



FORD PERFORMANCE

Part Number: M-4000-M8S
SHELBY GT350 REAR DIFFERENTIAL COOLER
INSTALLATION INSTRUCTIONS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD PERFORMANCE PARTS.

Please visit www.fordperformanceracingparts.com for the most current instruction information

!!! 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!!!

Professional Installation is HIGHLY Recommended

NOTE: Removal steps may contain installation directions.

BEFORE STARTING!!!!!!

Throughout these Instructions, several steps and processes require above average skills and knowledge of Automotive Suspension. Please read these Instructions in their entirety. If you are uncertain about any of the following steps, take your Vehicle to your local, qualified Automotive Professional for Installation.

The use of a floor hoist is recommended for this installation. If you do not have access to one, use a hydraulic floor jack and jack stands to raise the vehicle.

!! CAUTION: JACK STANDS MUST BE USED ON A LEVEL SURFACE AND BE SECURELY SEATED. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY OR VEHICLE DAMAGE!!

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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KIT INCLUDES:

<u>Qty:</u>	<u>Description</u>
1	Differential Cooler Core
1	Cooler Pump
1	Line-Pump to Core
1	Line-Pump to Differential Cover
1	Temperature Sensor
2	Line Latch
1	Differential Cover
3	Bolt-Core to Body and Canister M6X30
2	U Nut M6
2	Quick Stud-Differential Pump to Body M6X35
2	Bolt- shouldered M6X20
3	Bolt- washered M6X20
1	Diff Cover Vent
1	Sealant
1	Switch Panel
1	LED Light
1	Switch
1	Spacer
1	Cap Bolt 45mm
2	Rear Half Shaft Nuts (re-use HD Axle nuts if equipped)
1	Wiring Harness
2	P Clamps

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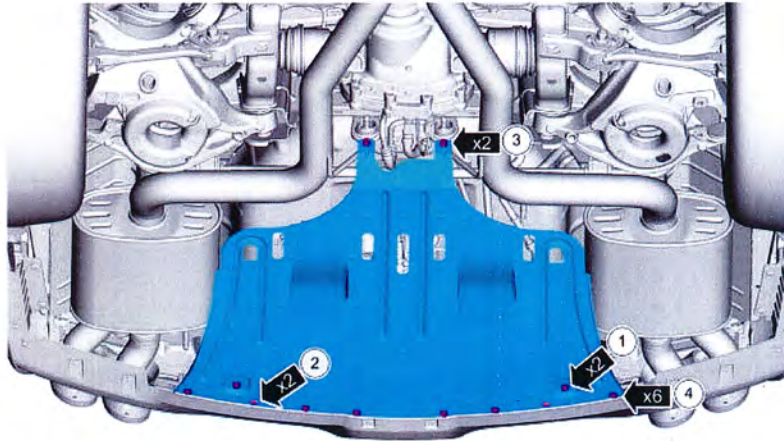


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1. Raise the Vehicle and remove the Wheels.
Torque: 148 lb.ft.



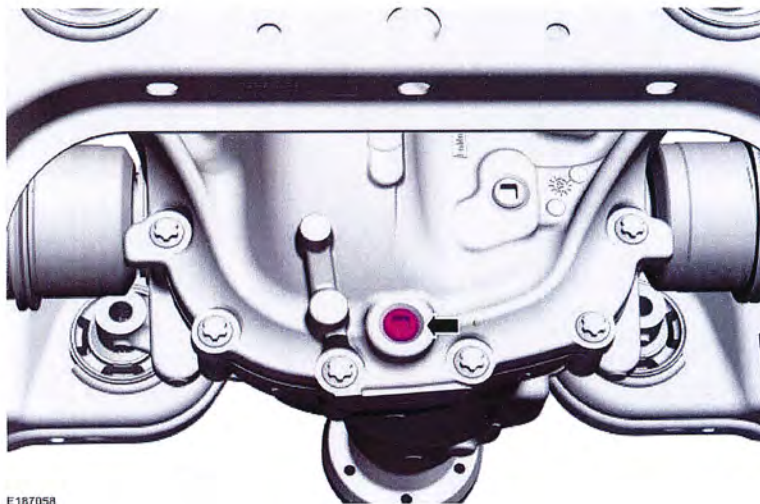
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2. Remove the rear under body shield by the following steps:

Remove the rear underbody shield rear bolts.
Torque: 80 lb.in (9 Nm)

Remove the rear under body shield pushpin retainers.

Remove the rear underbody shield, front bolts.
Torque: 22 lb.ft (30 Nm)



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3. Drain the differential gear lubricant.
Torque: 25 lb.ft (34 Nm)

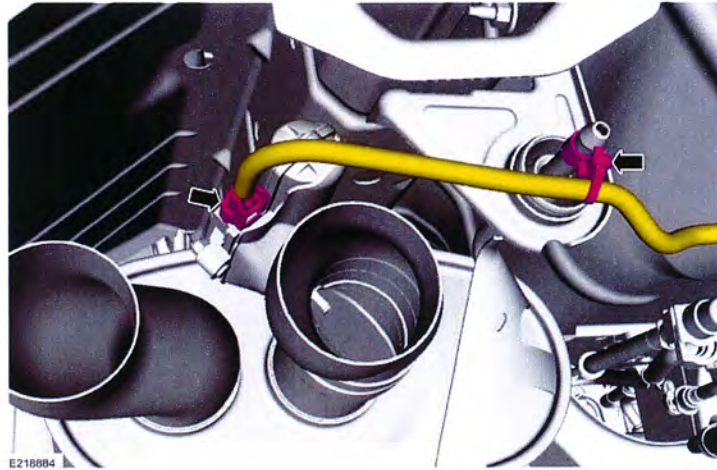
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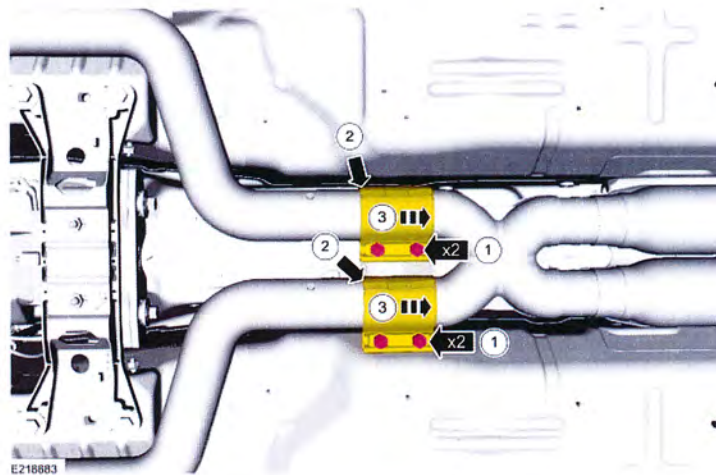
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4. Remove the Exhaust System

NOTE: *LH side shown, RH similar.*
NOTE: *Bumper removed for clarity.*

Disconnect the LH and RH tailpipe actuator electrical connectors. Detach the wiring retainers.



5. Loosen the LH and RH clamp nuts. *Torque: 35 lb.ft (48 Nm)*

Release the locking tabs on the clamps.

Slide the clamps rearward.

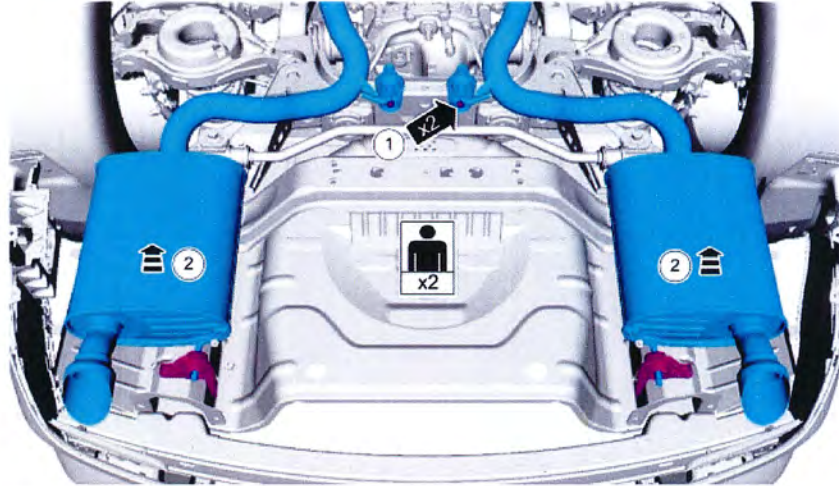
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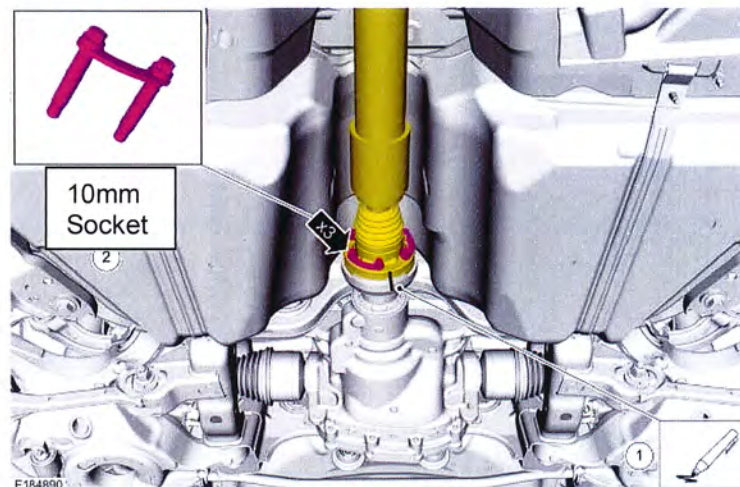


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6. NOTE: Mustang GT shown, Shelby GT350 similar

Remove the LH and RH rear exhaust hanger isolator bracket bolts from the rear subframe.
Torque: **18 lb.ft (25 Nm)**

Unhook the rear exhaust hanger isolators and remove the muffler and tailpipe.



7. Disconnect the Driveshaft at the Differential and support the Drive Shaft
Index mark the driveshaft and the pinion flange for reference during installation.
Remove the driveshaft-to-pinion flange bolts. Use Medium Locking Compound for Installation.
Torque: **41 lb.ft (55 Nm)**

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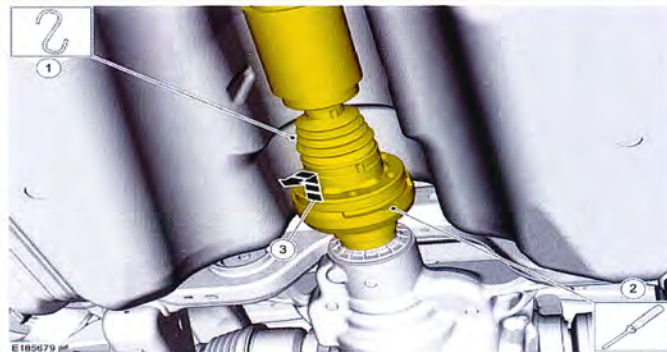
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NOTICE: Do not remove driveshaft from the pinion flange by pulling on the driveshaft tube. Damage to the CV-joint can result.

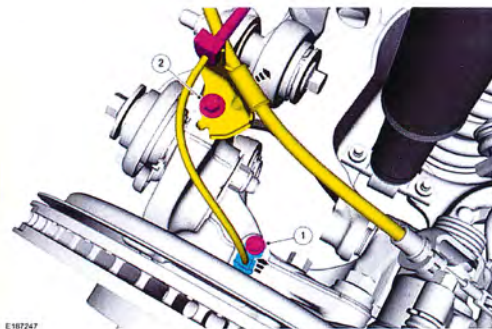
Support the driveshaft.



8. Using a screwdriver inserted into the slot on the pinion flange, pry the driveshaft from the pinion flange. Separate the driveshaft from the pinion flange.

IMPORTANT NOTICE!!!! Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

Remove both of the Rear Knuckles.



9. Remove the wheel speed sensor bolt and position aside the wheel speed sensor.
Torque: 21 ft/lb (28 Nm.)
10. Remove the parking brake cable bracket bolt and position the parking brake cable bracket aside.
Torque: 80 in/lb (9 Nm.)

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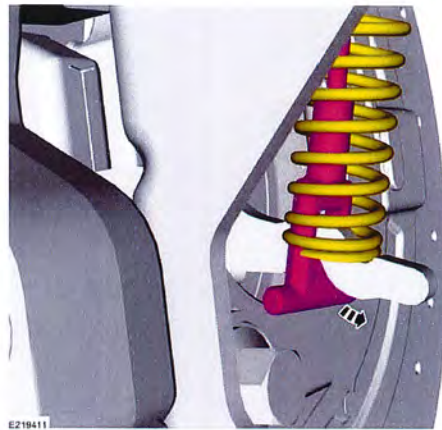


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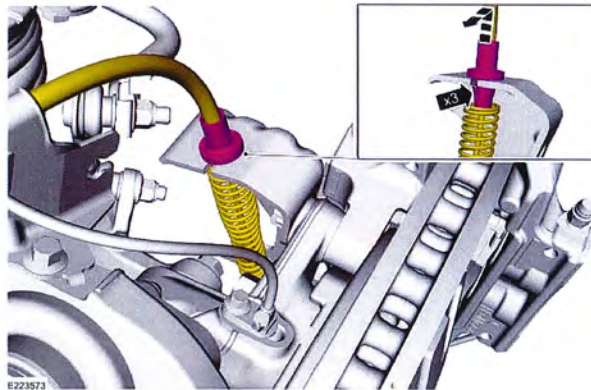
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NOTICE: Do not allow the brake caliper to hang from the brake hose or damage to the brake hose may occur.



11. Disconnect parking brake cable from parking brake shoe actuation lever



Press inward on the tabs and detach the parking brake cable from the bracket.

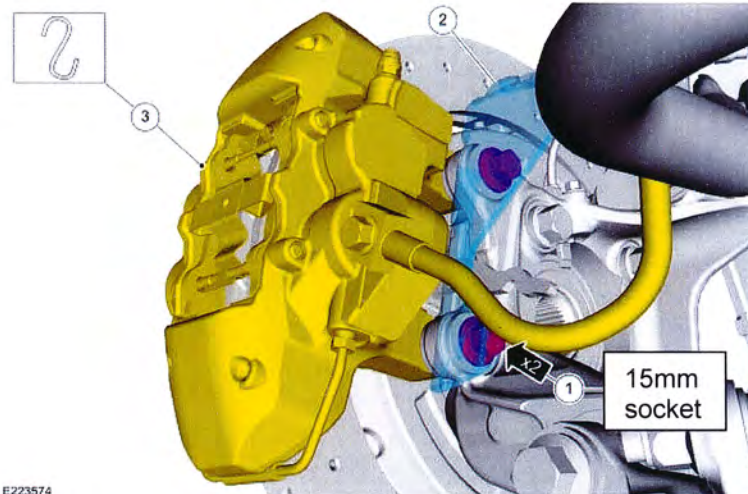
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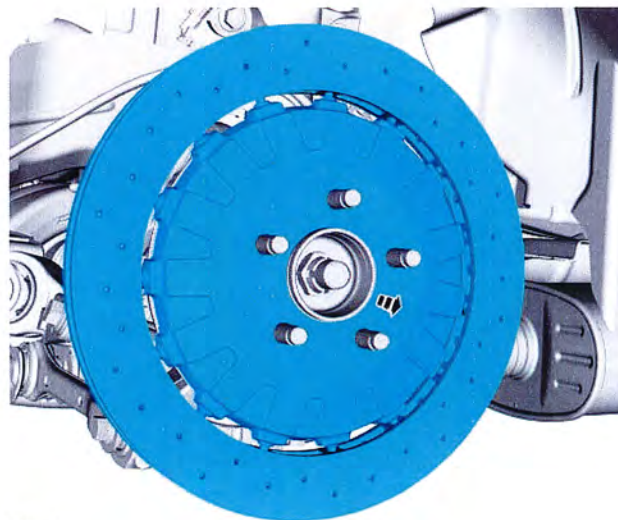


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12. Remove the Caliper to Knuckle bolts.
Torque: 81 lb.ft (110 Nm)

Remove the bracket.

Position the brake caliper aside.



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13. Remove the brake disc.

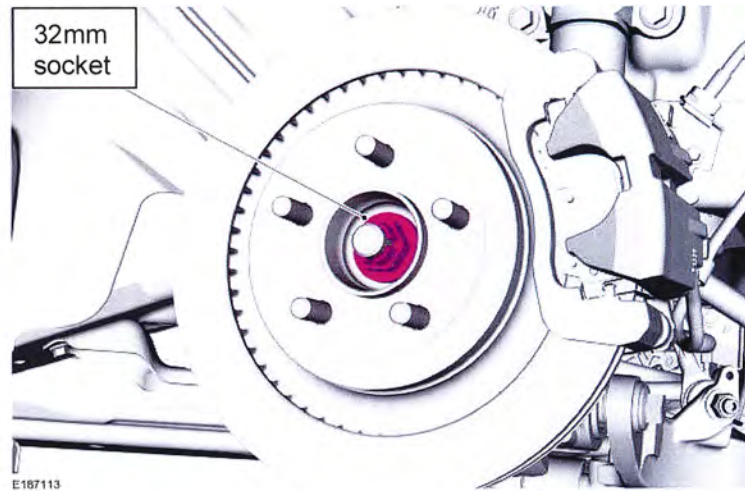
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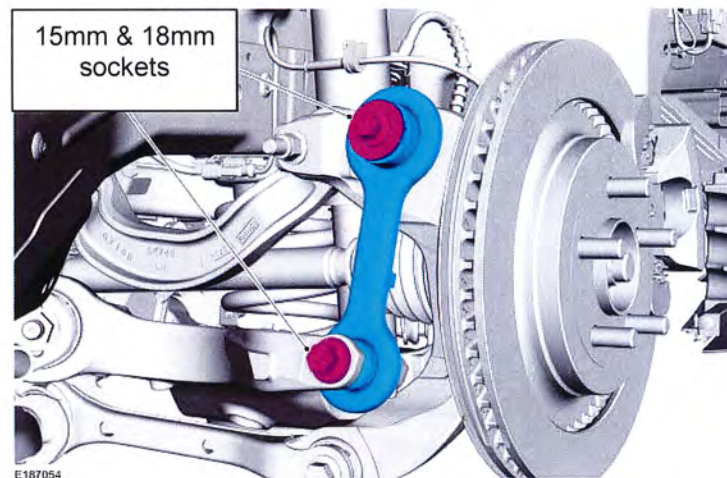
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14. Remove the spindle nut and discard. (If using HD FPP Axles, re-use the Nuts)
Torque: 98 ft/lb (133 Nm.) +45 Degrees



15. Remove the lower arm vertical link lower bolt and position the lower arm vertical link aside.
Torque: 129 lb.ft (175 Nm)

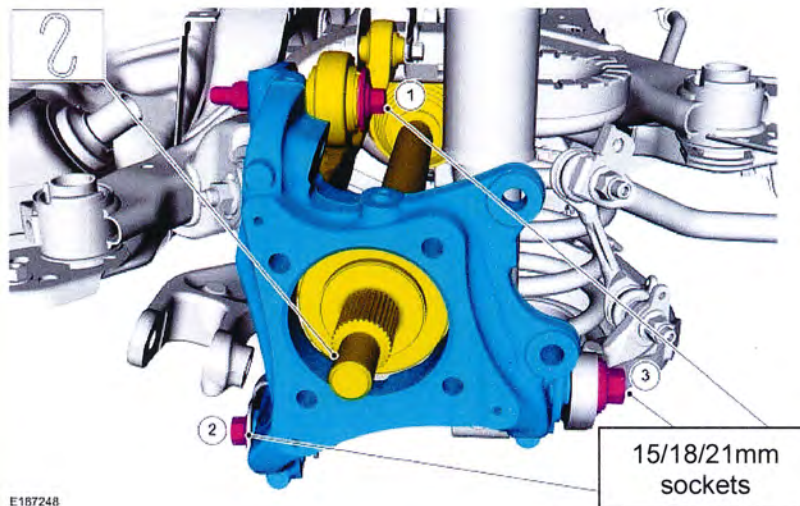
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NOTE: Support the halfshaft.

Remove the knuckle-to-upper arm bolt and nut. *Torque: 76 ft/lb (103 Nm.)*

Remove the knuckle-to-toe link bolt and nut. *Torque: 129 ft/lb (175 Nm.)*

Remove the knuckle-to-lower arm bolt. *Torque: 203 ft/lb (275 Nm.)*

Remove the knuckle.

16. Remove both of the Rear Half Shafts

NOTICE: Never pick up or hold the halfshaft by only the inner or outer Constant Velocity (CV) joint. Damage to the CV joint will occur.

NOTICE: Never use a hammer to remove or install the halfshafts. Damage to the CV joint may occur.

NOTICE: Never use the halfshaft assembly as a lever to position other components. Damage to the halfshaft or CV joint may occur.

NOTICE: Do not allow the boots to contact sharp edges or hot exhaust components. Damage to the halfshaft boots will occur.

NOTICE: Do not drop assembled halfshafts. The impact may cut the boots from the inside without evidence of external damage.

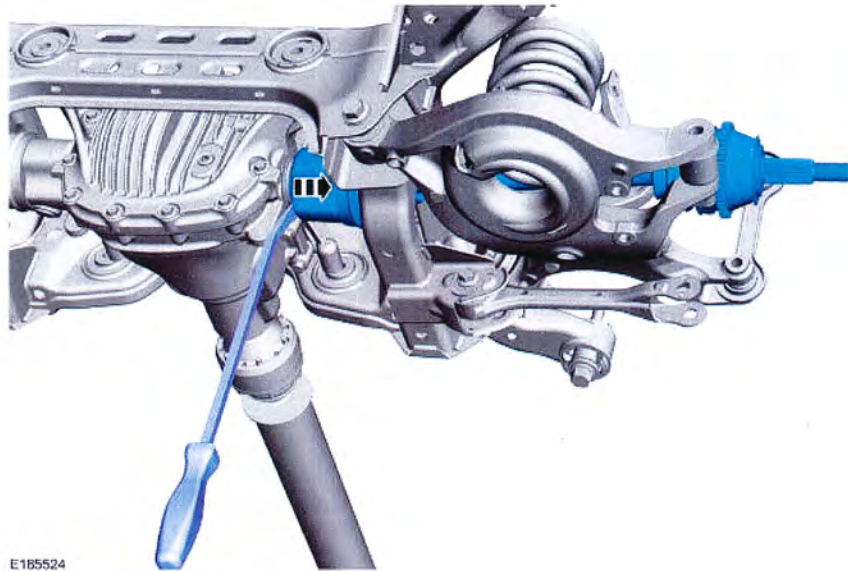
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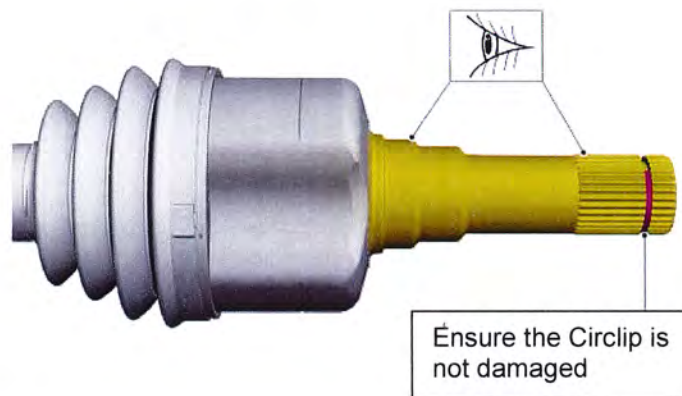
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17. Using a pry bar, remove the halfshaft.

Be sure NOT to pry against the Axle Seal. Once damaged, replacement will be necessary.



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18. Inspect the inner halfshaft seal surface and splines for damage.

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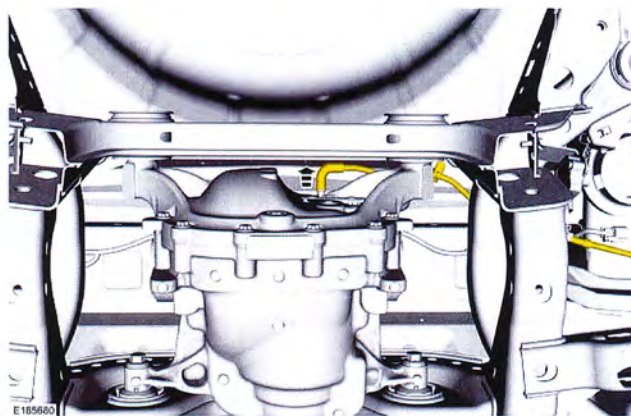


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19. Remove the Rear Differential



Disconnect the differential vent tube.

NOTICE: The rear differential is heavy and will require it to be supported by a transmission jack before the fasteners are removed.



Using a transmission jack, remove the differential mounting bolts and remove the differential.
Torque: 129 ft/lb (175 Nm.)
Use the General Equipment: Transmission Jack.

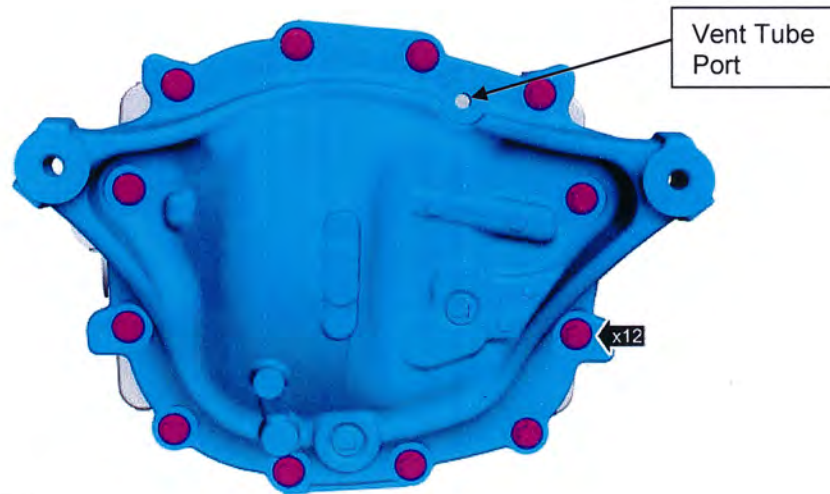
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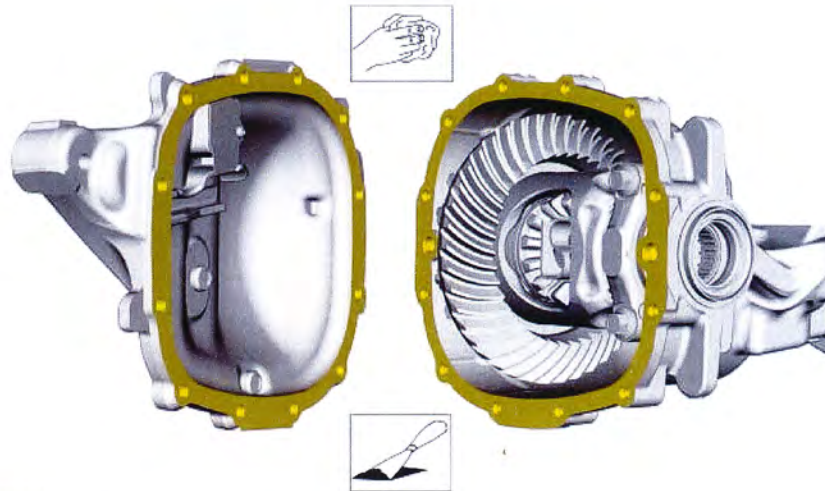
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20. Remove the differential cover bolts and the differential cover.



Clean the differential cover and differential housing mating surfaces.
Use the General Equipment: Plastic Scraper

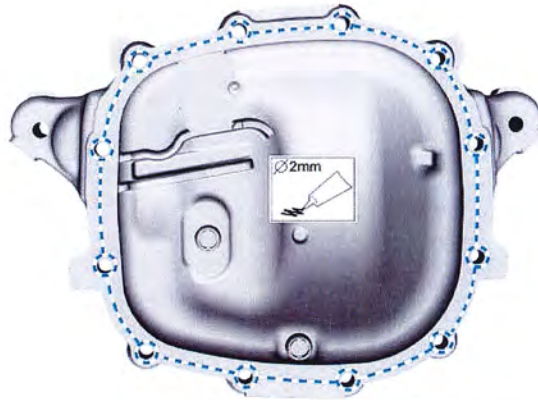
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21. Install the supplied Vent Tube fitting
 22. Apply the differential cover gasket material in a 2mm bead. Excess will clog the pump filter.
- Material: **Silicone Gasket and Sealant**

Install the differential housing cover, and the differential housing cover bolts.
Torque: **34 lb.ft (46 Nm)**



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NOTE: Only install the differential mounting bolts hand tight at this time.

23. Using a transmission jack, install the differential and the differential mounting bolts hand tight.
Use the General Equipment: Transmission Jack

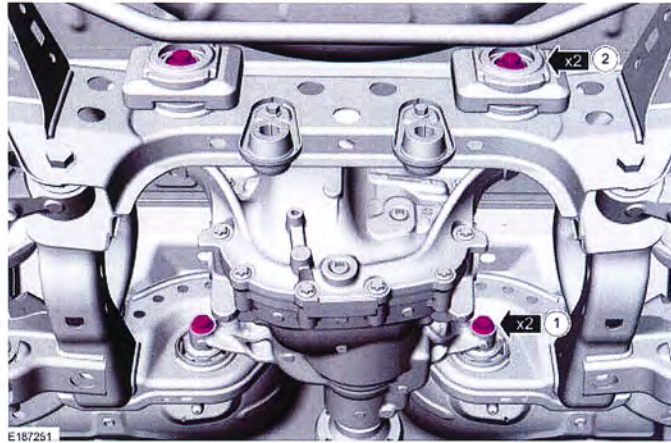
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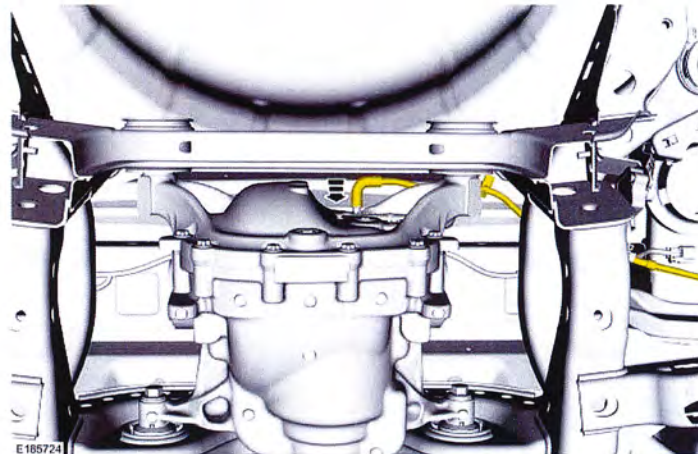
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24. Tighten the forward differential mounting bolts.
Torque: 129 lb.ft (175 Nm)
25. Tighten the rear differential mounting bolts.
Torque: 129 lb.ft (175 Nm)



Connect the differential vent tube.

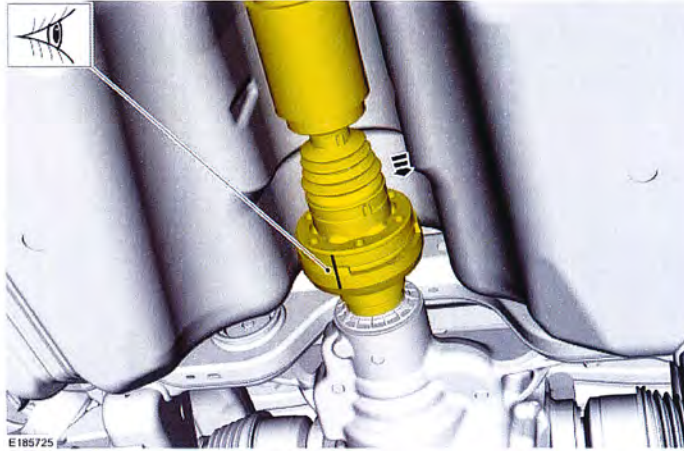
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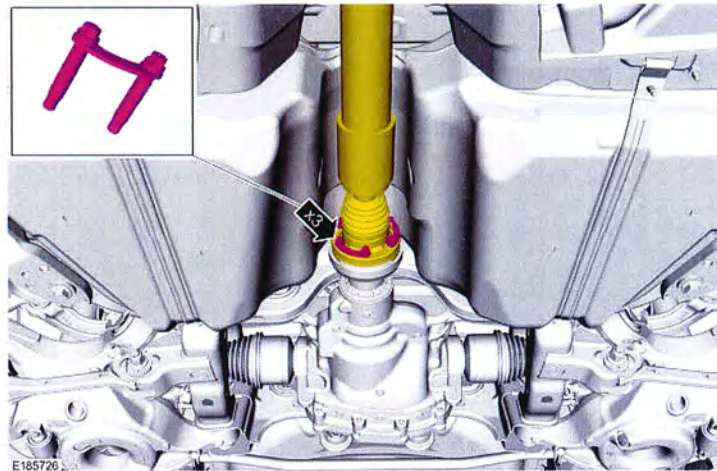
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26. Position the driveshaft to the pinion flange and align the index mark made during removal.



27. **NOTE:** Make sure the driveshaft is fully seated into the pinion flange before installing the Driveshaft to pinion flange bolts.
Install the driveshaft-to-pinion flange bolts using a Medium Thread Locking Compound.
Torque: 41 lb.ft (55 Nm)

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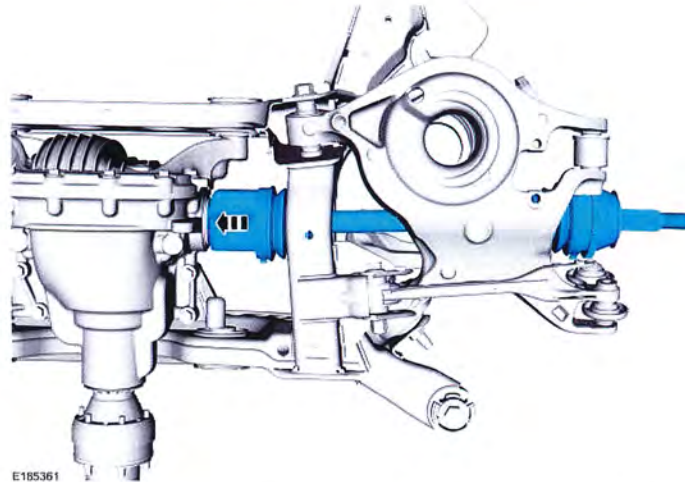


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IMPORTANT!!!! Before installing the Halfshafts, thoroughly clean and inspect the Seals in the Differential Housing for **ANY** damage and/or debris. If there is **ANY** damage at all, **REPLACE THE SEALS**. Taking the extra time to be sure the seals are in good condition will help ensure a proper, leak free seal. !!!!



28. NOTICE: After insertion, pull the halfshaft inner end to make sure the circlip is locked.

NOTE: When seated correctly, the halfshaft retainer circlip can be felt as it snaps into the differential side gear groove.

Install the halfshaft until the halfshaft circlip is **fully seated**.

IMPORTANT!!!! Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.

29. Re-Install the rear suspension reversing the order of dis-assembly from steps 9 through 15.

30. Re-Install the Exhaust System. **Be sure to plug in the Exhaust Valve Actuators.**

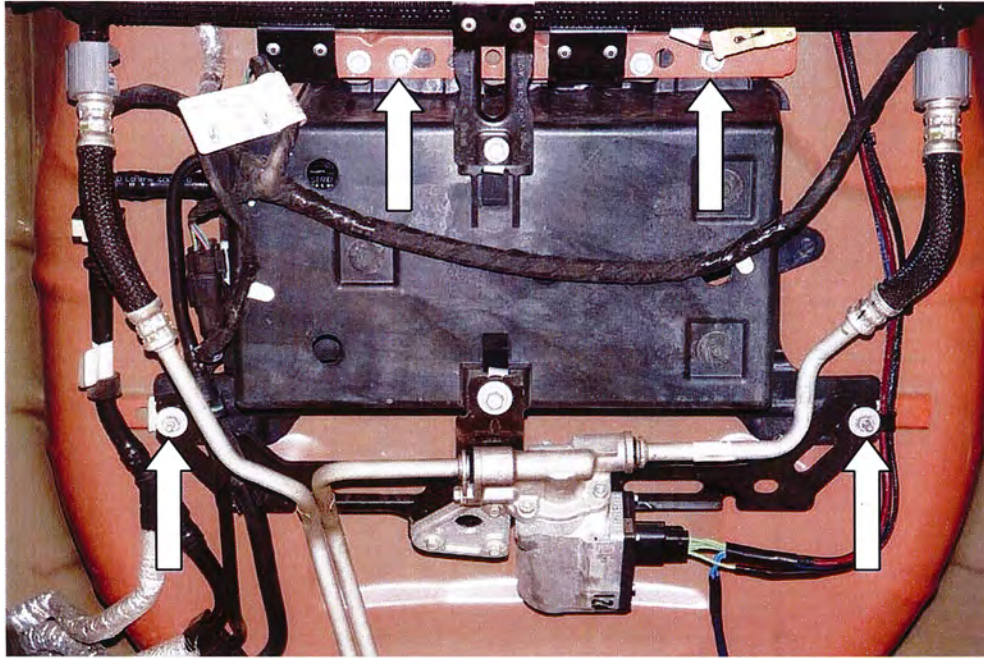
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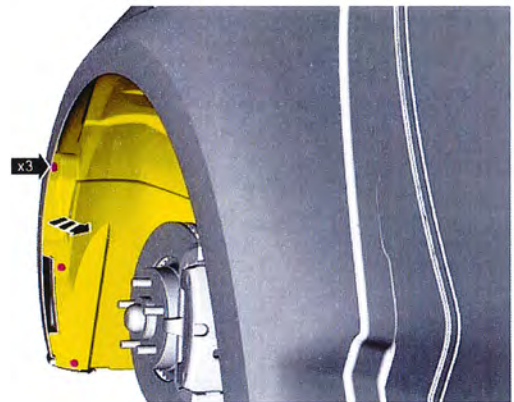
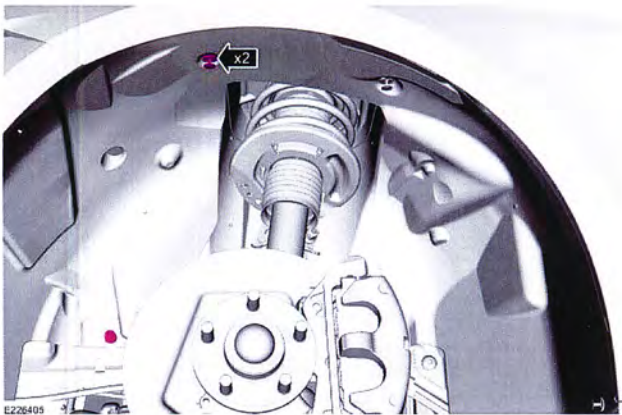
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31. Remove the Charcoal Canister from beneath the Spare Tire well and set aside.
32. Remove the two (2) mounting studs and replace them with the longer ones provided in the kit. Be sure to use a **Medium Strength Thread Locking Compound**.

INSTALL THE WIRING HARNESS

33. Disconnect the Battery.



34. Remove the RF Wheel Liner.

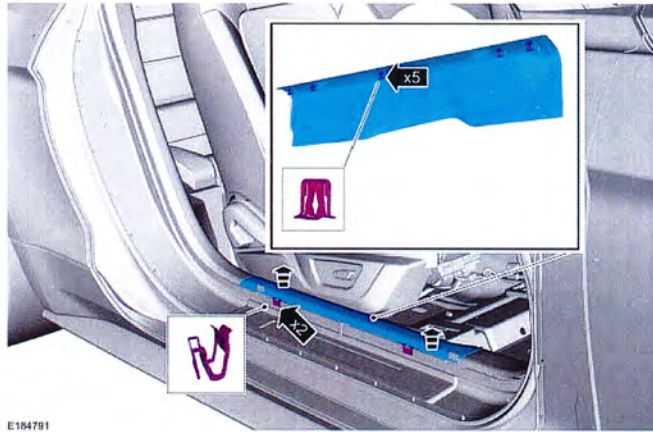
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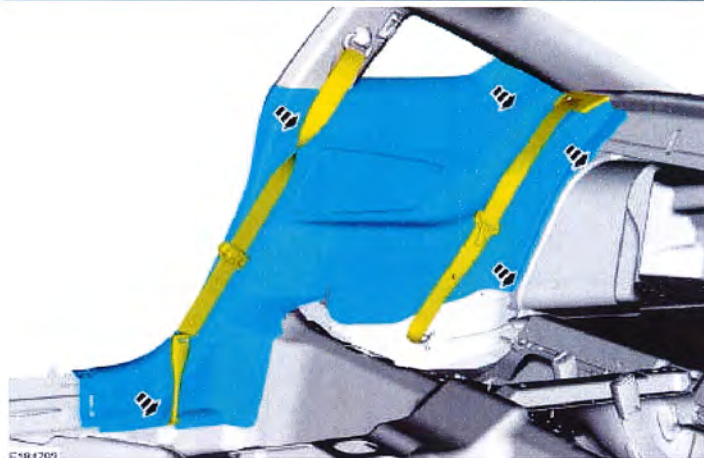
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35. Remove the RH Interior Sill Trim.



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36. Remove the Load Space Trim Panel.

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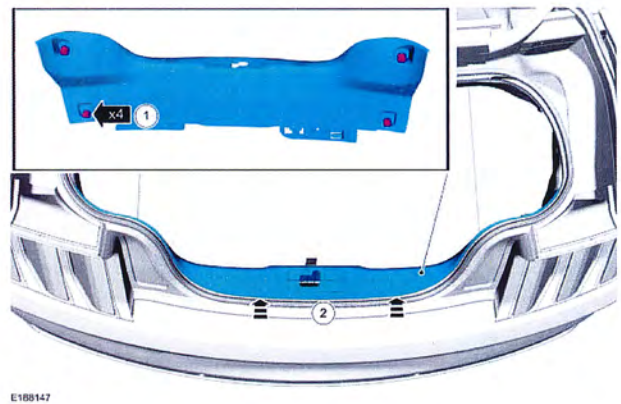
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37. Remove the RH Fuse Cover and Kick Panel.



38. Remove the Spare Tire Cover and the Rear Scuff Plate by un-screwing the 4 Tie Downs.

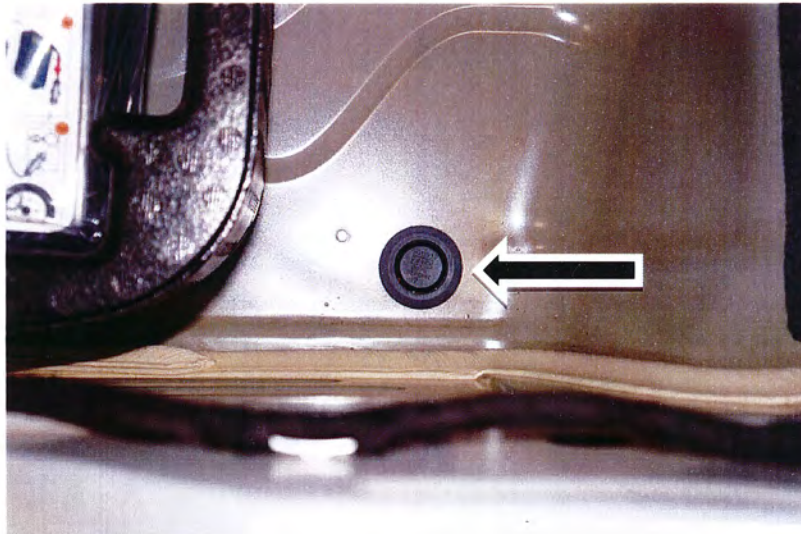
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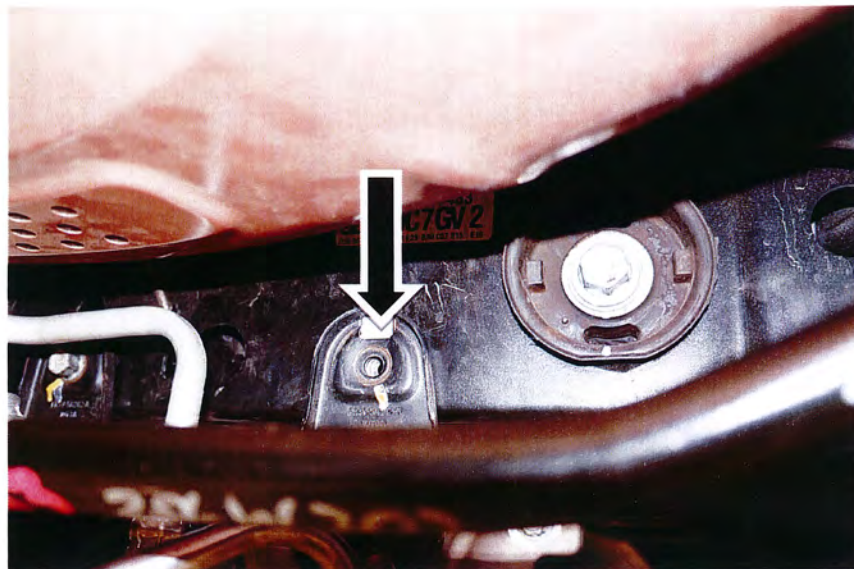
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39. Remove the Spare Tire Well Drain Plug on the Right Side.



40. Remove the Bolt from the RH Exhaust Hanger on the Rear Subframe.

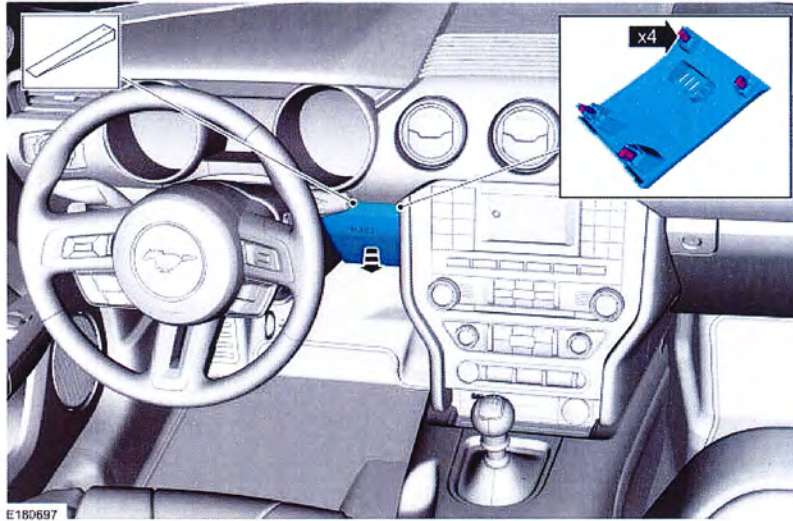
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41. Remove the Lower Dash Panel to the Right of the Steering Column. Disconnect the Electrical Connector of the In-Vehicle Temperature and Humidity Sensor on the back side of the panel.



42. Using the provided template, drill the holes for the Switch and LED using a **.312 inch bit** for the LED and a **.500 inch bit** for the Switch.

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43. Install the "Diff Cooler" Switch plate.



44. Start installing the Wiring harness by first mounting the Relay to the Stud on the Firewall forward of the Fuse Panel.

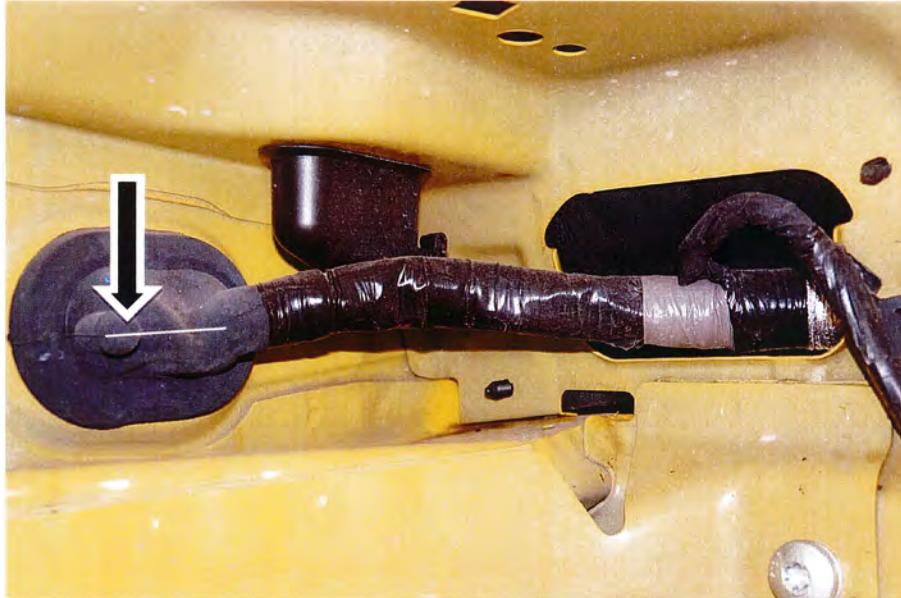
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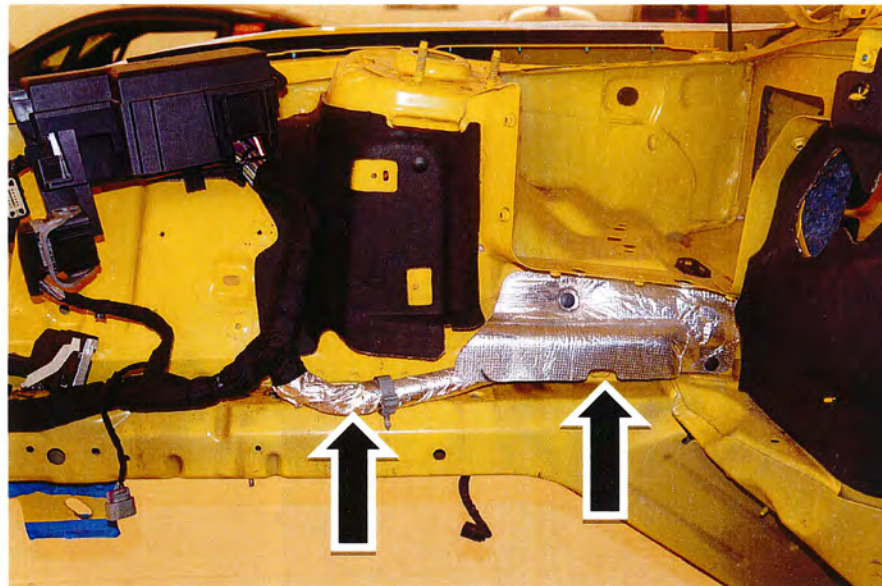
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45. In the RF Wheel Well, towards the rear of the car, find the Electrical Wiring Harness coming from Inside the Vehicle. Find the Pull Tab on the firewall Grommet and trim the tip off. The Power Lead for the Differential Pump Harness will pass through this Grommet into the Engine Compartment. Remove the Fuse Cover and Fuse from the Power Lead.



46. Neatly route the Power Lead into the Engine Compartment taking care to ensure the Wire is protected from heat as much as possible. Be sure to Route the wire along the Factory Harness, behind the Heat Shield Using the provided Cable Ties to secure the Lead to the Factory Harness.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



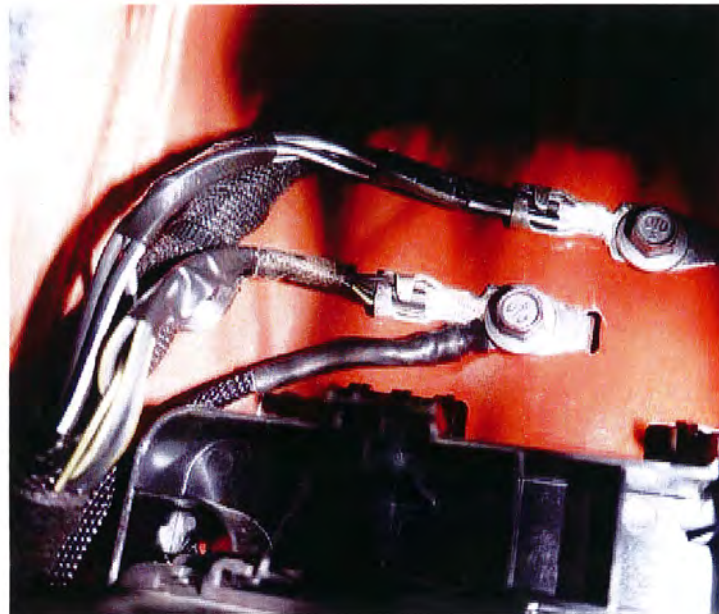
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47. Attach the Power Lead to the Center Post inside the Battery Junction Box.
Torque: 18 in/lb



48. Attach the Relay Ring Terminal to the lower of the two (2) Factory Grounds above the Fuse Panel. Be sure to clean the grounding surface.
49. Remove the Switch and the LED from the Switch Leg of the Harness and route the Harness across the underside of the Dashboard with the Leads protruding out of the area where the RH Steering Column Trim was previously removed.

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50. Install the Switch, Label and LED in the Trim Panel and re-connect the Switch and LED to the Harness and re-install the trim panel.
51. Neatly attach the Harness to the underside of the Dashboard working **FROM** the Switch to the Relay. Be sure to leave a small amount of slack at the Switch for future service. In addition, the harness must be secured well to the Dashboard above the Foot Well as to not interfere with passenger's feet.



52. Route the Pump Lead to the rear of the Vehicle by following the Factory Harness and tucking the Lead under the Carpet.

Be sure to have the Harness pass behind the Seat Belts as to not potentially interfere with their operation.

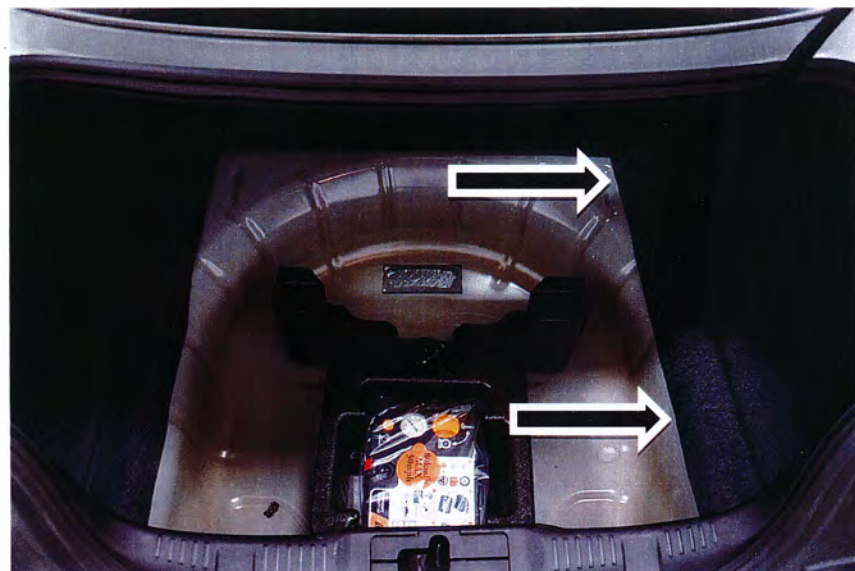
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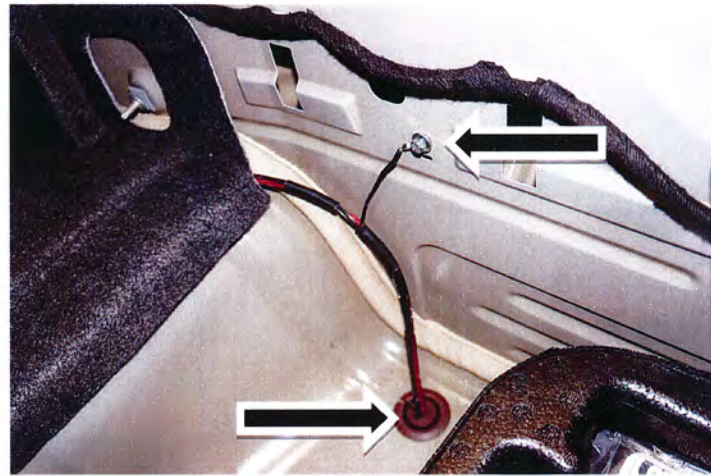
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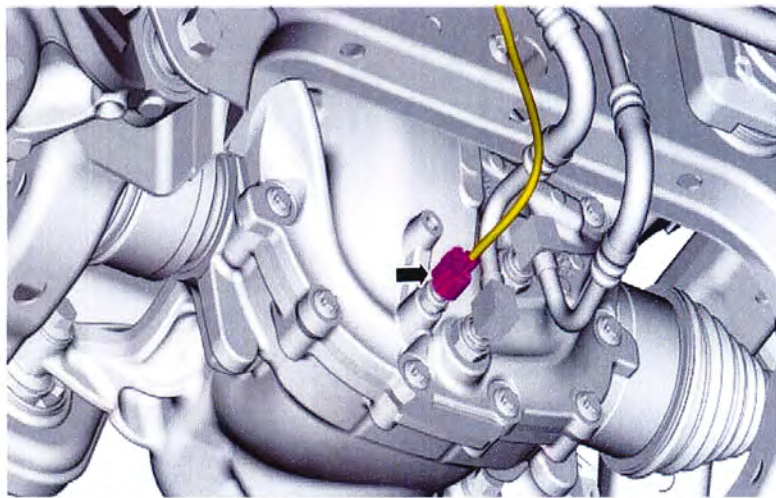
53. In the Trunk, Lift the carpet on the Rights Side of the Vehicle and tuck the harness under the carpet all the way

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55. Attach the Ground from the Harness to the Rear Wall and route the Pump Harness through the Floor as pictured above. Be sure to clean the Body of the car for a good ground contact.



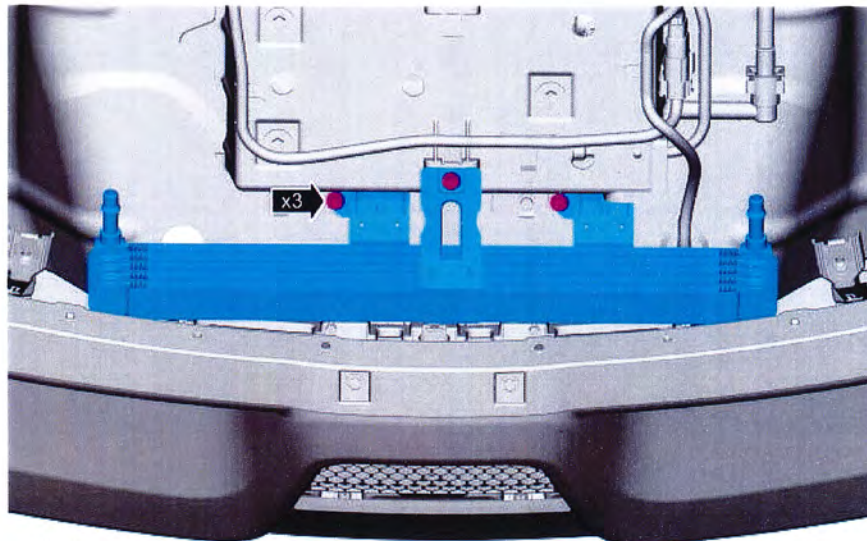
56. Install the provided Differential Temperature Switch into the Differential Cover.
Torque: 89 in./lb. (10 Nm)



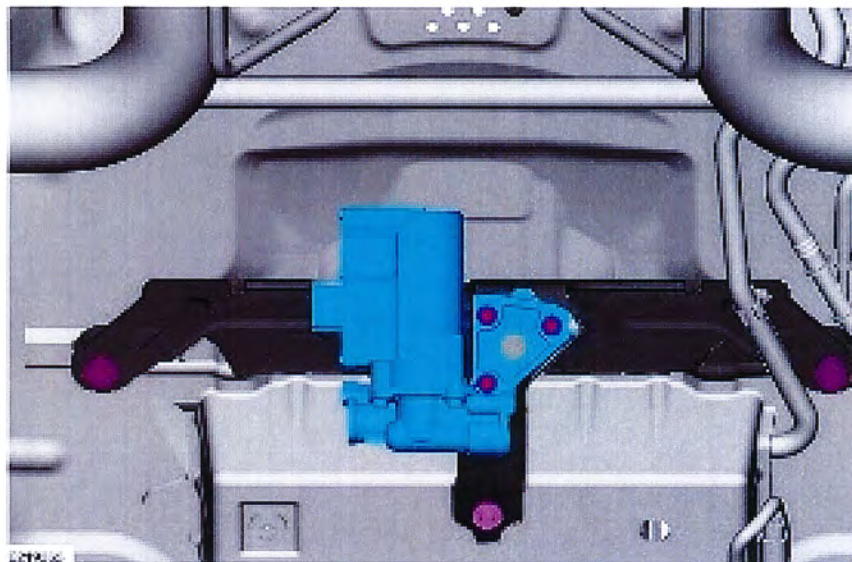
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57. Install the Differential Cooler and the Differential Cooler hardware. (M6X30 bolt x3), (M6 U-nut x2),
Torque: 21 ft/lb (28Nm)
58. Re-Install the Charcoal Canister.



59. Install the Differential Cooler Pump (M6X20 Washered Bolt x3)
Torque: 21 ft/lb (28Nm)

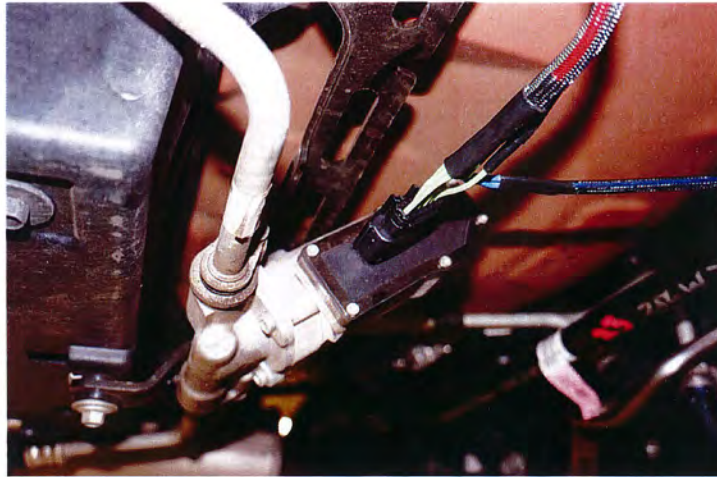
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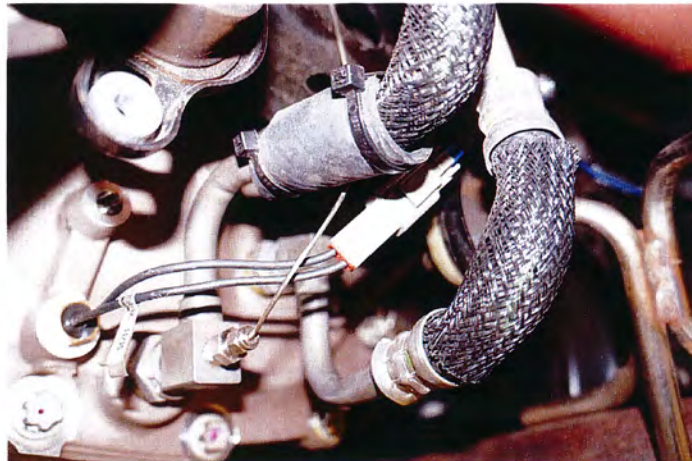
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60. Plug in the Differential Cooling Pump



61. Connect the Temperature Switch to the Harness

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62. Install the Rear Exhaust Hanger Bolt with the new, provided Allen Cap Bolt, Spacer and P-Clamp to hold the Harness. *Torque: 18 ft/lb (25 Nm)*

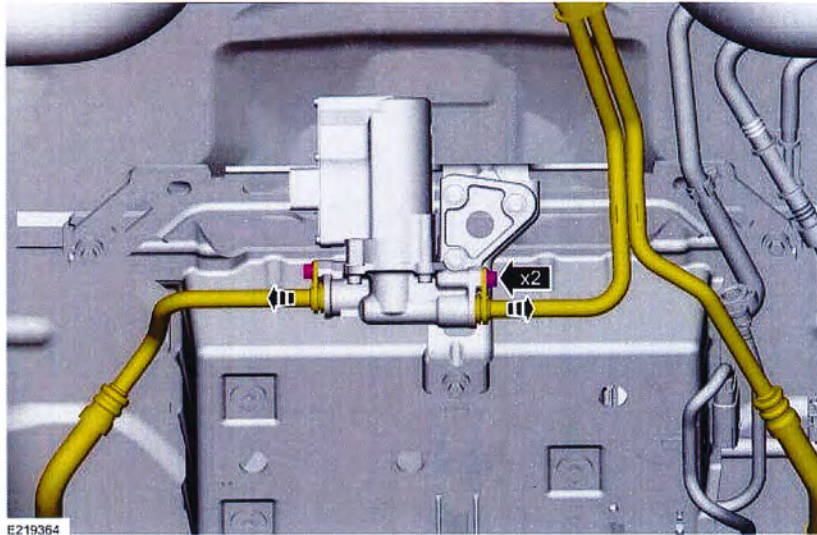


63. Install the remaining P-Clamp, with the Harness in it, to the EVAP Canister Shield. *Torque: 21 ft/lb (28 Nm)*
64. Install all of the removed Interior Trim Panels.
65. Install the Fuse and the Protective Cap on the Differential Cooling Pump Power Lead.
66. Re-connect the Battery.
67. Install the RF Wheel Well Shield.

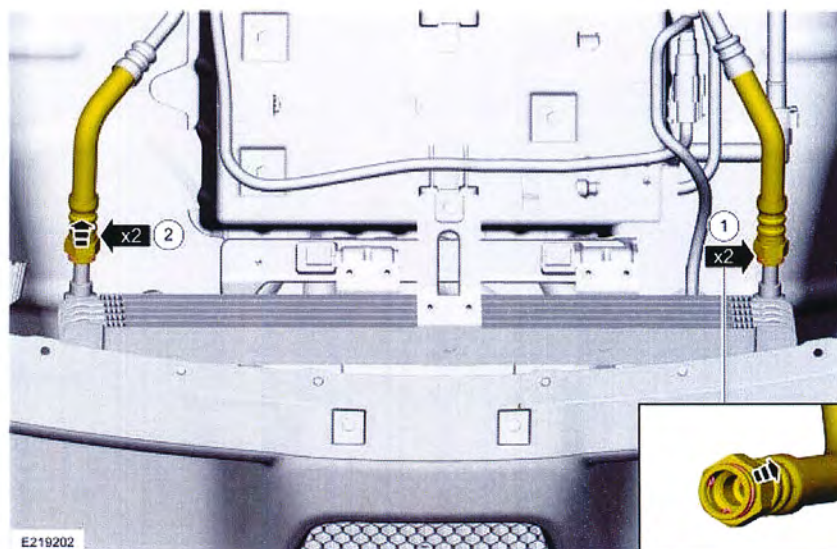
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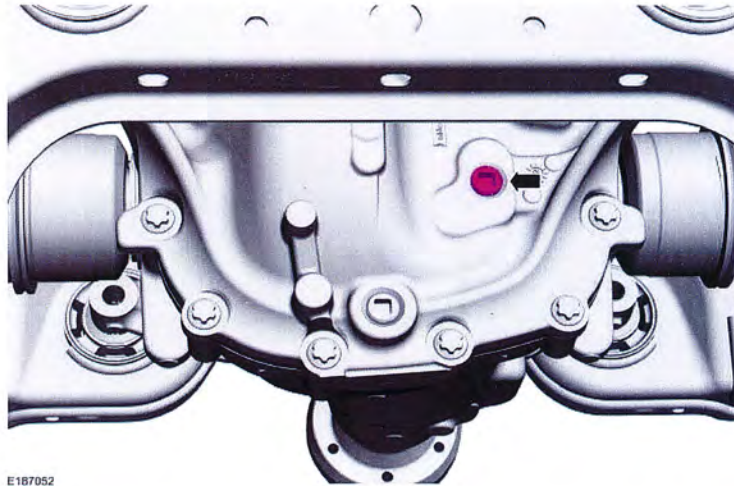
68. Install the differential cooling supply line onto the differential cooling pump. Install the Differential oil pump line bolts (M6X20 x2) and position the differential oil pump lines aside.
Torque: 80 lb.in (9 Nm)



69. Install the differential cooler lines onto cooler.

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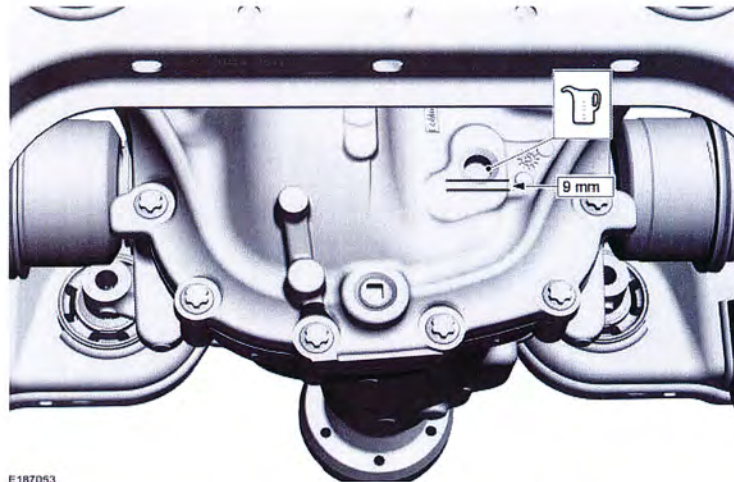
Rear Axle Fill



E187052

NOTE: Non-Cooled Differential Cover Shown. Cooler Cover similar

70. Remove the differential fill plug.



E187053

71. Fill the differential with 1.858 – 1.929L of clean differential gear lubricant.
Material: Motorcraft® SAE 75W-85 Premium Synthetic Hypoid Gear Lubricant / XY-75W85-QL (WSS-M2C942-A)

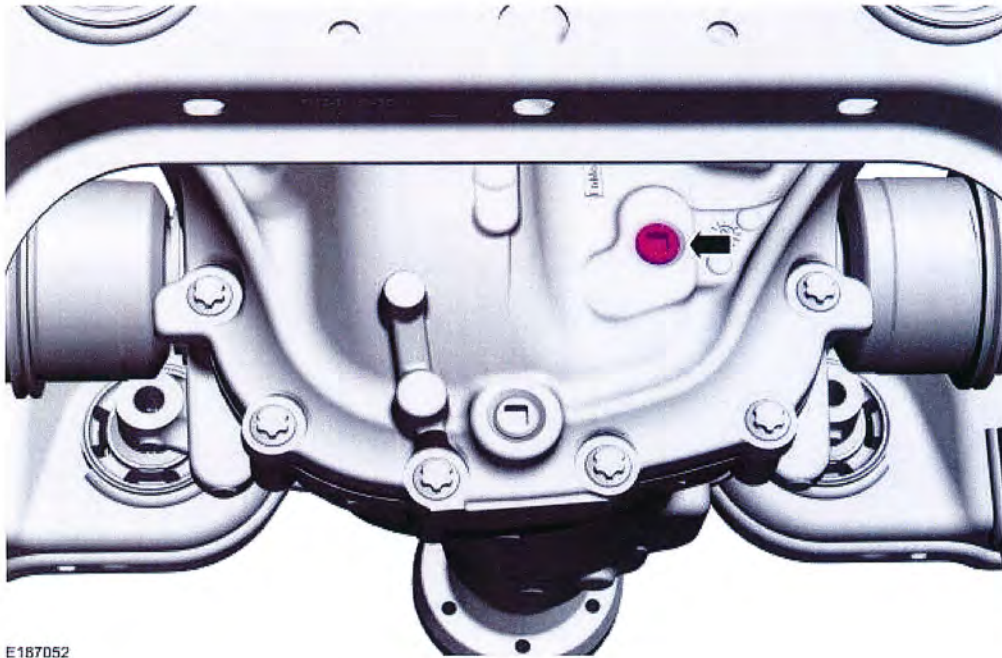
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E167052

72. Install the differential fill plug.
Torque: 25 lb.ft (34 Nm)

73. Disconnect the Differential Temperature Switch and Jump the two Terminals together on the Harness side. This will allow the Pump to operate even though the Differential is below the temperature. The Switch would normally command the Pump.

74. Turn the Pump ON and allow it to run for two (2) minutes. Open the Differential Fill Plug and add the necessary amount of Differential Fluid to bring the level back to the specified Level.

NOTE: *The differential gear lubricant level should be within 9mm (0.354 in.) from the fluid level fill plug opening.*

75. Re-connect the Differential Temperature Switch.

76. Install the Wheels and Lower the Vehicle.

77. Torque Wheels.

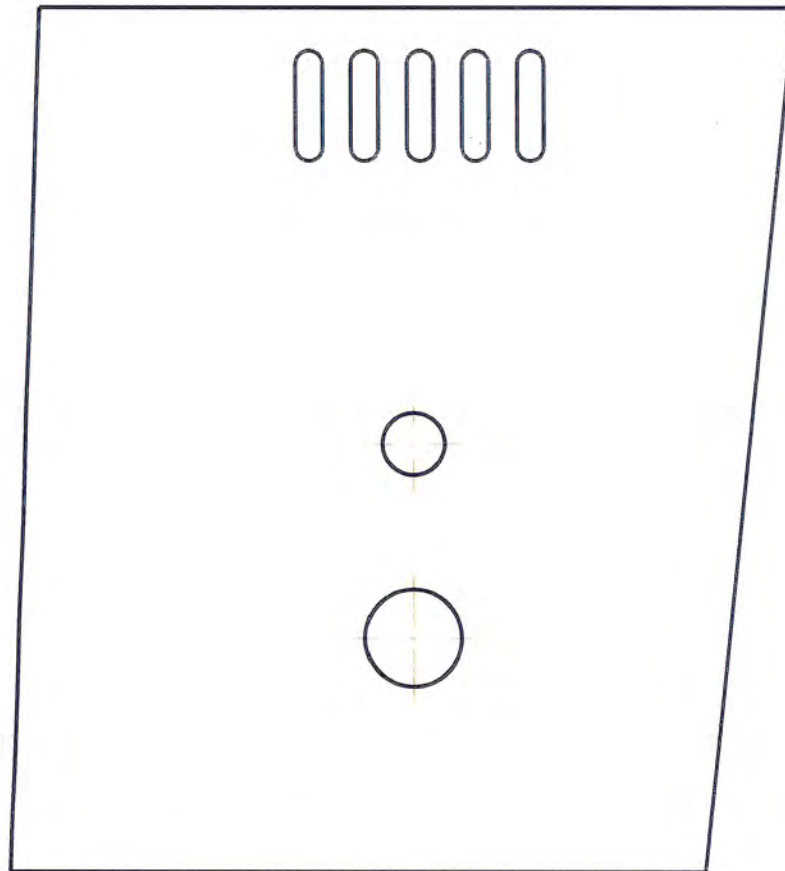
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