

Fitting Instructions #4767IS

Ford Mustang S550 2015 -

Rear subframe bushings



Revision – A

Date – 14/12/16

Note 1: Superpro recommends removing the subframe from vehicle to install the bushings correctly.

Note 2: Superpro recommends installing TRC4758 (Polyelast diff bush kit) along with subframe bushes to have a complete system

- 1) Carry out a wheel alignment and note settings
- 2) Jack car up and rest car on jack stands or use a hoist
- 3) Remove both rear wheels
- 4) Remove exhaust by removing 4 exhaust bolts by the transmission and removing rear exhaust hangers on subframe.
- 5) Mark drive shaft with a permanent marker to maintain the orientation of the driveshaft when re-installing.
Remove all 6 bolts holding drive shaft to the diff

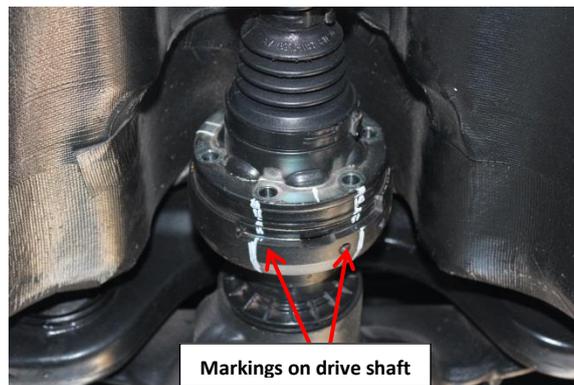


Figure 1

- 6) Remove lower bolts on each shock at the rear
- 7) Disconnect differential vent tube
- 8) Remove bolts holding hand brake and ABS cables to subframe
- 9) Remove brake calipers by removing 2 bolts holding calipers to the hub assembly. Hang calipers on the chassis in wheel well with some wire or cable ties
- 10) Before lowering the subframe assembly, remove 4 bolts holding support brackets to chassis (Figure 2). Mark position of subframe with a marker.

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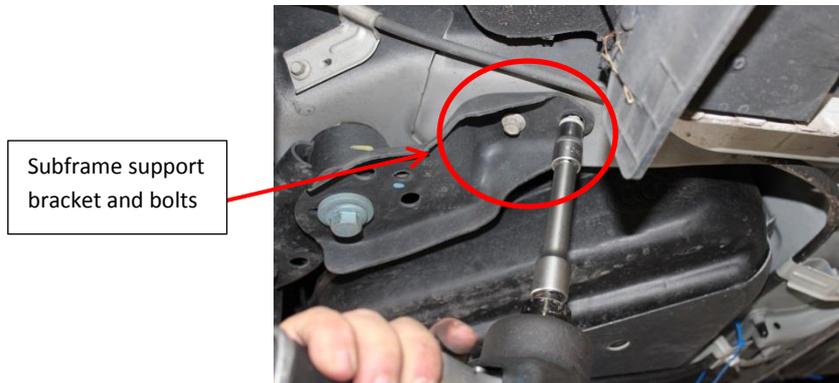


Figure 2

- 11) Sufficiently supporting the subframe assembly, remove all 4 bolts holding assembly to chassis and lower to the floor or workable height.
- 12) Factory bushings will need to be removed using a reciprocal saw, cutting the rubber then making a small groove in the outer tube being careful not to damage the subframe housing. This will relieve any tension and you will be able to remove the outer tube by knocking it out. Remove all 4 subframe bushings.
- 13) When all bushes are removed, make sure to clean the subframe housings, removing any burrs.
- 14) Install new Polyelast subframe bushes. Ensure bush is pushed in from bottom of subframe. SPF4767L should be attached to bush and needs to be located on the bottom side of the subframe. (Figure 3) SPF4767U (Figure 4) should be loose in the kit and will need to be installed once bush is pushed into housing. This snubber sits between the subframe and the chassis.

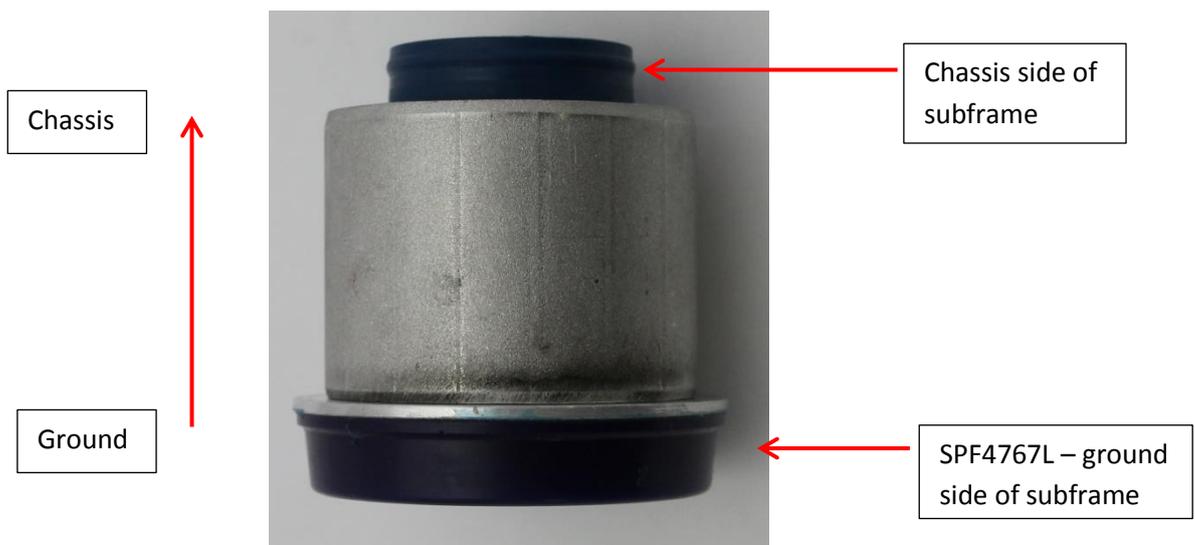


Figure 3

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Figure 4 - SPF4767U

- 15) Re-install CV shafts and rotor/hub assembly
- 16) Re-install all suspension links in reverse order.
- 17) Lift cradle back into car, making sure the springs and shocks are in position before tightening bolts. Manoeuvring the subframe into position tighten subframe bolts securing the subframe off supports (do not tighten), remembering to install SPF3576WA washers to the two rear bushes (ground side of bush) and the front subframe support brackets. Secure front subframe support brackets to chassis.
- 18) Ensuring the cradle is in the correct position and lines up with marks made before removing subframe from chassis and tighten 4 subframe bolts to 175 N.m.
- 19) Reconnect ABS line and handbrake cable lines on each side and tighten bolts
- 20) Reconnect calipers on each side and tighten bolts
- 21) Line up driveshaft, reconnect and tighten bolts, ensuring driveshaft matches markings made before removal
- 22) Reconnect diff vent tube
- 23) Install wheels and take vehicle for wheel alignment.