Hane Performance

OVERRIDE SYSTEM
Assembly Information

Provides dampening to rear axle wrap-up on acceleration and braking. Amount of dampening is adjustable.

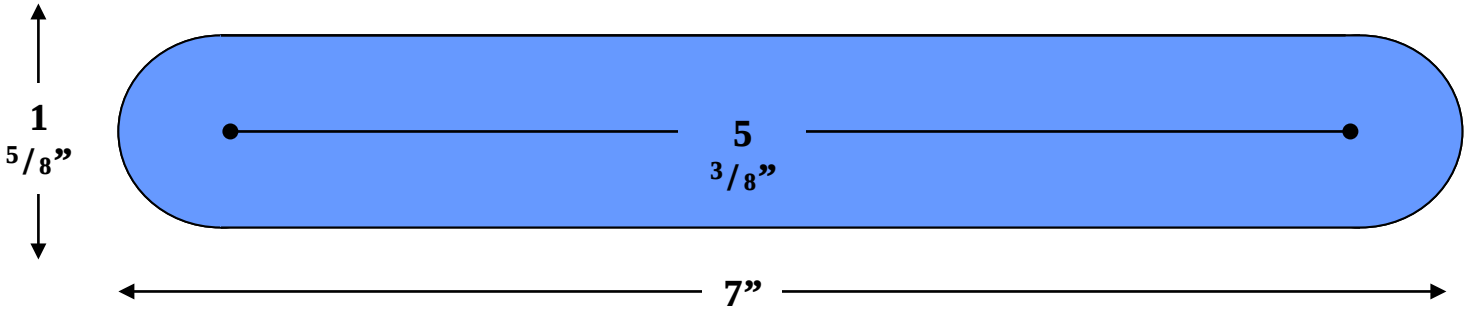
System has been loosely assembled with spacer washers of different thicknesses to minimize end play, slop and noise, to prolong the life of the system. Keep the washer packs where they are but they can go on either side of the heim joints as needed. Teeter totter to base bracket heim joints should be centered and not jammed when fully tightened.

Tack weld all pieces in place. Suggest welding a plate to the floor under teeter totter base. The rear horizontal shock bracket must be in direct alignment with the teeter totter. At rest, system should be adjusted with shock at about the middle of its range and teeter totter able to pivot fore and aft. Shock will extend under braking and compress under acceleration.

Raise and lower rear axle, checking for rubbing of override bar through floor or binding in the system.

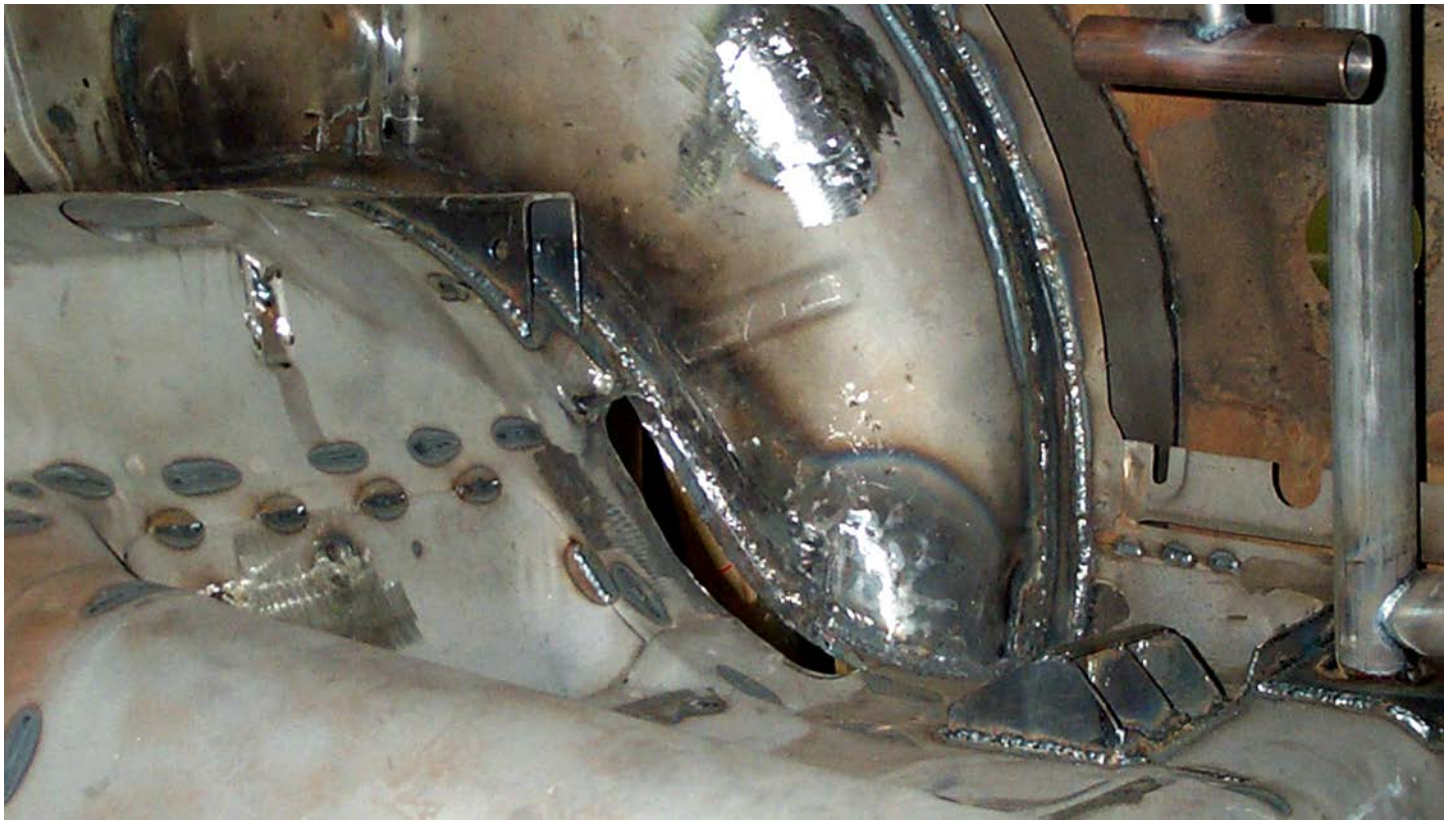
Relocate rear axle bump stops to inside of frame. Notch outside of frame over axle then weld in a new piece to provide clearance for override bolt.

The pattern for cutting the slots for the override bar are 7” long by 1 5/8” wide.

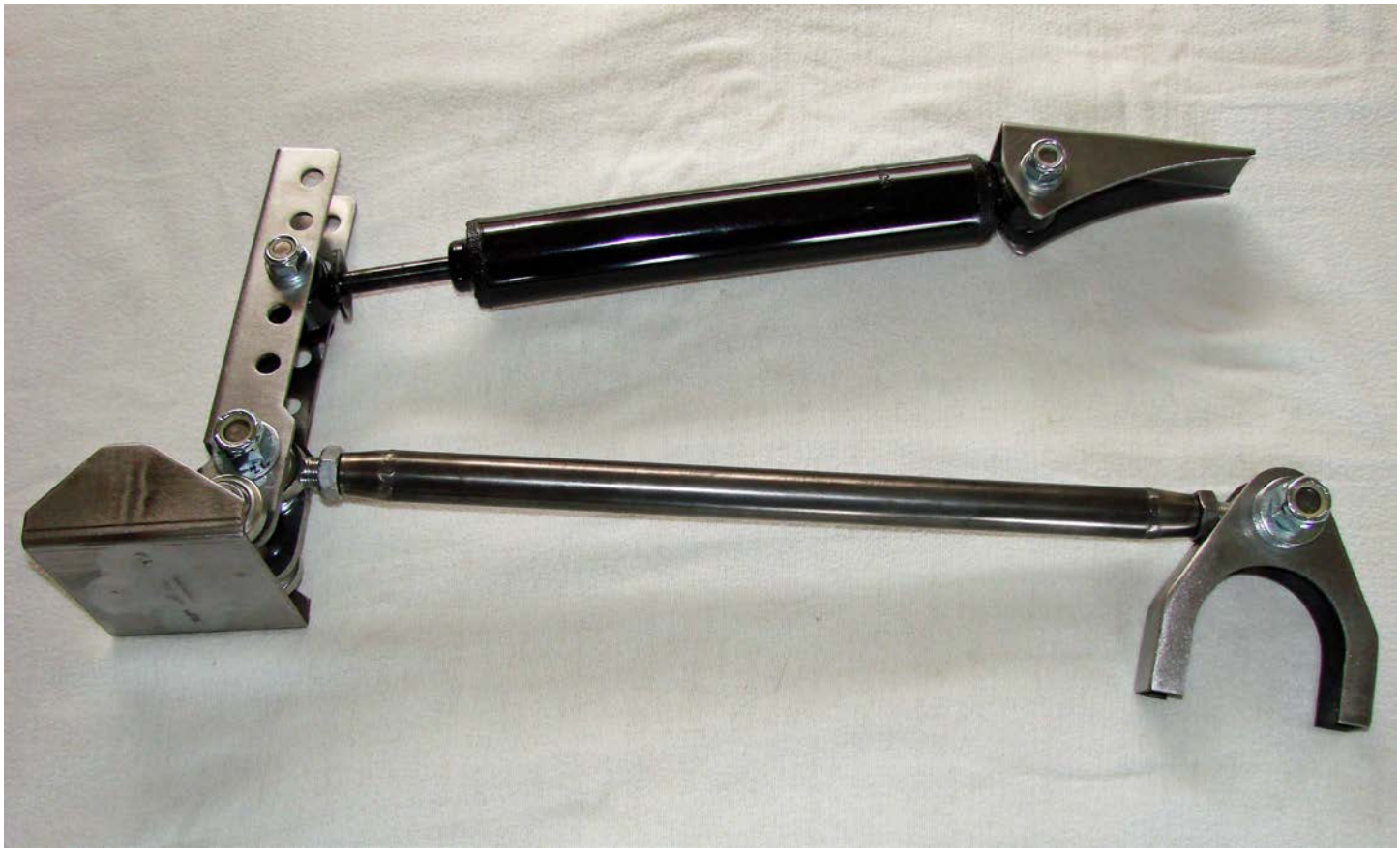


An outside view showing slot location next to frame and vertical relative to override bar with hanging suspension.

An inside view of slot and brackets.



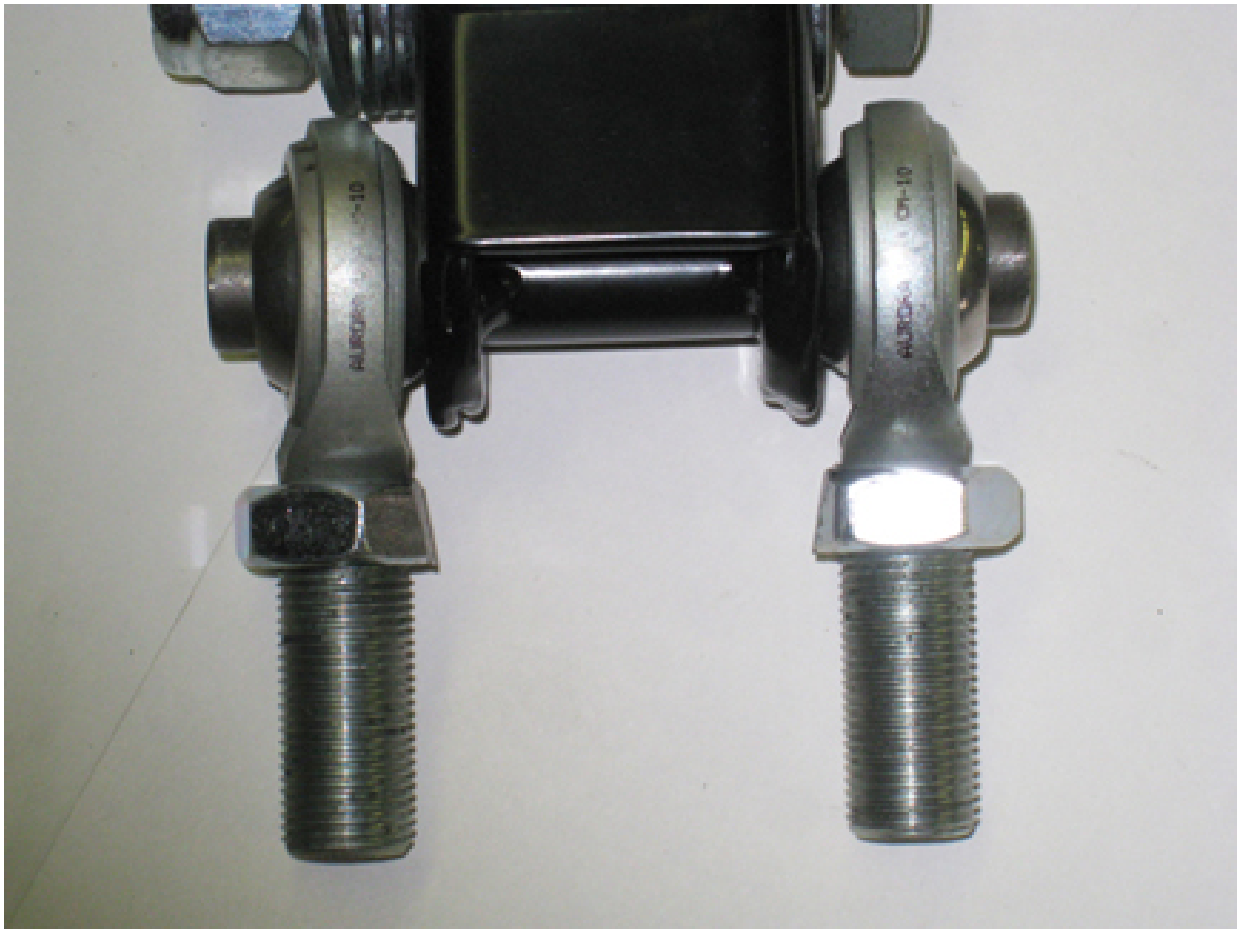
Override system with upgraded shock and multiple adjusting holes

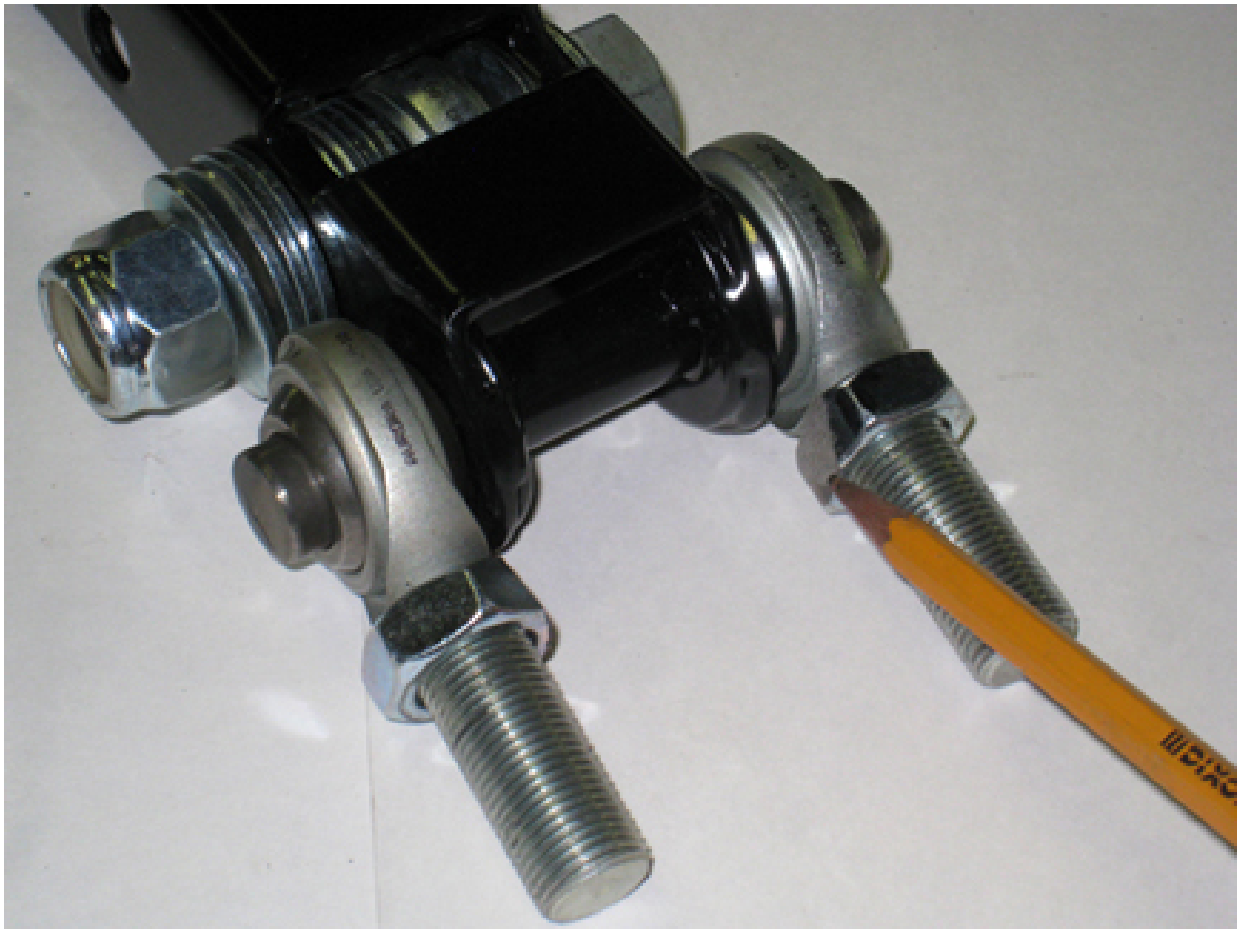


Completed override system in resting position. Note: start with the shock mounted in center hole of teeter totter. Vehicle acceleration moves the shock rearward. Braking moves it forward.

1965 Mustang Coupe Rear Override Shock Bracket

Tapered Nut
Note: tapered jam nuts tightened on heim joint. They must face inboard to the teeter totter to provide clearance for pivoting.





Tools

From left to right:
15/16 thin wall deep socket,
15/16 shallow socket,
15/16 box end wrench,
15/16 open end wrench,
19mm box/open wrench,
10mm allen head,
tapered drift,
and tape measure.

Feel free to contact ***Hane Performance*** with any questions:

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