



## CHE PERFORMANCE PRODUCTS INSTALLATION INSTRUCTIONS

### 2005 MUSTANG ENGINE TORQUE LIMITERS

Engine: □ V8 (Part No. CHE11D) □ V6 (Part No. CHE11E)

#### Hardware Kit Contents:

2ea. Spacers & Washers

2ea. M10 x 90mm Bolts

(V6 only)

2ea. M10 x 80mm Bolts:V8 Manual

2ea. M10 x 100mm Bolts:V8 Automatic

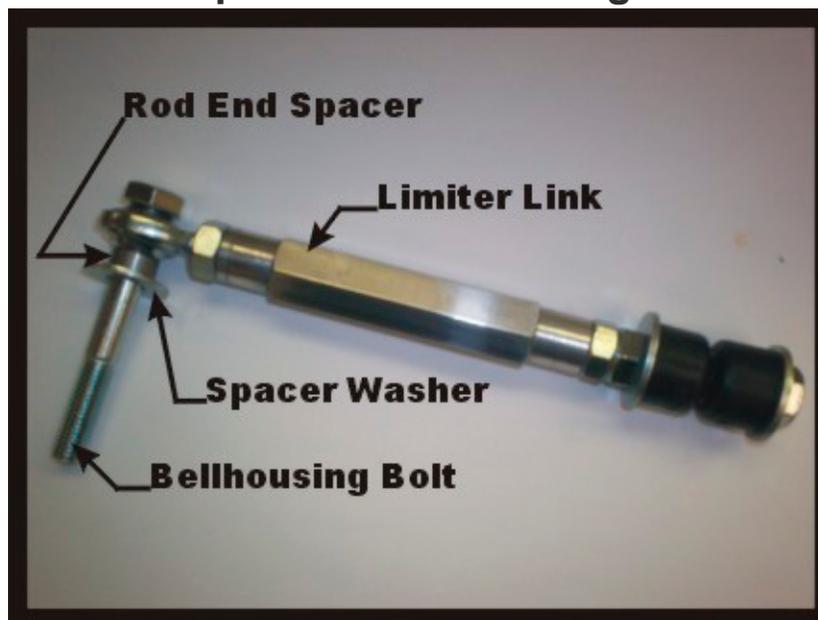
***WARNING!!: If you lack the necessary skill, tools, or equipment to safely complete this installation, have the component installed by a mechanic with the proper equipment and expertise.***

Thoroughly read and understand these installation instructions before beginning the installation. If there is any doubt regarding the procedure, please contact CHE Performance prior to attempting installation

NOTE: These engine torque limiters are designed to work exclusively with the CHE Performance Products 4-Point K-member brace for the 2005-Current Ford Mustang and will not work with other brands of K-member braces or without the use of the CHE K-Member Brace.

NOTE: Photos show installation on a V6 manual transmission vehicle. Installation is typical of all engine and transmission combinations.

### Torque Limiter Link Diagram



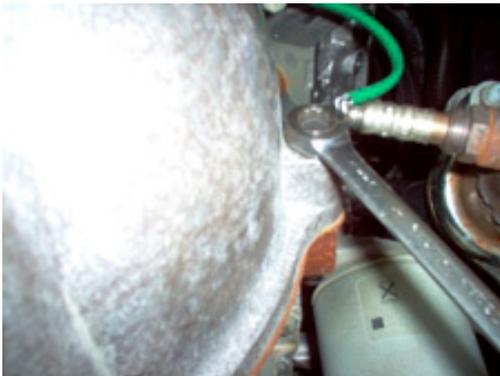
## Step 1. Raise and Support Vehicle

Raise the front of the vehicle as high as safely possible and properly support the vehicle to allow access to the K-Member brace and bellhousing bolts of the transmission.

## Step 2. Remove Bellhousing Bolts



A. Remove the bellhousing bolt located just above the starter housing on V6, or Just below the starter housing on V8 engines, using a 13mm wrench or socket. This bolt is located on the Driver's side on V6, and on the Passenger side on V8 models.



B. Remove the bellhousing bolt that is located directly on the opposite side of the bellhousing bolt that you removed in step 2A.

## Step 3. Install Torque Limiter Link

A. Remove the entire bushing assembly (Bushing Bolt, Bushing Jam Nuts, Bushing Washers, and Bushings) from the end of the Limiter Link.



B. Install the bushing assembly through the mounting tab of the K-Member Brace and into the torque link. Remember that there are 2 jam nuts on the Bushing Bolt. ***Do not fully tighten the bushing assembly at this time.***

C. Check for clearance issues. With the link near the proper alignment with the bellhousing bolt (it is not necessary to install the bellhousing bolt at this time, a visual estimate should be sufficient), ensure that the link will not come in contact with any obstacles. If there is a clearance issue, install the limiter link in a different flange hole on the K-member brace.

#### Step 4. Tighten Bushing Assembly



Tighten the bushing jam nut until the bushings are compressed to nearly the diameter of the bushing washers. Do not tighten the bushing assembly so much that the bushing diameter is equal or greater than that of the bushing washers or bushing failure will become possible. Only the jam nut nearest the bushings should be tightened, the second jam nut is used to lock in the Limiter Link after final adjustment.

**IMPORTANT:** The rod end bellhousing bolt must not be installed while tightening the bushing jam nut.

#### Step 5. Select Proper Bellhousing Bolt

Because the bellhousing thickness varies between Automatic and Manual transmissions, it is important that the proper bellhousing bolt is used.

##### **BELLHOUSING BOLT SELECTION CHART**

(Note that bolt length is measured under the bolt head)

**V6 Manual:** 90mm (Approx 3-1/2 inches)

**V8 Automatic:** 100mm (Approx 4 inches)

**V8 Manual:** 80mm (Approx 3-1/8 inches)

#### Step 6. Adjust Limiter Length



A. Tighten the rod end and bushing assembly (rotate the entire link where needed) into the limiter link until the Limiter length is fully compressed. This step is important to ensure that there is equal thread engagement on both the rod end and the bushing bolt when final adjustment is made. Note that the rod end is a left hand thread.



B. Adjust the Limiter length by turning the Limiter Link, ensuring that the rod end or the bushing assembly does not rotate as well. Adjust the length until the bellhousing bolt (with spacer and spacer washer installed as shown in step C) slides into the bolt hole freely.



C. Install the rod end spacer and washer so that the washer is toward the bellhousing and the spacer is between the rod end and washer.

#### Step 7. Tighten Bellhousing Bolt



Torque the bellhousing bolt to 33 lb-ft.

#### Step 8. Tighten Jam Nuts



Tighten the Rod End jam nut (remembering that it is a left hand thread) and the bushing end jam nut.

#### Step 9. Repeat For 2nd Link.

Repeat steps 3-8 to install the second Limiter.

#### Step 10. Inspect Installation



Inspect the installation to insure that there are no clearance issues and that all fasteners are properly tightened. If installation is properly completed, lower the vehicle.

## Questions, Comments, Suggestions?

If you have any questions, comments, or suggestions regarding these instructions or product, please do not hesitate to contact us immediately. Thank you, and enjoy your new CHE Performance Product.

## Technical Support/Contact Information

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