

2This was the first IRS that Currie received from Ford on an initial order of four. For some funny reason, Ford sent four righthand calipers with the IRS, so we didn't have a lefty to go with the setup. Cobra calipers and rotors come with the IRS, which is good because the '99 Cobra calipers are different enough from the '98s that earlier ones won't fit on the IRS. Currie also will offer the IRS without brakes, which allows working it out yourself or with a Baer brake system. Note the massive size of the lower control arm and its beefy spring perch.



3The in-house Currie recipient was this '95 GT ragtop with an AODE trans and a few goodies, such as GT-40 heads, a GT-40 intake, an E303 cam, and a Bassani exhaust system. It was the perfect car to be the first-ever Mustang on the West Coast to have an IRS fitted to its undercarriage.



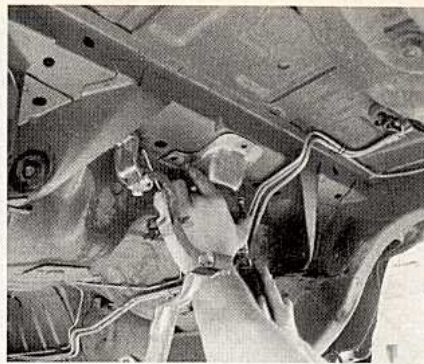
4Removing an 8.8 from a Mustang is fairly basic stuff, as long as you have the proper tools. In this case, that would be the proper transmission jack adjusted to hold the rearend in place while it's being unbolted from the car. First up was to remove the parking brake cables from the calipers and remove the cables from the car as shown.



5The quad shocks come off and go by the wayside. The bracket that holds them in place on the car needs to be removed as well, so it's easier to remove the entire assembly at the same time—shocks, brackets, and all.

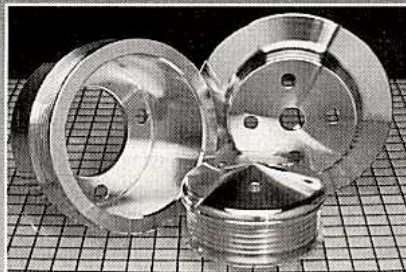


6Disconnecting the upper and lower control arms at the car and leaving them attached to the rearend is the easiest way to get the entire assembly off at once. Once those are unbolted, the entire rearend drops out of the car upon disconnection of the brake lines, shocks, and driveshaft. Once the rearend is out of the car, unbolting and removing the exhaust pipes is simply a matter of removing them from the mufflers and disconnecting them from their hangers.



7Obviously, the pinion snubber is no longer needed, so it's removed. The bracket next to the snubber that holds the brake line in place also needs to be relocated once the IRS is in place. Its rivet can be drilled out to remove it from the car.

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