CONTENTS: Numbers refer to Fig. 1. (3=body, 7=frame)
1. 4-3/8"x 3" NC Bolts (A & B)
6. 8-Sleeves
2. 6-3/8"x 4" NC Bolts (C)
7. 8-MO2244 Lower Urethane Mount
3. 2-3/8"x 5" NC Bolts (D)
9. 4-3/8"x 2" Fender Washers (front)
2. 8-3/8"x 1.5" Fender Washers
4. 4-3/8"x 3" NC Bolts (A & B)
5. 8-MO2245 Upper Urethane Mount (EX)
8-3/8"x 5" NC Bolts
10. 8-3/8"x 5" NC Bolts

TOOLS NEEDED:
Penetrating Oil, Hacksaw, Jack, Screwdrivers, flexible socket, adjustable pliers, socket set with extension, open end wrenches and ratchet.

Notes: The steering column column linkage and/or clutch linkage should be loosened before lifting the body from the mounts. It is important not to overtighten the body bolts as this can lead to deformation of the sheet metal mounting points. We highly recommend using a quality waterproof grease such as lithium on all components to prevent squeaking.

Please read completely before beginning installation.

1. Note all body mount positions and respective parts (mount size, type, washers, spacers, bolts, shims etc.) before and during disassembly. You may have to reuse certain factory hardware pieces that are not included in this kit.

2. Thoroughly soak all body mounts with penetrating oil (i.e. WD-40) before beginning. Give it some time to soak in, especially if they haven’t been touched in 40+ years!

3. Support vehicle body properly before removing mounts. Use a 2x4 about 2' long (or any other suitable size) between jack and body panel to spread the weight load out so as not to damage the body. If needed, support the body in several areas.

4. Loosen all bolts and nuts but do not remove. Leave approximately 3-4 threads engaged. If the bolts do not loosen, it may be necessary to cut the bolts to remove them.

5. Working on one side of vehicle at a time, remove mounting bolt and nut and raise body only high enough to replace mount, never higher. Also check other areas on body and frame to avoid any interference problems when raising body.

6. Replace mounts one at a time. Place the new body mounts, sleeves and hardware in place as per the diagram. Note that the front four mounts use the large round fender washers on the bottom of the mounts. The rear four mounts use the 2 1/2" washers on the bottom. All 8 use the 2 1/2" washers at the top of the mount. Do not tighten at this time. After all mounts have been replaced, torque bolts to factory specifications; front two, 40 ft.lbs., remainder, 50 ft.lbs.

7. After driving vehicle for about 1000 miles or off roading, re-torque bolts again. This is to insure that the bolts have not loosened due to initial settling that may take place.

Some Fords use a one piece stamped washer and sleeve assembly. This can be difficult to remove, especially on older vehicles. Use Fig. 2 and the instructions below.

1. Remove body mount bolt from inside of cab.
2. Thread the bolt back in from bottom into bottom nut/washer assembly until bolt is flush with inside of washer. This is to protect the threads during removal.
3. Insert punch into body mount from inside cab. Drive bottom washer/sleeve assembly downward away from top assembly.
4. Lip on sleeve of bottom stamped washer/sleeve assembly may have become mushroomed especially on older vehicles. Be careful to remove mushroomed lip to avoid any interference fit problems.

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