



07 After the body has been stitch-welded, the cradle is bolted into place at the old position of the bump stop and at the shock absorber mounting points, as shown.



08 When the front bolts are holding the cradle in place you can use the bolt holes in the rear mounting brackets as a template to drill holes for the U-bolts. Put a nut on the U-bolt so that you can't lose it in the body rail and then insert it.



09 Here's what the fitted U-bolt looks like. Its purpose is to pull the cradle into exactly the correct position for fitting the rest of the system. Pick corresponding points on the body and measure the position of each bracket on each side of the car to ensure that they're even in relation to the body.



10 When the position of the brackets is correct, the bolts are tightened and the brackets are welded into place. You can see how Leo (MCF owner) has protected the powder-coated cradle from weld spatter by wrapping masking tape around it adjacent to the weld.



11 If you're preparing your own diff, you'll have to weld attachment brackets for the upper arms to your housing. If you're going to use the positioning template shown in the next shot you'll have to determine the offset of the drive pinion of your diff. Here's how...



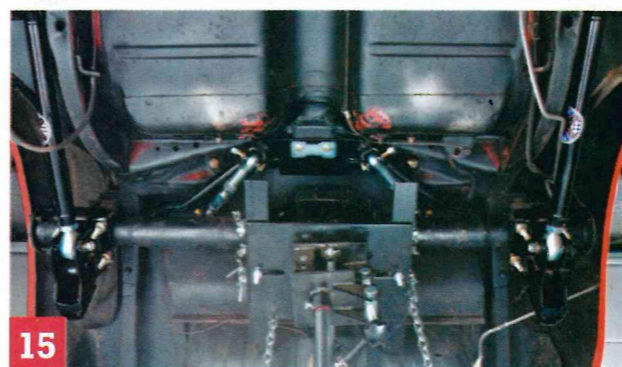
12 You need to determine the offset of the drive pinion because diffs for these Mustangs came with two different types. You need to know which you have in order to fit the positioning jig (shown) using the correct holes. The jig isn't part of the kit and costs an extra \$150 but you really do need it.



13 You need to be a pretty good welder to attach your brackets. If you aren't you really must have it done by someone who is. When that's done you can mount your axle brackets, which is what's being done here.



14 The axle assembly is raised to the approximate position it will be when mounted. Then the upper and lower links are adjusted to 9.5- and 21-inches, respectively, and fitted to the cradle (upper links) and original mounting points for the front-end of the leaf springs.



15 The housing is automatically positioned correctly when the rear ends of the upper and lower links are attached to the axle housing. Here's what it looks like with the links bolted in place. It has to remain supported until the shock absorbers are fitted.



16 The connection point on the billet shock absorber mount is set 13.5 inches from the top connection point and the distance between the centre of the axle and upper wheelarch is measured. The billet mount is adjusted to match the desired ride height as determined before starting the job.



17 The kits are good and pretty much just fit, but the handbrake cables, and fuel and brake lines need a little adjustment. Not much - just a bit of bending. The company also sells full differentials ready to bolt in without modification.



18 The TCP g-Link rear-end kit in place. It sells for about \$3100, which is money well spent because it will completely change the behaviour of your car, not to mention the way it looks both externally and from underneath.

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