

Installation Instructions for 4 Inch Aluminum

Mustang Driveshafts V 8 Models 2005 to 2012:

- **STOCK RIDE HEIGHT** – Cars that were not lowered – No modification to driveshaft tunnel or emergency cable bracket needed.
- **LOWERED 1 TO 2 INCHES** – The emergency brake cable bracket must be moved 1 ½ inches away from the driveshaft tunnel. This is a 5 minute job consisting of just drilling a new bolt hole.
On some cars lowered this height you may also have to tap up the metal seams in the driveshaft tunnel. These seams must be flat against the floor when done.
- **LOWERED 2 INCHES** – Same as above, but definitely will have to tap up the seams in the floor.
- **DRIVESHAFT ANGLE** – Should be checked on all installations. Must be checked and adjusted as needed on all lowered cars. Failure to do this could result in *drivetrain vibration* from an out of parallel condition. The normal angle is 2.7 degrees down on the transmission side and 2.7 degrees up on the rear end side. You may need to use an adjustable 3rd link on the rear end. Remember drivetrain vibration will destroy parts.
- **BOLT TORQUE** – Per Ford Motor Company's shop manual – Torque the driveshaft flange mounting bolts to 76 pounds. The new bolts supplied with the driveshaft have threadlocker already installed on the threads. The bolts that do not must be cleaned with solvent and installed with threadlocker.
- **POSTIONING OF DRIVESHAFT** - *Please note the driveshaft must be installed with the boot facing the rear of the car as to avoid boot damage due to Hot Exhaust*
- **CARS WITH LARGE EXHAUST**- On some applications Mustangs with larger than stock exhaust systems should take measures to isolate the heat from the boot or boot failure may result. **Our kit # AEHW**

** *Especially on hard Dyno pulls when air circulation is limited.* **