

## **Aluminum Driveshaft**

### **Installation instructions 2005+ Mustang GT/GT500 V8**

**WARNING: High Horsepower vehicles with larger than stock exhaust MUST isolate the driveshaft boot from heat if being used on a dyno or for all out racing use. Failure to do so can result in failure of the boot. Also insure there is proper airflow if the vehicle is being used on a dyno or failure from heat can result as well.**

1. Remove the stock driveshaft by removing the 6 bolts on the rear companion flange, remove 4 bolts on the front companion flange (and save for later use) and the 2 nuts holding the carrier bearing support to the chassis. Next (only if equipped) you will need to remove the tunnel cross brace (*It's the U shaped tube above the exhaust towards the front of the car.*) by loosening the 2 nuts that fasten it to the floor pan.
2. The cross brace will slide out to the side between the exhaust pipe and floor tunnel with some creative twisting and turning. The driveshaft will slide out towards the back, again take your time it will come out but the carrier support needs some help to get between the exhaust. It takes very little effort for this to happen.
3. Remove the pinion nut (*keep this nut*) that holds the companion flange to the pinion gear. You may need a gear puller or some device to extract the flange from the gear splines.
4. Install the new supplied pinion flange on splines and push as far as possible by hand. Install pinion nut with loctite and tighten to 150 ft/lbs. Do this quickly so not to lose too much gear oil.
5. Place new driveshaft in the tunnel. Please note the driveshaft must be installed with the boot facing the rear of the car.
6. Line up the front bolt holes and make sure the front flange is seated properly first, then install the 4 bolts and tighten to 76 ft/lbs with loctite (*bolts saved from step 1*). This driveshaft has a slip joint so if at this point it seems too short or too long you can adjust it. Shorten the shaft a few inches when installing then extend it to mate with the front and rear flanges. Torque the 4 supplied rear companion flange bolts to spec (76 ft/lbs). Supplied bolts already have thread locker on them.
7. Reinstall the tunnel cross brace if equipped.
8. Vehicles lowered more than 1 inch may have to relocate the emergency cable bracket. Vehicles lowered 1 ¾ to 2 inches may have to clearance driveshaft tunnel itself. If necessary relocate the brake bracket which is easily accomplished and can be reattached as desired by drilling a new bolt hole in desired location. For tunnel clearance issues you will need to dent the tunnel as needed for clearance.
9. Start car put on seat belt and go!