
MM 4-Point K-Brace Installation, 1979-93 (MMKB4-1)

Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

1. Park the car on level ground and allow it to cool. This will make installation easier because the brace is attached near the oil pan and catalytic converters, which can be extremely hot after driving.
2. Block the rear wheels to keep the car from moving. Safely raise the car high enough so you can comfortably work underneath it and place the car on jack stands.
3. Locate the rearward 4 bolts, 2 per side, which attach the K-member to the chassis (at the bottom of the photo). These are located behind the front control arms at the front of the subframe rails.
4. Remove the inner 2 bolts, 1 per side.
5. The brace will fit onto the car only one way; the portion of the brace with the bends is positioned towards the rear of the car. The tubes welded to the end of the bent tube are placed over the stock K-member bolt locations. The forward straight tube will line up with 2 existing holes in the K-member (see photo).
6. Using the supplied hardware, bolt the brace to the K-member. The rear portion of the brace is attached using the longer 12mm bolts. Place one washer between the brace and the K-member, and another washer between the bolt head and the brace. Apply some anti-seize compound to the threads of the 12mm bolts and insert them into the end tubes of the brace. Finger tighten the bolts. *Tip: If the 12mm bolts don't easily thread into the nut-plate, loosen the outward bolts enabling the plate to move.*
7. For the forward straight tube, use the 5/8 bolts and washers to secure it to the K-member. Insert the bolt upward through the end of the tube and then through the K-member. Place a washer between the bolt head and the brace. Place a second washer between the brace

and the K-member. Install the third washer and locknut on the bolt and tighten to 78 ft/lb.

8. Go back to the 12mm bolts and tighten to 54 ft/lb. *Tip: check for clearance between the catalytic converter heat shields and the brace. If necessary, dimple the shield.*
9. Lower the car. Drive it for a day or two and then check the bolts, re-tightening if necessary.

Note for Convertibles: On convertibles, the brace interferes with the stock X-brace underneath the engine compartment. The X-brace must be removed.

Note for Automatic Transmissions: The brace may have a slight interference with the automatic transmissions' cooler lines. These lines can be re-located slightly for clearance.



4-Point K-Brace placement on the K-member as viewed from the rear of the car

Hardware List

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|---|-----------------------------|
| 2 | Hexbolt 5/8" – 11 x 2-3/4" |
| 6 | Washers 5/8" SAE G8 |
| 2 | Nylock Nut 5/8" |
| 2 | Hexbolt 12mm x 1.75 x 100mm |
| 4 | Washer 1/2" SAE G8 |