



MM300 INSTALLATION INSTRUCTIONS

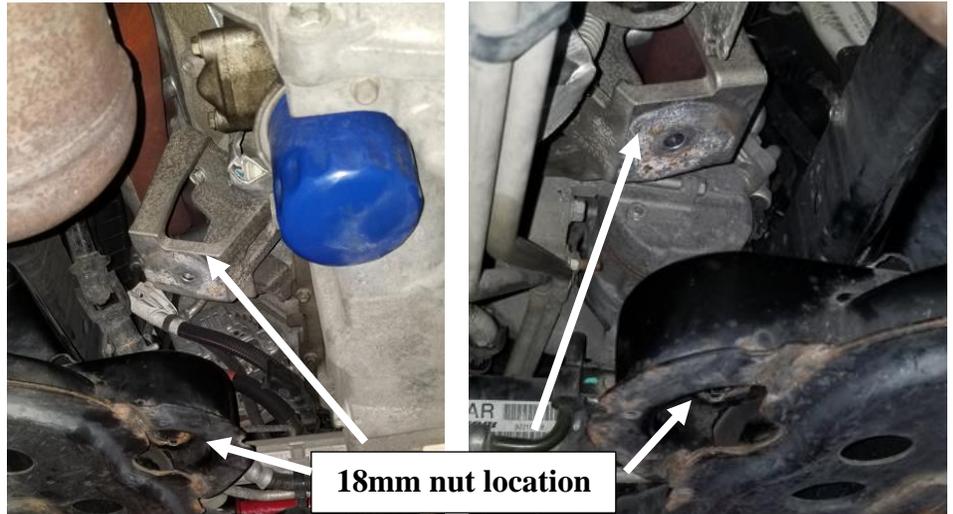
G8 Poly Motor Mounts and Motor Stands

Tools required:

- Basic Hand Tools and Socket Set
- Jack and Jack Stands

Instructions:

- 1) **REMOVE THE NEGATIVE BATTERY TERMINAL LEAD TO CUT POWER FOR THE ENTIRE VEHICLE.**
- 2) Raise the vehicle and support on jack stands on the frame.
- 3) Support the motor/ transmission with a jack and remove pressure from the factory motor mounts.
- 4) Using an **18mm socket** remove the lower motor mount nut from the stud going through the subframe.
- 5) Using an **18mm wrench**, remove the upper motor mount nut from the stud going through the motor stands.
- 6) You will need to loosen/ remove the motor stands from the block in order to be able to remove the factory motor mounts using a **15mm socket/wrench**.
- 7) Loosely reinstall the motor stands with the bolts started but allowing the mount to move
- 8) With the factory mounts removed, install the new motor mounts.



NOTE: these motor mounts have two (2) ¼" THICK SPACERS ON each side. They allow you to lower the motor a total of ½" per side given proper oil pan/ swaybar/ steering rack clearance. Ensure clearance around motor before lowering motor from stock height.

- 9) Insert the ½" bolt through the bottom of the subframe with the supplied washer and loosely start threads.
- 10) Insert the M12 bolt through the top of the motor mount stand with the supplied washers as shown with the large stainless washer on the bottom of the bushings. Loosely start the nut on the bottom.
- 11) With all of the bolts started, torque **motor stand-block bolts to 40ftlbs** first.
- 12) Ensure the mount stays aligned while tightening and the mounts sit flush on the subframe and motor stands, slowly lower motor to rest on mounts.
- 13) Torque the ½" bolt to **65ftlbs**.
- 14) **Using Loctite on the threads**, tighten the M12 bolt/ nut to snug or around 40ftlbs. **Do not overtighten the poly bushings.**
- 15) Reconnect battery and lower vehicle.



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