



INSTALLING YOUR ALUMINUM DRIVESHAFT _ STOCK MUSTANG

(if lowered or altered in any way _ see additional info below)

Start by placing vehicle on a lift, or four SAFE jackstands (placed under frame rails). Let the differential hang down. Unbolt the four flange bolts at the transmission flange. Unbolt the six CV flange bolts. SAVE all 10 bolts. Make sure to clean Loctite and sealer from old bolts. Unbolt the two bolts at the center support bracket on driveline, and carefully remove old driveline from vehicle. Remember, the old driveline weighs 39.2 lbs.

Install new aluminum adapter on rear pinion flange. Install all six original bolts with fresh Loctite (through flange). Cross torque all bolts until adapter is seated to pinion flange. Final torque on these bolts is 45 ft. lbs. Make sure adapter is seated to differential before going any further.

Carefully lift aluminum driveline up into position in floor pan tunnel. (Make sure all surfaces are clean.) The boot part of the driveline is installed at the transmission side. Use the four new Ford bolts provided in the kit to bolt the front flange on. Torque bolts to 65 ft. lbs. Line rear of driveline up to the four threaded holes in adapter and install the original four bolts with fresh Loctite. Torque the four bolts to 65 ft. lbs.

Set car back on the ground and take that pony for a ride.

ADDITIONAL INSTRUCTIONS FOR MODIFIED MUSTANGS

(vehicles that have been lowered or altered)

Lowered vehicles **must have an adjustable upper 3rd link** installed to correct the pinion angles. Factory transmission angle is negative 2.7 degrees down. The differential flange must be adjusted to 2.7 degrees up at ride height with car sitting on the ground. ***This is a must to eliminate vibrations in the drivetrain.***

When installing your new 4-inch Coast Driveline aluminum driveline, three items need to be addressed. They are:

- 1) Unscrew E-brake cable bracket in rear of tunnel.
Slide over 2-inches and drill hole.
Reinstall bracket and cable.
- 2) Locate stamped metal stiffening plate located just past the rear of transmission in floor tunnel. (It is 6-inches long and has a hole in it.)
Use a hammer and flat punch to knock in flat to tunnel.
- 3) At the very rear of floor tunnel there is a rolled lip where panels are rolled together. This must be flattened at the top of the arc.

If you have any questions, please call our shop. Our technicians will be happy to assist you.

(800) 533-8087

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