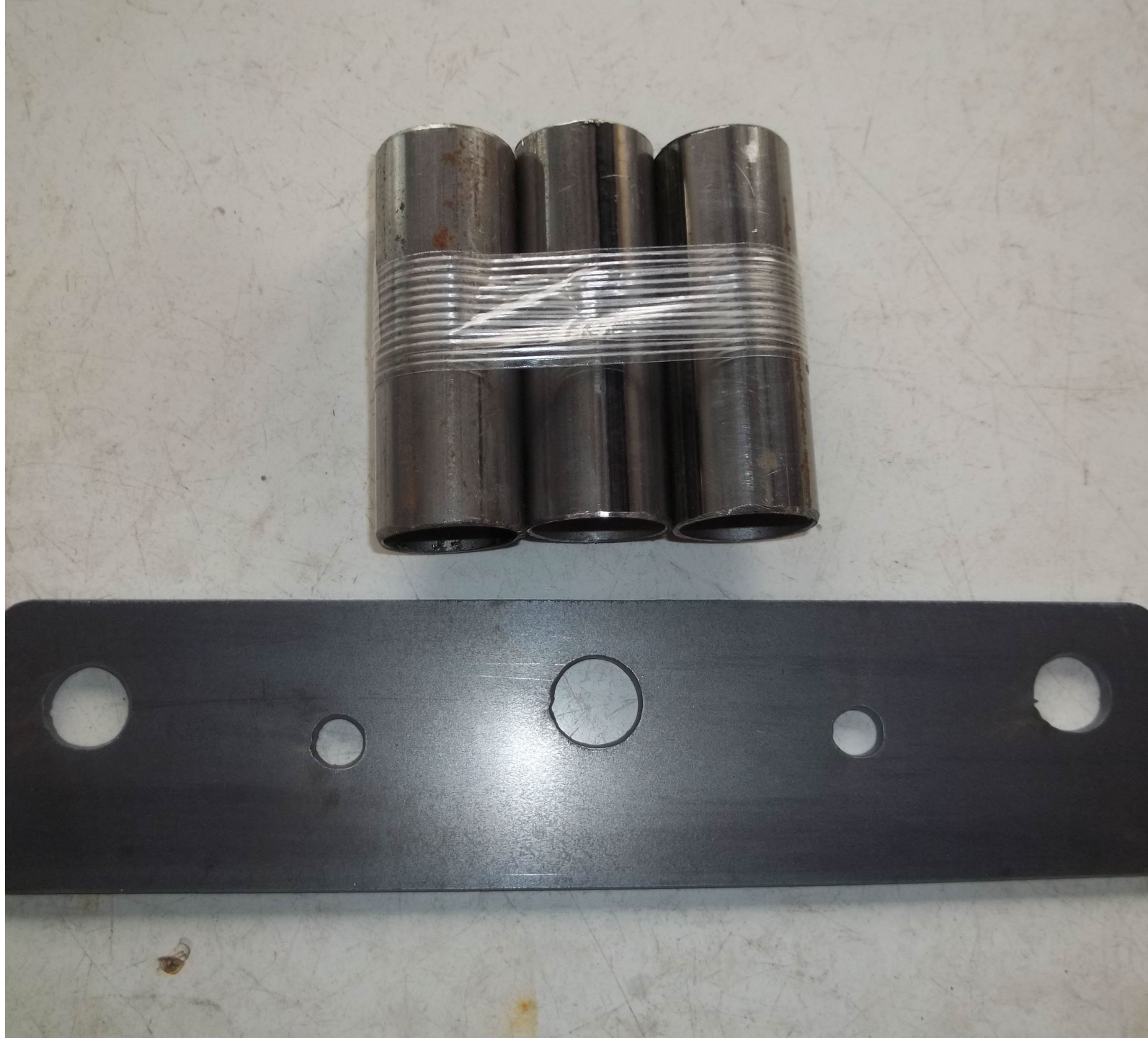
Toe Hook Support

- The Inter Toe Hook Support will fit in the frame rail and line up with the oblong hole to the outside of the frame rail . This is made from 12 ga material and adds extra support where the Toe Hook is used to attach to the frame rail.
- Extra holes are used to allow installer to weld the piece into place.



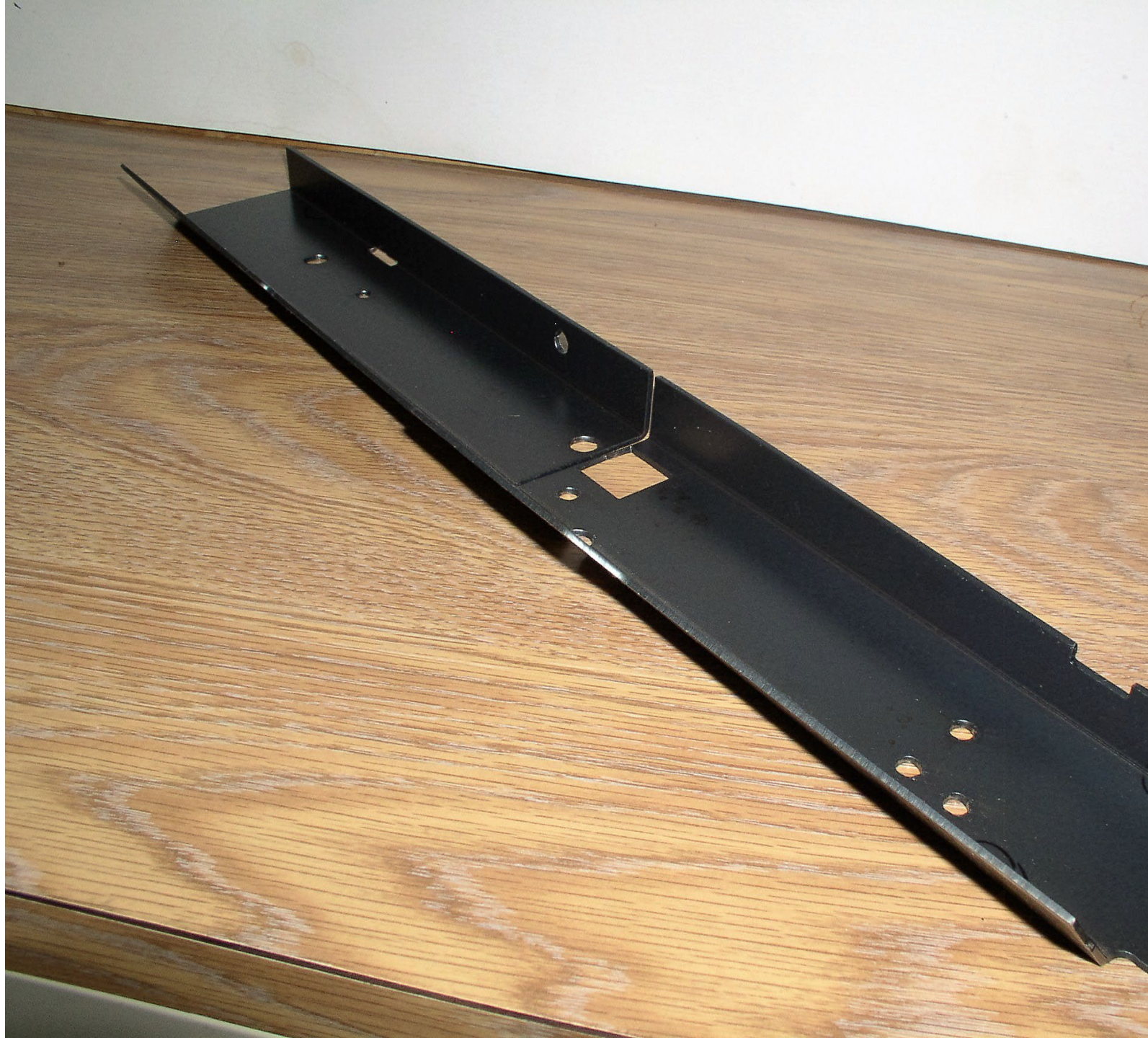
Crush Tube Plate/and Tubes

- The Crush Tube Plate and Tubes is installed over the matching 3 holes in the bottom of the frame rail ¾ way back from the front. This is aligned so the k member bolts will pass thru the frame rail, the plate, the crush tubes and thru the inter strut tower plate. The tubes can be welded to the plate the plate to the frame rail and tacked to the strut tower plate to keep it aligned



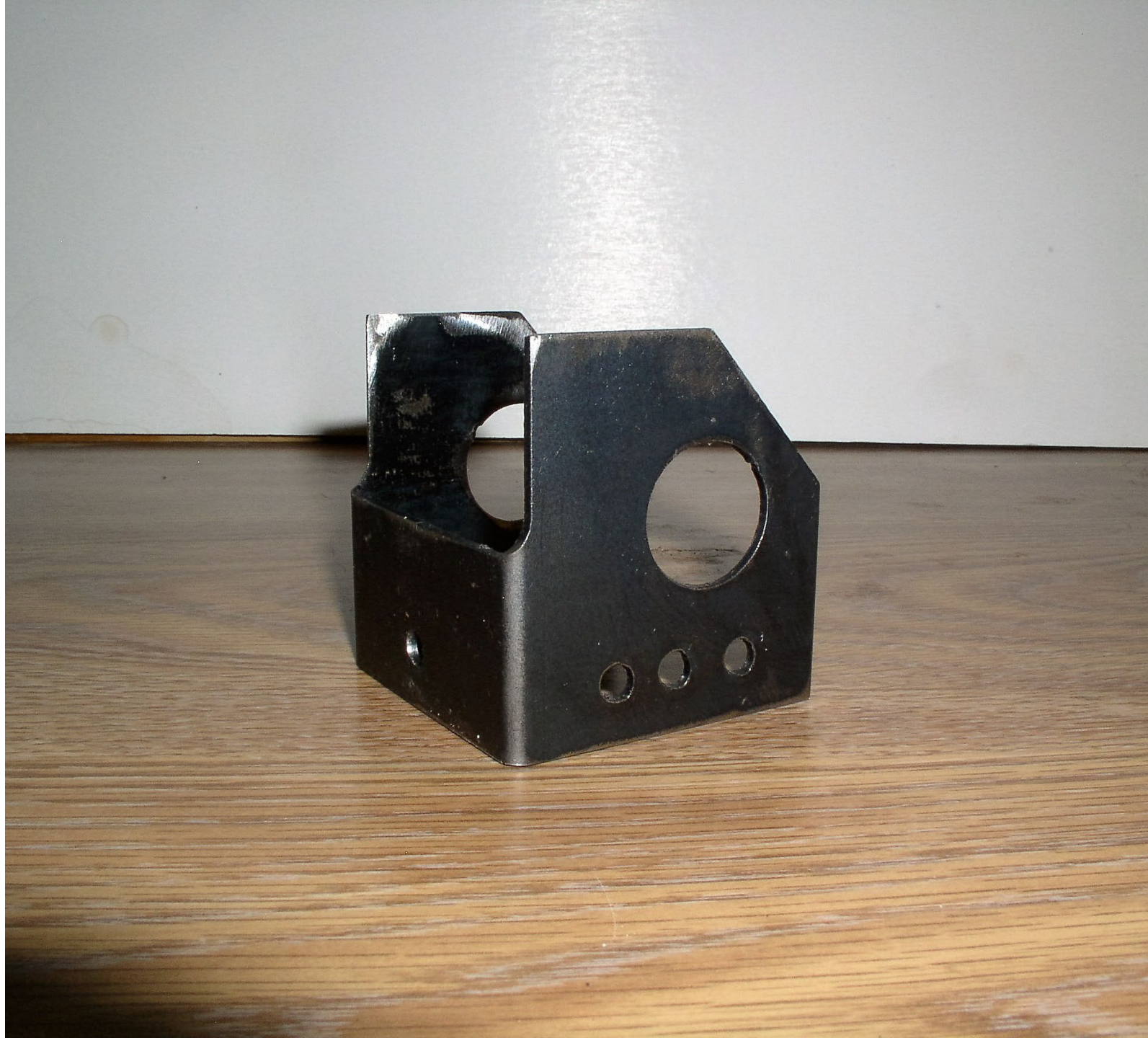
Top Cap

- Now onto the Top Cap. This will sit on top of the frame rail on the front ½ . This piece has an angled bend on one side to match the bend on the top of the frame rail . The front has a tab that will be bent up to be welded to the radiator support and weld the bend line in solid. On all the parts you made need to modify or adjust the position of the angles to match your situation. The rear of this piece may need to be trimmed to match to the strut tower. Smooth frame rail top cap is the same but without the extra holes .



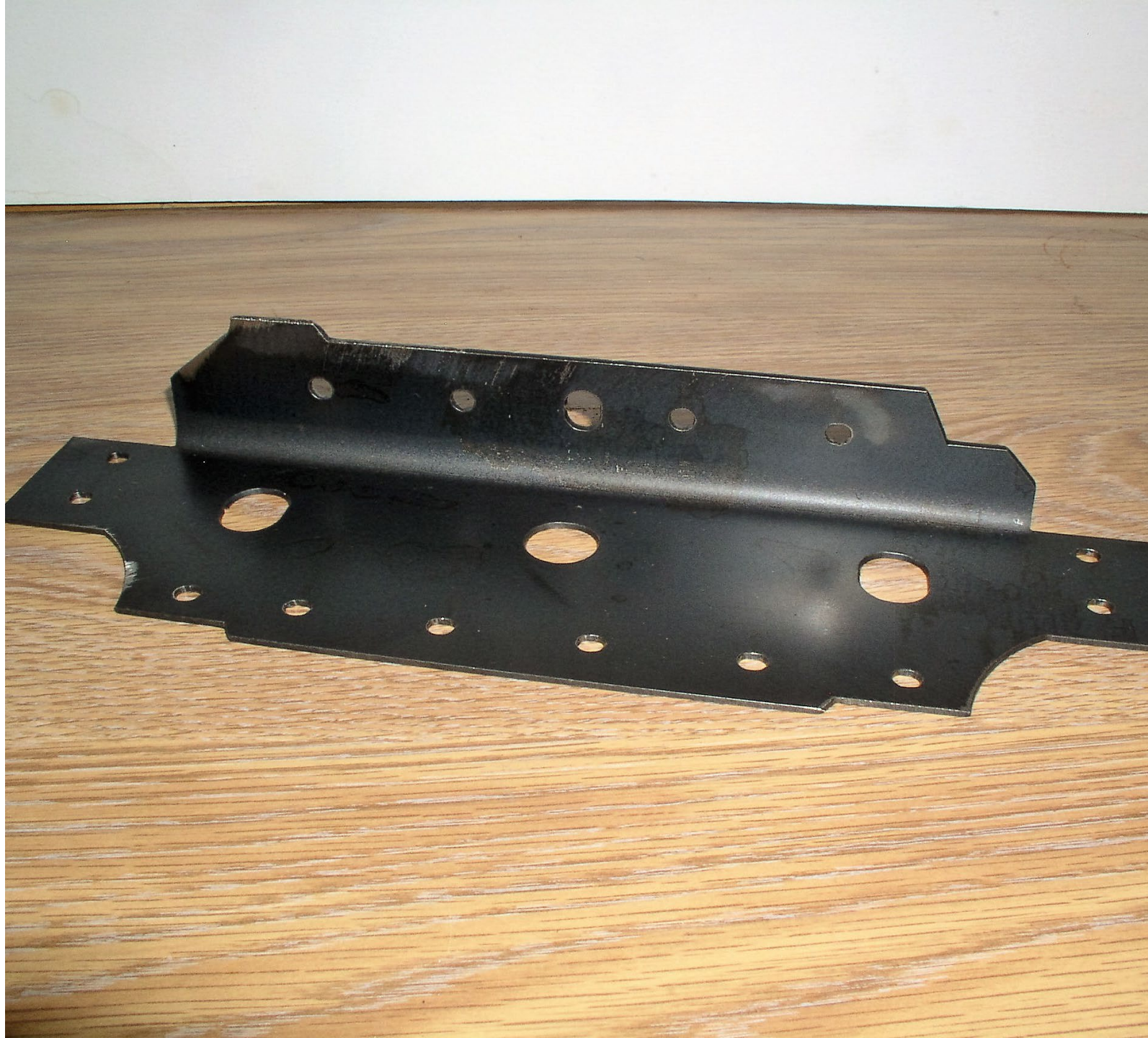
Rear Saddle

- The Rear Saddle . This piece is not used in all applications. The older Mustangs used this piece. It is used in the back lower part of the frame rail as a bridge from the saddle on the vehicle and to the frame rail . All the parts mention should correlate to the pieces that are found on a stock 79-93 Mustang application All parts that have the extra hole are placed to spot weld the pieces in .
- You can drill 1/4 “ holes where needed to spot weld where needed



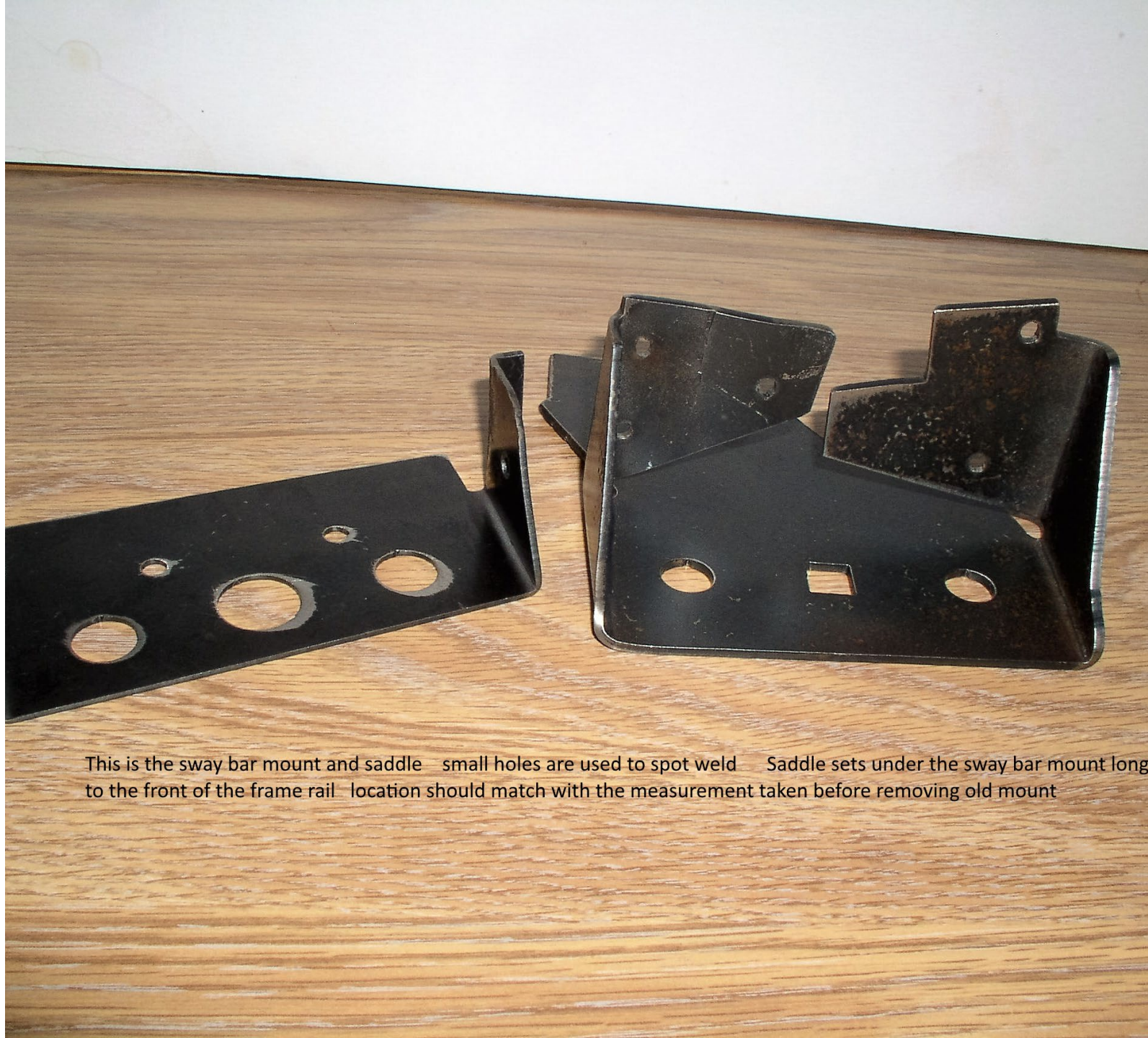
Inter Strut Tower Plate

- This part is used in the outer strut tower once the rail is installed the outer lip of the frame rail is bent down to a 90 degree and the tabs on the ends of the Inter Strut Tower Plate are bent up to match the angle of the tower. This will take some adjusting to get the proper fit but with patience you can get the fit you need. The extra holes are used to spot weld the piece in. Extra welds can be used in all the parts if needed. Crush tubes should match up to the 3 large holes.



Sway Bar Mount and Support

- This part will be welded in on the inside of the frame rail. Per instructions you should have measurements to put in the proper location. When shipped the two parts are together by zip tie. The mount should be welded in first then the saddle will mount under piece and the tabs welded to frame rail. Extra hole are for spot welding Extra holes can be drilled for more spot welds



This is the sway bar mount and saddle small holes are used to spot weld Saddle sets under the sway bar mount long to the front of the frame rail location should match with the measurement taken before removing old mount

Final Thoughts

- On final thoughts, this install is not for everyone . It will take an understanding of how to get the proper measurement that is needed to put the frame rail back into the original position so all the components will fit. All of the parts could be modified to achieve a better fit or alignment for your application. With the frame rails I have include an installation guide to help the process . I hope this helps in understanding the different parts that are in the frame rail kits . The rusted-out frame rails have been a problem for many of the 79-93 Mustangs and hopefully this can be a SOLUTION ! I can be contacted for any help that is needed on the install.
- Thank You
- Brad Dralle