

M-4851-M8A SUPER 8.8" IRS MUSTANG AUTOMATIC PINION FLANGE KIT

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**!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION.
AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD
PERFORMANCE TECHLINE AT 1-800-367-3788 !!!**



FLANGE KIT:

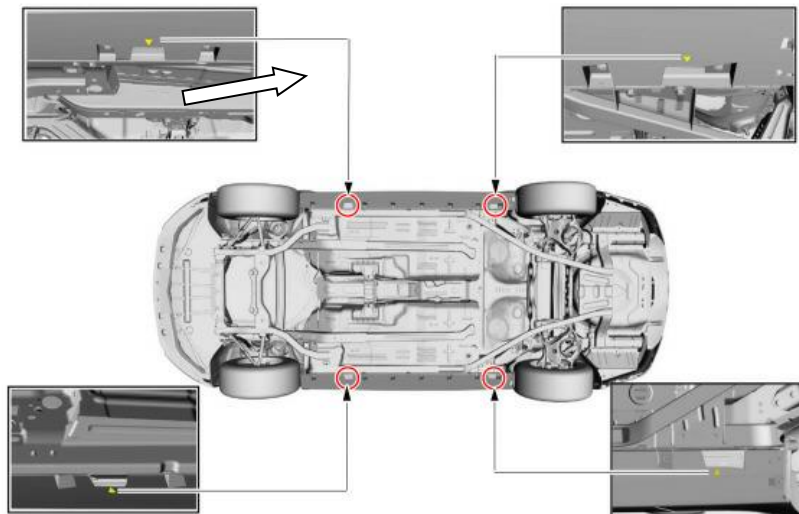
Quantity	Part Name
1	Pinion Drive Flange
1	Pinion Seal
1	Pinion Nut
1	Crush Sleeve
1	Thread Locking Compound

NOTE: Crush sleeve is provided for the customer to be used in the event damage occurs to original during the installation process.

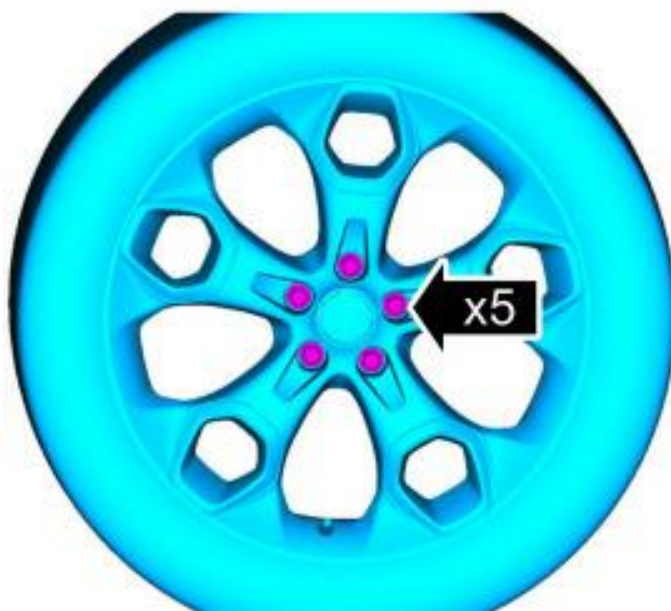
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INSTALLATION INSTRUCTIONS:

STEP 1: Raise and support vehicle to gain access to underside.



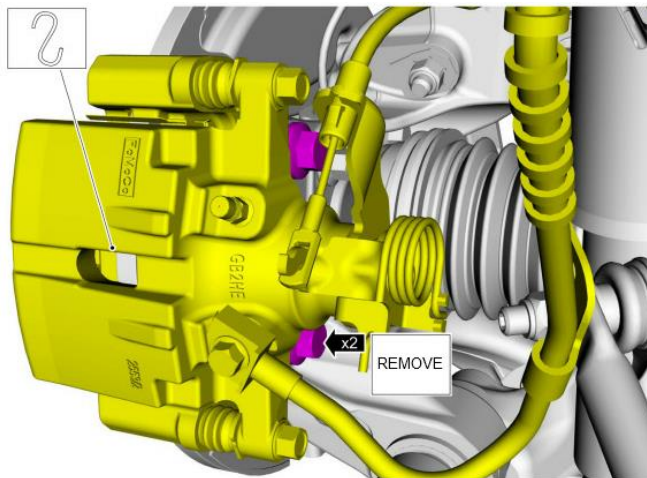
STEP 2: Remove the wheel nuts from both rear wheels.



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STEP 3: Remove the 2 bolts and position the brake caliper and anchor plate assembly aside. Clean and remove any thread locking compound from the bolts.

NOTE: Do not allow the brake caliper and anchor plate assembly to hang from the brake hose or damage to the hose may occur.

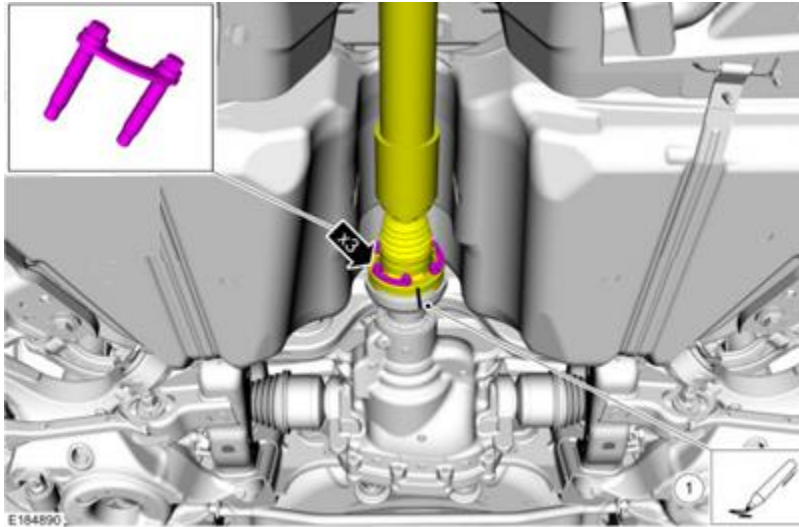


STEP 4: Remove the brake disc.



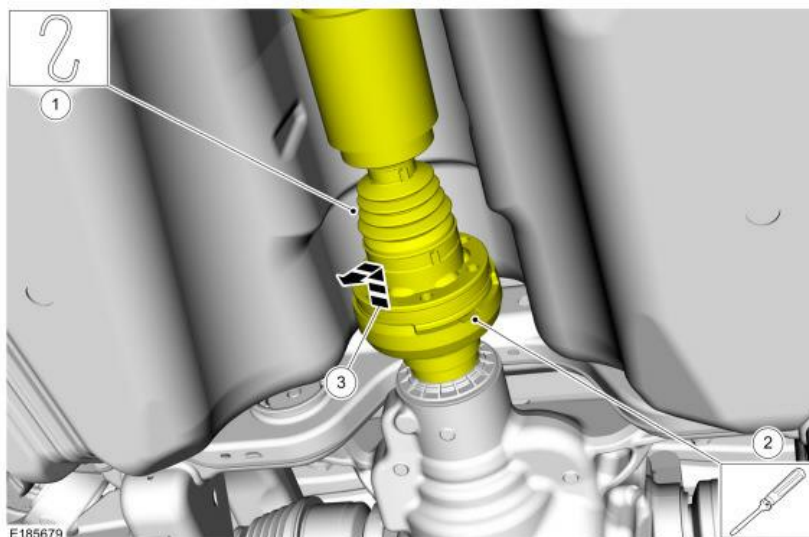
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STEP 5: Support the driveshaft. Index mark the driveshaft and the pinion flange for reference. Then remove the driveshaft to pinion flange bolts.



NOTICE: Support driveshaft to prevent it from moving. Do not over articulate the driveshaft or damage may occur.

STEP 6: Using a screwdriver inserted into the slot on the pinion flange, pry the driveshaft from the pinion flange to separate the driveshaft from the pinion flange.

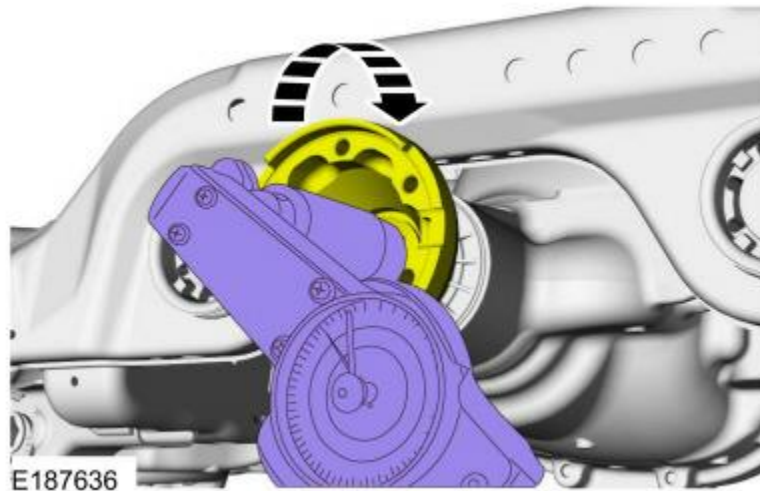


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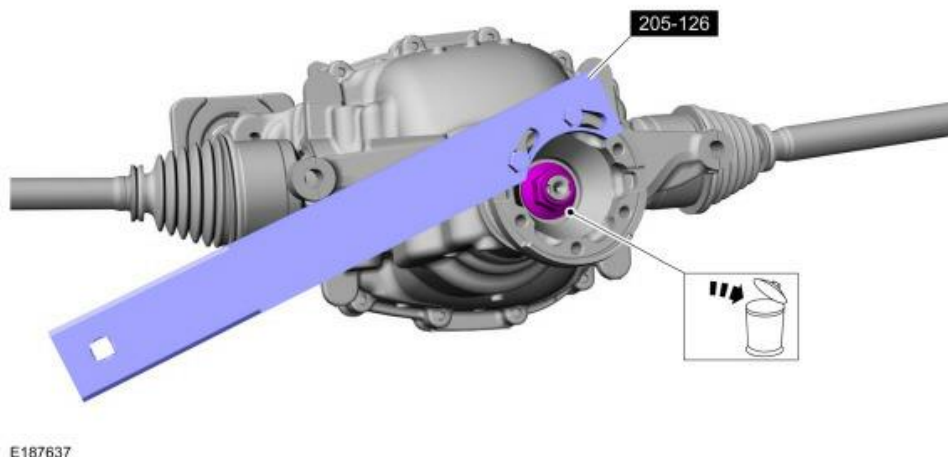
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STEP 7: Using a dial type torque wrench, measure and record the rotational torque of the drive pinion.

NOTE: Rotational torque of the drive pinion flange must be measured and recorded using a Nm (lb-in) torque wrench for correct pinion bearing preload when reassembled. This will be the torque-to-turn measurement.



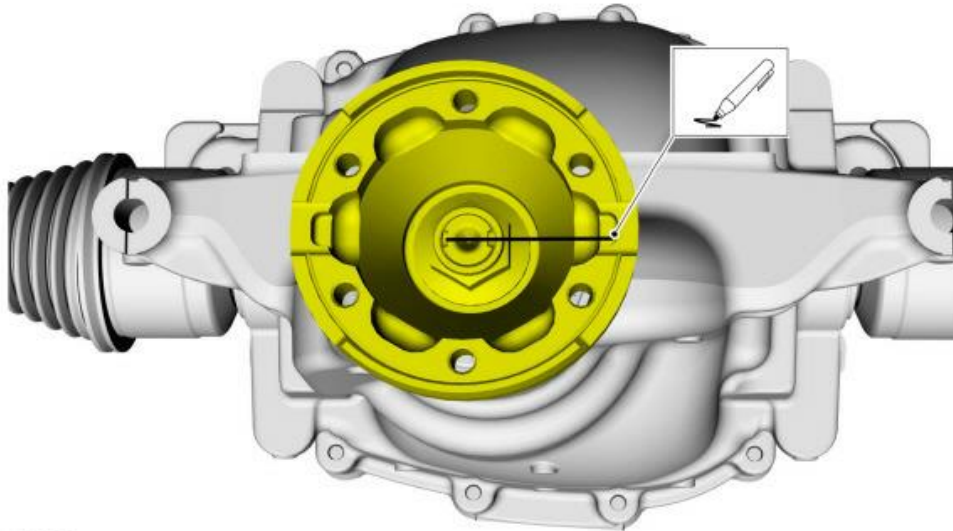
STEP 8: Using a special service tool or equivalent, hold the pinion flange. Then remove and discard the pinion nut. Recommended Special Service Tool: 205-126 (T78P-4851-A) Holding Fixture, Drive Pinion Flange.



Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356 Or www.helminc.com

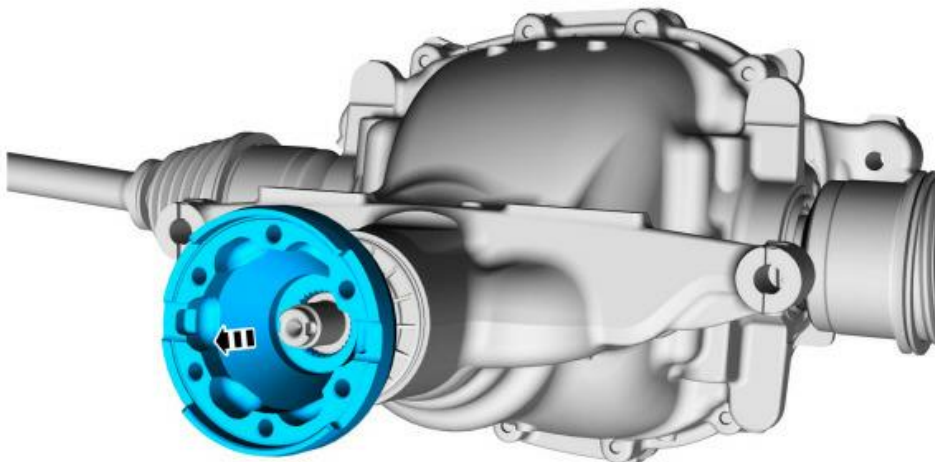
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STEP 9: Mark the drive pinion flange and the drive pinion stem for reference during reassembly.



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STEP 10: Using a Three Leg Puller, remove the pinion flange.

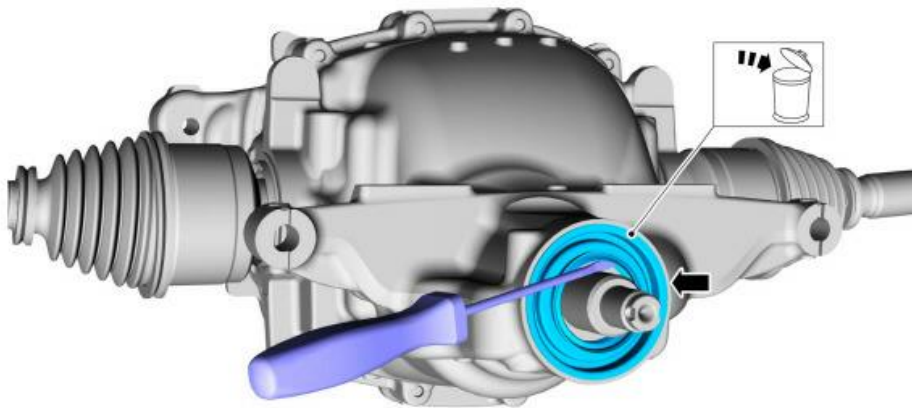


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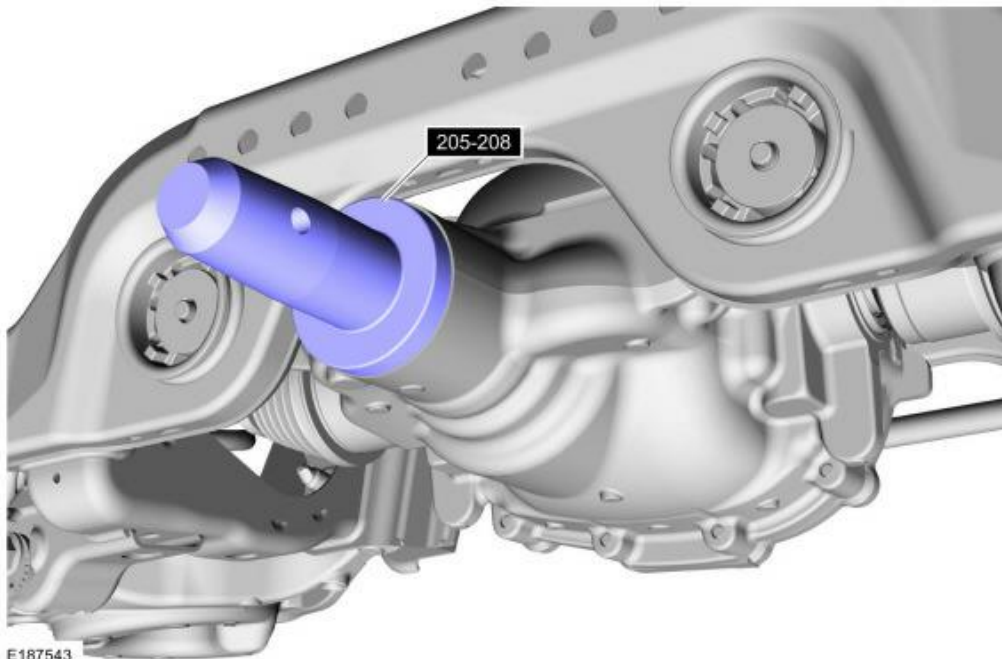
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STEP 11: Using a flat blade screwdriver, remove and discard the drive pinion seal.



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STEP 12: Using a special service tool or equivalent, install the drive pinion seal. Recommended Special Service Tool: 205-208 (T83T-4676-A) Installer, Drive Pinion Oil Seal.



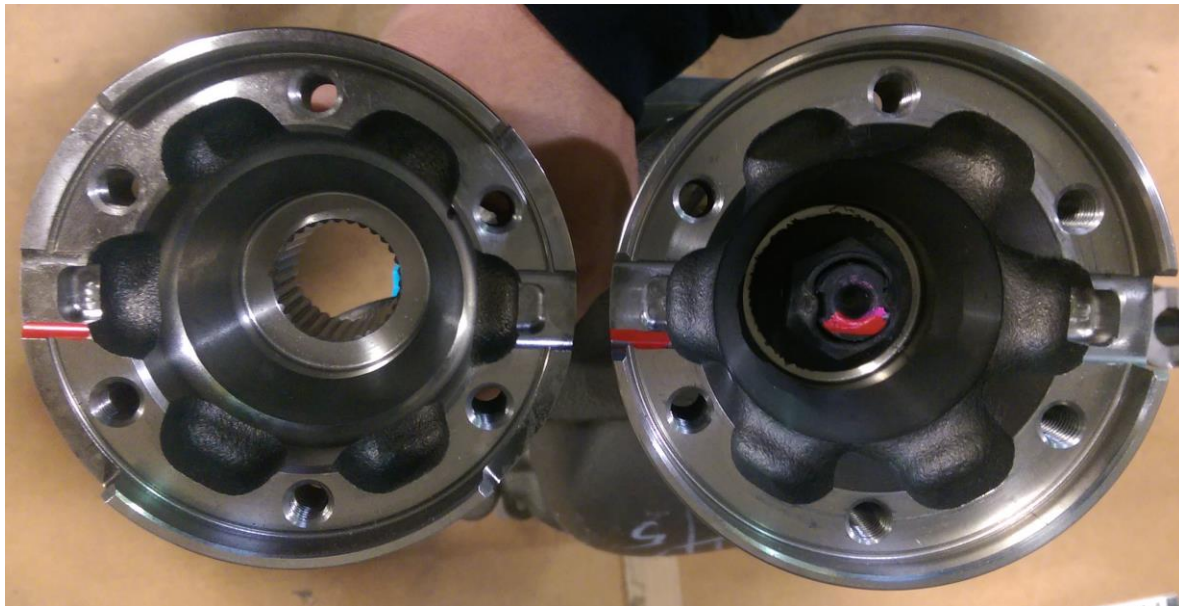
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STEP 13: Make sure the new drive pinion flange and drive pinion stem are phased correctly. Use the previously applied mark on removed flange to verify the same orientation for the new flange to drive pinion stem. Image of both flanges supplied for clarity.



NEW

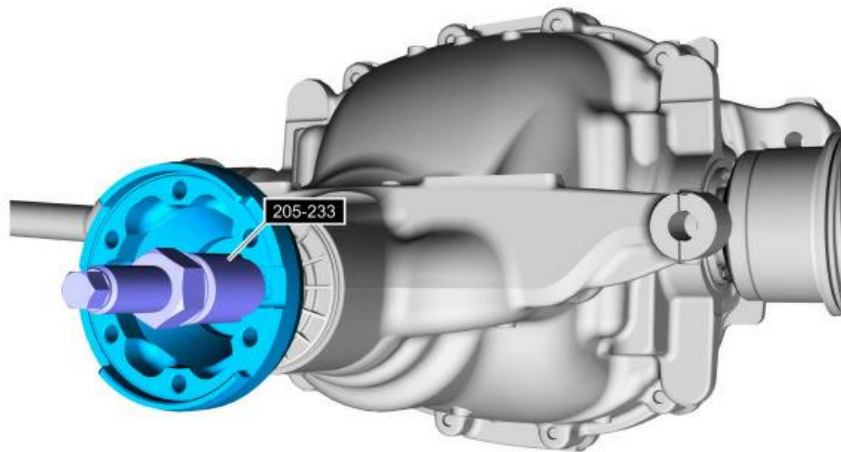
OLD

STEP 14: Place both drive pinion flanges in the same orientation and transfer the driveshaft index mark completed in **STEP 5** onto the new drive pinion flange.



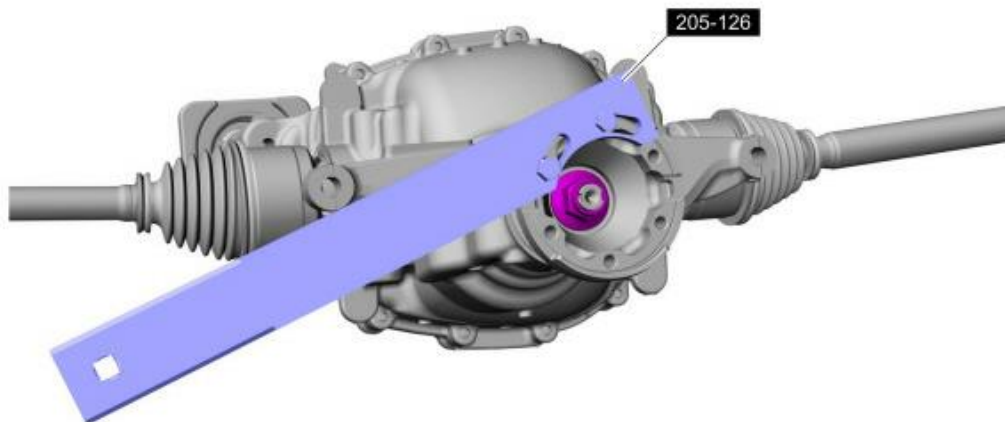
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- STEP 15:** Using a special service tool or equivalent, install the pinion flange. Recommended Special Service Tool: 205-233 (T85T-4851-AH) Installer, Drive Pinion Flange.



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- STEP 16:** Using a special service tool or equivalent, hold the pinion flange. Apply general automotive grease to the back of the nut flange to prevent false torque readings during installation. Then install the new pinion nut with supplied locking compound. Recommended Special Service Tool: 205-126 (T78P-4851-A) Holding Fixture, Drive Pinion Flange.



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NOTE: Refer to the rotational torque previously recorded with the Nm (lb-in) torque wrench. Tighten the pinion nut in small increments until it is 0 .00 Nm to +0.3 Nm (0 lb-in to 3 lb-in) of the reference measurement. If 0.3 Nm (3 lb-in) is exceeded, then the collapsible spacer will be damaged and a new collapsible spacer will be required.

NOTE: When installing the drive pinion flange and pinion nut with no differential carrier installed, the drag torque (torque to turn) should be 2 to 3 Nm (16-29 in-lbs).

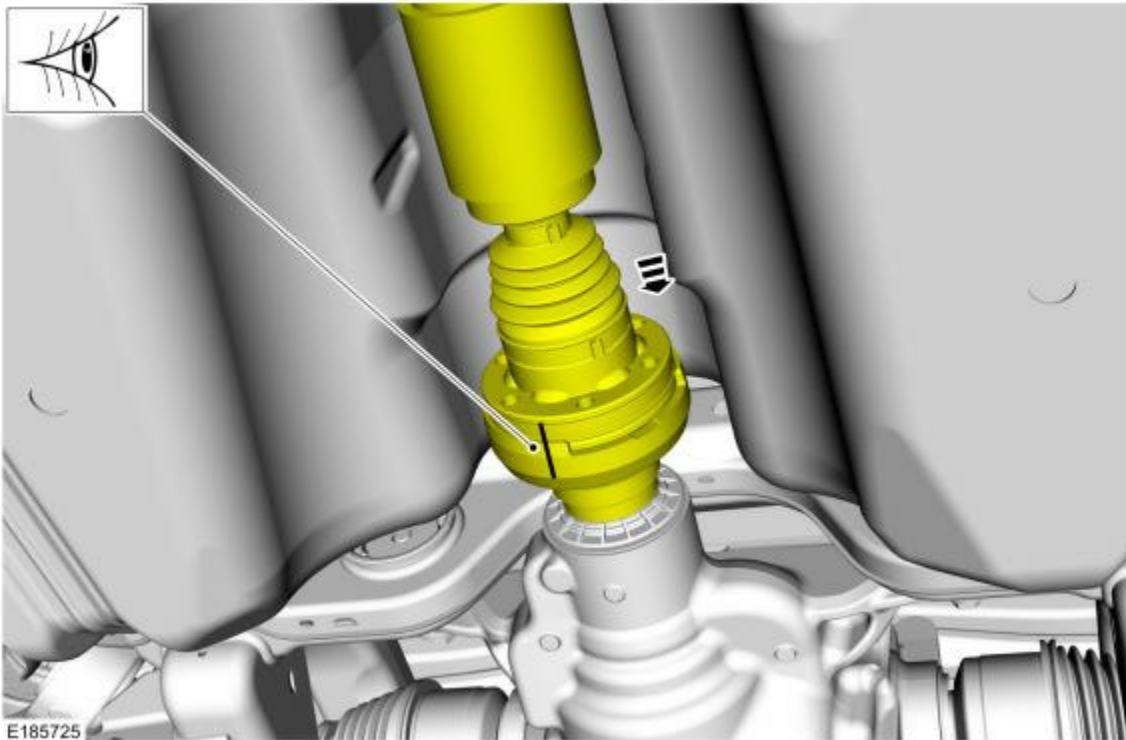
STEP 17: Using a suitable punch, re-stake the new pinion nut at the (2) areas in conjunction with the pinion shaft.



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STEP 18: Reinstall driveshaft. Align the index-mark on driveshaft to the rear axle pinion flange. Apply the supplied thread locking compound to driveshaft bolts and tighten in a star pattern. Torque to: 41 lb.ft (56 Nm)

NOTICE: The help of an assistant will be needed. Do not over articulate the driveshaft or damage may occur.

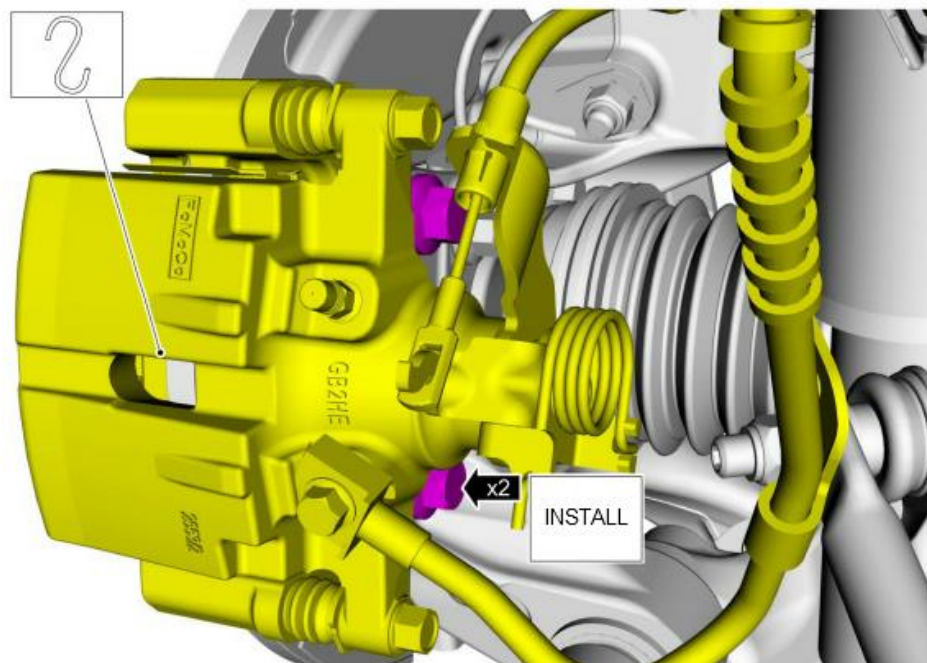


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STEP 19: Install the rear rotors onto the rear hubs.

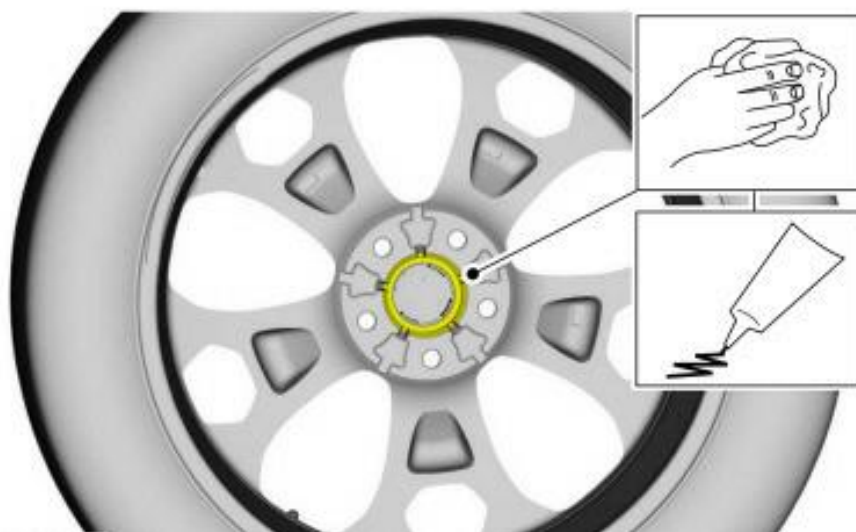


STEP 20: Install the brake caliper and anchor plate assembly using 2 bolts with BLUE thread locking compound. Torque to: 129 lb.ft (175 Nm)

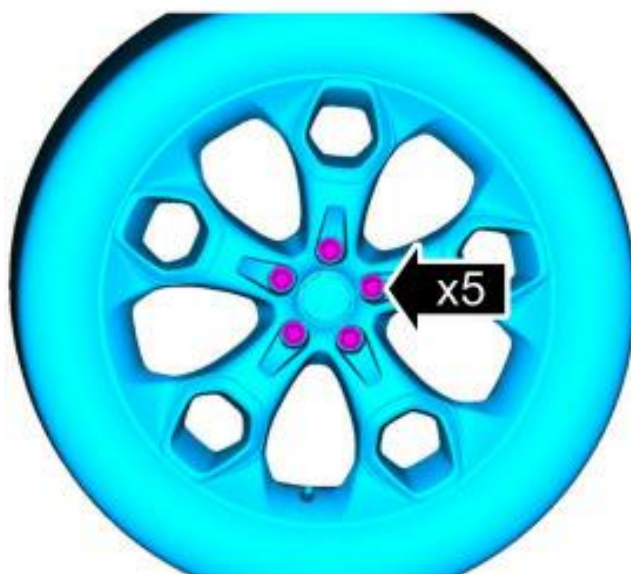


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- STEP 21:** Clean the mounting surface of the wheel. Apply the substance from the specified tube.
Material: High Temperature Nickel Anti-Seize Lubricant / XL-2



- STEP 22:** Position the wheel and install the wheel nuts. Tighten the wheel nuts in a star pattern.
Torque to: 148 lb.ft (200 Nm)





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WARNING: When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).

NOTE: Make sure to apply a thin coat of anti-seize lubricant only to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize to make contact with the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces or damage to components may occur.

WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

NOTE: Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which accelerates the development of brake roughness, shudder and vibration.

NOTE: The wheel nut torque specification is for clean, dry wheel stud and wheel nut threads.

NOTE: Final tightening to be performed with vehicle resting on tires.