

# Fitting Instructions #4758IS

Ford Mustang S550 2015 -

Rear subframe diff 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 TRC4767 (Polyelast subframe kit) along with diff 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

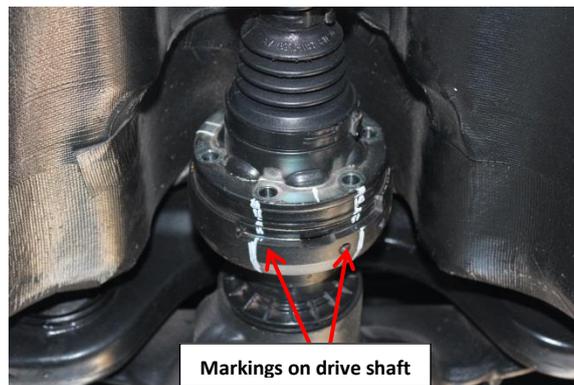


Figure 1

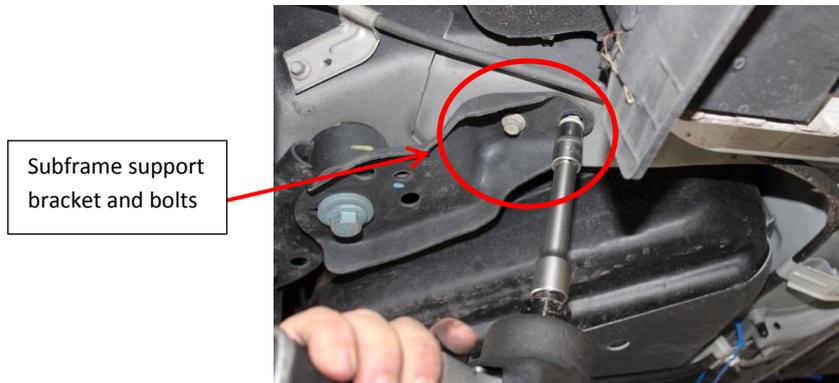
- 6) Remove lower bolts on each shock at the rear
- 7) Disconnect differential vent tube
- 8) Remove bolts holding hand brake and ABS cables to subframe
- 9) Remove brake calipers by removing 2 bolts holding calipers to the hub assembly. Hang calipers on the chassis in wheel well with some wire or cable 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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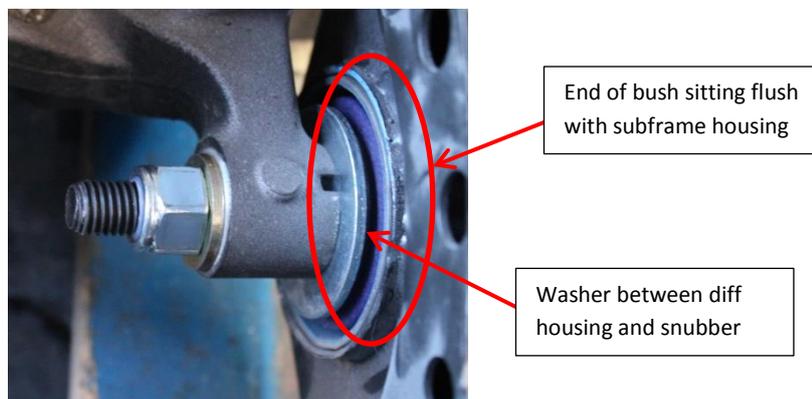
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Subframe support  
bracket and bolts

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) Once subframe is in a safe position to work on, all suspension links will need to be removed to allow the CV shafts to be removed from the differential. Begin on one side by removing the vertical link, outer lower control arm bolt, sway bar link and the tie rod.
- 13) Once the above are removed, remove the centre bearing nut from hub assembly and remove rotor/hub/CV assembly from subframe, taking the CV shaft out of diff being careful not to damage the CV shaft. Ensure dust and dirt cannot get inside the diff by covering up holes where CV shaft is attached to diff housing.
- 14) Remove 4 bolts connecting diff housing to subframe bushes and remove subframe.
- 15) 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 bushings.
- 16) When all bushes are removed, make sure to clean the subframe housings, removing any burrs.
- 17) Install new Polyelast diff bushes. See video at [www.Superpro.com.au](http://www.Superpro.com.au) or our facebook page for detailed installation demonstration. Ensure the bush is pushed in straight, flange is on the outside of the subframe (snubber always faces diff) and non-flange end is flush with housing (Figure 3



End of bush sitting flush  
with subframe housing

Washer between diff  
housing and snubber

Figure 3

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- 18) Re-install subframe over diff and bolt subframe up to diff. Using 4 large washers supplied, place washers between snubber and diff housing (this must be used to prevent excessive wear on the snubber). Use the factory bolts on the rear 2 bushings and use the 2 x M14 cap head bolts, 2 x M14 nyloc nuts and 4 x M14 washers supplied for the front bushing and bolt on as per Figure 3. Ensure factory bolts are tightened to 175 N.m and supplied bolts are tightened to 200N.m.
  - 19) Re-install CV shafts and rotor/hub assembly
  - 20) Re-install all suspension links in reverse order.
  - 21) 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 the front subframe support brackets. Secure front subframe support brackets to chassis.
  - 22) 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.
  - 23) Reconnect ABS line and handbrake cable lines on each side and tighten bolts
  - 24) Reconnect calipers on each side and tighten bolts
  - 25) Line up driveshaft, reconnect and tighten bolts, ensuring driveshaft matches markings made before removal
  - 26) Reconnect diff vent tube
  - 27) Install wheels and take vehicle for wheel alignment.