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3/03

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102 Performance Drive    Portland, IN 47371  
Ph#:(260)726-6689    Fax#:(260)726-4159

**Installation instructions for the 9300 eliminator on the 1993 Mustang Cobra or 1994 or newer Mustang with factory disc brakes (GT or Cobra)**

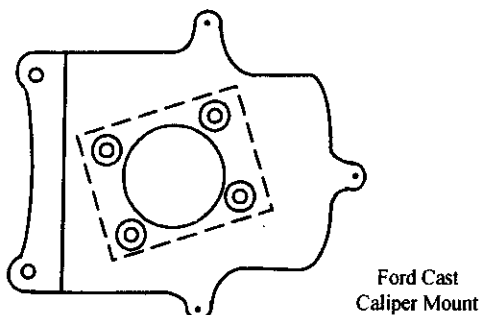
**Note: On the 1994 and newer models with anti-lock disc brakes, the anti-lock feature will not function with this kit.**

1. Prepare the housing as described in the instructions for the drum brake installation using a 5/16 tube length.

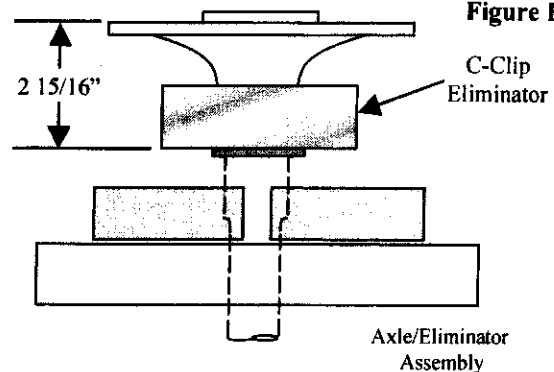
The factory cast caliper mounts require machining to accept the c-clip eliminators (See Figure A).

2. Overlay a c-clip eliminator body on the wheel side of the caliper mount plate making sure that the bolt holes are properly aligned (Installation of a few of the supplied bolts will aid in alignment).
3. Outline the c-clip eliminator and machine/mill out the area inside the newly drawn outline to a depth equal to that of the factory recessed holes. This will also provide a flat surface for the c-clip eliminator to bolt against.
4. If you are using the factory axles, you will need to remove the anti-lock brake exciter rings from the axles.
5. Install the c-clip eliminator on the axle to a dimension of 2 15/16 from the wheel side of the axle to the caliper side of the eliminator (See Figure B).
6. The axle/eliminator assembly is now ready to install.

**Figure A.**



**Figure B.**





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## Moser Engineering 7.5" & 8.8" Ford C-Clip Eliminators

Part #9300 & #9333 (for small bearing Ford cars w/drum brakes & most types of disc brakes)

**Installation Instructions--Please Read Completely Before Installation!**

- ✓ Confirm that you have the correct kit before beginning assembly. Make sure the four hole pattern on the c-clip eliminators you received matches the pattern on your housing end. If it does not, please contact Moser Engineering.
- ✓ Check your kit against the parts list to ensure you have received all of the components.
- ✓ If your vehicle is a 1993 Mustang Cobra or 1994 or newer Mustang with factory disc brakes, please see reverse side for additional instructions.

### Parts List

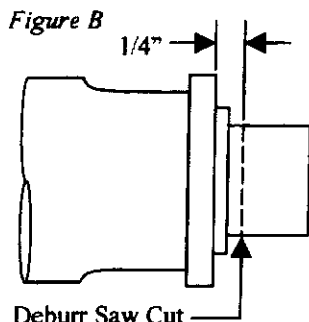
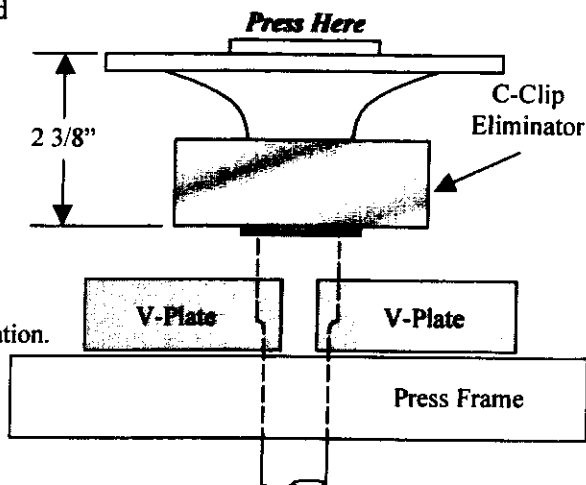
- 2- #9300 or #9333 C-Clip Eliminators
- 2- Shrink Rings (Installed in seals)
- 8- 3/8"x16 Grade 8 Bolts
- 8- 3/8" Lock Washers
- 1- Tube Moser Engineering Silicone

### Axle Preparation

*Note: If your C-Clip Eliminators are already installed on your axles, skip this section and proceed to Housing Preparation.*

1. Remove axles from housing.
2. You must have at least a 10 ton press to install this kit.
3. Check the eliminator to be ensure the shrink ring is completely in the seal.
4. Put a bead of threadlocker on the axle shaft where the bearing will be pressed on.
5. Slide the eliminator on the axle. The side without the threaded holes goes toward the axle flange.
6. Place the eliminator with the shrink ring in the seal on a set of V-plates on your press. (See Figure A)
7. On stock axles, press the eliminators on until the face of the eliminator is 2 3/8" from the wheel side of the axle flange. On aftermarket axles, press the eliminators on the axle until you meet resistance indicating the bearing has hit the radius shoulder of the axle. **DO NOT** use excessive tonnage after it is apparent the eliminator is all the way on or you may break the bearing race.
8. Remove the axle from the press.
9. After completing the same process for the other axle, proceed to Housing Preparation.

Figure A



### Housing Preparation

1. Remove brake backing plates and bolts from the housing end snouts.
2. Remove the stock bearings and seals from the housing end snouts.
3. Using a hacksaw, shorten the snouts to 1/4" (See Figure B). Then, using a file, deburr the rough edges of the hacksawed snouts.
4. Re-install (Slide on) the brake backing plates.

### Final Assembly and Re-Installation

1. Slide the axle into the rearend and up to the brake backing plate and the housing end. If you are using a stock type differential, make sure the axle does not come into contact with the center pin. Some OEM axles may need to have the c-clip buttons removed from the tip of the axles. (Use an abrasive saw to cut them off.)
2. Make sure the eliminator fits flush with the backing plate and the housing end is not contacting the seal. If it does, you will need to remove more material from the housing end snout.
3. Once you are sure the axle fits properly, put a bead of silicone (supplied with kit) around the outside diameter of the housing end snout.
4. Re-install the axle into the rearend and up to the brake backing plate and housing end.
5. Slide the lock washers on the supplied bolts. Then, insert the bolts through the housing end and screw them into the eliminator block.
6. Tighten the bolts to 40 ft/lbs, then repeat process for the other axle.