G-Body Engine Mount Installation Instructions

TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Metric and standard socket and wrench set
- Spring Compressor (internal style)
- Balljoint separator
- Mallet
- Cherry picker or other engine support


IMAGE 1

INSTRUCTIONS:

1. Lift the front of the vehicle and safely support with jackstands

2. Remove front wheels

3. Disconnect the brake caliper and suspend from the frame as to keep the load off the brake hose.

4. Loosen the shock upper mounting nut and remove the bushing and washer. Loosen the two lower shock bolts and remove the shock through the bottom of the A-arm. **IMAGE 1**

5. Locate the swaybar end link where it attaches to the A-arm. Remove the end link mounting bolts from the A-arm.

6. Disconnect the nut for the outer tie rod ends and use a mallet to knock them out of the spindle

NOTE: An inside spring compressor is the recommended tool for removing coil springs

7. Next, turn the spindle in one direction to gain access to the castle nut of the upper ball joint. Remove the cotter pin and loosen the castle nut but do not remove it. Using a brass hammer, hit the spindle around the ball joint mounting hole until the balljoint pops loose. A pickle fork may also be used for disconnecting the balljoint.

8. Position a floor jack under the A-arm and lift the A-arm until there is no spring tension on the ball joint. Remove the castle nut.

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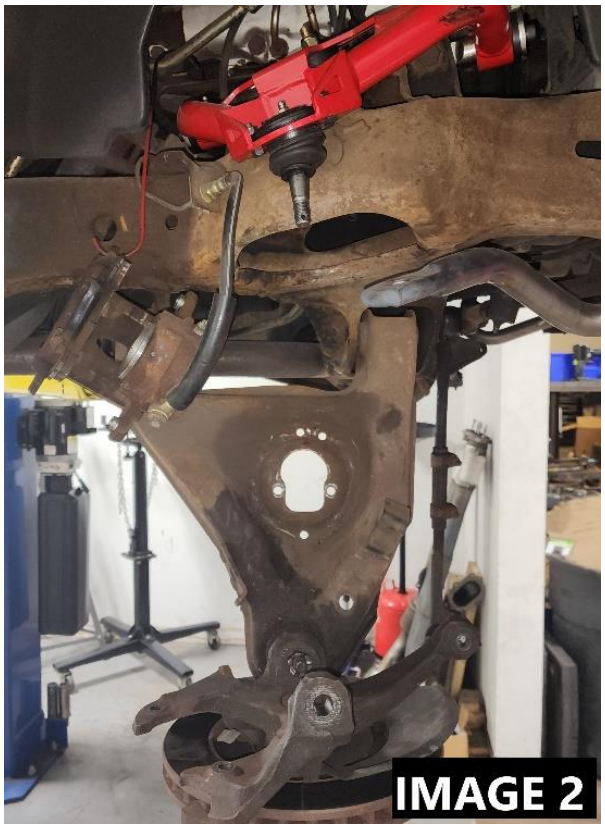
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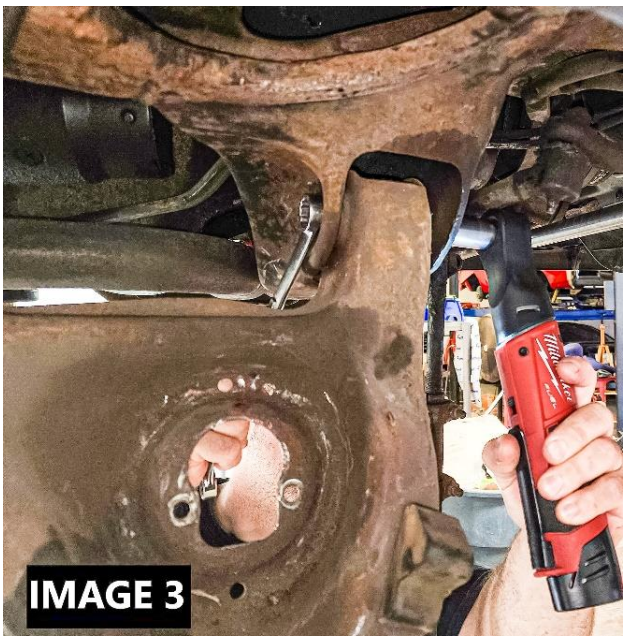
9. Carefully lower the A-arm as far as it will go. Using a pry-bar, carefully pop the spring out of the spring pocket and set it aside. **IMAGE 2**

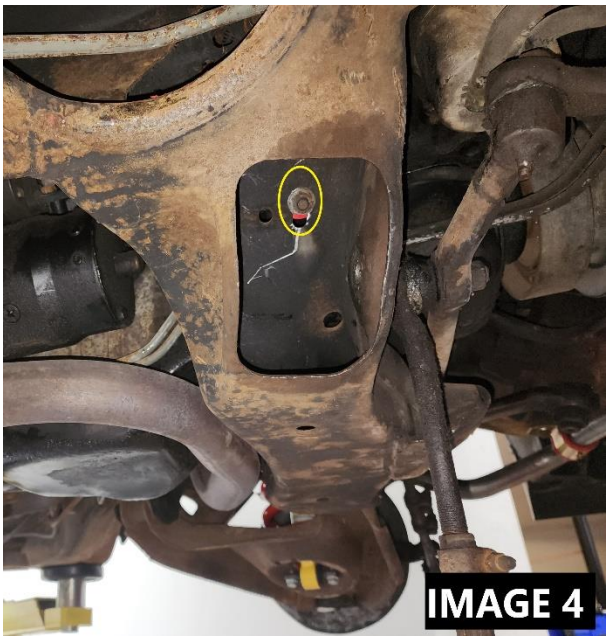
10. Loosen and remove both A-arm mounting bolts and remove the lower A-arm **IMAGE 3**

11. Raise and support the engine so the stock motor mounts can be removed (this can be done with a cherry picker or by putting jacks under the bellhousing and harmonic balancer)

12. Remove the bolts holding the motor mounts to the block as well as the bolts attaching the motor mounts to the frame rail. (The nuts will be accessible through the hole where the lower control arm mounts) **IMAGE 4**







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13. Loosely bolt the new motor mounts to the vehicle. Be sure the triangles are pointing up. **(IMAGE 5)** Once you have all of the bolts threaded, lower the engine onto the mounts and final tighten to **45 ft-lbs. All bolts must be loosely started for proper alignment.**

    NOTE: DEPENDING ON FUEL PUMP CLEARENCE OR APPLICATION, THE PASSENGER MOTOR MOUNT THRU BOLT MAY NEED TO BE INSTALLED FROM THE FRONT AND THE FUEL PUMP WILL NEED TO BE TEMPROARILY REMOVED FOR PROPER INSTALLATION.



IMAGE 5

14. Reassemble the lower control arms with the springs and balljoints, wait to torque the control arm bushings until the lower A-Arm is back at ride height.

15. Remove the spring compressor so the shock can be installed. Reconnect the sway bar endlinks.

16. Put the wheels back on and lower the vehicle



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Attention: Polyurethane and Delrin bushings must be properly lubricated with a full synthetic grease only

A full synthetic grease must be used to lubricate the inner sleeve via the grease fitting, contact points such as the outside faces of the polyurethane bushing must also be greased. We recommend Green Grease/Super Lube full synthetic grease for best results.



Do not install bushings dry. Lack of proper lubrication may cause squeaking, binding, premature wear, reduced performance, or damage to the bushings and related components. Bushings should be inspected and re-greased as needed, especially in harsh driving conditions or high-use applications.

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