

Instructions

Rear Sub-frame Bushings

N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

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Install Guide

Note - due to the scale of work required, we suggest the use of the Ford workshop manual.

The use of a workshop bench or Transmission Jack will be required to lower Sub-frame.

Confirm contents of your kit is correct prior to disassemble.

1. Raise vehicle evenly and safely support.

Never rely on a Jack only

Prior to disassemble use a Marking Pen and mark Tail-shaft & Diff pinion - this will confirm the Tail-shaft is bolted back in same position after removal.

2. The exhaust will need to be removed - unbolt at the Catalatic Converters

3. Proceed to remove the Sub-frame. Careful of brake lines (refer workshop manual).

Sub-Frame bushings

4. The Sub-frame bushings will need to be pushed out 'downwards' including the steel outer shell.

If there is no portable Press available, bushings can be drilled. Drill a hole in the rubber, Then use Air-hacksaw to cut the slot in the outer bushing shell - cut the slot on the strongest section of Eye Ring (where Eye ring is welded to sub-frame)

The bushing will then shrink and can be hit out

5. Clean Eye ring and push in supplied bushing 90830 - refer images Page 2.

6. Grease bushing ID and face with supplied grease only. Push in supplied steel tubes.

Note - the 2x washers supplied - place these on the rear mounts - between bushing and bolt head.

Application - Ford Mustang - S550
- 2015 - on
(Refer current catalogue listing)

Contents - 8x bushing 90830
- 4x steel tubes
- 2x washers
- Grease

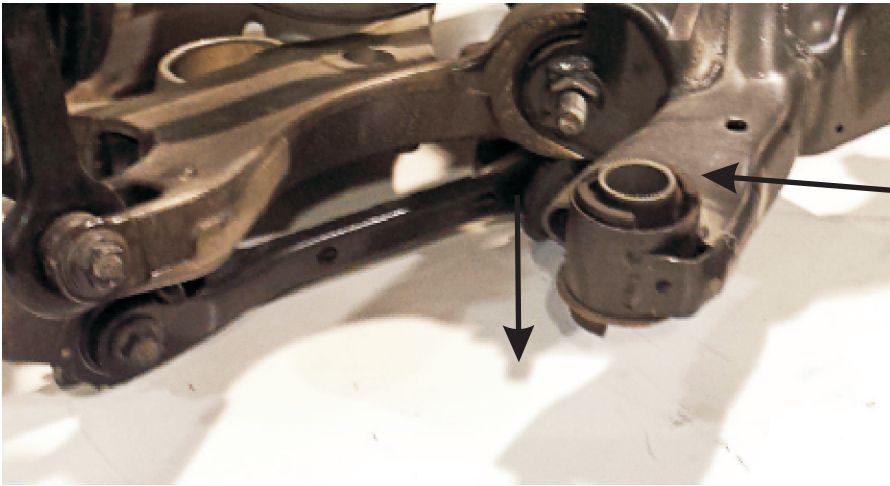
N.B: It is recommended that a licenced workshop or Tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Instructions

Rear Sub-frame Bushings

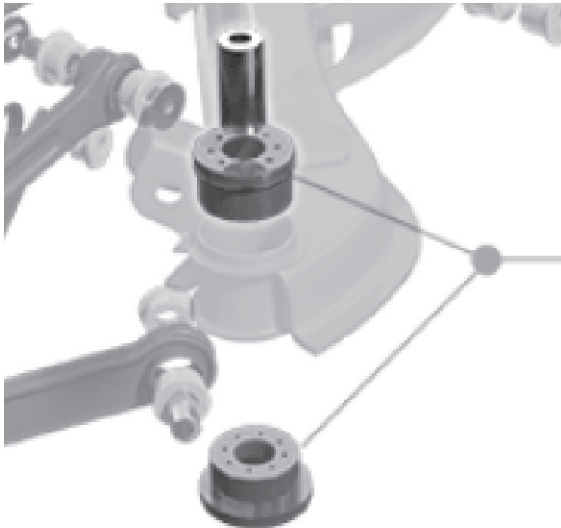
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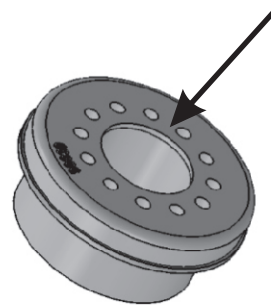


Press OE bushings out 'downwards'.

If no Press available, drill hole in rubber and cut outer bushing shell



Push in supplied bushings as per image. Grease bushing ID and face with supplied grease.



7. Re-fit Sub-frame to vehicle to - tighten all bolts to manufacturers spec.
A wheel alignment is recommended.

8. Re-check bolts after 100kms.

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