

Installation Guide – Solid Firewall Bearing – 94-04 Mustang

Detroit Drifting Company LLC – PN DDC-SN95-FWBP1 - Rev1 Apr 24

Thank you for your purchase! We hope you enjoy our Mustang solid firewall bearing!

Please read and understand these instructions in their entirety BEFORE performing installation. Professional installation is required! If you have any questions regarding this product or its installation, contact us!

1. Safely lift and properly support the vehicle. Remove the steering shaft. Remove the OEM firewall bearing and (if present) black OEM plastic reducing sleeve from the steering shaft. This applies to OEM and aftermarket shafts. Plastic sleeve will not be reused.

2. Install the aluminum firewall bearing adapter plate onto the firewall.
 - a. Note: orient the beveled M10 threaded bolt-hole corner to allow the adapter plate to sit flush on the firewall mounting surface. This should put the beveled corner in the upward position. The "DDC" logo side will be against the firewall sheet metal.
 - b. Note 2: Early SN95 vehicles may need to clearance the firewall sheet metal slightly. Inspect that OEM sheet metal will not hinder your ability to install the M10 bolts after the adapter plate is bolted to the firewall using the OEM studs and the DDC-provided M6 nuts/washers of your choice.

3. Slide the steering shaft assembly through the previously installed DDC adapter plate and firewall hole. Slide the flanged bearing, reducer sleeve, and seal down the interior portion of the shaft as an assembly, mating it to the DDC adapter plate on the firewall. The DDC bearing assembly should stack up in the following order, starting from the firewall and progressing toward the steering wheel:
 - a. OEM firewall
 - b. DDC Bearing adapter plate
 - c. bearing with stamped steel flanges (set screw side in the interior)
 - d. DDC bearing reducing sleeve (Flange in the interior)
 - e. plastic seal (MM, FR, Borgeson shafts only)

Tip: Pre-install the reducer sleeve into the bearing ID before sliding onto the steering shaft. The set screws and lipped portion of the reducing sleeve should be oriented so that they will be on the interior side of the firewall. Some aftermarket shafts may have a heat-shrink or rubber boot seal on the slip joint. If the DDC components can't fit over the heat shrink, it must be removed. The rubber boot seal or a new piece of heat shrink can be reinstalled if desired.

4. Loosely Install the M10 Allen bolts to secure the bearing retaining flange to the adapter plate while you continue to secure both ends of the steering shaft to the vehicle. Be sure to secure any/all u-joint connections properly.

Tip: a ball-end Allen key/socket and a swivel/u-joint extension may be helpful for installing the M10 Allen bolts. The shorter M10 Allen bolt should be installed into the threaded hole with the beveled corner.

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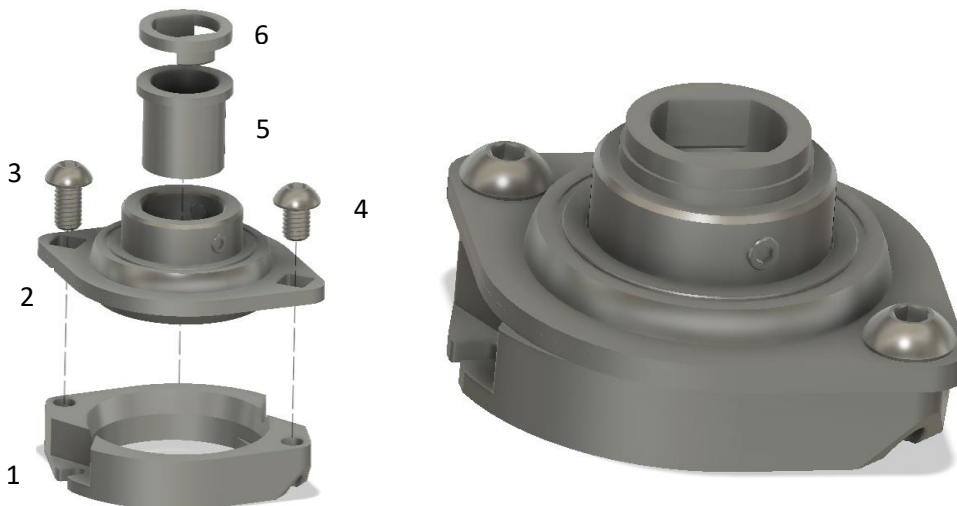
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5. Finally, go back to the firewall bearing to final torque the M10 Allen bolts and the bearing set screws. Use care not to strip the aluminum threads when tightening the M10 allen bolts. It may not be possible to use a torque wrench, but use your best judgement to reach a Recommended torque (M10 allen bolts): 20-25 ft-lb.

Note: The bearing retaining flanges simply capture the bearing, and do allow for some misalignment angle. It is normal for the bearing to be able to move inside the flanges when the M10 allen head retaining bolts are loose. The bearing should become locked in place once you tighten the 2 Allen head bolts to retain the bearing assembly to the adapter plate.

Parts List:

1. x1 Aluminum Bearing adapter plate
2. x1 Flanged Bearing
3. x1 M10x1.5x16 Allen Head Bolt
4. x1 M10x1.5x12 Allen Head Bolt
5. x1 Bearing Reducer Sleeve
6. x1 Plastic Shaft Seal (MM, FR, Borgeson shafts only)



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