

Instructions

Rear Differential Bushings

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

Application - Ford Mustang S550 S650
- 2015-on FN FM

(Refer current catalogue for complete listing)

Contents - 4x fixed diff mount bushings

- 4x large washers
- 4x small washers
- 2x Bolts M14
- 2x Nuts M14



- Raise vehicle evenly and safely support with a lift or ramps.

Never rely on a Jack only

- Start by removing both rear wheels.
- Next, remove exhaust by removing 4 exhaust bolts by the transmission and removing rear exhaust hangers on sub-frame.
- Mark drive shaft with a permanent marker to maintain the orientation of the drive-shaft when re-installing. Remove all 6 bolts holding drive shaft to the diff.



- Remove lower bolts on each shock at the rear.
- Disconnect differential vent tube.
- Remove bolts holding hand brake and ABS cables to sub-frame.

- 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

Refer page 2 -

Note: It is recommended that a licenced workshop or trades-person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Instructions

Rear Differential Bushings

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



- Before lowering the subframe assembly, remove 4 bolts holding support brackets to chassis.
-
- Mark position of sub-frame to floor with a marker pen/texter.



- Sufficiently supporting the subframe assembly, remove all 4 bolts holding assembly to chassis and lower to the floor or workable height.
- Once sub-frame 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.
- Once the above are removed, remove the centre bearing nut from hub assembly and remove rotor/hub/CV assembly from sub-frame, 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.
- Remove 4 bolts connecting diff housing to sub-frame bushes and remove subframe.
- Factory bushings will need to be removed using a reciprocal saw (air hacksaw), 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.
- When all bushes are removed, make sure to clean the sub-frame housings, removing any burrs.

Refer page 3 -

Note: It is recommended that a licenced workshop or trades-person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Instructions

Rear Differential Bushings

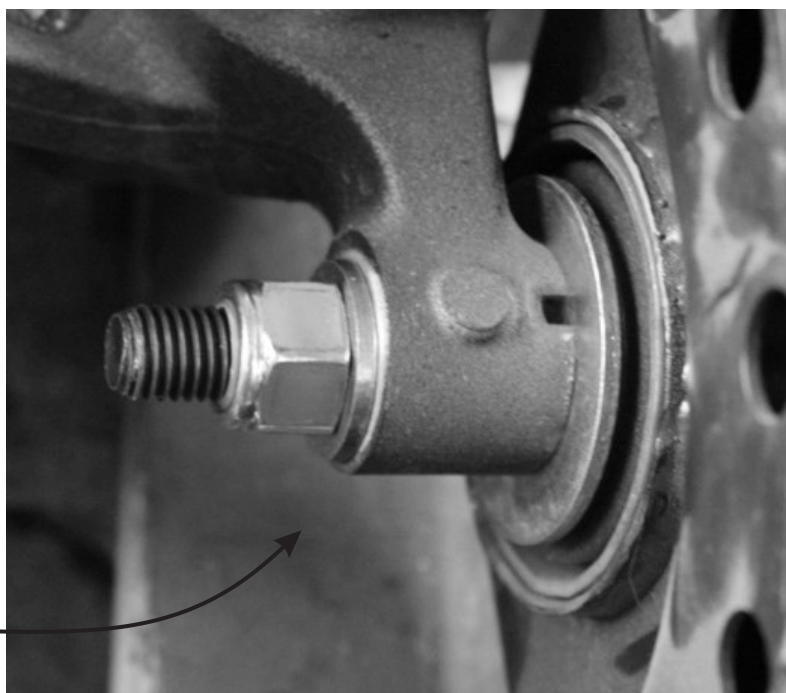
This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

- Install new Poly diff bushings. Using appropriate tools, push the bush into the sub-frame housing.
Ensure the bush is pushed in straight, flange is on the outside of the sub-frame (snubber always faces diff) and non-flange end is flush with housing.

- 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).

IMPORTANT - 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 **RH image**.

Ensure factory bolts are tightened to 175 Nm and supplied bolts are tightened to 200Nm



- Lift cradle back into car, making sure the springs and shocks are in position before tightening bolts. Manoeuvring the sub-frame into position tighten sub-frame bolts securing the sub-frame off supports (do not tighten), remembering to install the front sub-frame support brackets. Secure front sub-frame support brackets to chassis.
- Ensuring the cradle is in the correct position and lines up with marks made before removing sub-frame from chassis and tighten 4 sub-frame bolts to 175 N.m.
- Reconnect ABS line and handbrake cable lines on each side and tighten bolts
- Reconnect calipers on each side and tighten bolts
- Line up driveshaft, reconnect and tighten bolts, ensuring driveshaft matches markings made before removal
- Reconnect diff vent tube.
- Install wheels and carry out wheel alignment.

Note: It is recommended that a licenced workshop or trades-person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.