

# Installation Instructions for DFM002

## Ford Explorer Sport



### Tools required:

Ratchet w/ Socket Set  
Impact Wrench (suggested)  
Vice grips  
Vehicle Jack  
Penetrating Oil

### Contents

68129 - qty 2 - pos 1 upper  
68130 - qty 2 - pos 1 lower  
68132 - qty 2 - pos 2 upper  
68133 - qty 2 - pos 2 lower  
68135 - qty 2 - pos 3 upper  
68136 - qty 2 - pos 3 lower  
76008 - qty 2 - pos 4 upper  
68133 - qty 2 - pos 4 lower  
68135 - qty 2 - pos 5 upper  
68136 - qty 2 - pos 5 lower  
Washer - 1/2x2.500x0.100 - qty 2 - pos



### Before you begin!

The first thing you should do is read these instructions entirely. It's likely we're dumb and put some critical information at the wrong point in the instructions and you'll be kicking yourself for not having simply read it to begin with. There's some gotchas that we fought with and overcame. Rather than finding and fighting those gotchas yourself, you can just read about them first. Save yourself some headache!

### Overview

Design of these replacement body mount bushings for the Ford Explorer Sport was done by purchasing brand new OE mounts to confirm original OE height. As you might imagine, the original mounts on your vehicle are sagging by now and that's if they're even still there at all. The mounts on our test vehicle were all significantly compressed between 1/4 inch and about 5/8 inch. Some of the mounts we removed from the test vehicle were so completely eroded away that they crumbled in our hands. All this is to say, don't be surprised when the mounts you remove from your vehicle don't exactly match those replacing them. Carefully refer to the list above which will indicate which mount installs into each location.

Installation of these body mount bushings can be done in your driveway with fairly simple tools, but as always it's suggested that a professional install them for you. The hardest part is going to be suspending the body of the vehicle above the frame of the vehicle, so a good jack or a huge prybar are suggested.

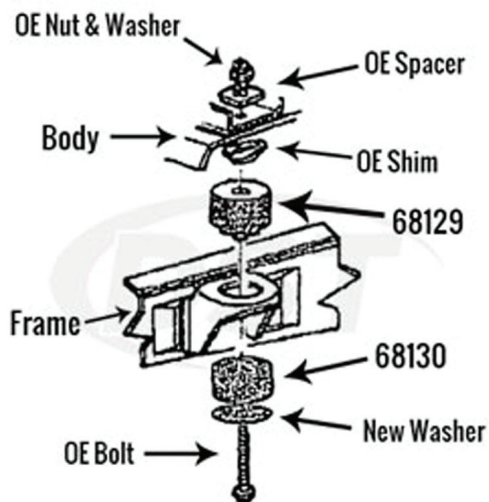
Before you start, make sure your kit includes every piece indicated here. If you're missing anything, give us a call at 888-406-2330 and we'll get you fixed up ASAP.

# Installation Instructions for DFM002

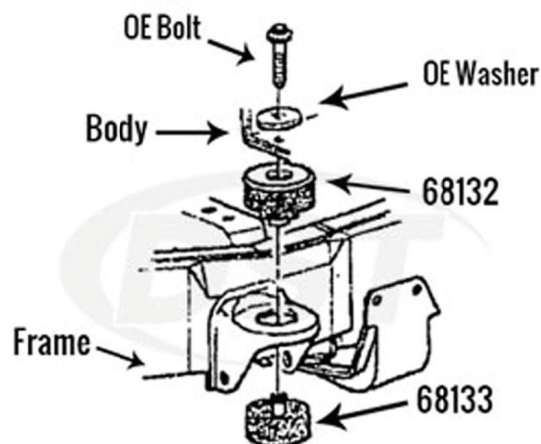
## Ford Explorer Sport



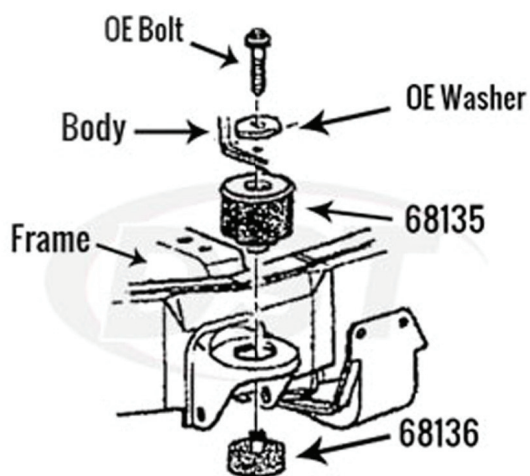
### Diagrams per postion



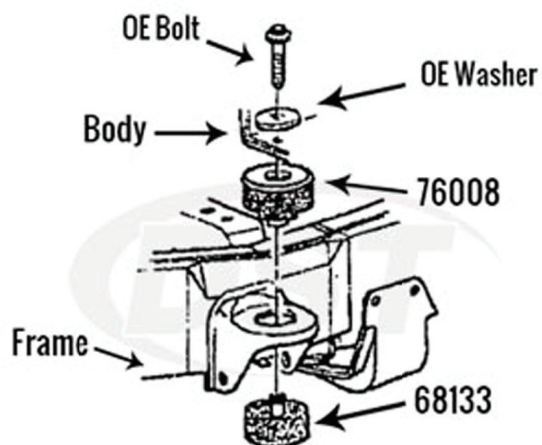
POSITION 1



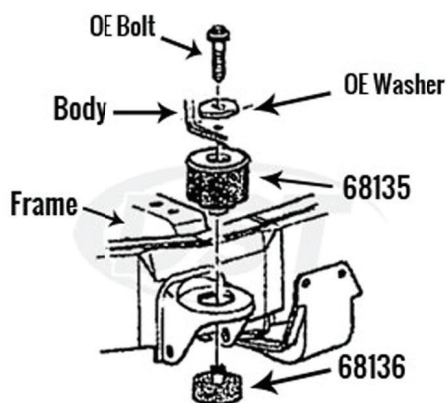
POSITION 2



POSITION 3



POSITION 4



POSITION 5



# Installation Instructions for DFM002

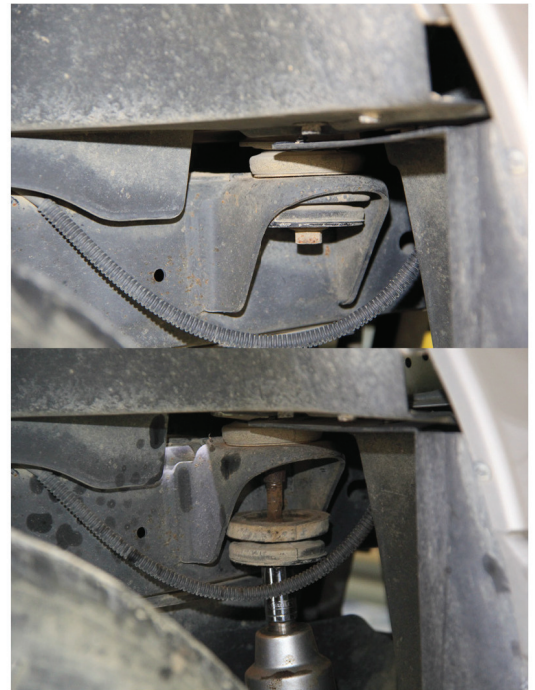
## Ford Explorer Sport



### 1. Remove the Bolts

On the side you selected to start, you'll want to remove the bolts from all 5 positions. Take very careful record of where each bolt installs!!! You will need to reuse these bolts and hardware. These mounts have a small nipple end on them that inserts into the frame in order to center them. In order to remove the old mounts and install the new ones, you'll need to lift the body of the vehicle at least an additional ½ inch to get the clearance you need in order to clear the nipple. If you leave the bolts in the other positions on that side of the vehicle, that additional clearance will likely be impossible to achieve. So yeah, remove the bolts. If you use the penetrating oil here, it can make the job a little easier.

Position 1: Front of the vehicle. There is a bolt that goes into the bottom of the mount assembly and a nut (that you'll need to hold still) at the top of the assembly. That nut can be reached by opening the hood and using about 12" of socket extenders from above, or from behind as the picture here shows. Position #1 is also the hardest to remove because not only is the bolt threaded into the nut at the top, it is also threaded into the top cup washer at the same time. You'll want to hold the cup washer from spinning so that you can get the bolt out. We simply used a large pair of vice grips on the outer lip of the cup washer to hold it still (see image). Once you have secured the nut and the cup washer, you can use a ratchet on the bolt from below to remove it. We used an impact wrench to remove it because our bolts were rusted in tight. It wasn't fun and it took a long time, but we got it out. (read: go to a professional if you don't like hard frustrating work).



Position 2: At the front floorboard under your feet. We had to remove the seat and pull back the carpet to get to the bolt. (see image)





# Installation Instructions for DFM002

## Ford Explorer Sport



### 1. Remove the Bolts (continued)

**Position 3: Behind the front seats. We had to remove the seat and pull back the carpet to get to the bolt. (see image)**



**Position 4: Behind the rear seats. We had to pull back the carpet to get to the bolt. (see image)**



**Position 5: At the very back of the vehicle. We had to pull back the carpet to get to the bolt. (see image)**





# Installation Instructions for DFM002

## Ford Explorer Sport



### 1. Remove the Bolts (continued)

When the bolts are removed, you should be able to pull off the lower half of the mounts. Do this but keep careful record of which pieces of hardware are used at each location. It's imperative to reuse the old hardware at the old install locations. Once the bottom halves are removed, the top halves are now able to be removed. Again this was a hard process, as we had to separate the body and the frame to remove the mounts. But we were able to do it ourselves!

### 2. Replace the old top halves

Now that the lower halves of the mounts are removed, you should be able to see the top halves clearly. As mentioned previously, the top halves of the mounts have a small nipple that inserts downward into the frame. In order to take out the old mount, you'll need to raise the body away from the frame slightly. We accomplished this by using a jack on the body instead of the frame. Because the bolts were removed it allowed us to get the clearance necessary. As the body lifted, the frame stayed in place. Alternatively you may be able to use a large crowbar between the frame and the body to get the clearance necessary. For reference, our crowbar is about 5ft long. Either way, be incredibly careful not to get a finger (or anything else for that matter) pinched in between the frame and the body.

Starting at the front or rear of the vehicle, begin to replace the top halves of the old mounts. Lift the body, pull out the old mount top half, swap in the old mount top half. If the old mount has a large metal cup washer on it (see image) you'll need to remove the old mount from it and push the new mount into it (reuse the cup washers). At this point you're not actually putting the bolts back in. If you bolt them together now you won't be able to get the clearance necessary to install the new mounts.



Position 1



Position 2



Position 3



Position 4



Position 5



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## 3. Install bottom halves and bolt up

Now that your new upper halves are installed, you can put on the new lower half and thread the bolts in to hold it all together.

Starting at either the front or the rear, mate the lower halves to the upper halves and bolt them up. Tighten each bolt as you go along and then recheck them once you've installed the bolts in all 5 positions.

The front position again is the hardest because as mentioned, the cup washer AND the nut are both threaded and the bolt needs to go into both of them. Again, brace the cup washer with some vice grips and the top nut with either a long socket or a wrench coming in from the side. Also of note is that you will use the included new washers on the bottom of the front position. One on each side. The old OE mounts have the washer glued onto the old mount on the front position. Rather than make you spend an hour cutting it off, we just gave you some new ones.

Position 1



Position 2



Position 3



Position 4



Position 5



If you have any questions call our techs at 1-888-406-2330