



Evolution Motorsport Incorporated

www.evolutionmsport.com

Owner's Manual

Evolution Motorsport "TriLink"



Questions or Concerns? Email us at: tech@evolutionmsport.com

Please Read and Save This Owner's Manual for Future Reference

PN: EVM900112 - Evolution Motorsport Mustang TriLink (1979-2004)



WARNING: PLEASE READ THIS OWNER'S MANUAL, AND THE EVOLUTION MOTORSPORT PRODUCT PURCHASE AGREEMENT IN THEIR ENTIRETY BEFORE INSTALLING EVOLUTION MOTORSPORT INCORPORATED PRODUCTS. BY INSTALLING EVOLUTION MOTORSPORT PRODUCTS, YOU AGREE TO BE BOUND BY ALL OF THE TERMS AND CONDITIONS CONTAINED WITHIN THESE DOCUMENTS. DO NOT OPERATE VEHICLES EQUIPPED WITH THIS PRODUCT ON PUBLIC ROADS. IMPROPER INSTALLATION MAY RESULT IN PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.





IT IS IMPORTANT THAT THIS OWNER'S MANUAL BE READ AND UNDERSTOOD COMPLETELY BEFORE INSTALLATION OF EVOLUTION MOTORSPORT PRODUCTS IS ATTEMPTED.

| | |
|--|----|
| Hazard Definitions..... | 2 |
| Product Disclaimer of Warranty..... | 3 |
| Legal/OEM Warranty Implications..... | 3 |
| Installation Disclaimer..... | 3 |
| Introduction..... | 4 |
| Important Safety Considerations..... | 4 |
| Installation Preparation..... | 6 |
| Mustang "TriLink" Installation..... | 7 |
| Miscellaneous Installation Photos..... | 20 |
| Mustang "TriLink" Specifications..... | 21 |
| Product Information Record..... | 22 |
| Mustang "TriLink" Maintenance..... | 22 |
| Product Returns..... | 23 |
| Evolution Motorsport Customer Service..... | 23 |



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Hazard Definitions



In order to help reduce the risk of personal injury, and prevent possible damage to others, your vehicle and its equipment, we have highlighted potential hazards with a safety alert symbol and an associated hazard warning. In some cases the hazard statement is explicit, in other cases it may simply contain the ANSI defined signal word: **DANGER, WARNING** or **CAUTION**. For your better understanding, the signal words with safety alert symbols are defined below.



DANGER: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.

In addition to the aforementioned signal words, we may use the safety alert symbol with the word **IMPORTANT**. This is not an ANSI defined signal word and is not directly related to a hazard; however, it will provide information that will help promote a safe work environment.



IMPORTANT: Indicates information that is important for successful application and understanding of the product or product installation.



WARNING: Improper installation may result in property damage, personal injury or death!



Products offered by Evolution Motorsport are intended for track or "off-highway" competitive or performance use only, and are therefore sold "as is" without any warranty whatsoever. Implied warranties, including warranties of merchantability or fitness for any particular application, are excluded. It is the Purchaser's responsibility to determine the suitability of Evolution Motorsport Products for their application. Evolution Motorsport hereby disclaim and exclude any and all warranties for the Products offered herein pursuant to section 2316 of the Uniform Commercial Code. The entire risk as related to quality and performance of Evolution Motorsport Products is with the Purchaser. Should such Products prove defective following their Purchase, the Purchaser and NOT Evolution Motorsport, assumes the entire cost of all necessary servicing or repair. The Purchaser and NOT Evolution Motorsport Incorporated, assumes any and all risks arising out of or in connection with the use of Evolution Motorsport Products, including, without limitation, the risks of death, paralysis or any bodily injury, disability and/or loss or property damage wheresoever and howsoever caused including but not limited to, defects, normal wear or negligence, lack of maintenance, accident, abnormal operation, or improper installation or service, collision between a vehicle and another vehicle, person or stationary object, skidding, overturning, sudden stops, braking or acceleration, any "Act of God", fire or explosion; or the negligent or deliberate act of another person. **THERE IS NO WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED, MADE REGARDING THE SAFETY OF EVOLUTION MOTORSPORT PRODUCTS. THE ENTIRE RISK AS TO THE QUALITY OR PERFORMANCE OF THE PRODUCT IS WITH THE PURCHASER.**

Legal/OEM Warranty Implications

Because U.S., Canadian, state or provincial laws and regulation may prohibit removal or modification of components that were installed by the Original Equipment Manufacturer's (OEM's) to meet emission requirements or to comply with motor vehicle safety regulations applicable to vehicles manufactured for use on public roads, vehicles equipped with Evolution Motorsport Products are not to be operated on public roads, and offers such Products for track or "off-highway" competitive or performance use only. **EVOLUTION MOTORSPORT PRODUCTS ARE INTENDED FOR "OFF-HIGHWAY" APPLICATION ONLY.** Installation on a vehicle intended for use on public roads may violate U.S., Canadian, state or provincial laws and regulations including those relating to emission requirements and motor vehicle safety standards. In California certain Products may legally be used on a racing vehicle which will never be operated on public roads. In addition, installation of Evolution Motorsport Products may adversely affect the warranty coverage on the Purchaser's vehicle. Other local, state, provincial, territorial, or international laws may apply to the use of these Products. Please check your local laws before Purchasing Evolution Motorsport Products.

Evolution Motorsport makes no representation as to the legality of any Products in various states or provinces except where noted. The Purchaser accepts all responsibility for the final use of Evolution Motorsport Products and shall hold Evolution Motorsport harmless in any legal proceeding arising from the use of such Products. Adherence to federal, state and local laws is the sole responsibility of the Purchaser. Evolution Motorsport assumes no responsibility for any voided OEM warranties.

Installation Disclaimer

The installation instructions provided for Evolution Motorsport Products are furnished solely as a matter of convenience to the Purchaser and should be regarded merely as suggestions to an otherwise proficient and experienced automobile technician. Disassembly and assembly of automobiles can be dangerous and should always be conducted in accordance with procedures set forth in the OEM service manuals or their Society of Automotive Engineers (SAE) equivalent. Furthermore, performance of Products may be affected by the manner in which the Products are used, serviced or installed. Purchasers of such products must rely on their own judgment as to the suitable use, service and installation of such Products.

Proper installation and safe use of Evolution Motorsport Products is the sole responsibility of the Purchaser. As part of the consideration for purchasing any Product of Evolution Motorsport, the Purchaser takes a such Product as "as is" and subject to all the provisions of this disclaimer and limitation of damages.

Purchaser agrees to indemnify and hold Evolution Motorsport harmless from any claim, action or demand arising out of, or incident to, the installation or use of Products purchased from Evolution Motorsport by any Purchaser.



WARNING: Improper installation may result in property damage, personal injury or death!



Thank you for purchasing Evolution Motorsport products, and welcome to the Evolution Motorsport team. Evolution Motorsport is a company made up of degreed engineers by trade, who are also performance vehicle enthusiasts. We have over four decades of combined engineering experience, three decades of which are automotive related. We have dedicated ourselves to giving our customers the finest engineered, designed, packaged and manufactured suspension and chassis components in the industry.

Evolution Motorsport products are engineered to enhance a vehicle's performance, for ease of installation, aesthetics and reliability. Our attention to detail and design philosophy ensure our customers un-paralleled satisfaction from the initial installation through years of performance driving. Our products are proudly made in the USA.

As a service to our customers, we provide this Owner's Manual. It is important that you read this manual thoroughly for information regarding the proper assembly, installation and maintenance of your Evolution Motorsport products. If at any time you have questions about Evolution Motorsport products or their installation, be sure to contact our Customer Service department.

If you have access to the internet, please visit us at <http://www.evolutionmsport.com>. The Evolution Motorsport website features extensive information about Evolution Motorsport products, updates to product literature, technical tips and bulletins, retail pricing and more.

! IT IS IMPORTANT THAT THIS OWNER'S MANUAL BE READ AND UNDERSTOOD COMPLETELY BEFORE INSTALLATION OF EVOLUTION MOTORSPORT PRODUCTS IS ATTEMPTED.

! Important Safety Considerations !

Evolution Motorsport would like to remind our customers that the disassembly and assembly of automobiles can be dangerous and should always be conducted in accordance with procedures set forth in the OEM service manuals or their Society of Automotive Engineers (SAE) equivalent. With this in mind, we urge our customers to exercise due care and be aware of their surroundings when installing our products. Please review the warnings below, before attempting product installation.



WARNING: THIS PRODUCT IS FOR TRACK OR "OFF-HIGHWAY" COMPETITIVE OR PERFORMANCE USE ONLY. DO **NOT** OPERATE VEHICLES EQUIPPED WITH THIS PRODUCT ON PUBLIC ROADS.



BURN HAZARD. ENGINE AND EXHAUST COMPONENTS MAY BE HOT. DO **NOT** TOUCH. ALLOW TO COOL BEFORE SERVICING OR INSTALLING EVOLUTION MOTORSPORT PRODUCTS.



RISK OF INJURY. CONTACT WITH AUTOMOTIVE FLUIDS AND FUELS CAN CAUSE SKIN IRRITATIONS AND BLINDNESS. **EYE PROTECTION REQUIRED.**



RISK OF EYE INJURY. FLYING DEBRIS CAN CAUSE EYE INJURY. **EYE PROTECTION REQUIRED.**



EXPLOSION AND FIRE HAZARDS. DO **NOT** WELD, SOLDER OR USE A TORCH NEAR FLUID LINES OR FLAMMABLE MATERIALS. ALWAYS HAVE A CERTIFIED FIRE EXTINGUISHER PRESENT WHEN WELDING.



IMPORTANT: READ AND UNDERSTAND EVOLUTION MOTORSPORT PRODUCT OWNER'S MANUAL AND ALL OTHER SAFETY INSTRUCTIONS BEFORE INSTALLING OR SERVICING EVOLUTION MOTORSPORT PRODUCTS.



CRUSH AND PINCH POINT HAZARDS. REFER TO VEHICLE OWNER'S OR SERVICE MANUALS FOR PROPER JACKING AND DISASSEMBLY PROCEDURES. FAILURE TO DO SO CAN CAUSE SEVERE INJURY OR DEATH.



KEEP CHILDREN AWAY. ALL VISITORS SHOULD BE KEPT A SAFE DISTANCE AWAY FROM WORK AREA WHILE INSTALLING OR SERVICING EVOLUTION MOTORSPORT PRODUCTS.



CAUTION: DO **NOT** WEAR RINGS, WATCHES OR LOOSE CLOTHING WHILE INSTALLING OR SERVICING EVOLUTION MOTORSPORT PRODUCTS.

! WARNING: Improper installation may result in property damage, personal injury or death! !



As with all of Evolution Motorsport Products, we recommend that our Products be installed by trained professionals. If you are attempting to install any of our Products yourself, refer to your vehicle owner's and/or service manuals for proper vehicle jacking and disassembly procedures, and for proper safety instructions/precautions. Read and understand this Owner's Manual completely before Product installation is attempted.

As with all Evolution Motorsport products, we recommend that our products be installed by trained professionals. Regardless of whether or not you or a trained professional are installing Evolution Motorsport products, proper preparation will allow for a trouble free installation. To properly prepare for the installation of Evolution Motorsport products, please review and complete the following items.

- ✚ Read the Evolution Motorsport Product Purchase Agreement in its entirety. A copy of this is included with the product(s). If you have access to the internet, you can visit <http://www.evolutionmsport.com>, to view the most recent version.
- ✚ Read and understand this Owner's manual and all other safety instructions.
- ✚ Familiarize yourself with your vehicle's Owner's and/or Service manuals for proper vehicle jacking and disassembly procedures, and for proper safety instructions and precautions. We recommend you have copies of these manuals available for reference during the installation of Evolution Motorsport products.
- ✚ Examine products for any manufacturing defects or evidence of physical damage. If there is evidence of defects or damage, please refer to the Product Returns section, for our return policy.
- ✚ Examine product packaging for contents. Refer to the Component Parts List for comparison. If any components are missing, please contact Evolution Motorsport's Customer Service Department for replacement.
- ✚ All Evolution Motorsport Products are serialized for tracking and quality control purposes. Please document all product serial numbers before installing products. Refer to the section of this manual entitled Product Information.
- ✚ Review the "Tools Required for Installation" and make sure these tools are available during installation.
- ✚ Be aware of the time estimates for product installation. Keep in mind these are only estimates, make sure you have enough time allotted for the installation.
- ✚ Make sure your work area is clean and clear of obstacles. Cluttered areas invite accidents.

After reviewing these pre-installation items, you should be ready to install your Evolution Motorsport Products. If at any time you have questions about Evolution Motorsport products or their installation, be sure to contact our Customer Service department.



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KEEP CHILDREN AWAY. ALL VISITORS SHOULD BE KEPT A SAFE DISTANCE AWAY FROM WORK AREA WHILE INSTALLING OR SERVICING EVOLUTION MOTORSPORT PRODUCTS.



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As with all of Evolution Motorsport Products, we recommend that our Products be installed by trained professionals. If you are attempting to install any of our Products yourself, refer to your vehicle owner's and/or service manuals for proper vehicle jacking and disassembly procedures, and for proper safety instructions/precautions. Read and understand this Owner's Manual completely before Product installation is attempted.



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Component Parts, Tools Required and Fasteners



Component Parts, Tools Required and Fasteners

| Item | Part Number | Description | Tools Required |
|--|----------------------|--|--|
| 1 | EVM900111 | Mustang "TriLink" Front Cradle | <i>Hand Drill/Various Bits Hand grinder Standard & Metric Box/Open Wrench Set Standard & Metric Socket Set Center Punch Hammer</i> |
| 2 | EVM900109 | Mustang "TriLink" Rear Cradle | |
| 3 | EVM900110 | "TriLink" Cradle/Diff Bracket | |
| 4 | EVM300122 | Mustang "TriLink" Center Link | |
| 5 | EVM200133-001 | Mustang "TriLink" Floor Brace (P) | |
| 6 | EVM200103-002 | Mustang "TriLink" Floor Brace (D) | |
| A - Mustang "TriLink" Rear Cradle Fasteners | | | Center Link - Fasteners |
| (2) 1/2"-20x2 1/2" UNF Hex Head Bolt, Grade 8 (2) 1/2"-20 UNF Top Lock Flange Nut, Grade 8 (2) 1/2" O.D. 1 1/16" SAE Narrow, Grade 8 Washer (3) 5/16"-18x1" UNC Hex Head Bolt, Grade 8 (2) 5/16"-18x3/4" UNC Hex Head Bolt, Grade 8 (2) 5/16"-18 UNC Nylock Nut (4) 5/16" O.D. 7/8" USS Standard "W", Grade 8 Washer (3) 5/16" O.D. 11/16" SAE Narrow, Grade 8 Washer (2) 1/2" O.D. 1.808"x1 1/16" Slugs, Steel, Rear Differential | | | (1) 5/8"-18x2 1/4" UNF Hex Head Bolt, Grade 8 (1) 5/8"-18x2 1/4" UNF Socket Head CapScrew, Grade 8 (2) 5/8"-18 UNF Top Lock Flange Nut, Grade 8 (4) 5/8" O.D. 1 3/16" SAE Narrow, Grade 8 Washer (4) 5/8" O.D. 1"x .106" Rod End Spacer (2) 5/8" Rod End (2) 5/8"-18 UNF Jam Nut |
| B - Mustang "TriLink" Front Cradle Fasteners | | | |
| (1) 1/2"-20x7 1/2" (8 1/2") UNC Hex Head Bolt, Grade 5 (1) 1/2"-20 UNF Nylock Nut (6) 1/2" O.D. 1 1/16" SAE Narrow, Grade 8 Washer (2) 5/8" O.D. 1 3/4" USS Standard "W", Grade 8 Washer (2) 1/2"-20x1 1/4" UNF Hex Head Bolt, Grade 8 (2) 1/2"-20x4" UNF Hex Head Bolt, Grade 8 (2) 3/8"-16x1"x2 1/4" U-Bolt (4) 3/8"-16 UNC Nylock Nut (4) 3/8" O.D. 13/16" SAE Narrow, Grade 8 Washer (2) 1/2" O.D. 1"x1 1/4" Angle Cut Spacer | | | (2) 1/2" O.D. 1"x3/16" Angle Cut Spacer (2) 1/4" U-Bolt Shim (2) 3/16" U-Bolt Shim (1) 1/8" U-Bolt Shim (2) 1/2" O.D. 1"x3/16" Spacer (2) 1/2" O.D. 1"x60mm Spacer |

WARNING: Improper installation may result in property damage, personal injury or death!



IMPORTANT: BEFORE INSTALLING THE MUSTANG "TriLink", BE SURE TO RECORD YOUR SERIAL NUMBERS IN THE PRODUCT INFORMATION SECTION. AFTER INSTALLATION SERIAL NUMBERS MAY NOT BE VISIBLE.

MUSTANG "TriLink" ESTIMATED INSTALLATION TIME: 3 HR, 30 MIN

Thank you for choosing Evolution Motorsport products. As with all of our products, we recommend that our Mustang "TriLink" System be installed by trained professionals.

These installation instructions will detail the installation steps required to successfully install the Mustang "TriLink" System. The general installation process is as follows:

1. Prepare vehicle for the "TriLink" installation.
2. Install "TriLink" rear cradle.
3. Install "TriLink" front cradle.
4. Install "TriLink" center link.
5. Complete the "TriLink" installation.

Remember, if at any time you have any questions about the installation of your "TriLink" System be sure to contact us. Please review the Important Safety Considerations section before beginning installation. Good luck with your installation.

1.0 Prepare Vehicle for "TriLink" Installation



BURN HAZARD. RISK OF EYE INJURY. CRUSH AND PINCH POINT HAZARDS. REFER TO THE IMPORTANT SAFETY CONSIDERATIONS SECTION FOR HAZARD DETAILS. EYE PROTECTION REQUIRED.

The first step in the installation of the "TriLink" is to make sure the vehicle has had time to cool down before beginning installation. **If vehicle has been running, let the engine cool down for approximately 2 hours prior to installation.**

- 1.1 **Disconnect the battery cables.**
- 1.2 **Remove the rear seat.**
- 1.3 **Remove the floor mastic from the interior floor pan, under the back seat. Place the floor reinforcement plates in place until they seem to fit, then trace around their perimeter. This will provide a general outline for the mastic to be removed. Refer to Figure 3.11 (Page 15) and Figure 1.0 for mastic removal references.**
- 1.4 **Block front wheels to prevent vehicle from rolling forward.**
- 1.5 **Using a floor jack, raise the rear of the vehicle with the jack placed under the rear axle. Place jack stands on frame rails near the lower control arm front mounting point to the body. [Figure 1.1] Lower floor jack slowly until vehicle is resting securely on the jack stands. Make sure vehicle is stable. Continue to lower the floor jack until the axle reaches full rebound. As you are lowering your axle, monitor the brake hoses to make sure they are not being stretched. If you need more rebound travel, you can unhook the lower shock mount.**



Figure 1.0 - Remove floor mastic.



Figure 1.1 - Support vehicle at LCA forward mount.



WARNING: Improper installation may result in property damage, personal injury or death!



1.0 Prepare Vehicle for "TriLink" Installation (Continued)

Figure 1.2 - Remove pinion snubber and bracket.

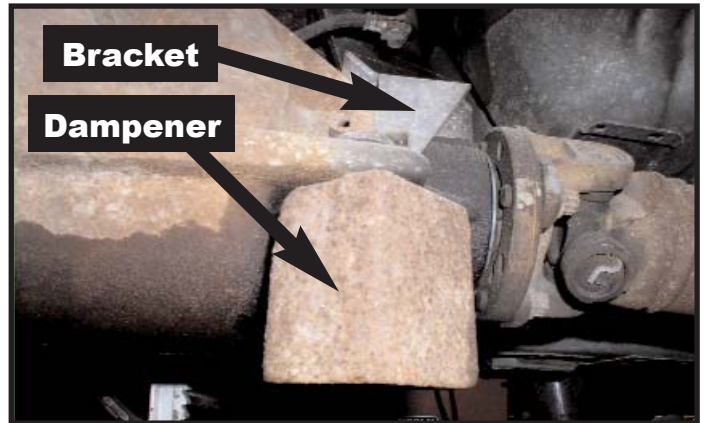


Figure 1.3 - Remove axle dampener.

- 1.6 Remove the axle pinion snubber and bracket from the floor pan and the top of differential [Figure 1.2].
- 1.7 Remove axle dampener and upper bracket from the front of the differential [Figure 1.3].
- 1.8 Place a small jack stand or floor jack under the pinion section of the front axle. This will prevent the front axle from rotating out of position when the upper control arms are removed.
- 1.9 Remove upper control arms from the vehicle.
- 1.10 Remove the upper control arm bushings from the rear axle housing. If a press tool is not available or ineffective for removing the bushings, use a drill or torch to remove the rubber and then remove the bushing cans from axle [Figure 1.4].



Figure 1.4 - Remove UCA bushings from rear axle.

The vehicle preparation is now complete.

2.0 Install "TriLink" Rear Cradle

With the vehicle preparation complete, it is now time to install the rear cradle. In this section, you will install the rear bushing "slugs", attach the rear cradle adapter plate and install the rear cradle.

Before installing any pieces, make sure all the bolts fit through the holes they are intended for. There may be powdercoating build-up on some of the holes. It may be wise to open up some of the holes and lube/chase the threads now. Clearing up even the slightest interference will ultimately make your installation go much smoother.

NOTE: Brake line routing varies between model years. It is very important to make sure that the brake lines are clear of the Rear Cradle mounting and that the lines are not "trapped" or "pinched" by the rear cradle. Brake lines are flexible enough to be reformed. Also, the mounting clips can be relocated to reposition the lines away from the rear cradle. After you reposition the lines, if there is any contact between the brake lines and the cradle, wrap and secure a protective sleeve (rubber hose/fuel line) onto the brake lines.

- 2.1 Press the supplied steel bushings/slugs into the rear axle (where the UCA bushings were removed) until the inside face of the bushing slugs are flush with the in-board sides of the rear differential UCA mounting ear [Figure 2.0, next page].

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2.0 Install "TriLink" Rear Cradle (Continued)

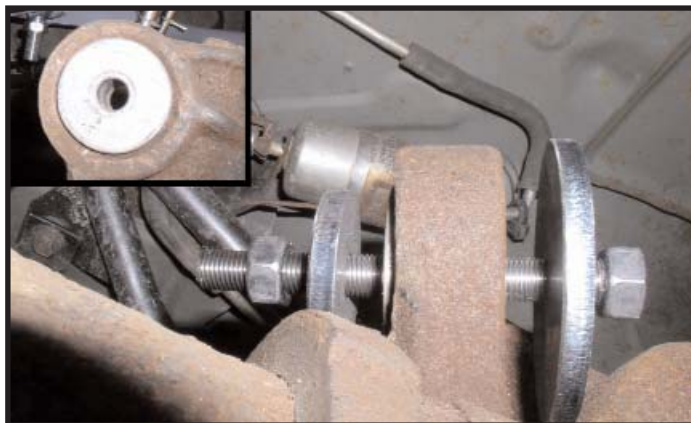


Figure 2.0 - Press bushings into rear axle.



Figure 2.1 - Trial install rear cradle.

- 2.2** With the slugs pressed in, place the rear cradle onto the rear differential. The fit of the cradle should be slightly snug. As you are installing the rear cradle, make sure the holes in the cradle mounting ears are lined up with the thru holes in the steel "slugs" you installed in step 2.1 [Figure 2.0]. If you have difficulty installing bolts thru both mounting ears, remove cradle and file holes in cradle or slugs until you have achieved desired clearance for bolts to be installed [Figure 2.1]. Once the cradle has been fit, remove cradle from differential.

Now that you have verified the fit of the rear cradle on the rear differential, the next step will involve fitting and installing the adapter bracket to the rear cradle and then to the rear differential cover. If you have a Stock rear differential cover, proceed to Section 2a.4. If you have an aluminum, aftermarket rear axle cover proceed to Section 2b.4.

Section 2a - Stock Rear Axle Cover

- 2a.4** Using the supplied (2) 5/16" x 1" bolts, (2) nuts and (4) 7/8" large washers, loose assemble the differential cover bracket to rear cradle. Screw the nuts on just enough to capture a thread so that they will not spin off. You will need as much free play as you can get to install the rear cradle/differential bracket assembly to rear differential [Figure 2.2].

With the Rear Cradle/Differential Bracket loosely assembled, you will now trial fit the assembly to the rear axle.

- 2a.5** Remove the 3 upper rear axle cover bolts and install the rear cradle/differential cover adapter bracket assembly using the supplied (2) 5/16" x 3/4" and (1) 5/16" x 1" bolts and washers. Loose install the differential adapter bracket to the rear differential cover. The 1" fastener will be used in the center hole, while the 3/4" fasteners will be used on the out-board holes. [Figure 2.3].

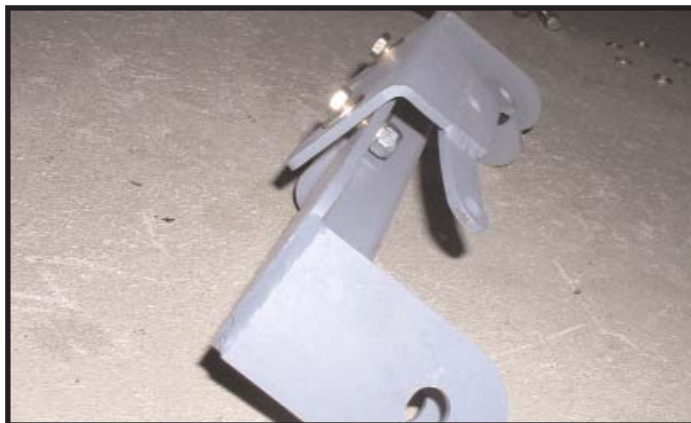


Figure 2.2 - Loose assemble differential cover bracket.

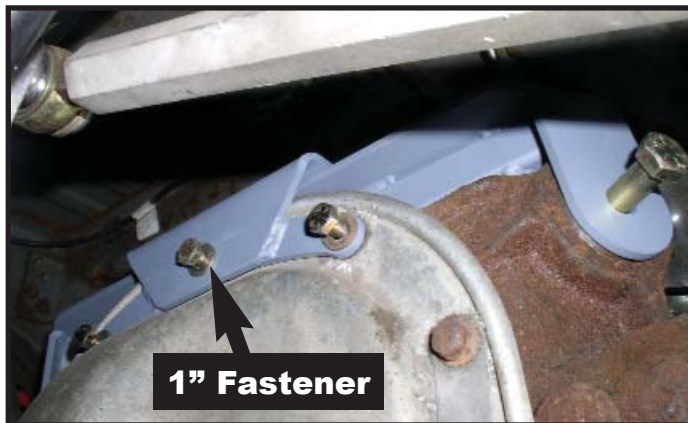


Figure 2.3 - Install Rear Cradel assembly to axle.

WARNING: Improper installation may result in property damage, personal injury or death!

2.0 Install "TriLink" Rear Cradle (Continued)

2a.6 With the cradle loosely installed you can now final torque the cradle using the tightening sequence below, and remember to first snug the fasteners in sequence. Torque the differential cover fasteners to the manufacturers specifications and the bracket fasteners to 30 lb-ft. Torque the rear cradle to differential fasteners to 85 lb-ft. If you have an Aluminum Axle Cover, you will need to install longer 5/16" bolts (not supplied).

Tightening Sequence: Tighten the (3) differential cover fasteners first, then the (2) differential bracket/cradle fasteners. Finally, tighten (2) rear cradle to differential ear fasteners last.

With the Rear Cradle installed, you can now proceed to Section 3.0 and install the Front Cradle.

Section 2b - Aluminum Rear Axle Cover

Vehicles equipped with aluminum rear axle covers, may need to have a slight modification to the cover to allow the axle cover adapter bracket to fit flush to the cover. Furthermore, the adapter bracket itself will require modification.

This section will detail the modifications that are necessary. Once all the modifications are complete, you will be referred back to Section 2a.4 to complete the installation of the rear cradle. This section only details the modifications that need to be performed on you cover and the adapter bracket. Section 2a.4 details the actual rear cradle installation onto the axle.

2b.4 Remove the 3 upper rear axle cover bolts and trial fit axle cover adapter bracket by lining up the mounting holes in the adapter bracket and the rear axle cover. Mark the locations on the cover where material needs to be removed [Figure 2.4].

2b.5 With the cover marked, you can begin to remove material. Remove only the amount of material from the cover that is needed to allow for the adapter bracket to fit flush against the cover flange, and for the bolt holes to line up [Figure 2.5].



Figure 2.4 - Mark cover for material removal.

With the axle cover modified, you now need to modify the adapter bracket. This will involve drilling new holes to attach the adapter bracket to the top of the rear cradle. These holes will be offset by the thickness of the axle cover flange.

2b.6 In order to locate the new holes; measure the thickness of the mounting flange of your rear axle cover. Then subtract this from the thickness of the production differential cover and this will be the distance you need to relocate the (2) top mounting holes [Figure 2.6].



Figure 2.5 - Remove material from axle cover.

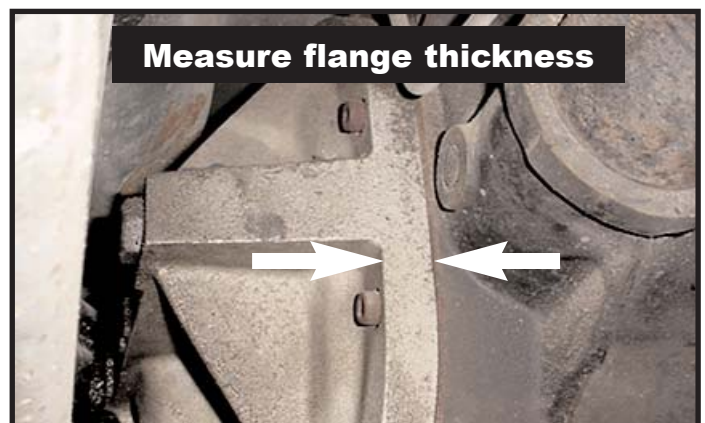


Figure 2.6 - Measure flange thickness

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2.0 Install "TriLink" Rear Cradle (Continued)

2b.7 Next, scribe a line forward, aligned with the center of the existing holes in the adapter bracket. Now, using the dimension determined in 2b.6 measure from the centerline of the existing hole forward in vehicle position and locate new hole center, then drill out the holes. Use a 3/8" drill bit to create the holes [Figure 2.7].

NOTE: When drilling the holes, we suggest that you first center punch, then pilot drill the hole with a 1/8" drill bit. With the pilot hole drilled you can then drill the final holes with a 3/8" drill bit.

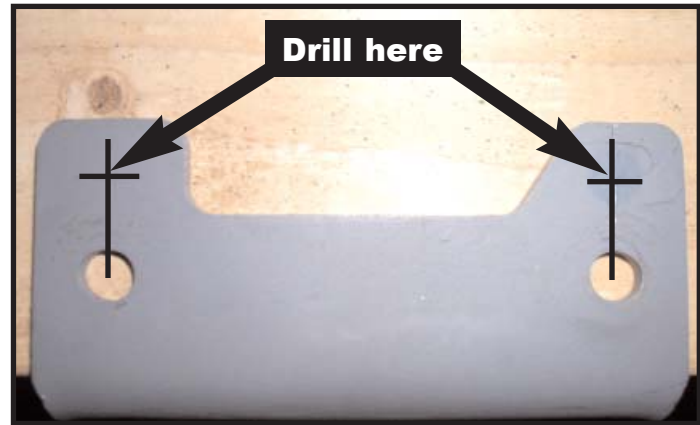


Figure 2.7 - Relocate holes on adapter bracket.

With the axle cover and adapter bracket modified, go back to Section 2a.4 to continue on with the rear cradle installation.

3.0 Install "TriLink" Front Cradle

With the rear cradle installed, it is now time to install the front cradle. For the most part this is pretty straightforward; however, pay special attention to items requiring spacers and/or shims. The TriLink is designed for multiple years, so depending on your vehicle you may have different shim/spacer requirements. Installing the front cradle may require more than one person, since you will need access to the interior and exterior of the car at the same time. In this section there may be opportunities for welding. Installation of the TriLink does not require any welding, but if one is predisposed to welding, we will point out areas that may benefit from welding.

As with the rear cradle, before installing any pieces, make sure all the bolts fit through the holes they are intended for. There may be powdercoating build-up on some of the holes. It may be wise to open up some of the holes and lube/chase the threads now. Clearing up even the slightest interference will ultimately make your installation go much smoother.

When installing the front cradle you have two mounting options for the attachment at the UCA mount on the body. A single shear attachment and a double shear attachment. Hardware for both attachments is included with the "TriLink". The instructions will detail the single shear attachment, then highlight the change needed for the double shear attachment. The single shear is detailed because it will allow for a quicker installation. After you have completed the installation of the front cradle, you can then go back and make the necessary changes for the double shear attachment, if you so desire.

NOTE: Brake line routings vary between model years. It is very important to make sure that the brake lines are clear of the Link travel and that the lines are not "trapped" or "pinched" by the front cradle. Brake lines are flexible enough to be reformed. Also, the mounting clips can be relocated to reposition the lines away from the front cradle and the link. After you reposition the lines, if there is any contact between the brake lines and the cradle, wrap and secure a protective sleeve onto the brake lines. Furthermore, if you find any interferences with the transmission tunnel and the front cradle, you may need to make a localized "adjustment" with a hammer.

In addition to the brake line routings and transmission tunnel variances, the seat belt locations have changed over the years. Specifically, on pre-1990 Mustangs there is a circular reinforcing ridge around the weldnuts for the seatbelts, on the underside of the car. You will have to grind a portion of the ridge away to allow the front cradle to fit flush with the floor. If you have a pre-1990 Mustang, you may want to read ahead to better understand what modifications will be necessary.

You can now begin to install the front cradle. If you have a pre-1990 Mustang specific instructions will be given, when necessary.

3.1 First, install one of the rod ends onto the front cradle. You will need to complete this step now; otherwise, you will have trouble installing the rod end bolt with the cradle installed. Refer to Figure 3.0 on the next page for the fastener stack-up [Figure 3.0, next page].

WARNING: Improper installation may result in property damage, personal injury or death!

3.0 Install "TriLink" Front Cradle

NOTE: When installing the rod end onto the cradle you will notice the one side plate of the horseshoe has a hole in it. This hole is used to install the Cap Screw. This hole also defines the driver side of the cradle. When installing the fasteners note the assembly order to be the following: **5/8"-18x2 1/4" Cap Screw - 5/8" O.D. 1 3/16" SAE Narrow Washer - Cradle Ear - (.106") Spacer - Rod End - (.106") Spacer - Cradle Ear - 5/8" Top Lock Flange Nut [Figure 3.0].**

3.2 Next, drill out the upper control arm mounting holes slightly to allow for the clearance and installation of a 1/2" bolt. You may need to round out the outboard holes a little more if you opt for the double shear attachment. [Figure 3.1].

3.3 Trial fit cradle into position, such that the threaded ends line up with the UCA mounts, and the "hoop" of the cradle is oriented into the driveshaft tunnel. When properly oriented, the hole in the side plate of the cradle will be on the driver side [Figure 3.2].

NOTE: Sections 3.4 & 3.5. will need to be repeated twice; once for the passenger side and once for the driver side. We recommend getting one side loose fit then move to the opposite side. Since the front cradle is a static member it can be a chore to align perfectly. You may need to round out some holes, and be very careful not to cross-thread any of the fasteners. Take it slow and everything should line up properly.



Figure 3.0 - Install rod end on front cradle.



Figure 3.1 - Drill out UCA mounting holes.

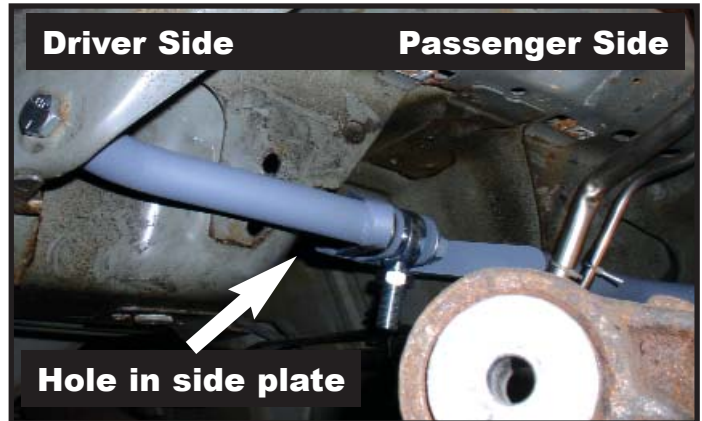


Figure 3.2 - Trial fit front cradle.

3.4 With the front cradle in position as shown [Figure 3.2], hold the cradle into position on the upper control arm brackets (an extra pair of hands may come in handy here). Install the 3/16" thick washers/sleeves between the cradle and the upper control arm brackets on each side [Figure 3.3].

NOTE: The sleeves may need to be trimmed to allow the cradle to fit between the drivers and passenger side UCA brackets and to line up with the upper control arm bracket holes. We also supply extra 1/2" ID washers for thinner spacing.



Figure 3.3 - Fit washers/sleeves for cradle mount at UCA.

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3.0 Install "TriLink" Front Cradle



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Once the sleeves and the upper control arm bracket holes line up with the cradle, you will orient the cradle by tightening the UCA mount bolts. You will use the single shear attachment at this point, then at the end you can change over to the double shear attachment. As you tighten the front cradle's UCA mounts, the cradle will begin to rotate up into position. When both UCA mounts are tight, the cradle will be oriented properly. On vehicles prior to 1999 the cradle may actually touch the top of the tunnel, this is not an issue. On vehicles prior to 1990, the cradle may interfere with the seatbelt reinforcements. If this is the case, you will need to modify the seatbelt reinforcements to gain clearance for the cradle.

- 3.5** Install the supplied $\frac{1}{2}$ " x 1 $\frac{1}{4}$ " " bolt into the inboard side of the UCA brackets and tighten [Figure 3.4]. If you have trouble lining up the bolt with the tapped hole in the end of the front cradle, you may need to further enlarge the UCA bracket hole. Do not enlarge the hole too much, and make sure you install a washer between UCA bracket and bolt head. Be careful not to cross-thread when tightening.



Figure 3.4 - Install UCA fasteners.

NOTE: If you have a pre-1990 vehicle, chances are the cradle will interfere with the seatbelt reinforcements. This interference will prevent the cradle from spinning up into position. If this is the case, proceed to section 3.5a to solve the problem.



DANGER: EXERCISE EXTREME CAUTION WHEN GRINDING. BE VERY CAREFUL NOT TO HIT ANY BRAKE OR FUEL LINES WITH THE GRINDER. FUEL VAPORS AND AUTOMOTIVE FLUIDS CAN CREATE **FIRE** AND/OR **EXPLOSION** HAZARDS. ALWAYS HAVE A CERTIFIED FIRE EXTINGUISHER PRESENT WHEN GRINDING. COVER ALL LINES WITH A WELDING TARP OR EQUIVALENT.

- 3.5a** Spin the cradle up until it interferes with the seatbelt reinforcements, then mark the locations of interference and remove the cradle [Figure 3.5].
- 3.5b** With the cradle removed and the floor marked you now need to grind away the areas of interference and blend it into the floor. When done grinding, reinstall the cradle [Figure 3.6].

NOTE: There is no set procedure for modifying the floor. This is a cut to fit operation. We strongly recommend that you make the modifications in small steps to preserve as much of the original part as possible. Please exercise caution when grinding near the brake/fuel lines. To prevent corrosion you may want to cover the ground areas with paint or primer.

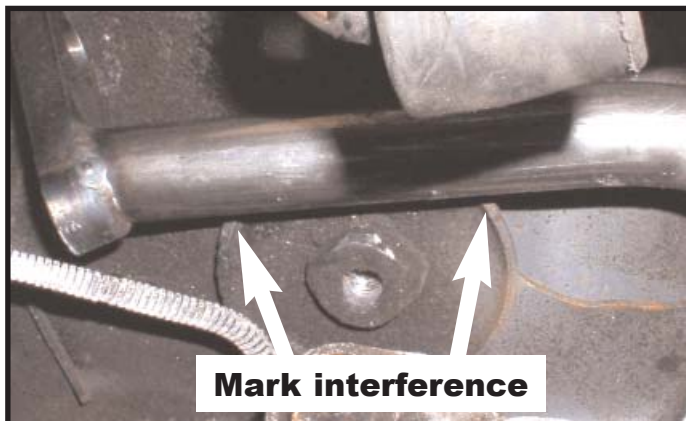


Figure 3.5 - Mark Front Cradle interference.



Figure 3.6 - Eliminate Front Cradle interference.



WARNING: Improper installation may result in property damage, personal injury or death!



3.0 Install "TriLink" Front Cradle

Once the cradle spins up into place, a few items need to be drilled out. For starters, the transmission tunnel needs to be drilled for the forward thru-bolt. Next, the holes need to be drilled for the cradle U-bolts and floor stiffeners. Finally, the floor and stiffening plates will be drilled.

- 3.6 With the UCA mounts tight, mark the transmission tunnel on both sides, such that the marks align with the centerline of the forward cradle tube [Figure 3.7].**

NOTE: *It may be helpful to trace the outline of the tube on the tunnel, then mark the center on the tunnel.*

- 3.7 With the tunnel marked, center punch and drill a 1/8" pilot hole from under body side. You may need to drop the cradle in order to get the drill up there.**

- 3.8 Drill 1/4" hole thru hole from passenger compartment side, then follow up with 5/8" drill (use a 5/8" because of the angle of the floor) [Figure 3.8].**



Figure 3.7 - Mark transmission tunnel.



Figure 3.8 - Drill hole thru transmission tunnel.

With the holes in the tunnel drilled, you are now ready to check fitment with the thru-bolt. You will not need any of the spacers or washers for this, you just want to make sure the thru-bolt will go through both of the holes you drilled in the transmission tunnel and the front cradle tube.

- 3.9 From the inside of the vehicle, push the thru-bolt through the tunnel and front cradle tube. If the bolt does not fit through both sides of the tunnel and the cradle tube you may need to enlarge the holes in the tunnel slightly [Figure 3.9].**

- 3.10 Leave the thru-bolt in place for now.**

With the thru-bolt fitment correct, you can now install the U-bolts and stiffening plates. Directions will be provided for one side, keep in mind some of these steps will need to be repeated for the other side of the vehicle.

- 3.11 Using the supplied u-bolts, put a "dab" of grease onto the tip of each thread, to help mark the floorpan. Install the u-bolts onto the cradle tube and press the u-bolt against the floor pan.**



Figure 3.9 - Push thru-bolt through transmission tunnel.

NOTE: *In general, you want the U bolt installed at a point close to the transmission tunnel and where the floor has a double wall thickness. The u-bolt should be centered cross car in the double wall thickness area so that a washer and nut may be installed in the inside of the vehicle on a flat surface (refer to Figure 3-15 for interior placement). A shim will be used to space the cradle tubes from the floor, so you will need a flat surface for this. Furthermore, through the years ford has changed seat belt locations and the like. You may need to get creative with the grinder to create a nice flat surface for drilling and shim placement.*

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3.0 Install "TriLink" Front Cradle

- 3.12** With the floor marked, remove the cradle from the vehicle. Once the cradle is removed, it's time to drill out the u-bolt holes you just marked. Use a 3/8" drill bit to create the holes. Then verify the u-bolts fit through the holes.

NOTE: We suggest that you first center punch, then pilot drill each of the 2 holes with a 1/8" drill bit. With the pilot holes drilled you can then drill the final holes with a 3/8" drill bit.

After the holes are drilled in the floor and the u-bolt fitment is verified, the next step is to fit and drill the reinforcement plates. The reinforcement plates will be attached to the floor by the u-bolts and the thru-bolt going through the transmission tunnel.



Figure 3.10 - U-bolt location.

- 3.13** With the front cradle removed from vehicle, Have an assistant hold the floorpan reinforcement plates into position as shown [Figure 3.11]. The plates should be flush with the floor at all points. If the plates are not flush, bend them into place before marking/drilling any holes.
- 3.14** From the underbody of the vehicle, mark the u-bolt holes and tunnel thru bolt holes onto the reinforcement plates.
- 3.15** Remove the plates. You will now drill the holes in the plates. Use a 3/8" drill bit to create the holes for the u-bolts and a 5/8" drill for the tunnel thru bolt [Figure 3.12].
- NOTE:** We suggest that you first center punch, then pilot drill each of the holes with a 1/8" drill bit. With the pilot holes drilled you can then drill the final holes with a 3/8" or 5/8" drill bit, respectively.
- 3.16** With the holes drilled, trial fit the reinforcement plates and make sure that all the holes line up; if not, modify plates until the proper alignment is achieved.



Figure 3.11 - Position floor reinforcement plates.



Figure 3.12 - Drill out reinforcement plates.

- 3.17** With all the holes drilled in the vehicle and in the reinforcement plates, you will now need to install the front cradle once again and snug the (2) UCA fasteners. Make sure you install the washers/shims on each side between the inner UCA brackets and the ends of the front cradle.

With the cradle installed and snugged, we can install the U-bolts. You will notice a gap between the cradle tube and the floor. This varies year to year, so we have supplied shims. When you install the U-bolts you will need to shim it so that when you tighten the U-bolts the shims and cradle tubes are brought in tight. Install the shims such that there is no gap, the shim should fit snug between cradle and floor pan.

WARNING: Improper installation may result in property damage, personal injury or death!

3.0 Install "TriLink" Front Cradle

NOTE: The shims should be flush with the floor pan as well. This becomes an issue on pre-1990 vehicles where you ground down the seatbelt reinforcements. If the shims do not fit flush, you may need to do some more localized grinding. **When installing the U-bolts and floor reinforcement plates we recommend applying a silicone sealant into the holes drilled into the floor (U-bolts, Trans tunnel).**

3.18 Install the u-bolt over the cradle tube, then install the proper shims and push the u-bolt through the shim(s), the floor pan and finally the reinforcement plate on the inside of vehicle [Figure 3.13].

NOTE: If it is difficult to push the u-bolt through, you may have to open up the holes in the floor pan and/or reinforcement plate slightly.

3.19 After the u-bolt is installed, loose Install the nuts and washers onto the u-bolts.

3.20 Repeat Sections 3.18 - 3.20 for other side.



Figure 3.13 - Install U-bolts.

With all the reinforcement plates drilled and fit, the u-bolts loose installed, and the transmission tunnel drilled out, we can now finalize the front cradle installation. We will begin by attaching the front of the cradle with the thru-bolt. This will require spacers and washers on the interior and exterior of the car. Only the underbody spacers will need to be cut for proper fitment. Take your time with this step, it is better to make many small adjustments rather than one large cut. Also, pay special attention to the spacer/washer stack-ups.

3.21 To begin finalizing the front cradle installation, trim the underbody tapered spacers to fit, making sure the angled face of the spacer is flush with the transmission tunnel. There are a total of two spacers and two washers. When trimming the spacers be sure to take into consideration the thickness of the washer. Trim the spacers from the flat end, the spacers to be trimmed are the spacers that are 1 1/4" tall on the short side. The smaller angled spacers will be used inside the vehicle where length is not as crucial. [Figure 3.14].

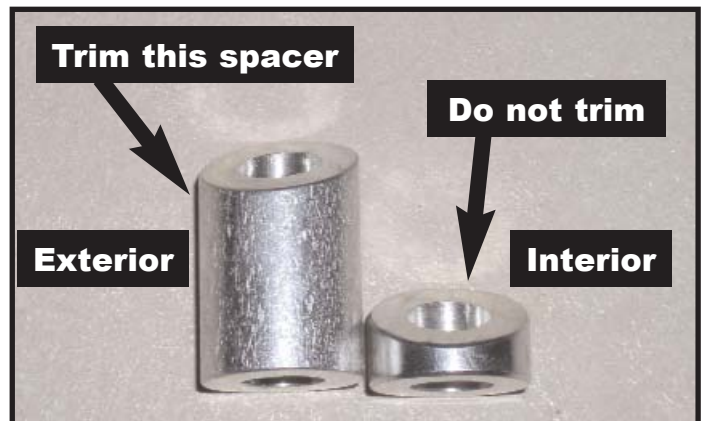


Figure 3.14 - Trim spacers.

With all of the spacers trimmed, you can now install the thru-bolt. You may need assistance with this step. Basically, you will be stacking up the spacers and washers on both the interior and exterior of the car. A total of four stack-ups will be necessary. Pay close attention to the Figures. Remember, under the vehicle there will always be a washer flush with the trans tunnel followed by an angled spacer. There will also be an opportunity to weld with this section.

3.22 To install the thru-bolt refer to Figures 3.15 - 3.16 on the next page, and note the assembly order to be the following, beginning from the inside of the vehicle: Thru-Bolt - Small Angled Spacer - Floor Reinforcement Plate - Large 5/8" ID Washer - Trimmed Angle Spacer - Front Cradle - Trimmed Angled Spacer - Large 5/8" ID Washer - Floor Reinforcement Plate - Small Angled Spacer - Nut.

3.23 To finalize the front cradle installation, tighten the fasteners in the following order: Torque the UCA attachments to 85 lb-ft; tighten the U-bolt nuts to draw the floorpan and reinforcement together tightly, with a final torque of 25 lb-ft; Finally, torque the thru-bolt nut to 85 lb-ft (in this order).

⚠ WARNING: Improper installation may result in property damage, personal injury or death! ⚠

3.0 Install "TriLink" Front Cradle

The front cradle is now installed. If you would like to install the double shear fasteners (**we recommend it**) proceed to Section 3.24; otherwise, you can proceed to Section 4.0 and install the center link now. If you had plans to weld anything, you can follow the welding suggestions on the next page.



Figure 3.15 - Spacer stack-up inside vehicle.



Figure 3.16 - Spacer stack-up, vehicle underbody.

Installing the double shear fasteners is not difficult. It is just a little tedious. Basically, spacers are placed between the existing UCA body mounts and a 4" bolt is fed through the spacers and threaded into the ends of the front cradle. Aligning the threads properly is where it gets tricky. You want to be careful not to cross thread the threads in the front cradle, so you need to take your time. To get the alignment perfect you may need to slot/"ovalize" the outboard holes for the UCA mount. You can do this with a file or a drill. With this in mind you can now install the double shear spacers.

NOTE: When installing the double shear spacers, do one side at a time.

3.24 Remove the previously installed $\frac{1}{2}$ " x 1 $\frac{1}{4}$ " " bolt from the the inboard side of the UCA brackets (Section 3.4).

3.25 Once the single shear bolt has been removed, install the double sheer sleeves into the existing UCA brackets and tighten the supplied $\frac{1}{2}$ " x 4" bolt [Figure 3.17]. If you have trouble lining up the 4" bolt with the tapped hole in the end of the front cradle, you may need to further slot/"ovalize" the existing outer UCA bracket hole. Make sure you do not enlarge too much and make sure you install a washer between UCA bracket and bolt head: Be careful not to cross-thread when tightening. If you have trouble lining up the bolt with the tapped hole in the end of the front cradle, you may need to further enlarge the UCA bracket hole. Do not enlarge the hole too much, and make sure you install a washer between UCA bracket and bolt head. Be careful not to cross-thread when tightening.



Figure 3.17 - Double shear spacer installation.

NOTE: Make sure when you install the double shear sleeve that the spacer between the front cradle and UCA bracket is still in place. Refer to Figure 3.3, Page 12.

3.26 Repeat Sections 3.24 - 3.25 for other side.

The double shear spacers are now installed. If you do not plan to do any welding, proceed to Section 4.0. If you plan to weld portions of the TriLink, the following page will highlight areas that may benefit from welding. **Again, welding is not required!**

WARNING: Improper installation may result in property damage, personal injury or death!

3.0 Install "TriLink" Front Cradle



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WELDING IS NOT REQUIRED FOR THE TRILINK INSTALLATION. IF YOU WOULD LIKE TO WELD IN PORTIONS OF THE TRILINK, HERE ARE OUR SUGGESTIONS.

⚠ DANGER: EXERCISE EXTREME CAUTION WHEN WELDING. PLUG ANY OPEN FUEL OR VAPOR LINES AND COVER THEM WITH A WELDING TARP. COVER ANY BRAKE LINES WITH A WELDING TARP. FUEL VAPORS AND AUTOMOTIVE FLUIDS CAN CREATE **FIRE AND/OR EXPLOSION HAZARDS.** ALWAYS HAVE A CERTIFIED FIRE EXTINGUISHER PRESENT WHEN WELDING.

The main area of concern for welding centers around the front cradle. Welding some of the spacers together and welding the floor reinforcement plates are really the only areas that can benefit from welding.

If you have access to a welder, you can:

- ✂ **Stitch weld the underbody washers to the floor pan; then, tack weld the tapered spacers to the washers and to the front cradle.**
- ✂ **Stitch weld the reinforcement plates to the floor.**

With the welding complete, proceed to Section 4.0 and install the center link.

4.0 Install "TriLink" Center Link

With the front and rear cradles installed, you can now add the center link, to connect the front and the rear cradle. The front cradle is shipped with the rod end installed, so all you will need to do is thread the rear rod end into the link and spin the assembly onto the front rod end. Next you adjust the link length, then adjust the link height for the desired anti-squat.

- 4.1 First, thread the rod end into the rear of the link [Figure 4.0].
- 4.2 Next, thread the link onto the front cradle rod end and adjust the length [Figure 4.1]. Adjust the link to 10 3/4" from rod end centerline to rod end centerline, see reference Figure 4.2. Make sure link is centered between both rod ends. The best way to verify is to inspect that the same amount of thread is exposed on each rod end.

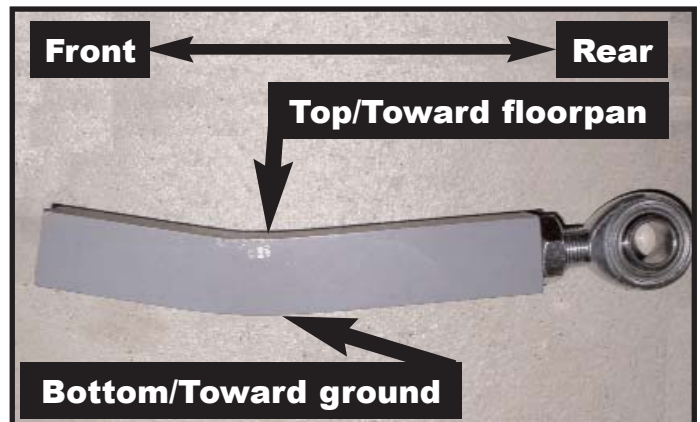


Figure 4.0 - Install rod end.



Figure 4.1 - Thread link onto front rod end.



Figure 4.2 - Link length reference diagram.

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4.0 Install "TriLink" Center Link

With the link threaded onto the front rod end, you can now attach the link to the rear cradle. Before doing so, make sure that the link is oriented correctly. **The correct orientation of the link is with the bend in the link pointing down.** You can refer to Figure E on the next page for reference.

- 4.3 Install the (.106") spacers on either side of the rod end and between the cradle ears [Figure 4.3].
- 4.4 Install Link bolt, washer and nut and loosely assemble [Figure 4.3].
- 4.5 The final step is to determine the amount of anti-squat you would like, then adjust the height position of link and tighten to 120 lb-ft.



Figure 4.3 - Install rod end bolt and spacers.

NOTE: The Highest rear position produces a anti-squat of 105%. The lowest rear position produces an anti-squat of 90%.

Due to the variation through the years you may not be able to lower the rear link attachment to the extent of its travel. Make sure when you lower the rear link attachment that you have approximately 1/8" of clearance between the rodend housing and the top of the rear differential.

With the center link installed, you are almost finished with the installation of the TriLink. Proceed to Section 5.0 to complete the installation.

5.0 Complete the "TriLink" Installation

With the front and rear cradles installed and the center link in place, the only remaining items left are tightening the rear cradle, and verifying the axle has not shifted laterally during the installation.

- 5.1 **First check the fasteners for the rear cradle, front cradle and center link, one more time.**
- 5.2 **Before letting the vehicle down, verify that the axle has not shifted during the installation of the TriLink. If the axle has shifted laterally, reposition it before letting the vehicle down.**

NOTE: An easy way to check if the axle has shifted is to simply measure distances from the wheels to fender flares, or a similar dimension. Both passenger and driver side dimensions should be the same.
- 5.3 **With everything tightened up, reinstall the rear wheels and torque the nuts to the OEM specifications. Place the floor jack under the rear differential and raise the vehicle up enough to allow you to remove the jack stands from underneath the vehicle. After removing the jack stands, slowly lower the vehicle.**
- 5.4 **Congratulations!!! Your "TriLink" installation is now complete!!!**

With everything complete, test drive the vehicle and listen for any unusual noises. If you hear any metallic noises, immediately stop and inspect the vehicle to make sure there are no interference conditions. Correct as required.

⚠ WARNING: Improper installation may result in property damage, personal injury or death! ⚠



Figure A - Front cradle installed.



Figure B - Brake/Fuel lines with protective sleeve.



Figure C - Front cradle double shear attachment.



Figure D - Rear link attachment.



Figure E - Front link attachment.



Figure F - Front cradle brake/fuel line routing.

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The TriLink is EvM's latest development for improving the deficiencies of the Mustang rear suspension. Installation of the TriLink will allow you to remove both upper control arms, resulting in a rear suspension that is more stable, predictable, and tuneable.

The stock rear suspension system includes upper control arms that are short and mounted at large opposing angles to each other. During high performance driving conditions, the deficiencies of the stock design become apparent. They include poor lateral axle control, poor anti squat geometry, high rate of change of the anti squat geometry, excessive pinion angle change and increasing suspension bind throughout the rear suspension travel.

The EvM TriLink system consists of 4 main components:

- ✂ A front cradle which mounts to the floor-pan/transmission tunnel, under the rear seat.
- ✂ A rear cradle which mounts to the top of the rear axle utilizing the existing upper control arm mounting points.
- ✂ A rear cradle support bracket to reinforce the rear cradle by providing additional attachments to the rear differential cover.
- ✂ An adjustable 10 3/4" center link (with rod ends) that attaches between the front and rear cradles.

The EvM TriLink system requires you to remove both of your upper control arms. The advantages of the TriLink over the production 4-link suspension include:

- ✂ Allows the rear suspension to articulate freely without any suspension binding throughout travel.
- ✂ The 10 3/4" TriLink center link length when compared to the 7 1/2" (effective length) production UCAs, significantly reduces the rate of change of the rear anti squat geometry and pinion angle change throughout the travel of the rear suspension.
- ✂ Adjustable side view swing arm geometry allows for adjustment of the anti-squat from 90% - 105%.
- ✂ The center link rod ends allow for pinion angle adjustment.
- ✂ Quad shocks can be removed.
- ✂ No exhaust system clearance issues.
- ✂ Allows accessibility to the rear axle differential cover without major disassembly of the TriLink System.

In addition, since the entire TriLink System is mounted above the rear axle, there are no ground clearance issues as with torque arm systems, and you have full jack access to the bottom of the rear differential.

Combine the TriLink with the EvM Watts Link System and you have the ultimate rear suspension package available for your Mustang.

Weight: 23 lbs.

Construction:

- ✂ **Rear Cradle:** Mild plate steel
- ✂ **Front Cradle Tubes:** 1" OD Mild steel solid bar stock
1"x.25" Mild steel DOM tubing
- ✂ **Front Cradle Side Plates:** 1/2" Mild plate steel
- ✂ **Adapter Bracket:** 3/16" mild plate steel
- ✂ **Floor Reinforcement Brackets:** 1/8" mild plate steel
- ✂ **Link:** 1 1/8" square mild steel solid bar stock
- ✂ **General:**
 - CNC Bending
 - CNC Maching
 - Laser Cut Plate Steel
 - Tig Welding
 - OEM Type Fasteners

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All Evolution Motorsport products and components are serialized for tracking and quality control purposes. The serial numbers are located on all major component parts, and can be identified by the Silver sticker with a bar code.

For your personal records, please record your serial numbers and related purchase data in the appropriate spaces provided below.

| | | | |
|-----------------------|----------------------|----------------------|----------------------|
| Purchase Date: | <input type="text"/> | Install Date: | <input type="text"/> |
| Assembly: | EVM900112 | "TriLink" | |
| Part Number | Description | Serial Number | |
| EVM900112 | "TriLink" | SN: | |

It is suggested that you attach your sales receipt to this Owner's Manual, and that you save this Owner's Manual for future reference. Remember to pass on this Owner's Manual when transferring Evolution Motorsport products to another recipient. It is an integral part of the product.

Mustang "TriLink" Maintenance

Evolution Motorsport products are precision engineered and designed for years of trouble free operation. To keep your Evolution Motorsport Mustang "TriLink" in top functional condition, and looking good for many years, we recommend the following routine care and maintenance. After initial installation, please check all fasteners for proper torques after the first 100 miles. Subsequent fastener checks should be made with your oil changes.

Additionally, inspect the "TriLink" for any deformation or cracks. Inspect all welds. If the "TriLink" Brace has been subjected to severe environmental or driving conditions, the interval between checks may need to be shortened. If the "TriLink" is subjected to a competition environment, it should be inspected before and after every event. In addition to checking the fasteners, we recommend checking all product, safety and serial number decals for wear, damage and/or loss. If any decals are damaged or missing please contact our Customer Service department for replacement.

Your "TriLink" is equipped with 3 piece teflon lined spherical rod ends. These rod ends will provide you with years of trouble free service. Rod ends should be inspected at the intervals identified above. Inspect the rod end housing for cracks or metal fatigue. Inspect the bearing for any cracks, looseness or play. Any cracks, looseness or play can affect the performance of your "TriLink". Replace the rod end immediately. Replacement rod ends can be ordered directly from Evolution Motorsport. Clean rod ends with soap and water. Do not use any caustic cleaner such as brake clean, degreasers, or other petroleum based product as this could adversely affect the teflon liner of the rod end.

Your "TriLink" is coated with a durable powdercoat finish for corrosion protection. A harsh environment, though, can cause corrosion. It is important to inspect all parts for chips on a regular basis, and touch up as required. To keep your "TriLink" looking good for years to come, we recommend cleaning your "TriLink" every time you wash your vehicle. Use mild soap such as "car wash" soap. Use a liquid wax to wax all powder coated parts on a regular basis.

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Evolution Motorsport directs the Purchaser to fully examine each enclosed Product carefully, prior to installation. The sole warranty is that Products offered by Evolution Motorsport will be free from manufacturing defects at the time of delivery, and prior to installation. All claims for relief under this warranty must be made in writing or via email (returns@evolutionmsport.com) within seventy two (72) hours of receipt of the defective product(s). Returns must be made within thirty (30) days of receipt of merchandise. Evolution Motorsport maintains sole discretion to reject Products for return if it determines that the Product(s) show evidence of installation or modification.

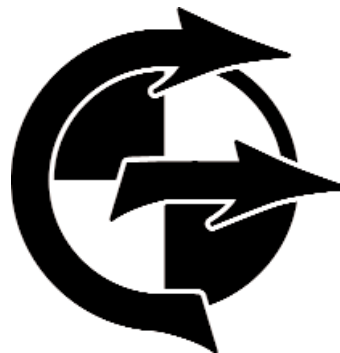
All Products returned to Evolution Motorsport must be accompanied by a Return Authorization number (RA) and a copy of the original invoice to be considered for credit. Products returned without an RA and a copy of the original invoice will be refused. Unmodified Products judged by Evolution Motorsport to be defective will be repaired, replaced or have the purchase price refunded at the sole discretion of Evolution Motorsport. Evolution Motorsport will not refund any product shipping and handling charges.

Any non-defective Product returned to Evolution Motorsport for simple credit must be in salable condition and will be assessed a twenty percent (20%) restocking fee. Custom or special orders are not returnable or refundable. The Purchaser shall be responsible for and prepay all return freight and other shipping charges and shall assume all risk of loss or damage to Product while in transit to the return address of Evolution Motorsport. No returns will be accepted after forty five (45) days, without exception.

Evolution Motorsport Customer Service

Congratulations on your purchase of Evolution Motorsport products. We are very proud of our products and hope you are equally satisfied with their quality and performance. We carefully inspect each order shipped for accuracy of content and evidence of physical damage or defects prior to shipping. Additionally, we have made every effort to present the installation of our products in a straightforward and complete manner. If there are questions about installation or any missing, damaged or defective Products, please contact our Customer Service Department.

Evolution Motorsport wants to quickly resolve any concerns or questions you may have about our products, their use or their installation. Please call (215) 355 - 6391 to speak with our friendly and knowledgeable representatives who are on duty from 8am to 5pm EST, Monday through Friday. Representatives can answer any questions you have about Product specifications or installation. But remember, proper installation and safe use of Evolution Motorsport Products is the sole responsibility of the Purchaser. Evolution Motorsport's employees or representatives' oral or other written statements do not constitute warranties, shall not be relied upon by Purchaser, and are not a part of the contract for sale or this limited warranty. If a representative is unavailable, you can leave a message and your call will be returned promptly. We can also be reached on the internet at <http://www.evolutionmsport.com> or via email at customer@evolutionmsport.com.



Evolution Motorsport Incorporated

www.evolutionmsport.com

WARNING: Improper installation may result in property damage, personal injury or death!