



R3PP Drive Train Package Options

- **31 Spline Driveshaft Yoke (\$109.00) FOR MANUAL KIT ONLY**
 - Fits 31-Spline output shafts
 - The Splines have an undercut. .530" long, with a 1.425" I.D.
 - Uses 1330 U-Joints
 - Use with production T-45, C-6, 3550, and 3650 transmissions
 - U-Joint cap diameter 1.062"
 - U-Joint width 3.500"
 - Yoke O.D. is 1.685"
 - Machined area length, 6.068"
 - Center of u-joint to front of yoke, 7.750" (approx.)
- **2015-2017 Mustang Short Throw Shifter (\$329.00) FOR MANUAL KIT ONLY**
 - Approximately 19% reduction in throw
 - Increased driver feel and feedback
 - Kit includes all necessary hardware and instructions to install 2015-2017 Mustang GT, 2.3L, 3.7L with manual transmission
 - Comes with exclusive Ford Racing 6-Speed Shift Knob
 - Requires some assembly
 - Kit includes:
 - Reduced throw shifter lever with pin
 - Reverse lockout sleeve
 - 6-speed shift knob
 - Increased durometer bushing kit
 - Shifter body gasket
 - Shift knob jamb nut
 - Thread locking compound
 - Grease
 - Installation Instructions
- **Driver Side Stainless Steel Tubular Exhaust Manifold w/ Hardware (\$359.99)**
- **Stainless Works Headers with H Pipe (\$2,050.00)**
- **2015-2017 Mustang GT Coyote Engine Cover Kit (\$179.00)**
 - Original equipment on automatic transmission 2015-2017 Mustang GT 5.0L 4V Coyote engine
 - Intake Cover includes 5.0L emblem
 - Coil Covers include "POWERED BY FORD" script
 - Both covers are molded in silver/gray
 - Perfect add-on for all Mustangs and other cars powered by the 5.0L 4V Coyote crate engine
 - Note: Does not include strut tower brace
- **5.0L Ti-VCT Coyote Accessory Drive Kit with Power Steering and A/C (\$1,850.00)**
 - The Ford Coyote 5.0L Ti-VCT engine is a great package. This new offering from Ford makes it the most popular engine for Ford project cars from a vintage Ford pick-up, to hot rods, to cobra kit cars, to all generations of Mustangs. There has been one drawback with this new engine package and that is the hurdle of integrating hydraulic power steering and air conditioning into the front end accessory drive system. The 2011+ V8 used in the Mustang uses electric power assisted steering, not hydraulic power steering.



This means that there is no hydraulic power steering pump mounted on the motor. Ford Racing makes a simple bracket that mounts a power steering pump where the A/C compressor would normally be mounted in a production Mustang. So, if your project is going to use both power steering and A/C then you have a problem. Well, not anymore. This kit is complete with all of the brackets, pulleys, fasteners, fittings, OEM Tensioner, and comes with the A/C compressor and power steering pump and reservoir. This kit is designed to retain the use of the Mustang GT or Boss 302 alternator kit that you normally buy when you purchase the crate engine. All of the brackets and pulleys are made from top quality 6061 T6 aluminum.

- This Front End Accessory Drive Kit (FEAD) Includes:
 - Sanden SD7 A/C Compressor
 - A/C Compressor fittings
 - A/C Compressor Cover
 - T6 Machined Brackets and Pulley
 - PSC Power Steering Pump
 - Billet Power Steering Pump Pulley
 - Power Steering Reservoir, Cap, Bracket and Pressure Fitting
 - OEM Ford Belt Tensioner
 - Billet Tensioner Pulley
 - Billet Water Pump Accessory Drive Pulley
 - Serpentine Belt
 - Hardware and Instructions
 - Works with OEM or Ford Racing Alternator Kit (Sold Separately)