

In this guide, I used Megan Racing Mounts that I got from LeadfootAuto.com but they are local so that was a plus. This should work with OEM mounts too since they are nearly identical. If you were going aftermarket (i.e. innovative), it'll still work, you just have to obviously remove the brackets from the engine and replace with innovate ones. It'll be straight forward.

Things you need, or rather things I needed:

- 14mm socket
- 17mm socket
- ratchet (I used a 3/8, it was manageable than a 1/2. I was able to loosen all the bolts with this by hand. They weren't on there super tight)
- short extension (mine was 3-4 inches)
- engine mounts
- jack stands
- floor jack

Not needed, but made the job a heck of a lot easier:

- 3/8 air ratchet
- air gun
- compressor

#### PASSENGER SIDE MOUNT:

This thing was a pain in the ass, I followed the other write up (which was a good write up), but it just didn't work out for me. I couldn't get the mount in there without loosening the bracket. So here we go...

Get your mounts



Admire my filthy engine bay and neglected car



Jack up the car and place jack stands (PS. Seibon CF fenders suck)



Here is the location of the passenger mount



Removing the top nut (14mm)



Prop the engine (I used a plastic tray as a cushion)



Remove these 2 17mm nuts



Nuts removed



Jack up the motor a few inches and remove the mount. Make sure not to spill all over the place like I did





New Megan Racing mount with the mount bracket attached



Here the mount is in. And you can kind of see that the bracket is rotated to the left. I loosened the 4 14mm bolts that held that bracket to the block and removed 3 of them leaving the top left bolt. I could not get the mount in for the life of me with this bracket fixed on the block. It's easiest to work at these from the bottom.



Here you can see the difference as I rotated the bracket to it's rightful place and bolted it back to the block.



Next I lowered the motor slowly til the mount was properly positioned with the bracket, lowered the engine, and hand tightened the nut (sorry no pics)

On the bottom I threaded on one of the nuts slightly



DRIVER SIDE

I removed the 2 17mm nuts



I then removed the 4 14mm bolts that held the bracket to the block. The short extension is helpful here for one of the bolts.



No pics here either, but I jacked up the engine and then wiggled the mount with the bracket until I was able to get it out. It took a little finagling to get it out, but it wasn't hard at all.

Here is the mount and bracket out



Here is the bracket removed from the mount (I used the air gun with a 17mm to zap it off). Here I want to show that the mount bracket has a circular bump in it that compliments a circular hole on the engine bracket. So you can see there's only one way it goes on. This is the same with the passenger side.





After this I basically stopped taking pictures. I was in the zone. But the installation is self explanatory if you were able to get it out. I reinstalled the replacement mount and stuffed it back into the car. However, when I got it in there, I lowered the engine slowly til the bracket and the mounting spots on the block lined up and fastened the 4 bolts. I used the air ratchet to do this, way faster and easier.

Now I'm going to note some stuff since you have some what of a visual now, I loosened all the 14mm bolts that attached to the block by hand. After that I used the air ratchet to loosen them all the way. There isn't much room down there and the air ratchet just made it so much easier. When reattaching the brackets, I first fastened the bolts by hand and when I knew they were properly threaded, I used the air ratchet to tighten them down. As far as torque specs on the nuts and bolts, I don't know. One of the reasons I loosened them by hand, is when I put them back on, I tighten them with about the same amount of force it took to take them off (if that makes sense). If you want a torque spec, I think the other DIY said 40 foot pounds.

My overall impression of the task. It took me about 2.5 hours to do this maybe? It wasn't that hard. Honestly I spent a lot of time trying to get the passenger mount in without removing the bracket like the other DIY stated. My opinion, loosen the bracket. It makes the removal and install of the mount so much easier. Was not worth the extra headache. The driver side was a breeze, that probably took 30 minutes to remove the mount and replace. Don't bother trying it from up top, not worth any effort. I tried and it wasn't happening. I think both sides can be done in like an hour and a half.

Hope this wasn't a confusing ramble and it helps somebody.

I still have the transmission mounts to do, but I had dinner plans so I'll be doing that tomorrow. I might add onto this with those, but if after you do this and you look at the trans mounts, you can definitely figure it out. Looks like it'll be breezy.

**DON'T FORGET TO TIGHTEN ALL THE NUTS AND BOLTS!!!**

4x 17mm nuts from the bottom (2 for each mount)

2x 17mm nuts from the top of the mount (1 for each mount)

8x 14mm bolts that go to the block (4 for each bracket that attaches to the block)