

Changing K-frame Isolators with Engine IN car:

1) Support car on jack stands. Put one pair BEHIND k-frame on frame rails. If needed, put more in front of K-frame to stabilize chassis. **REMEMBER SAFETY FIRST!**

2) Start with one side first. Driver's or passenger's. After doing one side **LOOSELY** install the solid bushings. This allows the k-frame to “hang” a little for the second side, because there is no give as like flexible bushings. When finishing the second side apply thread locker to the supplied bolts and torque to FSM specs (1979 was 85ft lbs for reference). Also for reference, in an FJM body, the small bushing goes in front, the big in rear. In a B/R body, it is supposed to be reverse, but I installed them that way in my 1979 Chrysler 300 with no ill effect.

The following steps is for one isolator. Repeat for all four.

3) Remove the k-frame bolt completely to get started.



4) Hold isolator with a jack and block of wood to make cutting easier



5) Cut the isolator out with a reciprocating saw



8) Rear isolator needs additional cutting for removal. Top plate has to be cut off as well as the bottom where it hangs below the k frame



6) Isolator out after cutting



9) New one in rear



7) If you see one of these plates on your k-frame, you need to remove it, too. It's part of the original isolator assembly.



10) Front one being installed



Final Picture (front FJM shown)

