

## BRONCO II, RANGER 2WD & 1991-94 EXPLORERS TO FORD V8 ENGINE MOUNTS

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	713015LA	LEFT SIDE MOUNT ( <i>Driver's side</i> )
2.	1	713015RA	RIGHT SIDE MOUNT ( <i>long mount</i> )
3.	8	725003	1/2"-13 FLAT WASHERS
4.	2	725004	1/2"-13 HEX NUTS
5.	4	725005	1/2"-13 NYLON LOCK NUT
6.	4	725008	1/2"-13 x 1-1/2" H.H.C.S.
7.	1	FM001	FORD INSTRUCTION MANUAL

### OPTIONAL ITEMS:

Qty	Part No.	Description
1	713017	Stock Engine Mount
1	716412	Oil Pan & Pickup Tube
1	716084	Oil filter relocation kit
1	717044A or 717044A-NP	Headers



Rangers 1992 & earlier require one hole to be drilled on the driver's side for the mount to be installed.



The stock holes on 1993 and newer vehicles are used to mount our mounts.



Mounts installed in a Ranger engine cradle

**SPECIAL NOTE:** The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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### REMOVAL PROCEDURES:

Remove the stock engine and transmission. Refer to the owners or service manual for removal instructions. The components that you will need to remove or disconnect are:

Battery, Intake ducting, Brake booster hose, Exhaust pipe, radiator, Heater hose, Fuel line, A/C lines, Motor mounts, Transmission mount, Transmission, Engine, A/C condenser, Transmission crossmember, and main wiring harness (from underneath the fuse box on fender)

### GENERAL INSTRUCTIONS:

These mounts are designed to fit both body styles of the Ford Ranger 2WD pickups. The mounts are slotted to have some adjustment to the engine position once installed. On the early body style Ranger, the driver's side mount will require a hole to be drilled in the cradle. Accounting for just a couple of differences, the installation of these mounts into both the early and late model Rangers are basically the same.

Rangers 1992 & earlier require a hole to be drilled into the stock engine cradle. The way to mark or find the location to drill is fairly simple. Take the driver's side mount (short mount) and install it to the cradle using the top hole to locate the mount (see photos below). Align the mount so that the top or bottom of the mount is parallel with the ground. Mark the cradle using our lower hole in the mount as a guide. Take a center punch to the center of the hole, mark it and drill with a 1/2" drill.



The 1992 & earlier Rangers also require the fuel filter to be relocated. The fuel filter is located inside the driver's side frame rail. The fuel filter must be relocated to allow for proper exhaust clearance.

On both body styles of the Rangers, we recommend doing a "dry run" on the engine installation. The mounts should be installed loosely into the Ranger engine cradle. Lower the block into position on top of the new mounts and adjust the block to the furthest forward location allowed by the slots in the mounts. Adjust the block so that it sets level from side to side. This first trial run will allow you to mark the air box on the passenger side of the vehicle for proper clearance. The driver's side firewall will also require a slight amount of clearance (a small dent in the fire wall to obtain valve cover and head clearance). Remove the engine and perform the necessary modifications to air box and the firewall.



Passenger side valve cover



Driver's side valve cover

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These mounts are designed to work with both exhaust headers and or stock manifolds. There are two styles of manifolds that fit these vehicles. The Ford Explorer manifolds fit well and provide the correct emission controls for smog in most vehicles. For vehicles not concerned about smog, the photos below show stock cast iron Ford manifolds that also fit well; however, the vehicles that these stock Ford manifolds were off of is not known. If you would rather have an exhaust header, we also manufacture a header to fit into Ford Rangers. Part number 717044A and 717044A-NP are custom headers designed for our mounting system. When installing a V8 with our headers, the passenger side header is a tight fit. We recommend that you set the passenger header alongside the frame rail before setting the engine into the engine compartment. The driver's side header can be installed once the engine is in the proper location. Once the engine is installed and leveled, bolt both headers to the block and check clearances.

After the exhaust system is bolted to the block and you've check for clearances on the block and exhaust, secure the motor mounts to the cradle.



Early stock Ford manifolds that fit with our motor mounts.



Stock Ford Explorer V8 manifolds for most smog controlled vehicles.



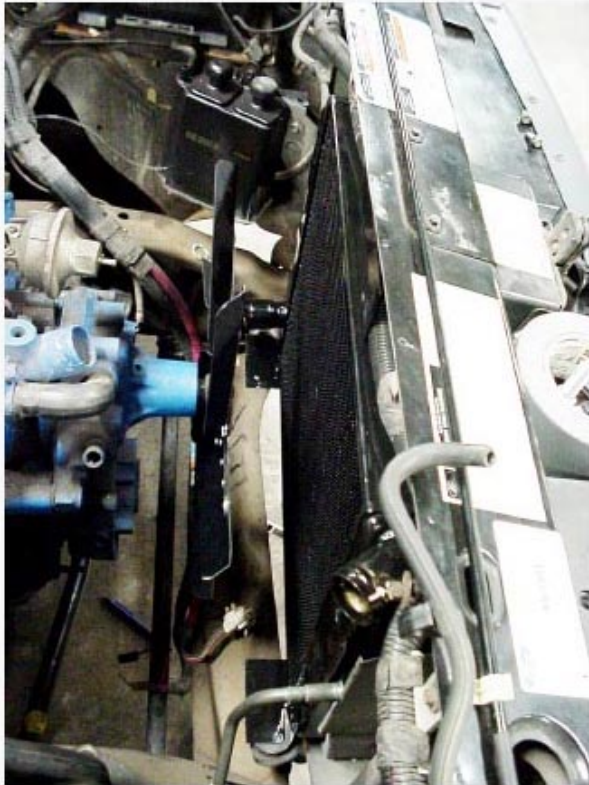
Side view of the early Ford manifolds.



Advance Adapters conversion headers for the 2WD Ford Ranger

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The photo above and photo left show the radiator and fan clearance.



The photo above shows the driver's side firewall modifications.

The photo left shows the air duct modifications for valve cover clearance on the passenger side.

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