



15-18 Mustang IRS Bushing Lockout Kit Installation

Included Parts:

- 2 – Tall Front Upper Stepped Spacer
- 2 – Cutout Front Lower Spacer
- 2 – Short Rear Upper Stepped Spacer
- 2 – 2pc Rear Lower Collar Lockout Spacer (w/ Stainless Bolts)
- 1 – 5/32 Allen Wrench

Tools Needed:

- 13mm Socket and Ratchet
- 21mm Socket
- Lug wrench or appropriate socket

1. Jack up and support the car by the chassis using jack stands or a car lift. Make sure jack stands or lift arms are not contacting the rear IRS subframe.
2. Remove the driver side wheel.
3. On each side of the car there are 4 bolts holding the IRS subframe to the car. Two 13mm bolts which hold a support brace to the front of the subframe and a 21mm bolt in the front and another 21mm bolt in the rear. Loosen the two 13mm bolts in the front (see image 1).
4. Loosen the rear 21mm bolt allowing the rear IRS subframe drop down from the car approximately ½” but do NOT remove.
5. Remove the front 21mm bolt allowing the front IRS subframe to drop down from the car (see image 5).
6. Install the Tall Front Upper Stepped Spacer with the cutout notches facing down (see image 2 & 4) on top of the front subframe bushing (see image 6).
7. Install the Cutout Front Lower Spacer on the bottom of the front subframe bushing (see image 6).
8. Reinstall the 21mm bolt and run the bolt in most of the way leaving some play in the IRS subframe for now.
9. Remove the rear 21mm bolt allowing the rear IRS drop away from the car (see image 7).
10. Install the Short Rear Upper Stepped Spacer with the cutout notches facing down (see image 3 & 4) on top of the front subframe bushing (see image 8).
11. Before installing the 2 piece Collar Lockout on the rear lower subframe bushing we recommend spraying either a white lithium grease or silicone spray on the rubber bushing to aid in installation.
12. Make sure the 2 piece collar has the notches facing up, the flat side should be facing down towards the ground (see image 3 for orientation). Place the small half of the collar on first towards the center of the car. Next place the large half of the collar in the bushing so the 2 halves are facing each other. With the 2 halves facing each other squarely start one of the 10/32 bolts provided and get it started threading in, then start the

other side. Once both sides are threading in you can continue to tighten till both parts are brought together and tight (see image 8).

13. Reinstall the 21mm bolt in the rear and tighten to 129ft lbs. Tighten the front 21mm bolt to 129ft lbs. Tighten the front 13mm bolts to 41ft lbs. Reinstall your wheel.

14. Follow steps 2-13 on the passenger side.

Note: By doing it one side at a time you should not have to get the rear of the car realigned. However some cars from the factory are not aligned properly and could require an alignment or using alignment spacer to make sure the rear IRS subframe is square to the body.





