



## 15-18 Mustang IRS Urethane Differential Bushing Insert Kit Installation

### Included Parts/Hardware:

- 8 –Urethane Bushing Insert (4 Red/4 Black\*)
- 2 – 14mm x 100mm Bolt
- 2 – 14mm x 65mm Bolt
- 2 – 14mm x 35mm Bolt
- 2 – 14mm Large Washer
- 4 – 14mm Lock Washer
- 4 – Billet Spacer Insert
- 4 – Large Steel Washer

\* Red bushing is lower durometer more for street cars, Black bushing is higher durometer (stiffer) for street/strip cars.

### Tools Needed:

- 13mm, 18mm, 21mm, 22mm Socket & Ratchet
- Blue Loctite
- Torque Wrench

1. Jack up and support car with jack stands or put car on lift. Do not place jack stands or lift arms on the rear sub frame.
2. Put a jack under the front of the IRS sub frame.
3. There are four (21mm) main IRS sub frame bolts that hold it in place and four (13mm) bolts that hold the IRS braces to the body of the car. Remove the four (13mm) bolts from the IRS braces. (See Image 1 below)
4. Remove the two front (21mm) bolts and lower the jack to allow the front IRS sub frame drop down away from the body of the car. Leave the rear bolts alone at this time.
5. With the IRS now dropped down in the front you will have access to the front differential bolts. Remove the driver side 18mm bolt first, do not remove the passenger side yet. You will be replacing the 1 factory bolt with 2 bolts provided in the kit. From the back side facing forward (See Image 3 below) you will insert a 14mm x 65mm (22mm socket) bolt with a 14mm lock washer and 14mm flat washer using blue Loctite on the threads and tighten to 129 ftlbs.
6. On the front of the IRS where you removed the bolt from you will see a rubber bushing. Place a billet spacer into one of the Urethane Differential Bushing and fit that against the factory rubber bushing (See Image 2 below). Place one of the large steel washers behind that and press it in as far as you can by hand (assembly or white lithium grease on the insert is recommended) then thread in a 14mm x 35mm (22mm socket) bolt with a 14mm washer with Loctite on the threads and tighten to 129 ftlbs . As you tighten it the billet bushing insert will compress the rubber “tang” sticking out from the bushing.
7. Repeat steps 5 & 6 on the passenger side (See Image 4 below). Tighten the front 21mm IRS sub frame bolts to 129 ftlbs and the 13mm IRS brace bolts to 41 ftlbs.
8. For the rear differential inserts loosen both of the 21mm IRS sub frame bolts but do not remove. This will allow the sub frame to drop down enough to be able to remove the bolts.

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9. Remove the driver side 18mm bolt, if there is a dampener installed on this bolt remove the dampener from the car. Just as with the front bushing insert one of the billet spacers into the bushing, followed by a large steel spacer and press against the rubber bushing with the “tangs” on it (See Image 2 below) the urethane inserts will compress the tangs as you tighten it (assembly or white lithium grease on the insert is recommended). Then thread a 14mm x 100mm (22mm socket) bolt with a 14mm lock washer with Loctite on the threads and tighten to 129 ftlbs. Repeat on the passenger side.

10. Tighten the factory 21mm sub frame bolts to 129 ftlbs.

