2015 Ford Mustang EcoBoost Engine Mount

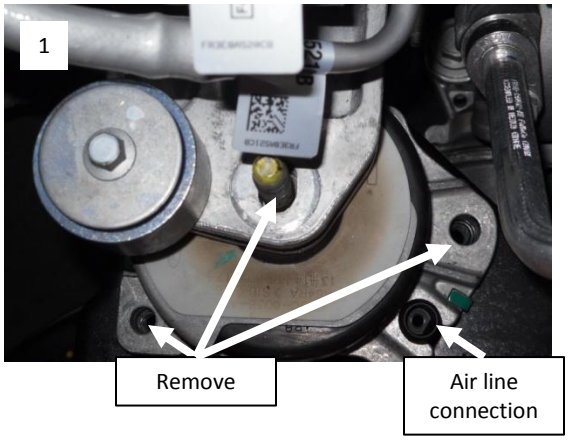
Instructions for 555-4038

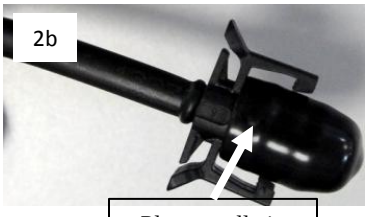
Tools Needed:

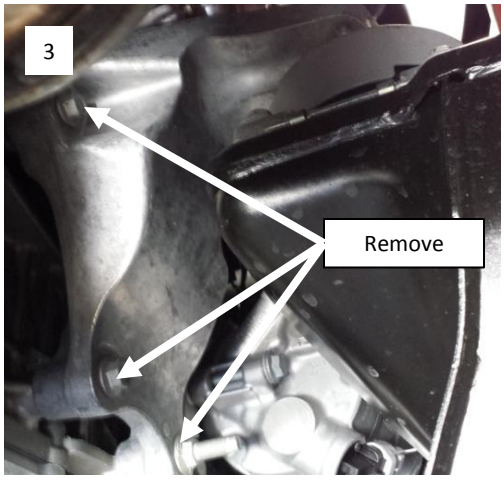
1. 21mm deep socket
2. 13mm socket
3. 15mm deep socket
4. 17mm socket

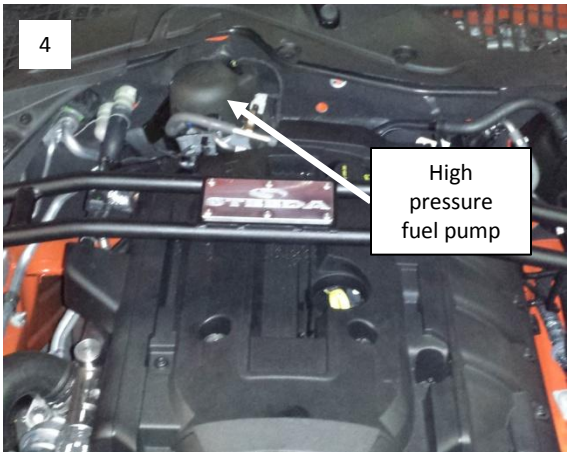
Installation

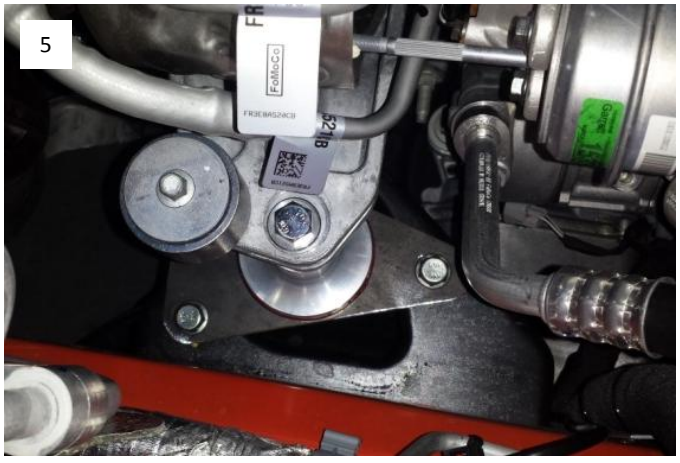
1. Install only one side at a time.
2. This kit includes four (4) red and two (2) black bushings. The red bushings are a softer durometer, and should be used for lower NVH requirements. If you are drag racing, or open tracking your car, install a black bushing on the bottom side of the new left engine mount (driver's side), and on the top side of the new right engine mount (passenger's side). The harder black bushings will reduce engine rotation under performance conditions. Increased NVH will be noticed with the black bushings installed.
3. This kit also includes height adjustability. Please refer to the addendum for instructions on setting up the engine mount height.
4. Raise the car off the ground by the chassis, and place on jack stands (if not using a hoist). Use caution operating a lift, or jack stands, to ensure the car is stable and safe to work around and underneath. Place a jack underneath the engine to support it, and to raise it when necessary.
5. Disconnect the positive cable from the battery.
6. Located on the top side of the engine mount, remove the 21mm nut that attaches the factory engine mount.
7. Disconnect the air line from the mount. Place the provided cap over the end of the line. The cap fits very tight, and may require light lube to install. Use one of the supplied zip ties to secure the cap to the end of the line. Use another zip tie to secure the line safely out of the way.
8. Remove 2 of the 3 -13mm bolts securing the engine mount to the sub frame. (1 bolt on each side, has to be removed from underneath.)









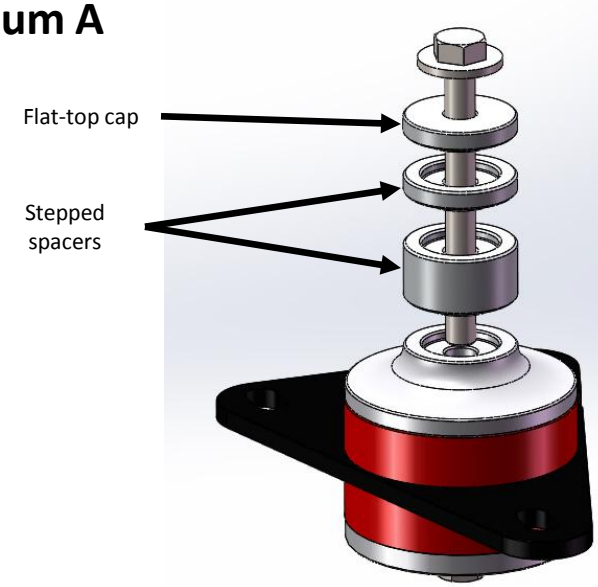


7. From underneath the car, remove the remaining bolt, securing the engine mount to the sub frame.
8. Remove the 2-15mm nuts, securing the rear transmission mount to the cross member.
9. Use the jack to raise the engine slightly. **Note: There is a high pressure fuel pump located at the back of the engine. Be very careful when raising the engine, to make sure no part of this pump contacts the firewall. The sensor that plugs into the rear of it, can easily be broken off, requiring a replacement pump. See figure 4.**
10. Remove the bolts that attach the engine mount bracket to the engine block. (It may be possible to remove the engine mount without removing the engine bracket, by disconnecting part of the exhaust system and/or starter.)
11. Remove the engine mount bracket and the engine mount.
12. Temporarily tape the new engine mount assembly together. The tape will hold the assembly together until the mount is completely secured with the provided bolt. Remove the flexible factory heat shield from the stock engine mount, and place it onto the new mount.
13. Insert the new mount into place, with the bolt passing through the hole in the engine mount bracket, if it was not removed.
14. Re-install the engine mount bolts that attach the mount to the cross member. Do not tighten yet.
15. Reinstall the engine mount bracket. Lower the engine down onto the new mount, and remove the jack. Secure the new bolt and re-torque all bolts to factory specifications.
16. Repeat steps 4-15 for the other side. Remove the car from the lift or jack stands, and enjoy.

Addendum A

Motor Mount Height

The motor mount provides adjustment to the height of the motor in ¼" increments, via spacers. For each side, the kit includes a flat-topped cap, and 2 stepped spacers. All of them must be used either above, or below the bracket that goes from the motor mount to the engine block (see below).



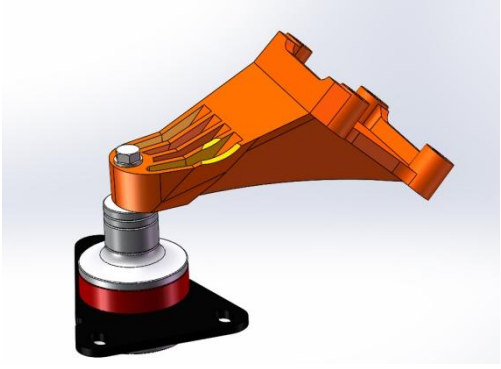
Putting both stepped spacers and the cap below the bracket is the stock height setting.

Moving one stepped spacer between the bolt/washer and the top of the engine bracket will lower the engine ¼". Note that the washer and bolt sit in the recess of the stepped spacer that is on top.

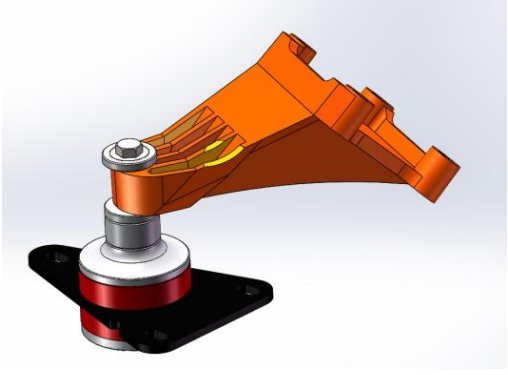
Putting the thin stepped spacer and the cap on the top, and leaving the thick spacer on the bottom, will lower the engine ½". The provided aluminum washer will need to be positioned in the counter bore of the thick spacer. See bottom figure.

Moving the thick spacer between the bolt/washer and the top of the engine bracket, will lower the engine ¾".

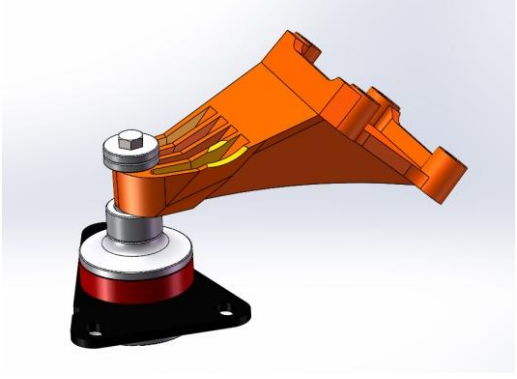
Note: Stock mounts in pictures are just for demonstration purposes.



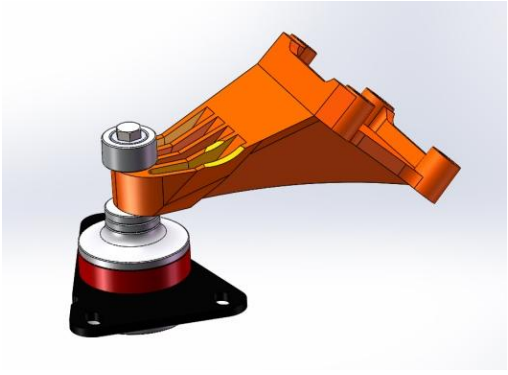
Stock Height



Lowered ¼"



Lowered ½"



Lowered ¾"

To use the kit in the ½" lowered position, place the small provided aluminum washer into the counter bore in the thick spacer, to make a flat mounting surface.