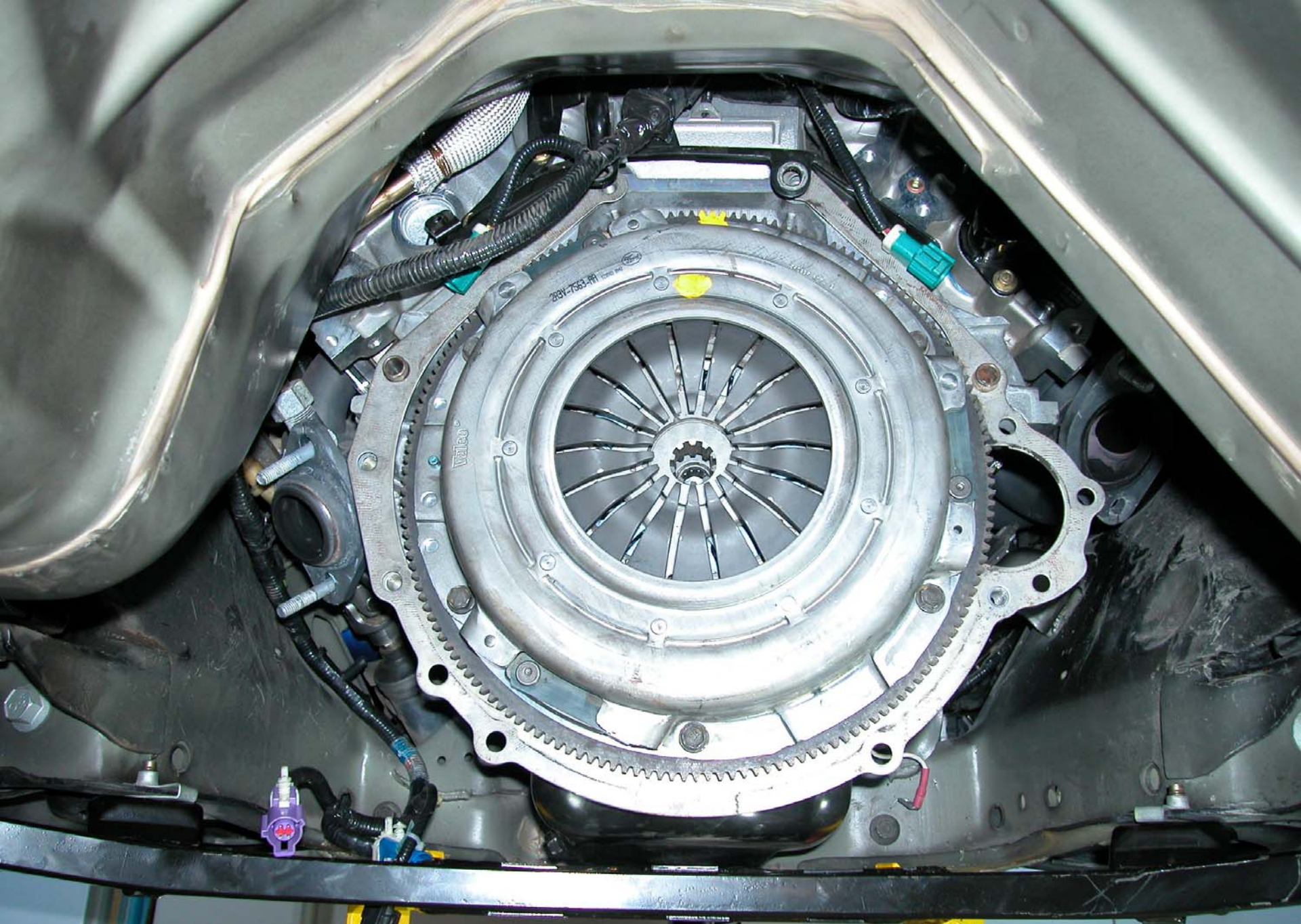
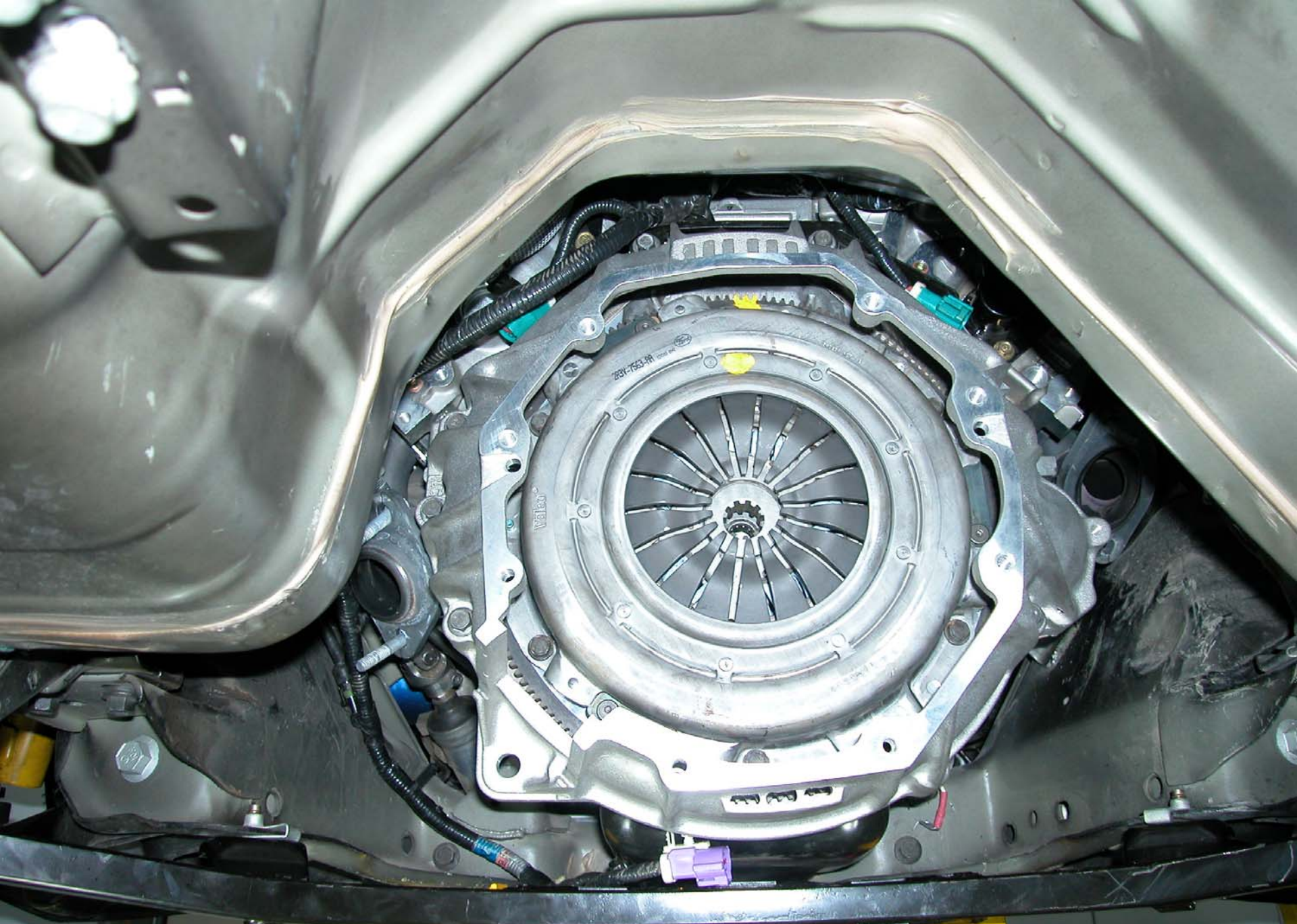


New aluminum flywheel



New clutch & pressure plate bolted up



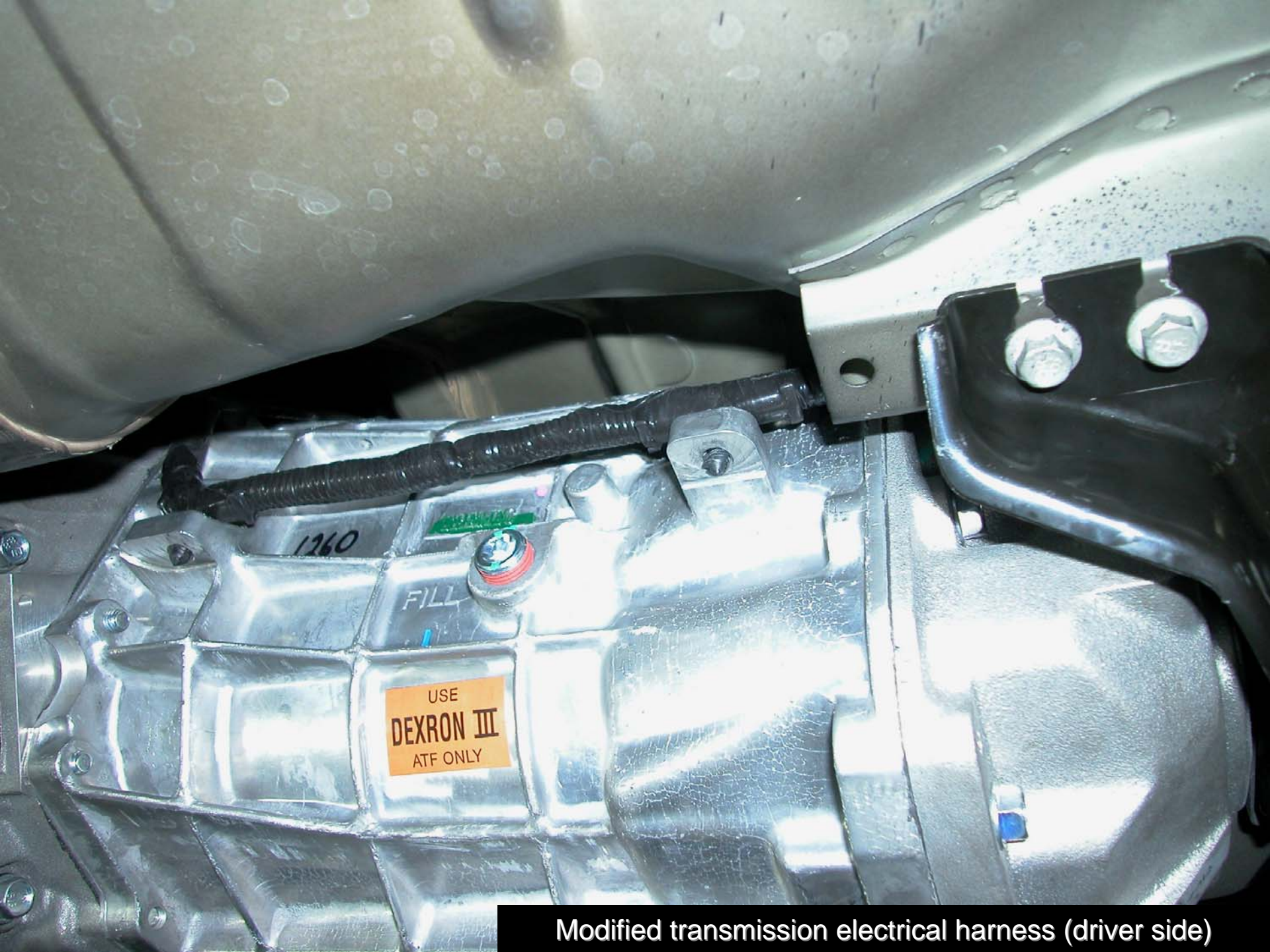
T-56 bell housing in place



Ford Racing T-56 heading home



Ford Racing T-56 crossmember installed



Modified transmission electrical harness (driver side)



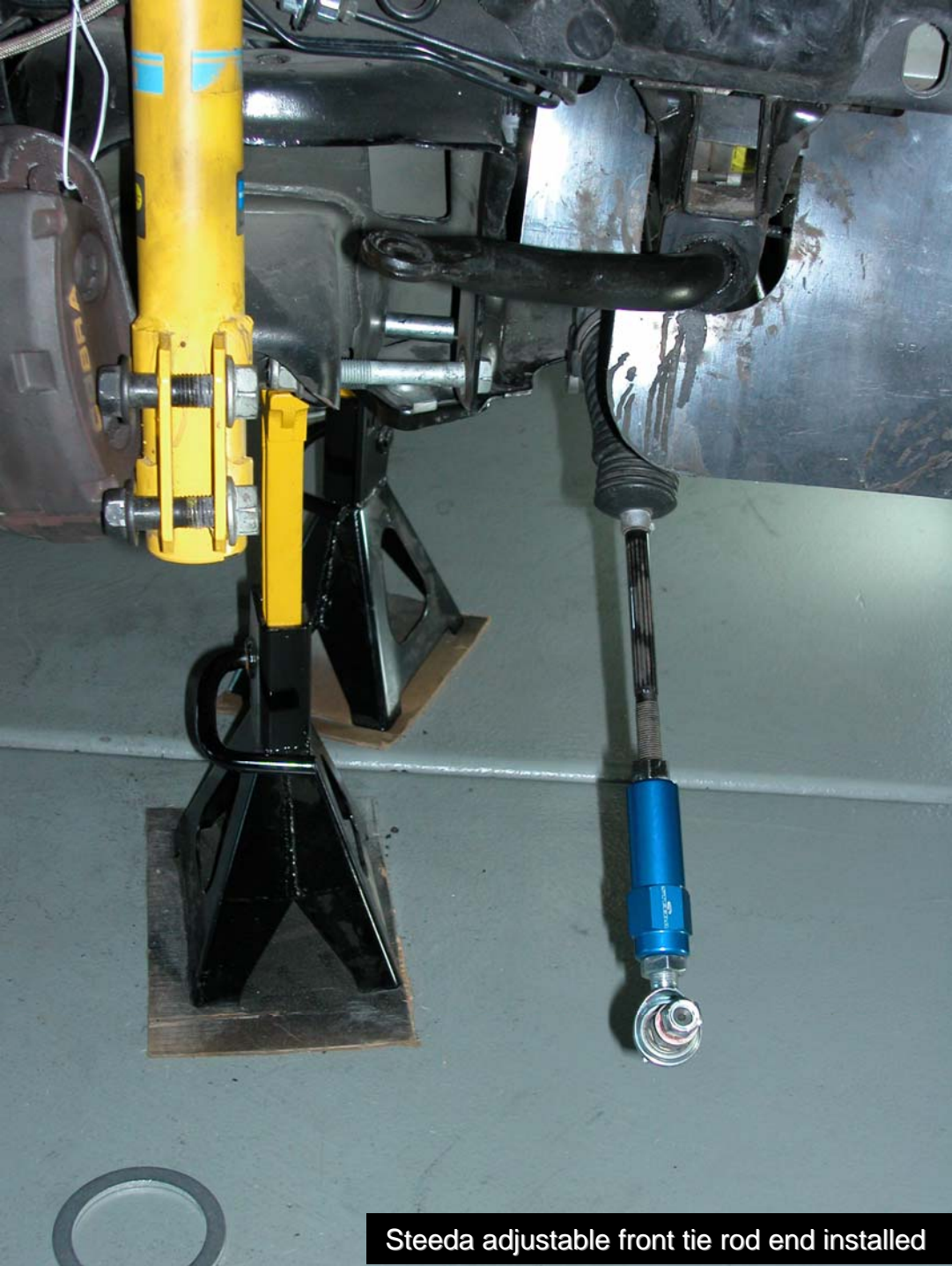
OEM outer shift boot installed on MGW shifter



Console trim panel w/ T-56 shift placard & amber REVERSE LED added



Momo shift knob w/ added REVERSE button



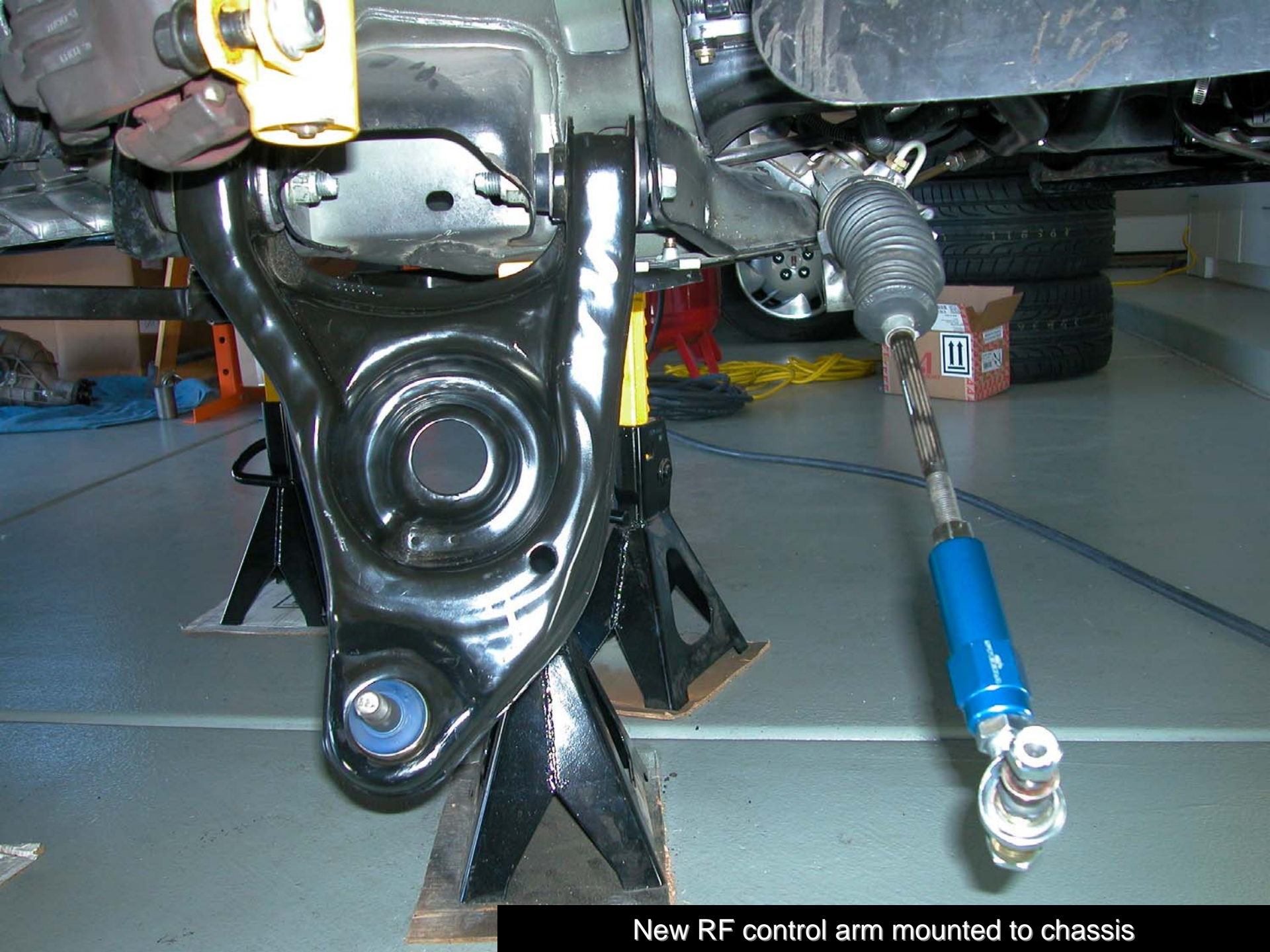
Steeda adjustable front tie rod end installed



New front control arm w/ X2 balljoint next to original arm



Geometry change from 2001 control arm to Terminator arm



New RF control arm mounted to chassis



Left front ready for ABS sensor & brake installation



Left shield about to be cut to eliminate interference point
Multiple sharpie marks reflect various options considered – I eventually settled on taking the least amount of material necessary



Left shield after cutting and mounting
Red circle indicates a second potential interference point that can be eliminated by simply pulling the shield slightly away from the bolt



Third potential interference spot may require bending shield away from control arm



Worn front pad next to fresh one



Adjusting bumpsteer of left front suspension



Front end after bumpsteering



Front left ready for wheel & tire



Stock '01 IRS w/ halfshafts removed



Torsen T2R & FRPP gears in diff housing



CENTRAL HYDRAULICS
20 TON SHOP PRESS
ITEM 10014 MADE IN U.S.A.

WARNING
CAUTION

20 TON
Hydraulic JET
CAUTION

CRAFTSMAN

150 PSI
GHP-2HP-3

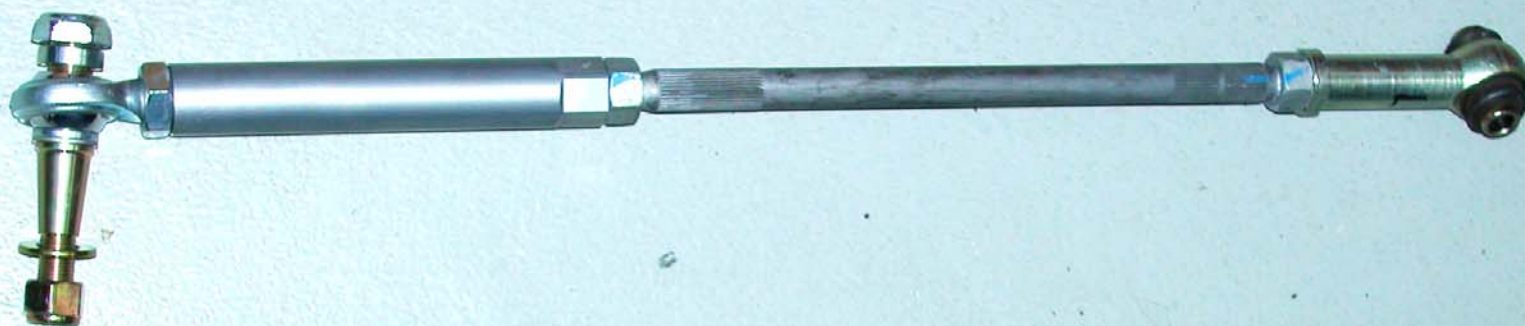
Pressing new DSS L-5 hub onto rear knuckle



IRS knuckles w/ new DSS L-5 hubs & Moser wheel studs



Pressing old bushings out of rear LCA



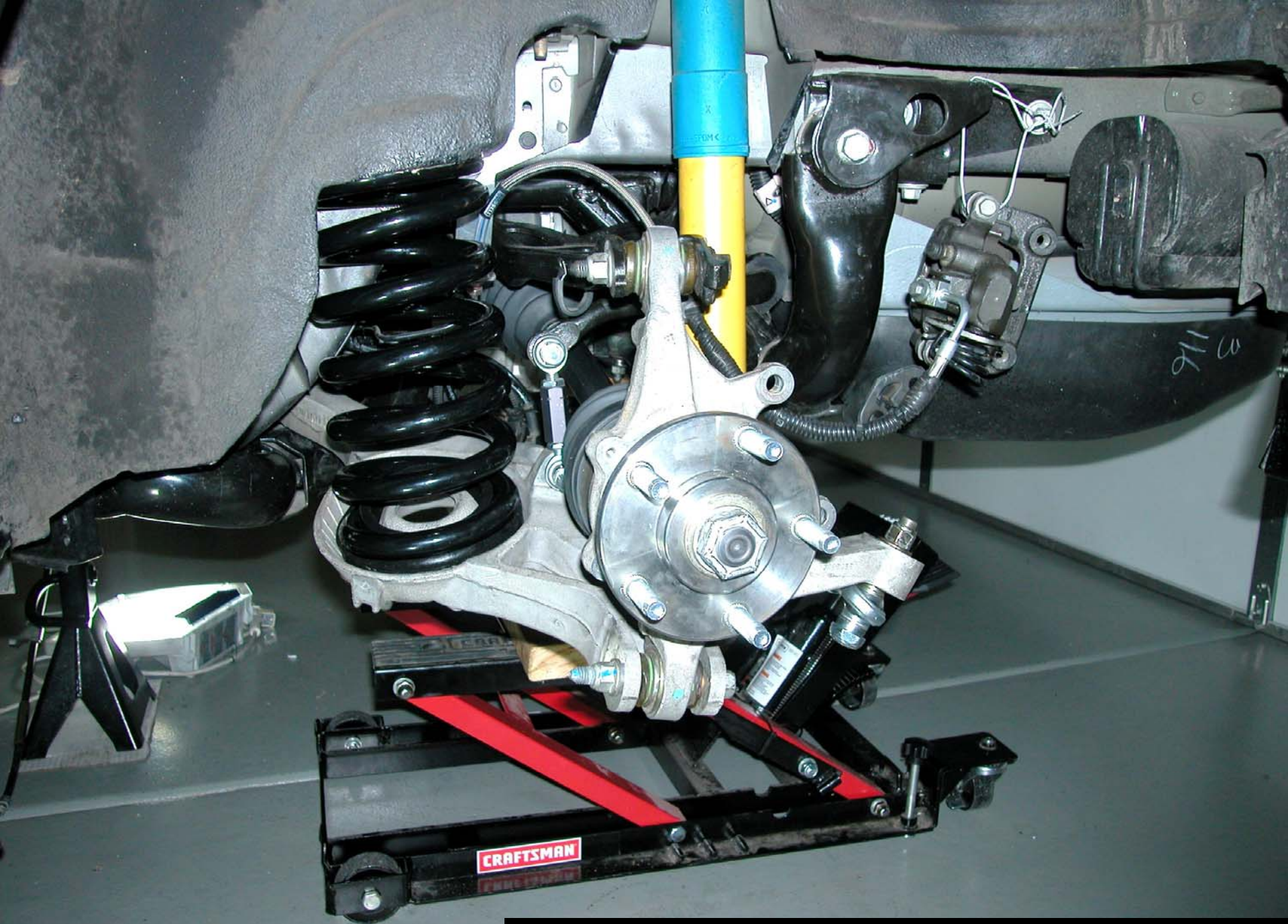
Rear tie rod w/ MM adjustable end & UCA w/ poly bushings



Stock '01 halfshaft (top) vs. DSS L-5 300M (bottom)



Upgraded IRS ready for installation



Upgraded IRS bolted in place w/ new EP springs installed



Proper welds along left jacking rail



Terminator pinion flange, PHP diff brace & poly diff bushings



New PST driveshaft w/ 1350 U-joints & Terminator pinion flange coupling



Driveshaft coupling bolted to pinion flange

Mid-pipe installed





Catback reinstalled



F 7 3 9 T

New Dunlops ready for installation



Off the jack stands for the first time in over 2 months

