1964-66 Smallblock V8 Motor Mounts

Mustang motor mounts can be very confusing. We'll take the mystery out of it.

Early V8 Mustangs, before 11/1/65, had a three-part mount on each side. These included cast steel frame brackets, a formed steel "L" bracket, and a rubber-mounted insualtor. Each piece was uniquely left or right. The only exception was the motor mounts installed on cars equipped with the 289 High Performance engine. These were a legacy of Ford's racing program, which included off-road racing, and were incredibly strong. The 289HP frame brackets appeared the same as the standard brackets, but were in fact significantly deeper, to accomodate the bulkier mount assemblies.

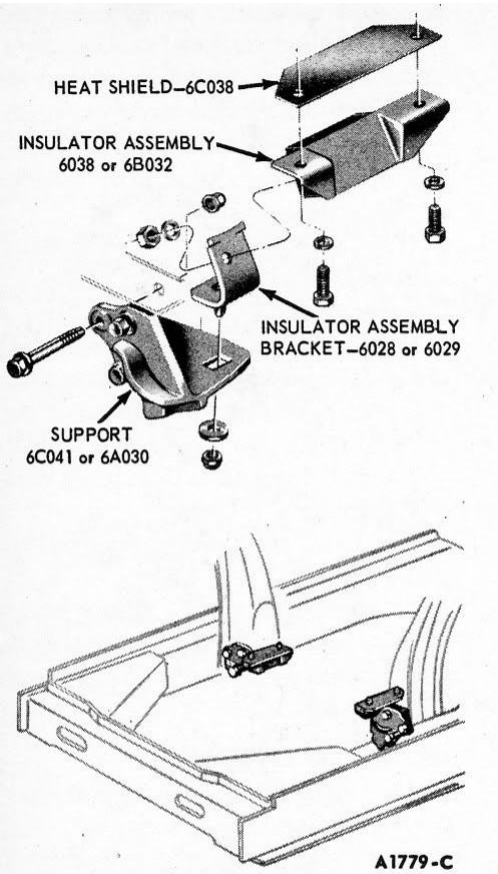


FIG. 14—Falcon, Comet and Mustang (Except High Performance) Engine Front Supports

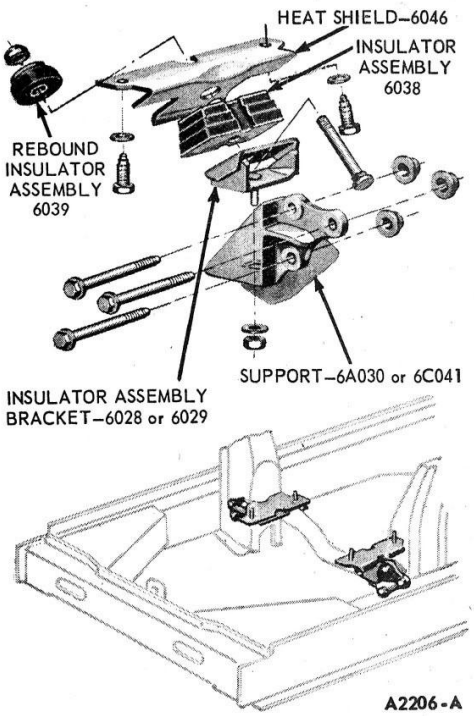
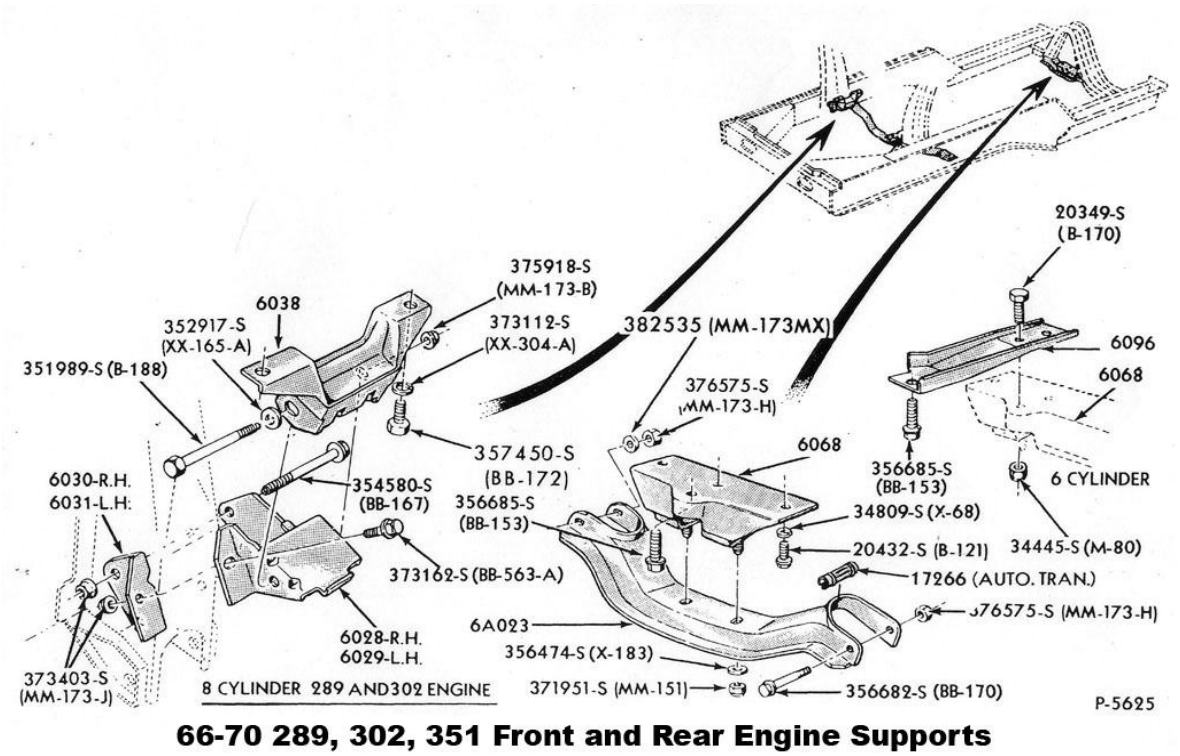


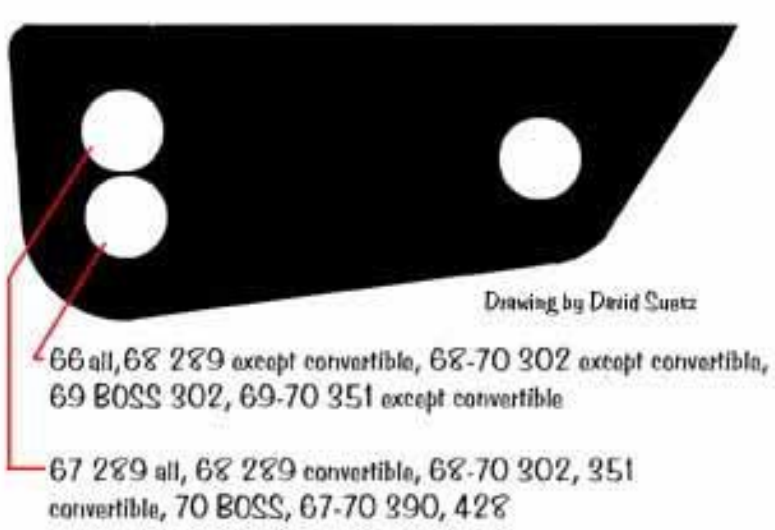
FIG. 16—Mustang High Performance Engine Front Supports

After 11/1/65, The design changed completely. The frame brackets were stamped steel, and the insulator and upper bracket were all one piece (marked C6OE or aftermarket #2257). There was no left or right insulator, the same part was used on both sides. Also after 11/1/65, the unique 289HP mounts were discontinued, all 289 engines used the same mounts.



66-70 289, 302, 351 Front and Rear Engine Supports

The most confusing aspect was when Ford altered the angle of the insulator in 1967, which required a new insulator (marked C7ZE or aftermarket #2286) and bracket assembly. This altered the mounting angle of the insulator, to control vibration. Oddly, the 67 frame bracket was compatible with either the 289 engine, or the 390. The bracket varied in the location of the outer bolt hole. This pattern, traced from actual Ford brackets, can be used for identifying brackets, and can also be used as a pattern for drilling when printed out the proper actual size.



In 1968, Ford changed the design again, altering the bracket on coupes and fastbacks to use the 66 style insulator, but retaining the 1967 design in convertibles. This continued through 1970. Oddly, the 1970 BOSS 302 used the 1967 configuration.

For 1971, Ford drmatically altered the structure of the Mustang, by adding an extremely strong, permanent crossmember below the engine, where previous models had a relatively small tubular crossmember held on with two bolts. The lower motor mount brackets were entirely redesigned, but allowed continued use of the later style coupe/fastback *or* convertible insulators. In 1973, new federal standards required a redesign of the insulators, to make them resistant to separation in accidents. The same 71-72 lower brackets were retained for coupe/fastback *or* convertible. Currently, there are aftermarket insulators available in the 73 design (with urethane rather than rubber) which will fit the 66-73 (except 67) non-convertible frame brackets.

Great care must be taken when replacing motor mounts. Although many suppliers offer a correctly-numbered mount for the 1967 design, it has in fact been replaced with the 1966 design, and will not fit properly. Glazier Nolan can provide mounts which fit the 1967 design.

One common misconception is that convertibles had the engine mounted at a different height than coupes. This is a result of force-fitting the incorrect mounts. The convertible mounts were intended to provide the same installed height. The early/late 66 mounts should also result in the same installed height. The difference between the coupe/fasback and convertible designs was the angle of the rubber insulator, to deal with unique harmonic vibration in the motor mounts.