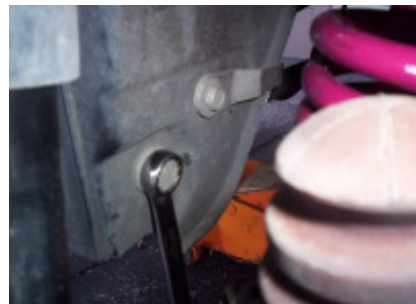


S197 Ford Mustang Panhard Bar Install

If you have been thinking about sporting the suspension up beneath your late-model Ford Mustang, StangNet.com is proud to present this illustrated technical article demonstrating the installation of a panhard bar. This write-up gives a real-world overview and interpretation on how to install the J&M panhard bar on a 2005 Ford Mustang GT. StangNet Staff member bigcat takes us on a journey to achieving a crispier suspension. Enjoy!

Raise the vehicle to a comfortable working height so the suspension hangs freely. Properly support the vehicle so you can safely work under it.

If replacing the rear panhard bar, remove the panhard bar plastic cover along with the bolts and flag nuts for each side. On the passenger side, you may need to loosen the bolt for the upper panhard support brace to allow the panhard bar to be removed. This allows the bracket to slightly spread apart, loosening the tension on the bushings. The panhard bar bolts are also 18mm.



To the right is a picture of the passenger side panhard bar mount. The lower bolt is for the panhard bar, and the upper is for the support brace.



If replacing the panhard bar with an adjustable bar, set the length of the new bar to stock length. Hand tighten the jamb nuts. Reinstall the panhard bar.



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Once the panhard is installed, snug up the bolts, then lower the vehicle. Once the car is sitting on the ground, Torque the bolts to 129 lb-ft. Now, measure the distance from each wheel to the outer edge of the body. Use a plumb bob taped to the top center of the wheel opening. If you don't have a plumb bob, it is very easy to make one.



All you need is a string and a weight. Tie the weight to one end of the string. Hang the other end on the wheel well with tape. Make sure the weight is off of the ground, and not touching anything.

Measure from the edge of the rim to the plumb bob string. Compare the measurements for each side.



If the rear end needs adjustment, loosen the jamb nuts on the panhard bar. Rotate the adjuster in the appropriate direction until the rear axle is centered. The car should be on the ground during measurement and adjustment. It seems as if it would be difficult to adjust while on the ground, but there is very little effort required, as the body moves over the rear end. Many people think that the rear end would have to drag across the ground to adjust, but as you will see, this is not the case. After the proper adjustments are made, tighten the jamb nuts on the panhard bar using the proper wrenches, hand tight is not enough to prevent loosening. Don't forget to reinstall the plastic cover for the panhard bar.



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