

***Custom Made License Plate Bracket  
2007-200x Mustang CS & Shelby GT & Roush***



You have purchased a genuine Made in Canada License Plate Bracket by Ben Withers. The aluminum of this bracket is uncoated, so please take care and give it a coat of your favorite aluminum/metal polish. The aluminum is 6061-T6 grade (hardened) – Made in the USA. 6061-T6 has very good resistance to corrosion, however this bracket has not been cold weather/salt tested.

Please read this entire document before attempting to mount your plate.

You can download the most current version of this document from:

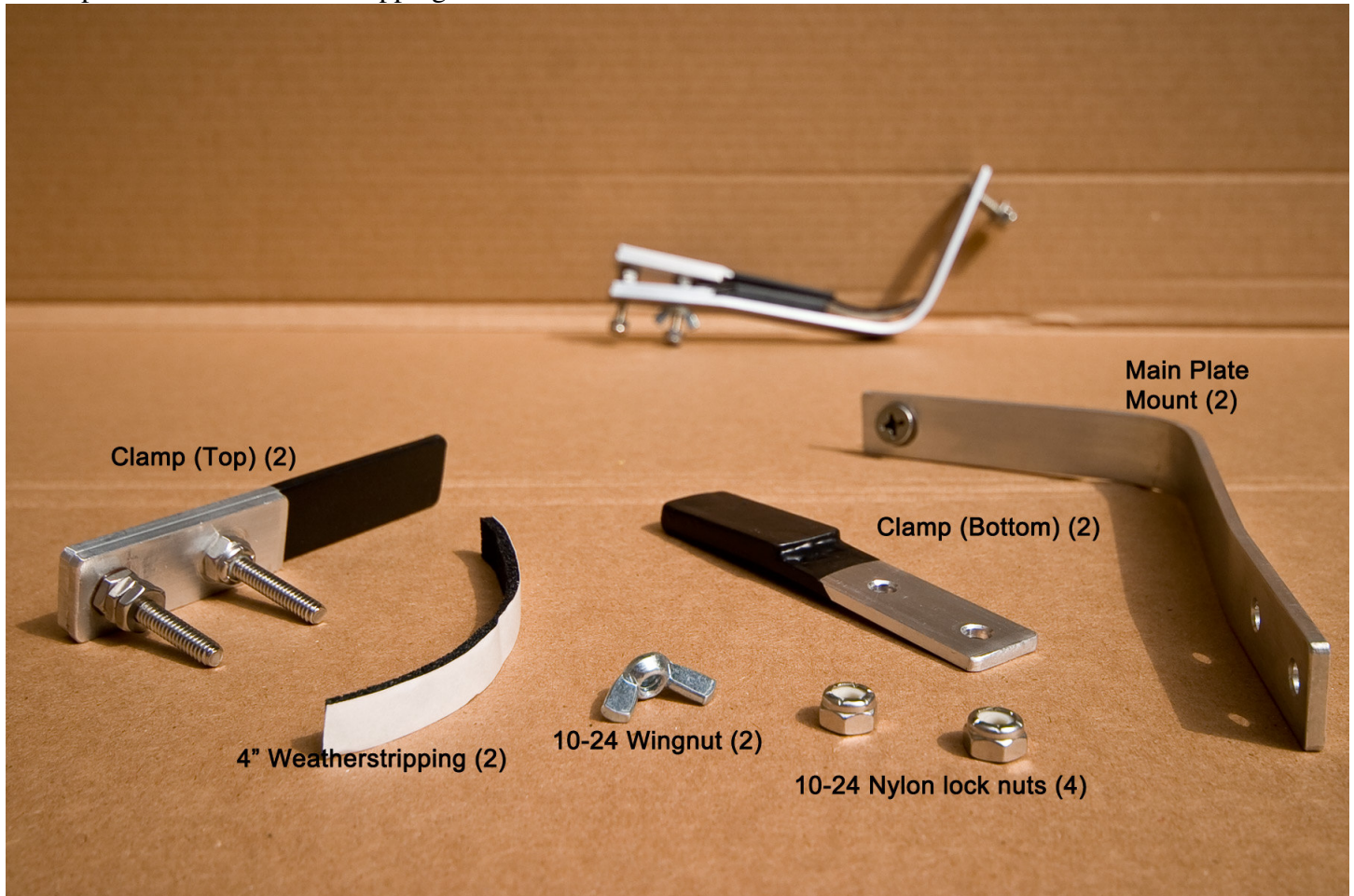
[http://fastrack.redirectme.net:30923/Custom\\_Made\\_License\\_Plate\\_Bracket\\_CS\\_ShelbyGT.pdf](http://fastrack.redirectme.net:30923/Custom_Made_License_Plate_Bracket_CS_ShelbyGT.pdf)

**Parts included (All bolts/nuts/washers are 18.8 grade Stainless Steel)**

- 2 - Main plate mounts
- 2 - Clamp (Top) - has 1.5" x 2 bolts pre-installed.
- 2 - Clamp (Bottom) - this is the bottom part of the "clamp"
- 4 - 10-24 Nylon lock nut - used to "clamp" the plate bracket to the bumper

**As of March 26, 2007 you were given a choice between 3/4" or 1" bolts for the plate mounting. If you ordered 1" bolts, but now wish not to use a plate cover or frame, you can buy 3/4" x 1/4" bolts from Home Depot or alike (20 threads per inch).**

- 2 - (1" or 3/4") x 1/4" bolts - used to attach plate
- 2 - 1/4" Nylon lock nuts - used to attach plate
- 2 - 1/4" washers - used to attach plate
- 2 - 4" pieces of 1/2" weather stripping



**Optional parts (to ease installation and removal) – Now Included as of August 25, 2006:**

10-24 wing nuts - screw onto the back 1.5" bolts temporarily while the 10-24 nylon lock nuts are tightened. I have found that I can remove/mount the plate without using this. **Please remove these nuts after mounted on the car, they only aid in installation & removal of the bracket.**

**\*\* As of March 26, 2007 – I'm now including 2 extra 10-24 nylon lock nuts to tighten on the back bolt of each piece once the wing nuts have been removed (for an extra piece of mind...). Please note this is not because of any issues but a few customers have said they bought extra nuts as they felt safer.**

## Installation/Removal Process

This process will take approx. 20 minutes, once your license plate is attached to the Main plate mount you should be able to bolt up the plate in less than 5 minutes.

### **Tools Required:**

- Large Phillips head screwdriver – Step 2
- Ratchet & 7/16” socket or 7/16” wrench – Step 2
- Small ratchet & 3/8” socket or 3/8” gear wrench – Step 1 & 3

**NOTE:** This plate bracket is mounted to the car using 2 or 4 - 10-24 Nylon Lock nuts (one or two on each bracket piece). Nylon lock nuts wear out after repeated removals. The nut will spin on the bolt until you reach the nylon “lock” portion; by hand it should be VERY difficult if not impossible to tighten it any further. Any Nylon Lock nut that can be tightened by hand should be replaced.

### **Step 1 - Test fit bracket to bumper (Optional, as this should be correct):**

The first step in the install process is to test fit the bracket to your car. Remove the 1” or 3/4” x 1/4” bolts from the Main plate mount; mount the bracket to the front bumper without the plate. Follow Step #3 on how-to do this.



Every attempt has been made to make the bracket the perfect angle, but it could be slightly off. Once you have it mounted look along the side to confirm the contour of the bracket is correct (same distance away from the bumper from top to bottom). If it is off gently bend the bracket, in order to do this the bracket must be off the car.

**Step 2 - License Plate Mounting (These photos were taken with a pre-production piece):**

Now that you have test fitted the bracket(s) – Step 1, you can install your plate. The head of the 1" or 3/4" x 1/4" bolt points towards the bumper so the head is in the counter-sunk hole:



Using the 2 supplied 1/4" nylon lock nuts and washers, attach the plate/cover. Placing the washer in front of the plate cover and tighten the nut:



Ensure the brackets are perpendicular to the plate (Pictured are the GT brackets, but the CS one attaches the same way):



You can now add the 4" pieces of weather stripping to each Main Plate mount. Starting at the top of the bracket and covering the 1/4" bolt head, apply the weather stripping in the centre of the 3/4" aluminum piece.

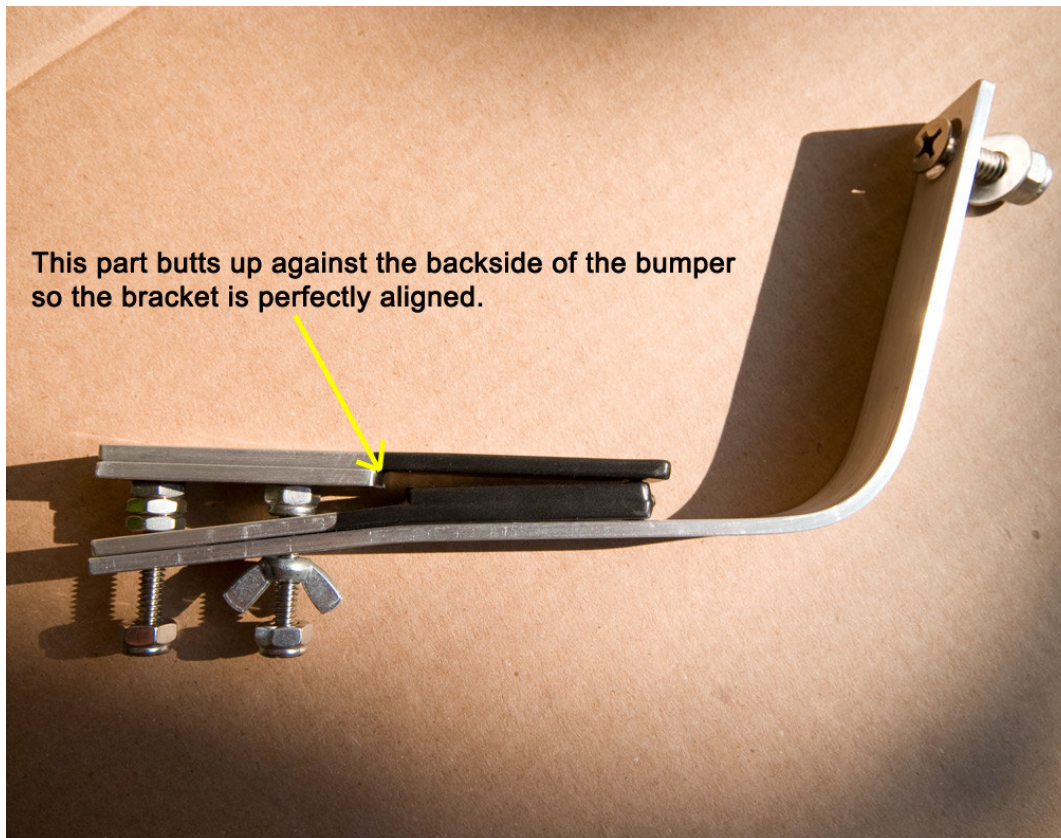
### **Step 3 - Mount bracket to front bumper:**

Place the Clamp (Top) and Clamp (Bottom) together and let the 2 - piece clamp hang off the bumper

Next lie on your back and hold up the bracket with the plate mounted. Position the main plate mount over both bolts, and thread the included 10-24 Wing Nuts onto the back bolt of each bracket and loosely tighten them – NOTE: I'm not sure this will work with the CS design, as this bracket works different when compared to the GT one.

Now thread the 10-24 Nylon lock nuts on the front bolt of each bracket (closest to the license plate) – tighten them with a 3/8" wrench or ratchet.

The 2" piece of the Clamp (Top) section butts against the bumper under the car (See below). Ensure the Clamp (Top) is flat on the bumper (it sits on the Plastic bumper between the plastic bumper and the metal one) before tightening the Nylon Lock Nut. You can now tighten the Nylon lock nuts using a 3/8" wrench or ratchet (**DO NOT OVERTIGHTEN THESE NUTS**). Over tightening this nut could crack the bumper - I do not know how much it'll take to crack it.



After you have tightened both front nuts (closest to the license plate) as in the picture below, remove the back Wing Nuts and optionally replace them with the included 10-24 Nylon Lock Nuts. I prefer to leave these off as I like to remove my plate often, and I have no reports of plates falling off with just one Nylon lock nut on each bracket part. If you choose to put on the back bolts only snug them up, because of the CS design tightening the back bolts will put pressure on the front bolts, and cause the bracket to become loose.

**TIP:** Test the correct tightness is to press firmly down on the top of the plate and make sure the Clamp (Bottom) piece does not flex away from the bumper.

Below is a correctly installed bracket, if you have followed the directions, there should be approx. 1/8" - 1/4" gap between the weather stripping and the bumper. Please ensure the weather stripping does not touch the bumper (I've read cars with nose bras can develop white/cloudy clear coat). So you want to keep anything that will hold water away from the paint.



#### **Step 4 – Removal:**

Remove the back 10-24 wing nuts first (if installed) using a 3/8” wrench or ratchet and replace them with the wing nuts supplied, now you can safely remove the front 10-24 nuts 3/8” wrench or ratchet. Be VERY careful not to drop the 10-24 nuts in the cavity behind the plate. To support the plate during removal you may choose to use the 10-24 wing nuts as described in Step 3.

#### **Maintenance**

Your aluminum bracket requires very little maintenance; all that’s required is for you to give it a coat of your favorite aluminum/metal polish once and a while. **Please be very careful when doing this and do not go back/forth over the plasti-dip as it will cause it to lift off the aluminum, polish from plasti-dip onto the aluminum in one direction only.** If you notice white spots, this is corrosion of the aluminum; the bracket can be wet sanded using 400 grit paper to remove this. If you’re like me you’ll remove the bracket each time you wash/wax/polish your baby, in order to protect the bumper (paint behind the plate) as much as possible!

I would highly recommend you check the bracket once and a while (depending how much you drive). To ensure nothing is loose.

If you have any questions or comments please email me: [fastrackindustries@gmail.com](mailto:fastrackindustries@gmail.com)

**Congratulations and enjoy your Plate Bracket**

*Disclaimer: Ben Withers is not responsible for any damage/loss incurred during the installation/use of this plate bracket. Corrosion will happen with Aluminum, the results are white spots. However 6061-T6 does have a high resistance to corrosion. This plate bracket has only been tested between 40F – 90F, and speeds up to 150km/h (95 mph) for a short time. Dimples (from air bubbles) are sometimes apparent on the plasti-dipped pieces. Each clamp has 2 bolts; these bolts are not always centered/aligned with each other. One customer reported that the bracket been subjected to speeds of 225km/h (140mph) for 2-3 hours a few times.*

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