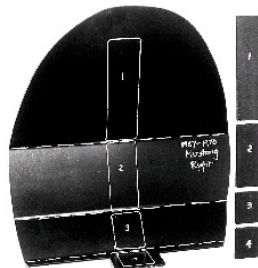




**RRS Shock Tower Notching Kit – this application is OPTIONAL**

Is a modular V8 in your future? Or maybe a 429 or 460 big block? Then look no further than the combination of the RRS Strut and Brake Kits and the RRS Shock Tower Notching Kit. The notching kit will increase the distance between your shock towers by up to 11 inches allowing for that mammoth 4-valve modular engine or the more conventional 429-460 big block as well as turbo small block and hard to fit header applications. The best part of all is that you retain the integrity (strength) of your shock towers. Giving you all the room you need to install that monster Ford V8 in that engine bay.



NB. Standard OEM suspension will NOT fit once the towers have been modified.

ension will NOT fit once the towers

- Aust. Falcon 1960 – 1987
- Aust. Falcon 1962 – 1987
- Fairlane 1962 – 69
- Comet 1960 -66
- Torino 1968 – 70

- Maverick 1969 – 77
- Montego 1968 – 70
- Mercury Meteor 1962 – 65
- Granada & Mercury Monarch 1974-77
- Ranchero 1960-71
- Cougar 1967-70

**Shock tower removal kit –  
Instructions for none 67 /68 applications - 69-70 or 64 ½ - 66 not the  
same**

67-68 shock tower notching panels can be fitted to 64 ½ - 66 and 69-70 Mustang using the original 64 ½ - 66 and 69-70 Mustang top fender panel.

It is recommended to bolt shock tower into the original bump stop mounting plate bolt holes and using some kind of fabricated brace or export brace to maintain the top of original tower location. This will require some fabrication where the location of the top of the tower joins the fender rail.

It is recommended NOT to use 69-70 Mustang lower control arm mounting bracket instead fabricate a small plate to cover the top of the lower control arm up-right after removal

