Kenny Brown: Championship-Winning Car Builder

1979-2014 MUSTANG, COBRA, AND GT500
DESIGNED FOR THE STREET PROVEN ON THE TRACK

Paul Brown: 2011 Pirelli World Challenge GTS Class Champion

Champions Choose
KENNY BROWN, YOU CAN TOO
THE KENNY BROWN HERITAGE

Kenny Brown is a well respected 40 year veteran of the high-performance and racing industries, with the past 25 years being devoted to building the best in high-performance and track Mustangs. Kenny’s storied history with Mustangs began when he took a fledgling Saleen Mustang Race Team from start-up to four National Championships in just two short years. Along the way he put the likes of Scott Pruitt, Pete Halsmer, Steve Saleen, Rick Titus, Desire Wilson and others on the top step of the podium. The original Championship Saleen-R Mustangs formed the core DNA of all the Kenny Brown Mustangs to follow, each generation building and improving on the previous. It is safe to say that Kenny’s latest AGS 4.0 Performance Package has 25 successful years of development and track testing behind it.

The Kenny Brown Difference

Kenny Brown is legendary for building some of the most technically advanced Ford Mustangs. His critically-acclaimed high performance suspension components for street and track-day Mustangs are some of the best in the Mustang aftermarket.

The Kenny Brown philosophy is to engineer performance into your Mustang. It’s a philosophy that’s been developed over 30 years building high-performance street, track and racing cars - a proven philosophy that simply works when you follow it. Whether you’re building a daily-driver, hot street, open track or full competition Mustang or are just looking for a little advice on some minor upgrades, the steps (philosophy) are always the same.

Beginning with the end in mind

When you start your project have some sort of plan of where you want it to end up, or at least where you think you may want to end up. Whether you are planning a little or a lot, two months or two years worth of work, always keep your goal in mind.

Decide if you want to build a street car or a racecar.

Another big decision is whether you plan on building a street car or a full-on race car. In our system, building street cars and race cars, the parts, engineering and planning are very different. How do you differentiate? Simple: if you plan on running your car only on the track, you have a race car. If you plan on driving on the street, but also take it to open-track events, consider it a street car. Note, all Kenny Brown high-performance street car suspensions and components are street-friendly while fully track capable, which means that you don’t have to give up the benefits and comfort of a performance street car just to do open-track events.

Call us. We want to help

Before you make any purchase or start your street or track car build, call us. We’ll help get you on the right track while meeting both your budget and driving ambitions. After the sale, our Tech Line is available to help you get the most out of your investment in making your Mustang the best it can be. Champions choose Kenny Brown, now you can too.

Kenny Brown

KB 16P CAT 10-23_Layout 1  10/23/12  4:37 PM  Page 3
Kenny Brown is releasing the Next Generation Gen-IV of his renowned AGS (Advanced Geometry Suspension Systems) for the S197/2005+ Mustangs. The AGS system was originally introduced back in 1987 on the heralded Saleen-R Racing Mustangs Kenny engineered to 4 National Championships. Since than Kenny has continually improved, evolved and advanced AGS to where it is today. Each AGS suspension generation builds on the success, experience and results of the prior generation, continually improving and moving the bar up on handling, grip, braking, and especially driver confidence.

The Evolution of Intelligent Design:
Heritage of Kenny Brown Advance Geometry Suspension Systems

<table>
<thead>
<tr>
<th>AGS Gen-I 1987-1992 (Saleen-R &amp; Fox Mustang)</th>
<th>Revised Front K-Member Geometry</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGS Gen-II 1993-2000 (Fox Mustang, SN-95 Mustang)</td>
<td>AGS Fixed-Strut Front Geometry</td>
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<td></td>
<td>AGS TracKit Plus Rear Geometry</td>
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<tr>
<td>AGS Gen-III 2001-2004 (SN-95 Mustang &amp; IRS Cobras)</td>
<td>AGS Tubular K-Member and Control Arms</td>
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<td>AGS Rear IRS Module</td>
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<tr>
<td>AGS Gen-IV 2005-2014 (S197 Mustang)</td>
<td>AGS Tubular Control Arm Module</td>
</tr>
<tr>
<td></td>
<td>AGS 3-Link Live Axle Rear Geometry</td>
</tr>
</tbody>
</table>

Street/Sport AGS 4.0 Suspension System
The Ultimate Street Weapon, that's right at home on the track!

This is it, Kenny's favorite suspension for the new Mustangs, and exactly what he uses on his awesome GT-4 Super Street and Track cars. A complete suspension solution for maximum grip, traction and braking - engineered, designed and track tested by Kenny so all you have to do is bolt it on and go!

Kenny's Street/Sport AGS 4.0 suspension is brimming with driver confidence, loaded with potential, and packed with unbelievable performance. This is the suspension Pete Epple of Muscle Mustangs dubbed - the most amazing car he had ever driven. Not only track capable, but track dominant!

Chassis
- Jacking Rails
- Matrix Brace
- 2-Point Lower Chassis Brace
- 2-Point Strut Tower Brace

Suspension
- Super Grip Tubular Front Lower Control Arm Module
- Street/Sport Adjustable Rear Lower Control Arms
- U-Link adjustable upper control arm revised geometry module
- Rear Traction Kit Traction Brackets
- Rear Roll Center Correction Kit and Double-Adjustable Panhard Bar

Options
- HD Front Sway Bar
- KB AGS 4.0 Tubular K-Member
- Radiator Core Support
- Rear Shock Tower Brace
- Camber Adjustment Bolts

Fits 2005-2014 Mustang, Shelby GT500 and Boss 302
NEW! AGS 4.0 “Super-Grip” Front Lower Control Arm Module

Race-inspired precision & performance in an easy-2-install street friendly package

- The strongest front lower control arm for 2005-2014 Mustangs and GT500’s available
- 3-D CAD designed with FEA analysis
- Street friendly and track proven
- Incredible braking and turn-in performance - a huge boost in driver confidence
- Kenny’s exclusive AGS 4.0 Geometry raises front Roll Center and improves Roll Center Migration, Caster, Camber Gain and Anti-Dive – all in one complete, easy-to-install package
- Critical part of Kenny Brown’s awesome AGS 4.0 Suspension System
- Performance or track springs required

The Kenny Brown GT4 ‘Super Grip’ Front Lower Control Arm Module completely transforms the handling and driving dynamics of your S197 Mustang or Shelby GT500. Kenny Brown has engineered in all of his superb AGS geometry into the Control Arm Module. A critical element in Kenny’s GT-4 AGS 4.0 Front Suspension System, the computer designed and race proven “Super Grip” Front Lower Control Arms give you race-inspired precision and performance in an easy-to-install, street friendly package.


NEW! AGS 4.0 Light-Weight Tubular Front K-Member - EXTREME Performance

Strongest, Best Engineered, “Bolt-In” K-Member available on the aftermarket

- Designed to work with Kenny’s exclusive Super-Grip AGS 4.0 control arms
- Suitable for Street, Track or Competition use
- Reduces front weight for better vehicle balance
- Rugged Tubular Design

The Light-Weight Tubular K-Member is designed to replace the factory unit and is a bolt-on component that uses OEM mounting points. The new K-member also allows for use of the factory core support support brace used on 2011-2014 model Mustangs, and optional load support braces found on most 2005-2014 Shelby GT500 models. The K-member is exclusively designed to be used with Kenny Brown 2005-2014 Front Lower Control Arm Modules and works with all 4.6L 3V, 5.0L Coyote, and 5.4L 4V engines.

KB-49710 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302

Light-Weight Radiator Core Support

- Replaces OEM radiator core support
- Reduces weight and improves balance
- Bolt-on part requires no modifications
- Allows for use of OEM support brace on 2011-2014 models

The Light-Weight Radiator Core Support is designed to replace the factory component and is a bolt-on part that requires no modifications. The new core support also allows for use of the factory support bracing used on 2011-2014 model Mustangs equipped with electronic steering. The tubular design allows for considerable reduction in weight over the factory stamped steel support, and helps improve weight balance of the car.

KB-49809 Fits 2005-2010 Mustang and Shelby GT500
KB-49810 Fits 2011-2014 Mustang, Shelby GT500 and Boss 302

Rear Shock Tower Brace

- Stabilizes rear thrust loads
- Helps reduce torsional twist under hard cornering
- Reinforces shock towers for coil-over conversion
- Triangulated for strength and performance
- Easily mounts to shock towers

The Heavy-Duty Rear Shock Tower Brace adds rigidity and strength to the rear shock tower through triangulated reinforcement of the shock tower and mid-pan, capturing torsional loads directly over the rear axle for improved handling weight transfer and grip. Improve handling and performance under hard cornering and abrupt directional changes.

KB-29902 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302
Leading the Way in Mustang Suspension

Rear Suspension for 2005-2014 Mustang & GT500

Adjustable Rear Lower Control Arms
A Kenny Brown Exclusive - Offset Spacers straighten control arms bringing them parallel to car center line, correcting rear roll axis
- Improves grip, handling, and control
- Less deflection and more grip
- Light-weight, heavy-duty design
- Low-friction bushings and competition-grade rod-ends

KB-28661 Street/Sport - (Single adjustable Rod-End and urethane)
KB-28660 Track/Sport GT4C (Double adjustable Rod-Ends)
Fits 2005-2014 Mustang, Shelby GT500 and Boss 302
NOTE: Kenny recommends you pair his Adjustable Rear Lower Control Arms with his AGS 4.0 Anti-Squat Traction Brackets (KB-28601) to maximize performance, grip and braking.

Anti-Squat Traction Brackets
Get More Bite for your Buck
- Dramatically improves traction, grip, and braking
- More bite off the line and grip out of the corners
- Light-weight, heavy-duty design
- Must have for open-track, strip or street performance
- Cost-effective, easy bolt-in installation
- Finished in durable powder coat

Another critical element in Kenny’s GT-4 Suspension System, the Kenny Brown Anti-Squat Traction Brackets let you put the power to the ground with more control, traction, grip and braking for serious high-performance or competition driving. For maximum performance Kenny recommends adding Adjustable Rear Lower Control Arms (KB-28661 or KB-28660) and AGS 4.0 Upper Control Arm Module (KB-28665).

KB-28601 Fits 2006-2014 Mustang, Shelby GT500 and Boss 302

Roll Center Relocation Kit
with Heavy-Duty Double-Adjustable Panhard Bar
- Dramatically lowers rear roll center for improved handling
- Heavy Duty Design
- Suitable for street or track use
- Low-friction bushings and competition-grade rod-ends
- Track/Sport is double adjustable with two HD rod-ends
- Finished in durable powder coat

A lower rear roll center has been part of Kenny’s AGS suspension systems since the early ’90’s and further refined for the new 2005-2014 Mustangs and GT500’s.

KB-28620 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302

Heavy-Duty Rear Adjustable Panhard Bar - Street/Sport
Keep Your Axle Centered for Improved Handling
- Designed to replace the OEM panhard bar
- Heavy Duty Design
- Suitable for street or track use
- Low-friction bushings and competition-grade rod-ends
- Track/Sport is double adjustable with two HD rod-ends
- Finished in durable powder coat

Lowering Mustangs with the “fixed length” factory Panhard Bar tends to shift the axle to one side.

KB-28630 Street/Sport – adjustable with urethane/rod end.
Fits 2005-2014 Mustang, Shelby GT500 and Boss 302
KB-28631 GT4 Track/Sport – double adjustable with double rod ends.
Fits 2005-2014 Mustang, Shelby GT500 and Boss 302

U-Link Rear Upper Control Arm Module - Street/Comp
Another Kenny Brown Exclusive - Power to the Pavement
- Improves critical aspects of the rear suspension geometry
- Improves anti-squat/anti-lift
- Lightweight, heavy-duty design for increased strength
- Critical part of Kenny Brown’s awesome GT-4 Suspension System
- A “MUST-HAVE” for all lowered Mustangs and performance driving

Kenny’s U-Link upper control arm module is a critical part of his AGS 4.0 rear suspension package. Kenny lengthened the upper control arm to reduce SVSA (side-view swing arm) instant center migration for more stable and predictable handling, grip and braking.

KB-28665 Fits 2005-2009 Mustang and GT500
KB-28675 Fits 2010-2014 Mustang and GT500

“I looked at many suspension components and talked with a lot of people before modifying my street car for use on the open-track. Kenny Brown was the one who spent the most time addressing my concerns and managing what I really needed as opposed to what everyone else wanted to sell me. The end result was a street driven Mustang that was more than capable on the track. Kenny and his advanced geometry suspension system took my 1993 Mustang to a whole new level and before I knew it I was running down BMW’s and Corvettes on the race track – In a car I could drive on the street everyday.”

– Mick L.

Build Your Power Foundation
Buy, Install, Carve through corners like a Kenny Brown Mustang

Level 1: Build a foundation. Purchase individually or as a kit:
- Extreme Matrix Kit (KB-2955X) includes:
  - Subframe Connectors (KB-29004)
  - Jacking Rails (KB-290XX)
  - Extreme Matrix Brace (KB-290XX).

Level 2: Strut Tower Brace (KB-29XXX), Lower Chassis Brace (KB-29XXX)

Level 3: Rear Shock Tower Brace (KB-29901)

The Extreme Matrix Kit
The Ultimate in Under Car Chassis Support
- Stiffens the chassis, improving ride quality and handling
- A MUST for all convertibles and hard driving applications
- Helps reduce squeaks and rattles
- Creates a full frame under your Mustang
- No loss of ground clearance
- Built-in jacking rails for added convenience

The Extreme Matrix Kit improves the ride quality and handling of your Mustang by maximizing the strength of the car’s center pan section, with minimum additional weight and no loss in ground clearance. The Extreme brace “bridges” the Kenny Brown Subframe Connectors** and Jacking Rails to form a triangulated 12” wide frame on each side of your Mustang. Finished in OE-quality, silver zinc chromate for rust protection.

KB-29550 Fits 1994-2004 Mustang GT, V6 & Cobra* (kit includes KB-29004, KB-28010, KB-28019)
KB-29551 Fits 1979-1993 Fox Mustang GT, V6 & Cobra (kit includes KB-29004, KB-28009, KB-28019)
KB-29552 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302 (kit includes KB-28009, KB-28029 – note: does not include 29004)

* 96-98 Cobra - Subframe Connectors must be modified by shortening slightly.
** 2005-2014 Mustangs, GT500 do not need subs to install Extreme Matrix Brace.
**Double-Cross Subframe Connectors**  
The Original “Double-Cross” Design  
Subframe Connector and Still the Best  
- Reduces power-robbing chassis flex  
- Improves traction, handling and feel  
- Reduces squeaks and rattles  
- Prolongs the life of the chassis  
- Improves ride quality  
- Light-weight, heavy-duty design  
The industry leading Double-Cross Subframe Connectors dramatically reduce power-robbing chassis flex by uniting the front and rear subframes. The double-cross design reduces the twisting action of the floor pan by cutting the free span of the car in half by attaching the cross section of the Subframe Connectors to the Mustang’s mid-pan. Improves handling, feel, and weight transfer; strengthens the unibody and extends the life of your Mustang. Finished in OE-quality, silver zinc chromate for rust protection.  
KB-29004 Fits 1979-2004 Mustang GT, V6 and Cobras  
* 96-98 Cobra - Subframe Connectors must modify by shortening slightly.

**Jacking Rails**  
Lift Your Car Just like You’re in the Pits at Daytona  
- Gives safe and secure jacking points  
- A must for all lowered Mustangs!  
- Quick and easy to install  
- Adds rigidity and strength  
- Can use with hydraulic jack and jack stands  
- Allows for more room to work under car  
Jacking Rails lets you safely and quickly jack up your Mustang any place along the rocker panel under the doors. Prevents deformation of the front subframe rails and floor pan commonly experienced with jack use. Adds additional rigidity and structural integrity to the chassis. A must for all lowered Mustangs. It’s quick, easy, and simple to install. Finished in OE-quality, silver zinc chromate for rust protection.  
KB-28009 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302; 1979-1993 Mustang GT, V6 and Cobra  
KB-28010 Fits 1994-2004 Mustang GT, V6 and Cobra

**Extreme Matrix Brace**  
Add Extreme Support For Your Mustang  
- Triangulates unibody for superior chassis rigidity  
- Improves ride quality, traction and handling  
- Prolongs the life of the chassis  
- Maximizes mid-pan strength  
- Light-weight, heavy-duty design  
- No loss of ground clearance  
The Extreme Matrix Brace improves the ride quality and handling of your Mustang by maximizing the strength of the car’s center pan section, with minimum additional weight and no loss in ground clearance. The brace works in conjunction with the Kenny Brown Subframe Connectors** and Jacking Rails to form a triangulated 12” wide frame on each side of your Mustang. Finished in OE-quality, silver zinc chromate for rust protection.  
KB-28019 Fits 1979-2004 Mustangs and Cobras  
KB-28029** Fits 2005-2014 Mustang, Shelby GT500 and Boss 302  

**Chassis Support Kit**  
The most complete chassis support system for your Mustang  
- Extreme Matrix Kit  
- 2-Point Lower Chassis Brace  
- Strut Tower Brace  
- Rear Shock Tower Brace  
KB-29320 Fits 1999-2004 Mustang  
KB-29510 Fits 2003-2004 SVT Cobra  
KB-29810 Fits 2005-2014 Mustang (does not fit GT500 and Boss 302)  

Number One in Mustang Chassis Support

2-Point Lower Chassis Brace
Extreme Support for Hard Driving
- Better manages stress loads and suspension alignment
- Reduces flex and torsional twist on the k-member
- Improves power transfer and handling
- Adds to structural integrity of the chassis
- Lightweight, heavy-duty design

The Kenny Brown 2-Point Lower Chassis Brace substantially increases the strength and rigidity of the frame and K-member mounting points. The brace allows the chassis to better manage the loads generated from hard cornering and from twisting under hard launch. A much needed addition for road racing applications where alignment accuracy and consistency are critical to optimal performance. Finished in durable powder coat.

<table>
<thead>
<tr>
<th>Code</th>
<th>Fits</th>
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<tbody>
<tr>
<td>KB-29405</td>
<td>2005-2014 Mustang and Shelby GT500</td>
</tr>
</tbody>
</table>

Rear Shock Tower Brace
Tighten up Your Rear and Improve Performance
- Stabilizes rear thrust loads
- Helps reduce torsional twist under hard cornering
- Reinforces shock towers for coil-over conversion
- Triangulated for strength and performance
- Easily mounts to shock towers under shock bolts

The Heavy-Duty Rear Shock Tower Brace adds rigidity and strength to the rear shock tower through triangulated reinforcement of the shock tower, capturing torsional loads directly over the rear axle for improved handling weight transfer and grip. Improve handling and performance under hard cornering and abrupt directional changes. Finished in durable powder coat.

<table>
<thead>
<tr>
<th>Code</th>
<th>Fits</th>
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</thead>
<tbody>
<tr>
<td>KB-29901</td>
<td>1994-2004 Mustang GT, V6 and Cobra,</td>
</tr>
<tr>
<td></td>
<td>May fit 1979-1993 Mustang w some adjustments</td>
</tr>
</tbody>
</table>

Tech Tip: Install the Strut Tower Brace and Caster Plus together to save time, money and with one alignment.

3-Point Heavy-duty Strut Tower Brace
Ultimate Support for Demanding Drivers
- Triangulates your engine bay to manage loads
- Improves power, handling and weight transfer
- Lightweight, heavy-duty design
- Improves structural integrity of chassis
- Prolongs the life of the chassis

The Kenny Brown 3-Point Heavy-Duty Strut Tower Brace increases the strength and rigidity of the upper portion of the engine bay and front suspension by reinforcing the strut towers to the firewall giving ride quality and handling a huge boost. This extra rigidity manages chassis loads from engine torque for better handling and performance under hard cornering, sudden starts, sudden stops and abrupt directional changes. Finished in durable powder coat.

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>KB-29302</td>
<td>1999-2004 Mustang GT / ’99-’01 Cobra / ’99-’04 V-6</td>
</tr>
<tr>
<td>KB-29403</td>
<td>2003-2004 Mach 1 Mustang</td>
</tr>
<tr>
<td>KB-29501</td>
<td>2003-2004 Cobra</td>
</tr>
</tbody>
</table>

2-Point Heavy-duty Strut Tower Brace
Ultimate Support for Demanding Drivers
- Better manages front end stress loads
- Improves power, handling and weight transfer
- Lightweight, heavy-duty design
- Improves structural integrity of the chassis
- Uses OEM hardware for fast and easy installation

The Kenny Brown 2-Point Heavy-Duty Strut Tower Brace substantially increases the strength and rigidity of the engine bay and front suspension by reinforcing the shock towers, giving ride quality and handling a huge boost. The heavy-duty design allows the front suspension to better manage the stress loads generated from hard cornering, while also allowing the chassis to better manage the loads from twisting under hard launch. Finished in durable powder coat.

<table>
<thead>
<tr>
<th>Code</th>
<th>Fits</th>
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<tbody>
<tr>
<td>KB-29601</td>
<td>2005-2014 Mustang GT &amp; V-6</td>
</tr>
<tr>
<td></td>
<td>Will not fit GT500 w/supercharger</td>
</tr>
</tbody>
</table>

855.847.4477 • www.KennyBrown.com
Super Street Cage
An Inner Skeleton for your Mustang!

- Innovative 6-Point Design
- Attaches at 8 Points
- Stiffens the chassis, improving ride quality and handling
- A MUST for hard driving applications or Open Track
- Helps reduce squeaks and rattles
- Creates a racing-style cage inside your Mustang

Kenny Brown Super Street Cages work as an inner skeleton in late model Mustangs and Cobras to reinforce the center and rear sections of the car and provide additional torsional load support. Alone or combined with Kenny’s popular Matrix Sub-frame system, the street cage significantly reduces unwanted power-robbing chassis flex and body/chassis distortion.

The Super Street Cage ties together eight critical points of the chassis in an attractive and functional design. The Super Street Cage adds chassis stiffness and support for superior performance and weight transfer; improving traction, braking, handling and ride quality without compromising ingress, egress, or interior occupant/cargo space.

Finished in OE-quality Black powder coating, or no coating by special order.

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<thead>
<tr>
<th>Code</th>
<th>Fitment</th>
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<tr>
<td>KB-39001</td>
<td>Fits 1979-1993 Mustang LX, GT, &amp; Cobra – Hatchback</td>
</tr>
<tr>
<td>KB-39003</td>
<td>Fits 1979-1993 Mustang LX, GT, &amp; Cobra – Coupe</td>
</tr>
<tr>
<td>KB-39201</td>
<td>Fits 1994-2004 Mustang, GT and Cobra – Coupe</td>
</tr>
<tr>
<td>KB-39301</td>
<td>Fits 2005-2014 Mustang, Shelby GT500 and Boss 302 – Coupe</td>
</tr>
</tbody>
</table>

Note: All Street Cages can be ordered with optional diagonal, horizontal, or diagonal/horizontal bars.

Note: Used for chassis stiffening only, not designed for rollover protection.
Front Suspension 1979-2004 Mustang/Cobra

Light-weight Tubular Front K-Member

- Strongest, Best Engineered, “Bolt-In” K-Member available on the aftermarket
- Adds 1” to wheel base for incredible balance, steering, grip and braking
- Lightweight, strong design takes 40 lbs off front of car
- Increased anti-dive for better braking performance
- Stabilizes camber curve in cornering
- Reduced roll center migration in cornering
- Maximizes tire contact patch to maximize grip
- Competition proven - available for street, open track or race

The Advanced Geometry Tubular K-Member optimizes Kenny Brown’s “fixed strut” advanced geometry suspension design for superior handling, grip, and braking with a distinct European sports car performance feel. The Tubular K-member reduces overall weight by 40 pounds over factory and improves weight distribution and balance by extending the wheelbase forward by one inch improving the roll center envelope, camber gain, toe curve greatly improving the handling performance. Designed to be used in conjunction with the Kenny Brown Tubular Front Lower Control Arms and coil-over shock package.

KB-49610 Fits 1996-2004 Mustang and Cobra* 4.6L engines
KB-49615 Fits 1994-2004 Mustang and Cobra** 5.0L OHV engines.

* `99-`04 4.6L Cobras need oil filter relocation kit
** Requires coil-over strut/spring package

Tubular Front Lower Control Arms with Low-Friction Ball Joints

- Advance Geometry design for crisp cornering
- Premium low-friction ball joints and urethane bushings
- Designed to work with Kenny Brown K-member
- Requires coil-over strut assembly
- Works with factory K-member and sway bar

The Kenny Brown Advanced Geometry Tubular Front Lower Control Arms offers a significant reduction in weight with increased rigidity for improved suspension response. The Control Arms are a direct OEM replacement and allow for coil-over front struts on 1979-2004 Mustangs and Cobras. Choice of ball joints. Competition ball joints allow fine tuning adjustments in roll-center height.

KB-48621 Fits 1979-2004 Mustang and SVT Cobra

* Requires coil-over strut/spring package

Caster Plus Upper Strut Mount Kit

- Fixed Caster design offers more caster than any other caster plate
- Maximum caster improves directional and high-speed stability
- Improves camber gain for uncompromising grip
- Dramatically improves cornering, handling and “road feel”
- Fully adjustable camber with improved caster angle

The Kenny Brown Caster Plus Upper Strut Mount Kit keeps your car pointed in the right direction whether you’re blasting down the straights, turning hard into the apex, powering out of the corner exit or heading home from work - without the noise, hassle or high cost of other common strut mounts kits. Kenny’s design relocates the upper strut mounting point for maximum caster while providing the full range of camber adjustment enhancing the front camber curve and totally changing the dynamics of the front suspension. Dramatically improving cornering ability, high-speed and directional stability, while providing sharp cornering ability by maximizing the ‘foot print’ of the tire under all demands.

KB-49041 Fits 1994-2004 Mustangs and Cobra
KB-49042 Fits 1987-1993 Mustang and Cobra

Adjustable Heavy-Duty Front Sway Bar

Kenny’s favorite front Sway Bar

- Lightweight, heavy-duty design
- Adjustable
- Reduces body roll
- Increases front grip
- Exceptional for track driving

Kenny Brown medium-firm Front Sway Bar that Kenny uses on all of his street and track cars dramatically improves the handling of your Mustang. The Front Sway Bar reduces body roll and increases front grip. Exceptional for track applications.

KB-80503 Fits 1994-2004 Mustang and Cobra
KB-80603 Sway Bar Endlinks fits 1994-2004 Mustang and Cobra

Endlinks specific to Kenny Brown front control arms or stock control arms

Note: Requires Sway Bar Endlink Kit, KB-80603
Leading the Way in Mustang Suspension

Advanced Geometry Suspension (AGS) – Cobra IRS

Build a Kenny Brown Club Sport IRS Cobra
Buy, Install, Carve through corners like a Kenny Brown Cobra.

Choose your level of Kenny Brown Performance, build as your budget permits. It’s the Kenny Brown way.

IRS Rear Upper Control Arms
Race-inspired design, reduces weight
- Advanced Geometry Design improves response
- Significantly reduces weight and increases strength
- Heavy-duty competition design and materials
- Urethane bushings for street or track

The Kenny Brown race-inspired and race-proven IRS Rear Upper Control Arms offer improved suspension response and “bite” through a significant reduction in weight and increased rigidity. The new design affords more frame rail clearance for serious street and race applications. Features urethane bushings at the chassis end for reduced deflection to better control noise and vibration. Finished in durable powder coat.

KB-49530 Fits 1999-2004 Cobra

IRS Rear Lower Control Arms
Race-tested, street/track ready, reduces weight
- Dramatically reduces weight for quicker response and better handling
- Improves traction off the line and in corner exit
- Competition A-frame design for maximum strength
- Converts to rear coil-over shocks and springs
- Urethane bushings for street or track
- Designed to accommodate larger wheels and tires

The Kenny Brown race-inspired and race-proven IRS Rear Lower Control Arms put the power to the ground with more control through improved suspension response. Reduces deflection in both high performance and competition applications, significant reduction in weight, and increased rigidity. Features urethane bushings at the chassis mounts to better control noise and vibration. Finished in durable powder coat.

KB-49520 * Fits 1999-2004 Cobra

“Rear Steer” problem in IRS Cobras - Solved!

IRS Rear Steer Kit for 1999-2004 SVT Cobra
- Adds stability and improves handling and grip
- Lowers inner tie-rod pick-up point to help reduce rear toe steer
- High-quality adjustable inner tie-rod bearing
- High-strength Tie Rod Bar
- Uses existing outer tie-rod end
- Adjustable for lowered and standard ride height cars
- Makes adjusting rear toe easier

The Kenny Brown Rear Steer Kit is designed to dramatically reduce the amount of “rear steer” induced by rear body roll under hard cornering that can impair handling. Finished in durable powder coat.

KB-49550 Fits 1999-2004 Cobra

IRS Forward Torque Brace
Stop the Hop and Broken Parts!
- Helps reduce unwanted wheel-hop
- A necessity for hard launches and open track use
- Heavy-duty for maximum strength
- Suitable for street, strip or track
- Use with the Aluminum Rear Differential Bushing Kit (KB-87011)

The Kenny Brown IRS Forward Torque Brace helps reduce wheel hop experienced in IRS cars by controlling the torque-induced reflex deflection on the IRS carrier at the driveshaft, improving traction and overall handling of your Cobra. Finished in durable powder coat.

KB-29600 Fits 1999-2004 Cobra

IRS Aluminum Differential Bushing Kit
Helps Reduce Wheel Hop - Adjusts Pinion Angle
- Helps reduce unwanted wheel hop in IRS Cobras
- Billet Aluminum with heat-sink style washer assembly
- Adjusts pinion angle for street or racing applications
- Perfect for street, strip or track
- Use with KB Forward Torque Brace (KB-29660)

KB-87011 Fits 1999-2004 Cobra
KB-87001 Urethane O.E. Replacement Bushings

IRS Rear Steer Kit for 1999-2004 SVT Cobra
- Adds stability and improves handling and grip
- Lowers inner tie-rod pick-up point to help reduce rear toe steer
- High-quality adjustable inner tie-rod bearing
- High-strength Tie Rod Bar
- Uses existing outer tie-rod end
- Adjustable for lowered and standard ride height cars
- Makes adjusting rear toe easier

The Kenny Brown Rear Steer Kit is designed to dramatically reduce the amount of “rear steer” induced by rear body roll under hard cornering that can impair handling. Finished in durable powder coat.

KB-49550 Fits 1999-2004 Cobra

Advanced Geometry Suspension (AGS) – Mustang Live-Axle

**Adjustable Rear Upper Control Arms**
Put the power to the ground
- Improves handling and control
- Less deflection and more grip
- Light-weight, heavy-duty, competition-grade design
- Adjustable for street or track use
- MUST HAVE for open-track or aggressive street performance


**Anti-Squat Traction Brackets**
Get more bite for your buck
- Dramatically improves traction, grip, and braking
- Offers more bite off the line for hard launches
- Improves braking via improved anti-lift
- Light-weight, heavy-duty design
- Must have for open-track or aggressive street performance
- Cost-effective, easy bolt-in installation


**Adjustable Rear Lower Control Arms**
Put the power to the ground
- Dramatically improves grip, handling, and control
- Corrects rear thrust angle
- Less deflection and more bite off the line
- Light-weight, heavy-duty design
- Adjustable for street or track use
- Easy bolt-in installation

*Must convert to coil-over shocks

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**We couldn’t have said it any better...**

"The most amazing car I’ve driven!"
– Pete Epple, Associate Editor, "Muscle Mustangs & Fast Fords" Track testing Kenny Brown CSR with GT-4 suspension

"I just installed Kenny’s full AGS 3.0 Suspension on our company’s 2000 Mustang GT demo car. All I can say is WOW. I knew Kenny was a smart man, but in my opinion he’s a genius! I had no idea a Mustang could actually handle this good, and I’m really looking forward to taking the car to Sebring this spring."
– Chris J.

"It was so easy to drive, I almost felt like I could pop-in a CD, put my left arm out the window and drive with one hand - It’s that good."
– Paul Brown, Tiger Racing & 2011 Pirelli World Challenge GTS Class Champion during development of the GT4 Suspension System

"First time I rode in a Kenny Brown Mustang, I knew this guy was serious. Really great cars, really great suspension – definitely a cut above the rest!"
– Michael K.

"I think without a doubt your car is the best strut Mustang I have ever driven. Precision race car feel with a civilized quality for the street. To bad it doesn’t have a full cage, I’d talk you into taking it to Ohio. “(To the NASA Nationals)
– Paul Brown, 2011 Pirelli World Challenge GTS Class Champion

"What a pleasure to drive the GT4. … The ones (Mustangs) I have driven didn’t feel as nice as your car. It was very predictable and easy to settle down as I was trying to catch up to the car’s capabilities. Well done, great track customer ride!"
– Terry Lingner, Rolex 24 and 24 Le Mans Driver

"The most amazing car I’ve driven!"
– Paul Brown, 2011 Pirelli World Challenge GTS Class Champion

"First time I rode in a Kenny Brown Mustang, I knew this guy was serious. Really great cars, really great suspension – definitely a cut above the rest!"
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– Terry Lingner, Rolex 24 and 24 Le Mans Driver
Leading the Way in Mustang Suspension

Original and Still the Best

Front Brake Duct Kits
- Reduces brake temperature
- Improves life of rotor and brake pad
- Reduces brake fade due to heat
- Improves braking consistency
- 2 Front brake ducts – Spindle mount
- 2 Universal bumper-mount brake duct inlets
- 3” x 10’ Aircraft hose
- Red Silicone hose – 700+ degrees F

A Kenny Brown Exclusive! The Front Brake Duct Kit helps reduce front brake operating temperatures for improved rotor and brake pad life. Cooler brakes have less fade from high temperatures and provide more positive stopping power. The Brake Cooling Duct Kit is a must have system for the demanding conditions of open-track driving or road racing.

KB-71200NK Fits 1994-1994 Mustang and Cobra - Neoprene
KB-71200SK Fits 1994-1994 Mustang and Cobra - Silicone
KB-71600NK Fits 2005-2014 Mustang Shelby GT500 and Boss 302 – Neoprene
KB-71600SK Fits 2005-2014 Mustang Shelby GT500 and Boss 302 – Silicone

Front Brake Ducts
- Reduces brake temperatures
- Improves life of rotor and brake pads
- Reduces brake fade due to heat
- Improves braking ability
- A must for Open Track driving
- Easy to install
- Designed to work with KB Brake Cooling Hoses and Ducts

A Kenny Brown Exclusive! The Front Brake Duct helps reduce front brake operating temperatures for improved rotor and brake pad life. Cooler brakes have less fade from high temperatures and provide more positive stopping power. The Brake Ducts is a must have system for the demanding conditions of open-track driving or road racing. Designed for use with Kenny Brown Brake Cooling Hose Kit (p/n KB-71300N or p/n KB-71300S). Finished in an OE quality black powder coat.

KB-71200 Fits 1994-1994 Mustang and Cobra
KB-71600 Fits 2005-2014 Mustang, Shelby GT500 and Boss 302

Silicone Universal Brake Duct Inlet and Hose Kits
- Includes 2 universal bumper-mount brake duct inlets
- 3” x 10’ Long Silicone high temp aircraft hose
- Red Silicone hose – 700+ degrees F
- Designed to be used with KB Spindle-Mount Brake Ducts
  - KB-71200 or KB-71600
- Everything you need is supplied in the kit

Kenny Brown Brake Duct Inlets and Hose Kits are professional grade, for professional performance! The pre-engineered kit offers you the ability to retrofit the supplied naca-style racing duct to the front bumper assembly, in most cases capitalizing on existing openings in the bumper. The components in the kit are all of racing-quality and engineered to withstand the rigors of both street and open-track. Designed to be used with spindle-mount Kenny Brown Brake Ducts KB-71200 or KB-71600.

KB-71300S Fits 1994-2014 Mustang, Cobra, Shelby GT500 and Boss 302
KB-71300N Fits 1994-2014 Mustang, Cobra, Shelby GT500 and Boss 302
First Generation Mustang Extreme Matrix Kit
The Ultimate in Under Car Chassis Support For Original Pony Car

- Stiffens the chassis, improving ride quality and handling
- A MUST for all convertibles and hard driving applications
- Helps reduce squeaks and rattles
- Creates a full frame under your Mustang
- No loss of ground clearance
- Built-in jacking rails for added convenience

The Extreme Matrix Kit improves the ride quality and handling of your Mustang by maximizing the strength of the car’s center pan section, with minimum additional weight and no loss in ground clearance. The Extreme brace “bridges” the Subframe Connectors and Jacking Rails to form a triangulated 12” wide frame on each side of your Mustang. Finished in OE-quality silver-zinc chromate for rust protection.

KB-29553 Extreme Matrix Kit, Fits 1964½-1972 Mustang
KB-29005 Weld-in Subframe Connector, Fits 1964½-1972 Mustang
KB-28009 Jacking Rails, Fits 1964½-1972 Mustang
KB-28039 Extreme Matrix Brace, Fits 1964½-1972 Mustang

New Bolt-In Rear Suspension For ’64 ½ to ’70 Mustangs

- Fully welded and boxed frame
- 4-Link design with integrated panhard bar and sway bar
- Direct bolt-in requiring few modifications
- Uses standard Ford 9-inch or fabricated rear end housing
- Designed for a variety of shock and spring packages and rates

The New HEIDTS Pro-G™ by Kenny Brown product combines the best of both industry-leading companies: Heidts superior manufacturing quality with Kenny Brown’s superior suspension geometry. The combined result for this first new Pro-G by Kenny Brown is a true bolt-in four link rear suspension that will allow early Mustang owners to get the best qualities and efforts of both companies.

The HEIDTS Pro-G™ by Kenny Brown utilizes Brown’s critically acclaimed Advanced Geometry Suspension (AGS 4.0) for Mustangs. This AGS system has been refined over 25 years of building championship-winning race cars as well as thousands of customer cars that are driven both on the street and on the track. The new HEIDTS Pro-G™ by Kenny Brown rear suspension also takes advantage of a revised roll center and advanced “anti-dive” geometry. Another advantage to builders is that the new rear suspension configuration will allow the cars to be “mini-tubbed”, providing room for larger tire and wheel packages to be used.

The new HEIDTS Pro-G™ by Kenny Brown features a fully-welded and boxed frame that is designed as a direct bolt-in for ’64 ½ to ’70 Mustangs. It also utilizes four, heavy duty control arms and can use either a standard Ford 9-inch-style rear differential housing or Heidts’ own extra-capacity fabricated 9-inch third member. The Pro-G by Kenny Brown also uses heavy-duty coil-over rear shocks and springs and can be ordered with a wide range of shock and spring rates. The bolt-in solution also comes standard with a heavy duty rear panhard bar, anti-roll bar and is available with a 58-inch rear wheel track width.

RM-101PG Pro-G 4-Link
HOURS A DAY AT OUR WEBSITE

Thank you for shopping at Kenny Brown Performance. We appreciate your patronage. The following is our general policies. We are available by phone Monday through Friday, 7 am to 6 pm CST. For your convenience you can contact us 24 hours a day at our website www.KennyBrown.com or email us at info@KennyBrown.com.

Technical Assistance
Kenny Brown Performance has a philosophy of offering top quality customer service before, during and after the sale. Our technical assistance is available during regular business hours to answer questions on Kenny Brown products and assist with installation questions. Feel free to contact our Technical Assistance department at 855.847.4477.

Pricing
All prices, descriptions, specifications, and part numbers are subject to change without notice. Notification of price increases will be given prior to shipment.

Terms
Kenny Brown Performance requires all purchases to be paid for before shipment or delivery. For your convenience we accept Visa, Mastercard, American Express, and Discover credit cards, along with debit cards, cashiers checks and money orders. It is our policy to charge your credit card the day the item is shipped unless it is a special order product and you will be informed at the time of sale.

Returns
If you need to return or exchange an item, please call Kenny Brown Performance customer service department at 855.847.4477 for a Return Goods Authorization (RGA) Number. We accept returns within 30 days of delivery. All merchandise must be new and in resellable condition, and must be issued an RGA number. The RGA number must be clearly marked on the outside of the package and the product must be returned freight prepaid. Special Order, discontinued, or non-stock items are not returnable.

Return for Refund
Credit amount will be calculated as follows: Credit less 15% restocking fee and less all freight charges incurred. Returns missing pieces or hardware will be charged accordingly. Credits will be issued to the credit card used on the order. If payment received was cash or check, we will refund by check to the billing address. The merchandise should be completely repackaged in the original packing material for the return inspection. All original packaging material must be returned along with the merchandise. Your credit depends upon these steps being followed carefully.

Shipping and Damage Claims
Please inspect your shipment immediately upon receipt. If your shipment has arrived damaged, please contact the shipping company directly within five working days. All shipments are F.O.B. Wauconda, IL. If your shipment has been shorted, contact Kenny Brown Performance customer service department at 855.847.4477 within five working days.

Compliance with State Laws
Because some U.S., Canadian, State or provincial laws and regulations may prohibit removal or modifications of components that were installed on OE Manufacturers’ vehicles to meet emission requirements or to comply with motor vehicle safety regulations applicable to vehicles manufactured for use on public roads, Kenny Brown Performance recommends that vehicles equipped with parts designated “for off-highway use” not be operated on public roads, and offers such parts only for track or off-highway competitive or performance use and does not guarantee compliance with these state laws and regulations. In California, these parts may legally be used only on a racing vehicle which will never be operated on public roads. In addition, installation of this part may adversely affect the warranty coverage of your vehicle.

Warranty
Kenny Brown Performance addresses potential warranty issues in the engineering process by using only the highest grade components available and engineering them to reduce the potential for failures and warranty issues. All Kenny Brown components are thoroughly inspected, tested, and approved prior to release to the customer. As with any mechanical creature, occasionally warranty issues arise. If you experience a warranty or fitment issue, please contact Kenny Brown Performance customer service at 855.847.4477. Any shipping charges that are incurred due to the result of a warranty issue is the responsibility of the customer, not Kenny Brown Performance.

Kenny Brown Performance is not responsible for any loss, damage or injury resulting from direct or indirect use of our products or other manufacturers’ products, or the inability of purchaser to determine proper use, application or installation of our products.

Other Manufacturer’s Products
Kenny Brown strives to use only the best available components in the conversion process. These brand name components carry warranties from their respective manufacturers with the warranty by the manufacturer extended to the purchaser. We will be happy to assist in obtaining fulfillment of a manufacturer’s warranty. Other than applicable manufacturer’s warranties, there are no warranties, express or implied, including any warranty of merchantability or fitness for a particular purpose. The entire risk as to the quality and performance of such parts is with the buyer.

Kenny Brown Performance Manufactured Products
In an effort to maintain the high level of customer service Kenny Brown products are known for, Kenny Brown offers a limited warranty. Due to the use of and nature of high performance vehicles, all warranty issues are evaluated on an individual basis. Kenny Brown Performance, at its sole discretion, will determine the validity of each warranty. Kenny Brown will do its utmost to ensure satisfaction to its customers and assist in seeking resolutions in such matters. Kenny Brown Performance has no control over the use, misuse, neglect, abuse or incorrect installation and servicing of said components, parts or vehicles. Other than the above stated warranty, there are no warranties, express or implied, including any warranty of merchantability or fitness for a particular purpose. Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded. The entire risk as to the quality and performance of such parts is with the buyer.

Competition Products
Competition parts are sold “as is” without any warranty whatsoever. Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded. The entire risk as to the quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Kenny Brown Performance warranty on its cars and parts, along with Car Manufacturers’ warranty on its vehicles, is voided if the vehicle or parts are used for competition or if they fail as a result of modification. Installation of some components may affect car manufacturers’ warranty and Kenny Brown Performance warranty.
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Did you know you can purchase a lot of Kenny Brown components and branded items online?

The Kenny Brown 2013 Road Show and Track Tour may be coming to a location near you. Stay up to date and don't miss out on the fun.

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