

SOCKETS 6" extension 13mm

9V BATTERY SET-UP (SEE PIC LATER)

16mm E12

17mm

13mm Wrench (for battery)

3/8" Torque Wrench (up to 55Nm)

8mm Socket (for under panel)

Something "long" to turn Belt Tensioner

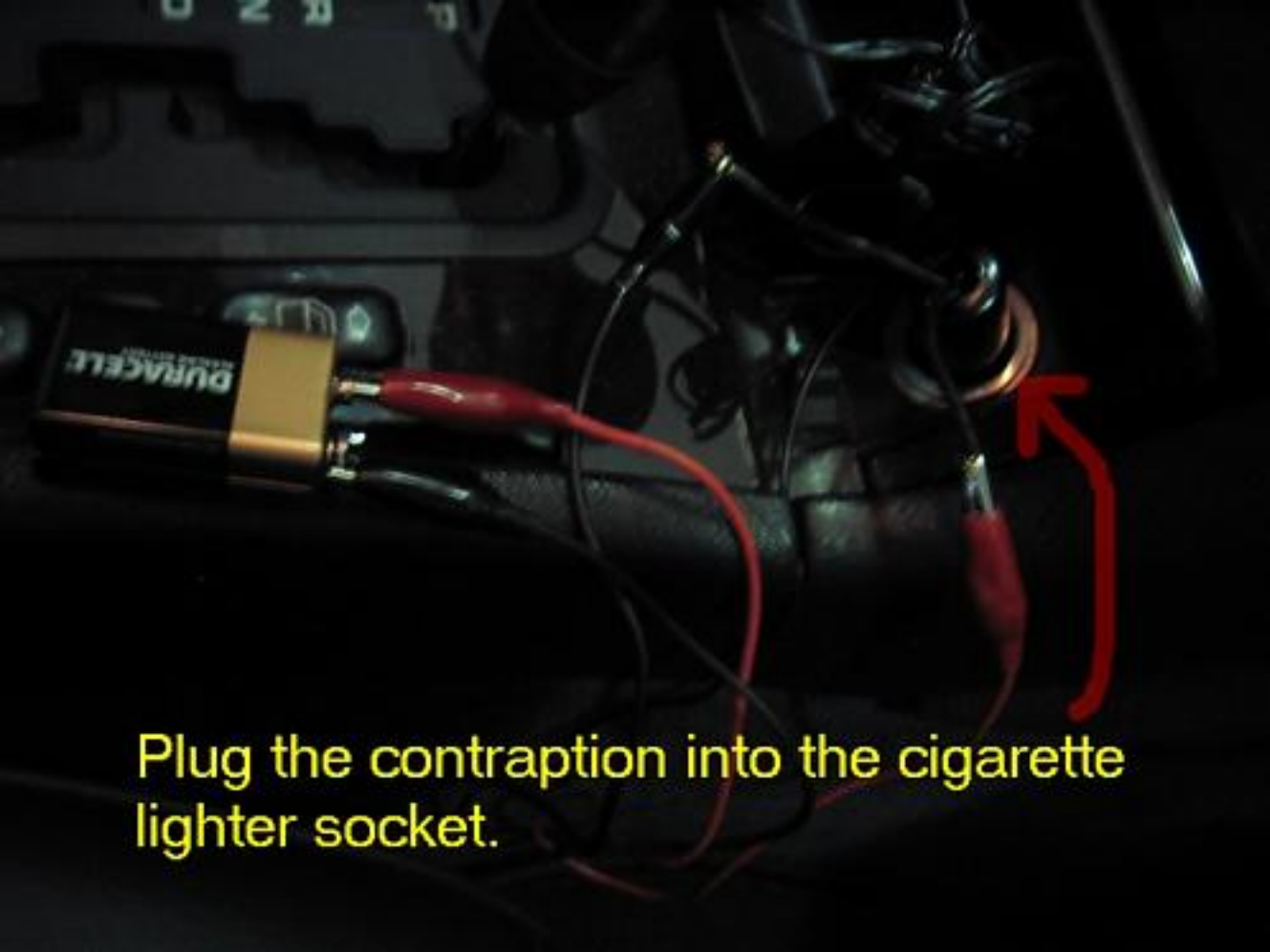
(Optional- 1/2" Drive)

3/8" Drive

HAZET



Here is my "home made" memory-saver.
I cut a cigarette-lighter adaptor, and hooked
up a 9V battery.



Plug the contraption into the cigarette lighter socket.

Remove rear seat. The front lower edge has a lever on each side. Pull lever forward while pulling seat cushion forward.



VERY IMPORTANT!! YOU WILL
BE WORKING AROUND THE
STARTER, SO YOU MUST
DISCONNECT THE BATTERY!!!!!!!!!!!!

OTHERWISE YOU WILL GET
YOUR "4th of July" EARLY!



Remove negative lead from battery.
(13mm nut).



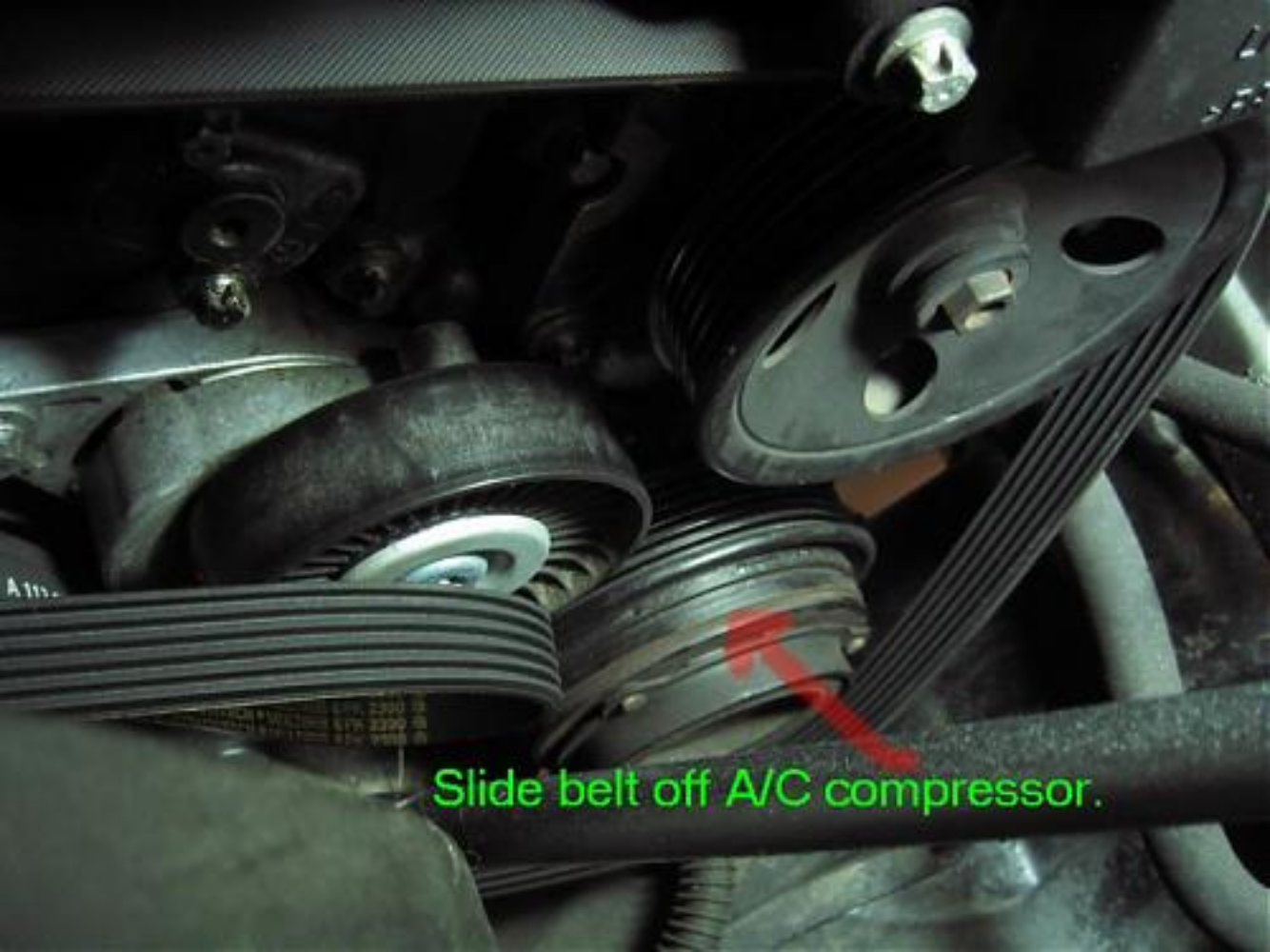
There are **FOUR** 8mm screws.

After **SAFELY** jacking the car using the "usual" safety procedures, remove the rear cover panel under the engine.

IF doing the LEFT mount, you WILL need to move the A/C compressor, so take off the V-Belt. I have the "new" style, with the 17mm nut. Torque COUNTERCLOCKWISE to release the tension on the belt tensioner, and slide it off.



If you have the "old" style, it will be a E10 Torx bit in the centre of the tensioner.



Slide belt off A/C compressor.



Remove the 3 E12 Torx bolts

Then, move the unit (STILL WITH HOSES ATTACHED!!) FORWARD.



Use 3/8" Ratchet with 16mm Socket to remove the UPPER bolt. It's a bit of a tight space. IF you can get your hands on a 72 tooth (FINE) ratchet, the better!

This is the RIGHT mount.

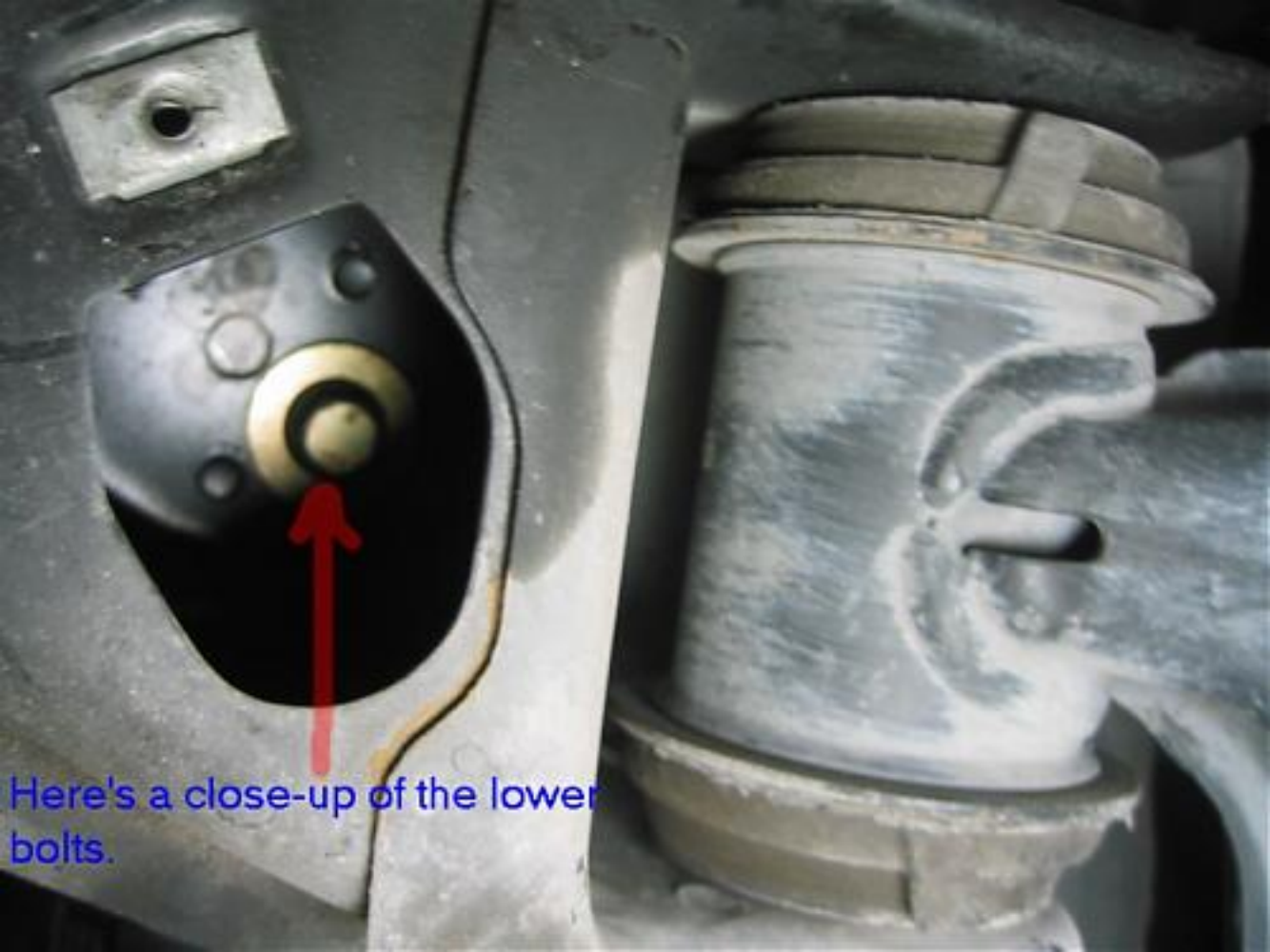
A close-up photograph of a mechanical assembly. A red arrow points to a curved, grey metal pipe. Below the pipe is a grey, ribbed cylindrical component. To the right, there is a black plastic bracket with two circular holes. The background is dark and out of focus, showing various mechanical parts.

This pipe prevents removal of the mount to the REAR.

This is how the LEFT looks.




Now, remove the 2 LOWER bolts.
These are 13mm.



Here's a close-up of the lower bolts.



Removing engine mount "Shield"




Now, the "FUN" part, lifting the engine.
Since yours will be on Jack Stands, place
a 2x4 across the oil pan, and slowly/gently
jack up the engine an inch or so.

Push the A/C compressor forward.



Delivering the "Baby". The left mount.



NEW

OLD

YIKES!!!


LAZET

Now, after taking out the mounts, you need to raise the engine an ADDITIONAL inch or so, to get the new "BIG" mounts in.

VERY IMPORTANT TO LINE UP THE NOTCH
CORRECTLY!! (SEE NEXT PHOTOS)

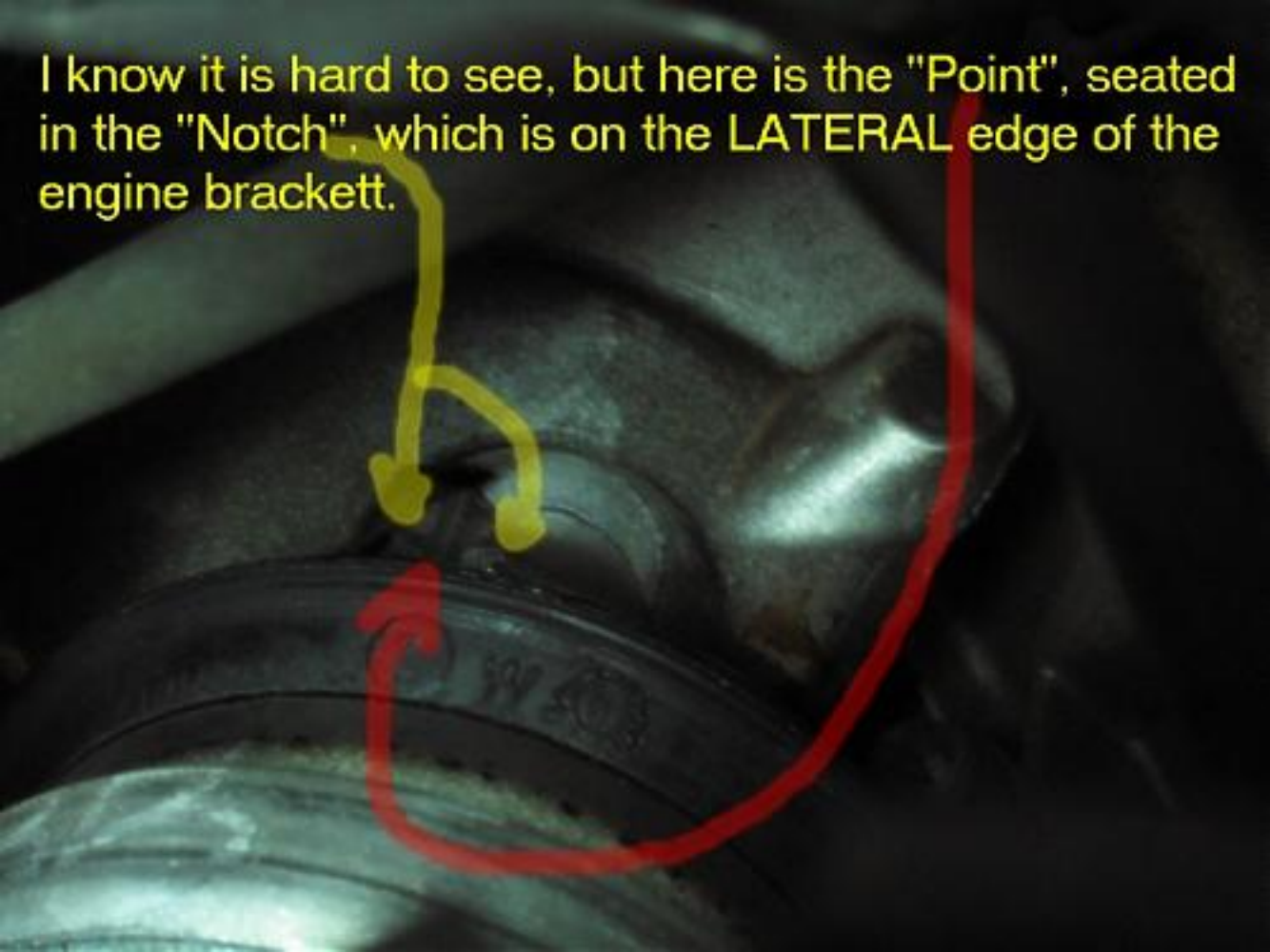
Replace the shields.

VERY IMPORTANT!!!



You need to line up this "Point" up with a "Notch" on the engine side of the mount. It will also line up with the notched part of the shield.

I know it is hard to see, but here is the "Point", seated in the "Notch", which is on the LATERAL edge of the engine brackett.






Apply BLUE Loctite to the **UPPER** bolts and quickly install. Don't tighten too much, you want some "wiggle" room to line up the lower bolts.

Once BOTH bolts are snug, torque the UPPER bolts to 55 Nm.



And the LOWER bolts to 35 Nm



0 3 5 Nm 20-120



Reinstall the A/C compressor, torque to 20 Nm.



Reinstall the A/C compressor, torque to 20 Nm.

Replace the lower panel, let the car down, re-install V-Belt, hook-up the battery, and go for a drive! You will be SHOCKED how your "baby" is back to NEW again!