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TracLink Installation Instructions
Part# TSF-63
199698 Cobra MUSTANG
(will not fit Mustangs with independent rear suspension)

Kit provides:

2 Rubber bushings, 1 small, 1 large OD	1 Flat 3 hole plate
1 Machined aluminum body plate	1 Traction beam
1 90 degree angle plate	1 Hardware pack
1 Steel bushing sleeve with attached washer	1 Forward main beam
1 Transmission crossmember support bracket	

Although TracLink is considered a bolton device on a factory stock vehicle, it is reasonable to expect that small modifications pertaining to the mufflers and exhaust pipes may be required occasionally on massproduction vehicles. This is also the situation with cars that have aftermarket exhaust systems.

1.Begin installation by pulling back the carpeting on the left rear floor of the passenger compartment. Simply remove the rear seat cushion and roll the carpet back away from the drive shaft tunnel and floor bulkhead. Elevate the vehicle, as you will be required to be underneath it to install the kit. To properly install the kit, the vehicle must be at **Ride Height**, with the Full Weight on the Tires. We use drive on ramps or a drive on lift. **Do not install with jack stands under the axle. That would be incorrect!!!!!**

2. Locate the for forward bracket, this will attach to the transmission crossmember. The unit is about 8 inches long and has a angle bracket welded to it. While supporting the transmission crossmember remove the bolt holding the crossmember to the floor located on the driver side. Install the bolt through the small hole in the bracket and reinstall the bolt with bracket back on the car. The bracket installs with the angle tab pointing forward towards the front of the vechicle. The tab will swing up under the crossmember.

3. Swing the bracket up so the tab contacts the bottom of the crossmember and mark the location. Use a ½" drill bit and drill a hole through the crossmember at your mark. Locate in the hardware supplied a 2 inch long ½" bolt and a self locking ½" nut. Bolt the bracket to the crossmember. Torque to 70 foot pounds.

4. The seat belt bolt on the driver's side (next to the center console) must now be replaced. Remove the bolt and install the 7/16", diameter bolt with steel spacer supplied with the kit through the seat belt eye. Tighten the seat belt bolt down tight. (View 1)

3. Temporarily disconnect the left exhaust pipe at the joint just ahead of the muffler and disconnect the left muffler bracket. This permits the left side exhaust to swing out of the way.

4. Locate the forward main beam. This beam has a large welded ring on it. Slide the main beam up into the drive shaft tunnel long the driver's side of the transmission tunnel starting from the rear of the vehicle. You will note that there is a **tab** welded in the middle of the forward brace. The forward brace indexes off this tab. Place the tab onto the new seat belt bolt, where it protrudes through the floorpan. Locate the 7/16" stover locknut from your hardware kit. Run the nut down so that the forward brace is held in position, but do not fully tighten the nut at this time.

5. Using a 1/2 x 1 1/4" long bolt with lock washer from your hardware pack, fasten the forward bracket to the forward brace. **Don't** run the bolt all the way tight.

6. Locate the machined aluminum body plate in your kit. (View 3) Using a 1/220 x 1 1/4" bolt, lockwasher and flat washer. Fasten the aluminum plate to the rear of the forward brace. (You will note that there is a relief machined into one side of the aluminum plate. This identifies the backside of the plate, which goes up against the car's floor) Run the bolt and washer down, but do not tighten all the way. Install the angle plate onto the aluminum plate using the 3/824 x 1 1/4" bolts. Be sure to put a flat washer onto the bolt and then push the bolt through the aluminum plate and into the angle plate. Use a 3/824 stover locknut on the angle plate side. Push the aluminum plate up into position so that the angle plate goes flat against the floor. The aluminum plate will self index on the floor with assistance provided by the angle plate.

Inside the car lift the carpet up out of the way so mounting holes may be drilled. Now drill one 3/8" hole through the floor located at the main beams face plate. (There are 3 holes in the face plate located at the back of the main bean next to the aluminum plate). From the inside of the car, drop a 3/8" bolt with flat washer through the floor. Make sure that there isn't any body sealant under the bolt head before tightening it down. Under the car, fasten the main beam using a 3/8" stover locknut. Proceed

to the other holes in the main beam faceplate. Drill the 2 additional holes and fasten in the same manner. Tighten down all the 3/8″ fasteners. Torque to 35 pounds.
TECH TIP--- If you use a 12″ long 3/8-drill bit you will not have to drop the drive shaft to drill the 3 holes.

7. Move to the front crossmember and tighten down the end bolt to 70-ft pounds.

8.Return to the aluminum plate and push the plate up against the car's floor. From under the car, there are two holes in the angle plate. Drill one of the holes using a 3/8″ bit. Install one of the 3/824 x 1″ bolts at this location. Push a 3/8″ flat washer onto the bolt and install by sliding it from the inside of the car through the floorpan and into the brace. Use a 3/8″ stover locknut under the car and tighten down. Make sure that there is no body sealant between the head of the bolt and the floor.

9. After tightening down the bolt, drill the other hole in the angle plate. Install the 3/8 bolt as in step 9 and tighten down.

10. From underneath the vehicle, drill the remaining three 1/2″, holes located in the aluminum body plate through the floorpan. Locate three 1/220 x 1 1/4″ bolts, 12mm flat washers and three 1/2″ fine thread stover locknuts.
Using the 3 hole plate provided with your kit, push the 1/2″ bolts through the plate and the floorpan from inside the car. Fasten under the car using the 12mm flat washers and 1/2″, stover locknuts. Make sure there is no undercoating under the plate inside the car. Torque the three 1/2″ bolts to 70-ft lbs. Torque the 1/2″ bolt between the aluminum plate and the forward brace at this time also. (70 ft lbs) Reposition the carpeting that you moved aside earlier and reassemble. The interior is now completed.

11. Tighten down the seat belt bolt and nut to 45 foot pounds.

12. Temporarily remove the rear axle cover plate bolts at the 6, 7 and 8 O'clock locations. (View 4) In your hardware pack there are three longer bolts and lock washers that will replace the original fasteners. You will note that one end of the traction beam has a mounting plate. The holes of which match the cover bolt locations on the axle.

13. At this time, remove the differential weight. It is a cast iron weight that hangs off the webbing of the differential case next to the pinion.

14. Locate the gold slip collar and a rubber bushing. Slide the rubber bushing on the collar so the metal ring molded in the rubber faces the threads on the collar. Slip the assembly over the stub on the torque arm so the flat washer welded to the collar goes on first.

Slip the traction beam stub with the collar into the large ring located on the forward beam and use three longer cover plate bolts provided in your kit to attach the traction beam to the differential. Tighten down the 3 bolts. This slides the traction beam forward, which will provide you with the correct location for the 1/2" bolt holes you are about to drill. Make sure the rubber bushing is indexed in the steel ring.

15. With the beam temporarily located, take a scribe and outline the two bosses of the traction beam where they contact the rear end. (I.e. Where the differential weight used to bolt on).

16. Remove the traction beam and note the lines you scribed, locate the center of your scribed marks. You may have to redrill the mounting holes in the differential. If part of the hole interferes, you can use a grinder with a carbide burr or a rat-tail file to open up the hole just far enough to position the bolt for the new centerline. The hole size is 1/2".

17. Slide the traction beam assembly with the collar/small rubber bushing back up into position and fasten all three rear end cover bolts. You should at this time put a little grease inside the collar. (A good water-resistant grease works the best. This can be a synthetic.) Check to make sure that both ½ inch bolts thread in straight.

18. Generally, you will find a space between the bosses of the traction beam and the rear end housing. This is correct. In the kit we provide spacers and washers of different sizes which will be used to make up the distance. Simply, with the front collar indexed and the 3 cover bolts tight, fill the space with whatever combination required. **Do not pry the torque arm up or down to install the spacers. This will preload the system.** Depending upon ride height and other variables, it is possible that you may not need spacers or you may need different spacers on each side. You don/t necessarily need the same size spacer on both sides. It doesn't matter as long as the system is not preloaded.

19. You will find two different lengths of 1/2" bolts in your hardware pack. Depending on the amount of spacers used, select the bolt that provides the best depth for this application. Remember to install a lock washer and a flat washer on the bolt before installing them on the rear end. Torque to 70 foot pounds.

20. Up forward at the traction beam's collar, slide the remaining rubber bushing onto the steel sleeve, with the step in the bushing indexing in the ring. Place the large diameter concave washer onto the sleeve. The concave side goes toward the rubber bushing.

21. Install the 1" jam nut and tighten until it bottoms out. (I.E.tighten it down until it is all the way to the end of the threads on the steel

sleeve) Compression on the bushing is preset by the tolerances in the steel sleeve.

22. Install the 1", fine thread end cap. It is easily recognized because it has a grease fitting attached. Tighten the end cap down until it bottoms out on the steel bushing sleeve. Going back to the 1" jam nut, loosen it until it contacts the end cap. Putting a wrench on both the end cap and the 1" jam nut, tighten them against each other.

23. Reinstall the exhaust. As stated earlier, this may or may not be clear-cut. Generally, if clearance is at a premium, a slight rotation of the exhaust pipe immediately ahead of the muffler and/or the muffler itself is all that is required.

24. No realignment of the front end is necessary.

25. Remove the pinion snubber, as it is no longer used.

26. Quadshock setup and brackets may also be removed. If you don't wish to do this, skip this step. However at this point, the quads are extra weight because they are no longer performing a function.

27. Lubricate Traclinks bushing via its grease fitting. Important: Overfilling the collar will cause the bushing to hydraulic and the torque arm may thump over bumps. If this happens simply unscrew the zirk fitting, drive around the block and reinstall the zirk fitting. Make sure you wipe the excess grease of that was pushed out.

28. You may have noticed an additional tab located up near the trans crossmember on the forward brace. This will provide an easy access mount for a driveshaft safety loop, should one be required or desired.

If you have any questions, please call!

Installation is now completed. Enjoy!

Hardware pack listing
TSF63 1996/99 Mustang

1 1″ fine jam nut
1 1″ fine thread end cap with grease fitting
3 12mm, flat washers
5 1″ fine thread stover lock nuts
3 1/2x1 1/2″ fine grade 5 bolts
2 1/2x1 1/4″ fine grade 5 bolts
1 1/2x2 fine grade 5 bolt
4 k1/2″ split lock washers
1 7/16x2 fine grade 5 bolt
1 Seat belt bolt spacer
1 1/2xl″ fine grade 5 bolt
5 1/2″ USS flat washers
1 7/16″ fine thread stover lock nut
2 1/2x2/14″ fine grade 5 bolts
2 1/2xl 3/4″ fine grade 5 bolts
3 5/16xl 1/4″ coarse grade 8 bolts
3 5/16″ split lock washers
2 3/8x1 1/4″ fine grade 5 bolts
5 3/8xl″ fine grade 5 bolts
7 3/8″ SAE flat washers
7 3/824 stover lock nuts

Additional Global West components are:
- Del-a-lum performance control arm bushings
- Off set rack bushings
- Camber caster kits
- Springs
- Shocks
- Subframe connectors
- Tubular rear control arms
- Ride height spacers
- Performance brakes