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INSTALLATION GUIDE

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R R C I N G E N T E R P R I S E S

MRE PHB **Panhard Bar System** **for 1964-73 Mustang with Leaf Springs**



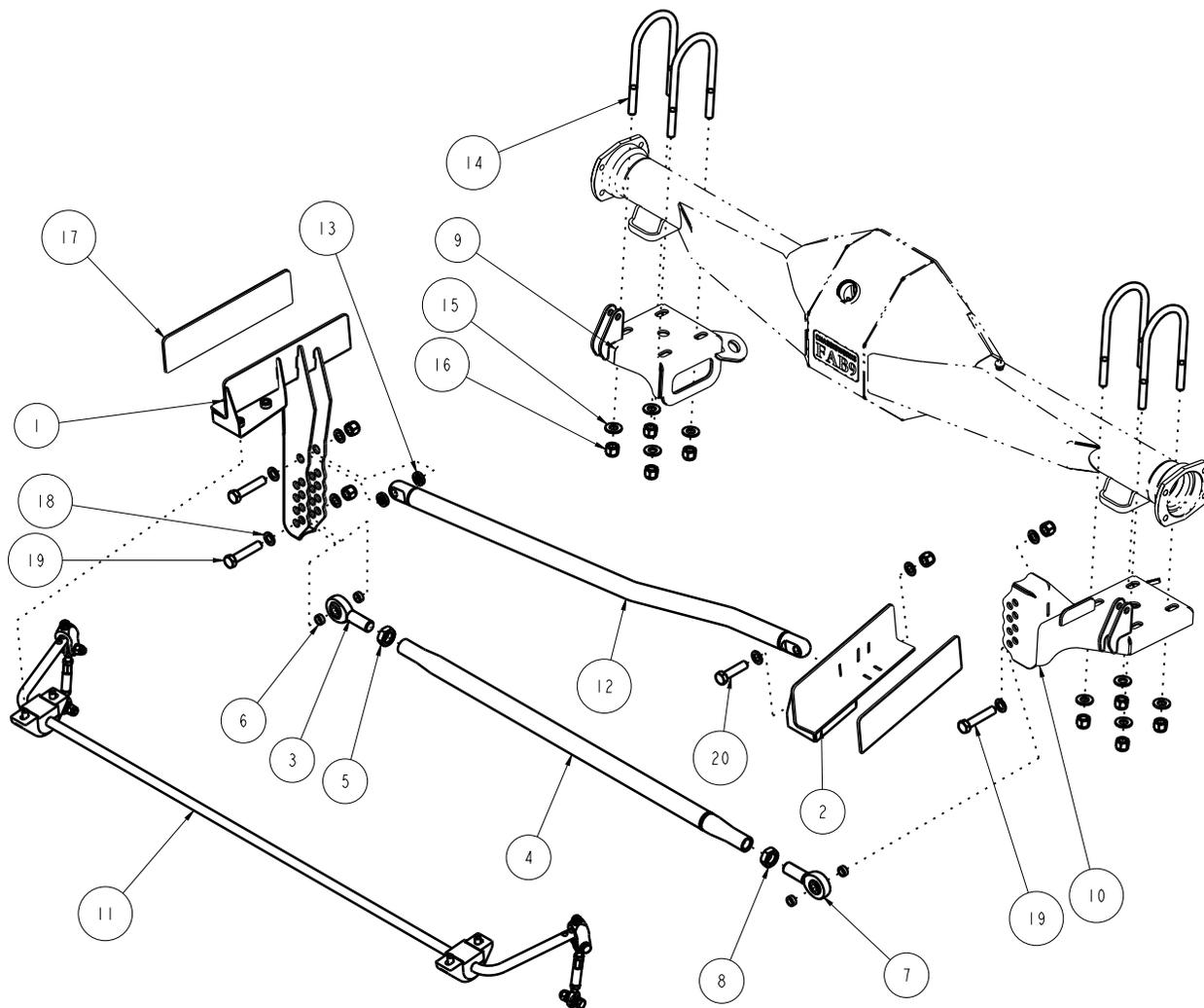
Shown with optional Anti-Roll Bar and U-Bolt Set; sold separately.

Description: Weld-in panhard bar system for use with leaf-spring suspensions. Lateral suspension locator device, adjustable for various ride heights and roll center height.

Applications: Mustang '64-73

Fitment: Does not fit with factory staggered shocks. Both shocks must mount forward of the rearend housing.

ITEM	QTY	DESCRIPTION
1	1	FRAME BRACKET ASSEMBLY, DRIVER, LEAF SPRING PANHARD BAR, 64-73 MUSTANG
2	1	FRAME BRACKET ASSEMBLY,PSGR, LEAF SPRING PANHARD BAR, 64-73 MUSTANG
3	1	ROD END, 3/4-16 RIGHT x 1/2 BORE, 4130, NYLON, KMX12-8
4	1	RADIUS ROD, 3/4-16 THREAD x 30.87 LONG, SATIN
5	1	JAM NUT, 3/4-16 RIGHT, CLEAR ZINC
6	4	MISALIGNMENT BUSHING \varnothing 1/2 BORE x .250
7	1	ROD END, 3/4-16 LEFT x 1/2 BORE, 4130, NYLON, KMXL12-8
8	1	JAM NUT, 3/4-16 LEFT, YELLOW ZINC
9	1	REAR LEAF SPRING PLATE ASSY DRIVER, PANHARD BAR, 64-73 MUSTANG
10	1	REAR LEAF SPRING PLATE ASSY, PASSENGER, PANHARD BAR, 64-73 MUSTANG
11	1	ANTI-ROLL BAR, \varnothing 5/8, ADJUSTABLE LINK, PANHARD BAR, 64-73 MUSTANG (OPTIONAL PART)
12	1	PANHAR BAR ASSY, LEAF SPRING, 64-73 MUSTANG
13	2	SLEEVE, SPACER, \varnothing 7/8 x 1/2 x .188
14	4	U-BOLT, AXLE TUBE, 1/2-20 x 3.00 x 6.50 (OPTIONAL PART)
15	8	WASHER, 1/2 SAE, ZINC PLATED, 1/2 ID x 1 1/16 OD x 3/32 THICK (OPTIONAL PART)
16	12	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC (OPTIONAL PARTS - 4 INCLUDED WITH PANHARD BAR)
17	2	FRAME RAIL STRAP, LEAF SPRING PANHARD BAR, 64-73 MUSTANG
18	8	AIRCRAFT WASHER 1/2 x .062 THICK
19	3	HEX BOLT, 1/2-20 x 2 1/2, GRADE 8, YELLOW ZINC
20	1	HEX BOLT, 1/2-20 x 2, GRADE 8, YELLOW ZINC



PARTS LIST

MRE PHB - Panhard Bar System for Leaf-Spring Suspension, '64-73 Mustang

Qty	Description
1	Leaf spring plate, passenger side
1	Leaf spring plate, driver side
1	Support tube welded assembly, 1-1/4" welded tube
1	Frame bracket, driver side
1	Frame bracket, passenger side
2	Outside frame rail strap
1	Radius rod, aluminum, 3/4-16 RH and LH swedged ends

7918-MREPHB - Hardware Bag

Qty	Description
4	Misalignment bushing
1	Bolt, 1/2-20 x 2", hex head Grade 8
3	Bolt, 1/2-20 x 2-1/2", hex head Grade 8
4	Locknut, 1/2-20 nylon insert, plated
1	Jam nut, 3/4-16 LH, yellow zinc
1	Jam nut, 3/4-16 RH, clear zinc
8	Aircraft washer, 1/2" small OD
1	Rod end, 3/4-16 LH x 1/2" bore
1	Rod end, 3/4-16 RH x 1/2" bore
2	Spacer 1/2" ID x 7/8" OD x .188"

OPTIONAL PARTS:

- Anti-Roll Bar is an optional kit and must be purchased separately.
- U-Bolt Set is optional and must be purchased separately. Otherwise, use existing hardware for installation.

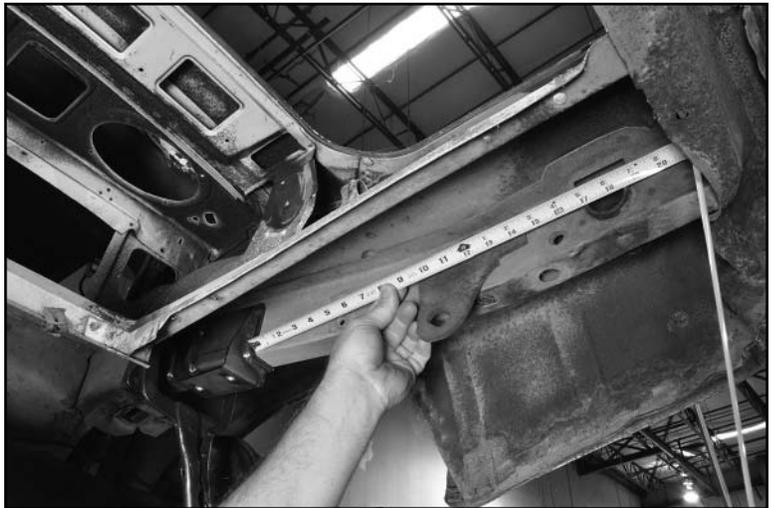
INSTRUCTIONS

NOTE: A 1965 Mustang was used for the following images and may show slight differences from the later Mustang platforms. The installation procedure is identical.

1. Remove truck liner and any wiring from areas of trunk floor that will be affected by heat from welding. This is done to reduce the risk of damage and potential fire.
2. Safely support the vehicle chassis with jack stands or a lift. The leaf-spring brackets will later be disconnected from the springs during installation.
3. Temporarily relocate fuel and brake lines, or battery cables that are near the installation area. Some installations may require lines to be rerouted or modified.
4. The rear exhaust system may require modification or removal for panhard bar installation.
5. Verify that the chassis is level.



6. Position the passenger-side frame bracket 17-1/16" forward of the inside edge of rear spring-bushing sleeve.



7. With the bracket in the correct position, clamp the bracket and outside support strap to secure.



8. Mark the bracket and support strap outline onto the frame rail.



9. Use a scotch-brite pad to remove any paint or coating material along the weld area.



10. Reposition the bracket and support strap 17-1/16" forward of the rear spring bushing.



11. Make sure the anti-roll bar pads are level to the ground, then tack weld the bracket and strap to the rail.



12. Use the same position measurement of 17-1/16" for the driver-side bracket. Follow the same weld-prep procedure.
13. The bracket can be checked for levelness at the anti-roll bar pad or the backside of the extension before tack welding.
14. Completely weld both brackets at this time. Once cooled, the entire bracket and weld area should be painted.



15. Passenger-Side Leaf Spring Plate

Unbolt and replace the passenger side leaf spring plate with the included panhard bar plate. Torque specification will depend upon bolt size.

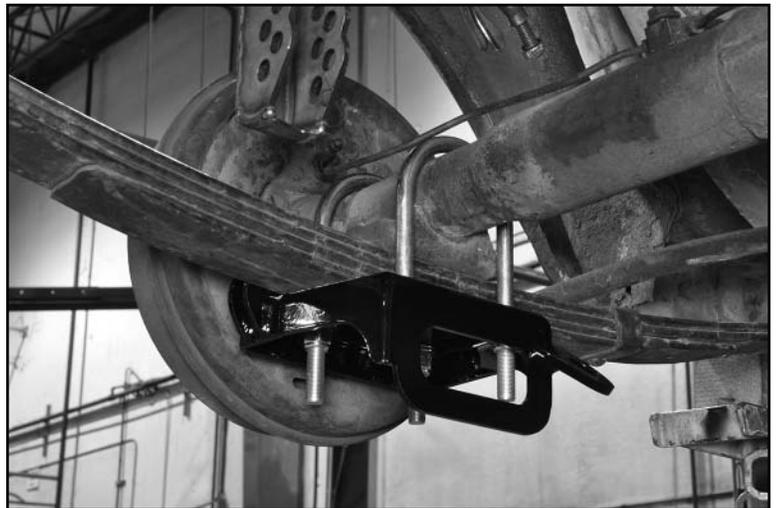


In addition to factory shock mount, the passenger-side spring plate features multiple adjustment holes for the panhard bar, the anti-roll-bar endlink mount, and a tie-down loop.



16. Driver-Side Leaf Spring Plate

Unbolt and replace the driver-side leaf spring plate with the included panhard bar plate. Torque specification will depend upon bolt size.



The bent end of the welded support tube mounts to the passenger-side frame bracket. The tube must be rotated so that it jogs away from the rearend housing. Refer to the assembly diagram for clarification.

Secure using 1/2" x 2" bolt, two flat washers, and locknut. Do not tighten hardware at this time.



17. Secure driver's side end of support tube to uppermost hole on bracket using 1/2" x 2-1/2" bolt, two flat washer, two 3/16"-thick spacers, and locknut. Tighten to 60 lb-ft.



18. The passenger side hardware can now be tightened to 60 lb-ft.



19. Thread the jam nut onto the rod end until there are 4-5 threads above the nut.

NOTE:

The knurled marking on the radius rod indicates the left-hand threaded end.
Yellow zinc jam nut is left-hand threaded.

20. Screw each rod end into the radius rod until the jam nut touches. The remaining threads should be equal at opposite ends of the rod.



The following steps should be performed with the weight of the vehicle on the suspension; either on the ground or with two jack stands placed along the axle tubes. The suspension should be resting at ride height.

21. The assembled panhard bar is initially positioned at the bottom hole of the chassis bracket. The bar may be raised after test driving the vehicle.

Secure using 1/2" x 2-1/2" bolt, two flat washers, two 1/4"-thick misalignment spacers, and locknut. Tighten to 60 lb-ft.

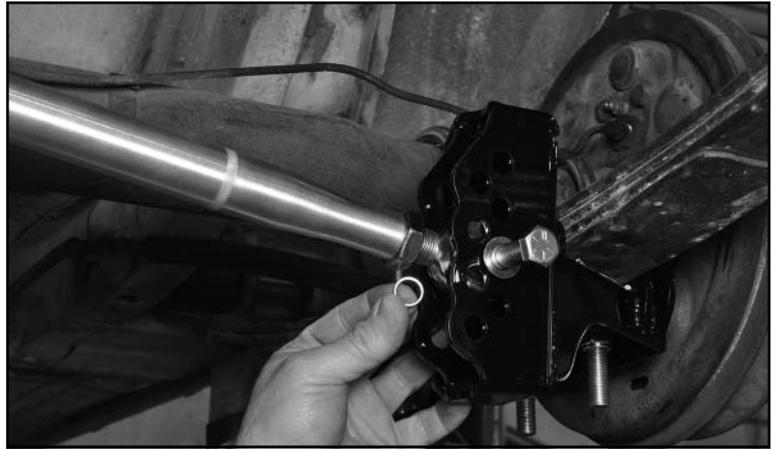


22. The opposite end of the panhard bar must be installed at the hole on the axle bracket that positions the bar closest to level. Rotating the radius rod will lengthen or shorten the bar as needed. Do not rotate the free rod end with the radius rod.

There must be at least 3/4" thread engagement between the rod end and radius rod and **no more than 9 threads exposed above the jam nut.**



23. Secure using 1/2" x 2-1/2" bolt, two flat washers, two 1/4"-thick misalignment spacers, and locknut. Tighten to 60 lb-ft.
24. Without rotating the radius rod, tighten both jam nuts to lock the neutral adjustment. At no time with the vehicle resting at ride height should the panhard bar be preloaded.



Testing and Adjustment

The panhard bar provides positive lateral location beyond what the leaf springs and bushings can provide. Expect a noticeable improvement in cornering stability and more linear motion when transitioning into and out of turns. The panhard bar's location, specifically the center point of the bar, determines the rear suspension roll center and adjusting its height affects the understeer/oversteer characteristics of the vehicle. When adjusting bar height, both ends must be raised or lowered the same number of holes to maintain the bar's levelness.

Lower Positions (understeer) - The lowest positions of adjustment tune toward a vehicle that understeers or pushes when cornering. This is considered to be a safe starting point.

Higher Positions (oversteer) - The higher positions of adjustment tune toward oversteer and should only be used by drivers with performance driving experience.

Many variables influence what the 'correct' panhard bar position will be for each vehicle. Front suspension and modifications, relative tire sizes, ride height, spring rates, driver ability, and more all affect which position makes the car faster or more importantly make the driver more comfortable and confident.

Make incremental changes to the bar height until you find an adjustment you are comfortable with.

25. THE BAR MUST BE POSITIONED CLOSEST TO LEVEL WHEN AT RIDE HEIGHT.

26. Tighten panhard bar mounting hardware and jam nuts after each adjustment.

NOTES:

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